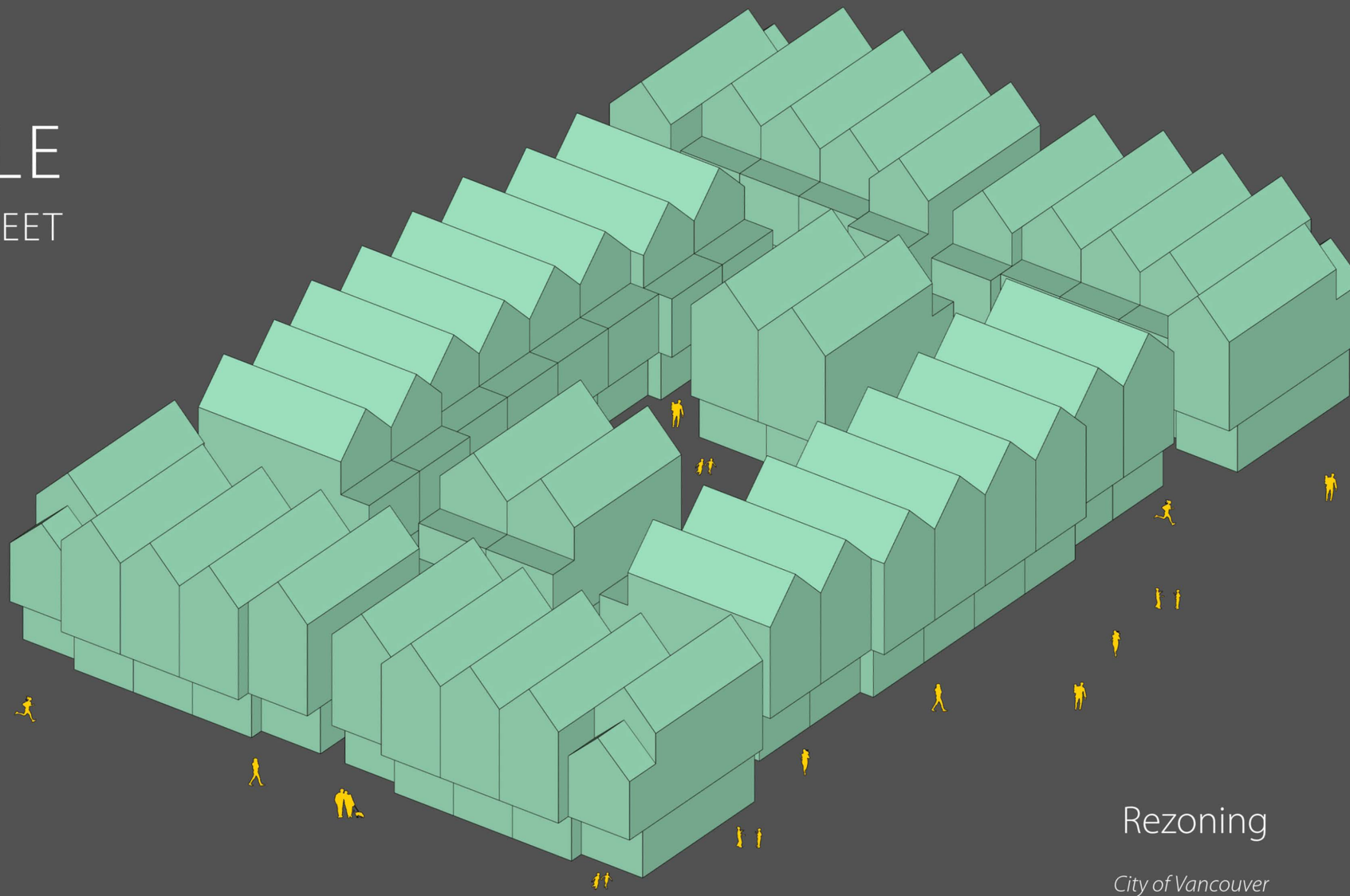
OPULENCE
ARCHITECTURE

6688 GRANVILLE

6628 - 6688 GRANVILLE STREET



Rezoning

City of Vancouver

November 2025

OPULENCE
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6688 Granville
6628 - 6688 Granville Street

Rezoning

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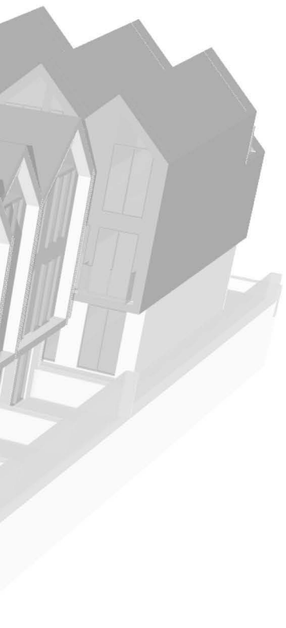

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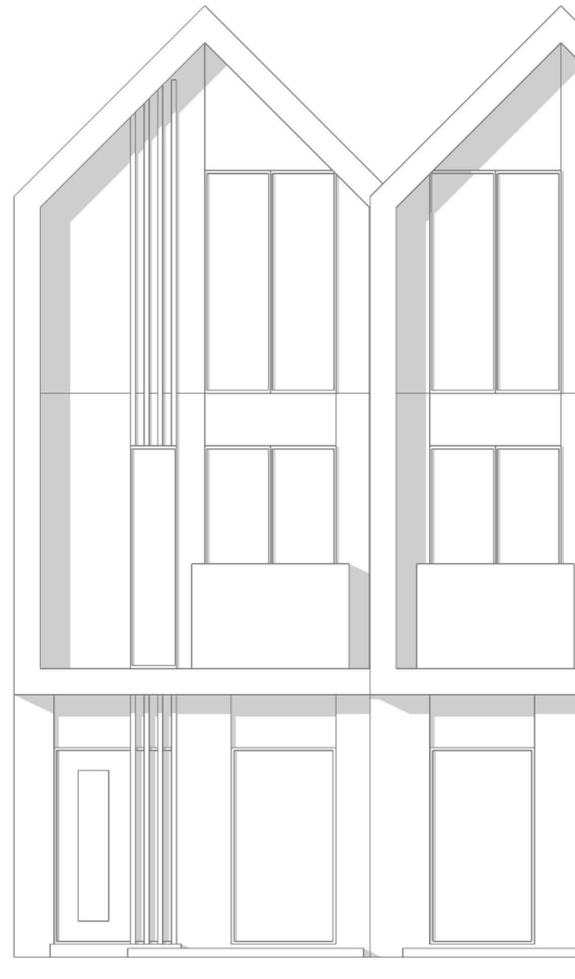

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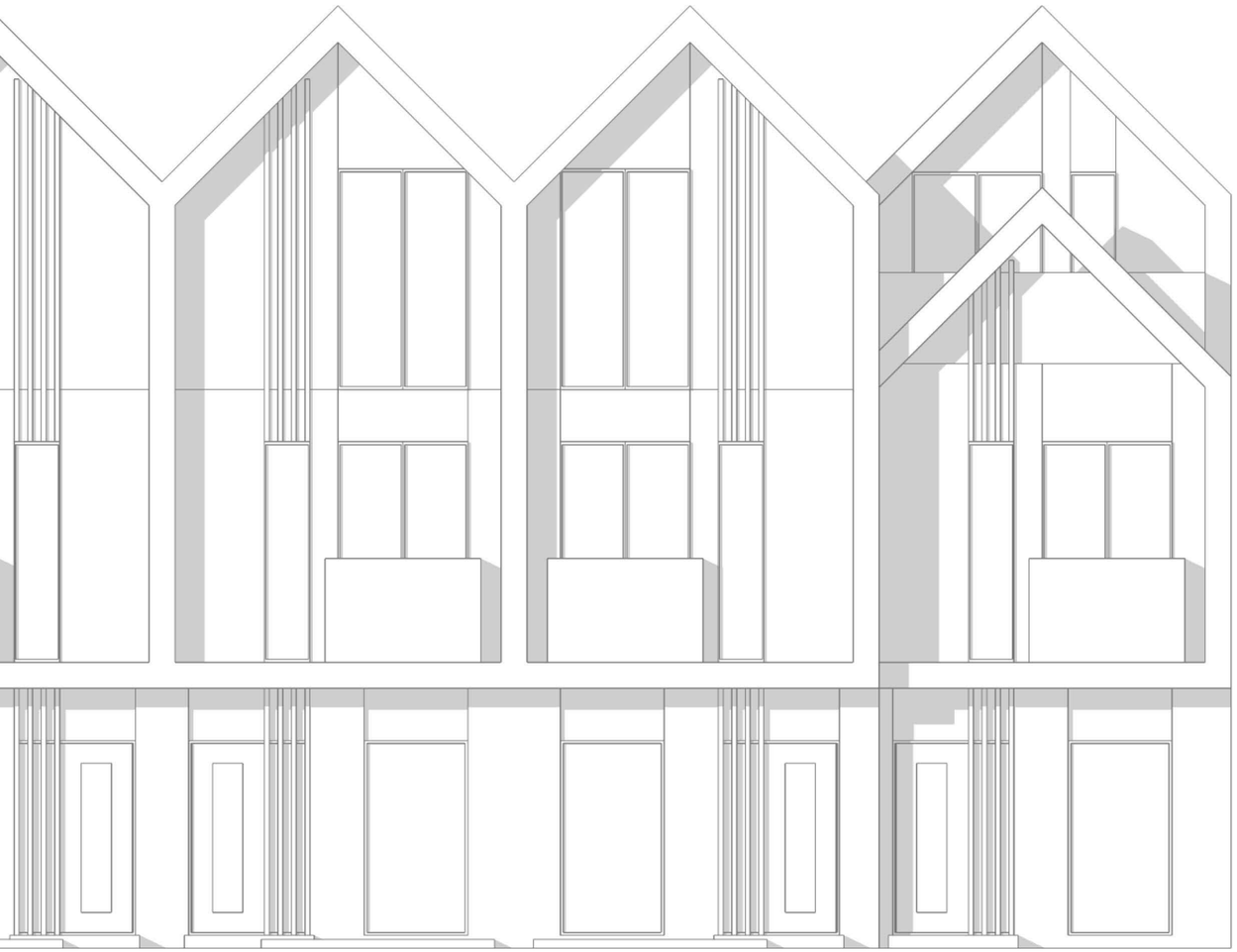

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REZONING INTENT

The purpose of this rezoning is to allow for the development of ground-oriented missing middle townhome style housing. The proposal is to rezone two single family homes zoned R1-1 to forty stratified townhomes in a Comprehensive Development zone. Parking is proposed to be on a single level, underground, accessed from the rear lane.

This proposal builds upon successful nearby CD-1 townhouse precedents such as 6708–6776 Granville (CD-1 [485]) and 1515 West 49th (CD-1 [885]), both of which established the planning framework for family-scale infill along the corridor. The project reinforces those objectives by providing additional housing diversity and maintaining a low-rise, landscaped character consistent with the area's residential identity.



Aerial looking down on site

PLANNING RATIONALE

The 6628-6688 Granville Street application will provide ground-oriented, missing middle housing at the intersection of the Oakridge and Kerrisdale neighbourhoods, an area with limited townhome housing options.

Official Development Plan Compliant

The application is being submitted in response to the City's Draft Official Development Plan (ODP), which permits residential multiplex (ground-oriented residential uses, including townhomes, up to 3 storeys) at this location. The ODP also seeks to support new housing opportunities for missing middle housing throughout the City, including on these properties.

While it is important to acknowledge that the ODP is still in Draft form. We anticipate that the ODP will be enacted prior to this application being considered by Council, and so we are responding to the proposed land uses contained within the document.

Context Appropriate

There are two developments in close proximity to the site that demonstrate that a ground-oriented townhome style bult form is suitable for the area's context and maintains a similar look and feel to other homes in the area.

Tilney Mews (6708 - 6776 Granville Street, CD-485) is a similar development located just two properties to the south, providing a series of three-storey, ground-oriented townhomes, accessed from the lane. This mid-block form of development blends seamlessly with the surrounding area and is similar in form and character to this proposal.

Additionally, 1515 West 49th Avenue (CD-885) was rezoned in December 2024 to permit two three-and-a-half storey secured-market rental townhome buildings, each with four unit (8 units total). While this development is a smaller scale than what is proposed, it provides a similar ground-oriented townhome style built form to our proposal.

Well Served by Transit

The properties are well-served by existing bus service on both Granville and West 49, providing transit access in both north-south (#10 bus) and east-west (#49 bus) directions, limiting dependence on cars with close and convenient transit access.

Family-Sized Housing

The entire proposal is for 3-bedroom homes, supporting the City's demand for family-sized housing.

The proposed CD-1 rezoning enables a transformative yet context-sensitive townhouse development that:

- Consolidates two lots into a cohesive, family-oriented community.
- Delivers 40 family-sized homes within a refined three-storey form.
- Introduces a landscape-rich, permeable site design.
- Incorporates innovative under-building parking for efficiency and open space.
- Advances the City's sustainability, livability, and gentle-density goals.

This project demonstrates how Vancouver's established residential fabric can evolve responsibly—achieving architectural quality, family livability, and environmental resilience within a unified urban design vision.



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VISION AND CONTEXT

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The proposal for 6628–6688 Granville Street seeks to transform two existing single-family parcels into a unified, high-quality CD-1 townhouse development that embodies the City of Vancouver's goals for gentle density, family housing, and sustainable infill.

Located on the east side of Granville Street between West 50th and West 51st Avenues, the site occupies a strategic position within the Granville South residential corridor, where traditional single-family homes are transitioning toward low-rise, multi-unit forms. The surrounding context includes mature detached houses, existing CD-1 townhouse developments to the north and south (e.g. CD-1 [485] and CD-1 [885]), and community institutions nearby, forming a setting of residential stability undergoing gradual densification.

The vision is to create a cohesive, family-oriented community that enriches this evolving corridor through contemporary design and contextual sensitivity. By consolidating two deep lots totaling approximately 37,575 ft², the development enables a coordinated site plan that delivers a balanced density and open-space framework within a low-rise form. The proposed CD-1 zoning supports a maximum height of 11.5 m (3 storeys) and an FSR of 1.60, achieving a viable density that remains compatible with adjacent homes.

Urban design intent focuses on reinforcing the Granville Street streetscape through active residential frontages, individualized entries, and landscaped setbacks that provide visual continuity and human-scale rhythm. Along the rear lane, parking and services are integrated within covered under-building areas to maintain a soft landscape edge and minimize vehicular impact. Internally, landscaped courtyards and pedestrian pathways promote community interaction, daylight, and permeability across the site.

This proposal demonstrates how thoughtful massing, restrained materials, and landscape integration can achieve context-responsive intensification, offering new family housing choices that advance Vancouver's housing-diversity and sustainability goals while maintaining neighbourhood character.



General Land Use Designations Map

The Generalized Land Use (GLU) map shows the distribution of GLU designations across the city. These designations and associated policy directions (see *Direction FG2.1: Generalized Land Use Policies*) provide a generalized overview of the maximum development potential under current policies and land use regulations at the scale of individual property parcels.

Together with the relevant land use by-laws and policies that apply to the site, the GLU map will be used to evaluate development proposals. Applications that are not consistent with the GLU designations cannot be considered without an ODP amendment.

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Designations Outline

Each GLU designation includes a vision and intent, anticipated uses, and maximum building heights (where applicable). Main and complementary uses are outlined using the land use categories from Section 2 of the Zoning and Development By-law. Main uses reflect the predominant uses that can be anticipated under a particular GLU designation whereas complementary uses are only expected occasionally either as a standalone use or in conjunction with the main uses.

Informational summaries of the GLU designations are shown on this page for convenience. Detailed descriptions for each designation are provided in the subsequent section.

ultiplex – Ground-oriented residential
single-detached homes, duplexes,
w-houses and multiplexes up to
patible non-residential uses are

w-Rise – Low-rise residential
to 6 storeys or up to 8 storeys if
a Transit-Oriented Area (TOA). Lower
and compatible non-residential uses are

d-Rise – Mid-rise residential
to 12 storeys. Lower density forms and
n-residential uses are permitted.

gh-Rise 1 – High-rise residential
to 26 storeys. Lower density forms and
n-residential uses are permitted.

gh-Rise 2 – High-rise residential
ove 26 storeys. Lower density forms
e non-residential uses are permitted.

v-Rise – Low-rise, commercial or mixed-
apartments up to 6 storeys or up to 8
ed within a Transit-Oriented Area (TOA).
l uses are required.

d-Rise – Mid-rise, commercial or mixed-
apartments up to 12 storeys. Non-
s are required.

gh-Rise 1 – High-rise, commercial or
idential apartments up to 26 storeys.
l uses are required.

gh-Rise 2 – High-rise, commercial or
idential apartments above 26 storeys.
l uses are required.

Business Districts – Regionally significant lands for job uses, including major office, healthcare, civic, hotel, tourism, entertainment and cultural uses in a variety of building forms, including high-rise buildings above 26 storeys. Residential uses are not permitted except in certain limited circumstances.

Downtown Heritage Areas – Lands intended to maintain their historic character and scale while allowing compatible new developments. Generally allows buildings with a mix of employment activities and retail or other active uses at grade. Only certain types of residential uses are permitted, often in conjunction with specified non-residential uses.

Industrial & Employment – Production, distribution and repair activities, with opportunities for office-based employment on upper floors, hotels near rapid transit areas, and compatible arts or creative uses. Residential uses are generally not permitted.

Institutional – Lands reserved for essential community-serving institutional uses such as major hospitals, post-secondary campuses, government facilities and public schools. Residential intensification is generally not permitted.

Parks and Open Spaces – Lands used for recreation, community gathering, and access to nature, including parks, golf courses, natural systems, and cemeteries. Residential development is not permitted.

Destination Venue Districts – Areas that serve a specialized purpose, such as event centres, arenas or exhibition grounds.

