
**1395 Rolston Street (COMPLETE APPLICATION)
DP-2025-00882 – CD-1 (887)**

JP/NEC/RM/EN/JKB

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

PRESENT:

M. So (Chair), Development Services
H. Kobayashi, Urban Design & Development Planning
K. Imani, Engineering Services
D. Autero, Development Services

ALSO PRESENT:

J. Park, Urban Design & Development Planning
E. Nordin, Housing Policy and Regulation
J. Bateman, Development Services
N. Choi, Development Services
R. Moss, PDS Landscape (absent)

APPLICANT:

City of Vancouver – Non-Market Housing
Development and Operations
310-814 Richards Street,
Vancouver, BC V6B 3A7

PROPERTY OWNER:

City of Vancouver

EXECUTIVE SUMMARY

• **PROPOSAL:**

To develop this site with a new 26-storey (plus mechanical), mixed-use building, containing 212 social housing dwelling units with retail at grade, and three levels of underground parking accessed from Rolston, subject to Council enactment of the CD-1 Text Amendment, the Director of Planning approval of the form of development.

This application is being processed through the Social Housing or Rental Tenure (SHORT) program.

See Appendix A Standard Conditions
 Appendix B Standard Notes and Conditions of Development Permit
 Appendix C Building Review Branch
 Appendix D Urban Design Panel Meeting Minutes
 Appendix E Plans and Elevations
 Appendix F Applicant's Design Rationale

• **ISSUES:**

1. Housing Agreement
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DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DP-2025-00882 submitted, the plans and information forming a part thereof, thereby permitting the development of 26-storey (plus mechanical), mixed-use building, containing 212 social housing dwelling units with retail at grade, and three levels of underground parking accessed from Rolston Street, subject to Council enactment of the CD-1 (887) Text Amendment, the Director of Planning approval of the form of development and the following conditions:

- 1.0 Prior to the issuance of the development permit, revised drawings and information shall be submitted to the satisfaction of the Director of Planning, clearly indicating:**
 - 1.1 Make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services for the amendment of the Housing Agreement (Social Housing) and Section 219 Covenant registered in the Land Title Office under CB1805856 to clarify that 30% of the Social Housing Units will be occupied by households with incomes below Housing Income Limits, as defined there in (refer to Rezoning Condition 2.1).
- 2.0 That the Conditions set out in Appendix A be met prior to the issuance of the Development Permit.**
- 3.0 That the Notes to Applicant and Conditions of the Development Permit set out in Appendix B be approved by the Board.**

● TECHNICAL ANALYSIS:

Technical Review For:	1395 Rolston Street	Pending CD-1 (887) Amendment	DP-2025-00882
	Permitted/Required	Proposed	
Site Size and Site Area¹		64.59 m	x 30.31 m 1960.00 m ²
Use	Dwelling Uses; limited to Multiple Dwelling and Dwelling Unit in conjunction with any use listed in section 4. Retail Uses; and other uses permitted under the CD-1 (887) By-Law	Mixed Use Residential Building, same as dwelling unit in conjunction with any uses listed in section 4. Retail Use	212 Social Housing
Setbacks²	Rolston Street min 3.0 m Neon Street min 0.2 m Pacific Street min 1.6 m		1.6 m 0.2 m 3.1 m
Height³	max Building Height 85 m Mechanical beyond Building Height (additional) 4.7 m Mechanical Setback from Roof Perimeter 3 m View Cone limit maximum allowed height	Top of Tower Parapet @ 103.45 m (18.50m IG) Top of E.M.R Parapet @ 106.41 m Face of Elevator Overrun (east elevation) 5 m Within the lowest maximum limiting height of 115.5m	85 m 88 m 5 m
Floor Area⁴	Within Sub-Area C Residential (Social Housing) min 18,805.00 m ² max 19,023.00 m ² Site Total 19,940.00 m²	Residential (Social Housing) Retail Use Site Total 19,833.19 m²	18,957.08 m ² 876.11 m ² 19,833.19 m²
FSR Exclusions	Amenity 1,000.00 m ² Balconies + Decks 12% 2,392.80 m ² Storage 3.7 m ² per DU	Amenity Balconies + Decks 6% Storage	326.53 m ² 1,154.92 m ² 527.27 m ²
Unit Type	minimum 35% must include "family units" having 2 or more bedrooms	Studio 22.6% 1 Bedroom 25.0% 2 Bedroom 28.3% 3+ Bedroom 24.1%	48 units 53 units 60 units 51 units Unit Total 212 units
Dwelling Unit Size	min 29.7 m ²		30.19 m ²
Natural Daylight⁵	Each habitable room must have 1 window	in-board room proposed	
Parking By-Law 2023	Permitted/Required	Proposed	
Parking	Residential Accessible 8 min Small 25% max Total Residential 8 min Residential Visitors 11 min TDM Plan C - Car Share 6 min Retail Uses Standard 8 max Accessible 1 min Small 25% max Total Retail 8 max	Residential Standard 36 Accessible (7 Reg. 1 Van) 8 Small 13 Total Residential 57 Residential Visitors (10 Reg. 1 Acc) 11 Total Car Share 6 Retail Uses Standard 6 Accessible 1 Small 2 Total Retail 8	
Loading	Class A B C Residential 1 1 0 Retail Uses 0 1 0 Sub-Total 1 2 0	Class A B C Residential 1 1 0 Retail Uses 0 1 0 Sub-Total 1 2 0	
Bicycle⁶	Class L V A V+S O/S B Residential 44 132 263 22 12 Total Res. 439 Retail Uses - - - - 0 Total Retail 3 Site Total 442 12	H L V Vrt+Stk O/S B Residential 3 44 122 370 22 12 Total Res. 439 Retail Uses 4 - - - - 6 Total Retail 4 Site Total 443 18	
Passenger	Class A B C Residential 1 0 0 Retail Uses 0 0 0 Site Total 1 0 0	Class A B C Residential 1 0 0 Retail Uses 0 0 0 Site Total 1 0 0	

¹Note on Site Size and Site Area: Minor discrepancy between applicant statistics and survey, therefore site area is based on the provided site survey prior to any consolidations or dedications. Standard Development Review Branch condition A1.11c seeks coordination between project summary and survey.

²Note on Setbacks: Staff support the proposed minor encroachment into the 3.0 m setback along Rolston Street as per the Granville Loops Guidelines. The encroachment is limited to a small portion at the south end of the site near Pacific Street and assists in transitioning the public realm character from the commercial interface along Pacific Street to the residential townhouse frontage along Rolston Street. The proposal maintains the required pedestrian sidewalk width (1.6 m SRW) and does not compromise sidewalk function.

