CITY OF VANCOUVER

REFERRAL REPORT

Report Date:	May 24, 2022
Contact:	Yardley McNeill
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RTS No.:	14943
VanRIMS No.:	08-2000-20
Meeting Date:	June 7, 2022

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: CD-1 Rezoning: 625-777 Pacific Street and 1390 Granville Street (Granville Loops)

RECOMMENDATION TO REFER

THAT the rezoning application and plans, described below, be referred to Public Hearing together with the recommendations set out below and with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the conditions set out below;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-laws, in accordance with the recommendations set out below, for consideration at the Public Hearing.

RECOMMENDATION FOR PUBLIC HEARING

A. THAT the application by the General Manager of Real Estate and Facilities Management, on behalf the City of Vancouver, the registered owner of the lands located at:

- 625 Pacific Street [*PID 009-529-888; Lot C Block 113 District Lot 541 Plan 10040*];
- 1390 Granville Street [*PID 030-524-989; Lot 2 Block 113 District Lot 541 Group 1 New Westminster District Plan EPP76945*];
- 777 Pacific Street [*PID 030-520-592; Lot 1 Block 112 District Lot 541 Group 1 New Westminster District Plan EPP76941*];

to rezone the lands from DD (Downtown District) to CD-1 (Comprehensive Development) District to permit the development of four sites with six buildings combined, with an overall increase in the permitted floor area from 53,858 sq. m (579,550 sq. ft.) to 86,403 m^2 (930,034 sf), with heights up to 121 m (395.3 ft.) for

strata-titled, secured-market rental and social housing units, retail uses, and a childcare centre, be approved in principle;

FURTHER THAT the draft CD-1 By-law, prepared for the Public Hearing in accordance with Appendix A, be approved in principle;

FURTHER THAT the proposed form of development also be approved in principle, generally as prepared by Real Estate and Facilities Management, received May 11, 2021 and supplemental drawings received January 19, 2022, provided that the Director of Planning may allow minor alterations to this form of development when approving the detailed scheme of development;

AND FURTHER THAT the above approvals be subject to the Conditions of Approval contained in Appendix B.

B. THAT Council approve the application(s) to amend CD-1 (503) By-law No. 10249 for 1304 Howe Street to amend the site maps, generally as presented in Appendix D of the report;

FURTHER THAT the draft CD-1 By-law amendment, prepared for the Public Hearing in accordance with Appendix D, be approved in principle.

C. THAT subject to approval in principle of the rezoning and the Housing Agreement described in Part 2 of Appendix B, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment prior to enactment of the CD-1 By-law, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services, the General Manager of Planning, Urban Design and Sustainability, and the General Manager of Arts, Culture and Community Services.

D. THAT subject to approval of the CD-1 By-law, the application to amend the Sign By-law to establish regulations for the CD-1, generally as set out in Appendix C, be approved.

E. THAT, subject to approval of the CD-1 By-law, the Noise Control By-law be amended to include the CD-1, generally as set out in Appendix C;

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Noise Control By-law at the time of enactment of the CD-1 By-law.

F. THAT subject to approval in principle of the rezoning, the General Manager of Planning, Urban Design and Sustainability be instructed to prepare the Design Guidelines for adoption, at the time of enactment of the zoning by-law.

G. THAT Recommendations A to F be adopted on the following conditions:

(i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; and any expenditure of funds or incurring of costs is at the risk of the person

making the expenditure or incurring the cost;

(ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and

(iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

Recommendations A and B are submitted as a package for Council's consideration. Recommendation A must be approved for Recommendation B to be approved.