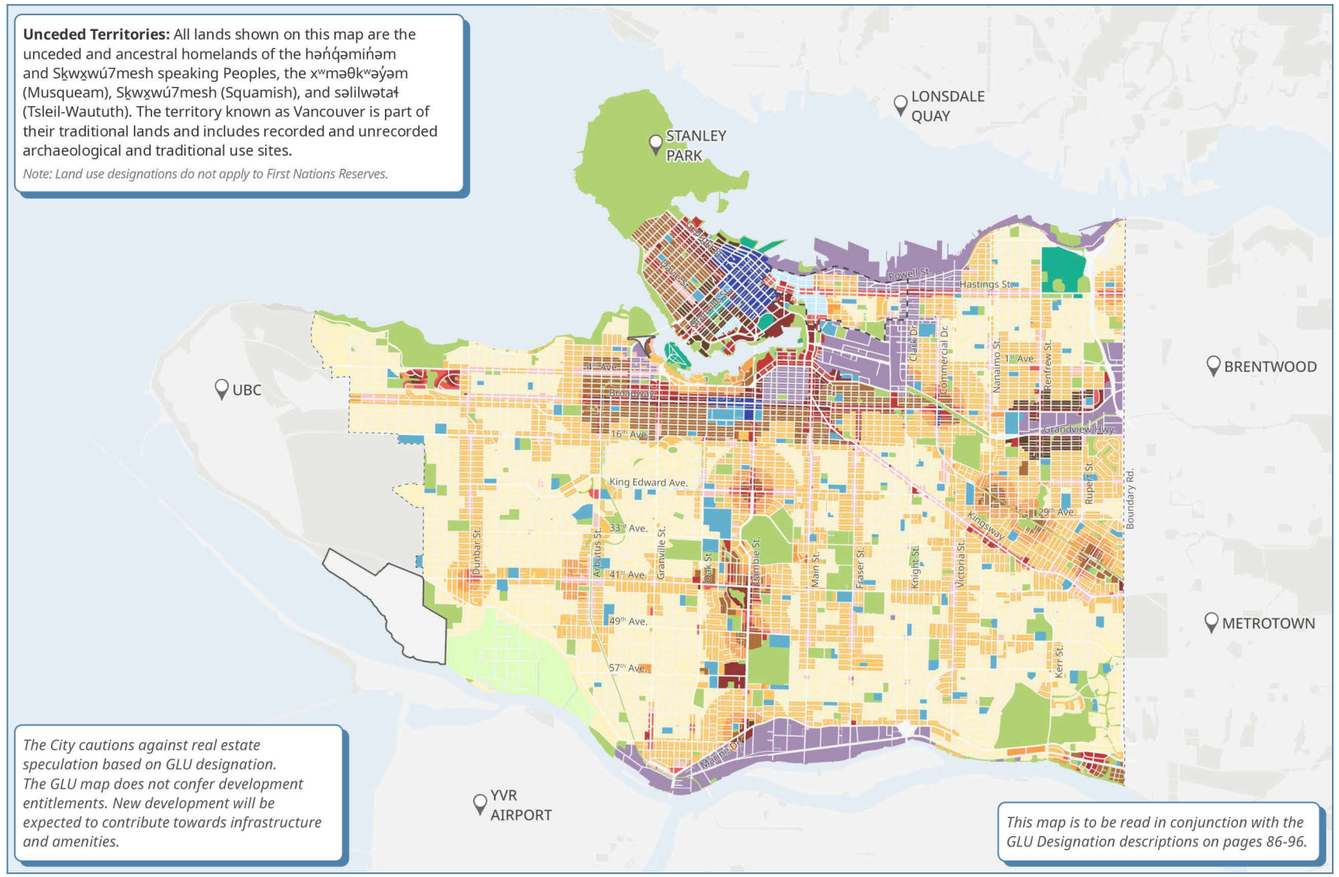
Agricultural – Agricultural and compatible uses permitted in accordance with the Agricultural Land Commission Act.

Overlays

Downtown Eastside (DTES) – The DTES is home to some of Vancouver's earliest neighbourhoods and the historic heart of the city. Many residents are impacted by systemic inequities including racism, discrimination, poverty, homelessness, mental health and impacts of trauma, substance use, and violence. Detailed neighbourhood planning policy for the area exists in the DTES Community Plan, including a portion of the neighbourhood that is identified as a Community-Based Development Area, which has a high concentration of critical community assets.

First Shaughnessy District (FSD) – Lands within FSD are designated as a Heritage Conservation Area. Specific development requirements pertain to sites within FSD that aim to protect the estate character of the neighbourhood.

Map 4: Generalized Land Use map



Residential
- Multiplex
- Low-Rise
- Mid-Rise
- High-Rise 1
- High-Rise 2

Mixed-Use
- Low-Rise
- Mid-Rise
- High-Rise 1
- High-Rise 2

Other Designations
- Business Districts
- Industrial and Employment
- Institutional
- Parks, Open Spaces, Conservation & Recreation
- Agricultural
- Heritage Areas
- Destination Venue Districts

Overlays
- Downtown Eastside (DTES)
- First Shaughnessy District (FSD)

- First Nations Reserves
- Greenspace Outside Vancouver
- City Boundary

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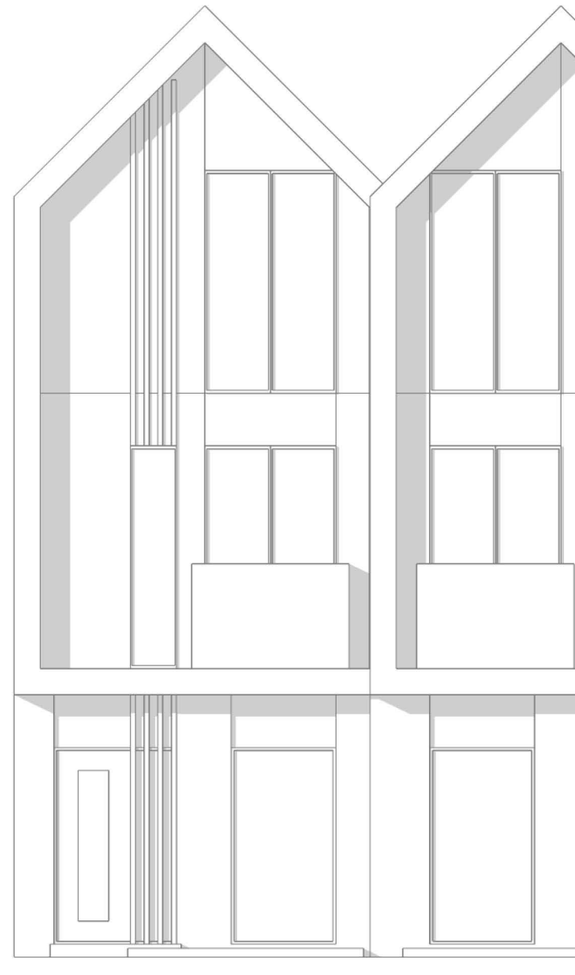

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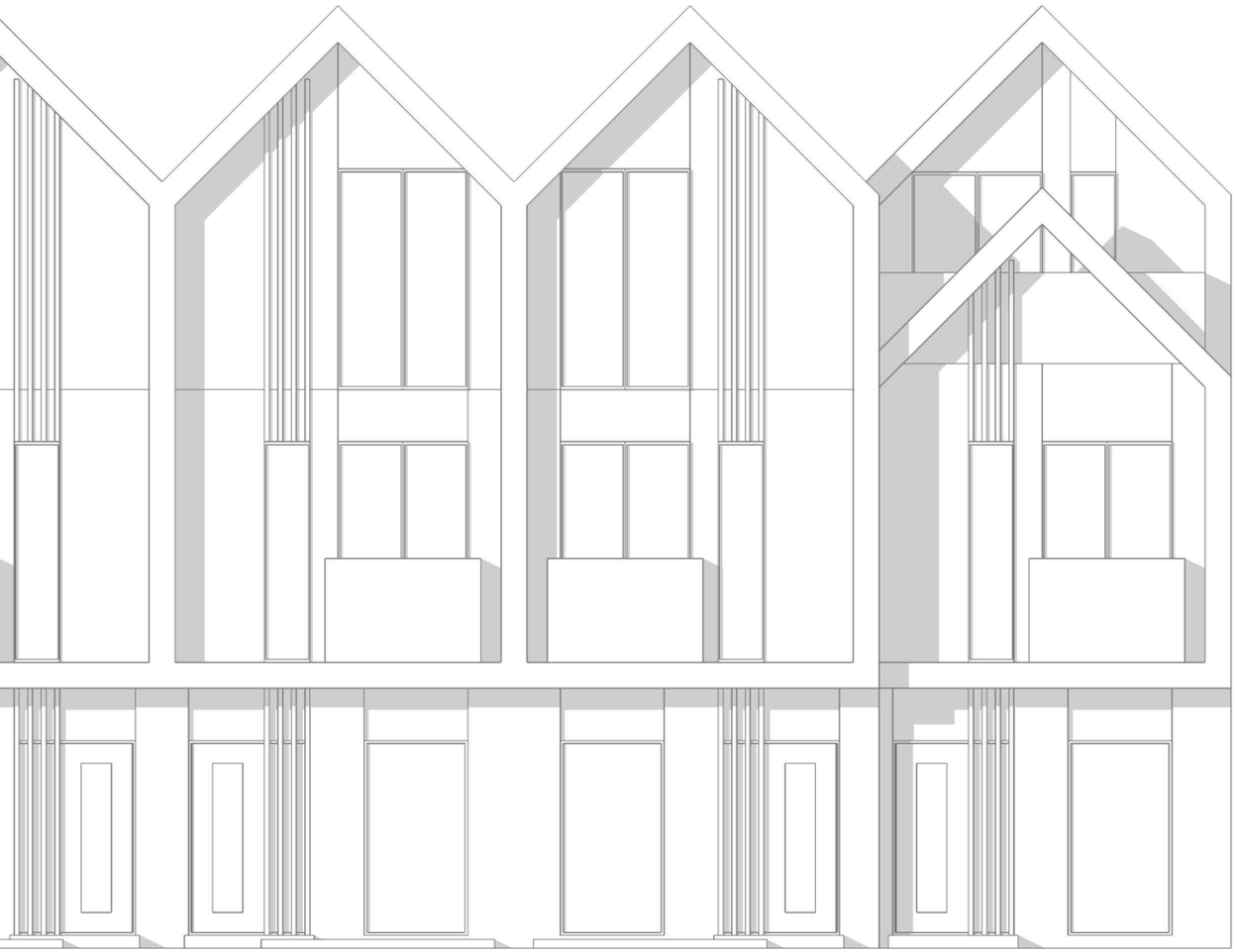

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CONTEXT - SITE

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GRANVILLE STREET



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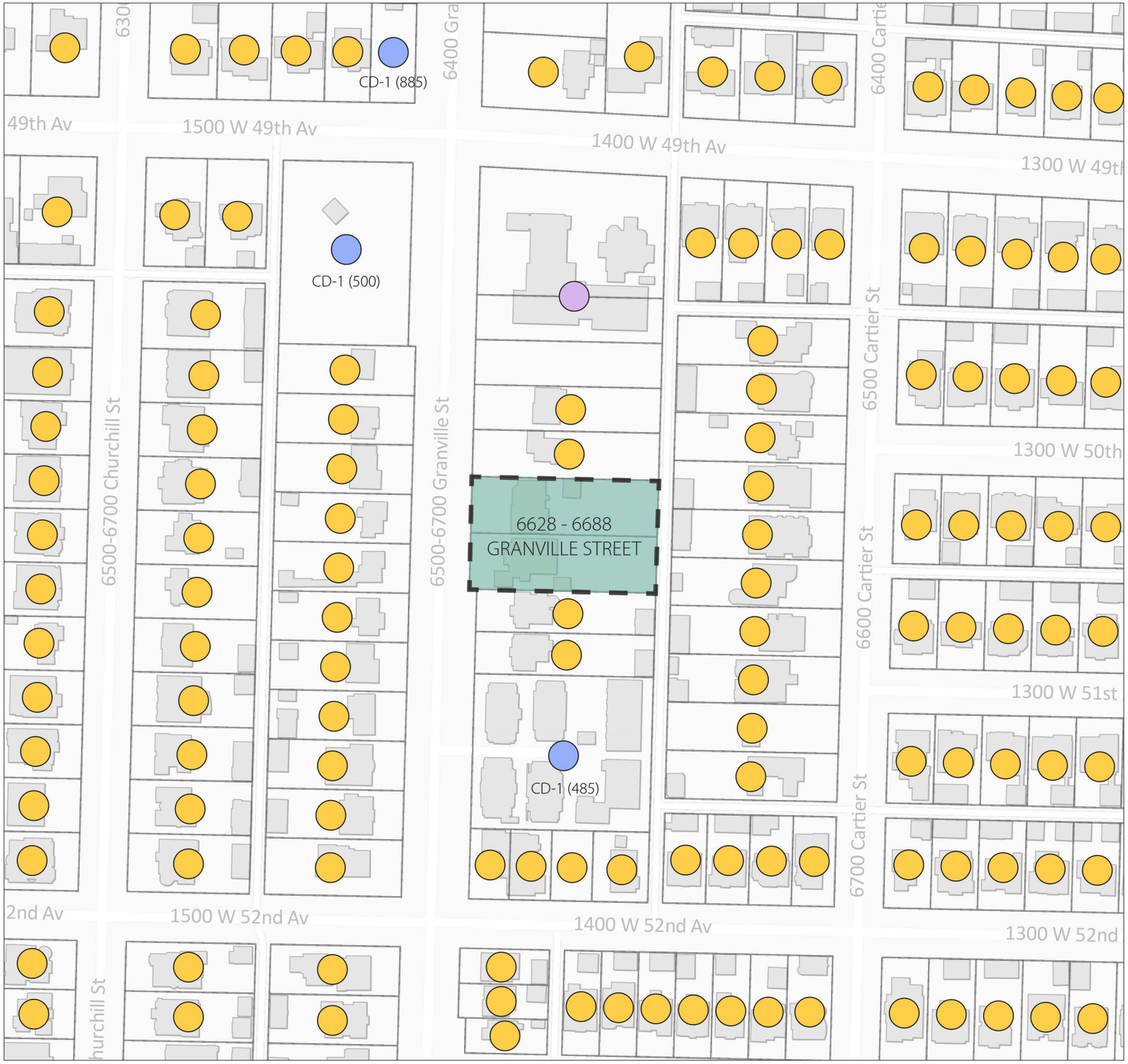
ZONING CONTEXT

The site is located on Granville Street, with a back lane on the other side. It is surrounded by residential communities, including houses and townhouses. There are several comprehensive developments nearby, which are also low-rise residential buildings. The surrounding area consists of established neighbourhoods.

The area is predominantly zoned R1-1, apart from CD-1485 (Tilney Mews) and CD-885 (1515 West 49), both of which are a townhome developments of similar scale to what is proposed. CD-500 is a seniors housing facility.

Legend

- Residential (R1-1)
- Comprehensive Development (CD-1)
- Institutional



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SITE PHOTOGRAPHS

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POLICY REVIEW

The 6628-6688 Granville Street application responds to a range of City policies. These are outlined below.

1. Metro Vancouver: 2050 Regional Growth Strategy

The Regional Growth Strategy (RGS) guides the future development of the region and provides the land use framework for planning related to regional utilities (water, liquid waste, and solid waste), transportation, housing, and air quality.

The RGS has 5 interconnected goals:

- Goal 1. Create a Compact Urban Area
- Goal 2. Support a Sustainable Economy
- Goal 3. Protect the Environment, Address Climate Change, and Respond to Natural Hazards
- Goal 4. Provide Diverse and Affordable Housing Choices
- Goal 5. Support Sustainable Transportation Choices

Response: our proposal supports the RGS and responds to these 5 goals in the following ways:

- We are focusing development within the existing well-serviced Metro Core Area;
- We are creating new housing within close proximity to existing public transportation infrastructure; and
- Our proposal is compliant with the Official Development Plan (Draft), and since this document is required to support the objectives of the RGS, our proposal supports the RGS.

2. Vibrant Vancouver: City Council's Strategic Priorities

Council's Strategic Priorities outline 9 key strategies to build a sustainable city in which everyone can live, work, and thrive. The strategies are:

1. **Vibrant and diverse** - We do all we can to ensure Vancouver is a dynamic and vibrant city, with a great range of exciting and engaging amenities and events throughout the city.
2. **Housing** - We work with senior governments and other partners to address the local housing crisis, with the goal of ensuring that appropriate housing options are available for everyone in Vancouver.
3. **Supporting business** - We ensure the City is doing our part to ensure our local economy is robust and resilient, and Vancouver is a place in which businesses can thrive and succeed.
4. **City services and infrastructure** - We deliver the high-quality city services and public infrastructure that make Vancouver a healthy, safe, beautiful and enjoyable place for everyone
5. **Safety and security** - We work to provide effective emergency response and emergency planning services that make Vancouver safe and enjoyable for everyone.
6. **Climate emergency** - We are responding to the climate emergency through environmental initiatives, greenhouse gas emission reductions, and climate change adaptation measures.
7. **Healthy, inclusive, and equitable** - We put Vancouverites' physical and mental health front and centre as we make service, infrastructure and policy decisions, and strive to alleviate barriers to residents' well-being and sense of belonging.
8. **Reconciliation** - We maintain mutually respectful relationships with and work to support and advance the rights of local Indigenous Nations and urban Indigenous Peoples.
9. **Good government** – We responsibly steward the public funds with which we are entrusted, ensure we have an efficient administrative infrastructure, and maintain a high-performing, engaged workforce.

Response: our proposal supports Council's 9 Strategic Priorities in the following ways:

- Contributing to the range of housing options available to residents by providing family-sized, ground-oriented townhomes
- Providing missing middle housing in an area where it has historically not been available, creating opportunities for more inclusive and equitable communities
- Creating more homes for Vancouver residents, contributing to the City's vibrancy and vitality

3. Official Development Plan (ODP) & Vancouver Plan

The draft ODP outlines land use policy for the whole city, mapping out space for housing, jobs, parks and schools as the city grows. The draft ODP includes all the content of the Vancouver Plan, adding only the necessary information to meet Provincial legislation, updates to reflect Council direction since Vancouver Plan and minor updates to improve clarity.

The Draft ODP identifies 6628 & 6688 Granville Street as:

Residential Multiplex – Ground-oriented residential uses, including single-detached homes, duplexes, townhouses, row-houses and multiplexes up to 3 storeys. Compatible non-residential uses are permitted.

Additionally, at 6628 & 6688 Granville Street, the ODP seeks to create new housing opportunities for very low and moderate-income households across the city through:

Missing Middle Housing Areas: Intensify areas with ground-oriented Missing Middle housing and purpose-built rental housing, including townhomes, multiplexes, and other low-rise forms.

Response: our proposal for ground-oriented townhomes responds directly to these ODP objectives.