³Note on Building Height and View Cones: Finalized building grades were not provided to confirm building heights, although the building height measured to the top of tower parapet appears to meet the maximum height of 85 m. Standard Development Review Branch condition A1.9 seeks height calculation drawings.

Additionally, this application is also located within View Protection Zones 3.2.1. (View of Mount Strachanm, Hollyburn Mountain and the Lions from QE Park) and VGH Flight path. Standard Development Review Branch condition A1.10 seeks confirmation of compliance by providing illustrations to show the proposed development is within the limitations of the View Cone and Flight Path. View cone analysis that was done in 2021, includes View Protection Zone 12.2 (Granville Bridge), which has since been removed.

⁴Note on FSR and Floor Area: As per the Section 6.1 of the pending amended CD-1 By-Law, this area consists of 4 sub-areas for the purpose of establishing floor area. This application, being in Sub-Area C, is under the maximum permitted floor area of 19,940 sq. m. Floor areas labelled "building storage" is required to be included in floor area calculations or excluded as residential bulk storage and discrepancy of in-suite storage exclusion between FSR area summary and FSR verification sheets will need to be addressed. Standard Development Review Branch Condition A1.6 seeks confirmation of compliance with floor area calculations.

⁵Note on Natural Daylight: Several one-bedroom units located on level 9 - 11 and two-bedroom townhouse units include a room that does not provide sufficient natural daylight. Standard Development Review Branch Condition A1.5 seeks compliance.

⁶Note on Bicycle: Dwelling unit areas are required to confirm Class A Bicycle Parking space requirements through Standard Development Review Branch condition A1.8). City staff support the relaxation of vertical and stacked spaces exceeding 60% but are not supportive of Class A bicycle spaces using runnels. Engineering condition A2.10 seeks stair free bicycle access.

• LEGAL DESCRIPTION

Lot: C
 Block: 113
 District Lot: 541
 Plan: EPP76945 New Westminster

• HISTORY OF APPLICATION:

2024-12-13 Complete Development Permit submitted
 2025-05-21 Urban Design Panel
 2025-11-05 Revised application received
 2026-01-28 Development Permit Staff Committee

• SITE

This 1,960 m² (21,097 sq.ft.) currently vacant site is located on the Northeast end of Granville Bridge. It is identified as Sub-Area C of Granville Loops Policy Plan. The site is bound by Neon Street to North, Rolston Street to East, Pacific Street to South, and Granville Street to West.

• CONTEXT:

Significant adjacent development includes:

- (a) Granville Loops - Sub-area A
- (b) Granville Loops - Sub-area B
- (c) Granville Loops - Sub-area D
- (d) 1402 Burrard Street – Proposed 40 and 54-storey mixed-use development with 1089 secured market rental units
- (e) 889 Pacific Street (The Pacific) – 39-storey strata tower
- (f) May & Lorne Brown Park
- (g) 1480 Howe Street (Vancouver House) - 52-storey strata and secured market rental tower
- (h) 1462 Granville Street (University Canada West) - two 5-storey office and retail buildings
- (i) 601 Beach Crescent (CD-1 (366)) - 53-storey mixed-use building containing 303 strata units and 152 social housing units



Figure 1: Context Plan

BACKGROUND:

The Granville Loops consists of one large parcel which consists of Sub areas A to D, bound by Neon, Seymour, Pacific and Howe Streets (see Figure 1 on previous page). The total site area is approximately 1,960 m² (21,097 sq.ft.) and is currently vacant.

In 2022, Council approved a rezoning application to permit the development of six towers across four sub-areas. Sub-areas A, B, and D permit four towers for up to 40-storeys with strata, rental, and commercial uses. Sub-area C, the focus of this application, allows for a 12-storey and a 26-storey building over a podium, for social housing, childcare, and commercial uses. Sub-area C is to remain and redevelop under City ownership, unlike the other sub-areas, which may redevelop under private ownership.

A complete development permit application for Sub-area C was submitted on November 5, 2025, to permit a 26-storey (plus mechanical), mixed-use building, containing 212 social housing dwelling units, and 876.11 m² (9,430 sq.ft.) of at-grade commercial uses, and no childcare. This application required an amendment to the CD-1 (887) by-law for Sub-Area C for the following changes:

1. to remove the minimum floor area requirement for the childcare use;
2. to add 3,565 m² (38,373 sq.ft.) of floor area for social housing;
3. to increase the building height by 1.5 m (5 ft.) to account for mechanical appurtenances; and
4. to adjust the massing from two towers into one tower to improve efficiency.

These CD-1 amendments were approved by Council on December 4, 2025. These changes enable a modest increase of social housing units while modifying the building massing to optimize building efficiency.

On May 21, 2025, the Urban Design Panel (UDP) unanimously supported the development permit application. A subsequent resubmission was reviewed by staff and did not require a return to the Urban Design Panel, as the overall form of development, massing, and urban design performance remained consistent with the scheme previously supported by the Panel. Revisions were primarily technical and did not materially alter the project's architectural expression, height, or public realm interface.

• APPLICABLE POLICIES, BY-LAWS AND GUIDELINES:

- *Granville Loops Policy Plan (2018)*
- *CD-1 By-law (887)*
- *Granville Loops Guidelines (2022)*
- *Public Views Guidelines (2025)*
- *High Density Housing for Families with Children Guidelines (1992)*
- *Housing Vancouver Strategy and Action Plan (2017)*
- *Housing Needs Report*

• RESPONSE TO APPLICABLE BY-LAWS AND GUIDELINES:

The following is a brief summary of the application's compliance with relevant by-laws, approved conditions of rezoning, and guidelines.

Granville Loops Policy Plan (2018)

The Plan guides development in a study area bound by Seymour, Pacific, Howe, and Drake Streets. The Plan establishes a vision to replace and reconfigure the existing street network accompanied by opportunities for new development, including the delivery of social housing and childcare.

Overall urban form should improve the gateway to Granville Street, the historical high street of Vancouver, and ensure a built form that recognizes the mid-rise scale of Granville Street corridor, but also is compatible with surrounding high-rise Downtown South area.

Built Form and Character:

The intentions of form of development should:

- Emulate an improved visual “gateway” to Granville Street, the historical high street of Vancouver, and major entertainment district.
- Ensure built form that recognizes the mid-rise scale of the Granville Street corridor but is also compatible with the surrounding high-rise Downtown South area.

One of the urban built form principals, “Valley Gateway”, refers to the overall built-form of Granville Loops, with lower buildings on the Granville-fronting sites, flanked by higher towers on the Howe and Seymour edges of the area. This responds to the adopted planning direction for Granville Street further north, which is to ensure that the corridor retains its distinctive mid-rise scale.