REPORT SUMMARY

This report evaluates an application to rezone City-owned lands at 625-777 Pacific Street and 1390 Granville Street ("Granville Loops" or the "Loops") from DD (Downtown District) to CD-1 (Comprehensive Development) District. The application is to permit the development of four parcels, created by the removal of two circular bridge ramps connecting Pacific Street to the Granville Bridge, and replaced with a new street network. Four new Sub-areas are proposed with a total floor area of 86,403 m^2 (930,034 sf), comprised primarily of residential use with limited commercial use, including:

- Sub-areas A and D is to contain one 40-storey tower for each Sub-area, at 121.4 m (395.3 ft.) in height, with strata-titled residential units;
- Sub-area B is to contain two towers, one of 12 storeys at 32 m (105 ft.) and one of 27 storeys at 83.7 m (275 ft.) connected by a four-storey podium, with a mix of strata-titled and secured-market rental units and commercial-retail space at grade; and
- Sub-area C, retained under City ownership, to contain a 12- and 27-storey building with social housing, a childcare centre, at-grade commercial, with a maximum building height of 83.7 m (275 ft.).

Staff have assessed the application and conclude that it generally meets the intent of the *Granville Loops Policy Plan*. Staff support the application, subject to design development and additional rezoning conditions. The draft Guidelines as presented in this report reflect provisions for the form of development and public realm, and will be completed prior to enactment. Staff recommend that the application be referred to a Public Hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it in principle, subject to the Public Hearing, and conditions contained in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

- Granville Loops Policy Plan (2010, amended 2018)
- Downtown Transportation Plan (2002)
- Potential "Benefit Capacity" in Downtown Policy (2008)

- 1300 Block Granville Street (Granville Loops) – Closure and Consolidation of City Lands and Streets (2017)
- Downtown Official Development Plan (1975, amended 2017)
- View Protection Guidelines (1989, amended 2011)
- Housing Vancouver Strategy and Housing Vancouver Three-Year Action Plan (2017)
- Family Room: Housing Mix Policy for Rezoning Projects (2016)
- High-Density Housing for Families with Children Guidelines (1992)
- Housing Design and Technical Guidelines (2021)
- Single Room Accommodation Bylaw No. 8733
- Community Amenity Contributions Policy for Rezonings (2022)
- Vancouver Development Cost Levy By-law No. 9755 (2008, amended 2020)
- Public Art Policy and Procedures for Rezoned Developments (2014)
- Green Buildings Policy for Rezonings (2009, amended 2018)
- Vancouver Utilities Development Cost Levy By-law No. 12183
- Vancouver Development Cost Levy By-law No. 9755
- Latecomer Policy (2021)
- Urban Forest Strategy (2016)

REPORT

Background/Context

1. Site and Context

The rezoning site extends north of Pacific Street, between Howe and Seymour Streets. The properties are located at the north end of the Granville Bridge, where the bridge ramps bisect the site with an elevated structure that meets grade on the north side of Neon Street. It is bound by the Seymour Street off-ramp to the east, the Howe Street on-ramp to the west, Pacific Street to the south and Neon Street to the north. The City has owned the lands since the 1940s when it was assembled to facilitate the construction the Granville Bridge. The rezoning site currently consists of three legal parcels which at the time of plan adoption included a total land area of 10,768 sq. m (2.66 acres). After reconfiguration and dedications required for new streets, the development lands comprise 7,519 sq. m (1.86 acres).

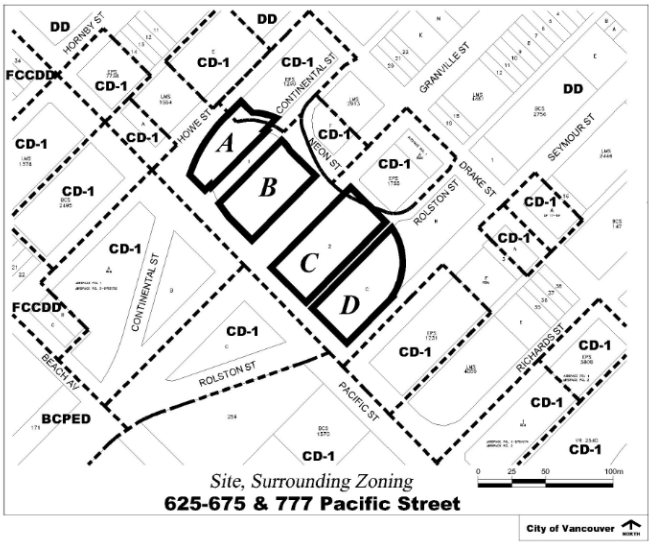
Figure 1 shows Sub-areas A to D. When combined, this area forms the south Granville Loops. The sites to the north are known as the north Granville Loops and outside of the proposed rezoning area. These sites were developed under the *Granville Loops Policy Plan.*