4. Transportation 2040 Plan

Transportation 2040 is a long-term strategic vision that will help guide transportation and land use decisions and public investments. It is based on three goals:

1. Economy: a smart and efficient transportation system that supports a thriving economy while increasing affordability.
2. People: healthy citizens in a safe, accessible, and vibrant city.
3. Environment: a city that enhances its natural environment, ensuring a healthy future for its people and the planet.

Response: our proposal will provide ground-oriented townhomes within walking distance of north-south bus transit on Granville and east-west bus transit on 49. This provides a convenient alternate to driving.

5. Green Buildings Policy for Rezoning

The Green Buildings Policy for Rezoning outlines requirements for rezonings to meet a series of sustainable building practices. We are aware of this policy and note the following requirements when rezoning to a CD zone:

Policy Requirement	Rezoning to CD-1
1. Reporting of Green and Resilient Building Measures	- Embodied Carbon Design Report - Resilient Buildings Planning Worksheet
2. Enhanced Commissioning 3. Energy System Submetering	Letter of Commitment to: - complete an Enhanced Commissioning process - incorporate Energy System Sub-metering

Response: We respectfully request exemption from the requirements under the Green Buildings Policy for the following reasons:

1. **VBBL Energy Efficiency Requirements Already Surpass the Rezoning Bulletin Requirements.**
   The proposed development is being designed to fully comply with the current Vancouver Building By-law (VBBL) energy performance requirements. As the City continues to advance toward higher energy-efficiency standards, the VBBL has already exceeded many of the performance thresholds identified in the Rezoning Bulletin.
   Because building permit issuance will ultimately be governed by VBBL compliance—and because the VBBL performance path now imposes more stringent and comprehensive criteria than the rezoning-level requirements—the intent of the Green Buildings Policy is already inherently achieved through mandatory code compliance.
   In practical terms, meeting the VBBL energy performance standard ensures that the building envelope, mechanical systems, airtightness, and overall energy use intensity significantly outperform the baseline targets referenced in the Rezoning Bulletin.
   Therefore, implementing an additional layer of requirements under the Green Buildings Policy would be redundant and would not yield further measurable sustainability benefits beyond what the VBBL already enforces.

2. **The Project Is a Low-Density 40-Unit Townhouse Development**
   The scale and typology of the project inherently limit the ability to meaningfully apply the measures prescribed in the Green Buildings Policy.
   As a **low-density residential project with only 40 townhouse units**, the building form is characterized by:
   - low-rise massing,
   - detached/attached townhouse configuration,
   - naturally higher façade exposure and lower overall energy-use concentration, and
   - limited mechanical system complexity.

   These attributes inherently reduce the environmental impact compared to mid- or high-density multifamily developments for which the Rezoning Bulletin's deeper requirements were primarily designed.

Conclusion

Given that:

1. the VBBL energy performance framework already outperforms the energy-related intent of the Rezoning Bulletin, and
2. the project's low-density townhouse form yields limited applicability and benefit from the additional measures under the Green Buildings Policy,

we respectfully request the City's approval to waive the Green Buildings Policy requirement for this rezoning application.

We remain committed to delivering a high-quality, resilient, energy-efficient development and will continue to collaborate closely with the City to ensure all sustainability objectives are met through applicable code pathways.

6. Urban Forest Strategy

The Urban Forest Strategy outlines the approach for managing, protecting, and expanding the urban forest in the City of Vancouver. It seeks to increase the urban forest canopy to 30% by 2050.

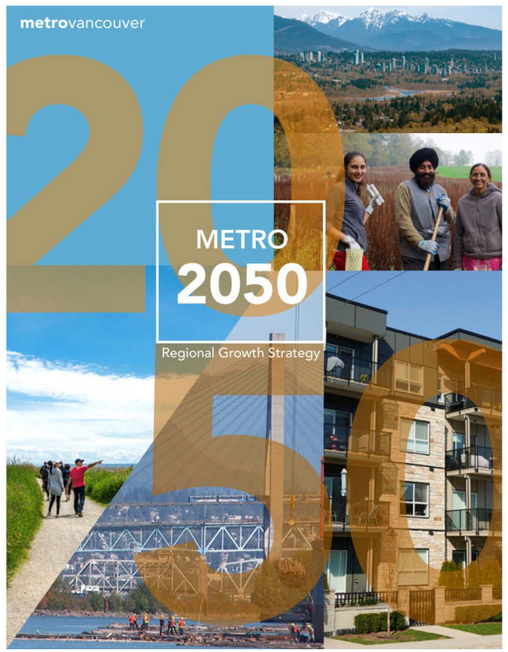
Response: we are proposing replace and/or plant new trees in accordance with City policies and Bylaws.

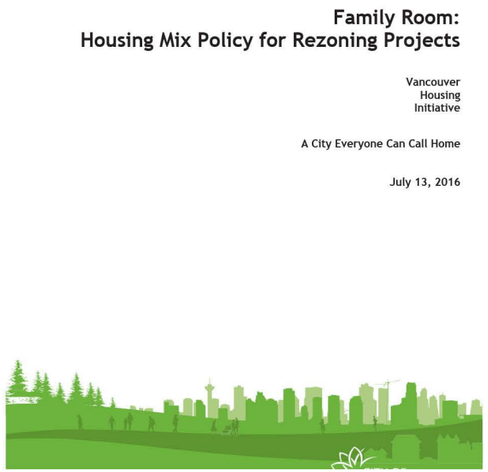
7. The Family Room: Housing Mix Policy for Rezoning Project

This policy requires that new residential developments that are rezoned include a minimum of 35% family units with two or more bedrooms.

Response: our proposal exceeds these requirements by providing 100% family-sized homes.







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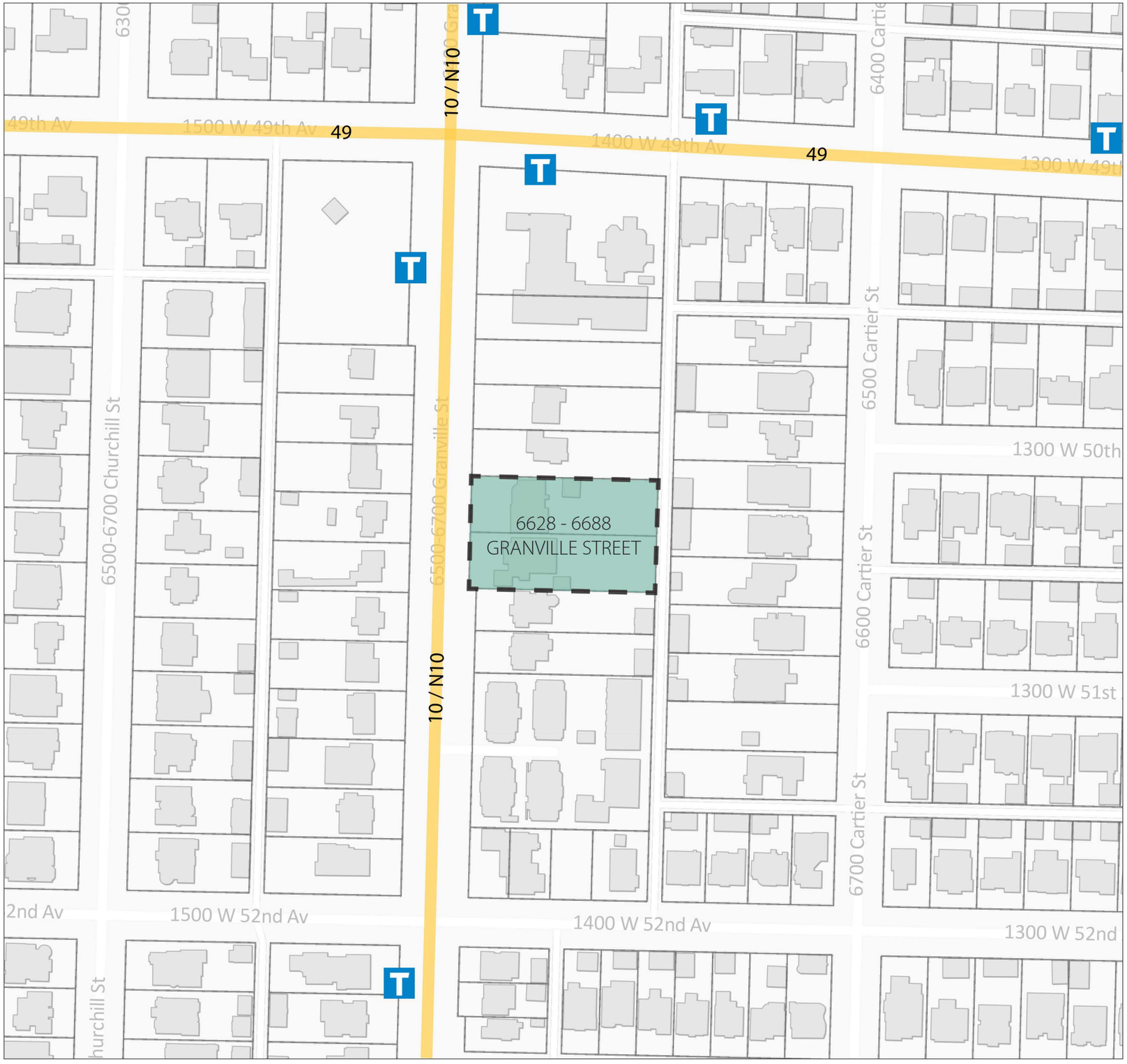
TRANSIT

The site is located at the intersection of Granville Street and West 49th Avenue, two key arterial roads serving as vital transit corridors. Granville Street accommodates bus route 10 (daytime) and N10 (night), running north-south and connecting downtown Vancouver to Marine Drive—a primary transition point to the City of Richmond. West 49th Avenue is served by bus route 49, operating east-west and linking the University of British Columbia (UBC) with Metrotown, the downtown core of the City of Burnaby.

Legend

Bus Stop

Bus Routes



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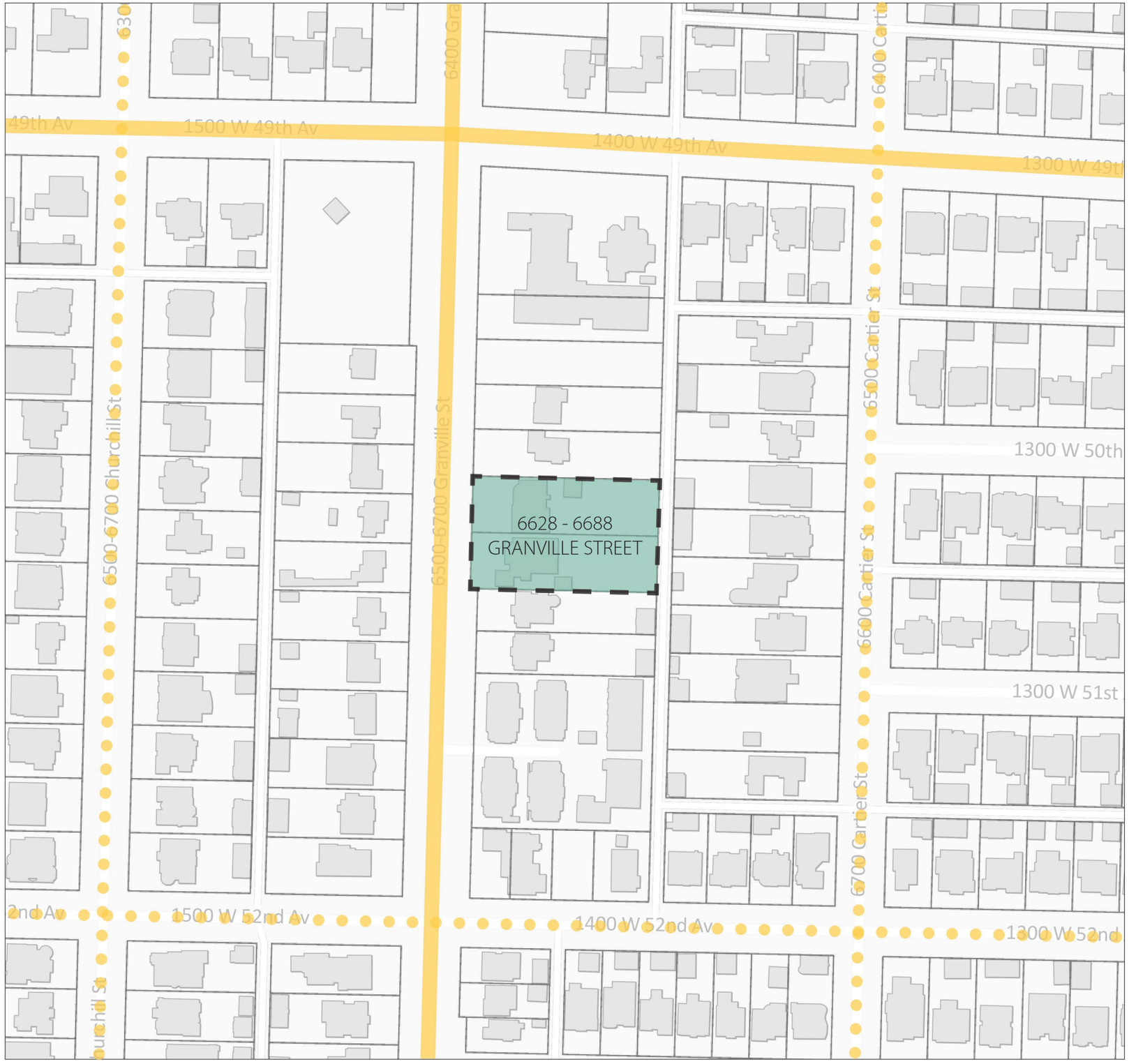
PEDESTRIAN CIRCULATION

Granville Street and West 49th Avenue serve as key pedestrian corridors, with bus stops on both sides of each street facilitating significant north-south and east-west movement. This layout provides convenient access to the surrounding residential neighbourhoods.



Legend

- Primary Pedestrian Movement
- Secondary Pedestrian Movement

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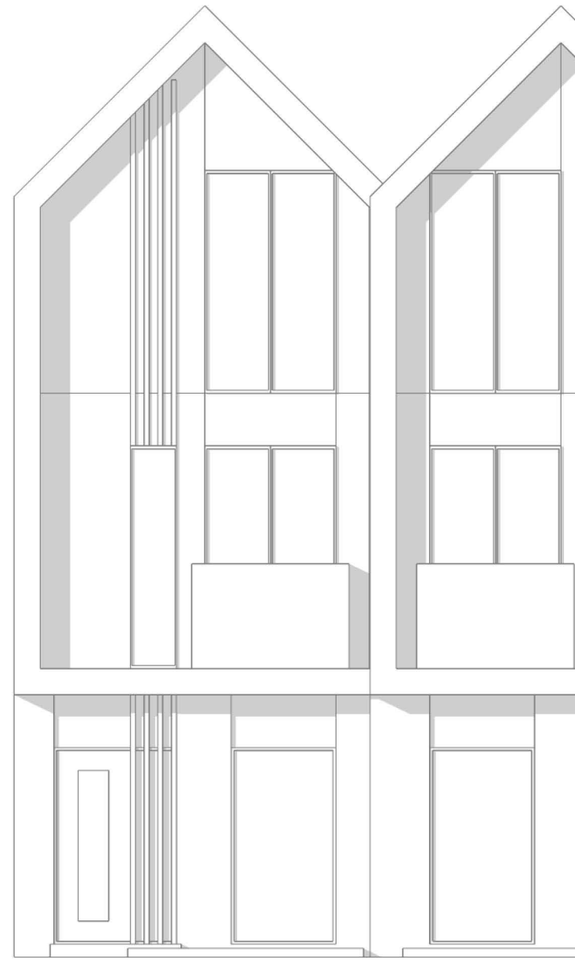

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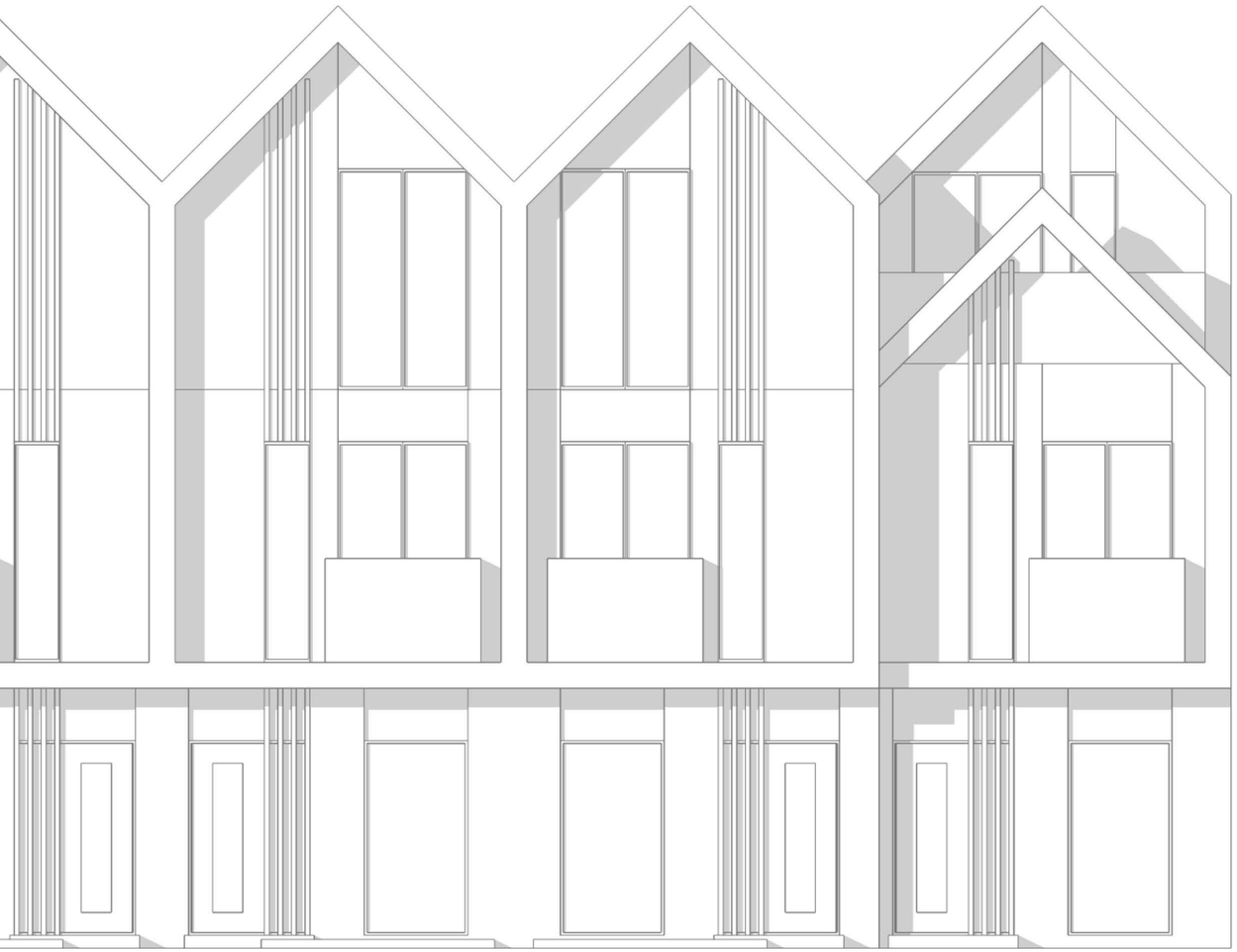

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DESIGN PRINCIPLES

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The project is a three-storey, low-rise townhouse development composed of ten townhouse clusters (Unit Types A – J) organized along the consolidated site. The design stems from a clear urban intent: to create a finely articulated residential edge along Granville Street that strengthens the corridor's visual continuity while offering a distinct, contemporary architectural identity.