Public Realm:

The Plan envisions the long-term urban repair of streetscapes and the pedestrian public realm in this area, including normalization of the street network and public realm over the bridge deck. It also establishes the intended character of each surrounding street, including requirements for residential or active non-residential uses at grade to support pedestrian activity and street vitality.

For this site, the Plan specifically seeks to enhance the public realm and maintain street vitality by requiring active, non-residential uses at grade along Granville Street and Pacific Street.

Applicant’s Response:

Overall form of development frames the gateway to Granville Street, with uses that activate the at-grade public realm.

Built Form and Character:

The proposed building massing respects the “Valley Gateway” concept when viewed from the Granville Bridge.

Public Realm:

Pedestrian scale has been reinforced through strategic setbacks of upper podium and tower massing. Ground floor design consists of porous, activated uses such as commercial units, building entrance lobbies and street-oriented townhomes. Proposed at-grade uses meet the outlined uses by the Policy Plan. Parking, loading and servicing has been located at the project’s interior, away from the public realm.

Staff Assessment:

The proposed uses, and overall form of development meets intended urban design guidance of Granville Loops Policy Plan, and the proposal fulfils the programmatic requirements set out by the Plan.

CD-1 Bylaw (887)

Following key requirements are outlined for Sub-Area C within the CD-1 (887):

- 5.3 50% of total number of dwelling units must:
 - (a) Be suitable for family housing; and
 - (b) Include two or more bedrooms.
- 5.4 All residential floor area of sub-area C must be used for social housing.

In addition, proposal must also meet the conditions of approval as following:

- 1.1 Maximum Tower Floor Plate size: 604 m² (6,500 sq.ft.), except relaxation is allowed for 100% social housing if proper tower separation is provided.
- 1.2 Tower Separation for building exceeding a height of 21.5 m (70.5 ft):
 - Minimum separation of 24.4 m (80 ft.) between two residential towers.
 - Minimum separation of 18.3 m (60 ft) between residential and commercial towers, except hotels.
- 1.3 (b) Extend commercial uses along Pacific Street in order to foster pedestrian activity.

Applicant's Response:

The proposal is to develop a mixed-use project containing at-grade commercial units and residential uses consisting of 100% social housing units. Ownership of the sub-area C land will remain with the City of Vancouver and the residential portions of the building will be developed and managed by a nonprofit housing society, More Than a Roof.

- The proposal meets the requirement of the CD-1 in terms of the use, including at-grade commercial, as well as over 200 units of social housing units, with high percentages (50%) of family units, including 4 bedroom units.
- Overall floor area and building heights meets the maximum allowed under the amended CD-1 By-law.
- At 674 m² (7,257 sq.ft.), the proposed tower floor plate exceeds 604 m² (6,500 sq.ft.), however the rezoning form of development condition 1.1 allows relaxation of the tower floor plate for 100% social housing projects, with proper tower separation setbacks.
- Proposed setback of 12.2 m (40 ft.) from the centre of Rolston Street for the tower portion of the development provides ½ of required 80 ft. tower separation from the future development in Sub-Area D.

Staff Assessment:

- The proposed uses, density, and height conform to the provisions of the amended CD-1 By-law.
- Staff are satisfied that the half of the proper tower separation setback has been provided from future development on Sub-Area D, along Rolston Street.
- Staff support the requested minor, incremental increase in tower floor plate size, as it enables a more efficient building configuration compared to the previously council-approved two-tower massing and facilitates the delivery of a significant proportion of family-sized units within the proposed 100% social housing development. The larger floorplate does, however, incrementally impact the public realm with an increase in spatial enclosure, and less openness-to-sky.

Granville Loops Guidelines (2022)

The Granville Loops Guidelines provide guidance on subsequent development permit applications, compliant with CD-1 (887) and build off of the Granville Loops Policy Plan to prescribe general criteria for new development and form the basis for the preparation of, and approval of development proposals of four new parcels created by the decommissioning of the access and egress ramps (the 'traffic loops' or the 'loops'). These parcels are referred to as Parcels A, B, C, and D (see Figure 1).

These design guidelines:

- support the creation of a distinct urban character for the Granville Loops area;
- ensure a high standard of livability for residential projects and the area as a whole;
- foster a high level of environmental and social sustainability;
- enhance connectivity and mobility; and
- ensure high quality design and public realm responses at a prominent 'gateway' location in the city.

In addition, the Guidelines outline following:

- Urban Design Principles:
 - Overall massing should form a "Valley Gateway".
 - Pedestrian scale street wall, and towers to be setback from the street.
 - Active uses at grade to improve pedestrian experience.
 - Integrated architectural expression for roof expression.
- Built Form
 - Setbacks for Sub-Area C:
 - Rolston Street – 3.0 m from SRW
 - Neon Street – 0.2 m
 - Granville Street – N/A

- Pacific Street – 1.6 m
 - Tower Separation is important providing access to daylight and views along with privacy.
- Public Realm Interface
 - Granville, Neon and Pacific Street (Commercial Streets) - Active commercial uses providing pedestrian scale and details, in accordance with Granville Street design and the Pacific Boulevard “Great Street” concept.
 - Rolston and Continental Streets – At-grade residential units
- Architectural Components:
 - Lighting and signage strategy is integral to effective site legibility, security, and character, and should be used to reinforce or add another layer of character and visual interest to buildings throughout the site.

Applicant’s Response:

The proposal is to develop a mixed-use project containing at-grade commercial units, and residential uses consisting of 100% social housing units. Ownership of the sub-area C land will remain with the City of Vancouver and the residential portions of the building will be developed and managed by a nonprofit housing society, More Than a Roof.

- Proposed development seeks encroachment into the Rolston Street Public Realm Setback.
- The overall building form consists of three distinctive and legible components:
 - Lower Podium
 - Upper Podium
 - Tower

While Lower Podium acts as a grounding element, Lower and Upper Podium together (11-storeys) references the Granville Street Urban Design Guidelines and neighbouring projects to the north in its massing, while responding the surrounding high-rise area with its tower massing (see Figure 2 and 3).