There are two elevated circular ramps which provide vehicular access to and from Pacific Street. Within the west loop (shown as Sub-areas A and B in Figure 1) is an empty building, formerly occupied by a taxi company until 2020. The former Old Continental Hotel was situated in the east loop, Sub-area C, until it was demolished in 2015. Area D is currently vacant. There are no residential tenants on the properties.

To the east, west and north is the Downtown South area which has experienced extensive redevelopment over the last 20 years with new strata-titled residential towers and social housing in mid-rise forms. Located south is the 52-storey Vancouver House (1480 Howe Street) and a future 55-storey tower at 601 Beach Crescent. Both developments were approved for rezoning

under the *Higher Buildings Policy* as gateway towers to mark the Granville Bridge entry into the downtown.

Figure 1 – Subject Site and Surrounding Context



Property Line Adjustment Procedure – 1304 Howe Street forms one site within the north Granville Loops and was rezoned in 2010 to CD-1 (503) By-law No. 10249. CD-1 (503) contains Schedule A, a map containing new parcels and streets.. Recommendation B, seeks Council approval to replace Schedule A within CD-1 (503) with a revised map showing the accurate property lines, consistent with the road configurations for the south Granville Loops rezoning site. This change will not affect the current allowable development in CD-1 (503). Additional details are provided in the "Parking and Transportation" section of this report.

Local School Capacity – This site is located within the catchment area of Elsie Roy Elementary at 150 Drake Street, which has an operating capacity of 376 students. According to the 2021 Vancouver School Board (VSB)'s *Long Range Facilities Plan*, enrollments at Elsie Roy resulted in an operating capacity of 111%. By 2029, this overcapacity is expected to increase to 133%. At the secondary level, King George Secondary was operating at 143% capacity in 2019. The utilization capacity is expected to be 205% by 2029.

Future schools at Coal Harbour, Lord Roberts Annex and Olympic Village will add approximately 1,000-1,400 spaces. The City coordinates with the VSB to inform decision-making and reduce enrolment pressure, recognizing that some schools are full, but there is overall surplus capacity within their system. The VSB continues to monitor development and work with City staff to help plan for future growth.

Neighbourhood Amenities – The following neighbourhood amenities are within the local area:

- *Community Centres* – Roundhouse Community Centre (600 m).
- *Parks* – Lorne and May Brown Park (170 m), George Wainborn Park (250 m), Emery Barnes Park (350 m), and David Lam Park (450 m).
- *Childcare Centres* – 1372 Seymour St. (150 m), 1380 Richards St. (250 m), and 825 Homer St. (800 m).

- *Cycling Networks* – Pacific Street bicycle lane (5 m), Richards Street and Hornby Street protected bikeways (200 m), and Seaside Off-street Bikeway (300 m).

2. Policy Context

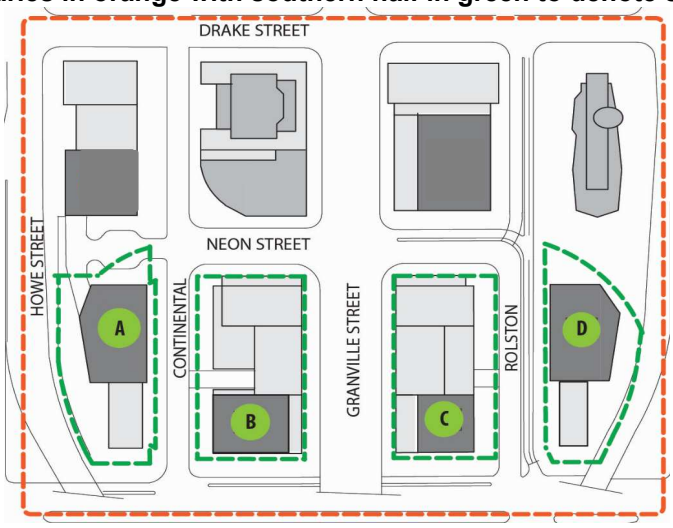
Downtown Transportation Plan ("Transportation Plan") – The *Transportation Plan* for the downtown area establishes goals to limit vehicle use into, and through, downtown. The plan identifies improvements to transportation infrastructure along with road network changes at specific locations including the Granville Loops area, which was deemed eligible for re-design. The circular ramps at the north end of the Granville Bridge were identified as infrastructure that overemphasized automobile movement by facilitating high-speed entry to and exit from the Granville Bridge. The *Transportation Plan* identified conflict zones between vehicles, pedestrians and cyclists, including at the bridge deck and along Pacific Street.