The massing is carefully modulated into smaller volumes that read as a collection of individual homes rather than a single building block. Each cluster steps subtly in plan and elevation to respond to topography and streetscape rhythm, achieving visual variety and scale appropriate to a residential neighbourhood. The three-storey height limit (max 11.5 m) establishes a comfortable transition between adjacent single-family dwellings and emerging multi-unit CD-1 townhouse forms along the corridor.

Revitalization:
Revitalize an existing under-developed detached housing lots in a vibrant complete residential neighborhood.



Sustainability:
Construct and operate a building in a sustainable manner in accordance with Vancouver's policies regarding sustainability and energy efficiency.



Response to the existing context:
Responding to the massing of adjacent existing buildings.

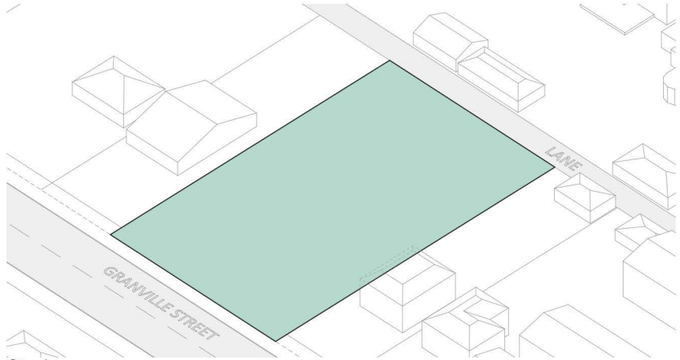


Response to program:
Create a family oriented townhousing project on Westminster Hwy that is sustainable, functional and unique.

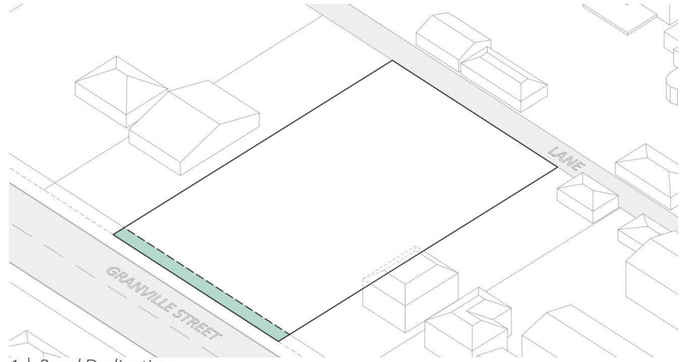


MASSING + FORM

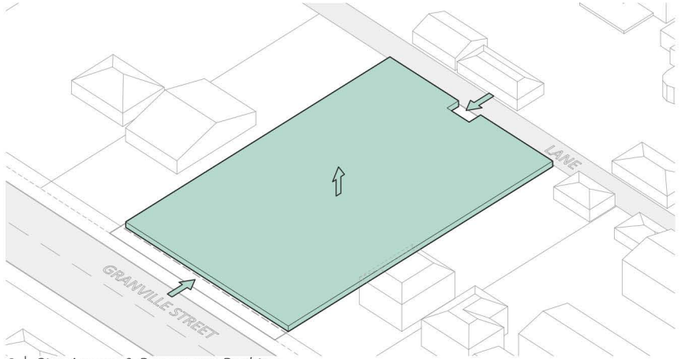
The building massing concept optimizes the use of the limited site area while enhancing the public realm.



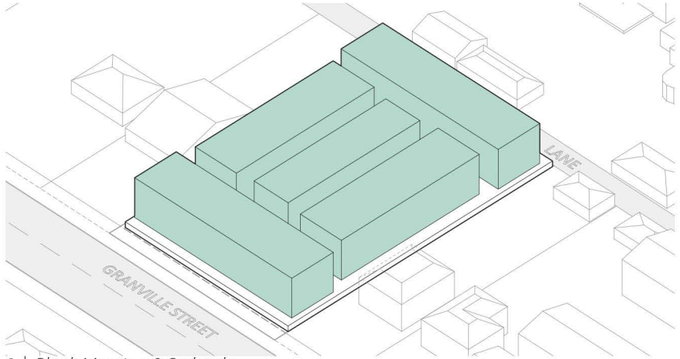
Site Area



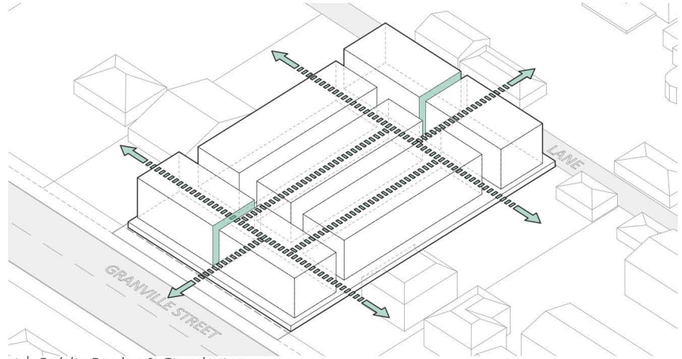
1 | Road Dedication



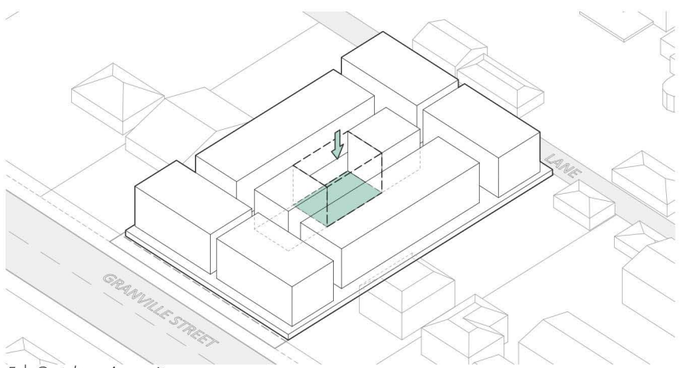
2 | Site Access & Basement Parking



3 | Block Massing & Setbacks



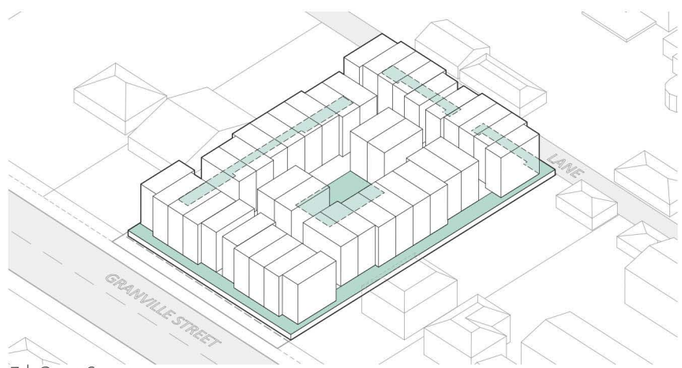
4 | Public Realm & Circulation



5 | Outdoor Amenity



6 | Block Massing Articulation



7 | Open Space

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PUBLIC REALM

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Architecturally, the project expresses a modern interpretation of the traditional townhouse. The outlook emphasizes vertical proportion, simple rooflines, and rhythmic articulation that collectively reinforce a refined, residential character. Primary façades along Granville Street are articulated with alternating materials, recessed entries, projecting bays, and controlled window rhythm to create depth and visual interest. A light-to-dark material palette defines the architectural hierarchy: durable base materials such as brick or textured concrete anchor the lower storeys, while lighter fibre-cement panels and wood-tone accents articulate the upper levels.



PUBLIC REALM

Setbacks along Granville Street allow for dedication and front yards, as well as public realm improvements. An extensive sloping canopy feature provides a unique project identity while remaining compatible with other existing developments along the streets.



Corner Block

The facade features a rhythmic series of gable-roofed townhouse units with consistent vertical articulation and material language. The corner unit subtly varies in massing and detailing to emphasize the intersection while maintaining the overall design cohesion.

CONTEXTURAL RESPONSE

Collectively, the architectural design expresses a restrained modern vocabulary—rooted in rhythm, proportion, and material authenticity—that contributes to the evolving architectural fabric of the Granville corridor. It bridges traditional residential warmth with contemporary urban refinement, embodying the project's vision of livable modern townhomes within a cohesive streetscape.



A Partial street elevation along Granville Street with existing building beside the west property line



B Partial street elevation along Granville Street with existing building beside the east property line



Street elevation along Granville Street with existing building beside the property line

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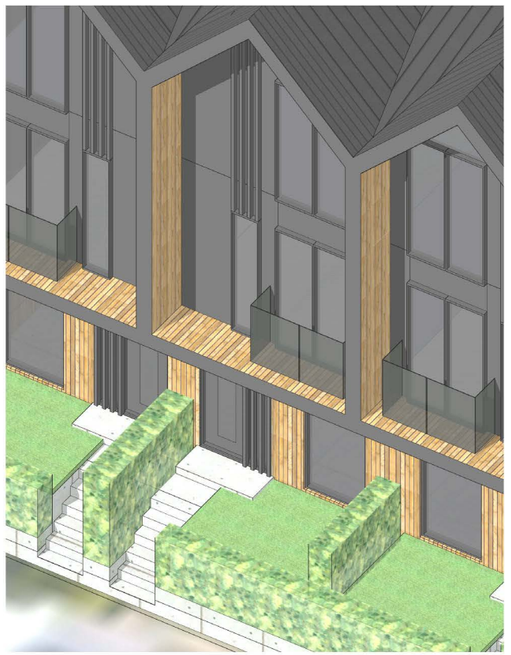
ARTICULATION

Balconies, canopies, and trellises provide human-scale detailing and weather protection while emphasizing horizontal layering. Rooflines employ a mix of flat and gently sloped forms, integrating subtle gable or parapet expressions to echo residential typologies while maintaining a clean, contemporary silhouette. Window composition follows a disciplined alignment strategy to reinforce façade order and maximize daylight penetration into deep unit plans. The architectural language avoids excessive ornamentation, relying instead on texture, shadow, and proportion to achieve elegance and permanence.

Ground-level entries are individually defined by porches, low planters, and entry lighting that provide a welcoming, pedestrian-oriented experience. Setbacks are landscaped with layered planting and low fences to balance privacy with street animation. The 20-foot internal drive aisle doubles as a visual corridor, allowing cross-site views and enhancing openness within the development.



ROOFSCAPE



ENTRANCE, PORCH, SCALE

MATERIALS

Material selection prioritizes longevity, maintenance efficiency, and tactile quality. Brick, fibre-cement panels, wood-grain soffits, and anodized metal trims create a timeless palette suitable for Vancouver's climate. Corners, parapets, and window surrounds are detailed to manage water and extend building lifespan. The design intent is for the buildings to age gracefully, retaining quality and coherence over decades of use.



Wood Pattern Panel



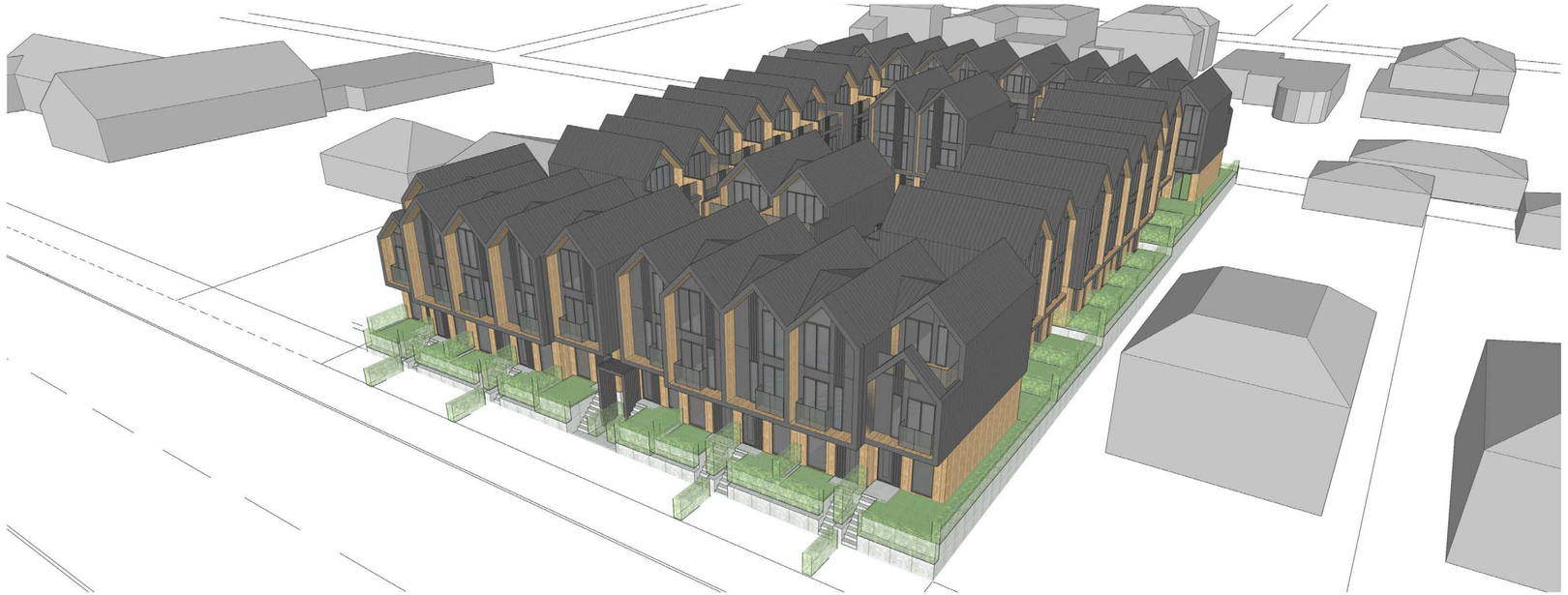
Metal Panel



Cementitious Panel

SITE MASSING MODEL









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PROJECT VIEWS

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Aerial View From South West, Granville Street

PROJECT VIEWS







Street View From North West, Granville Street

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PROJECT VIEWS

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Street View From North East, Lane

PROJECT VIEWS





Aerial View From North West, Granville Street



Central Courtyard

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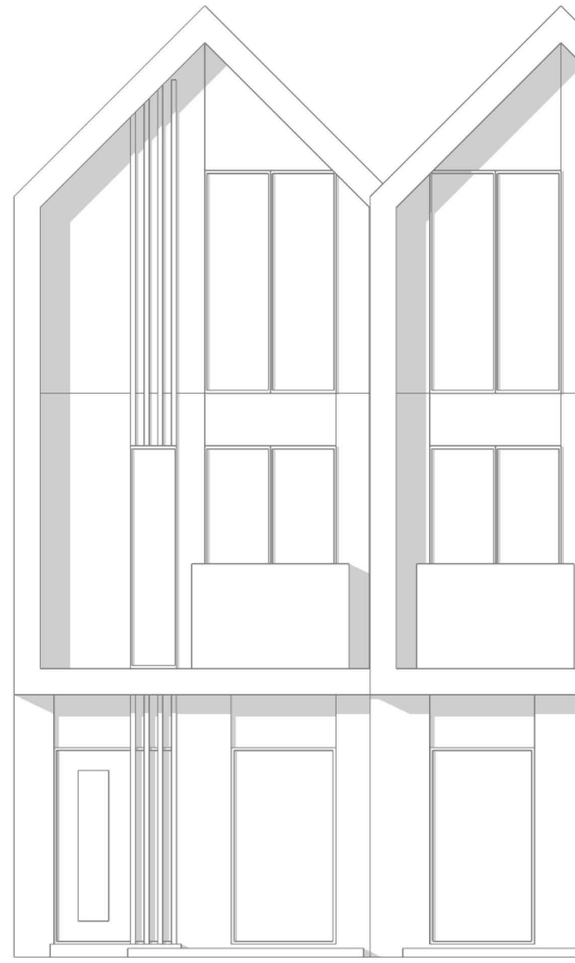



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SUSTAINABILITY CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

34 Project Sustainability
35 Site Strategies
35 Location & Transportation
36 Water Efficiency
36 Energy + Atmosphere
36 Materials + Resources
36 Indoor Enviromental Quality
37 Crime Prevention Thru Environmental Design

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PROJECT SUSTAINABILITY

Sustainability is embedded in both the architectural form and the operational logic of the project, guided by the principles of environmental responsibility, occupant comfort, and long-term resilience. The townhouse typology and site configuration naturally support these goals through orientation, shared infrastructure, and efficient use of land.





SITE STRATEGIES

Community and Longevity: The development fosters community through shared courtyards, small gathering spaces, and visible entries that enhance safety and neighbour interaction. Durable design, accessible ground-level units, and aging-in-place features (wide corridors, adaptable bathrooms) ensure longevity for residents over multiple life stages. Together, these measures establish a project that not only meets policy compliance but also reflects a holistic sustainability ethos—balancing environmental performance with human comfort, livability, and architectural integrity.



