

Granville Loops Social Housing
(Sub-Area C)

1395 Rolston Street

Rezoning Text Amendment

Architectural Design Rationale Booklet

August 21, 2025

diamond
schmitt

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1.0 Project Introduction and Background

1.1 General Introduction

Purpose of the Report

This report has been prepared as a supplement to the architectural drawing packages submitted as part of an application for a Rezoning Text Amendment.

The report outlines and illuminates the proposed project's architectural and urban design concept, responses to the CD-1 bylaw and associated rezoning process documentation, and rationale for some of discretionary zoning and other policy relaxations being sought for the project.

This rezoning text amendment follows a previous text amendment application made in December of 2024. Further to that application, it continues to propose amendments to allowable height and density provisions in the CD-1 zoning, as modifications the Rezoning Form of Development. The current application also proposes to delete the requirement for inclusion of a childcare facility on Sub-area C.

Proposed modifications to the CD-1 zoning and approved Form of Development, and further relaxations proposed in this document are in service of the following objectives for the project:

- » An increased number of affordable, social housing units to be provided on the site,
- » Improved building efficiency, improving affordability and viability of the project,
- » An increase in the number of large family housing units, including 4-bedroom units,
- » Improvements in livability and accessibility of housing units throughout,
- » Improvements in the quality, extent and accessibility of residential amenities to be offered to residents on site,
- » Improvement to tower separation between the project and existing and future developments in the neighbourhood, with a focus on livability,
- » Improvements to the proposed servicing (loading, waste pick-up, mechanical and electrical services, and off-street parking) of the site,
- » Improvements to the proposed streetscape including greatly extended commercial opportunities along Pacific Street and improved tower setbacks at all elevations.

Sub-area C of the Granville Loops area is a challenging site to develop both in its geometric constraints and its limited opportunities for servicing. The requirement to provide all parking, loading and servicing within the site boundary, with no lane access, creates a number of challenges for the space planning of the project. Design development over the past eighteen months has sought means to address key servicing and efficiency challenges in a way that respects the spirit and intent of the Granville Loops Guidelines, the Rezoning process and the key elements of the approved Form of Development, while aligning to Vancouver's broader suite of planning, engineering, housing, and other policies.

This report aims to introduce City staff to the architectural design decisions made to date in an effort to capture the requirements of City policy and guidelines for the site, while achieving the maximum number of high-quality affordable homes on this valuable downtown Vancouver property.

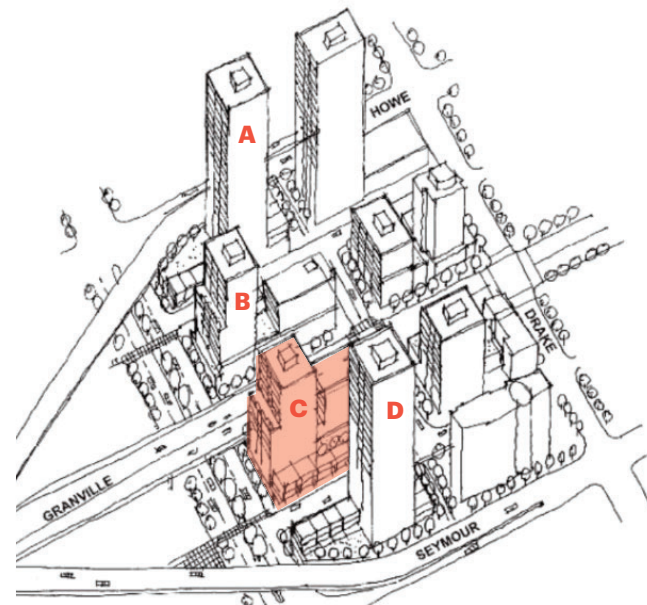
This report is divided into the following sections and appendices:

- » Section 1 introduces the project and provides key site and program considerations.
- » Section 2 gives a narrative design rationale for various components of the project, providing a project walk-through and highlighting key elements of the design.
- » Section 3 provides direct responses to the rezoning Conditions of Approval and related policy and documentation, illustrating how the project respects the intent and spirit of the rezoning, and improves on its outcomes.

- » Appendix A contains large-format architectural drawings and complete project statistics.
- » Appendix B Rezoning Form of Development Comparison Drawings which show how the Form of Development has evolved from the originally-approved rezoning.
- » Landscape drawings and rationale are not included here as they are not directly related to the specific text amendments. They will be included at the Development permit application stage.

The project stakeholder and design consultant teams believe that the design achieves an outstanding mix of housing with a strong focus on family housing, extensive community amenities and thoughtful contributions to the public realm.

The applicant team looks forward to further collaboration with City staff as we work toward achieving this vision for an outstanding downtown Vancouver site.



Early rendering from the Granville Loops Policy Plan

Project Background

On December 12, 2017, Vancouver City Council approved the removal of the circular traffic ramps (the Granville Loops) connecting the Granville Bridge to Pacific Street. At the time of this writing, the ramps have been replaced with extensions of Continental and Rolston Streets south to Pacific Street, and a new level connection of Neon Street to Granville Street. The section of the Granville Bridge between Pacific Street and Neon Street has also been removed and is being replaced with an at-grade streetscape.

Four new development parcels (Sub-areas A through D) were created through the subsequent rezoning of the properties, from a Downtown District (DD) zone to a Comprehensive Development (CD-1). The CD-1 rezoning proposes residential uses for the four sub-areas as follows:

- » Sub-area A and D to contain strata-titled residential units.
- » Sub-area B to be developed into a mix of strata-titled and secured-market rental units with commercial-retail space at grade.
- » Sub-area C, to be developed into a mixed-use project containing at-grade commercial units, a childcare centre, 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 non-profit housing society, More Than a Roof.

The rezoning application was approved by City Council on July 12, 2022.

An application for a Rezoning Text Amendment, proposing modifications to the allowable height, density and to the approved Form of Development, was submitted to Planning staff in November of 2024. An application for Development Permit was submitted in December of 2024. This application replaces the November 2024 Rezoning Text Amendment application and an upcoming application for Development permit is planned to replace the December 2024 application.

Project Vision & Values

The Project will be an integrated part of the larger Granville Loops redevelopment. Sub-area C is the first of the four sub-areas to begin design and development. As outlined originally in the *Granville Loops Policy Plan* the overall redevelopment of the area will improve connectivity between downtown and False Creek by replacing the vehicular-oriented traffic infrastructure with a street network that prioritizes pedestrians and cyclists. These new streets will contribute to a rich public realm, with pedestrian-oriented landscaping, active street frontages, commercial units and street-oriented housing at grade, and with an architecture that contributes to the area's distinctive character.

The Stakeholder and Consultant teams share a common goal of designing affordable housing, including a sizable family housing component, within an inclusive, welcoming community in Downtown Vancouver. The social mission of the partnership between the City of Vancouver and More Than a Roof Housing

society aims to put people ahead of profits. That said, the current housing affordability crisis in Canada, and escalating land and construction costs, put into sharp focus the need for a Project that is highly efficient and financially responsible.

A number of themes have emerged in this stage of the design process that characterize the project and its values:

- » **Affordable Housing:** 100% of the units in the building will be social housing, designed to the *BC Housing Design Guidelines*.
- » **Family Housing:** More than 50% of the residences have 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.
- » **Community Building:** A range of shared amenities are proposed for the use of the residents, including rooftop multipurpose and activity rooms, a fitness centre, spaces for children and young people to gather and play, and a community kitchen. Outdoor rooftop areas include a communal dining zone, a lounge and gathering spaces, a playground and community urban agriculture plots. These spaces are complemented by wide, accessible corridors throughout the building, where residents can linger and interact, and a rich and porous streetscape to encourage interaction with the wider community.
- » **Child-friendly design:** 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.
- » **Durability:** As a rental property with a long-term management agreement, durability and maintainability are critically important to long-term success of the project.
- » **Space Efficiency:** Residential units have been designed to adhere to the BC Housing Design Guidelines to ensure efficient space planning and balance livability with affordability.
- » **Responsible Use of Land:** Every effort has been made to maximize the number of individuals and families who can be housed on this site, while maintaining the City's priorities for outstanding urban design.
- » **Healthy Environment:** Within a dense, busy urban environment, residential units have been designed to maximize access to daylight and prioritize thermal comfort. Material specification in upcoming stages of the project will prioritize healthy, environmentally sustainable materials. Access to gardens, private balconies and views to the surroundings will all contribute mental health and relaxation.
- » **Sustainability:** Residents will be proud to live in a building that uses energy efficiently, contributes to rainwater management and urban resilience and promotes healthy, low-carbon transportation options.
- » **Design Excellence:** The Project's position as part of an important gateway

into Vancouver's downtown demands design excellence. A striking, attractively proportioned building form will be complemented by a simple but rich palette of materials.

- » **Outstanding Public Realm:** The Project will become part of the day-to-day journey of hundreds of commuters, pedestrians and patrons of local businesses. It will enhance the experience of people moving between the bustle of Granville Street and Downtown and the recreation opportunities of False Creek, as well as those entering and leaving Downtown via the renewed Granville Bridge.



View of the proposed building from the east (Project southeast)

1.2 Project Team

Stakeholder Team

Gina Ford, Development Manager Daniel Naundorf Dia Sherif Adrian Thompson Felix Xue	City of Vancouver NMHD City of Vancouver NMHD City of Vancouver NMHD City of Vancouver REFM City of Vancouver REFM
Lee-Anne Michayluk Don Kroeker	More Than a Roof Housing Society More Than a Roof Housing Society
Graham Plant Heather Stuart Clark Patrik Hunter	CPA Development Consultants CPA Development Consultants CPA Development Consultants
Colin Garratt Yacubu Abubakari	BC Housing BC Housing

Consultant Team

Architect

Ana Maria Llanos, Principal in Charge Nicholas Potovszky John Amiel Reyes Rivera Rammy Wong	Diamond Schmitt Architects Diamond Schmitt Architects Diamond Schmitt Architects Diamond Schmitt Architects
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Landscape Architects

Ken Larsson Jim Dema-ala Livia Newman	Connect Landscape Architecture Connect Landscape Architecture Connect Landscape Architecture
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Structural Engineer

Pat Elischer Thomas Poon Richard Darlington	RJC Engineers RJC Engineers RJC Engineers
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Building Code Consultant & Certified Professional

Dave Steer Evan Ford Michael Nikitenko	LMDG LMDG LMDG
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Mechanical Engineer, Fire Protection, Sustainability, Energy Consultant

Jubin Jalili, Principal in Charge Majid Seyedan Mike Kirstiuk Kevin Leung Kevin Welsh Scott Rattray	Introba Introba (Mechanical) Introba (Mechanical) Introba (Energy) Introba (Sustainability) Introba (Fire Protection)
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Building Envelope Consultant

Catherine Lemieux Michael Wilkinson Mark Westerink	RDH Building Science Services RDH Building Science Services RDH Building Science Services
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Vertical Transportation Consultant

Jordan Chung Dilkamal Soni	GUNN Consultants GUNN Consultants
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Electrical Engineer

Sonia Mollaei Olga Strel'tsova Alexei Jidelev	AES Engineering AES Engineering AES Engineering
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Transportation Consultant

Yulia Liem Sophie Renard	Bunt Engineering Bunt Engineering
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Civil Engineer

Niro Tuv	Binnie Civil Engineering Consultants
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Acoustical Consultant

Keith Choi Chris Fraser	RWDI Consulting Engineers RWDI Consulting Engineers
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1.3 Site Context

Area Context

The site is in an exciting and rapidly changing area of Vancouver's Downtown Peninsula. To the east and west are the trendy neighbourhoods of Yaletown and the West End respectively. To the north is bustling Granville Street which is a main artery in the heart of the City's culture and nightlife. To the south is False creek with its parks and community amenities strung out along the sea wall recreation path. Despite the location, until recently the area around the north end of the Granville Bridge has been overshadowed by infrastructure - bisected and fragmented as it is by the steel and concrete highway structures of the Granville Bridge.

The development of Vancouver House has brought significant change to the neighbourhood. The space below and around the Granville Bridge's north end is now filled with shops and amenities, a university campus and new cycling and pedestrian infrastructure. 601 Beach Crescent will expand this quality of public space, to the east side of Granville, mirroring Vancouver House.

The Granville Loops redevelopment opens up an opportunity for this emerging neighbourhood south of Pacific Street to integrate seamlessly with the neighbourhoods to the north, east and west. A new grid of roads will replace the function of the former Granville traffic loops, connecting the elevated grade of Granville Street and the Granville Bridge with Pacific Street below. Importantly, they will now include separated bike lanes and attractive sidewalks for pedestrians. These new streets will become a convenient route for pedestrians and cyclists connecting between parts of Downtown to the north and False Creek. Upgrades to the Granville Bridge will also significantly improve the experience of cyclists and pedestrians crossing the Granville Bridge to areas of the city south of Downtown.

Built Form Context

The Project will be the latest addition to an intensifying skyline of high-rise residential towers. To the South (Project southeast) towers clustered around George Wainborn Park rise to just over 30 storeys. Taller towers have been built in recent years to the project's east and west. The Mark, The Charleston and the Peter Wall Tower to the east all rise to more than 45 storeys. The Pacific and The Level development to the west have similar heights. To the southwest and west Vancouver House is 54 storeys in height and 601 Beach Crescent is expected to be even taller.

Only to the project's north do the developments begin to step down in height to meet the lower massing of the Granville Street. This is also expected to change under the new Granville Street Plan, which allows new density and removes the impact of Protected View 12.2 on the east side of the street..

In this context the Project is a medium-sized development, though the dense spacing of the proposed Granville Loops Development ensures that its presence will be felt even in this context.



Neighbourhood view, looking north from the Granville Bridge.



Aerial View from South (prior to demolition of the Granville Loops)



Aerial View from North (prior to demolition of the Granville loops)



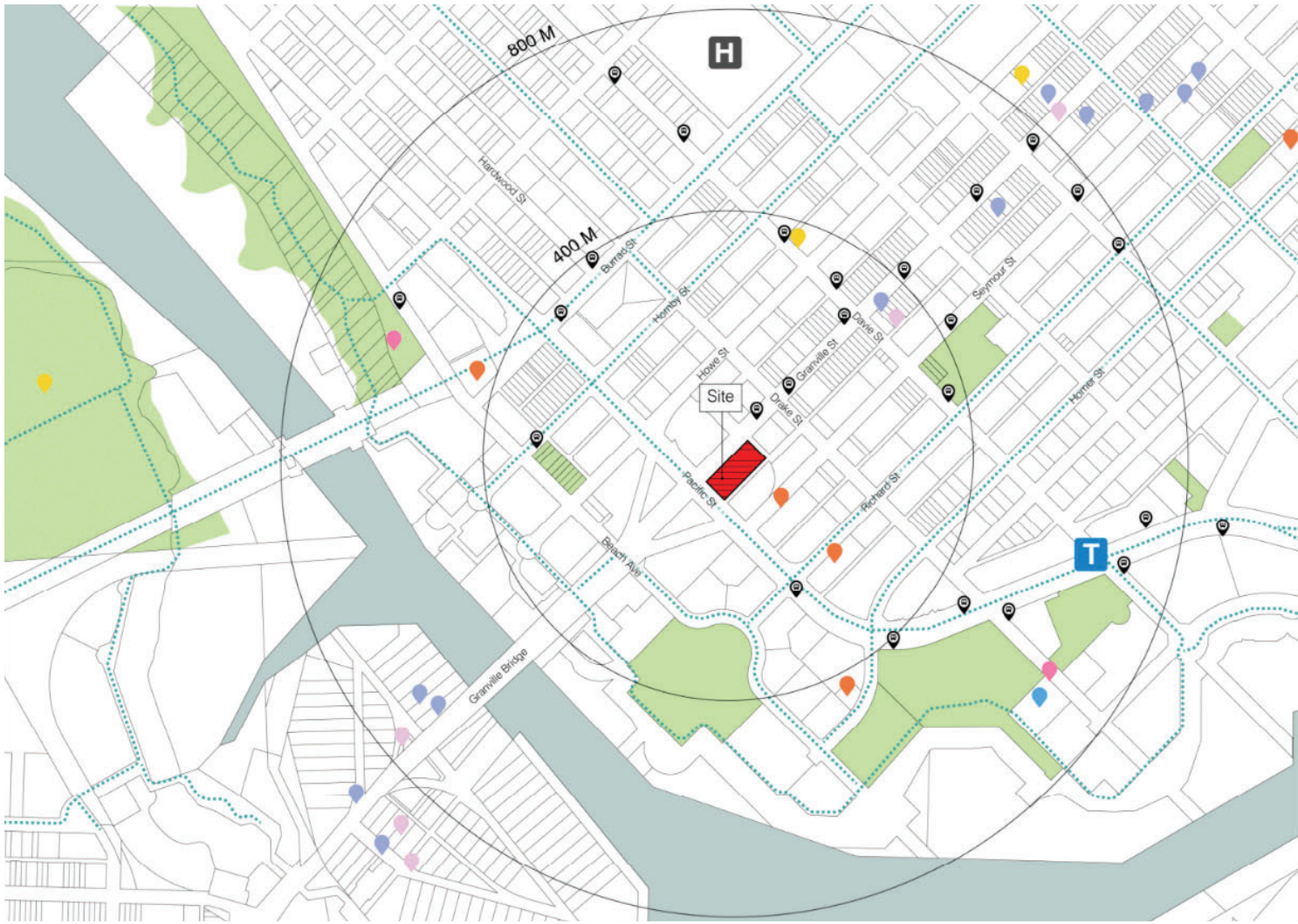
The site with roadworks underway, from the north end of the Granville Bridge














View of the site looking north from Pacific Street



View to the east from Granville Street with the site in the foreground



-  Bike Path
-  School
-  Childcare
-  Park
-  Skytrain Station
-  Theatre/Performance
-  Museum/Gallery
-  Studio/Rehearsal
-  Community Center
-  Hospital
-  Bus Stop

Neighbourhood Parks, Amenities, and Services

Despite its density, the neighbourhood has good access to outdoor public amenities. George Wainborn Park and David Lam Park will both be within a walking distance and are connected to a much wider network of recreation trails along the Vancouver Seawall. The smaller May and Lorne Brown Park is also nearby.

Many shops, restaurants and services are available along Granville Street to the north and integrated into the mixed-use developments that have been built in recent years. Pacific Street is also emerging as a retail street, with a number of new businesses open in the Vancouver House development and new Pacific-oriented commercial space proposed in each of the Granville Loops sites.

The nearest existing schools are Elsie Roy Elementary and King George Secondary. Elsie Roy Elementary is approximately 10 minutes away on foot. The Roundhouse Community Centre is a similar distance. King George Secondary School is farther, located in the West End, close to Denman Street, approximately 30 minutes on foot.

Transportation and Transit

As a downtown site, the City of Vancouver is prioritizing public and active modes of transportation for the Granville Loops redevelopment. As with all mixed-use sites in this area, parking requirements are low, as the city is expanding cycling and public transit options to meet the needs of residents and businesses.

Many bus routes travel along Granville Street and connect to all parts of the city. Perpendicular routes run along Davie and Beach Avenues. Yaletown Roundhouse Skytrain station is approximately 10 minutes away on foot.

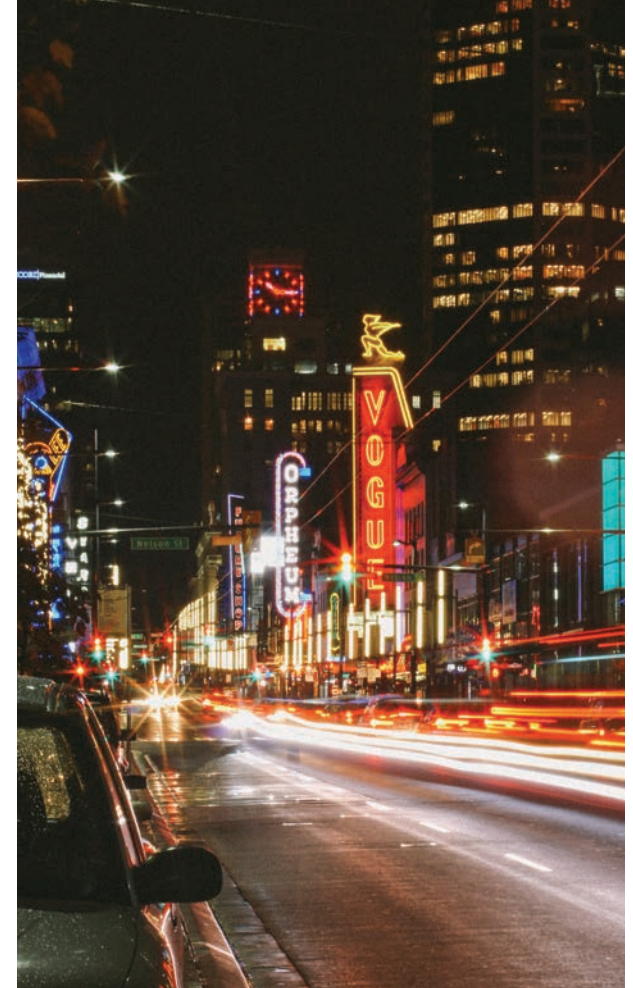
New separated cycling infrastructure will be built on Pacific Street connecting the site to destinations to the east and west, while separated bike lanes on Rolston and Neon streets will connect to upgraded cycling infrastructure on the Granville Bridge.



David Lam Park



Pacific Street looking west, with the project site to the right



Granville Street, Vancouver, BC (Photo by Gabe / @whileimout, Unsplash.com)

1.4 Program

Project Program

The primary driver of the Project program is the provision of the largest possible number of efficiently planned, livable, and attractive residential units, with a focus on family-sized units. The CD-1 rezoning requires the site to provide a minimum of 50% family-sized units (two bedrooms and above). The proposed unit mix includes a notably high three- and four-bedroom unit count. The result is a Project that can accommodate singles and families of many types and sizes, from single children to multiple children and multi-generational families, in a dense, urban environment.

Larger, family-sized units are often financially difficult to deliver in areas with high land prices, such as Downtown Vancouver. The rapid escalation of construction costs in recent years has made this even more true. On the other hand, Vancouver offers few options for larger and multi-generational families, particularly in downtown locations. This project aims to be a leader in providing a healthy and varied mix of housing types that meet the diverse needs of Vancouver residents in the Downtown area.

Residential Program

Residential unit planning follows the *General Design Guidelines* contained within the *BC Housing Design Guidelines and Construction Standards (2019)*, the *City of Vancouver Housing Design and Technical Guidelines (2021)*, and the *City of Vancouver High-Density Housing for Families with Children Guidelines (1992)*.