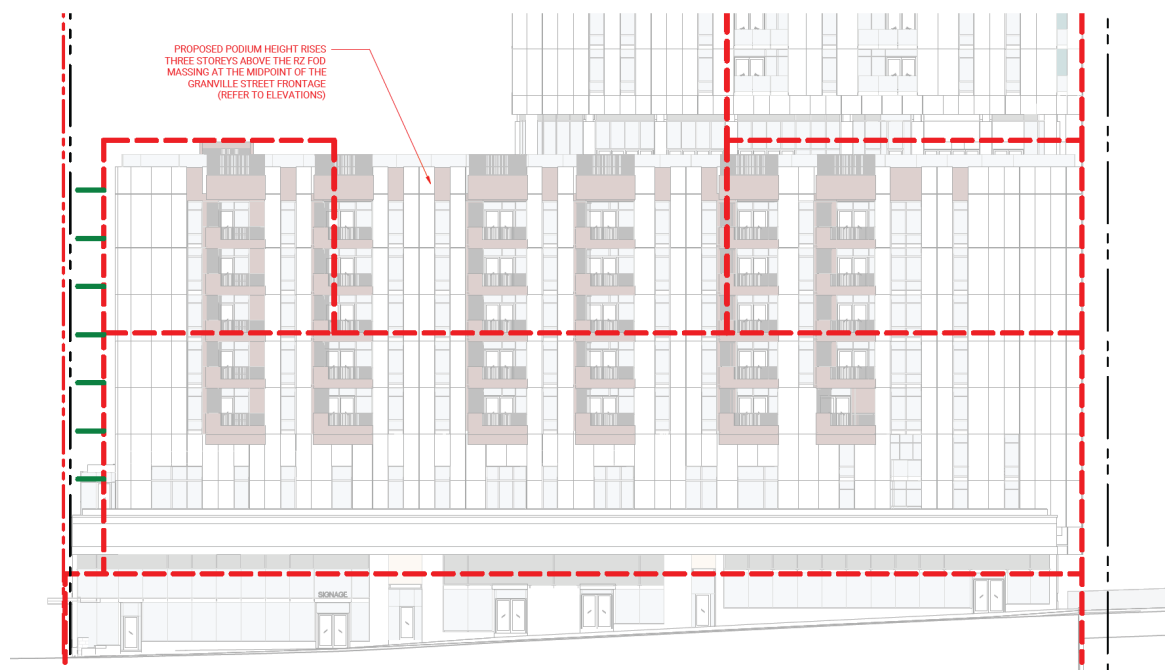


Figure 2: Proposed Granville Street (West) Elevation with the Rezoning Form of Development massing overlaid.



Figure 3: Site section at Granville Street showing comparative heights of building podiums to the south and north of the proposal.

- Proposed development will provide a “gateway” to Granville high street, with active uses at-grade.

Staff Assessment:

- The proposed at-grade uses align with the urban design intent of the Granville Loops Guidelines and support an active and engaging public realm.
- While the increased podium height results in a modest reduction in perceived openness-to-sky from the street level, this incremental negative impact on the public realm is offset by the greater efficiency gained in the building design which lower construction costs and higher unit-yields.
- Staff support the proposed minor encroachment into the 3.0 m public realm setback along Rolston Street. The encroachment is limited to a small portion at the south end of the site near Pacific Street and assists in transitioning the public realm character from the commercial interface along Pacific Street to the residential townhouse frontage along Rolston Street. The proposal maintains the required pedestrian sidewalk width (1.6 m SRW) and does not compromise sidewalk function.

Public Views Guidelines (2025)

Council-approved protected public views protect Vancouver’s ocean and mountain views while promoting density in the downtown area. The mountains behind our city skyline signify our connection to nature and align with our sustainability goals.

At the time of application, Protected View (View Cone) 12.2 from Granville Bridge East Sidewalk extends across the westernmost edge of Sub-area C at a height of approximately 40.0m (131.0 ft), significantly limiting the potential to provide building area, compared to the other sub-areas of the Granville Loops rezoning. The proposed building massing encroaches into the view cone in plan by approximately 3210 mm at the south end of the site and 4040 mm at the north end of the tower. The proposed projection into the View Cone would allow for more livable and flexible residential units and more efficient tower floor plates.

Subsequently, on June 4th, 2025, the council adopted Granville Street Plan, including deletion of View Cone 12.2 from Granville Bridge, resulting the site no longer being encumbered by a view cone.

The site is also under the view cone 3.2.4, but the building height is well below the view cone height.

High Density Housing for Families with Children Guidelines (1992)

The intent of the guidelines is to address the key issues of site, building and unit design that relate to residential livability for families with children. The guidelines provide both quantitative measures and qualitative guidance on designing family-friendly housing addressing outdoor and indoor amenity and play areas, safety and supervision of children, provision of storage space appropriate for families and private open space adjacent to each unit.

Applicant's Response:

The proposal includes more than 50% of the residences with two or more bedrooms, including a sizeable mix of 3- and 4-bedroom units – a rare opportunity for larger and multi-generational families in the downtown core. The design focuses on creating a safe and child-friendly environment. Family housing units are clustered around an attractive network of outdoor corridors. These corridors connect to the shared rooftop amenities and allow for passive supervision of children as they visit neighbours and play together.

Main common indoor and outdoor amenity spaces are located on Level 12, clustered around the common corridor and elevators. The main indoor amenity room is a large multi-purpose room with a kitchenette, designed to accommodate the community events and may also be bookable by residents for private parties and gatherings. These spaces will open directly onto adjacent and related outdoor amenities. The indoor amenities will be complemented by two gender-neutral washrooms, one of which will be fully accessible. Additionally, a lounge is proposed at the main residential entry on Rolston Street, as well as a medium sized gym/fitness centre on Level 5, strategically located directly adjacent to the outdoor amenity spaces to allow adults to work out while children play in the outdoor playground. Extensive rooftop exterior amenities are proposed on Level 12 and Level 5, connected via an exterior feature stair at the north end of the upper podium. At level 12, amenity spaces include outdoor seating, cooking and dining facilities, a gathering area, childrens' playground and planting areas. These outdoor, rooftop amenity spaces are located adjacent to indoor amenity areas and will enjoy impressive views of the city in all directions and good sun exposure in the early morning, afternoon and evening. At level 5, a second rooftop amenity space with children's playground, informal gathering spaces and lush planting. Both outdoor amenity areas will be surrounded by planters creating a visual buffer, and by glass wind screens which will further provide an acoustical barrier.

All family units, 1-bedroom units and some studio units in the building will have a private balcony, and where not feasible, juliet balconies have been provided. Balconies throughout the project have been thoughtfully designed to be recessed and partially weather-protected to improve usability throughout the year, privacy, and a sense of security.

Staff Assessment:

Staff support the overall proposal as it aligns well with the intended goals of the guidelines.

Housing Vancouver Strategy (2017)

Housing Vancouver focuses on the right supply of new homes, including rental, to meet the continuum of housing types. The strategy includes 10-year housing approval targets, which were updated in 2024. The new targets aim for 83,000 net new homes overall, including 10,000 non-market housing units, 30,000 purpose-built market rental and 5,500 purpose-built below market rental units.