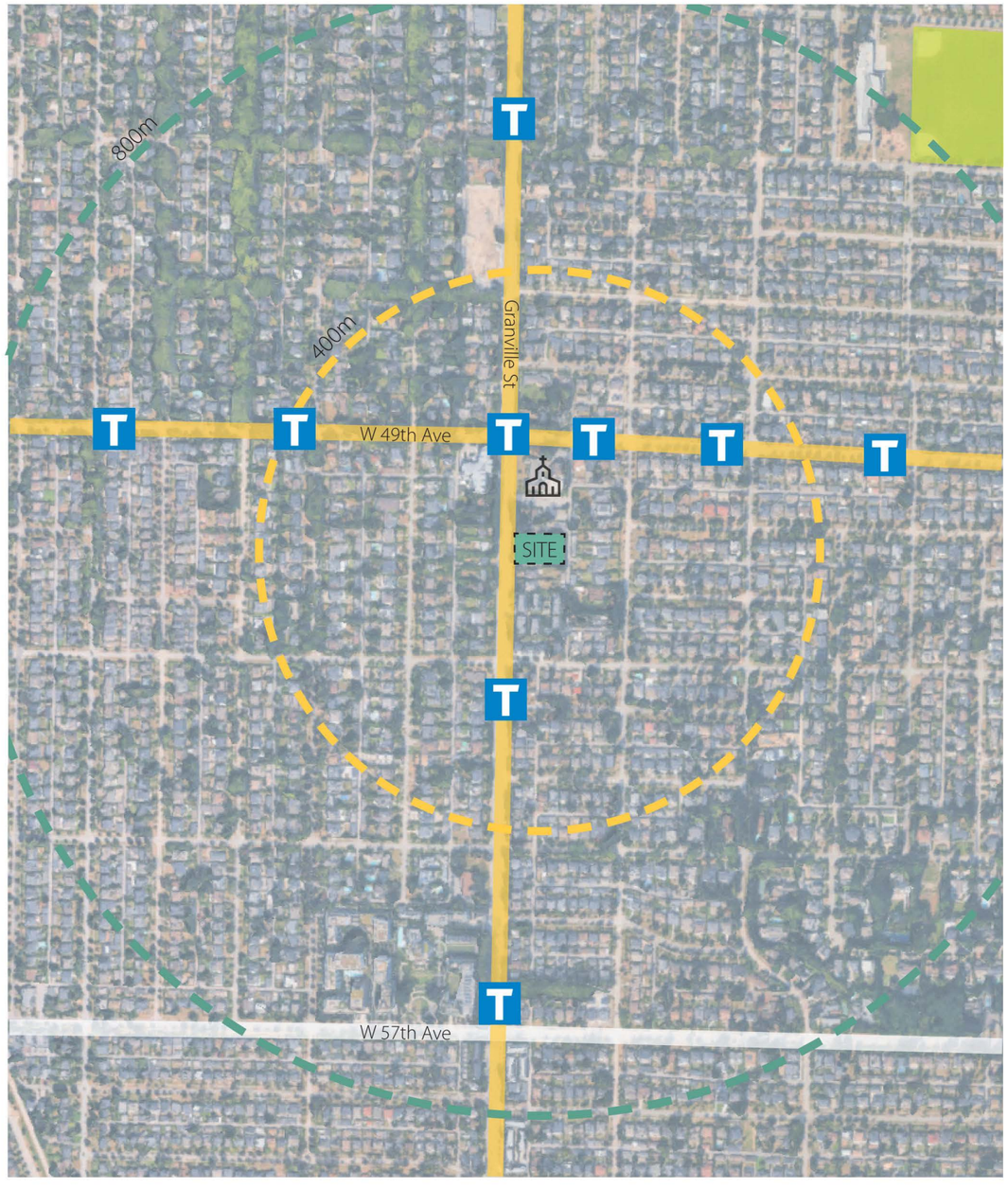
On-site landscape to absorb and filter stormwater, to reduce loading to City's infrastructure



Native plants or sustainability

LOCATION AND TRANSPORTATION:

Mobility and Transportation: Transportation demand management supports low-carbon mobility. 81 on-site parking stalls will be EV-ready, with conduits and panels designed for future full electrification. Secure bicycle parking and convenient access to Granville transit routes encourage active transportation. The compact site layout promotes walkability within and around the development.



Legend

400m (5 min.) Walking Radius from 6688

800m (10 min.) Walking Radius from 6688

Bus Stop | Church | Parks

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WATER EFFICIENCY

Water Management and Landscape Resilience: Landscape and civil design integrate stormwater infiltration and on-site detention through pervious paving, planted swales, and bio-retention areas. Native and drought-tolerant species are used to minimize irrigation demand and enhance local biodiversity. Rainwater harvesting will be considered for landscape irrigation to reduce potable water use. Hardscape areas employ light-coloured materials to mitigate heat-island effect and improve microclimate comfort.



Rain barrel with planter



Low Flow Plumbing Fixtures

ENERGY + ATMOSPHERE

Energy Efficiency and Building Performance: The project is designed to meet or exceed the requirements of the BC Energy Step Code (Step 3), with envelope and system performance targeting Step 4 readiness for future upgrade flexibility. Each unit will incorporate high-performance thermal envelopes, low-U-value windows, and continuous air barriers to minimize heat loss. Space and water heating will use high-efficiency electric heat pumps or equivalent low-carbon systems, reducing operational greenhouse gas emissions. Building façades are oriented and fenestrated to optimize solar gain in winter while mitigating summer overheating through shading devices and roof overhangs.

MATERIALS + RESOURCES

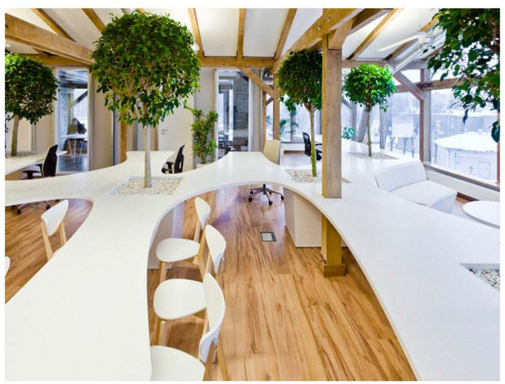
Material and Resource Efficiency: The project emphasizes durable, low-maintenance materials such as fiber-cement panels, brick veneer, and pre-finished metal trims. Construction waste reduction strategies include source separation and recycling of wood, metal, and concrete debris. Preference will be given to regionally sourced and low-VOC materials to support indoor air quality and reduce embodied carbon. Modular and repeatable construction detailing allows cost efficiency and future repair flexibility.





INDOOR ENVIROMENTAL

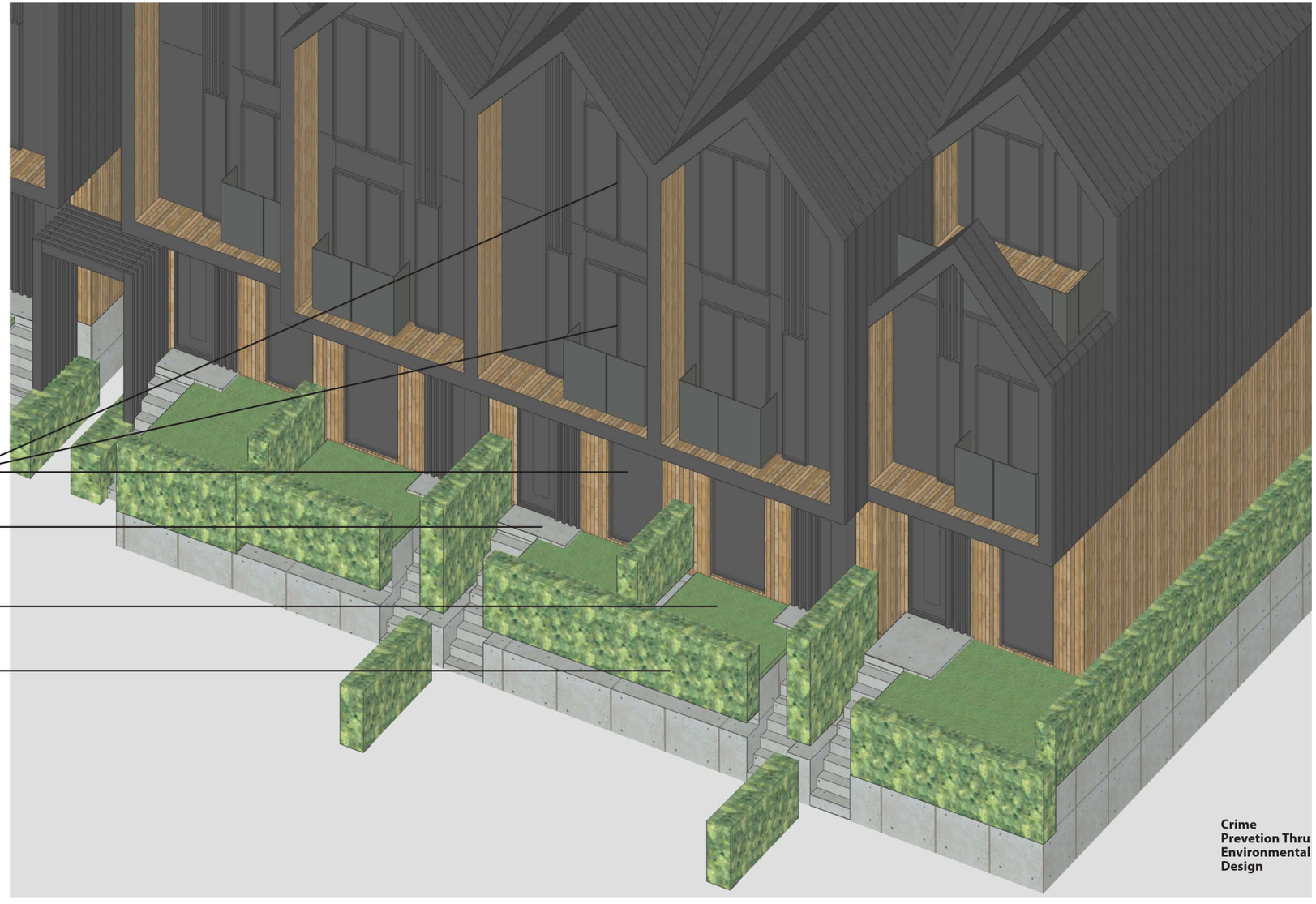
Indoor Environmental Quality and Livability: The design enhances daily living comfort through natural light, ventilation, and privacy. Every townhouse enjoys exposure on at least two or three sides, ensuring cross-ventilation and daylight access. Operable windows, private outdoor spaces, and screened terraces reinforce indoor-outdoor connection. Floor plans are organized for functional family living, with flexible den or work-from-home spaces adaptable to changing needs. Acoustic separation and landscape buffers provide a calm, healthy living environment along the arterial corridor.



CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The key CPTED design/features (including landscaping) incorporated in the proposal are as follows,

- Homes have been designed for street friendly presence with outdoor patios in the front yards to allow for eyes on the street.
- Yards have been defined with low fencing to allow for visibility, surveillance and sense of boundary.
- Trees will have high canopy and shrubs will be low to deter hiding spots
- Walkways, front entries, driveways and amenity spaces will be lit
- North and South property line fence removed to eliminate the hidden corner at allow for eyes on the pathway.



Crime Prevetion Thru Environmental Design

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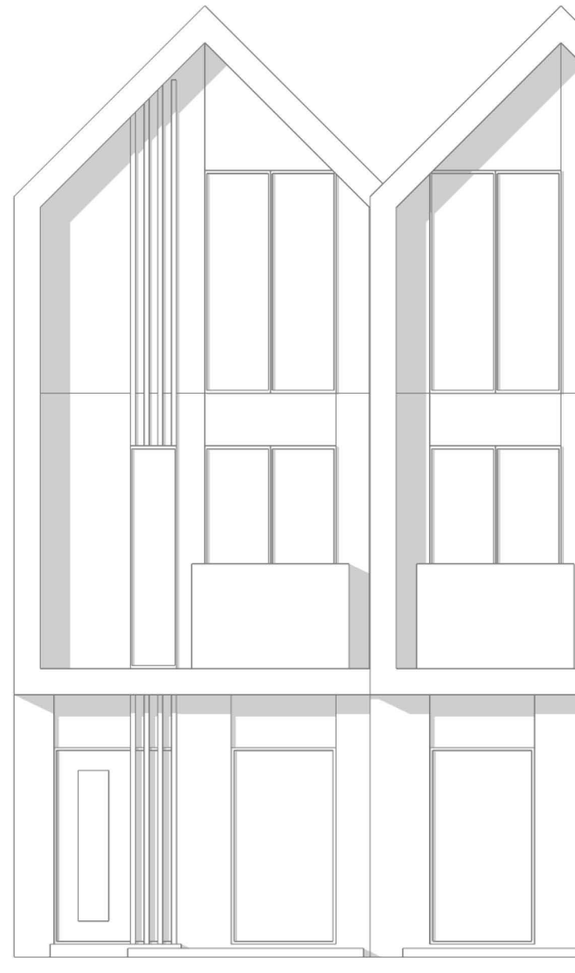

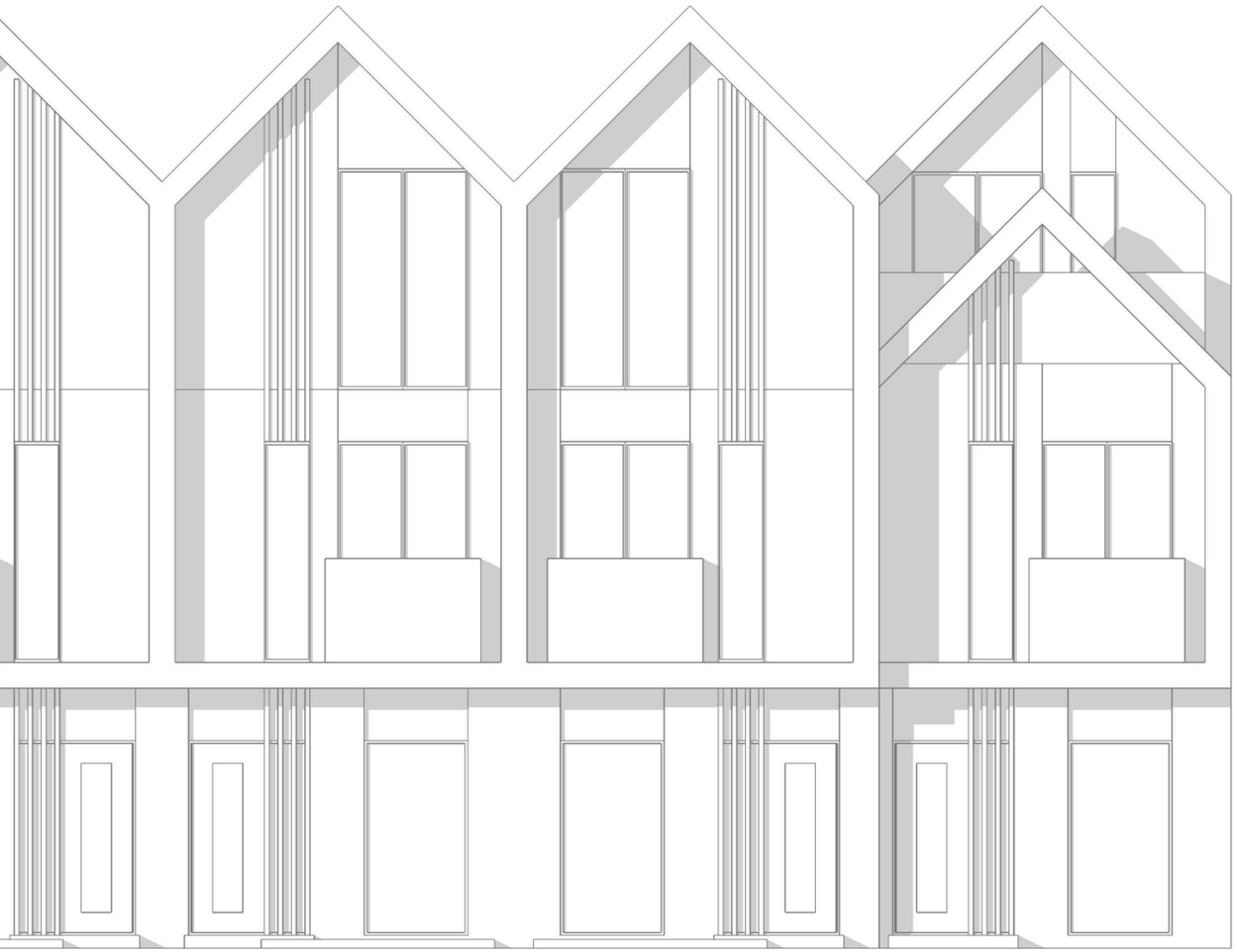

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APPENDIX

40 Project Data
41 - 55 Architectural Drawings

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Development Statistics

propoerty address: **6628, 6688 Granville St, Vancouver V6P 4X2**
legal description: **LOT 1 & 2 BLOCK A DISTRICT LOT 526 PLAN VAP6339**

zoning

	Existing	proposed
zoning	R1-1	CD-1
site area	1743.41 sq m + 1743.31 sq m = 37530.74 sf	1743.41 sq m + 1743.31 sq m = 37530.74 sf
Uses	Residential	Residential (Strata)
Building Height	11.5 m and 3 storeys (RM-8)	10.9m (35’ 8 3/4”) and 3 storeys

Site Area

37,575.1 SF

Site Coverage

main building	21388.7
Total	21388.7
	56.92%

Net FSR

Proposed
57,794.1 SF
1.54

LEVEL	Net FSR Residential	Exclusions Parkade / Services / Bike Storage	In-Suite Storage	Envelope	GBA	Others roof patio
P1		35674.8			35674.8	
L1	20586.5			221.5	20808.0	
L2	21030.4		745.8	225.1	22001.3	
L3	16177.2		800.5	220.0	17197.7	
total	57794.1	35674.8	1546.3	666.6	95681.8	
total (sm)	5369.1	3314.2	143.7	61.9	8888.8	

Sellable Area

	UNIT									
LEVEL	TYPE A	TYPE B	TYPE C	TYPE D	TYPE E	TYPE F	TYPE G	TYPE H	TYPE I	TYPE J
L1	483.0	465.2	463.6	518.8	483.0	544.8	528.6	528.6	527.0	544.8
L2	511.2	492.3	490.8	550.6	511.2	576.7	559.4	559.4	557.8	576.7
L3	404.7	389.9	384.2	400.5	400.5	451.5	438.3	438.3	436.7	451.5
total	1398.9	1347.4	1338.6	1469.9	1394.7	1573.0	1526.3	1526.3	1521.5	1573.0
total (sm)	130.0	125.2	124.4	136.6	129.6	146.1	141.8	141.8	141.3	146.1