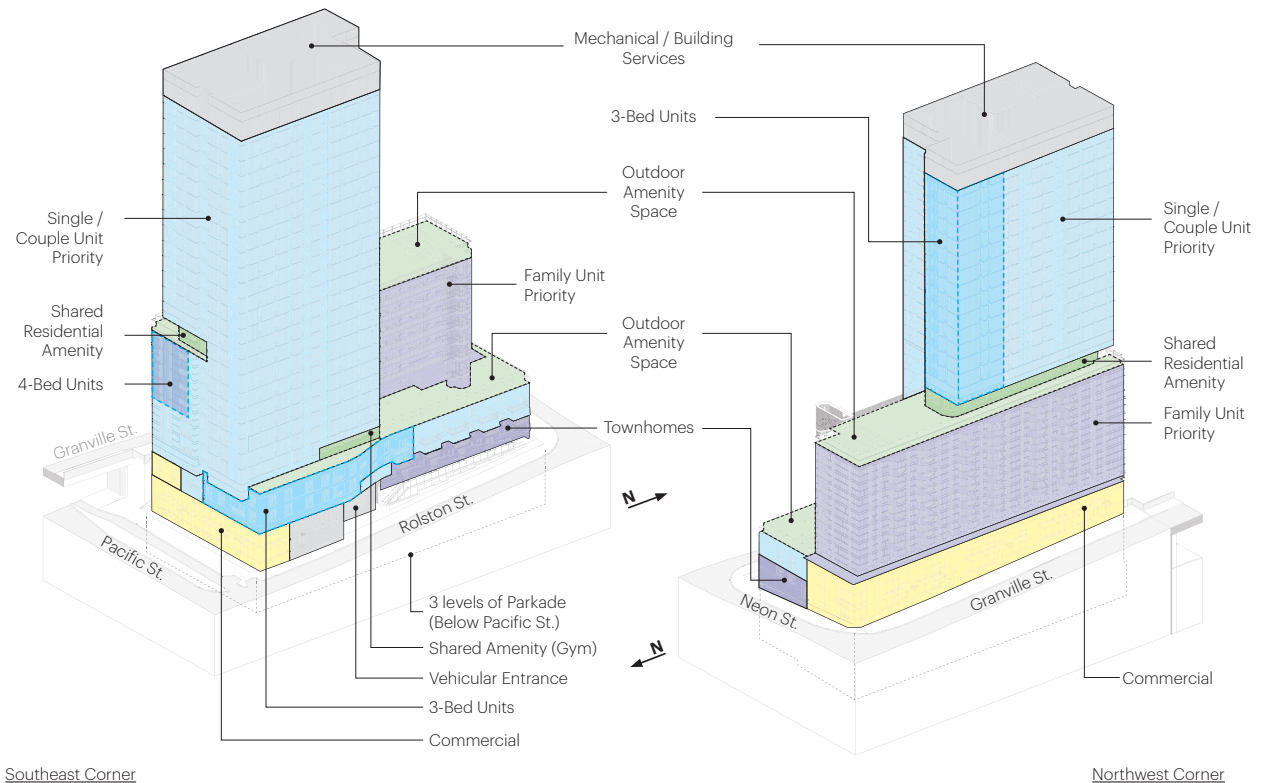
The Project proposes 212 residential units, with forty-six (46) studios, fifty-five (55) 1-bed units, sixty (60) 2-bed units, forty (40) 3-bed units, and eleven (11) 4-bed units. This yields a proportion of 52.4% family units. A proportionate number of accessible units for each type is included in this count.

One hundred percent of units are planned to meet and exceed Vancouver Building By-Law (2019) adaptability standards, while more than five percent are designed to be fully wheelchair accessible according to BC Housing standards, with added considerations from the VBBL. In total, this unit mix yields a bedroom count of 385. At the BC Housing occupancy rate of 1.8 people per bedroom, the proposed building could become a home for over 694 people.

Livability in a dense urban area, and within relatively small apartments, requires additional shared amenities that form an extension to the private home. Residential portions of the project contain a rich suite of shared amenities totaling approximately 265 square metres. This area is complemented by approximately 880 square metres of rooftop outdoor amenity area, to be shared by residents. Residents will also enjoy generous circulation networks, and thoughtful connections to amenities, the commercial components of the building, and to the surrounding neighbourhood.

Commercial Program

Approximately 915 square metres of commercial space are located at the building's base, divided into 4 CRU units (three on Granville Street and one on Pacific Street). These units could be further sub-divided into smaller CRUs at the option of future tenants and building management.



Southeast Corner

Northwest Corner

Program distribution diagram

1.5 List of Proposed Variances & Relaxations

The following proposed variances for the project are directly related to the text of the CD-1 Zoning for the site:

- » Removal of the childcare component (Refer to Section 4.4)
- » Maximum Allowable Density (Refer to Section 4.9)
- » Maximum Allowable Height (Refer to Section 4.7)
- » General changes to the Rezoning Form of Development (Refer to Sections 4.2, 4.3, 4.5, 4.6, 4.7, 4.8)

A number of variances to and relaxations of other related Planning policy for the project are proposed throughout this document. This section directs the reader directly to discussion of these particular issues. They will be included in the upcoming development permit application, but are included here for clarity and completeness:

- » Encroachment into Setback on Rolston Street (Refer to Section 4.12)
- » Tower Floor Plate Size (Refer to Section 4.6)
- » Townhome Frontage Elevation (Refer to Section 4.14)
- » Class A Bicycle Parking Mix (Refer to Section 3.5 and 4.16)
- » Waste Pick-up and Loading Management Plan (Refer to Section 4.16)



View of the Upper Podium, looking north on Granville Street.

2.0 Rezoning Text Amendment Information

1395 Rolston Street / Granville Loops Sub-Area C

APPLICANT, PROPERTY, AND DEVELOPMENT INFORMATION

Property Information

Address	1395 Rolston Street Street
Property Identifier (PID)	030524989
Legal Description	LOT 2, BLOCK 113, PLAN EPP76945, DISTRICT LOT 541, GROUP 1, NEW WESTMINSTER LAND DISTRICT

Applicant Information

Applicant	Gina Ford City of Vancouver, Non-Market Housing Development 120-814 Richards St Vancouver BC V6B 3A7
Property Owner	Andrew Newman City of Vancouver, Real Estate Services

Development Statistics

	Permitted Under Existing Zoning	Proposed
Zoning	CD-1 (482)	CD-1 (482)
Zoning Sub-Area	C	C
Site Area	1957.92 sq. m (21,074 sq. ft)	1957.92 sq. m (21,074 sq. ft)
Land Use	Mixed Use, Social Housing	Mixed Use, Social Housing
Total Floor Area (All Uses Combined)	16,940 sq. m	20,325.00 sq. m
Total Floor Area (Dwelling Uses)	15,458 sq. m	19,280.00 sq. m
Maximum FSR	n/a ¹	10.38
Maximum Height	83.7 m	85.2 m
Unit Mix	178 Social Housing Units 35 Studio 53 One-bedroom 55 Two-bedroom 35 Three-bedroom	212 Social Housing Units 46 Studio 55 One-bedroom 60 Two-bedroom 40 Three-bedroom 11 Four-bedroom
Family Housing Percentage	Min. 50% Family Housing Units (2+ Bed)	52.4% Family Housing Units (2-4 Bed)
Minimum Child Day Care Use Area	429 sq. m	0 sq. m

Notes

1. FSR for each sub-area is not given in the CD-1 zoning. The Referral Report discusses FSR as averaged across the four sub-areas. The allowable floor area given in the CD-1 zoning for Sub-area C alone is based on a form of development plan that did not encroach into former Protected View 12.2. The proposed building massing encroaches modestly into Protected View 12.2, allowing a higher potential density. FSR for Sub-area C alone is proposed to be commensurate with the permitted FSR of Sub-area B, which is not limited by a Protected View. The allowable FSR of sub-area B would be 10.01, according to the rezoning form of development.

675 Pacific Street / Granville Loops Sub-Area C

PROPOSED CD-1 BY-LAW AMENDMENTS

1. Replace row 3 of Table A: Maximum Permitted Floor Area with the following:

Sub-Area of Figure 1	Maximum Permitted Floor Area (m ²) for all uses combined	Maximum Permitted Floor Area (m ²) for dwelling uses
C	20,325.00 m ²	19,280.00 m ²

2. Remove clause 6.3.
3. Replace row 3 of Table B:

Sub-Area of Figure 1	Maximum Permitted Height
C	85.2 m

3.0 Design Rationale

3.1 Daylight, Shadowing, and View Considerations

The orientation of the various components of the proposed massing is driven by the orientation of the Downtown street grid, and constraints on the massing given in related City of Vancouver Planning policy. The Downtown street grid is oriented approximately 45 degrees east of true north. Project north therefore corresponds approximately with true northeast, and midday sun throughout the year will come from the Project's southeast.

Existing tower developments of equal or taller heights create an almost continuous view barrier from the east (Project Northeast) to the south (Project southeast). This means access to sunlight at lower levels in the building, and particularly during winter months when the sun is low in the sky, will be compromised. The proposed development at 601 Beach Crescent, approximately southeast (Project south) of the site will contribute to this issue and provide further shading.

Future developments as part of the Granville Loops rezoning are expected to have a fairly minor impact on daylight for most of the Project. The towers at Sub-area A and B will be located to the northwest (Project west) and will contribute to shading only late in the afternoon in summer months. The tower at Sub-area D will be located to the east (Project northeast) and similarly contribute to shading only early in the morning when other tall towers beyond will already be casting shadows. However, these developments, once complete, will have a significant impact on views and overlook conditions from residential units.

As the sun moves into the western sky, openings in the skyline around the Granville Bridge will allow for better sun exposure during the afternoon for south and west-facing residential units, and for most of the residential amenities at Level 12. Eventually the large mass of Vancouver House, approximately due west of the site, will again block the setting sun during longer days of the year.

Residential and commercial units closer to grade will be particularly impacted by these challenges for solar exposure, though Vancouver's tower-to-tower separation rules will allow for good access to daylight, if not always direct sunlight. Massing of the building's residential portions and placement of units has been planned to allow maximum access to daylight and sunlight for residential units. Generally those units higher up the tower will enjoy better sunlight and daylight.

Access to daylight and sunlight is particularly challenging for the outdoor amenity areas at Level 5. This space will be affected by restricted views and significant shadowing to the southeast (Project east) due to the density of nearby existing residential developments. Moreover, the proposed massing of the Project's own tower, above them, will contribute to further shading. Conditions of the Granville Loops rezoning, and the shape of Sub-area D, force the tower's location into the southeast corner of the Project site. The tower will therefore contribute to shading of this amenity area partially from approximately mid-morning, and completely by mid-afternoon.

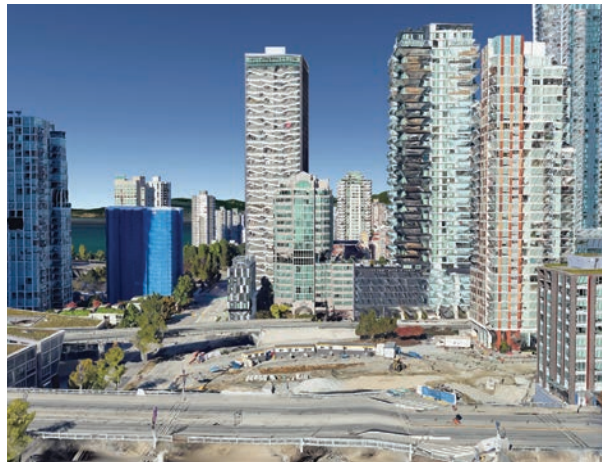
Extensive studies early in the design process attempted to address this problem by shifting the tower's mass to the north to provide better views and solar exposure to the south, but these were found to be infeasible, imposing impractical hardship on other parts of the Project, notably tower-to-tower separation with Sub-area D.



Site View Towards East (Google Earth)



Site View Towards North (Google Earth)



Site View Towards West (Google Earth)

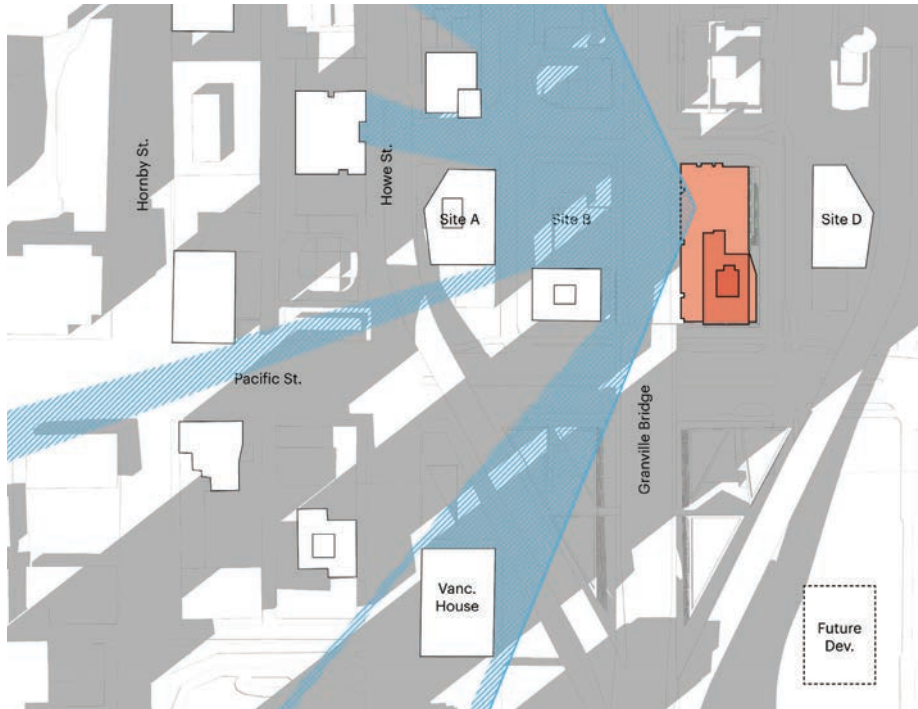


Site View Towards South (Google Earth)

The impact of the tower massing on surrounding spaces and the surrounding neighbourhood is alleviated through shifts in massing, opening up more of the critically shaded spaces to the sky above, and through thoughtful materiality. The tower is proposed to be clad in light-coloured cladding with textured metal panels that catch the sun and creates expressive patterns of light and shadow through the day. The intent will be to provide a bright, airy architectural experience for residents of the building in their homes and in private spaces, and for the wider public in the street and in surrounding buildings.

Detailed shadow studies are included in the architectural drawings in Appendix A.

Diagrams illustrating obstructions to views from the site.



Views Towards West, from the Level 12 Rooftop Amenity spaces



View Towards East, from the Level 5 rooftop amenity spaces

3.2 Building Form

The overall building form consists of three distinctive and legible components:

- » The Lower Podium containing building entrances, commercial units and street oriented residential units,
- » The Upper Podium, containing many of the family-focused housing units and the shared residential amenity rooftops, and
- » The Tower, containing most of the studio and 1-bedroom units, additional family housing units, and shared mechanical spaces.

The three components intersect and reveal one another to create a series of dramatic and proportional compositions as one views the building from various vantage points around the city.

Lower Podium

The Lower Podium is designed to appear as a monolithic grounding element, sunken firmly into the grading of the site as it slopes up from Pacific Street to Granville Street. With a consistent top datum on all sides, it provides a human-scaled building frontage at each of the surrounding streets. At each of its faces it extends to the allowable setbacks, with the exception of the south, where it sets back farther than required in order to provide a richer pedestrian realm along Pacific Street. This additional setback also serves to emphasize the presence of the upper podium and tower massing above.

The monolithic character of the Lower Podium is punctuated by a language of punched windows and openings. A series of clearly visible horizontal bands are proposed in the cladding, reinforcing the horizontality of this part of the building in contrast with the verticality of the tower.

Progressing north along Rolston Street the setback of the massing sweeps backward away from the street above Level 2. This move accommodates the deeper landscaping at the frontage of the street-oriented residential units.

Upper Podium

The 7 storeys of the Upper Podium contain the majority of the project's family-sized residential units. This zone of the building, envisioned as being filled with families, children and a strong sense of community, is sandwiched between large outdoor amenity spaces at Level 5 and Level 12. The Level 12 amenity space capitalizes on the unified height of the proposed massing, providing a large continuous outdoor area and better exposure to sunlight compared to the Form of Development proposal of the CD-1 Rezoning.

The upper podium expresses itself as a monolithic volume, clad in a rich and subtly coloured skin and punctuated by tall punched windows. Stacks of semi-circular balconies are clustered along the west elevation of the upper podium, facing Granville Street. The form and materiality of these balconies provides a sense of enclosure and privacy where residences interface with this busy public realm. They also provide warmth and visual interest to this monolithic elevation.

The semi-circular motif is repeated in the exterior stair on the east elevation of the upper podium. Here, the monolithic character of the upper podium is softened by continuous outdoor corridors and the exterior stair, which form a network of 'streets' connecting many of the project's larger family units and creating strong opportunities for community-building in a high-density condition. These exterior corridors and stair, enlivened by warm-coloured picket railings, also serve as a backdrop to the activity of a children's playground at Level 5.

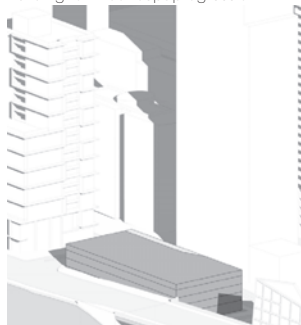
Tower

The Tower is the most prominent feature of the building's massing. It is positioned in the building's composition to reveal itself when viewed from a distance (for example during the northbound approach to Downtown over the Granville Bridge) and to recede into the background when viewed from the surrounding streets. Required setbacks and view cone considerations, which were in effect during design, result in a floor plate that has a strong north-south orientation.

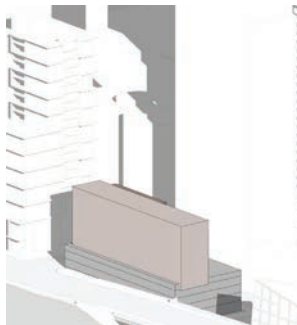


View from the west (project southwest)

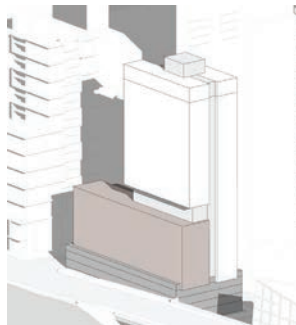
Building form concept progression



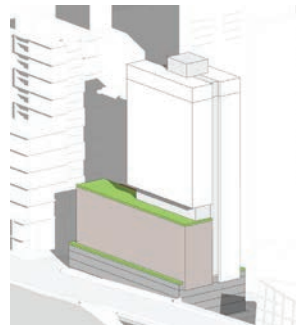
Lower Podium



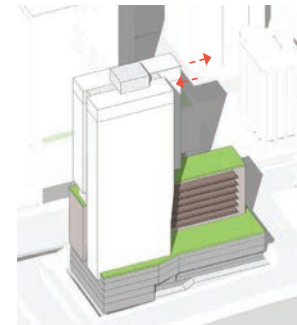
Upper Podium



Tower Masses



Planted Roofs



Overall (Southeast)



Overall

Even though Protected View 12.2 has been removed, the project continues to respect the symmetrical massing of the Granville Loops rezoning that was originally influenced by the presence of that view.

The architectural expression has been developed to emphasize this directionality further, with the tower becoming two slender masses that slide past each other on their north end, and align neatly at the south.

This staggering of the masses in plan at the north end of the tower allows the 3-bedroom units in the tower to have windows on three sides, improving access to sunlight for these predominantly north-facing units. It also reduces the amount of tower that projects over the rooftop amenity areas and children's playground at Level 5, and the family housing units from Levels 5 through 11. The result is dramatic, slender proportions when viewed from the north or south, which transitions to a more solid, monolithic expression when viewed from the east and west.



Tower floor plate shape



View along Granville Street, looking south, with the lower and upper podiums in the foreground.

3.3 Building Materiality

Because the project stakeholder team intends to operate and maintain the proposed building on a long-term basis, durability and timelessness of the material palette are key considerations. The exterior material palette is in development, but the project team is seeking to create a composition of materials that:

- » Contribute to the existing rich architectural character of the neighbourhood,
- » Live up to the prominence of the site as a gateway to Downtown Vancouver, and
- » Give a sense of permanence, warmth and welcome suitable for an inclusive residential community.

Unit masonry in a medium grey tone is proposed for the lower podium. This form of construction lends itself well to the proposed curvature of the east elevation, as well as the pedestrian scale at each of the four streets surrounding the site. The cool grey tone of the brick is accented with metal or cementitious accent panels with warmer colours at punched window and balcony openings. Balcony railings around the lower podium are proposed to be constructed from painted metal pickets to give a richer texture to these elevations. Along Granville and Pacific Streets, larger expanses of curtain wall glazing are punctuated by vertical bands of warm-toned metal panel and brick, creating a rhythm and order to the various units and entrances that line the street.

Acknowledging its position as the main building mass that will be experienced as one drives by the city on entering the city, the upper podium is proposed to be clad in a visually rich materiality. The quality of cladding on this part of the building is also important considering that residents will be able to approach and touch the cladding both at the exterior corridors from Levels 5 through 11, and at the projecting balconies facing Granville Street. The design team is exploring the use of terracotta panels, shaped to catch and express the sun's light as it moves through the day. Warm, natural tones are being explored in order to create a striking contrast with the cooler tones of the lower podium below and tower above. As the project's west elevation is oriented in a northwest orientation, a textured elevation strategy will be complemented by late afternoon sun, creating a rich composition of light and shadow. Here, too, the balcony railings are proposed to be picketed metal painted in warm tones, tying the materiality of the lower and upper podiums together.

As the tower portions of the project feature large expanses of solid wall, a similar strategy of textured panels is being explored to allow for a rich and varied experience when viewed at different times of the day. Here, a more subtle colour palette is proposed, with light-coloured metal cladding panels and mullions and glass guards helping the mass of the tower to visually recede and contribute to a brighter, airier neighbourhood.



Cladding texture studies for the upper podium and tower portions of the building. Final material selection is in progress.



Elevation of the lower and upper podium, along Granville Street.

3.4 Street Level and Public Realm

The vibrant, pedestrian-oriented nature of Granville Street gradually fades as one moves south to the Granville Bridge. While building heights and streetscaping remain fairly consistent, the nature of businesses and the density of pedestrian life changes. Granville Bridge itself has long been intimidating and uncomfortable for pedestrian traffic and inaccessible for cyclists or people using wheeled mobility devices. The current upgrades to the bridge will change this and make it a much more attractive and viable way to cross False Creek.