Staff Assessment: This project will add 212 social housing units to the City's non-market housing inventory, which would contribute to the targets set out in the Housing Vancouver Strategy.

- **Housing Mix:** The project proposes 52% two, three and four-bedroom units, thereby meeting the Family Room: Housing Mix Policy for Rezoning Projects policy which requires a minimum of 35% family units. The application as proposed is consistent with the policy and a provision is included in the CD-1 By-law to meet the minimum unit mix requirements.
- **Affordability:** The project will meet the City's definition of social housing, which requires at least 30% of units to be occupied by households with incomes below the BC Housing Income Limits ("HILs") levels, as published by the British Columbia Housing Management Commission (CMHC), or equivalent. The rental rates for such units will also be no higher than 30% of the household income.
- **Security of Tenure:** A Housing Agreement will secure the residential units proposed with this application as Social Housing for the longer of 60 years and the life of the building.

• CONCLUSION:

Staff have reviewed this application to permit development of a 26-storey (plus mechanical), mixed-use building, containing 212 social housing dwelling units with retail at grade, and conclude the proposal meets the requirements of CD-1 and advances important City objectives. Staff further conclude that the proposed form of development represents an appropriate urban design response to the site and context. Staff recommend approval of this development application subject to conditions outlined in this report.

Recommend approval by the Development Permit Board.

ENGINEERING SERVICES

The recommendations of Engineering Services are contained in the prior-to conditions noted in Appendix A attached to this report.

HOUSING REGULATION

The recommendations of Housing Regulation are contained in the Recommended Conditions of this report and in the prior-to conditions noted in Appendix A attached to this report.

LANDSCAPE

The recommendations of Landscape Services are contained in the prior-to conditions noted in Appendix A attached to this report.

BUILDING REVIEW BRANCH

This Development Application submission has not been fully reviewed for compliance with the Building By-law. The applicant is responsible for ensuring that the design of the building meets the Building By-law requirements. The options available to assure Building By-law compliance at an early stage of development should be considered by the applicant in consultation with Building Review Branch staff.

To ensure that the project does not conflict in any substantial manner with the Building By-law, the designer should know and take into account, at the Development Application stage, the Building By-law requirements which may affect the building design and internal layout. These would generally include spatial separation, fire separation, exiting, access for physically disabled persons, type of construction materials used, firefighting access and energy utilization requirements.

Further comments regarding Building By-law requirements are contained in Appendix C attached to this report.

NOTIFICATION

The revised development permit application received on November 5, 2025, was processed concurrently following receipt of a revised application to amend the text of CD-1 (887) received in August of 2025. Both the site signs and the city's website for the rezoning text amendment application and the development permit application were updated in September and November of 2025, respectively. Approximately 11,985 postcards were distributed within the neighboring area for corresponding text amendment. A Question and Answer Period was held for the text amendment from September 10 to September 23. A public comment period was held for the development permit application from December 4 to December 22.

Summary of Public Comments

For the revised application to amend the text of CD-1 (887) received in August of 2025, the City received 47 submittals prior to the Public Hearing on December 4, 2025. Overall, two submissions were supportive of social and affordable housing, 37 submissions were in opposition to the removal of childcare, concern for social housing, area safety and density. There were no speakers present at the Public Hearing. Staff addressed these submissions in the referral report dated October 21, 2025:

<https://council.vancouver.ca/20251104/documents/rr12.pdf>.

The City did not receive any responses to the proposed development permit application.

DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

The Staff Committee has considered the approval sought by this application and concluded that with respect to the Zoning and Development By-law and relaxations to tower floor plate, podium height and encroachment into the public realm setback along Rolston Street, it requires decisions by both the Development Permit Board and the Director of Planning.

With respect to the decision by the Development Permit Board, the application requires the Development Permit Board to exercise discretionary authority as delegated to the Board by Council.

Staff Committee supports the proposal with the conditions contained within the report.



M. So
Chair, Development Permit Staff Committee



P. Cheng for J. Park
Planner



N. Choi
Project Coordinator

Project Facilitator: J. Bateman

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

The following is a list of conditions that must also be met prior to issuance of the Development Permit.

A.1 STANDARD CONDITIONS

A.1.1 The proposed form of development can and does become approved by Director of Planning.

A.1.2 The pending text amended CD-1 By-law (887) can and does become enacted by City Council.

Urban Design Conditions

A.1.3 Design development to provide high-quality and durable exterior building finishes materials.

Note to Applicant: Noting final building finishes are shown as work-in-progress on the application drawings, this condition may be satisfied by specifying final finish materials and finish for the building envelope, that are in keeping with the overall intent of the design.

Development Review Branch Conditions

A.1.4 Compliance with Section 4 – Uses, of the pending text amended CD-1 (887) By-law by confirming specific uses proposed on level 1 and 3.

Note to Applicant: Service uses must be specified, and each commercial space must only identify one use. Refer to Section 2 of the Zoning and Development By-law.

A.1.5 Compliance with Section 8.1 – Natural Daylight, of the pending text amended CD-1 (887) By-law.

Note to Applicant: Reconfigure all internal rooms labelled “additional storage” located within the 1 Bedroom units and rooms underneath internal townhouse stairs without an exterior window to meet the window requirement.

A.1.6 Confirm compliance with Section 6.1 – Floor Area and Density of the pending text amended CD-1 (887) By-law by the following:

- i. include any storages areas labelled “building storage” located below grade at P3, unless intended for residential storage then individual spaces must be illustrated;
- ii. correct in-suite storage exclusion by ensuring statistics match FSR overlays, example L14 – 26;
- iii. include amphitheatre on level 05, covered exterior lounge space and shared community outdoor dining on level 12 as part of the floor area exclusion for amenity; and
- iv. pro-rates all shared areas such as elevators, stairs and corridor areas once uses are confirmed.

Note to Applicant: Also refer to Development Review Branch condition A.1.4.

A.1.7 Confirm compliance with Section 6.3.e – Residential Storage of the pending text amended by providing breakdown of each in-suite and above grade bulk storage and ensure total combined does not exceed 784.4 m² (3.7 m² x 212 dwelling units).

A.1.8 Confirm compliance with Section 4 – 7 – Off-Street Parking, Bicycle, Loading, and Passenger spaces of the Parking By-law as follows:

- i. revise residential Class A bicycle space requirement calculation to reflect proper dwelling unit size, refer to Development Review Branch condition A.1.11(i)b;
- ii. revise Parking By-law references to reference 2025 By-law; and
- iii. ensure all Class A bicycle spaces are usable by providing stair-free access route, also refer to Engineering A.2.10(ii).