Unit Mix

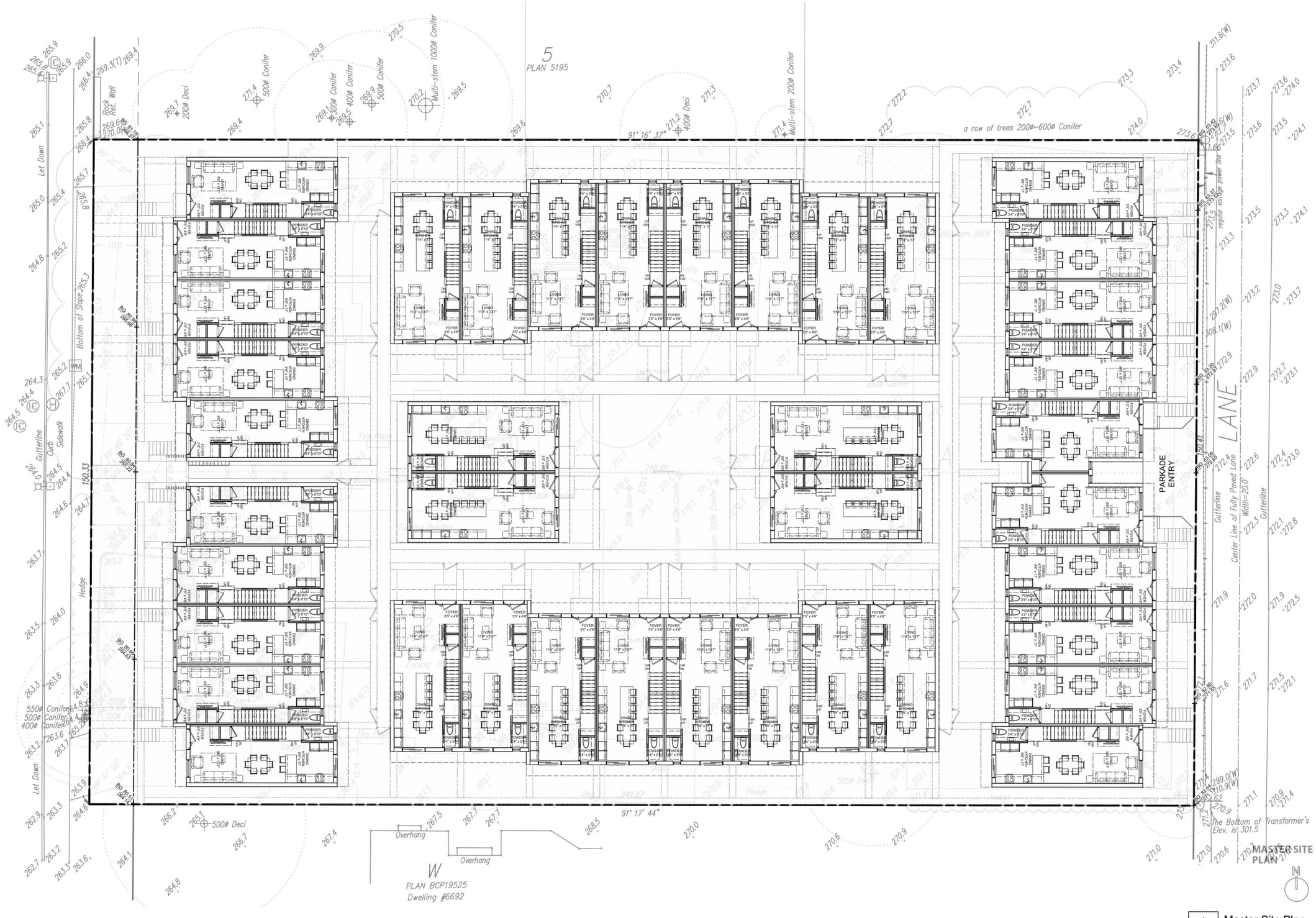
	UNIT	
TYPE	3 Bedrm	3 Bedrm + den
TYPE A	4	
TYPE B	8	
TYPE C	4	
TYPE D	2	
TYPE E	2	
TYPE F	4	
TYPE G	4	
TYPE H	4	
TYPE I	4	
TYPE J	4	
total	40	0

Vehicle Parking

TYPE	REQUIRED	PROPOSED
Regular	/	44
Small/Tandem	/	36
Visitor	/	1
total		81

Setbacks

TYPE	RM-8	PROPOSED
Front yard	12’2” (3.7m)	8’-12’2” (2.43-3.7m)
Rear yard	6’ (1.8m)	8’8”-12’6” (2.64-3.81m)
Side yard (S)	4’ (1.2m)	4’ (1.2m)
Side yard (N)	4’ (1.2m)	4’ (1.2m)



1 A1.03 Master Site Plan
Scale: 3/32" = 1'-0"

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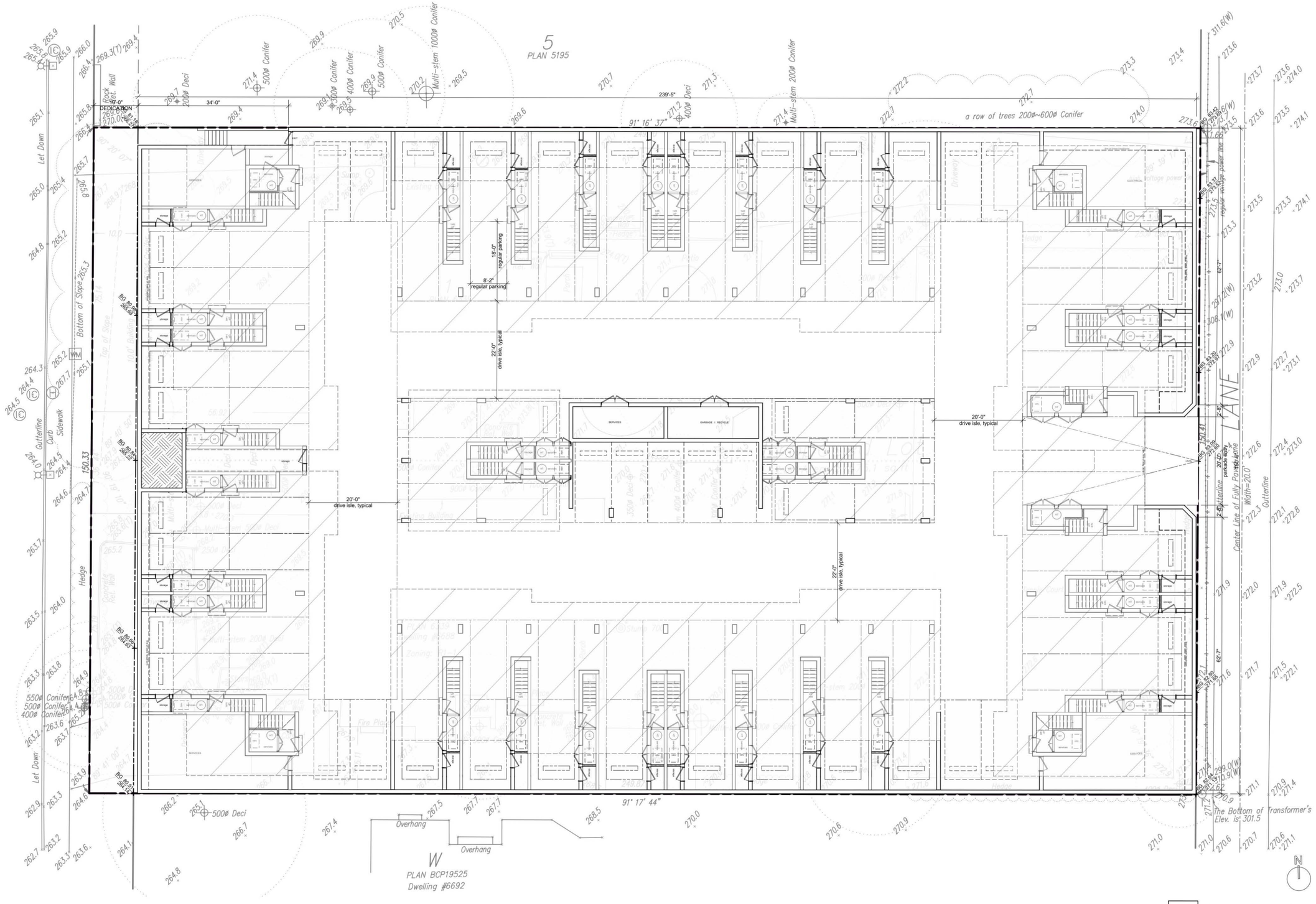
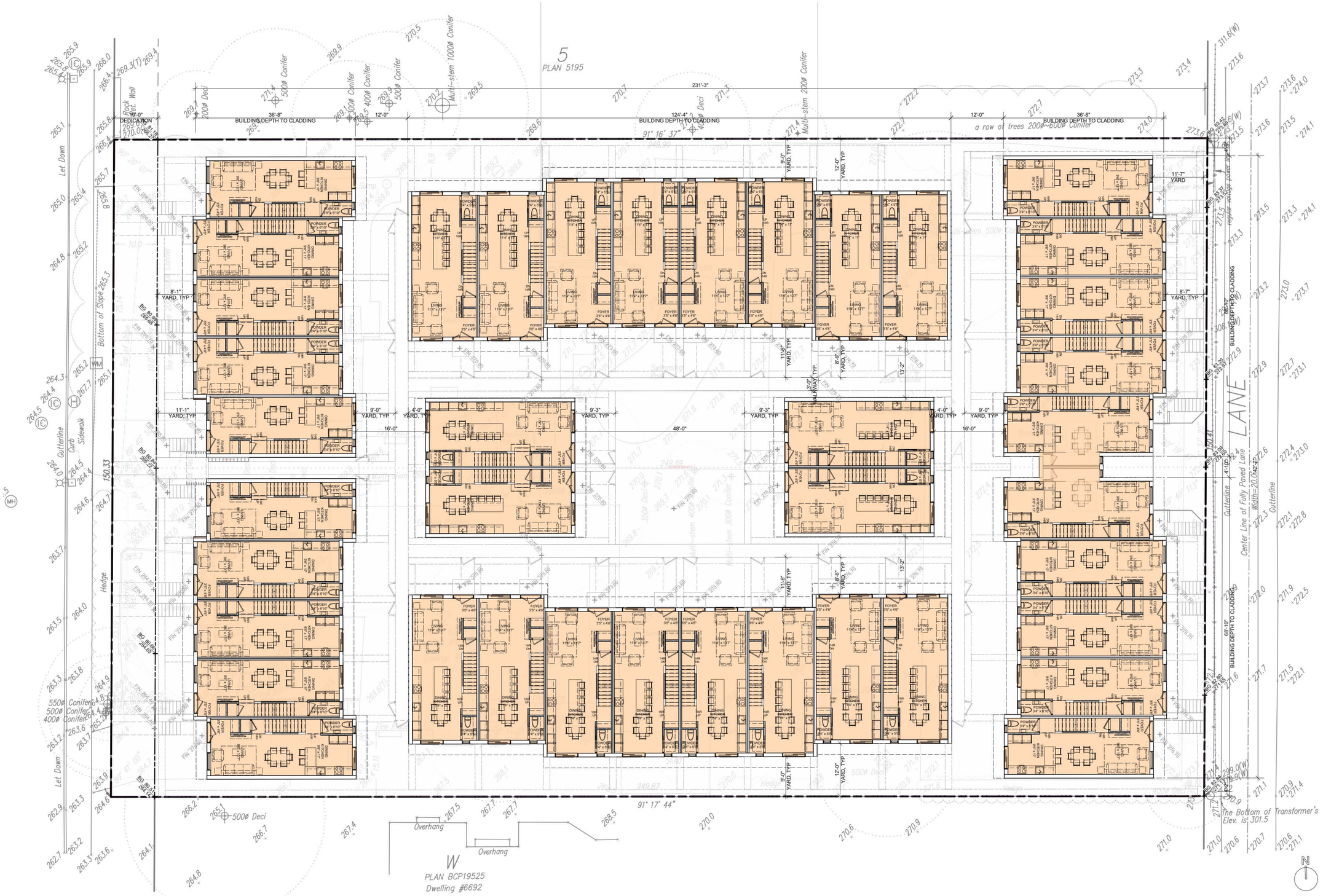


1 A2.01 Basement Floor Plan
Scale: 3/32" = 1'-0"



2 A2.02 1/F Floor Plan
Scale: 3/32" = 1'-0"

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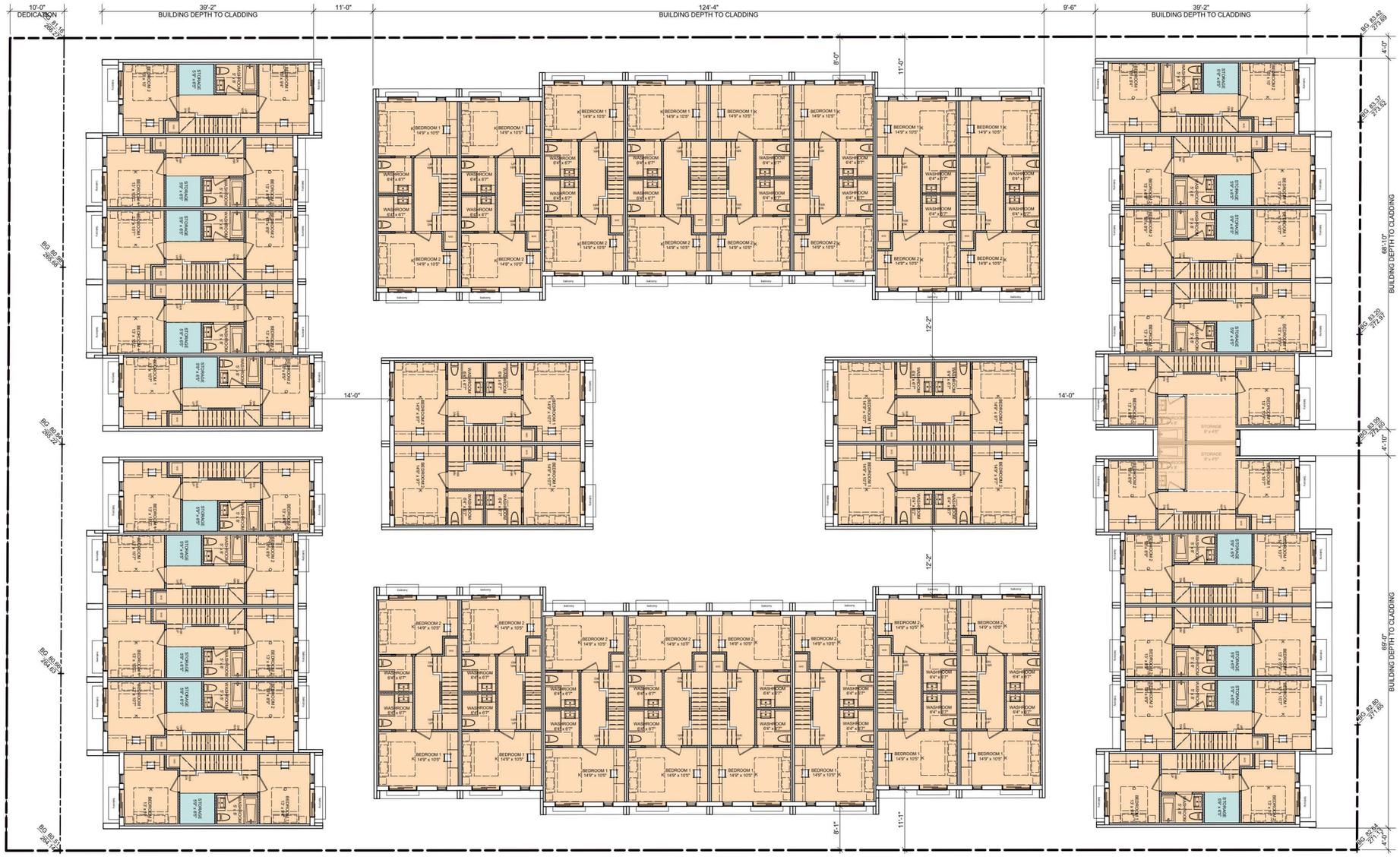

3 | A2.03 — 2/F Floor Plan
Scale: 3/32" = 1'-0"



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4 / A2.04 3/F Floor Plan
Scale: 3/32" = 1'-0"