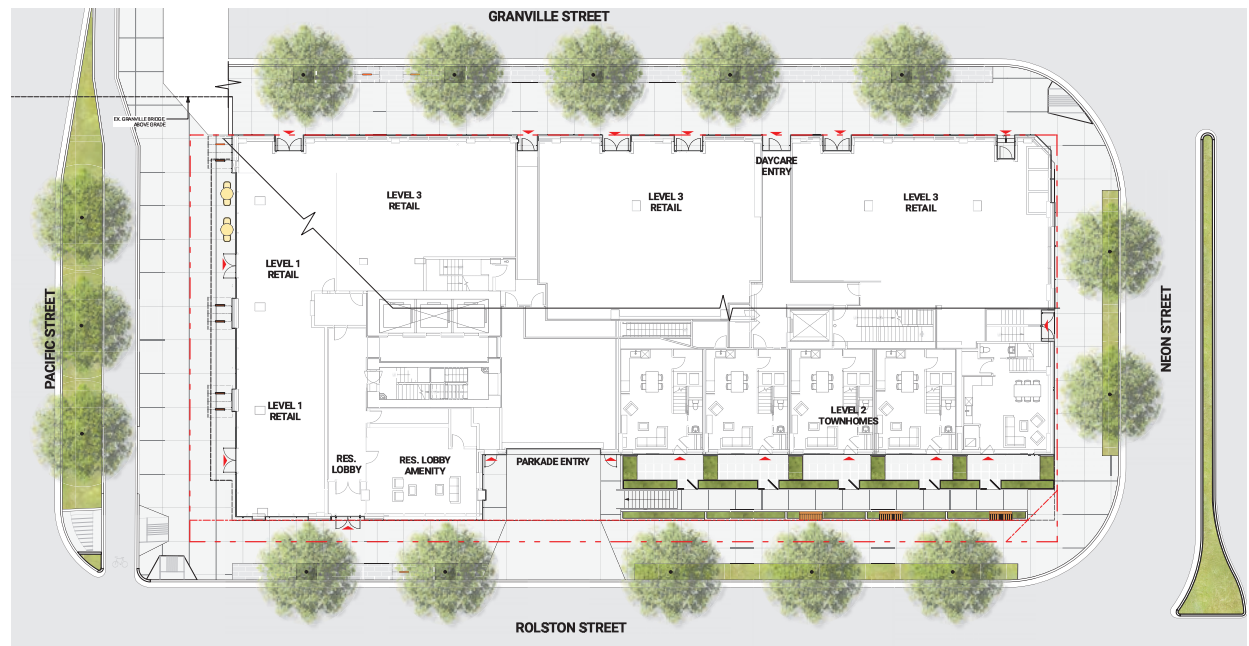
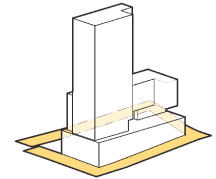
In recent years, the area below the Granville Bridge has been re-conceived as a pedestrian-oriented neighbourhood with shops, restaurants and amenities on and around Pacific Street. This area, formerly underdeveloped owing to its location below the Granville Bridge has been enlivened by the new University Canada West campus, thoughtful streetscape planning, and many new housing units nearby.

The Granville Loops redevelopment will link these neighbourhoods above and below the bridge, via the new Neon, Continental and Rolston Streets, and enhance the pedestrian character of both Pacific and Granville Streets. On all four of the bounding streets around this Project, the massing of the lower podium establishes a continuous horizontal datum, and a pedestrian scale to the buildings, transitioning from a double-height commercial storey along Granville Street, to four storeys in height on Pacific street.

Granville Street

The project will contribute three new commercial units to its Granville Street frontage, extending the commercial and pedestrian realm of Granville one block further south than its current termination. Pedestrian and cyclist-friendly upgrades to the Granville Bridge will see this stretch of Granville become more heavily traveled by pedestrians. The project's Granville Street frontage will benefit from a significant widening in sidewalk width compared to the Granville Bridge to the south and to the block north of Neon Street. This sidewalk, which measures approximately 5.5 m from the property line and the face of the building to the curb has ample room for elements that enrich the streetscape such as street benches, bike racks, trees and a buffer zone at commercial unit entrances that could accommodate café seating and other activities. As no building setback is required or proposed along Granville Street these features of the public realm are proposed on City property.

Commercial Units along Granville Street are proposed to feature large expanses of curtain wall glazing to create a sense of welcome, porosity and activity in the pedestrian realm. Deep weather-protecting canopies encourage pedestrians to take their time and allow for activation of the street in wet weather. These canopies, too, are proposed to encroach over the City sidewalk.



Street-Level Plan by Connect Landscape Architecture

connect
LANDSCAPE ARCHITECTURE

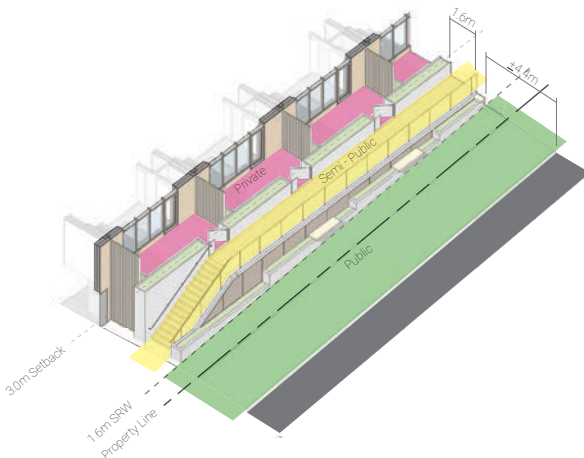


Neon and Rolston Streets

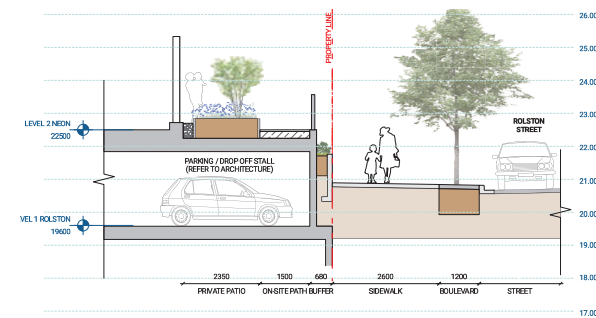
Neon and Rolston Streets slope down from Granville Street to connect with the grade of Pacific Street below. The streets accommodate two lanes of southbound traffic, effectively replacing the function of the former traffic loop.

The relatively short stretch of Neon Street is primarily a connector to Rolston. The commercial frontage along Granville Street will wrap the corner of Neon, creating an attractive opportunity for a cafe or similar business. Additionally, a secondary building entrance for accessing the Level 2 residential bicycle parking rooms (which remain below grade due to the grading of the site), and emergency exits from the parkade and residential portions of the building, will open onto Neon Street.

Starting from the corner of Neon and Rolston and continuing south, one passes by the five street-oriented townhomes that establish the residential character of Rolston Street. Here, the sidewalk grade splits to establish two parallel paths: a public sidewalk adjacent to Rolston Street, and an elevated semi-private walkway that provides access to the ground floors of the townhomes. This secondary walkway is entirely within the site boundary. It allows space for the building's car-share parking below, easily accessible to the public, just inside the parkade. It also provides a barrier-free path of travel to the townhomes – a relatively rare feature in Vancouver.



Diagrammatic view of the townhouse frontage and Rolston Street sidewalk.



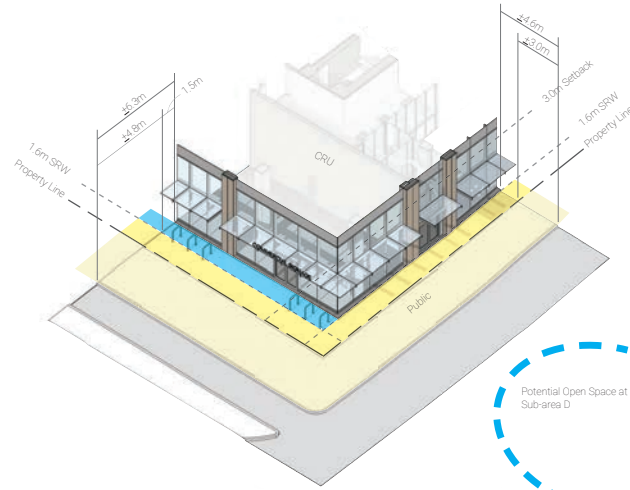
Section through the townhouse frontages and Rolston Street landscaping, showing the car-share parking zone below.

Street-level rendering of the proposed Rolston Street landscaping including stepped planters and integrated public benches.

The grade change between the main sidewalk along Rolston Street and the semi-private zone is concealed behind rich, stepped landscaping with integrated seating. This area provides a buffer and privacy for the ground floors of the townhomes, but also becomes an extension of the building's shared amenities – a place for neighbours to meet and interact. Further, as many more pedestrians are expected to use Neon and Rolston on their way between False Creek, Pacific Street and Granville Street, the seating and landscaping along Rolston Street is expected to provide a place to stop and rest for pedestrians negotiating the relatively steep grade change.

Continuing south on Rolston Street, pedestrians will cross the building's vehicular drive aisle. Here the residential entrance lobby and residential units above encroach into the building's setback leaving approximately 4.6 m of sidewalk between the face of the building at grade and the curb. This massing creates a setback between the lower podium and the tower of the building above, maintaining the residential scale of the building along Rolston. Like commercial units elsewhere in the project, the architectural expression of the lobby, a tall, double-storey space, is transparent and welcoming, proposed to be built from continuous curtain wall glazing.

Rolston and Neon Streets will also accommodate new bicycle lanes connecting the existing routes along Pacific Street and False Creek beyond to new routes on



Diagrammatic view of the corner of Rolston and Pacific Street. The zone in blue is an additional setback proposed to provide a richer commercial zone.

Granville Street. These bicycle lanes will be on the opposite side of both Neon and Rolston streets from this project, but this bicycle traffic is likely to further define these streets as active, safe and lively - spaces for interaction and community-building.

Pacific Street

Pacific Street bounds the project at its south end. In recent years this wide and busy road has changed significantly with the development of Vancouver House and the University of Canada West buildings, which have added new at-grade commercial spaces and much new housing above. The Granville Loops rezoning aims to enhance the pedestrian and commercial character of the street, with continuous commercial spaces at the south end of each of the sites.

This project proposes a large commercial unit stretching the full width of its Pacific Street frontage from the Granville Bridge to Rolston Street, and wrapping the corner onto Rolston. The face of this commercial unit is set back further from the property line than the zoning requires. This move provides opportunities for café seating or other sidewalk activities as provided on Granville Street above. The commercial unit address the south end of Site D, across Rolston Street, where a proposal has been made for a small plaza. As with the commercial units on Granville Street, the Pacific Street commercial unit will feature wide expanses of glass to create a sense of porosity and welcome, and sidewalk-oriented activity such as café seating will be protected from the weather by deep canopies.

A new bicycle lane on Pacific Street will be separated from the vehicular traffic by a wide planted buffer, creating space between the pedestrian zone and the busy street.



Street-level view of the corner of Rolston & Pacific Street.

3.5 Parking, Loading & Vehicular Access

Parking, Loading & Vehicular Access

The parking, loading and vehicular access strategy for the project is driven by the constrained dimensions and topography of the site. City of Vancouver policies for the Granville Loops redevelopment requires that all parking and loading, including waste staging and pick-up, must take place within the building. None of the streets bounding the site have allocations for on-street parking, temporary loading zones or waste pick-up zones. The site does not have access to a service lane.

Parking and loading statistics, as well as detailed parkade level and bicycle parking plans, can be found in the large-format architectural drawings in Appendix A.

Vehicular Access

Vehicles accessing the building will enter from Rolston Street, approximately halfway between Pacific and Neon Street. The drive aisle will cross the Rolston Street sidewalk and enter the building through an overhead door which can be closed for security purposes. This gate is recessed from the street to provide additional maneuvering space for larger vehicles, but it is not feasible to recess it by the full length of a large vehicle.

The vehicular entrance is flanked by the pedestrian entrances to the residential lobby to the south, and to the five townhomes to the north. These have been designed to be set back as far as possible, to give sightlines and space for both vehicles and pedestrians where their paths need to cross. The lounge area in the residential lobby has also been designed with a transparent glazed corner to allow for sightlines between pedestrians and vehicles as pedestrians approach the drive aisle from the south.

A parkade ramp connects Level 1 to P1 and beyond. The slope of the ramp has been designed to be 10% or less between Level 1 and P1 as it may be sometimes used by cyclists, though all bike parking in the project also has elevator access from Granville Street. The ramp from P1 to P2 is steeper with a slope increasing to 12.5%, with required transitions, as it will only be used by motorized vehicles.

Vehicular Parking

The various types of car parking for the building is distributed across Level 1, P1, P2 and P3 in a manner that balances ease of access and security for various building users.

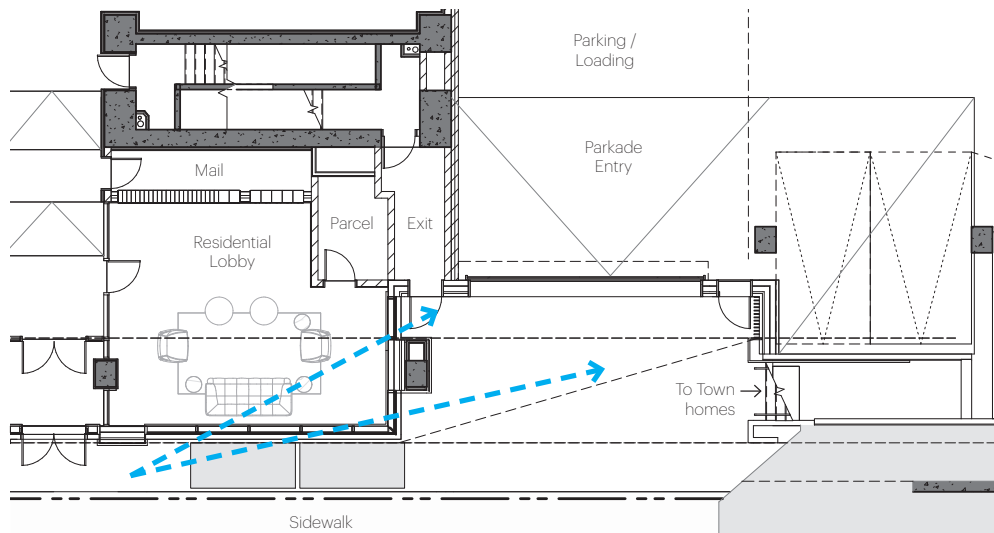
Level 1 contains loading and passenger loading spaces, along with the site's

car-share parking spaces required by the Project's Transportation Demand Management Plan.

Parking at P1 is limited due to the high number of bicycle parking spaces and building service rooms required at this level. It is designated for commercial staff use.

Visitor parking for the residential portions of the building is located at P2. Ten (10) regular-sized visitor parking spaces and one (1) accessible visitor space are provided meeting the bylaw requirement of eleven (11) total.

Residential car parking is located beyond security gates at P2 and continues to P3. The geometry of the site only allows one double-loaded parking access aisle and one single-loaded aisle, resulting in a relatively inefficient parkade. Per the *Parking By-Law*, the project is not required to provide residential car parking beyond visitor and accessible spaces. Eight (8) accessible parking spaces are provided for residents, meeting the bylaw requirement. The proposal includes a limited number of parking spaces for residents, anticipating that many families in the building will still desire parking. The extent of the proposed parking provided has been determined in line with the experience of the future building operator. The overall residential parking count is determined by the maximum number of spaces that can be accommodated on P2 and P3 without excavating beyond.



Pedestrian views to the vehicular access aisle through the glazed corner of the residential lobby

Loading, Passenger Loading & Waste Pick-up

Inside the parkade entrance, vehicles proceed past the car-share parking zone to the loading area. One Class A and two Class B loading spaces are located here for use by residents and commercial uses. Two passenger loading spaces are also provided for residential use, in line with bylaw requirements.

Waste and recycling storage rooms for all building uses are located at P1. Occupants of the building will be able to take elevators from various parts of the building to this level and access the storage rooms without crossing vehicular paths of travel.

A waste staging and pick-up zone is proposed to be shared with the Class B loading spaces. Waste bins and totes will be brought to this point by jitney vehicles and picked up by full-sized garbage and recycling trucks. Clearance above the loading zone has been designed to allow for overhead tipping of waste and recycling bins by a full-sized garbage truck.

The loading strategy for the building will require a supervision and scheduling by building staff. Correspondence with City staff has indicated that a Loading Management Plan will not be required for review.

Bicycle Parking

Long-term (Class A) bicycle parking for the project includes a mix of single, stacked double-height, vertical, and oversized spaces, along with bicycle lockers, as required and allowed by the *Parking By-Law*.

The relatively large proportion of 3- and 4-bedroom units results in a high overall count of Class A parking designated for residential uses. Most of the residential Class A bicycle parking is provided in two zones at L2 and at P1. The L2 bicycle parking rooms are located in the northwest corner of the site, where the grade of Neon Street and Granville Street rises up to make this part of Level 2 fully below grade. Additional bicycle parking, as well as Class A bicycle parking and end of trip facilities for commercial tenants, are located at L1.

All Class A bicycle parking in the project is accessible by elevator from a shared

residential and commercial lobby at Level 3, off Granville Street. This elevator will be shared by residents and commercial staff accessing the bicycle parking facilities, and by commercial staff who will use it for access to the loading area at Level 1. Depending on traffic, scheduling of commercial loading times may be required to ensure priority access of bicycle parking users to the elevator. Traffic modeling of the elevator indicates that it has ample capacity to serve both its bicycle parking and commercial uses.

The proposed elevator access to the Class A bicycle parking at Level 2 and P1 is an improvement over a previous iteration of the design in which residents needed to carry their bicycles down a short flight of stairs to access Level 2, or ride their bicycles down the vehicular access ramp to access P1. These former means of access are maintained as alternatives in case of temporary elevator service disruptions. The stair to the Level 2 bicycle parking area has been designed to be extra wide and will be equipped with a bike tire rail to make lifting bicycles easier for residents.

No bicycle parking is located below P1, as required by Section 6 of the *Parking By-Law*.

A bicycle maintenance facility is located at P1, as required by Section 6 of the *Parking By-Law*.

Class B bicycle parking spaces for all uses in the building are proposed along the deepened setback at Pacific Street. All required Class B bicycle parking is located within the property line.

Summary of Parking and Loading-related Relaxations and Variances Sought

- » Class A Residential Bicycle Parking - No reduction in overall count. Increase of allowable combined stacked and vertical spaces from 60% to 75% to provide sufficient parking spaces. City staff have indicated support for this strategy in correspondence.

3.6 Commercial Unit Considerations

The proposed building contains four commercial units, three of which are located on Granville Street (at Level 3), and the fourth at Pacific Street (at Level 1).

Because Granville Street slopes up to the south, there is a grade difference of approximately 2900 mm between the north and south ends of the Granville Street frontage, which creates complexity in providing entries to these units at appropriate levels. Additionally, because waste pick-up and loading must happen within the Project boundaries, the loading area at Level 1 is required to be quite tall. This forces the structural slab of the south-most commercial unit on Granville Street to be quite high, requiring the entry to that unit to be at the south end of the unit and the site.

The City of Vancouver's Real Estate, Environment, and Facilities Management division has provided direction that none of the four commercial units will contain commercial kitchen units. The unit on Pacific Street, and the northernmost unit on Granville Street, however, will be designed to accommodate café-style food services.

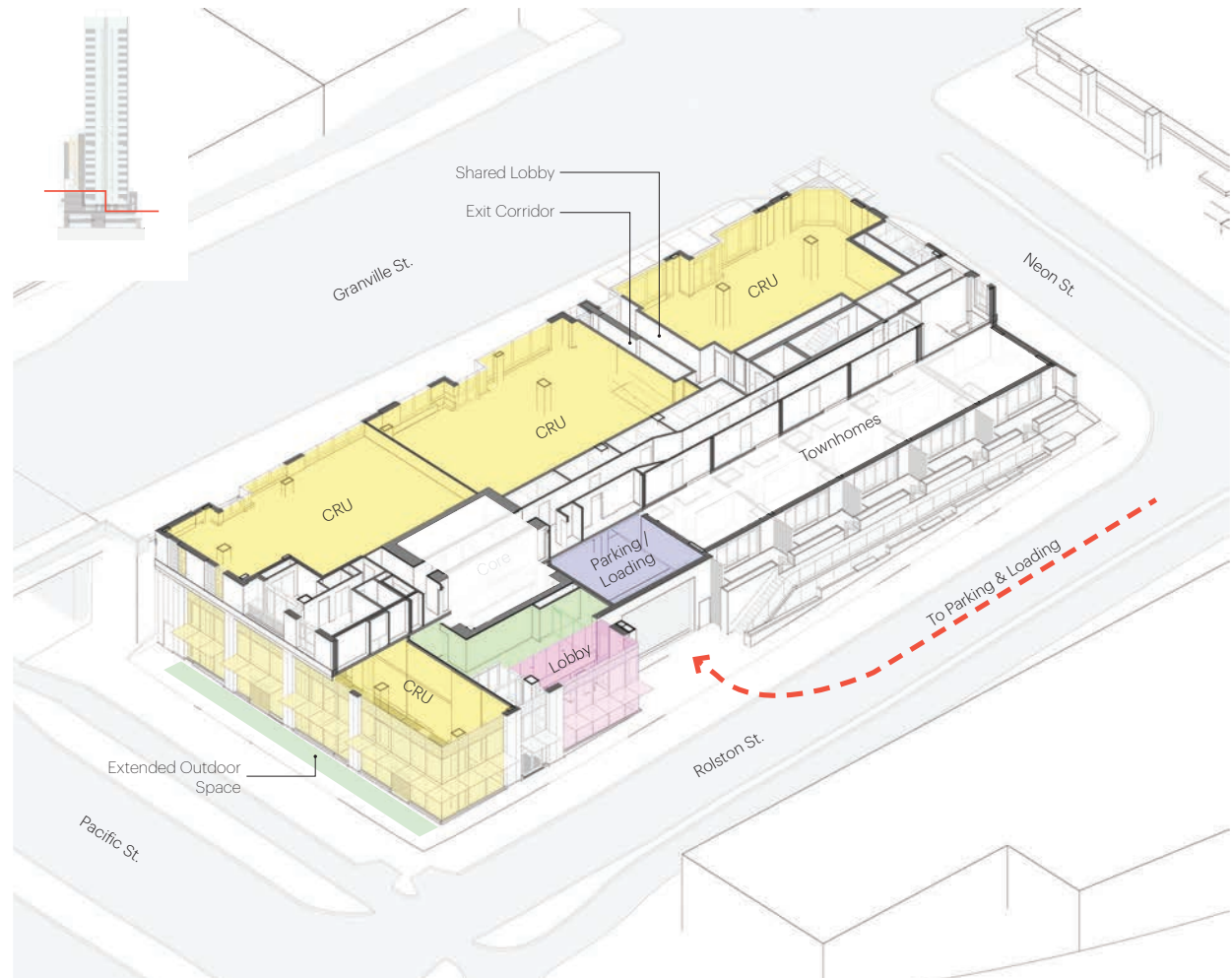
The dimensions of each commercial unit are comparable to the minimum dimensions given in the City of Vancouver *Design Guidelines for Retail Elements in Non-Market Housing Projects*, though there are some complexities in the unit shapes owing to the requirements of surrounding program. Clear heights for each unit are generous, and will exceed the minimum dimension of 3.6 m below a suspended ceiling. For most of the units, the clear height will be significantly more, allowing for bright and airy businesses.

Access to parkade levels is available via an elevator located within the shared residential and commercial lobby on Granville Street. The elevator will also be used for Class A bicycle parking access and residents will have priority use during peak commuting times. This shared lobby will also serve as a secondary convenience entry to the residential portion of the building, providing direct access to Granville Street.

The south-most CRU unit will only have access to the loading elevator via the sidewalk on Granville Street, as required building exits and circulation cut it off from any direct access. This commercial unit may be best suited to an office or services-type business that does not need to load significant quantities of goods or waste.

Only one accessible parking space is required for commercial use. Two additional parking spaces are proposed for staff use.

Waste and recycling storage for the commercial units are located at P1, accessible by the shared elevator.