The *Transportation Plan* calls for removal of the Loops to be replaced with an orthogonal street grid. A new "H"-shaped grid would continue to allow the same vehicular movements, but with additional traffic and safety measures to control speed, including regularly signed or signalized intersections and new cycling networks. A new orthogonal grid would require consolidation of lots and the creation of new development parcels with new frontage conditions to match the adjacent Downtown South blocks. The direction to replace the Loops with a grid form directly impacts the properties contained within the Loops, creating new roads and street networks, for new development sites.

Granville Loops Policy Plan – The *Granville Loops Policy Plan* ("Plan") provides a framework to guide development in a study area bounded by Seymour, Pacific, Howe and Drake Streets. The *Plan* reinforced the *Transportation Plan's* direction for removal of the Loops, replaced with a new orthogonal street system, and the creation of four development sites.

The *Plan's* study area consists of a north half and a south half. The *Plan* area is shown with an orange dashed line in Figure 2, and the four development sites for the south half in green dashed lines forming the subject sites.

Figure 2: Granville Loops Policy Plan area
(*Plan* boundaries in orange with southern half in green to denote subject sites)



The north half of the *Granville Loops Policy Plan* study area between Drake and Neon Streets (which is not included in the rezoning area), consists of six properties under private ownership. Four of the six properties in the north half were rezoned to CD-1 for a mix of strata, rental housing, and commercial. The remaining two sites contain newer buildings with hotel and rental housing; the *Plan* does not anticipate their redevelopment. As such, the north half of the Granville Loops Policy Plan area is fully built out, per the *Plan*.

The south half, which comprises the rezoning area, currently contains three parcels. The *Plan* provided for the creation of four parcels following subdivision and road dedications. The *Plan* required that 50,000 sq. ft. of social housing be provided on a portion of one of the parcels. The revenues generated from the remaining spaces are intended for two purposes:

- Removal of the Loops infrastructure for construction of new streets and public realm.
- Replacement of the former Old Continental Hotel single room accommodation (SRA) units with fully self-contained social housing units.

The *Plan* also establishes targets for the delivery of social housing and secured-market rental housing. The current area population of approximately 400 residents housed in roughly 350 units, is intended to increase to approximately 1500 residents housed in 1300 units. Of the 1300 units, 25-30% would be equally split between non-market Single Room Accommodation and affordable rental units.

Figure 3 – Original Granville Loops Policy Plan Showing Intended Building Heights

Potential "Benefit Capacity" in Downtown Policy ("Benefit Capacity") – The *Plan* was under development in 2008 when the *Benefit Capacity* policy was also underway. The *Benefit Capacity* policy boundaries do not apply to the Granville Loops site. However, the *Plan* is informed by the *Benefit Capacity* policy that set new height and density limits for the future of the surrounding area. Subsequently, the *Plan* considers additional height for the outside blocks, with heights that generally match the future growth potential for the adjacent Downtown South area.

Housing Vancouver– *Housing Vancouver*, adopted in 2017, focusses on the right supply of

new homes along a continuum of housing types. City-wide targets were established to increase the rental housing stock with a level of affordability. By 2028, *Housing Vancouver* targets 72,000 new homes, including 12,000 social, supportive and non-profit co-operative units, and 20,000 purpose-built rental units. Redevelopment of the Loops offers an opportunity to deliver rental housing, given the large combined site area and capacity for redevelopment that would align with a similar high-density context.