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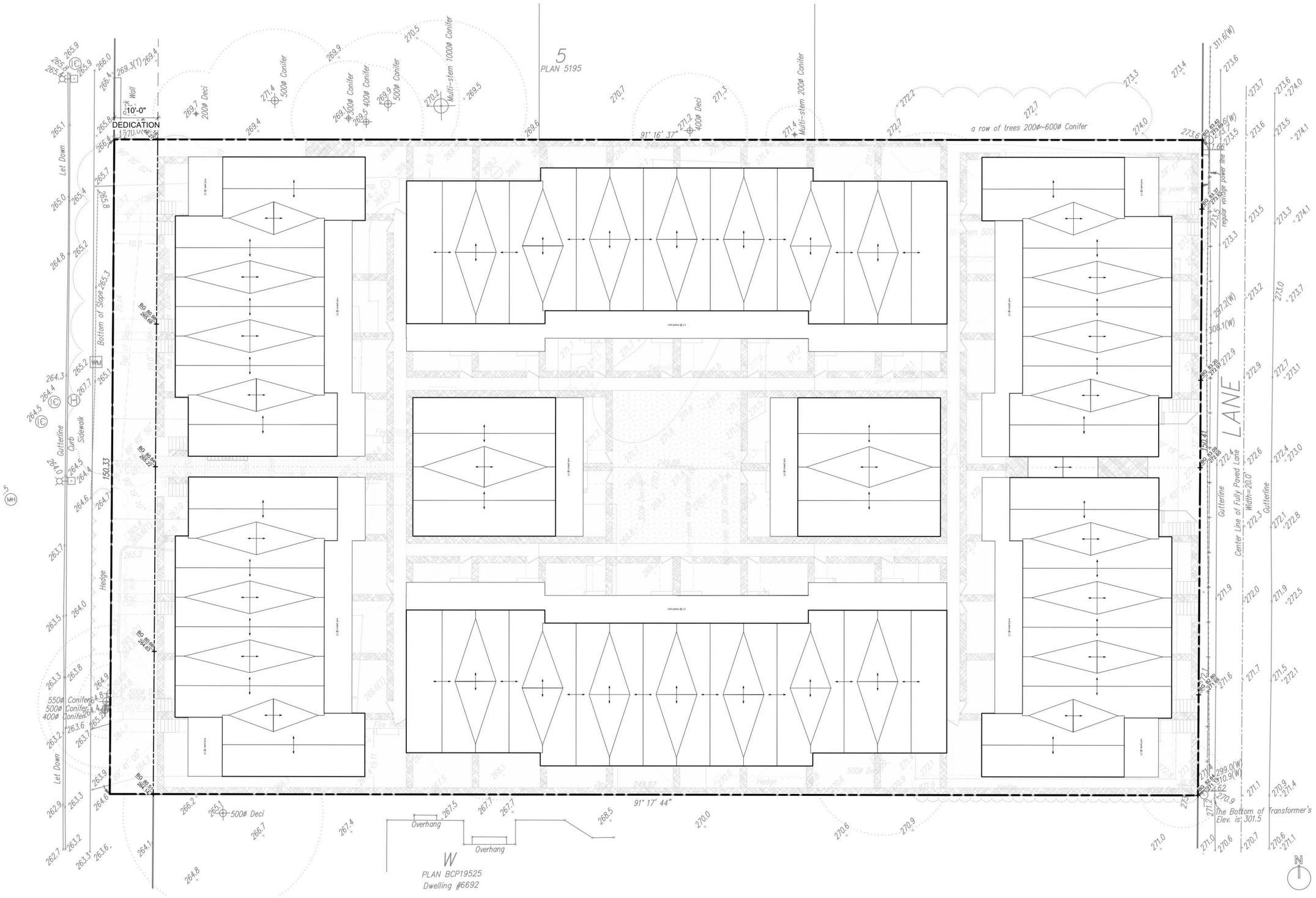
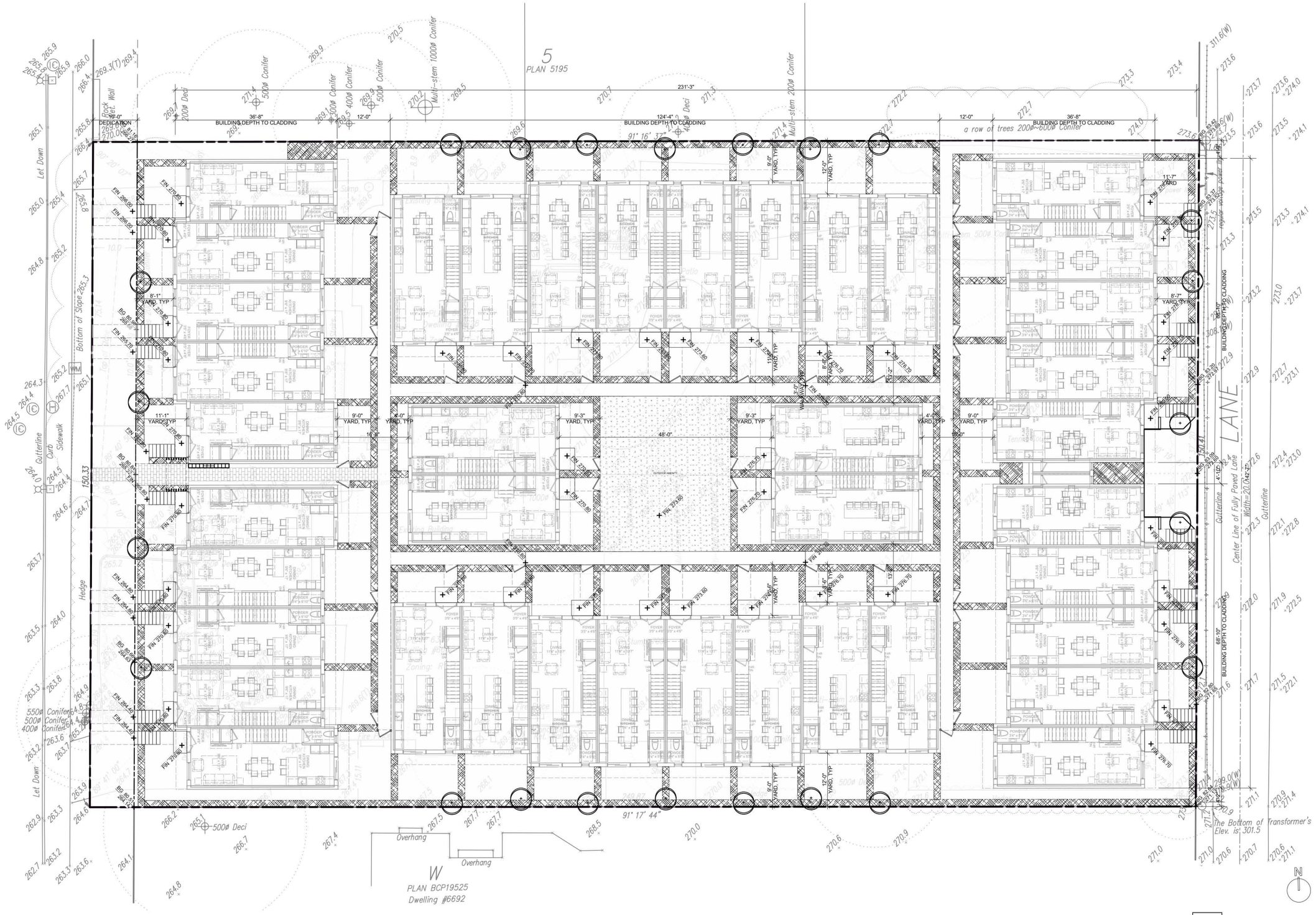


5 Roof Plan
A2.05 Scale: 3/32" = 1'-0"



6 A2.06 Landscape Plan
Scale: 3/32" = 1'-0"

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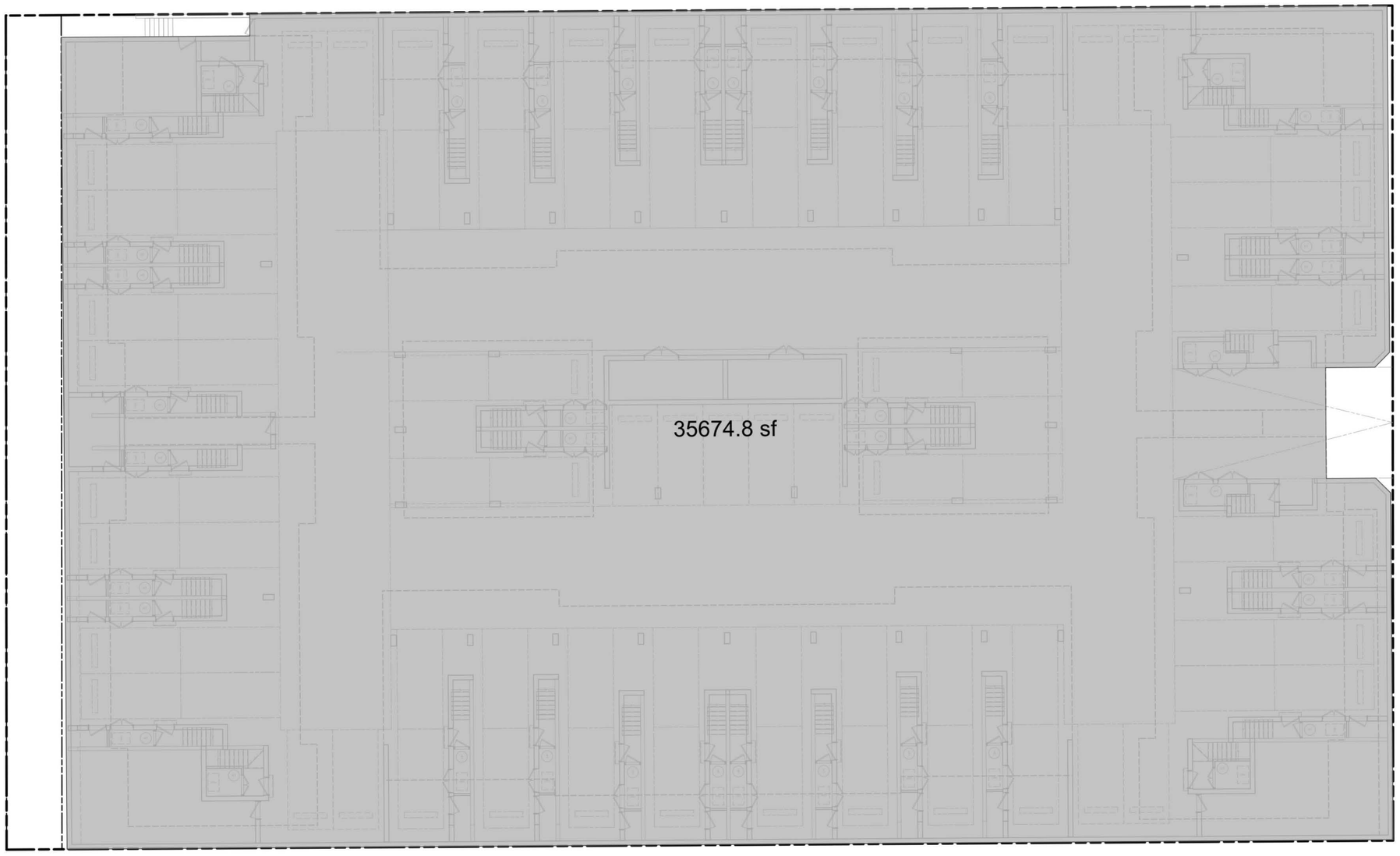


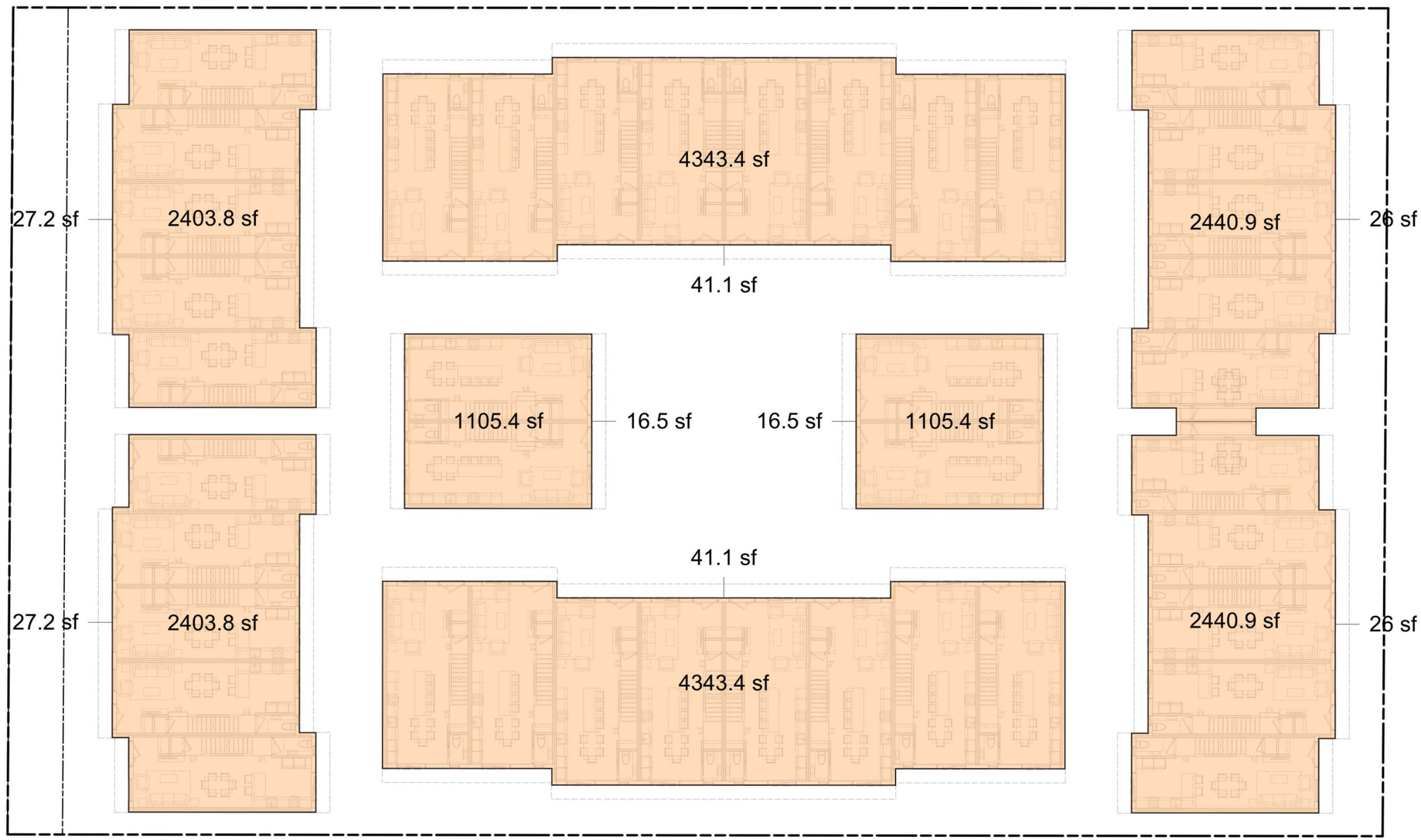
FLOOR AREA

GROSS FLOOR AREA	35674.8 SF
PARKADE / SERVICES / BIKE STORAGE ZONING BYLAW, 10.18.1	35674.8 SF
NET FLOOR AREA	0 SF

LEGEND
- NET FSR
- STORAGE
- ENVELOPE
- PARKADE / SERVICES / BIKE STORAGE

N

1 / A3.01 — 1/F Floor Plan
Scale: 3/32" = 1'-0"



FLOOR AREA

GROSS FLOOR AREA	20808.0 SF
EXCLUSION FOR EXTERIOR WALL THICKNESS, ZONING BYLAW, 10.15.2	221.5 SF
NET FLOOR AREA	20586.5 SF

LEGEND
- NET FSR
- STORAGE
- ENVELOPE
- PARKADE / SERVICES / BIKE STORAGE

N

2 / A3.02 1/F Floor Plan
Scale: 3/32" = 1'-0"

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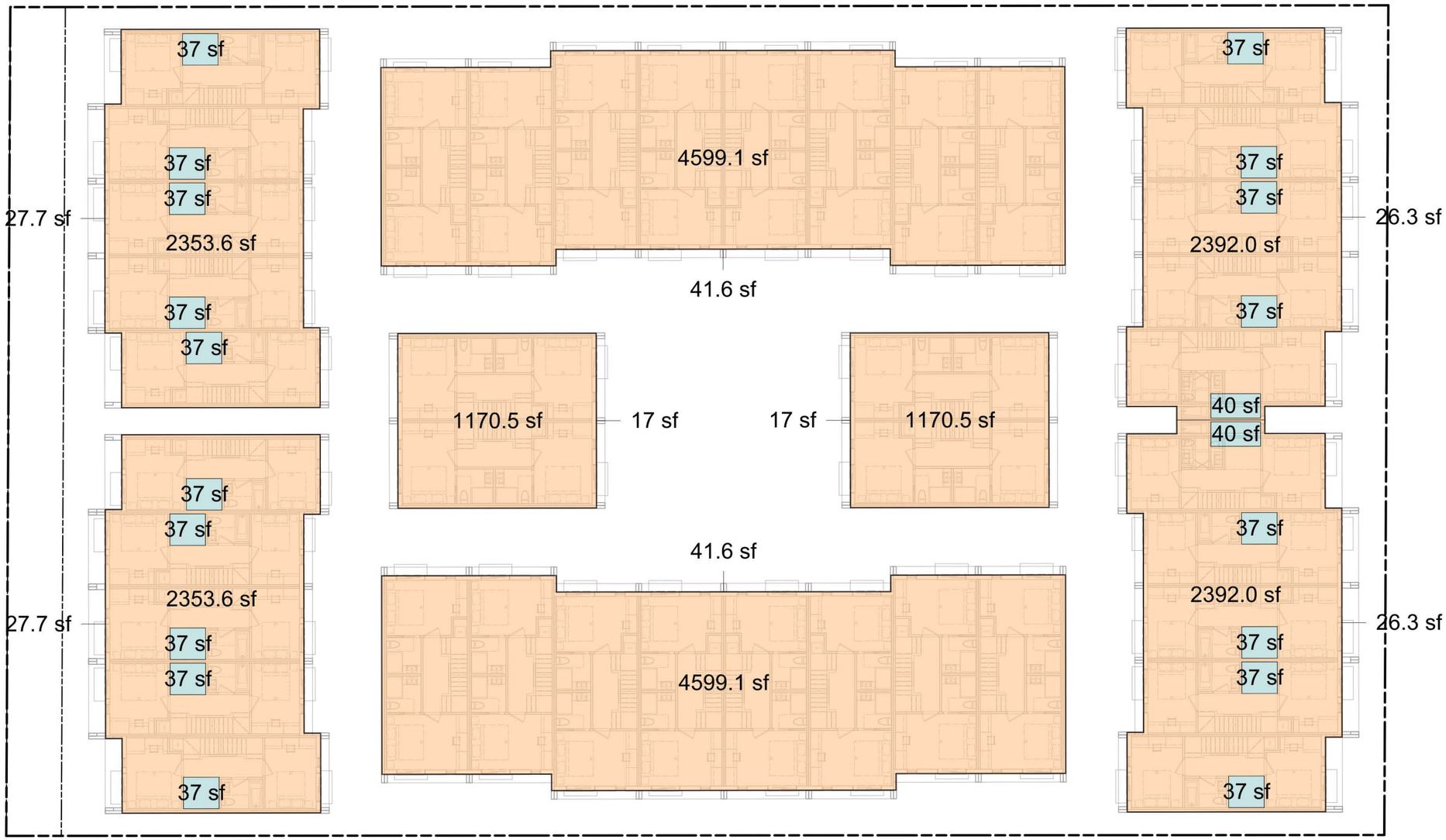