Diagrammatic view of CRU configurations and access to the loading zone

3.7 Residential Suite Planning Considerations

Governing Design Guidelines & Building Codes

Residential suites throughout the project have been planned in conformance with the *BC Housing Design Guidelines and Construction Standards (2019)*, Section 5 - *Dwelling Unit Design*. These guidelines give parameters for the size, configuration and fit-out of residential units and the spaces within them. While they are guidelines, they do contain many clauses that use the word 'shall' as opposed to 'should', indicating a hard requirement.

In all cases, clauses written with both 'shall' and 'should' have been followed as closely as possible and deviations from the understood intent of the *BC Housing Design Guidelines* have been made only where it was found to be technically infeasible to do otherwise.

The City of Vancouver *Housing Design and Technical Guidelines* has also been closely followed in developing residential units plans. This document will continue to be a reference as design moves into the contract documents phase.

The *Vancouver Building Bylaw 2025* is the governing building code for the project. It is important to note that adaptability considerations for residential suites are based on the current content of Section 3.8.5 of the VBBL, which maintains the language of VBBL 2019, as opposed to adopting the new adaptability provisions found in BCBC 2024.

Provisions for fully accessible suites follow the *BC Housing Design Guidelines and Construction Standards (2019)* as the VBBL does not require fully accessible suites.

Accessibility & Adaptability

Both *VBBL 2025* and the *BC Housing Design Guidelines (2019)* contain requirements for residential units designed to be accessible or adaptable. *VBBL 2019* was followed in this project as the binding building code, while *BC Housing Guidelines* were considered and applied wherever possible.

The *Vancouver Building Bylaw 2025* requires all residential units to be adaptable, per *VBBL 3.8.5. Adaptable Dwelling Units*. The current text of this section of the By-law retains the language from *VBBL 2019*. *Adaptability provisions* include modest dimensional increases around entrance doors, interior doors and stairs, within washrooms, and in kitchens. They also require kitchen sinks and cooktops to be adjacent or to have a continuous counter between them, and include other construction specifics related to the ability to install grab bars and modify spaces for the use of individuals with mobility devices.

Five percent of residential units in the project are required to be fully accessible. Canadian building codes, including the *VBBL* focus primarily on the needs of individuals who use wheelchairs or other wheeled mobility devices in their definition of accessibility. In fact, designing for accessibility requires an understanding of the diversity of disability types that goes far beyond the needs of people using wheeled mobility devices. Disability is a complex, intersectional landscape. Accessibility considerations for people with other disabilities can often be integrated into building design at low to no cost. Such are being explored and included in the design to the greatest extent possible.

Accessible units are provided in the full range of unit types, from Studios to 4-bedroom units. As such, individuals with disabilities and families of all sizes, who may have members with disabilities, will have a range of options. Accessible units in the building are similarly located in different parts of the building in an attempt to immerse individuals with disabilities fully into the community.

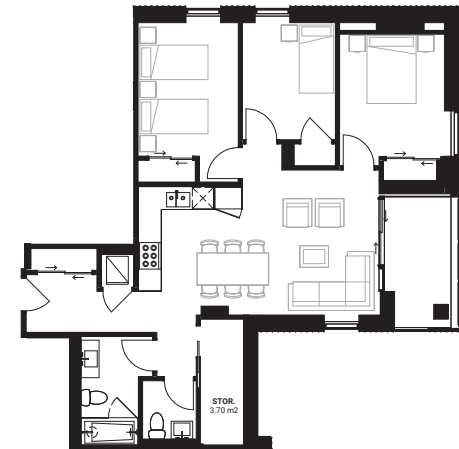
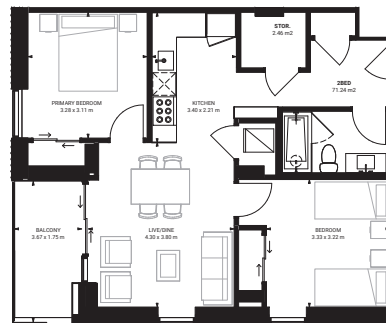
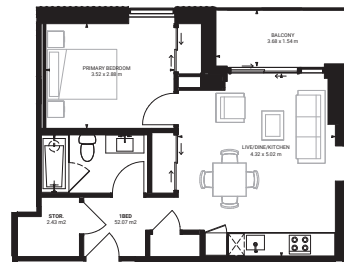
Unit and Room Sizes

Residential units throughout the project follow the dwelling unit floor areas given in Section 5.2 of the *BC Housing Design Guidelines*. As noted in *Clause 5.2.1* these have been increased by 5% for adaptable units (all units in the project) and by 12% for accessible units. Accessible units are sometimes larger where good design practice for accessibility requires more space.

Living, dining, bedroom and storage areas throughout the project similarly

closely adhere to the parameters of Sections 5.3 - 5.5 and 6.1 - 6.2. Furniture arrangements shown in the architectural drawings indicate seating quantities for living and dining rooms and bedroom configurations. Minimum bedroom dimensions given in the *Guidelines* have been respected throughout, with few exceptions.

In order to provide efficiently planned units, kitchens have often been planned in L-shaped or linear configurations with dining spaces directly adjacent. Living and dining spaces are contiguous in almost all units. Luxuries such as walk-in closets and ensuite washrooms have generally been omitted in favour of larger floor areas for bedrooms, living and dining spaces. In-suite storage for each unit meets the *BC Housing Guidelines* minimum of 2.3 m², with a few relaxations for small studio units, as permitted by the *Guidelines*. More storage space is provided for larger family units wherever feasible, and additional storage units are available to residents in various parts of the building for those needing more storage than what their own units provide.



Commonly occurring 1, 2 and 3 Bed unit types. While the project proposes many variations on each unit size, they will contain similarly sized spaces and amenities.

While adaptability requirements for the project come from *VBBL 2025*, the design opts to provide larger unit entrances for most of the units, consistent with the entrance requirements for adaptable suites in *BCBC 2024*. These larger unit entrances improve adaptability and accessibility, but also provide additional flexibility for families as they come and go from their homes with children, strollers, groceries and all of the baggage of day-to-day life.

Townhomes

Five 2-storey townhomes are located at grade at the northern end of Rolston Street, as intended by the *Granville Loops Policy Plan*. Four of these are 2-bedroom units. The northernmost unit, at the corner of Rolston and Neon Streets is a 3-bedroom unit.

Each townhome unit is configured with living rooms, kitchens, dining spaces and a full washroom at the ground floor (Level 2), and bedrooms and a second washroom above (Level 3). Living rooms open up to a private outdoor terrace at the ground floor, screened from the street by planting, and from the neighbouring terrace by a vertical screen between units. A small second balcony is provided on the upper floor of each townhouse, providing a more private outdoor space for each townhouse.

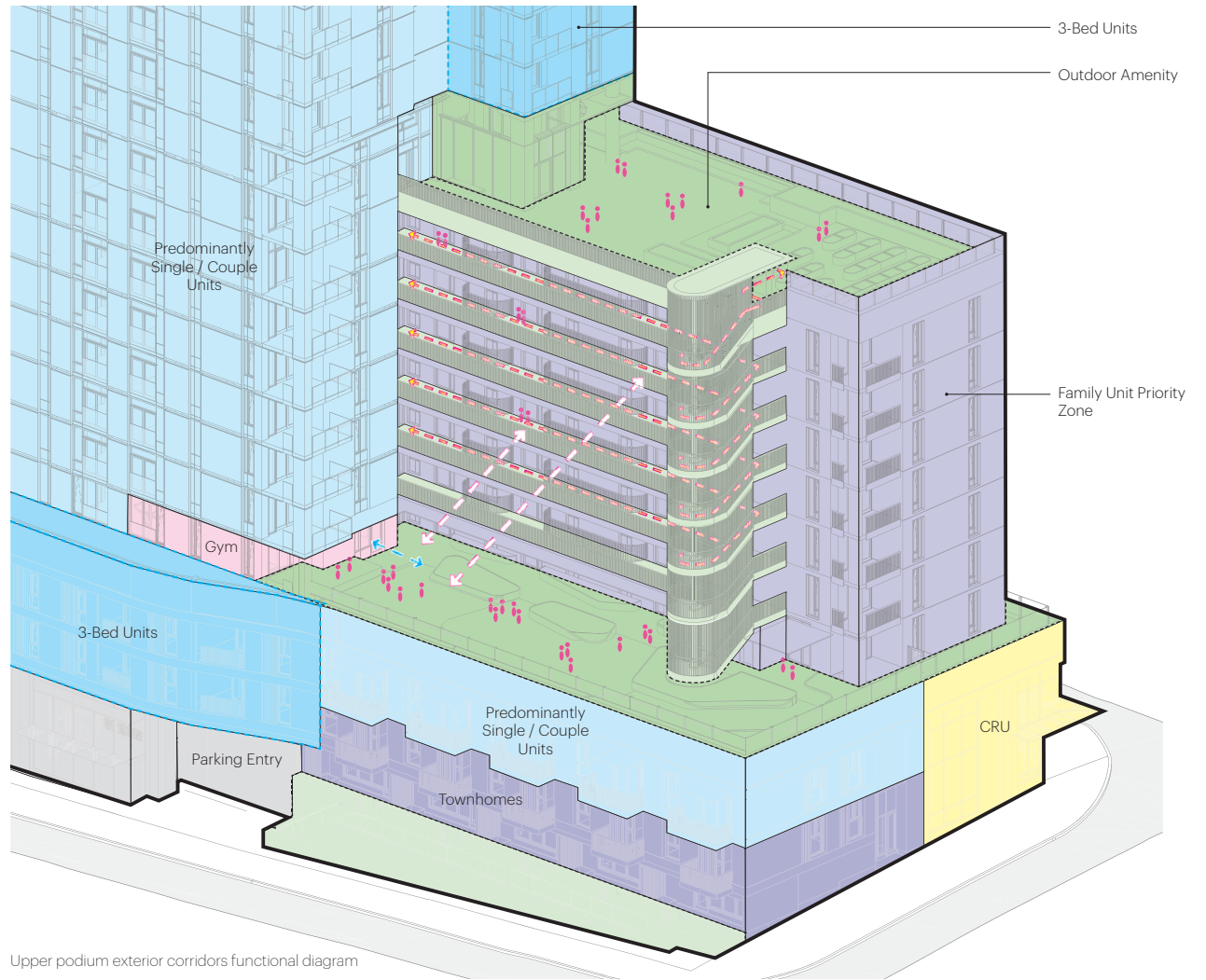
Lower Podium Units

In addition to the Townhouse units, the lower podium contains a mix of unit types from studios to 3-bedroom units. Most of these units are oriented toward Rolston Street. Each is planned with a balcony to reinforce the street-oriented residential character of Rolston Street. Balconies for many of these units are inset, creating a sense of privacy for units located close to busy streets.

Levels 3 and 4 contain some of the accessible residential units for the building. As elsewhere, they are planned to be close to the elevator core for convenience, from where they can access the shared amenities further up the building and the street and neighbourhood below.

Upper Podium Units

Levels 5 through 11 contain a large portion of the larger family units – a mix of 2-, 3- and 4-bedroom units, as well as some smaller units. At each of these levels, an outdoor corridor extends to the north from the elevator core, providing exterior access to 4 large units on each floor. Other units on each level, accessed from an interior corridor, are visually connected to this outdoor zone. At the end of the outdoor corridor is an exterior exit stair that allows residents to move vertically between levels and connect to the shared residential amenity spaces on Level 5 and Level 12.



Upper podium exterior corridors functional diagram



Rendered view showing the relationship between the outdoor corridors and stairs, and the way they connect the outdoor amenities at Level 5 and Level 12. The massing of Sub-area D is visible at the left of the image. The existing Rolston tower, to the North of the site, is visible at right.

This network of outdoor corridors is envisioned as the heart of the family housing zone in the building. Visually connected to the children's playground below (at Level 5), and between each level via a series of light wells, these exterior corridors are intended to become a common neighbourhood of family homes. The light wells at each level provide a privacy buffer between the corridor and bedroom windows in the suites, but also create an inset at each suite entrance, giving an opportunity for residents to stop and chat. These niches in the corridor also give families a space to store small items like children's scooters and tricycles, or a spot to leave muddy shoes and boots.

Suite entrances along these corridors open onto kitchens, giving residents the option to leave their doors open and invite neighbours to drop in, while preserving some privacy to other parts of their homes. Each of these units has a private balcony facing Granville Street. They have the rare advantage of being designed in a single-loaded configuration. As such, their living spaces (kitchen, dining and living rooms) have access to light and fresh air on both the west and east sides of the building. This configuration will also contribute to good cross-ventilation.

Other units around these levels will be encouraged to make use of this exterior network of corridors to move between levels, visit friends on other levels, or access the shared amenities at Level 5 and 12. The result will be a neighbourhood of many families.

Tower Units

Levels 14 through 26 contain a mix of studio to 3-bedroom units. Levels 12 and 13 follows the same layout, but the units on the west side of the floor plate are replaced with the building's double height shared residential amenity rooms.

Two 2-bedroom units are located south of the tower core, with large south-facing balconies opening to the southeast and southwest respectively. Setbacks on the east and west side of the tower drive an architectural language that is flat and monolithic on the east and west side of the tower, with all balconies inset.

At the north end of the tower the massing is extended to the northeast to provide a 3-bedroom unit on each level. This large unit benefits from having windows on three sides, improving opportunities for cross ventilation as well as better light access for a unit that faces predominantly to the north. The eastern portion of the floorplate pulls back here to provide additional sun and sky access to the family units and amenity spaces.



View from the Level 7 outdoor corridor, with the Level 5 outdoor amenity spaces visible below, and the outdoor stair at the end of the corridor.

3.8 Shared Residential Amenities

Shared Residential Amenities

Residents of the proposed building will benefit from a suite of private, shared amenities. Most residential amenities are located at Level 12, on and adjacent to the roof of the Upper Podium. Approximately half of Levels 12 and 13 is proposed to be dedicated to double-height indoor residential amenities, with the other half of the floor containing residential suites consistent with those in the levels of the tower above.

The extent and variety of amenity spaces was developed following conversations with the Stakeholder Team. Stakeholders indicated a preference for more amenity spaces than the minimum required by BC Housing, having observed that residents in similar developments often express a need for additional amenities. Stakeholder feedback has indicated support for the extent of amenity space provided in the current design.

Indoor Amenities

A number of amenity rooms at Level 12 are clustered around the common corridor and elevators.

All accessible and family-sized suites in the building have their own in-suite laundry. A shared laundry room (not counted as amenity in FSR calculations) is proposed for use by residents without in-suite washing machines and dryers. Standard-sized washers and dryers may also be supplemented by some oversized appliances for use by all residents in the building to wash items like duvets, sleeping bags, etc. The laundry is proposed to have a folding counter, wash sink, and a waiting area with soft seating. This waiting area will feature spectacular views to the south over the Granville Bridge and False Creek. An outdoor rooftop lounge is also nearby and will be an attractive waiting area for residents (see further description of outdoor amenities below).

Adjacent to the laundry room is a multi-purpose space which is envisioned as a bookable room for community activities such as cooking workshops, crafting, seeding or gardening workshops, quilting or sewing clubs, and any activity that may benefit from having space where groups can focus and make a mess. It may also be suitable for committee meetings, community games nights, etc. This space will feature a residential-type kitchen.

The main indoor amenity room is a large multi-purpose room with a kitchenette and communal dining area, a lounge and gathering spaces, and a children's nook for communal toys, games and activity spaces for kids. This space is 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 (see further description of outdoor amenities below).

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. With its adjacent mail and parcel rooms (not counted as amenity in FSR calculations), this lounge is envisioned as a place for neighbours to meet and interact, and for residents to wait for rides or deliveries. It will be part of the main entrance and public face of the residential portion of the building to the street.



Preliminary interior renderings of the Multipurpose Rooms at Level 12



Preliminary interior rendering of the Lounge space at the Level 1 residential building entrance



Preliminary interior rendering of the Children's Nook at Level 12

3.9 Outdoor Residential Amenities

A medium-sized gym/fitness centre is proposed at Level 5 directly adjacent to the outdoor amenity spaces there. It is strategically placed to allow adults to work out while children play in the outdoor playground adjacent.

Outdoor Amenities

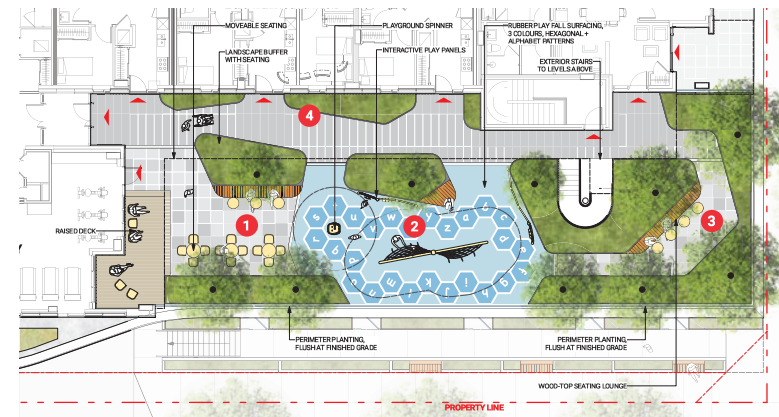
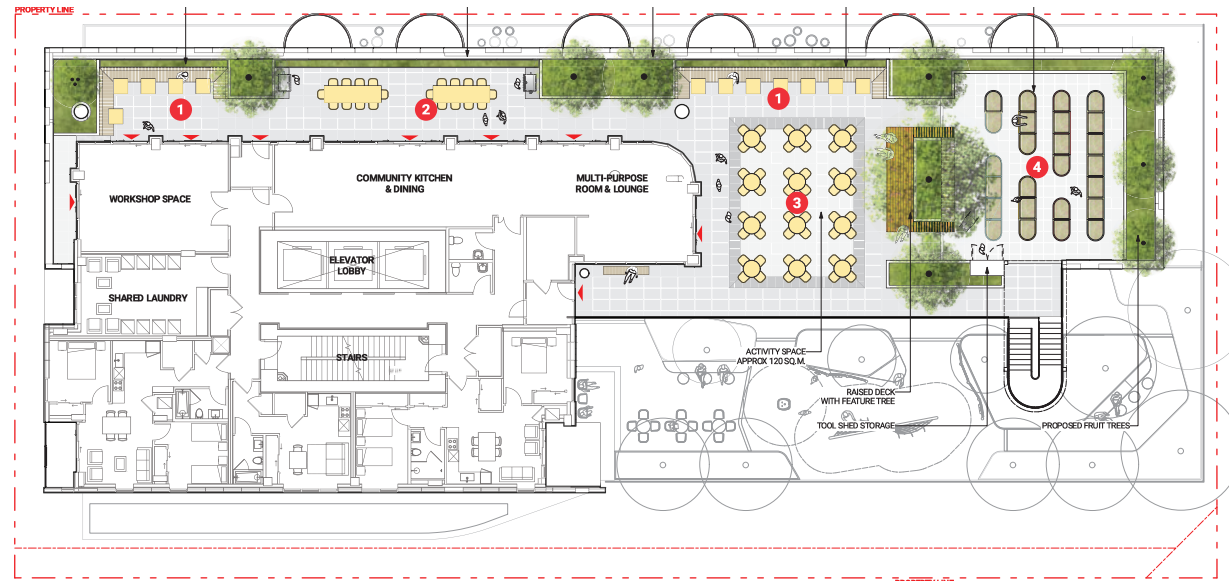
At Level 12, the communal dining area of the multipurpose room will open directly onto an exterior dining space with outdoor seating, barbecues and counter space. To the south, a small outdoor lounge with integrated bench seating and movable tables, and shaded by trees, will have commanding views to the south over Granville Bridge and False Creek.

To the north of the outdoor communal dining area a larger open space is proposed for a variety of community functions, from outdoor meetings and dinners, to evening movie screenings and children's games. The project proposes movable outdoor furniture that can be customized to suit the occasion.

At the north end of the rooftop a community garden with raised planters will give residents the opportunity to grow fruits, vegetables and flowers and share both knowledge and their harvests.

The exterior feature stair at the north end of the upper podium leads residents down from the Level 12 outdoor amenities all the way to Level 5. Elevator access is also possible. At Level 5, a second rooftop amenity space with a different character is proposed. Here residents will have access to the children's playground, informal gathering spaces and lush planting, all overlooked by the network of outdoor corridors above.

The residential outdoor amenities at both Level 5 and 12 will be surrounded by deep planters containing trees and a variety of native, drought-resistant planting, creating a buffer to the streets below, and an attractive green crown to each prominent step in the building's massing. These rooftop space will also be surrounded by glass wind screens which will further create an acoustical barrier to the streets below, while acting as a tall guard for safety and always allowing views to the surrounding city.



Residential outdoor amenities plans with Level 12 shown above and Level 5 shown below, by Connect Landscape Architecture

4.0 Rezoning and Related Policy Responses

4.1 Section Introduction

Policy Background

Sub-areas A through D of the Granville Loops redevelopment were rezoned under a single application. Rezoning was undertaken by City of Vancouver Staff, following the *Granville Loops Policy Plan* (Adopted by Council in October 2010, amended July 17, 2018). The *Policy Plan* in turn responded to the *Downtown Transportation Plan*, which included direction to reconfigure the traffic loops at the north end of the Granville Bridge.

Rezoning of the Site was approved by Council in July of 2022. The CD-1 By-Law Provisions specify allowable uses for each of the four sub-areas, conditions of use, allowable floor areas and densities, allowable heights, and conditions for access to daylight and views for living spaces, as well as acoustical requirements for habitable areas. Public consultation, and the decision of Council, however, took into consideration a number of other documents that specified a vision for the site. These documents include:

- » Rezoning Referral Report (May 24, 2022)
- » 625-777 Pacific Street and 1390 Granville Street Draft CD-1 By-Law Provisions (Appendix A to the Referral Report)
- » 625-777 Pacific Street and 1390 Granville Street Conditions of Approval (Appendix B to the Referral Report)
- » Granville Loops Guidelines (Appendix E to the Referral Report)
- » 625-777 Pacific Street and 1390 Granville Street Urban Design Panel (Appendix F to the Referral Report)
- » 625-777 Pacific Street and 1390 Granville Street Form of Development Drawings (Appendix G to the Referral Report)

The following section outlines how the current proposed design responds to the various policy documents above. It has been divided into subsections which summarize themes that are important to understanding how and why the project departs from the Form of Development and uses approved at rezoning, and how it maintains compliance with the spirit and intent of the rezoning process. It also summarizes proposed variances from other relevant City policy and gives a rationale for each variance.

Rezoning conditions of development related to City agreements and engineering requirements that will be addressed through detailed design of the project, are not discussed here.