A.1.9 Confirm compliance with Section 7.1 – Building Height of the pending text amended CD-1 (887) By-law by providing height calculation drawings.

Note to Applicant: Proposed height will have to be confirmed once the Building Grades have been finalized.

A.1.10 Confirm of compliance with View Cone 3.2.1 and VGH flight path by providing an axonometric drawing of the proposed massing to show the proposal in relation to the protected zones and flight path.

A.1.11 Provision of additional information and revisions on the drawings, as follows:

- i. update Project Statistics sheet as follows:
 - a. provide technical statistics with respect to the development capacity under the pending amended CD-1 (887) By-law and compliance for each individual item;
Note to Applicant: This shall include maximum floor area for dwelling use, maximum amenity, maximum above grade residential storage, etc.
 - b. provide summary of net area of each unit, measured from the inside of all outer walls and excluding in-suite storages, for purposes of verifying unit size and bicycle calculations; and
 - c. coordinate and match site area on project data and survey.
Note to Applicant: Ensure all site area measurements are coordinated and equal the same amounts.
- ii. update Floor Space Ratio (FSR) package to include drawing scale;
- iii. provide parking summary detailing number of spaces (standard, small, accessible, visitor) per use provided at each parking level on parking plans;
- iv. update maximum permitted height notation on elevations to match pending text amended CD-1 (887);
- v. re-arrange architectural sheets DP108 and DP 109, level 05 and 06 floor plans back into appropriate order; and
- vi. remove any daycare references, see FSR106 noting “residents daycare entrance”.

A.1.12 Provision of the following notations to be included on the submitted plans:

- i. “The design of the parking structure regarding safety and security shall be in accordance with Section 4.10 of the Parking By-law”;
 - ii. “A minimum of one electrical outlet shall be provided for each two Class A bicycle spaces”;
 - iii. “All building dimensions, setbacks and yards are to the outside of cladding”;
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- iv. “The design of bicycle spaces (including bicycle rooms, compounds, lockers and/or racks) regarding safety and security measures and end of trip facilities regarding required design standards shall be in accordance with the relevant provisions of Section 6 of the Parking By-law”;
- v. “Mechanical equipment (ventilators, generators, compactors, and exhaust systems) will be designed and located to minimize noise impacts on the neighbourhood and comply with Noise By-law No. 6555”; and
- vi. “The acoustical measures will be incorporated into the final design and construction, based on the consultant’s recommendations”.

A.1.13 Re-submission of a digitally signed and sealed:

- i. acoustical consultant's report.
- ii. survey, complete with an image of professional seal, signature and date, survey must be dated no more than 6 months from intake.

A.1.14 Written confirmation that the site sign(s) have been removed.

A.1.15 Submission of a finalized copy of BG-2024-00081.

Housing Regulation Conditions

A.1.16 Provision of written confirmation that the proposed mix of dwelling units including 48 studio units (22.6 %), 53 one-bedroom units (25 %), and 60 two-bedroom units (28.3 %), 40 three-bedroom units (19 %), and 11 four-bedroom units (5.2%) will be maintained.

Note to Applicant: Any changes in the unit mix may only be varied under the discretion of the Director of Planning or Development Permit Board provided that it does not go lower than 50% of dwelling units with two or more bedrooms per the CD-1 conditions of use.

A.2 STANDARD ENGINEERING CONDITIONS

A.2.1 Provision of a letter of credit or such other form of alternative security that may be acceptable to the City in its sole discretion as per the Services Agreement to be provided prior to development permit clearance.

Note to Applicant: A letter of credit shall follow the City of Vancouver Treasury corporate policy <https://policy.vancouver.ca/ADMIN032.pdf> (vancouver.ca) A draft is to be submitted to engineering prior to sending any finalized document.

The preparation of the services agreement includes the requirement for collection of a fee for service as approved in the following Council Report: <https://council.vancouver.ca/20231003/documents/r2.pdf> and will be due prior to issuance of the Development Permit.

A.2.2 Provision of an encroachment agreement shall be registered on title for any modification of, or attachments to City bridges or structures, or specialty treatments or facilities that the City deems to be private infrastructure located on public property.

Note to Applicant: No permanent structures may be located within the 3m maintenance and inspection area taken from the dripline of the bridge.

A.2.3 Provision of a signed and sealed report prepared by a bridge engineer indicating whether the proposed development will have (or potentially have) negative impacts to the seismic and service

load performance of the bridge from both a structural and geotechnical perspective. If no negative impacts are anticipated, please provide rationale in a signed and sealed memo.

A.2.4 Provision of a Canopy Application is required for all portions of the proposed canopy that encroaches over the property line along Granville St and Neon St as shown on DP301-DP302 and DP010;

- i. complete attached canopy application and include it with next document submission;
- ii. Provide demountable detail of the proposed canopy;

Note to Applicant: welds are not acceptable.

iii. provide the following notes with the canopy detail:

- a) "canopy to be fully demountable and conform with VBBL 1.8.8"
- b) "canopy to drain to the buildings internal storm system"

A.2.5 Provision of crossing application to be submitted for the proposed crossing on Rolston Street to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: Review the City's Street Design Manual and show the typical commercial crossing design C7.2 on the Landscape plans and indicate if any existing street furniture, poles street trees or underground utility is impacted by the crossing design and location.

A.2.6 Provision of updated architectural plans as follows:

i. City issued Building Grades to be shown on [the site plan/DP011].

Note to Applicant: Building grade elevations are missing from the plan. Preliminary Building Grades issued by the City are not Final Building Grades and cannot be used to calculate building height for the purpose of the Development Permit. City staff are continuing to process the Building Grade application. Application Drawings may need to be revised and resubmitted to the City once Final Building Grades are issued.

ii. Provision of Design Elevations to be shown on [the site plan/sheet DP011].

Note to Applicant: Design Elevations are missing from the plan at [corner of driveway(s), parking stalls, pedestrian plazas, middle of entrance(s), access pathway(s), stairs, corner of retaining wall(s)] along [Granville Street, Neon Street, Pacific Street and Rolston Street]

iii. Label the minimum vertical clearances on all parking level plans for loading, passenger loading, and accessible spaces.

iv. section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and to the underside of raised security gates considering mechanical projections and built obstructions.

v. design elevations at all breakpoints on both sides of ramps, drive aisles, loading and passenger loading spaces, accessible spaces, and entrances.

A.2.7 Provision of City issued Building Grades survey benchmark [Monument V-2766] to be used on [the site plan/sheet DP011], or provide written confirmation specifying the benchmark denoted on any topographic survey used for design purposes is consistent with the benchmark elevation established on the building grade plan issued by the City.