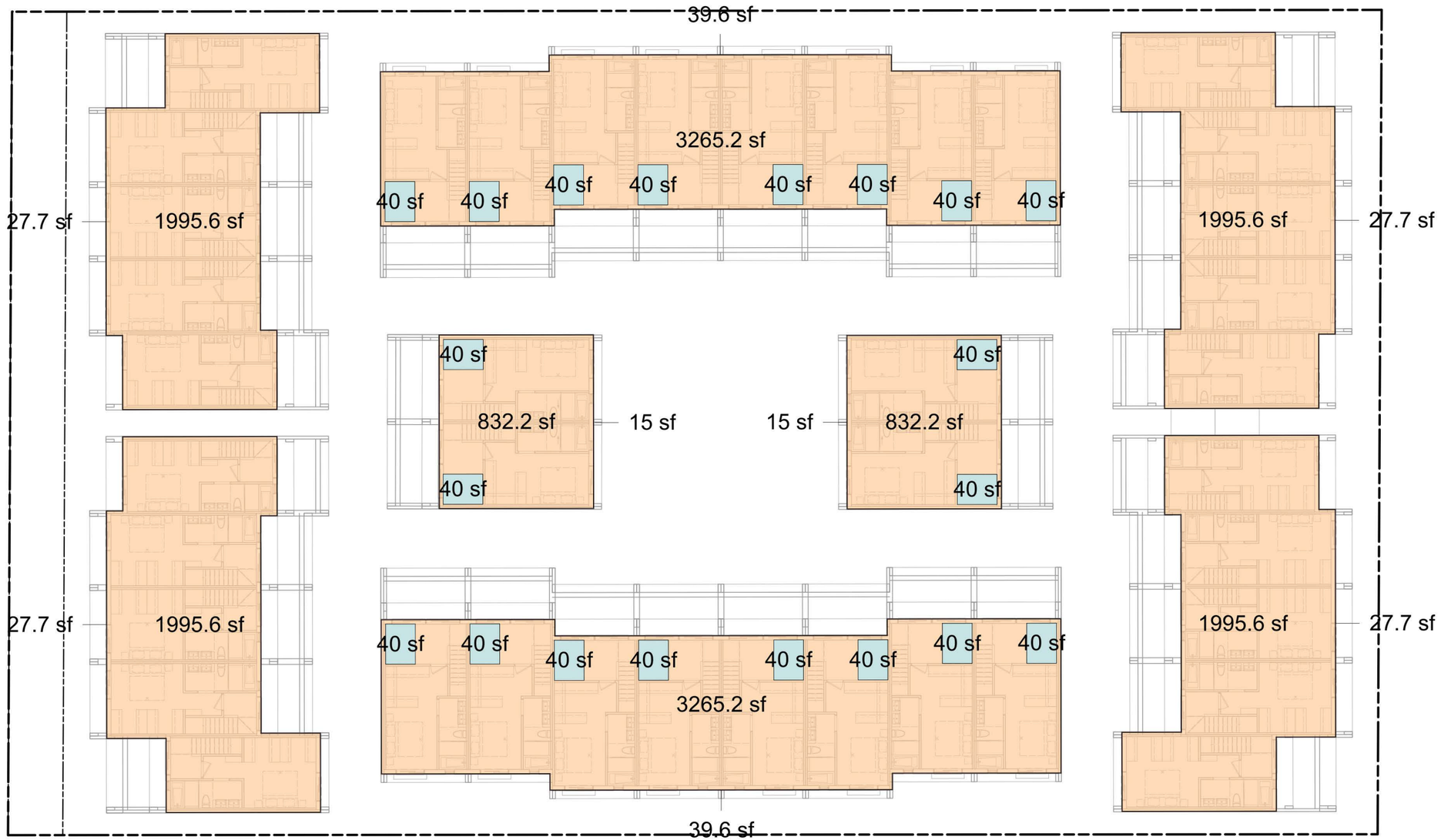
FLOOR AREA

GROSS FLOOR AREA	22001.3 SF
IN-SUITE STORAGE, PLANNING BYLAW	745.8 SF
EXCLUSION FOR EXTERIOR WALL THICKNESS, ZONING BYLAW, 10.15.2	225.1 SF
NET FLOOR AREA	21030.4 SF

LEGEND
- NET FSR
- STORAGE
- ENVELOPE
- PARKADE / SERVICES / BIKE STORAGE

N

3 / A3.03 2/F Floor Plan
Scale: 3/32" = 1'-0"



FLOOR AREA

GROSS FLOOR AREA	17197.7 SF
IN-SUITE STORAGE, PLANNING BYLAW	800.5 SF
EXCLUSION FOR EXTERIOR WALL THICKNESS, ZONING BYLAW, 10.15.2	220.0 SF
NET FLOOR AREA	16177.2 SF

LEGEND
- NET FSR
- STORAGE
- ENVELOPE
- PARKADE / SERVICES / BIKE STORAGE

N

4 / A3.04 3/F Floor Plan
Scale: 3/32" = 1'-0"

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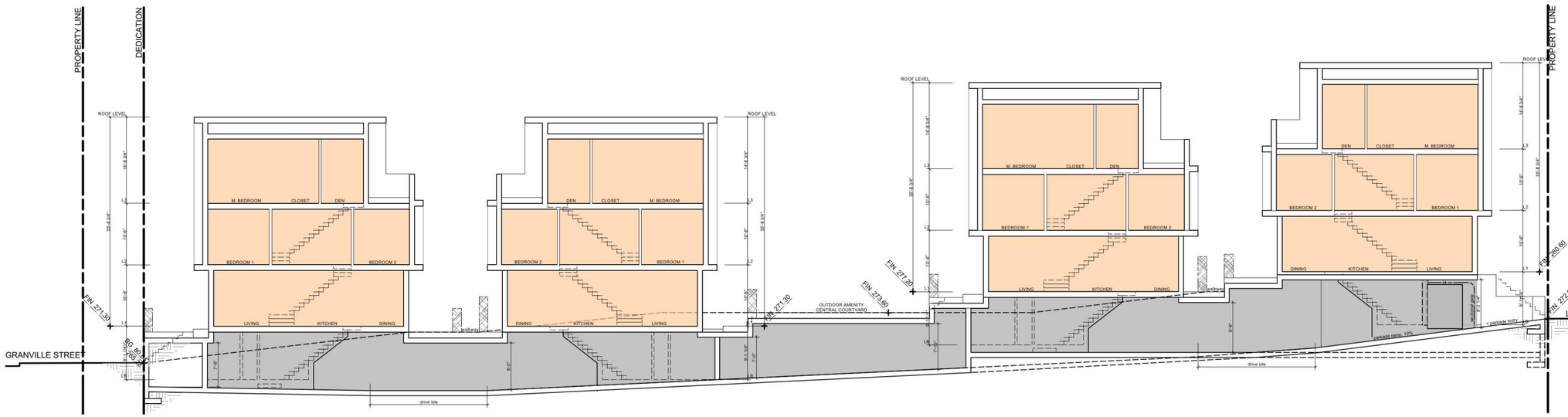

1 / A4.01 GENERAL BLDG SECTION I W-E
Scale: 1" = 10'-0"

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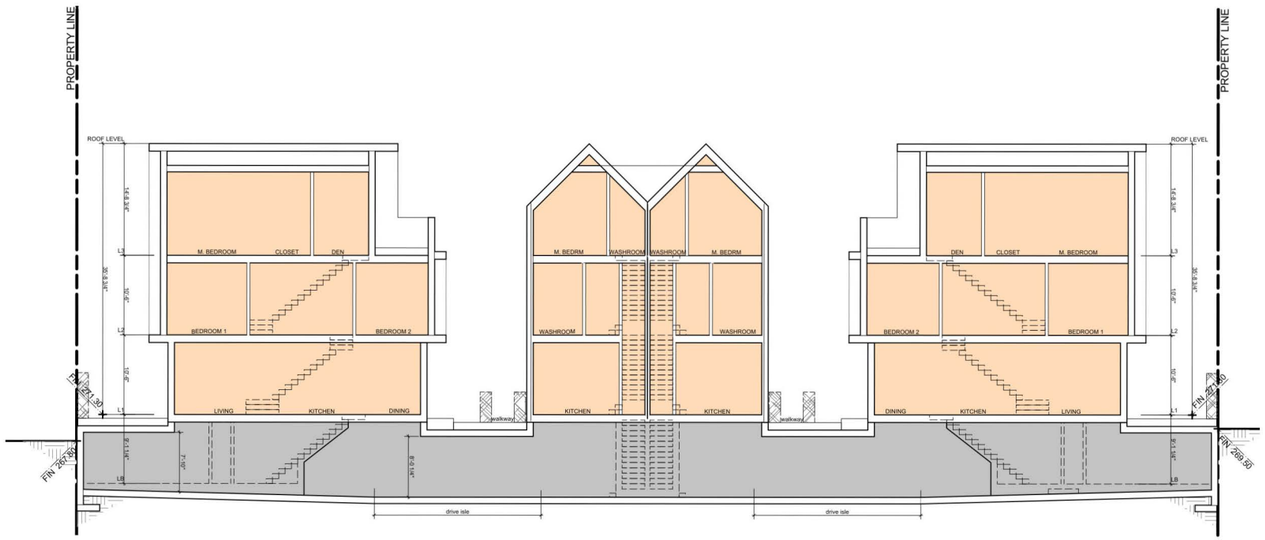

2
A4.01 GENERAL BLDG SECTION I S-N
Scale: 1" = 10'-0"

LEGEND
- NET FSR
- STORAGE
- ENVELOPE
- PARKADE / SERVICES / BIKE STORAGE

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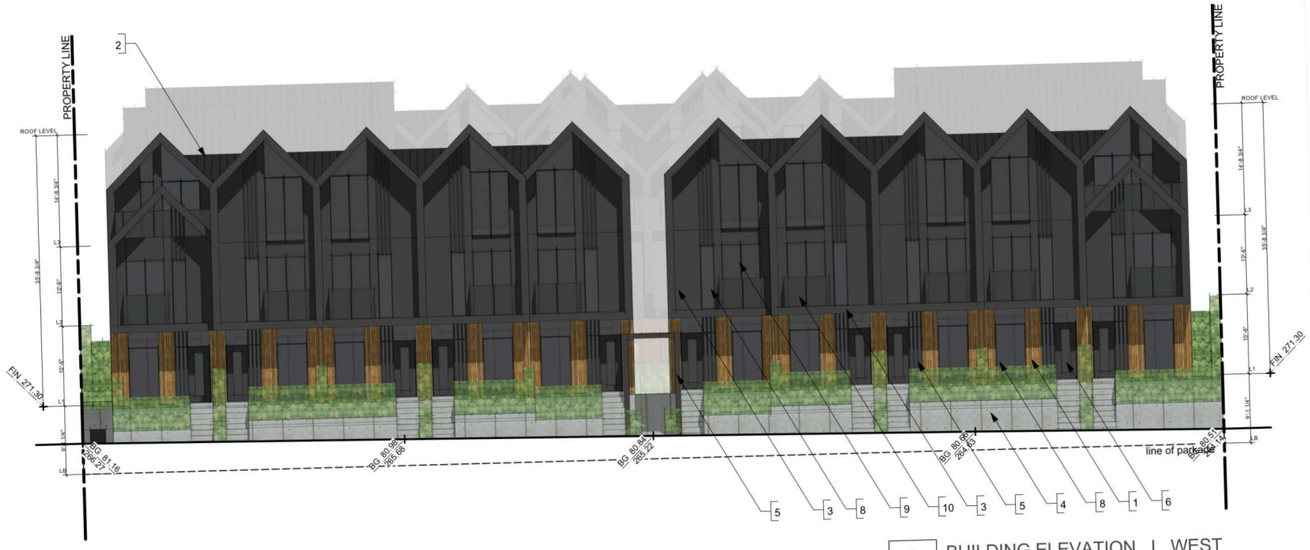
MATERIAL LEGEND

1. WOOD PATTERN CLADDING
2. METAL SIDING / ROOF
3. FIBRE CEMENT PANEL
4. CONCRETE
5. VETICAL CHANNEL
6. UNIT ENTRY DOOR
7. SERVICE ROOM DOOR
8. VINYL WINDOW
9. VINYL PATIO SLIDING DOOR
10. GLASS GUARDRAIL, MIN 1070MM HT., WITH TOP RAIL



1 A4.02 BUILDING ELEVATION I WEST
Scale: 1" = 10'-0"



2 A4.02 BUILDING ELEVATION I NORTH
Scale: 1" = 10'-0"

MATERIAL LEGEND

1. WOOD PATTERN CLADDING
2. METAL SIDING / ROOF
3. FIBRE CEMENT PANEL
4. CONCRETE
5. VETICAL CHANNEL
6. UNIT ENTRY DOOR
7. SERVICE ROOM DOOR
8. VINYL WINDOW
9. VINYL PATIO SLIDING DOOR
10. GLASS GUARDRAIL, MIN 1070MM HT., WITH TOP RAIL



1 A4.03 BUILDING ELEVATION I EAST
Scale: 1" = 10'-0"



2 A4.03 BUILDING ELEVATION I SOUTH
Scale: 1" = 10'-0"

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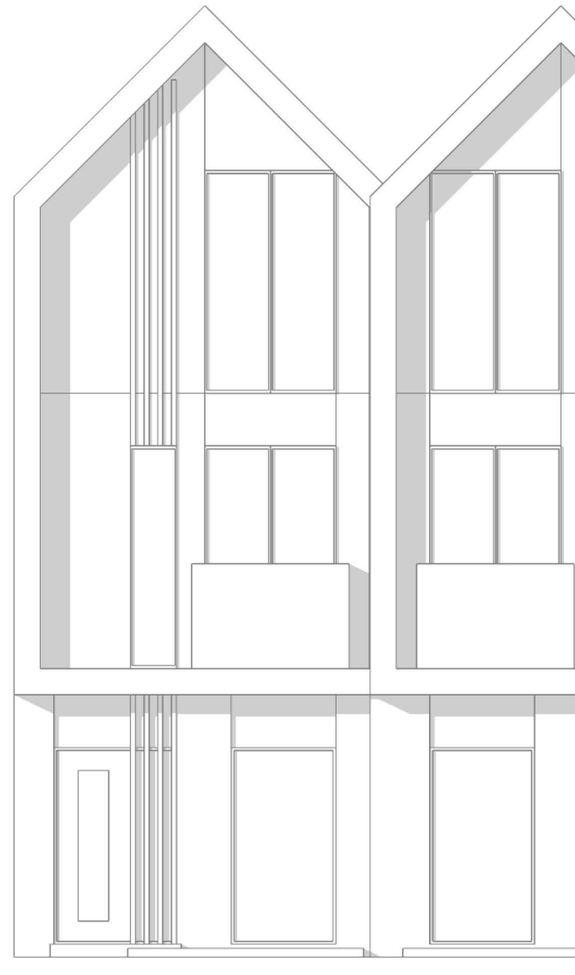

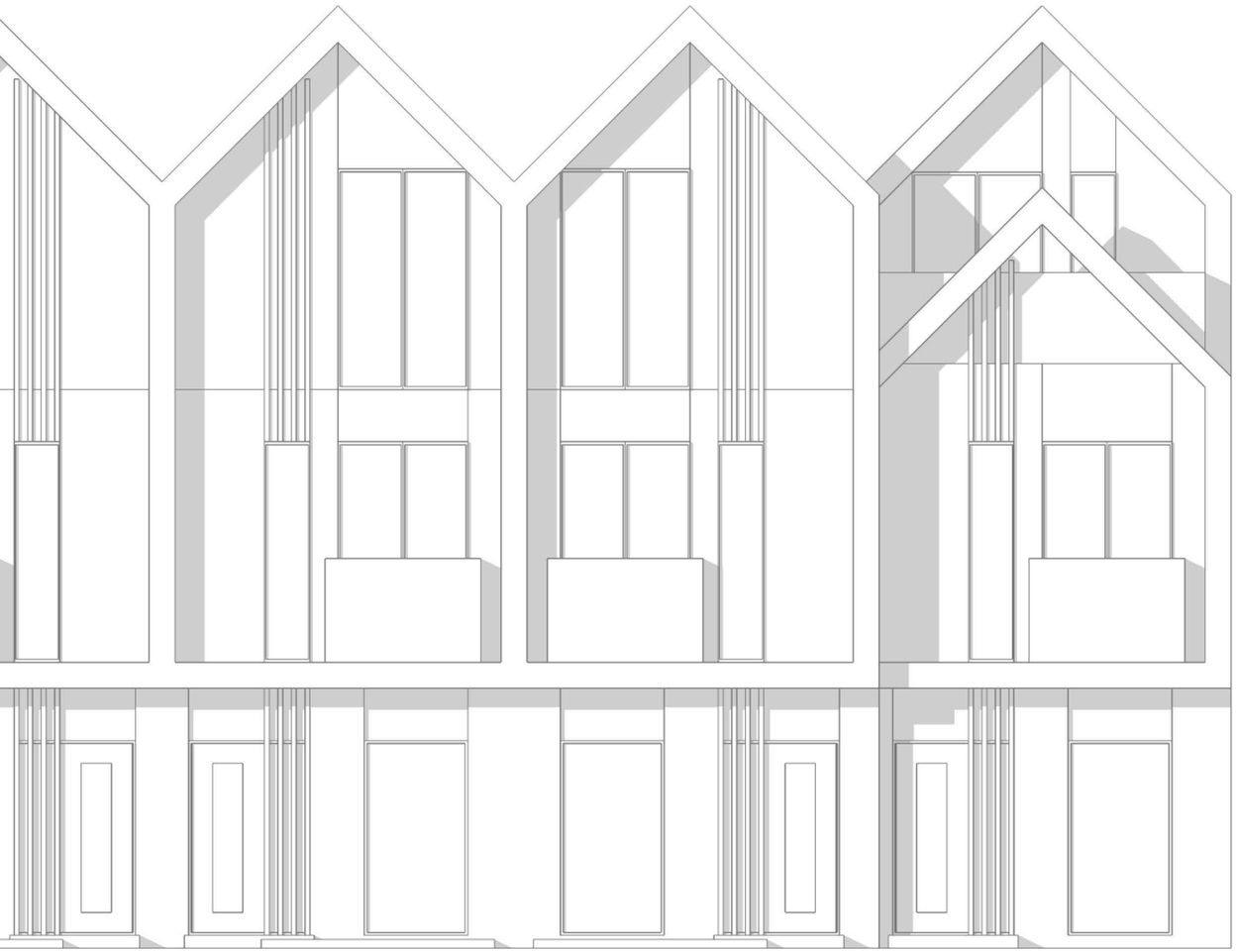

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PROJECT TEAM

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PROJECT TEAM

Developer

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Canada V6L 2H5

Architect

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Coquitlam, British Columbia
Canada V3K 3K2

Surveyor

AMRAY LAND SURVEYING LTD.
#201-5010 Smith Avenue,
Burnaby, British Columbia
Canada V5G 2W5

Aborist

WOODRIDGE TREE CONSULTING ARBORISTS LTD.
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Surrey, British Columbia
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