4.2 Property Boundary Discrepancy

Rezoning Policy Analysis & Response

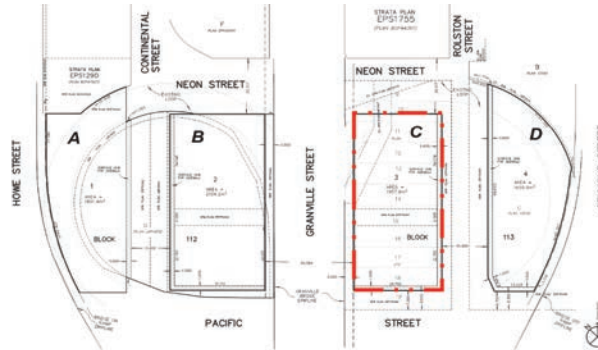
Analysis of the Rezoning Form of Development Drawings indicates that the assumed property boundary used to develop the project massing at rezoning is not consistent with the boundary shown in the current legal survey for the site. As such, the current design team are working within a property boundary which is shorter in both the north-south and east-west directions.

It is assumed that the reason for the discrepancy is that final property boundaries had not been determined at the time of development of the Rezoning Form of Development Drawings. The property boundaries shown in the Granville Loops Guidelines (Appendix E of the Rezoning Referral Report) are illegible and marked as 'To Be Updated' (Figure 3, Appendix E, Granville Loops Guidelines, Page 5 of 17). The current design team has therefore been unable to determine the exact nature or source of the discrepancy.

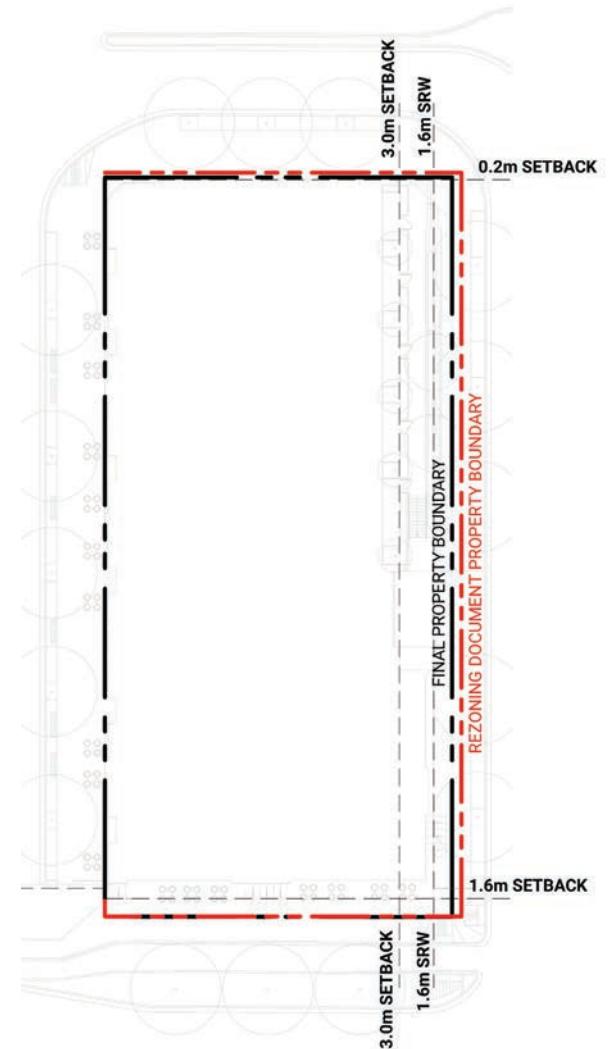
The result of the discrepancy is that the building envelope shown in the Rezoning Form of Development drawings now encroaches outside of the true property boundary, and key required setbacks and separations between surrounding buildings to the north and east would not be respected if the former Form of Development were followed. Certain clearances internal to the former Rezoning Form of Development, such as the separation between the two proposed towers, are not feasible within the modified, current property boundaries.

The current design for the project has therefore been developed under different conditions, and with a more developed understanding of both the geometric constraints of the site, and also the complex servicing and engineering requirements imposed by the new road network and the presence of the Granville Bridge.

Note that the boundary used in the current design has been verified against the most recent survey made available by the City, and is accurate.



Sub-area boundary definitions as shown in the Granville Loops Guidelines are blurry and illegible and marked as 'To Be Updated'.



Comparison of the property boundary used in the Rezoning Form of Development Drawings (Red) with the current, confirmed property boundary (Black).

4.3 Tower Configuration & Overall Massing

Relevant Rezoning Policy Extracts

"The overall form of development consists of four towers and two mid-rise buildings. The form is expressed as two 40-storey towers that symmetrically frame two lower 27-storey towers and two 12-storey mid-rise buildings."

-Rezoning Referral Report (Pg. 9)

"Together, with the two Higher Buildings on adjacent sites to the south, the proposed buildings form a bowl-shaped architectural "valley gateway" intended to define the approach into the downtown Granville Street cultural, shopping, and entertainment district from the south."

-Rezoning Referral Report (Pg. 9)

"Create a distinctive built form that creates an improved "valley gateway" to Granville Street, the historic high street of Vancouver and major entertainment district."

-Granville Loops Guidelines, Section 2.2.1 (Pg.6)

"The application proposes changes in height, density, massing, and site design that depart significantly from what is anticipated by the Plan. Generally, these changes are a result of the evolving urban, social, and economic context, and reflect an increased demand for secured market rental and social housing over strata-titled housing, along with changing infrastructural demands. Staff recommend support of the application given the increased amount of secured rental and social housing floor area."

-Rezoning Referral Report (Pg. 13)

Response

The current project proposes a single building on Sub-area C, consisting of an 11-storey podium and a 27-storey tower.

The second, 12-storey tower has been removed as tower-to-tower separation between the two towers was found through design development to be infeasible, both because it resulted in poor unit design, and because it contributed to significant building inefficiency. Floorplate efficiency tends to translate to housing affordability, an important consideration for this project and for the City as a whole, at present.

By leveling the roofline of the building massing at the north end of the site the current proposal also offers improved outdoor amenity spaces to residents.

The current project has been designed to respect the overall massing approach of the 'valley gateway'. The symmetry of the overall composition of the four Granville Loops Sub-areas is enhanced by encroaching modestly into what was formerly Protected View 12.2 (see Section 1.6 below). Note that since the design of the project began, Protected View 12.2 was removed from the City's list of protected views as part of the Granville Street Plan (2025)

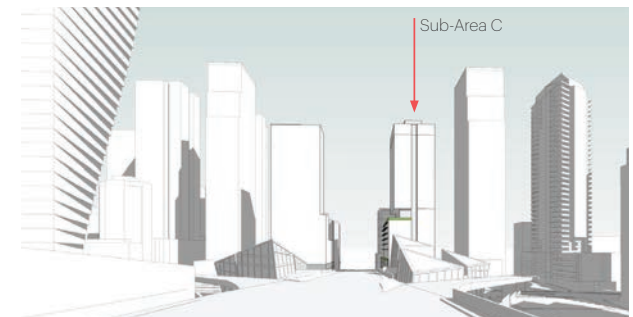
The current project continues to depart from the Form of Development drawings, in response to evolving urban, social, and economic context, along with changing infrastructural demands, and following a clearer understanding of the actual infrastructural servicing needs and realities of the site.

The current proposal includes additional social housing units, greatly improved livability, improved housing affordability, an increase in the number of large family units, greatly improved residential amenities, and realistic building servicing. See relevant sections below for additional detail.

Aligned with the *High-density Housing for Families with Children Guidelines* the majority of family units in the current project are situated on the lower levels and connected by outdoor corridors and stairs. This creates improved opportunities for interactions between children and families compared to the Rezoning Form of Development.



"Valley Gateway" diagram from Rezoning Referral Report by CoV



The proposed building massing continues to respect the 'Valley Gateway' concept when viewed from the Granville Bridge, while improving symmetry between Sub-areas B and C through a modest encroachment into former Protected View 12.2



View looking north on Granville Street, indicating how the proposed project conforms with the 'Valley Gateway' planning concept. Sub-areas A, B and D of the Granville Loops Rezoning are also visible.

Relevant Rezoning Policy Extracts (Cont'd)

"Design Consideration to remove any building area overtop of the mid-block shared vehicular / pedestrian mews at sub-areas B and C, or otherwise provide for additional at-grade public open space through the area."

-Rezoning Conditions of Approval, Condition 1.4 (Pg. 2)

"Ensure built form that recognizes the scale of the Granville Street corridor but is also compatible with the surrounding high-rise Downtown South area."

-Granville Loops Guidelines, Section 2.2.2 (Pg.6)

"The site should be comprised of high-quality design of buildings that respect and respond to the public realm. Design buildings at the pedestrian scale by incorporating elements at the ground floor that help create attractive, well-functioning and welcoming spaces."

-Granville Loops Guidelines, Section 2.2.3 (Pg.6)

Response (Cont'd)

Removal of building area above the vehicular/pedestrian mews has been considered and would not be feasible while providing required building servicing and vehicular access.

It is understood that additional at-grade open space is being provided to the south of Sub-area D. A small additional setback is proposed at the south end of Sub-area C in the current proposal, in reference to the open space at Sub-area D.

Attractive, landscaped sidewalks with proposed public seating and active frontages for all uses are proposed around the entire site.

The proposed project references the Granville Street urban design guidelines and neighbouring projects to the north in its upper podium, while responding to the surrounding high-rise area in its tower massing.

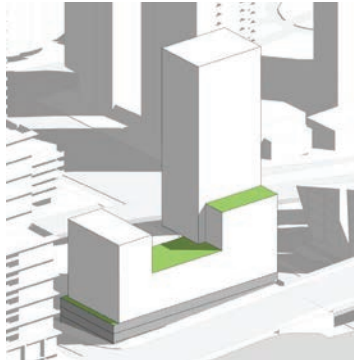
Pedestrian scale has been reinforced through strategic setbacks of upper podium and tower massing. Ground floor design consists of porous, activated uses such as commercial units, building entrance lobbies and street-oriented townhomes. Parking, loading and servicing has been located at the project's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



At-grade seating integrated with landscaping along Rolston Street



The Pacific Street elevation is set back further than required by policy, providing additional public open space.



Sub-area C massing from the Rezoning Form of Development



Axonometric view from the Northwest showing the large, common residential rooftop amenity at Level 12.



Proposed Granville Street (West) Elevation with the Rezoning Form of Development massing overlaid in Red.



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

4.4 Removal of Childcare Facility

Relevant Rezoning Policy Extracts

"A minimum 429 m2 of floor area in Sub-area C must be used for child day care facility."

-CD-1 By-law Provisions (Section 6.3, Pg. 3)

Response

Due to specific site and design constraints, the cost of including childcare in this project exceeded the established benchmarks for delivering comparable facilities on City land. As a result, the applicant team has decided to remove the childcare component so that the City's limited childcare resources can be directed to other projects where they can create more childcare spaces for families across the community. The City remains committed to expanding access to quality, affordable childcare. Redirecting resources this way helps us to maximize the number of spaces delivered for families.

The removal of the childcare from the project allows the project to deliver improved social housing, shared amenities, and commercial spaces in the following ways:

- » 11 additional social housing units are proposed, increasing the total unit count to 212, and increasing number of family housing units by 10 compared to the previous application. The total family unit percentage in the project increases from to 52.4% as a result of this change.
- » The childcare facility presented a number of challenges in providing sufficient parking and loading, secure access on a very constrained site. The removal of the childcare facility allows for an improved parking, bike parking and site servicing strategy that is aligned with the requirements of City By-laws and good planning practice.
- » The removal of the childcare improves structural and space efficiencies for the social housing, reducing housing costs and improving livability and access to amenities.
- » The rooftop area at Level 5, formerly reserved as outdoor space for the childcare, is now proposed as a much needed second outdoor amenity space for residents. An improved children's play area will be overlooked from the exterior family unit corridors over the seven levels above (Level 5 - Level 11), and new planting and outdoor gathering spaces will be available.
- » A new indoor amenity space, proposed to be a gym and fitness room, is proposed at Level 5, directly adjacent to this new rooftop amenity space, expanding the much needed shared amenities available to residents.
- » New amenity spaces at Level 5 take pressure off of the planning of the amenity spaces at Level 12. Level 12 amenity spaces will remain the same size, but will be planned to better serve the large population of the building.
- » Building elevations have been simplified, creating a subtly more harmonious and orderly building expression, notably along Granville Street.



Rendering of the former design of the childcare facility (proposed to be removed from the project) showing its complex and constrained relationship with the project's social housing component, and the expensive and visually imposing cantilever over Rolston Street required to provide sufficient outdoor play area.

Relevant Rezoning Policy Extracts (Cont'd)

"The building massing has been strategically oriented to reduce shadow impacts onto the public realm and key outdoor spaces. Particular attention has been paid to maximizing sunlight for the proposed childcare in Sub-area C while upholding important urban design objectives, including livability, privacy, and access to open space."

-Rezoning Referral Report (Pg. 9)

Response (Cont'd)

It is important to note that while the childcare facility was a major consideration in developing the proposed form of development, each urban design move in the project is highly relevant to the current project with the childcare component removed. These moves include:

- » **Tower position:** The positioning of the tower to the south of the site is necessary in creating adequate tower-to-tower separation with the future mass of Sub-Area D, across Rolston Street. Due to the shape of the Sub-area D site, its tower must be positioned all the way to the north of its site. The staggered configuration of the four towers across Sub-areas A through D is a fundamental feature of the *Granville Loops Policy Plan*, the *Granville Loops Guidelines* and the approved Form of Development of the 2022 Rezoning. This staggered tower configuration is strongly re-inforced by the current form of development proposal.

- » **Tower shape:** The specific shaping of the tower floorplate formerly benefited the childcare outdoor space by opening it up to additional sunlight and views to the sky. This shaping continues to benefit the new shared outdoor amenity space at Level 5. It also continues to benefit the stack of 12 large 3-bedroom suites at the north end of the tower, which feature bright, airy interiors with windows on three sides. Finally, this design move improves tower-to-tower separation between Sub-area C and the future mass of Sub-area D, which are very close together.
- » **Rolston Street Massing Stepback:** Level 5 (4 levels above Pacific Street and 2 levels above Granville Street) was chosen as the location of a major podium datum and building setback on all sides of the building, and particularly on Rolston Street. It provided the outdoor area for the childcare facility. This is still a well-placed rooftop area for use as a shared amenity space for the social housing component of the building. It reinforces a strong, low-rise residential character along Rolston Street, consistent with the *Granville Loops Guidelines*, and creates a green 'front' yard for the 28 large family suites that are accessed by the outdoor corridors on Levels 5 through 11.
- » **Upper podium Stepback and Shape:** A second major step in the massing occurs at the Level 12 amenity rooftop. This part of the proposed form of development is still driven by the space and livability needs of the large family units that occupy it. The former childcare facility was designed to fit into this part of the massing, and did not drive the shape of the building above. The shape of the upper podium continues to deliver much improved shared residential amenities over the approved Rezoning Form of Development.

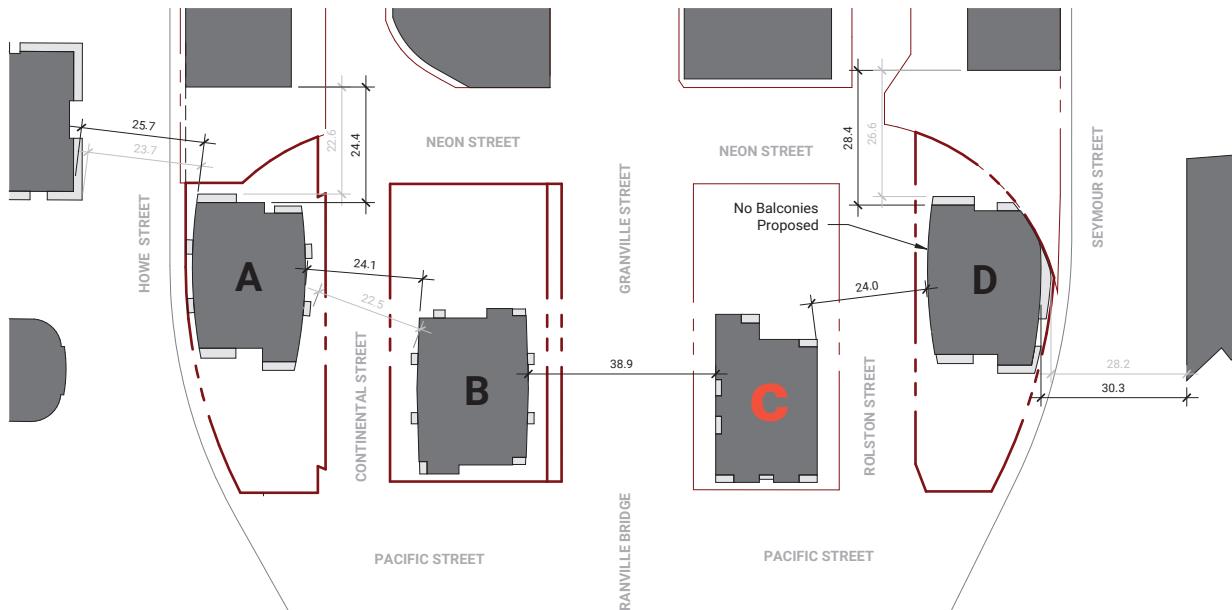


Diagram showing the proposed tower shape and position of the Sub-area C tower relative to a current study of the other three sub-areas of the Granville Loops rezoning. The highly constrained shape of the Sub-area D site dictates the position of the Sub-area C tower more than any other consideration.

4.5 Orientation & Shading

Relevant Rezoning Policy Extracts

"The building massing has been strategically oriented to reduce shadow impacts on to the public realm and key outdoor areas. Particular attention has been paid to maximizing sunlight for the proposed childcare in Sub-area C while upholding important urban design objectives, including livability, privacy, and access to open space. While future development permit applications may propose minor modifications for the building location and orientation, the overall area layout is not expected to change unless proposed site reconfigurations perform better than the indicative design of this application in terms of urban design performance and other critical considerations."

-Rezoning Referral Report (Pg. 9-10)

"Urban Design Panel: This application was reviewed by the Urban Design Panel on June 9, 2021. With a vote of 5-1, the Panel recommended resubmission of the application with recommendations for design development to improve the public realm, access to open space, and liveability and activation across the site and specifically along Pacific Street.

A second Urban Design Panel review was held on January 19, 2022. With a vote of 11-0, the Panel unanimously supported the application with recommendations to further explore building massing..."

-Rezoning Referral Report (Pg. 13)

"Form and massing should be carefully considered with respect to building articulation, attractive near view, and access to daylight on the public realm."

-Granville Loops Guidelines, Section 2.2.4 (Pg.6)

Response

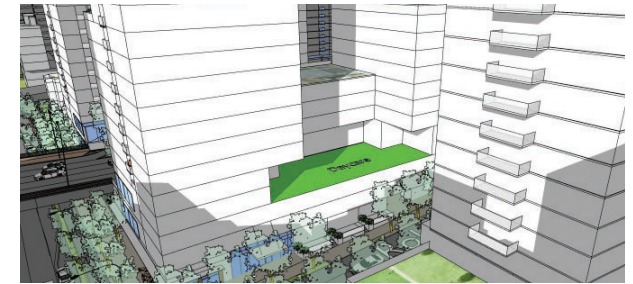
The proposed massing continues to minimize shadow impacts onto the public realm and key outdoor areas and particular attention has been paid to maximizing sunlight for the proposed outdoor residential amenities.

The proposed building design significantly improves floorplate efficiency, improving housing affordability and allowing for a higher count of social housing units on the site. Livability of residential units is also significantly improved, with all units being substantially compliant with BC housing design guidelines and all family units offering large, private and protected balconies.

Analysis of the Form of Development drawings indicates that the approved FOD would not be able to deliver BC Housing or CoV-compliant unit designs for many units. It is also questionable whether below-grade parkade and servicing levels, as shown in the Form of Development drawings, would be capable of meeting space and technical requirements for building servicing, below grade vehicular and bicycle parking and vehicular circulation. For example, the Form of Development drawings do not account for sufficient space for waste storage and pick-up, parkade ramp headroom clearance, mechanical and electrical space, and bicycle parking storage. The proposed changes to the Rezoning Form of Development address these critical considerations, while improving efficiency and thus affordability (see related sections for further detail).

The proposed project has further explored building massing, both in order to seek efficiencies to improve overall social housing affordability, and to deliver additional social housing units and a greater number of large family units.

Explorations of the massing have significantly improved the quality and continuity of the residential amenity space (both indoor and outdoor), including significantly improved access to sun and views for rooftop amenity spaces.



Childcare shadow study from the Rezoning Form of Development Drawings.



Rendered view of the proposed project, showing morning sunlight at what was proposed to be the childcare outdoor area (Level 5) in the Rezoning Form of Development, and what is now proposed to be a shared residential amenity area with a children's playground. Note that while direct sunlight access is similar to what was proposed in the rezoning Form of Development, access to view of the sky and surroundings is significantly improved.

4.6 Floor Plate Area

Relevant Rezoning Policy Extracts

"In keeping with City standard practice for buildings of this proposed scale, the Plan anticipates a maximum gross residential tower floorplate size of 604.0 sq. m. (6,500.0 sq. ft.). This application proposes a slightly larger maximum gross residential tower floorplate size of 625.0 sq. m. (6,727.4 sq. ft.). Urban Design condition 1.1 requires a reduction in the maximum residential floorplate to align with the Plan, except that tower floorplate averaging may be considered subject to design criteria detailed in the Design Guidelines, as outlined in the Conditions of Approval in Appendix B."

-Rezoning Referral Report (Pg. 11)

"Design development to reduce maximum residential tower floorplates to no greater than 603.9 sq. m. (6,500.0 sq. ft.);

Note to Applicant: consideration may be given at the time of future development permit applications for proposals with an average tower floorplate size of 603.9 sq. m. (6,500.0 sq. ft.), referred to as 'floorplate averaging', if the proposals represent excellence in architectural creativity and innovation as reviewed by the Urban Design Panel.

Applications proposing floorplate averaging must be demonstrated to perform as well or better than the baseline form of development in terms of shadowing, tower separation, livability, and other standards set out in this CD-1 by-law and the Granville Loops Design Guidelines."

-Rezoning Conditions of Approval, Condition 1.1 (Pg. 1)

Response

The current project proposes a typical tower floor plate of approximately 640m², or approximately 36m² (6%) larger than the requirement of Urban Design Condition 1.1.

The tower floor plate design was developed in order to maximize floor plate efficiency, overall count of residential units and an improved mix of large family units (3 and 4 bedroom units) compared to the Form of Development drawings. The project proposes a unit mix consisting of 52.4% family units (2-4 bedrooms). 24% or 51 units in the building are 3- and 4-bedroom units, an unusual and much-needed asset to large and multi-generational families wanting to live in the City's Downtown

Floor plate efficiency is an important consideration in designing to the *BC Housing Design Guidelines*. It is also a key metric in improving housing affordability. Floor plate efficiency has been improved to well above 80% for the tower floors in the current proposal, while maintaining excellent livability and access to daylight for all tower units. Each of the family units in the tower have access to daylight on two sides. The three bedroom units in tower have access to daylight on three sides. Only the studio and one bedroom units have a single exterior side, and these units are planned to be relatively shallow, ensuring above-average daylight conditions inside.

The tower has been carefully shaped to provide optimal access to daylight and views to the sky for the shared outdoor amenity areas, while improving separation distances from neighbouring developments.

The proposed tower floor plate is smaller than many towers in the area. Further, the proposed design maintains a slender tower proportion at the north and south elevations, while the east and west elevations, which are wider, are set back significantly from the street, reducing their impact on the streetscape.