Note to Applicant: Please see building grade letter and attached markup for more details.

- A.2.8 Provision of an updated landscape and site plan to reflect the public realm changes including all of the off-site improvements sought for this development permit. Where a design or detail is not available, make note of the improvement on the site and landscape plans. The following items and notes are to be added to the landscape plan:
- i. Provision of new street trees adjacent to the development site, where applicable; Provide a notation on the plan as follows, "Final spacing and quantity to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, installed with approved root barriers and appropriate soil. Installation of Engineered Soil may be required to obtain appropriate soil volumes based on site conditions. Root barriers shall be of rigid construction, 8 feet long and 18 inches in depth. Planting depth of root ball must be below sidewalk grade. Contact Park Board at pbdevelopment.trees@vancouver.ca for tree species specification and for inspection after tree planting completion".
 - ii. Show/reference a C2.2 city standard broom finished, saw cut concrete sidewalk and construction details along Granville and Pacific St.
 - iii. Show/reference a C1.1 city standard broom finished, saw cut concrete sidewalk with construction details and a minimum of 1.8 m grass boulevards along Rolston and Neon St.
 - iv. Delete proposed pavers/specialty finishes from Engineering Right of Way shown on Rolston St.
 - v. Show/reference a city standard C7.2 commercial driveway crossing, and construction details shown Rolston St.
 - vi. Show a cold control joint in sidewalk at the PL on Rolston and Pacific, with a clear demarcation/labeling of the SRW.
 - vii. Clearly indicate all corner and letdown details.

Note to Applicant: Ensure that the property dimensions from the registered subdivision plan EPP131478 are used.

Note to Applicant: If the final approved City issued geometric design has not been provided by the City by DP issuance, then clearly note and label on the plans, that off-site improvements will be as per the final approved City issued geometric design.

- A.2.9 Updated Parking By-law statistics table(s) noting the following:
- i. calculations for the minimum required parking, loading, bicycle, end-of-trip facilities and passenger loading spaces, and the number of spaces being provided for same, by each site use.
 - ii. "Parking, loading, bicycle, and passenger loading shall be provided and designed in compliance with the Parking By-law and the Parking and Loading Design Supplement"
- A.2.10 Updated architectural plans as follows:
- i. parking access, per Parking By-law Section 4 and the Design Supplement, including two-way vehicle flow. Provide convex mirrors at the entrance of the parkade on Rolston Street.
 - ii. Bicycle space(s), per Parking By-law Section 6, including, stair-free access route to bicycle spaces / removal of stair runnel wheel ramp(s).
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B.1 STANDARD NOTES TO APPLICANT

- B.1.1 It should be noted that if conditions 1.0 and 2.0 have not been responded to on or before June 30, 2026, this Development Application may be deemed to be refused, unless the date is first extended by the Director of Planning.
- B.1.2 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.3 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.4 A new development application will be required for any significant changes other than those required by the above-noted conditions.
- B.1.5 Parking, loading, bicycle, and passenger loading space quantities must be provided and maintained in accordance with the requirements of the Parking By-Law.
- B.1.6 All impacted utility companies shall be contacted and notified of the following requirements:
- i. All utility services (eg. BC Hydro, Telus, and Rogers) shall be underground.
 - ii. All required electrical equipment (e.g. BC Hydro, Telus, and Rogers) shall be underground.

Note to Applicant: The review of third-party utility service drawings (e.g. BC Hydro, Telus, and Shaw) will not be initiated until all drawings have been received by the Utilities Management Branch (UMB). For questions on this requirement, please contact UMB at umb@vancouver.ca.

B.2 CONDITIONS OF DEVELOPMENT PERMIT:

- B.2.1 A Key Plan shall be submitted by the applicant, and approved by the City prior to any third party utility drawing submissions. It is highly recommended that the applicant submit a Key Plan to the City for review as part of the Building Permit application. Third party utility service drawings will not be reviewed by the City until the Key Plan is defined and achieves the following objectives:
- i. the Key Plan shall follow the specifications in the City of Vancouver Key Plan Process and Requirements Bulletin
<https://vancouver.ca/files/cov/Key%20Plan%20Process%20and%20Requirements.pdf>; and
 - ii. all third-party service lines to the development are to be shown on the plan (e.g., BC Hydro, Telus, Shaw, etc.) and the applicant is to provide documented acceptance from the third-party utilities prior to submitting to the City.

Note to Applicant: Use of street for temporary power (e.g., temporary pole, pole mounted transformer or ducting) is to be coordinated with the city well in advanced of construction. Requests will be reviewed on a case-by-case basis with justification provided substantiating need of street space against other alternatives. If street use for temporary power is not approved, alternate means of providing power will need to be proposed. An electrical permit will be required.

- B.2.2 Provision of a Traffic Management Plan directly to Translink (MRN@translink.ca) with a copy of the correspondence provided to the City of Vancouver (Traffic.PlanReview@vancouver.ca) a minimum 8 weeks prior to the start of any construction activity.
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Note to Applicant: The City of Vancouver and Translink have authority over construction works carried out on a City Street that is designated as part of the Major Road Network (MRN). This development site has been identified as being adjacent the MRN, as defined under the South Coast British Columbia Transportation Authority Act (<https://www.translink.ca/plans-and-projects/projects/roads-bridges-and-goods-movement>) on one or more frontages. Potential impacts to the road network due to site specific construction activity must be reviewed and approved for all sites proposing street use outside of currently regulated zone limitations.

- B.2.3 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation and construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time is required for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.

Please note that as the City of Vancouver prepares for the FIFA World Cup 26™, street use for public and private construction during and around the event period will be limited so additional consideration should be given to planning for, and requesting street use where required. To help you plan, Vancouver's match dates for 2026 are:

- Saturday, June 13
- Thursday, June 18
- Sunday, June 21
- Wednesday, June 24
- Friday, June 26
- Thursday, July 2
- Tuesday, July 7

For questions, please contact the City at streetusereview@vancouver.ca. To learn more about FIFA World Cup 26 Vancouver™ and stay updated, visit www.vancouverfwc26.ca.

- B.2.4 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (street restoration manual section 02596 and Encroachment By-law (#4243 section 3A) and access around existing and future utilities adjacent to your site.

Note to Applicant: Detailed confirmations of these commitments will be sought at the building permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to building occupancy.

- B.2.5 Construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a provincial Approval or License.

Note to Applicant: Applications for provincial Approvals or Licenses can be completed online. The application will be received and accepted into the province's online system, and the provincial authorizations team strives for 140 days to get the approval to the applicant. The approval holder must be able to produce their approval on site so that it may be shown to a government official upon request. Dewatering before this approval is granted is not in compliance with the provincial Water Sustainability Act.