The Rezoning Form of Development drawings show corridor widths and unit shapes and sizes that are not compatible with building design guidelines from BC Housing and the City of Vancouver. Analysis indicates that, were these guidelines to be factored into the design, floor plate efficiency of the Form of Development design would drop significantly below current development standards, diminishing housing affordability and the economic viability of the project.

The current project only relates to Sub-area C. As design of Sub-areas A, B and D has not begun, it is not currently possible to comment on the ability to meet this condition through floorplate averaging.

4.7 Overall Height

Relevant Rezoning Policy Extracts

The report refers to a height of 83.7 m for sub-area C.

-Rezoning Referral Report, (Pg. 10)

Section 7.1 of the by-law provisions give a maximum height of 83.7 m, measured from base surface, for the massing of Sub-area C.

Section 7.2 allows, at the discretion of the director of planning, additional height for mechanical appurtenances provided that they are set back at least 3.0 m from the roof perimeter.

-Draft CD-1 By-Law, (Pg 4)

“Roof Expression: Upper levels and roof expression should be carefully designed to present a varied and unique skyline. Elevator and stair penthouses, mechanical rooms, equipment, and other appurtenances should appear integral with the overall architectural expression of the buildings. Green roofs must be incorporated on lower levels and, where possible, on higher levels.”

-Granville Loops Guidelines, Sections 3.6 and 6.2 (Pg. 9 & 15)

Response

The allowable height of sub-area C is proposed to be raised from 83.7 m to 85.2 m to account for structural and mechanical clearances. Elements to be accommodated in this additional height include a structural transfer slab and the drainage of landscaped roofs at levels 5 and 12 (for the residential amenity rooftop spaces). It allows all residential levels to enjoy generous clear heights in living spaces and sufficient headroom over washrooms and entry vestibules, where mechanical equipment will be present.

This is an estimate for the *maximum* building height and may be revised downward as design continues and structural and mechanical requirements become better understood.

No additional height in storeys is proposed compared to the Rezoning Form of Development, and dwelling uses actually stop one level below what is allowed in the *CD-1 zoning* and the *Referral Report*. Level 27 is proposed as a full mechanical level, containing indoor mechanical spaces and an outdoor mechanical rooftop equipment, screened by an architectural expression that unifies the top of the tower.

Early analysis during design determined that by setting back the building massing above the maximum allowable height by 3.0 m, insufficient space remained for required mechanical, electrical and elevator services. It was therefore determined that Level 27 would need to be a full mechanical level, with dwelling uses stopping at Level 26.

The proposed approach to the integration of mechanical and elevator services spaces into the overall architecture fully conforms to Sections 3.6 and 6.2 of the *Granville Loops Guidelines*.

The modest increase in proposed overall height would be difficult to perceive when viewing the building from the surrounding streets and represents about half of one residential storey or an approximately 1.5% increase over the allowable height.

Analysis of the Form of Development drawings indicates that rooftop mechanical space was not accounted for and may not have been feasible within the allowable height for Sub-area C.

Green roofs are incorporated at Level 5 and Level 12, with large planting and varied landscape elements. Green roofs are also proposed at all podium setbacks to create a richer architectural expression for residents looking down on the project from surrounding developments. Refer to the architectural plans in Appendix A.

Note on Base Surface

Since roadwork construction has only recently been completed, final building grades are not available for the site.

The level used for current height measurements is a point midway along the curb along Pacific Street. This method of measurement is consistent with the measurement shown in the Rezoning Form of Development Drawings.



Approximate proposed additional height shown in red. This modest increase is to accommodate structural and mechanical complexity only.

4.8 Protected View 12.2

Note: Protected View 12.2 was removed from the list of Protected Views as part of the Granville Street Plan in 2025. This section is included in this report only to give background on the design process, and for continuity with previous applications for the project.

Relevant Rezoning Policy Extracts

"View number 12.2 (Granville Bridge) extends across Sub-area C at a height of approximately 40.0 m (131.0 ft.) to a depth of approximately 7.6 m (25 ft.), measured from the westernmost edge of the site. Compliance with this protected public view reduces the achievable increase in floor space at Sub-area C when compared to the other sub-areas."

-Rezoning Referral Report, (Pg. 10)

"In recognition of its long history and unique cultural presence in the city, Council-approved protected public view 12.2 (Granville Bridge) was adopted to secure a strong vista north down Granville Street. View 12.2 extends across the westernmost edge of Parcel C and, as with existing development sites directly to the north and south, buildings here will be shaped to mitigate incursions in to this view."

-Granville Loops Guidelines, Section 1.2 (Pg. 4)

"For Sub-area C, an upper massing setback respecting view cone 12.2, should be provided for tower massing above 33.5 m ht. as measured from Granville Street/bridge elevation."

-Granville Loops Guidelines, Section 4.3 (Pg. 11)

Response

Protected View (View Cone) 12.2 from Granville Bridge East Sidewalk extended across the westernmost edge of Sub-area C at a height of approximately 40.0m (131.0 ft), limiting the potential to provide building area, compared to the other sub-areas of the Granville Loops rezoning. Because the view was defined as from a vantage point on the east sidewalk of the Granville Bridge, it disproportionately disadvantaged developments along the east side of Granville Street until much further north of the project site.

The view cone imposed severe geometric constraints on the shape of any tower on the project site, resulting in reduced floorplate efficiency and livability within residential units.

Previous versions of the design for this project maintained a minimal encroachment into the view, resulting in livability issues with some of the tower units and poor floorplate efficiency. It was determined that this inefficiency would diminish housing affordability and project viability. The resulting position of the tower also compromised the efficiency of lower levels of the building as it forced the building's structural core far to the east. Ultimately it was determined that this very narrow tower massing was resulting in a building whose financial feasibility was significantly challenged.

It became understood that Protected View 12.2 was being studied for revision or removal as part of the *Granville Street Plan*. With this information, the proposed tower massing was expanded to encroach further into the view cone to a width commensurate with, and mirroring the width of, the approved Form of Development massing of Sub-Area B, across Granville Street.

The proposed building massing encroached 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 visible impact of this encroachment from the viewpoint on the Granville Bridge was modest, as demonstrated by the view analysis on the following pages.

Several factors, beyond the limitations imposed on the building massing and floor planning, were also proposed to be considered for this proposed relaxation. Upgrades to the Granville Bridge that are currently underway include an expansion of the sidewalk and a new two-way bike path on the west side of the bridge. This raises the question as to whether the majority of pedestrians will enjoy the view from a position further west than the east sidewalk, from where the view is currently defined. From most vantage points west of the east sidewalk, including from the perspective of the west sidewalk and the new bike lane, as well as from most of the vehicular lanes, existing buildings near Granville and Georgia streets encroach into the view more than the proposed massing for this project, as illustrated below.

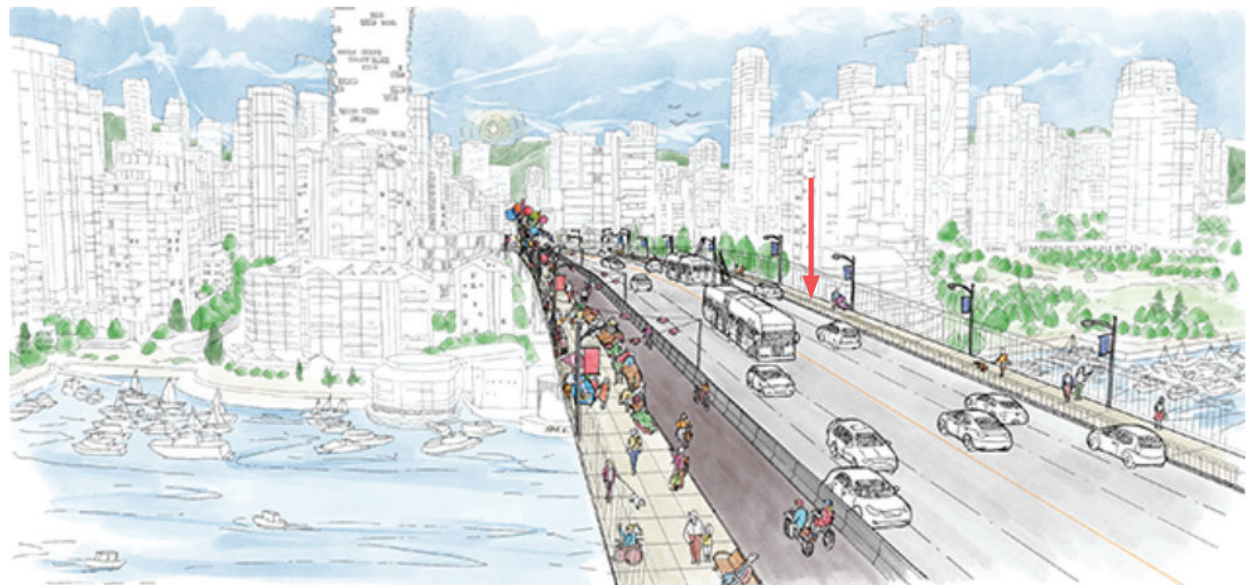
The proposed encroachment into former Protected View 12.2 allows for well-planned units and efficient floor plates, contributing to overall housing affordability on the site.

The proposed tower massing delivers a much-needed mix of family-priority social housing units to this dense neighbourhood at the gateway to Vancouver's downtown. It does so while balancing the need for daylight to the amenity spaces at Level 5 and Level 12, and the family-oriented units on levels 5 to 11. The following illustrations demonstrate that the modest encroachment into the former Protected View still allows enjoyment of the view to the North Shore Mountains from the east sidewalk of the Granville Bridge, and will have almost no effect on the view from other points across the width of the bridge.

Meanwhile the wider floorplate greatly improves floorplate efficiency and housing affordability and provides the opportunity to increase the unit count and density of social housing on the site, optimizing use of this prime location in Vancouver's Downtown.

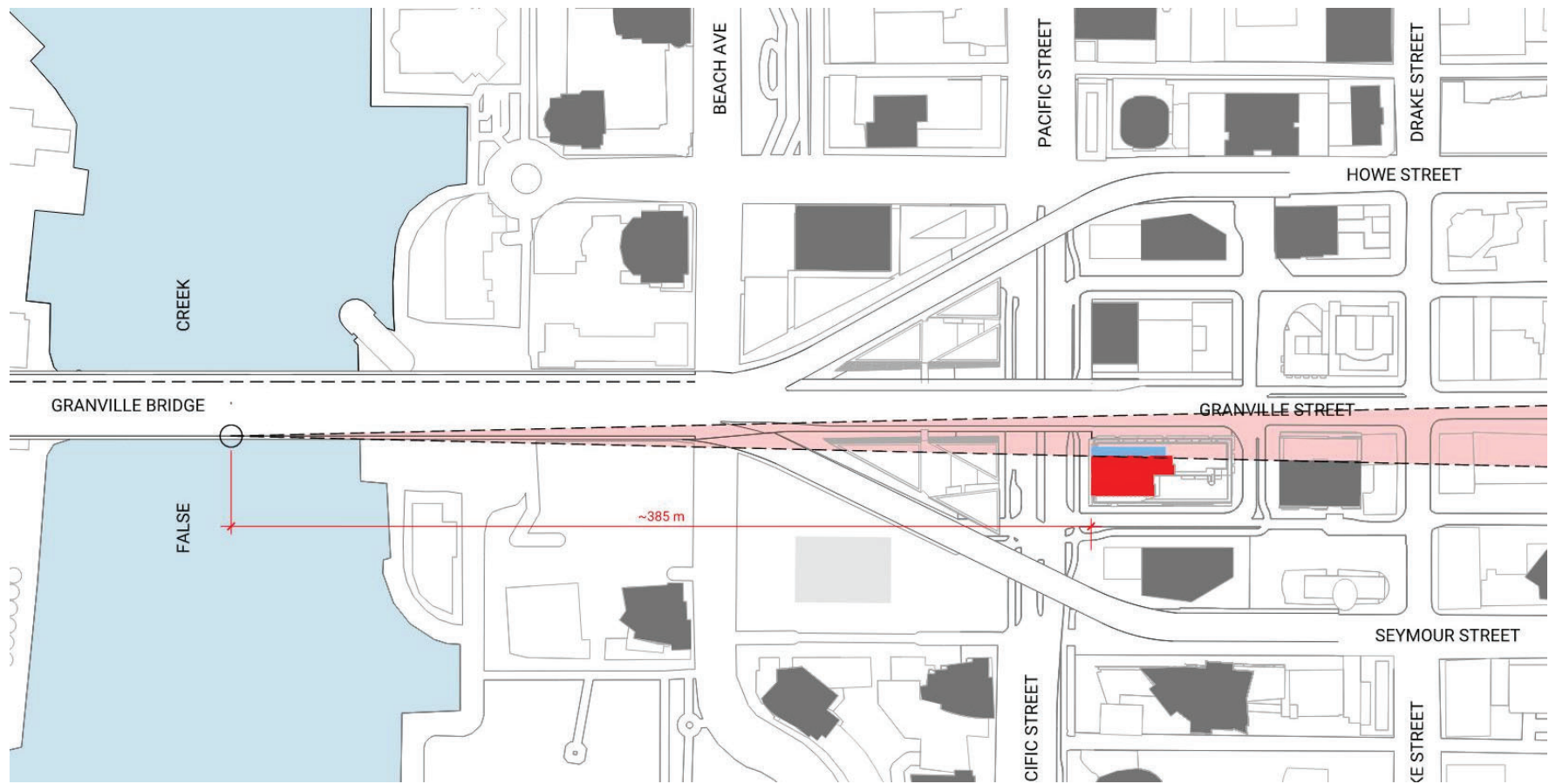


Former Protected View 12.2 from Granville Bridge East Sidewalk. Note the significant visual obstructions from road infrastructure and signage.



City of Vancouver rendering of the upgraded Granville Bridge, looking North. The majority of pedestrian and cyclist traffic will be on the west side of the bridge. The approximate former view cone origin point is shown with a red arrow.

View Cone 12.2



Plan view of former View Cone 12.2, showing the disproportionate impact of the view on sites in the immediate area. Towers above the height of the bottom of the view cone are highlighted in dark grey.

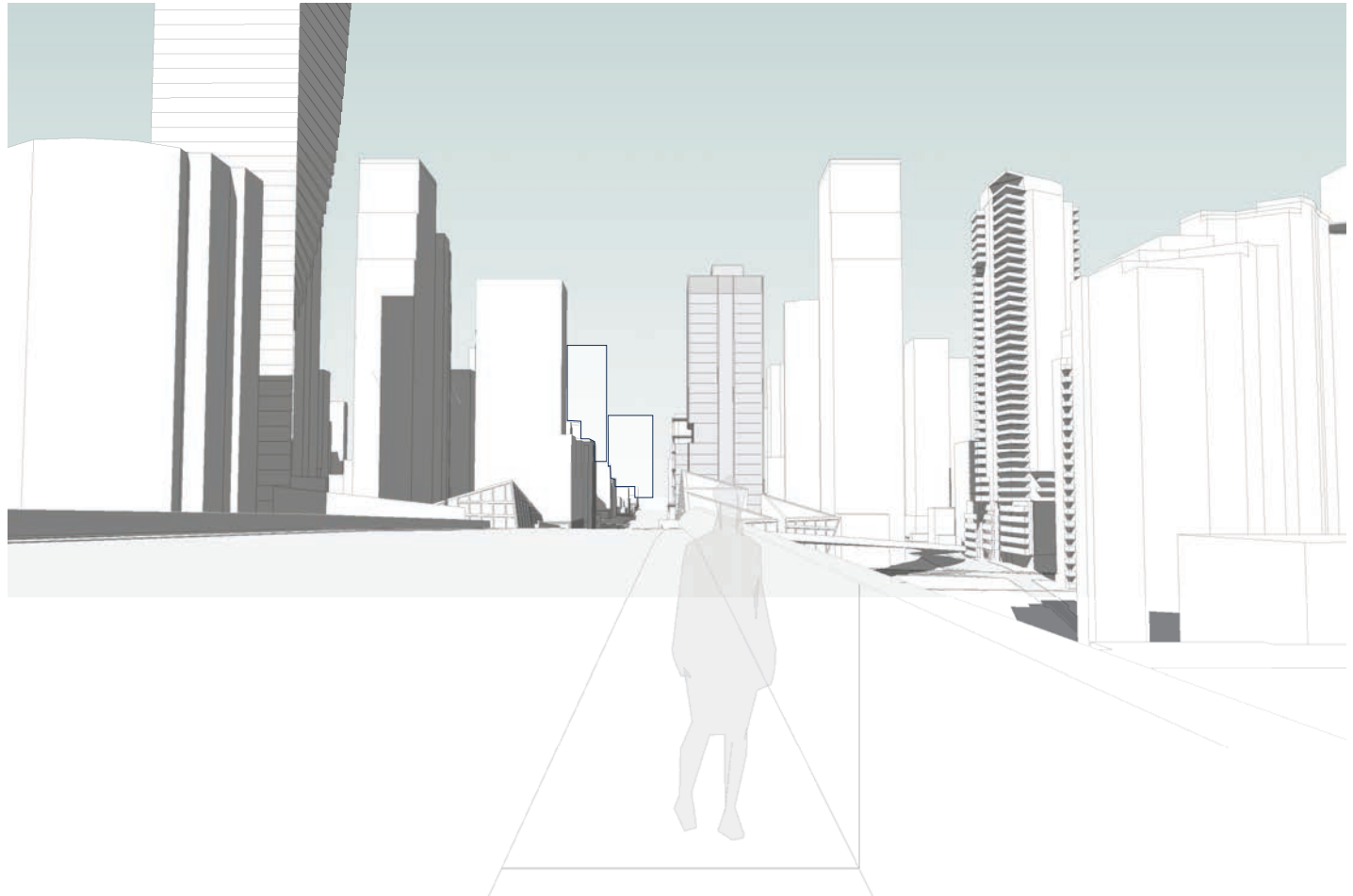
Mid-span of bridge on east sidewalk.



View from the former Protected View origin point.

Proposed massing

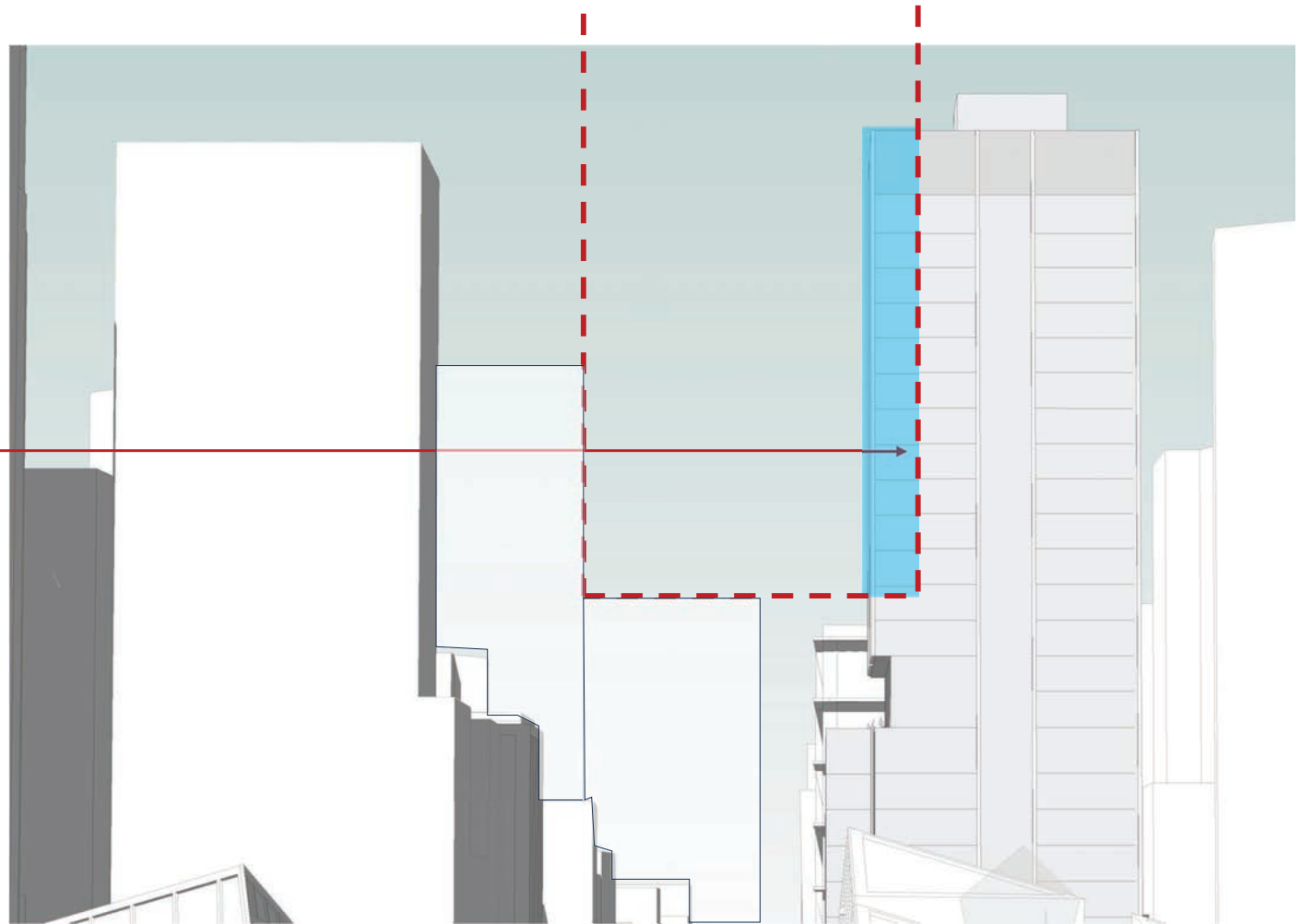
Mid-span of bridge on east sidewalk.



Proposed building massing from the former Protected View 12.2 origin point.

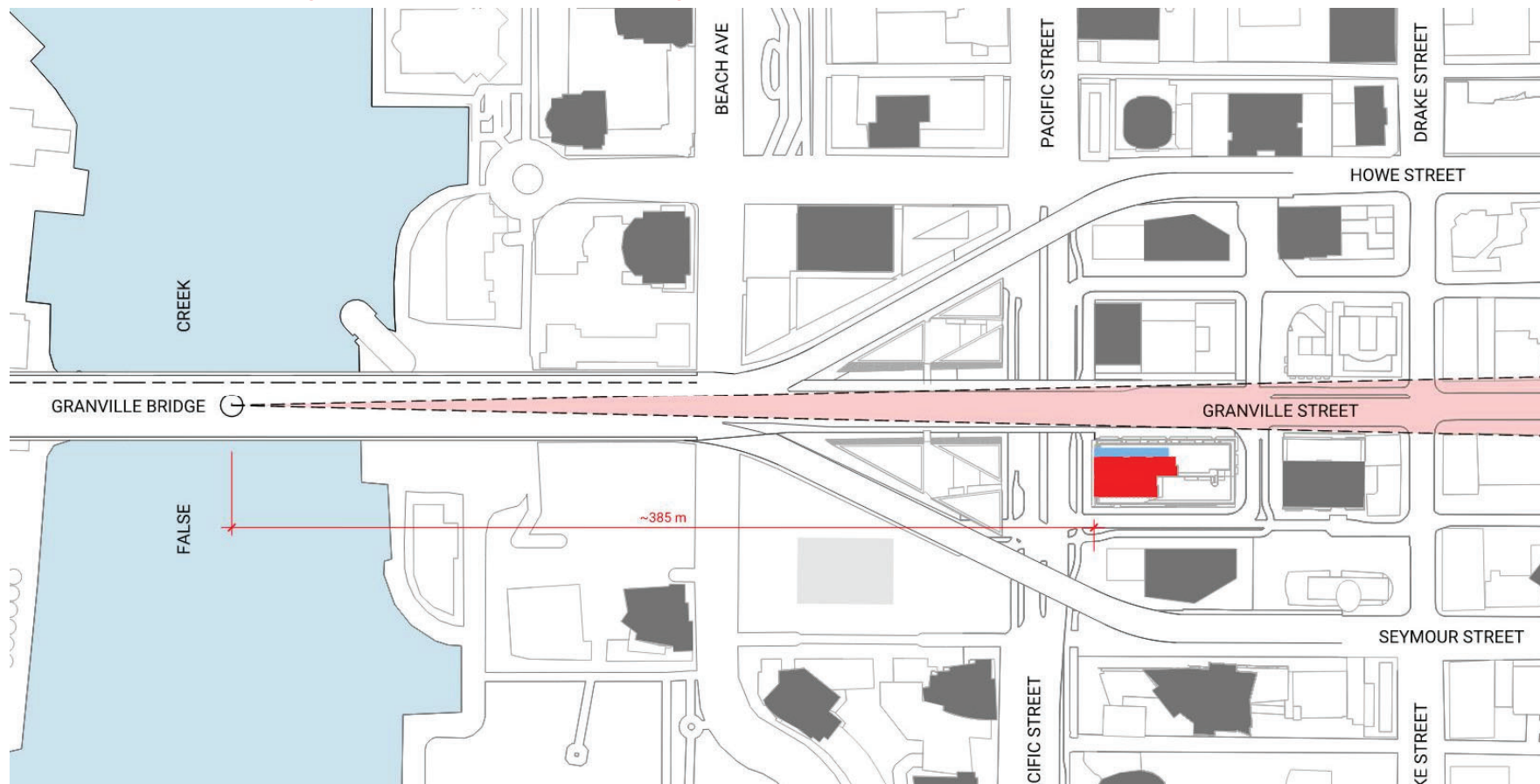
Proposed massing
Mid-span of bridge on
east sidewalk (enlarged).

Approximate projection
into view cone



Enlarged view of the proposed massing from the former Protected View 12.2 origin point. The amount of the building massing proposed to encroach into the view is highlighted in blue.

View Cone 12.2 – Vantage Point Moved to Centre of Bridge



Plan view of former View Cone 12.2, if the origin point were moved west of the east sidewalk of the bridge. From any point west of the eastern-most northbound traffic lane the view would not be obstructed by the proposed massing. This diagram shows an imaginary origin point at the centre of the Granville Bridge.

Mid-span of bridge, at approximate mid-point of the bridge from east to west.



At points west of the former origin point buildings in the downtown core, near Granville and Georgia Streets, would have obstructed the view more than the proposed massing.

Mid-span of bridge, at approximate mid-point of the bridge from east to west (enlarged).

Scotia Tower
(650 W Georgia Street)

Capitol Residences
(833 Seymour Street)

Vancouver Centre II
(733 Seymour Street)

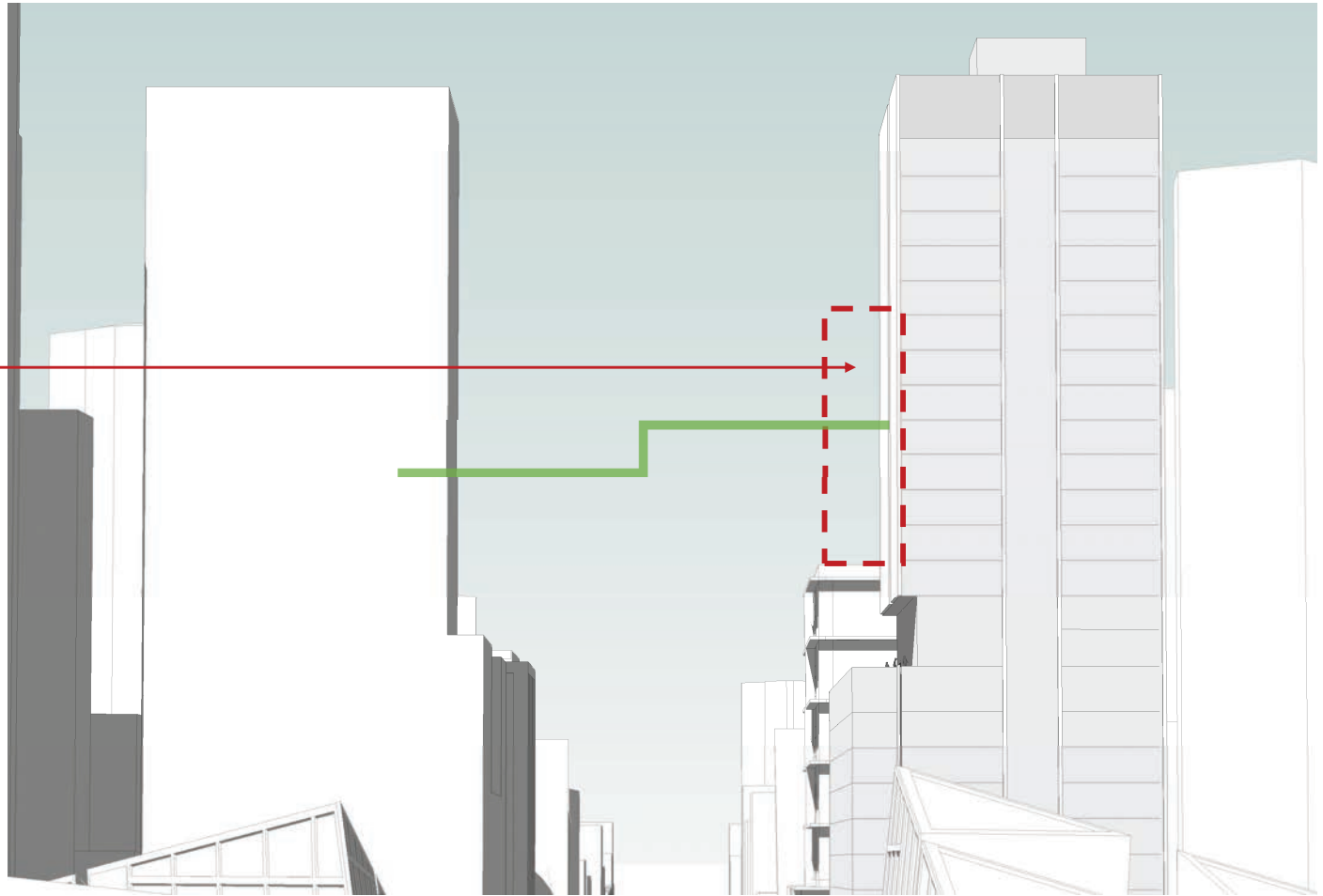


Enlargement of the view from the mid-point of the Granville Bridge. Three buildings encroach into the former Protected View further than the proposed massing would.

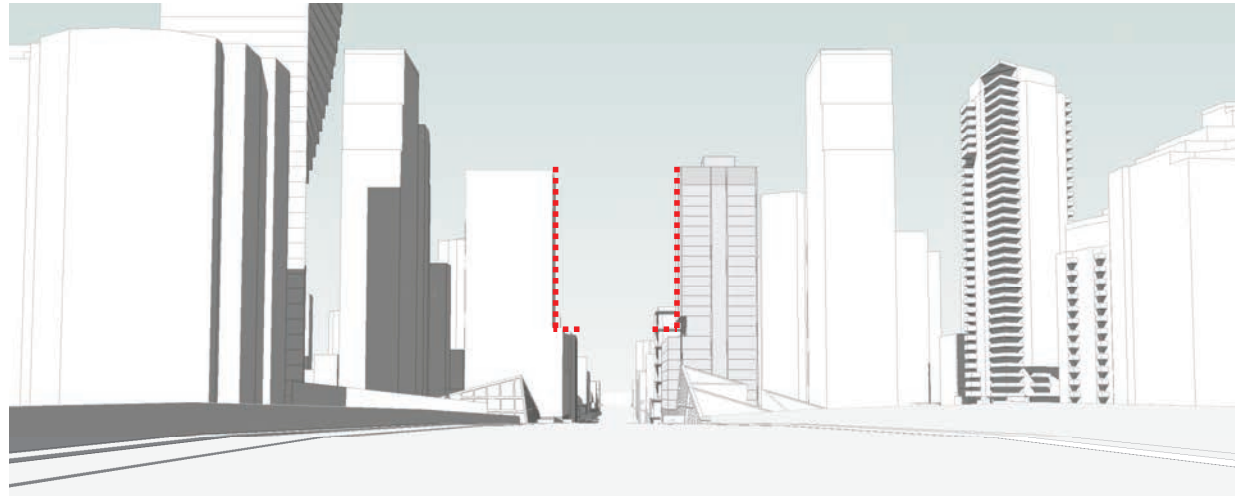
Proposed massing

Mid-span of bridge, at approximate mid-point of the bridge from east to west.

Approximate location of buildings near Granville and Georgia Streets



Approximation of the view from the mid-point of the Granville Bridge showing the extent of the obstruction to the view from existing downtown buildings, relative to the proposed massing.



Above: Rendering from the Granville Loops Form of Development, showing the uneven setbacks of Sub-areas B and C, resulting from the restriction of former Protected View 12.2. Below: The proposed massing sets back equally from Granville Street, creating an opportunity for a more balanced urban composition for viewers entering Downtown via the Granville Bridge.

4.9 Overall Allowable Building Density and Density for Dwelling Uses

Relevant Rezoning Policy Extracts

*6.1 The floor area for all permitted uses in each sub-area must not exceed the maximum permitted floor area as set out in Table A.

Table A: Maximum Permitted Floor Area

Sub-Area of Figure 1	Maximum Permitted Floor Area (m ²) for all uses combined	Maximum Permitted Floor Area (m ²) for dwelling uses
A	24,463 m ²	24,463 m ²
B	20,547 m ²	19,203 m ²
C	16,940 m ²	15,458 m ²
D	24,416 m ²	24,416 m ²

- 6.2 A minimum of 15,240 m2 of floor area in Sub-area C must be used for dwelling uses.
- 6.3 A minimum of 429 m2 of floor area in Sub-area C must be used for child day care facility ...”

-Draft CD-1 By-Law (Pg 3)

Response

The Granville Loops CD-1 zoning does not refer to an allowable FSR, but rather gives maximum permitted floor area for dwelling uses, and for all uses combined. FSR values are discussed in the *Referral Report* for the entirety of the Granville Loops area (Sub-areas A to D) but not for each individual sub-area.

Sub-areas B and C of the Granville Loops rezoning were designed, in the original Rezoning Form of Development, to be approximately equal in massing and density. They have site areas that are roughly equal (see summary below). The allowable floor area for Sub-area C, however, is 4,607 m2 less than that of Sub-area B. While part of this difference accounts for the fact that Sub-area C is re-zoned to contain a childcare facility, which is permitted to be excluded from the overall allowable floor area, the main reason is the reduction in massing due to former Protected View (View Cone) 12.2.

When examining the Rezoning Form of Development Drawings it is clear that the massing of Sub-area C was significantly truncated by Protected View 12.2, which, beginning from a vantage point on the east sidewalk of the Granville Bridge, severely impacted the potential width of the tower on Sub-area C. The view cone has no effect on Sub-area B. (Refer to discussion of Protected View 12.2 in the previous section.)

As noted in the previous section, Protected View 12.2 has been removed from the City's list of protected views as part of the *Granville Street Plan (2025)*.

The project has therefore been designed to incorporate a tower width, with a setback from Granville Street, that is commensurate with the approved Form of Development width for Sub-area B. This allows for improved residential unit layouts, and floorplate efficiencies, contributing to housing affordability and the ability of the applicant to deliver additional affordable social housing units on this site.

While an FSR calculation is not explicitly required under the conditions of the CD-1 zoning for the site, one can examine the FSR for Sub-areas B and C, relative to their respective site areas. With the removal of the restrictions of Protected View 12.2, this project proposes an increase in residential density roughly commensurate with what has already been approved for Sub-area B. It further proposes additional residential density to fill the volume of the former childcare space, to maximize the number of affordable social housing units and family housing units that the site can deliver.

A summary of the proposed residential area and calculation of FSR values for each site, shown below, demonstrates that this additional density aligns closely with the amount already approved for Sub-area B.

	Sub-area B	Sub-Area C
Site Area	2,051.95 m ²	1,957.92 m ²
Max. Allowable Area for Dwelling Uses	19,203 m2	15,458 m ²
Dwelling Uses FSR (CD-1 Zoning)	9.35	7.89
Max. Allowable Total Area	20,547 m2	16,940 m ²
Total FSR (CD-1 Zoning)	10.01	8.65
Proposed Area for Dwelling Uses		19,280.00 m ²
Proposed Total Area		20,325.00 m ² *
Proposed FSR		10.38

Notes:

*Areas discussed here are those included in FSR calculations, in accordance with the CD-1 By-law. For a summary of gross building areas, including all FSR-excluded areas, refer to the attached architectural drawings in Appendix A.

4.10 Residential Unit Mix & Design

Relevant Rezoning Policy Extracts

"The social housing component, proposed for sub-area C in the rezoning application, is to meet the requirements of the Housing Design and Technical Guidelines, targeting 50% of the social housing units to be two- and three-bedroom units suitable for families and designed in accordance with the High Density Housing for Families with Children Guidelines. The application does not specify a proposed unit breakdown; this will happen at the development permit stage."

-Rezoning Referral Report (Pg. 16)

Response

The target of 50% family housing units is exceeded in the current proposal. The proposed unit mix also allows for a considerable contingent of 4-bedroom units, a much-needed asset to large and multi-generational families wanting to live in Vancouver's Downtown.

The overall proposed unit mix and unit count improves on that prepared in the Form of Development drawings, providing 34 additional units beyond what is shown in the Form of Development Drawings, with a similar mix of unit types, but including the 4-bedroom units mentioned above. The current unit mix also accounts for required accessible units, which do not appear to have been accounted for in the Rezoning Form of Development Drawings.

It is important to note that the Rezoning Form of Development Drawings (dated May 11, 2021) do not appear to support the unit count that they claimed to. A number of units are either too small or shaped such as to be unable to meet City of Vancouver or BC Housing standards for livability.

The proposed project therefore significantly improves not just on the count of units, but also on the livability, efficiency and affordability of those units. Similarly, the proposed project clusters a large proportion of the larger family housing units around a common network of outdoor corridors, creating opportunities for social interaction between families, in line with the CoV's *High-density Housing for Families with Children Guidelines*.

4.11 Tower Separation

Relevant Rezoning Policy Extracts

"Tower Separation – For the purposes of considering setbacks, towers at the subject sites are defined as the floors of a building exceeding a height of 21.5 m (70.5 ft.). Per City standards, a minimum separation of 24.4 m (80.0 ft.) is required between two residential towers. This requirement is reduced to 18.3 m (60.0 ft.) between residential and commercial towers, except hotels where the 24.4 m (80.0 ft.) separation should be maintained. This application proposes a minimum residential-to-residential tower separation of 24.0 m (78.7 ft.)"

-Rezoning Referral Report (Pg. 12)

"Design development to comply with City of Vancouver standards for minimum tower separation;

Note to Applicant: for any floor of a building above 21.3 m (70.0 ft.) in height, a distance of no less than 24.4 m (80.0 ft.) should be provided between the outside face of a residential tower to the outside face of an adjacent residential or hotel tower. A distance of no less than 18.3 m (60.0 ft.) should be provided between the outside face of a residential tower to the outside face of a tower of any commercial use other than hotel."

-Rezoning Conditions of Approval, Condition 1.2 (Pg. 1)

"The proposed buildings should be located to maintain appropriate spacing from existing and potential towers on adjacent sites, to allow for views between buildings, and to preserve privacy."

-Granville Loops Guidelines, Section 3.1 (Pg. 7)

Tower separation is an important attribute to high density neighbourhoods providing access to daylight and views through buildings along with a degree of privacy between units within towers.

-Granville Loops Guidelines, Section 4.4 (Pg. 12)

Response

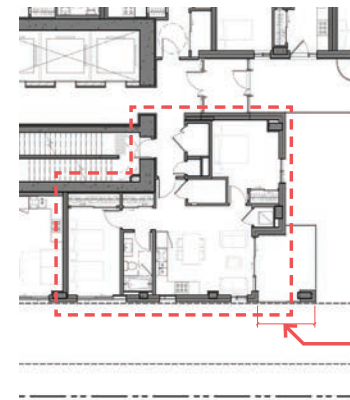
Minimum residential-to-residential separations are followed for all parts of the project, when measured from exterior face of enclosed building envelope.

It is important to note that the original Form of Development Drawings do not provide sufficient residential-to-residential separation to the Rolston tower to the north. The current proposal improves the separation compared to the approved Form of Development drawings, exceeding City standards. Further, the residential units that face the Rolston tower offer improved opportunities for privacy compared to what would be possible within the design proposed in the previously approved Form of Development.

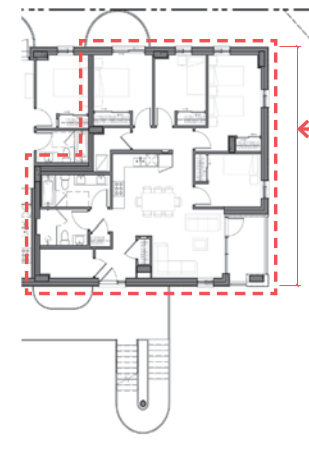
The proposed development is fairly close to the future massing of Granville Loops Sub-area D. As design of Sub-area D has not begun, determining final tower separation is not currently possible. Studies of possible floor plate layouts for Sub-area D indicate that a separation of 24.4 m is possible between the current proposal and a realistic floor plate for Sub-area D. The proposed massing of Sub-area C is set back 12.5m from the centreline of the road, more than half of what will be required to achieve a suitable tower-to-tower separation, though this project acknowledges that the planning of Sub-area D is particularly challenged by its highly constrained site.

Again, it is important to note that the proposed setback distance for the current project is a significant improvement over the design in the Rezoning Form of Development drawings, whose balconies encroach a further 2.5 m closer to the Sub-area D massing. Refer to the Form of Development Comparison drawings in Appendix B.

Where units in the current proposal are close to neighbouring projects and privacy is a concern they have been designed so that views from living areas are oriented away from the neighbouring towers. Units benefit from partially screened balconies and relatively low window-to-wall ratios, improving privacy between the proposed project and existing and future projects. Refer to architectural plans in Appendix A for further illustrations.



Extent of unit facing Sub-area D potentially at a distance close to 24.4m.



Extent of unit overlapping with existing building "The Rolston" at a distance only slightly more than 24.4m.

Unit plans of two typical units that are relatively close to neighbouring tower massing, though exceeding the required 24.4 m separation. Note how key living spaces are either set back further or partially screened from the neighbouring tower massing, improving privacy and livability. Units with this condition also benefit from exterior walls oriented in two or three directions, improving solar access and views.

4.12 Encroachment into the Rolston Street Setback

Relevant Rezoning Policy Extracts

"The commercial street definition is formed by tower and low-rise which could contain commercial, live/work, cultural or retail uses and is intended to play an important role in making the high density development and busy streets more human and intimate in both scale and activity."

-Granville Loops Guidelines, Section 4.1 (Pg. 10)

Building Area setbacks for Sub-area C:

"...

- » Rolston Street setback 3.0 m min. from surface r.o.w. Neon Street setback 0.2 m min.
- » Granville Street - no setback req'd
- » Pacific Street setback 1.6 m min. though balconies (60 ft. above grade) can project a maximum of 0.3 into this setback to contribute to building articulation."

-Granville Loops Guidelines, Section 4.2 (Pg. 10)

Response

Note that Section 4.2 Building Setbacks of the Granville Loops Guidelines has a note reading "Review in Progress, To be Updated".

Setbacks on each side of the building, as proposed in the Granville Loops Guidelines, are respected with the exception of the south portion of the Rolston Street elevation, where the massing of the lower podium (Levels 1-4) encroaches into the 3.0 m setback. The building face is proposed at (but never encroaching into) the 1.6 m SRW at this point.

The character of Rolston Street was proposed the Granville Loops Rezoning to be predominantly residential. This proposal reinforces the residential character of the street by including five (5) street-oriented townhomes and a number of street-oriented apartments in the podium massing above them. Importance is placed on the provision of usable open space with high-quality landscaping, for private and common use by the residents.

Granville and Pacific Streets, by contrast, are intended to feature active commercial uses enhancing the public realm.

Item 4.2.3 in Appendix E of the *Granville Loops Guidelines* notes the requirement for a 3m building setback in addition to the surface right-of-way of 1.6m along Rolston Street. Discussions with City of Vancouver Engineering have clarified that the intent for this setback is to reinforce the residential character of the Rolston street through additional landscaping setbacks. It is not, however, an engineering requirement for pedestrian traffic. This proposal strives to maintain the intent of the setback by providing deep landscaping and recessed frontages at the project's five townhomes, at the north end of Rolston Street, while allowing the building to encroach into the setback further south, where uses are more public and intentionally street-oriented.

The proposed design includes five townhomes at the northern end of the site, which utilize the 3m setback for semi-private terraces including robust landscape treatments. The ground floor of these townhomes sets back even further to allow for wide, livable private terraces.

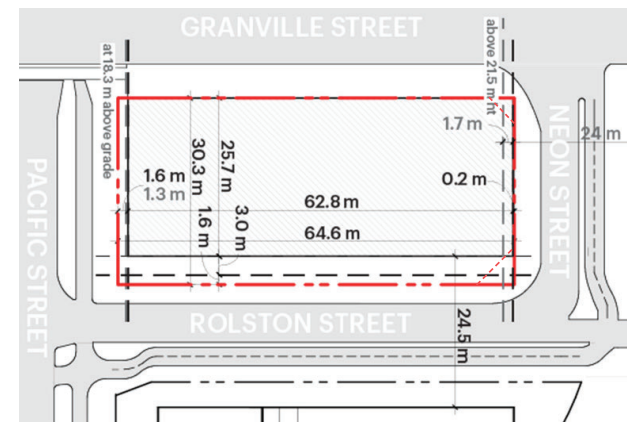
On the southern end of Rolston Street, the proposed massing encroaches onto the 3m Rolston Street setback. This approach alleviates the challenges associated with residential unit planning to the east of the tower core (which must shift east within the building to accommodate the tower setback from Granville Street), as well as accommodating at-grade uses such as the Residential Lobby and mail rooms, and Commercial Units on Pacific Street.