- B.2.6 Written confirmation that provision of a Bridge/Structure Monitoring Plan is understood and required to the satisfaction of the General Manager of Engineering Services (GMES), including the following:

- i. Submitted engineering documents are to be signed and sealed.
 - ii. Should mitigation measures be required that result in any repairs or alterations to City infrastructure, a servicing agreement or legal instrument will be required to the satisfaction of Legal Services in consultation with the GMES. Deposits or other forms of security may be required.
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- iii. The Monitoring Plan is to:
- a. Be owned and executed by the proponent and accepted by the City.
 - b. Be developed and managed by a professional engineer registered in good standing in the province of BC.
 - c. Develop ground movement/displacement predictions resulting from the shoring and excavation operations and related works. Predictions are to be developed by the geotechnical engineer.
 - d. Establish acceptable bridge movement (displacements and rotations) thresholds and stop work movement thresholds as determined through analysis by a bridge engineer. The engineer is to assess the movement induced stresses, resulting force levels and impacts to the bridge health and/or bridge stability. An engineering memo/report to be submitted summarizing the analysis and the recommended movement thresholds.
 - e. Provide baseline measurements prior to the commencement of excavation to comfortably rule out any background noise or false positives. It is suggested that a minimum of 2 weeks of data be collected prior to the commencement of site preparation activities.
 - f. Record any movement the bridge/structure experiences during excavation and backfilling operations.
 - g. Include a plan showing the locations of the monitoring stations. Each monitoring station shall be individually labelled. Survey control points shall also be labeled. The survey control points and methodology will need to be reviewed and accepted by the City Surveyor.
 - h. Include action plans or mitigation measures for each movement threshold limit with clearly defined roles and responsibilities for the designated parties. A minimum of three threshold limits are required, for example Green – “all is fine”, Amber – “increased monitoring and/or mitigation required” and Red – “stop work”. It is expected that a stop work procedure, a bridge closure plan, a communications plan, and a start work procedure are included as part of the plan.
 - i. Provide the City with timely and ongoing reporting throughout the duration of the excavation and backfilling operations. The reporting shall be completed by the professional of record for the monitoring strategy/plan. The reporting frequency shall be as determined by the plan. Reports shall include an executive summary front page that summarizes recorded movements (current and in aggregate), assesses the movements and their impacts to the structure, describes any remedial actions performed, makes recommendations for remedial actions. The body of the report shall include survey data, survey data interpretation, basis and rationale for any mitigation remedial actions and/or recommendations.
 - j. Provide excavation and shoring plan(s) along with design details, and background geotechnical reports.
 - k. Include written consent from the owner that designates and empowers the professional of record to execute the plan.
 - l. Review and provide for appropriate levels of insurance.
 - m. Be compiled in one document prior to commencing work and amended and resubmitted upon completion of the works to include all monitoring reports, record drawings, and records of remedial actions taken.

Note to Applicant: The purpose of the monitoring plan is to protect public safety, and to protect the long term health of the structure adjacent to excavation works (“works”).

C.1 BUILDING REVIEW BRANCH COMMENTS

The following comments are based on the preliminary drawings prepared by Diamond Schmitt Architects dated Oct. 24, 2025, for the proposed Development Permit.

- C.1.1 This is a preliminary review to identify issues, which do not comply with the Vancouver Building Bylaw # 14343 as amended (VBBL) and includes a review of Subsection 3.2.5. "Provisions for Fire Fighting".

Project description: To construct a new 26 -story mixed-use building containing a total of 212 non-market social housing units, all over three levels of underground parking.

The following information should be included at Building Permit Application Stage:

- i. Firefighting provisions as per 3.2.5. except where otherwise approved by VFRS.
 - a. Clearly identify the locations of nearby hydrants and building fire department connections.
 - b. The VFRS accepted Rolston St as a primary FD access route under the DP-2025-00882.
- ii. Exit exposure conditions:
 - a. The common walkway to townhomes shall be protected.
 - b. The exit path from the discharge point of one of the exits serving the below grade floors is exposed to fire from parking garage and may be exposed to fire from the generator exhaust flue.
- iii. *The CRU unit located at the corner of the building facing Granville and Pacific Streets shall be provided with second exit; refer to Article 3.4.2.1. of the VBBL.
- iv. Spatial separations shall conform to Subsection 3.2.3 of the VBBL.
- v. HV Bank and Main electrical room -make sure that the equipment is not subject to possible explosion, and the room is designed to Subsection 3.6.2 of VBBL 2025.
- vi. It appears that administration on 2 nd floor is interconnected with the floor below containing Group C major occupancy. Unless the proposed feature wall is constructed by rated glazing tested with accordance to ULC 101, the interconnected floor space shell conforms to requirements of Articles 3.2.8.3 to 3.2.8.8 of the VBBL.
- vii. The proposed exterior exit passageway (L5 to L10) is not provided with exit stairs on each end; therefore, it shall meet requirements of Sentence 3.4.4.1.(1).
- viii. All CRU units at ground level shall be designed to accommodate future installation of Kitchen ventilation system. Location of termination of horizontal discharges (if proposed) shall be approved by panning.
- ix. Clarify the use of workshop space at L12. This space shall not be rented or create hazardous conditions in this building. Group F2 occupancy is not permit in multifamily residential buildings.

*Items marked with an asterisk have been identified as serious non-conforming Building By-law issues.

Written confirmation that the applicant has read and has understood the implications of the above noted comments is required and shall be submitted as part of the "prior to" response. If a "prior to" letter is not being sent, the above comments should be sent directly to the applicant.

The applicant may wish to retain the services of a qualified Building Code consultant in case of difficulty in comprehending the comments and their potential impact on the proposal. Failure to address these issues may jeopardize the ability to obtain a Building Permit or delay the issuance of a Building Permit for the proposal.

- C.1.2 The Canadian Electrical Code regulates high voltage overhead conductor clearances from structures and dielectric liquid-filled transformer clearances from combustible building surfaces, doors, windows, and ventilation openings. All structures must have a horizontal distance of at least 3 m from existing BC Hydro high voltage overhead conductors. Combustible building surfaces, windows, doors, and ventilation openings must be located at least 6 m from dielectric liquid-filled, pole-mounted BC Hydro transformers, unless an acceptable non-combustible barrier is constructed between these transformers and combustible building surfaces, doors, windows, or ventilation openings.

If the building design cannot meet these requirements, modifications must be made. If you wish to discuss design options, please contact Electrical Inspections Plan Reviewer at 604.871.6401.