This encroachment allows the large vehicular entrance to the building to be recessed from the public realm, improving pedestrian safety and potentially reducing conflicts for traffic turning into and out of the site. The residential lobby amenity has been designed with a transparent corner that improves safety and comfort for pedestrians crossing the vehicular drive aisle. Planning of the spaces in the southwest corner of the building prioritizes commercial uses providing the opportunity for a highly porous and active commercial/retail experience along Pacific Street and rounding the corner to Rolston Street.

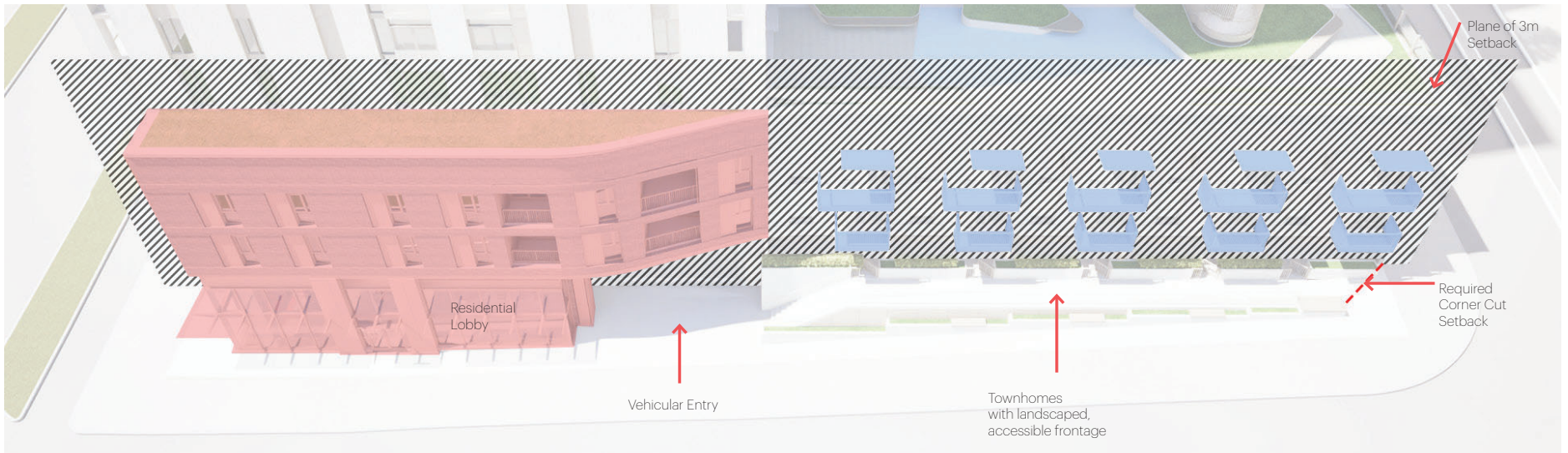
Furthermore, this encroachment facilitates a massing setback for the tower above mass, enhancing the residential scale of Rolston Street, and potentially improving ground-level wind conditions. Without this setback, the east face of the 27-storey tower would continue, unbroken, down to the street level.

Adhering to the *High-density Housing for Families with Children Guidelines* and the *CoV Housing Design and Technical Guidelines*, townhouse units and residential units on the level above the townhouses are provided with private balconies compliant with a minimum depth of 1.8m. Balconies encroach into the Rolston Street setback by that measurement.

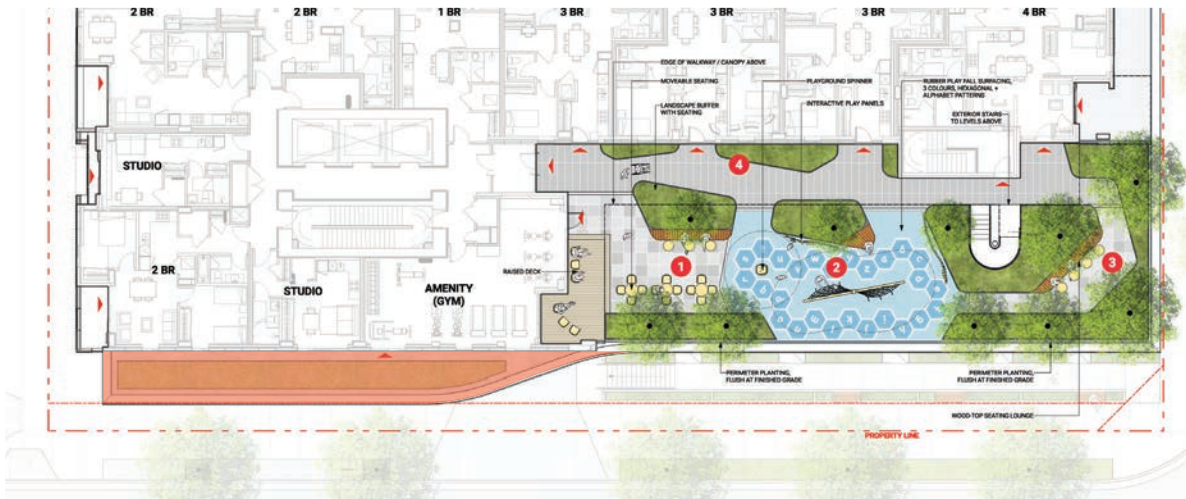
Finally, with an understanding of the characteristics of the neighborhood and goals to activate commercial activity on Pacific Street, the proposal includes an additional setback of approximately 1500 mm along Pacific Street to improve opportunities for an active and porous streetscape that is contiguous with the future public open space on Sub-area D. This significant contribution to the public realm is intended to relocate some of the setback originally proposed for Rolston Street to Pacific, where it may be more useful to commercial activity and the street life of the Pacific Boulevard "Great Street Concept".



Required Setbacks on Sub-area C.



Portions of the proposed building massing encroaching into the 3.0m setback



The proposed encroachment is highlighted in red.



Aerial view of massing at the intersection of Rolston and Pacific Streets demonstrating how the proposed encroachment provides a setback for the tower massing along Rolston.



View of the southeast corner of the project site, at Pacific and Rolston Streets. While the east elevation along Rolston Street encroaches into the required 3 m setback from the SRW, the south elevation, along Pacific gives back some sidewalk space to the public realm by setting back an additional 1.5 m along the Pacific Street CRU.

4.13 Streetscape Frontage & Public Realm

Relevant Rezoning Policy Extracts

Public Realm Interface and Design : "Retail is proposed along the Granville Street and Neon Street frontages, extending the retail continuity of the buildings to the north and reinforcing the character of the street. Where the grade of the bridge deck begins to challenge pedestrian access from the sidewalk, residential amenity spaces are proposed with minimal physical connection to the street. The proposed public realm design is consistent with expectations for Granville Street downtown, with minimal enhanced landscaping anticipated."

-Rezoning Referral Report (Pg. 13)

"Noting that the sites on the south side of Pacific Street include uses that address and activate the street, and in response to commentary from the Urban Design Panel, Urban Design condition 1.3 requires that the programmatic layout of all buildings be reconfigured to improve the performance of the public realm. This condition includes adding retail uses, consolidating the public outdoor areas into a single plaza space, and working with Engineering Services to develop an enhanced public realm design along this street edge."

-Rezoning Referral Report (Pg. 13)

"Design development to improve the interface between the four development sites and Pacific Street as follows:

...

b) Extending commercial floor area, prioritizing retail and restaurant uses, along the entire Pacific Street frontages of sub-areas B and C in order to foster pedestrian activity; and

Note to Applicant: these frontages must be given particular attention at the time of the development permit applications for sub-areas B and C in order to ensure a design response that contributes to the long term urban vitality and character of the area, and ensures the success of businesses occupying these commercial spaces. Consideration should be given to strategically introducing articulation along these building frontages in order to provide for outdoor seating and enhanced landscape features. Façade designs must reinforce a sense of visual connectivity between the public realm and active interior spaces.

..."

-Rezoning Conditions of Approval, Condition 1.3 (Pg. 2)

Weather protection should be provided along commercial frontage. The design of the canopies or overhangs should be integrated with the overall architectural design.

-Granville Loops Guidelines, Section 3.7 (Pg. 9)

Response

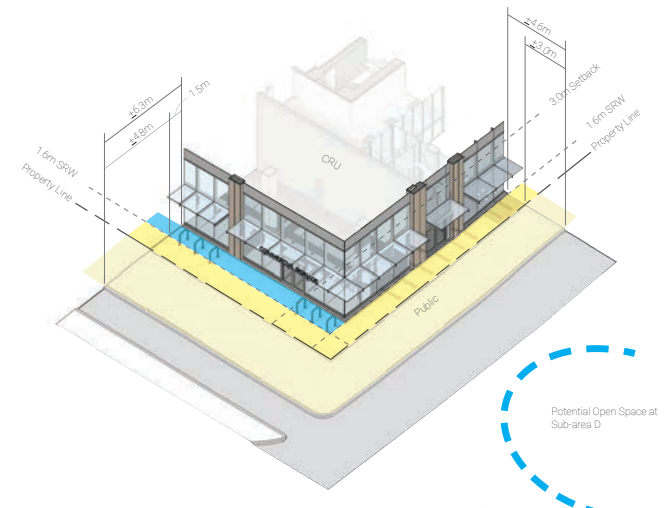
Continuity of commercial frontage is significantly improved in the proposed project compared to the approved rezoning Form of Development. Commercial units are found along the whole length of the Granville Street frontage, rounding the corner onto Neon Street, and again along the entire length of the Pacific Street frontage, rounding the corner onto Rolston Street.

The current project meets the requirements of Urban Design Condition 1.3 in full. Commercial frontage is now present along the entire width of Pacific Street, with the exception of a small required exit stair from the parkade levels. This commercial frontage is set back approximately 1500 mm further than the required SRW on Pacific Street, creating a wide sidewalk capable of supporting a variety of outdoor seating and enhanced landscaping opportunities. Commercial frontage will extensively glazed to reinforce visual connectivity, but the lower podium mass of the proposed project also features extensive, rich brick cladding, adding human scale to the base of the project.

Commercial units and building entrances to other program are designed with continuous glazed canopies to provide weather protection.

The additional commercial setback along Pacific Street and the commercial presence on Rolston Street will directly reference the proposed plaza at the south end of Sub-area D.

Residential amenities are now proposed to be located at Level 5 and Level 12, where they can take advantage of spectacular views, and will be co-located with extensive outdoor rooftop amenities. At level 12, residential amenities are approximately midway between the units located in the podium below and the tower above, improving equality of access for residents. Outdoor spaces at Levels 5 and 12 are also connected by a direct pedestrian connection from the 28 large family units located on Levels 5 through 11 in the upper podium.



Diagrammatic view of the corner of Rolston and Pacific Street. The zone in blue is an additional setback of 1.5 m proposed to provide a richer commercial zone.

Relevant Rezoning Policy Extracts (Cont'd)

"Recognize and celebrate diverse culture and historic high street character of Granville Street through high-quality public realm design."

-Granville Loops Guidelines, Section 2.3.1 (Pg. 6)

"The diverse combination of uses and forms of development inherent on Granville Street provides opportunities to create unique and varied places. Creation of opportunities for public engagement in a variety of distinct places is highly encouraged."

-Granville Loops Guidelines, Section 2.3.2 (Pg. 6)

"Provide meaningful access to open spaces and nature in the urban context. Design new public realm improvements, contributing to the network of open spaces in the neighbourhood."

-Granville Loops Guidelines, Section 2.3.3 (Pg. 6)

"Create a clear and legible public realm that is supportive of a highly walkable community and reinforces a strong sense of place."

-Granville Loops Guidelines, Section 2.3.4 (Pg. 6)

"Keep consistent street walls that define and enclose the public realm. Limit street wall height to 6 storeys to reinforce a sense of human scale and protect solar access along Granville Street. Towers should be set back from the street."

-Granville Loops Guidelines, Section 3.2 (Pg. 7)

Active commercial uses (non-residential) are required at grade fronting onto Granville Street and wrapping the corners along Neon Street and Pacific Street. Improve pedestrian experience by creating recessed outdoor spaces at the corners, allowing retail activity to spill out, and activating the street experience.

-Granville Loops Guidelines, Section 3.3 (Pg. 8)

Response (Cont'd)

The historic high street character of Granville Street is reinforced through continuous commercial uses along Granville Street, while diversity of culture is contributed to through the provision of much needed affordable social housing.

The project contributes to provide public engagement opportunities through activated street frontages at grade, extensive private outdoor balcony and terrace space, and landscaping with integrated seating providing zones for informal gathering and rest.

The project is supportive of a highly walkable community and reinforces the urban design direction established for the area.

A consistent street wall is provided on all sides of the project. Building height exceeding six storeys (9 storeys above Granville Street) is proposed on Granville Street, but is set back by 1800 mm above the first storey. This overall height is less than the adjacent building to the north, across Neon Street.

Tower massing has been set back from the street on all sides of the project, offering notable improvements to the human scale of the massing at grade.

Continuous active uses are proposed along the full length of Granville Street, wrapping the corner onto Neon Street, and along the full length of Pacific Street, wrapping the corner onto Rolston Street.

An additional setback is proposed along Pacific Street to provide opportunities for retail activity to spill out onto the street and as a reference to the proposed plaza at the south end of Sub-area D. Granville Street benefits from an unusually wide sidewalk with ample space for spill-out of commercial activity.

The extent of active uses at grade proposed in the current project is a marked improvement over that of the Rezoning Form of Development.

4.14 Townhome Street Frontage

Relevant Rezoning Policy Extracts

"Residential units located on the ground floor should locate the main floor level approximately 0.4 -1.0 m above grade to promote privacy for the units yet still maintain "eyes on the street" from the unit.

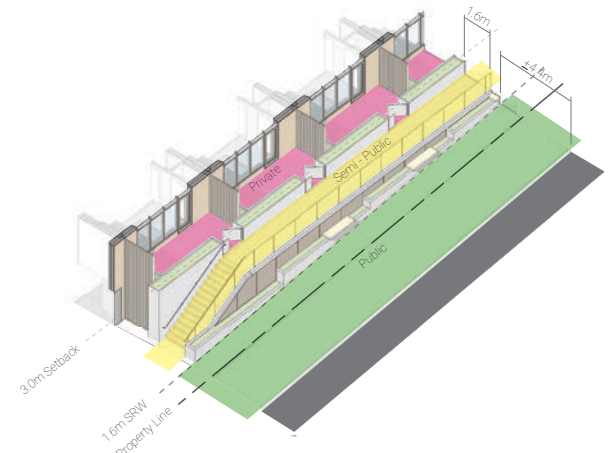
-Granville Loops Guidelines Section 5.2 (Pg. 14)

Response

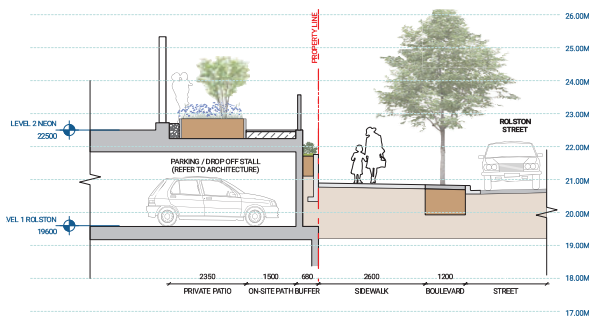
This proposal includes five townhomes (2 and 3-bedroom units) situated at a common level and aligned with the grade at a corner of Neon and Rolston Streets. Access to these units is facilitated through a level semi-public pathway positioned within the 3m setback on Rolston Street. The path reconnects to the main sidewalk at the south end of this row of townhomes via a flight of stairs. Maintaining uniform entry levels not only enables barrier-free access to the ground levels of these homes but also simplifies the structural design by the structural complexity of the stepping slabs, reducing costs and improving affordability.

Leveraging the street's sloping terrain, the proposed townhome design allows for the inclusion of a convenient car-share parking area directly adjacent to the street, below the townhomes. This reduces the distance that public users of the car-share vehicles need to travel inside the building, reducing security concerns. The car share parking zone does not encroach into the surface right-of-way.

Given the downward slope of Rolston Street, the townhome access entry pathway exceeds 1.0 m height above grade as noted in the *Granville Loops Guidelines*. Special attention has been paid to the resulting retaining wall condition to alleviate the visual impact of this part of the project on the Rolston Street sidewalk. The design incorporates terraced planted landscaping with integrated seating. This green enclave serves a dual purpose: creating an inviting outdoor space accessible to the public, thereby enlivening the pedestrian sidewalk, while also fostering community engagement and neighborly interactions – an extension of the community amenity spaces located at the building's podium rooftop.



Diagrammatic view of the townhouse frontage and Rolston Street sidewalk.



Section through the townhouse frontages and Rolston Street landscaping, showing the car-share parking area below.



Street-level rendering of the proposed Rolston Street landscaping including extensive terraced planting and integrated public seating.

4.15 Residential Amenities

Relevant Rezoning Policy Extracts

"Design development to include accessible urban agriculture planters for social housing and strata amenity area along with supporting infrastructure including high efficiency irrigation and/or hose bib, potting bench, tool storage and compost box, as per the Urban Agriculture Guidelines for the Private Realm at <https://vancouver.ca/files/cov/urbanagriculture-guidelines.pdf>."

-Rezoning Conditions of Approval, Condition 1.36 (Pg. 10)

"Outdoor amenity area to include areas suitable for a range of children's play activities and urban agriculture, ranging in size from 130 sq. m (1,399 sq. ft.) to 280 sq. m (3,014 sq. ft.) and situated to maximize sunlight access."

-Rezoning Conditions of Approval, Condition 1.37 (c) & 1.38 (b) (Pg. 10-11)

"Indoor amenity room of at least 37 sq. m (398 sq. ft.) to allow for the greatest range of uses, and should be adjacent to the outdoor amenity area and include a kitchenette and accessible washroom."

-Rezoning Conditions of Approval, Condition 1.37 (d) (Pg. 10)

"The proposal should apply the High-Density Housing for Families with Children Guidelines for the social housing units, including: A private open space (e.g. balcony) for each family unit at a minimum of 1.8 m (5 ft.-11 in.) deep by 2.7 m (8 ft.-10 in.) wide."

-Rezoning Conditions of Approval, Condition 1.38 (a) (Pg. 10)

Response

Social Housing Conditions of Rezoning 1.36 and 1.37 are directed toward Strata and Social Housing Units (on Sub-Areas A, B, and D of the Granville Loops). Nevertheless, at the direction of the project stakeholder team, this project proposes indoor and outdoor amenities that exceed these conditions. Accessible urban agriculture planters are provided at the Level 12 Outdoor amenity space, and will be equipped with all required features noted the Urban Agriculture Guidelines.

Urban agriculture facilities are only part of the extensive rooftop amenities proposed, which also include outdoor seating, cooking and dining facilities, a gathering area, children's 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. Certain areas of the outdoor amenity will be covered, allowing for year-round use, and the spaces are connected via an outdoor staircase to a network of outdoor corridors below, allowing for active circulation and increased community building families in the building.

Indoor amenities will exceed the Conditions of Rezoning and will include community kitchen and dining spaces, co-working spaces for residents, flexible spaces for meetings, workshops and events, community lounge spaces and a children's corner for indoor gathering and play, as well as a fitness centre. An accessible washroom will be located adjacent to the amenity space on the same level.

All family units in the building will have a large private balcony. The vast majority of these will meet or exceed the dimensions given in the Conditions of Approval.

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 for people who may be uncomfortable with heights.

In addition to family units, all 1-bedroom units and some studio units in the project are proposed to have a small balcony, as this is considered by the project stakeholders and the design team to be a key contributor to the livability of units in a high-density environment.

All accessible units in the project will feature fully accessible balcony doors with low thresholds, and thresholds will be reduced wherever possible for the rest of the units in the building to improve adaptability.

4.16 Parking and Transportation

Relevant Rezoning Policy Extracts

"Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable."

-Rezoning Conditions of Approval, 1.21 (Pg. 7)

Section 5 of Parking By-law 6059 would require residential and commercial loading spaces to be independent and not shared with any other uses.

"Parking and loading designs should not detract from objectives of the guidelines by creating a pedestrian friendly experience on the public realm with the following directives:

- a) Parking must be located underground where possible. In cases where part of the parking is above grade due to the sloping site, parking must be wrapped with active uses facing the public realm. While some at-grade drop-off and access will be necessary, at-grade parking and servicing should be minimized;
- b) Parking entries and loading should be located to minimize impacting pedestrian open spaces and sidewalks. Underground parking entrance and ramps should be located inside a building envelope;
- c) Screening in the form of feature landscaping or architectural treatment must be provided to visually divide service areas from the public realm."

-Granville Loops Guidelines, Section 6.6 (Pg. 16)

"Garbage and recycling facilities must be fully enclosed within the building envelope and be designed with sufficient and universally accessible areas for pick up."

-Granville Loops Guidelines, Section 6.8 (Pg. 16)

Response

All Class A bicycle parking in the building will be accessible by elevator from a shared lobby off of Granville Street. Refer to the architectural plans.

Section 5 of the Parking Bylaw requires two Class B Loading spaces, one for commercial uses and one for residential uses. An additional Class A loading space is required for the residential portion. With the residential tower's core, and a secondary core at the centre of the building, and considering required commercial and at-grade (townhome) residential uses, space for these loading spaces is quite limited. While the project is able to locate all required loading spaces with sufficient drive aisles and adjacent clearances, there is no additional space available for a dedicated waste staging and pick-up zone. A shared loading scheme is therefore being proposed where the Class B loading spaces will be used as a waste collection space during the garbage pick-up times. Additional space around the Class B loading spaces is provided to provide short-term staging and space for waste and recycling bins to facilitate this overlap of uses.

Preliminary analysis by Bunt and Associates using their in-house shared loading model indicated that the Class B loading spaces are anticipated to exceed loading demand for their respective uses. These results indicate that there is excess capacity available to use the Class B loading spaces for waste collection, which typically occurs 1-3 times per week. Waste collection periods will be scheduled in coordination with loading activities to avoid conflicts.

Waste rooms (located at P1) will be designed as larger spaces to reduce the frequency of waste collection activities.

Bunt's shared loading model is based on the assumption that a Loading Management Plan (LMP) will be implemented with a designated Loading Manager on site to schedule loading activities for future residents and avoid conflicts with waste collection. The following are general loading management procedures proposed to help maintain efficient use of the subject loading facilities:

- » The loading facility will be operated by a designated on-site Loading Manager, who will be the single point of contact that manages and coordinates delivery schedules;
- » The Loading Manager will be responsible for supervising on-site loading and delivery activities and ensuring safe manoeuvre and proper loading and delivery operations on site;
- » Loading activities will be scheduled between 7:00 AM and 7:00 PM in 30-minute minimum increments;
- » Any unscheduled loading activities will be accommodated if space is available at the discretion of the Loading Manager;
- » All loading activities for the building will be confined to the designated loading spaces; and,
- » All loading spaces are to be kept clear of debris and are not to be used for storage.

The Building Operator has expressed support for this strategy and is committed to working with the City, if necessary, to developing acceptable terms and agreements to ensure long-term operations without conflict. Discussions with a waste management company are ongoing and have indicated preliminary support for the proposed waste management scheme.

City staff have indicated support for the sharing of the required Class B Loading spaces in the project with waste pickup activities and have stated that a full loading management plan will not be required. Therefore, planning for management of these shared loading spaces will continue internally with the future building's management team and waste pickup contractors.

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