Sustainable Large Developments Policy – This policy does not apply to this rezoning as the individual parcels do not meet the floor area and size thresholds within this policy, however the application does meet many of the requirements under the policy including green mobility, rainwater management and exceeding the affordable housing targets.

Strategic Analysis

1. Proposal

The application seeks to rezone the site from DD (Downtown District) to CD-1 (Comprehensive Development) District to allow the re-development of four City-owned parcels.

Figure 4 – Perspective Looking North from Granville Street (Proposed Buildings in Orange)

Indicative Massing

The rezoning application proposes substantial infrastructure removal and reconfiguration of the road networks, as noted in the Policy section of this report. This proposal is to remove the two circular ramps, as well as the southward road extension of Continental and Rolston Streets, resulting in the creation of four development parcels. The four new development parcels will vary in size, equivalent to half a typical block-face in Downtown South, with 63 m to 75 m (208 ft. to 245 ft.) of frontage on Continental, Granville and Rolston Streets and with 26 m to 30 m (85 ft. to 100 ft.) depth. The overall development would comprise 86,403 m^2 (930,034 sf), of new floor space on 7,519.3 sq. m (1.86 acres) of net land area. Based on the unit yield of similarly sized new residential buildings, the rezoning application could generate 1,050 new residential units.

Six buildings in total are proposed: two 40-storey towers, two 27-storey towers and two 12-storey mid-rise buildings within the four Sub-areas. The buildings contain residential, institutional, and commercial uses. The residential tenure is a mix of strata-titled, secured-market rental, and social housing. See the Form of Development section for further information on proposed development within each Sub-area. Sub-area C will contain a City-owned social housing building co-located with a childcare facility. Commercial-retail units are proposed at grade for the Granville and Pacific Street frontages.

2. Land Use

The existing DD zoning favours high-density residential, with limited commercial, in Downtown South and along the False Creek waterfront. Along with the creation of new road and street networks, the *Plan* anticipates rezonings to support high-density residential development with grade-level commercial-retail. In addition, a childcare facility, an institutional use, is to be co-located with the new social housing units. The proposed uses are consistent with the *Plan's* directions on land use.

3. Form of Development, Height and Density (refer to drawings in Appendix G)

Form of Development – 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.

Four buildings in Sub-areas B and C are placed above mixed-use podiums, where the *Plan* anticipates that each building is discrete with at-grade public space in between. 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.

Figure 5: Ariel View of Sub-Areas Looking Northeast

The building massing has been strategically oriented to reduce shadow impacts onto 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.

Building forms presented in this application are primarily indicative massing, which are intended to be shaped by urban design performance parameters outlined in this report. The forthcoming *Granville Loops Design Guidelines* (see Appendix E) provides guidance for the preparation of, and approval of future development permit (DP) applications which will propose the final architectural expression, materiality, floorplans, and landscape designs of each of the parcels. Future development proposals will be reviewed by the Urban Design Panel as part of the DP application process.

Height – The existing DD zoning contains a maximum discretionary height of 137.2 m (450.0 ft.), except that no part of a development may protrude into Council-approved protected public views.

The *Plan* anticipates tower heights of up to 91.4 m (300.0 ft.) for Sub-areas A and D, and up to 62.5 m (205.0 ft.) at Sub-areas B and C measured from grade level at Pacific Street. This rezoning application proposes to increase building heights up to 120.5 m (395.3 ft.) in Sub-areas A and D, and up to 83.7 m (275.0 ft.) in Sub-areas B and C (Figure 6). Lower mid-rise buildings are proposed at the north end of Sub-areas B and C for a maximum height of approximately 32.0 m (105.0 ft.) measured from base surface at Granville and Neon Streets.

Council-approved protected public view number 3.2.1 (Queen Elizabeth Park) extends across much of the four Sub-areas at a height of approximately 120.5 m (395.3 ft.). 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, The proposed massing will fall under all protected view corridors.

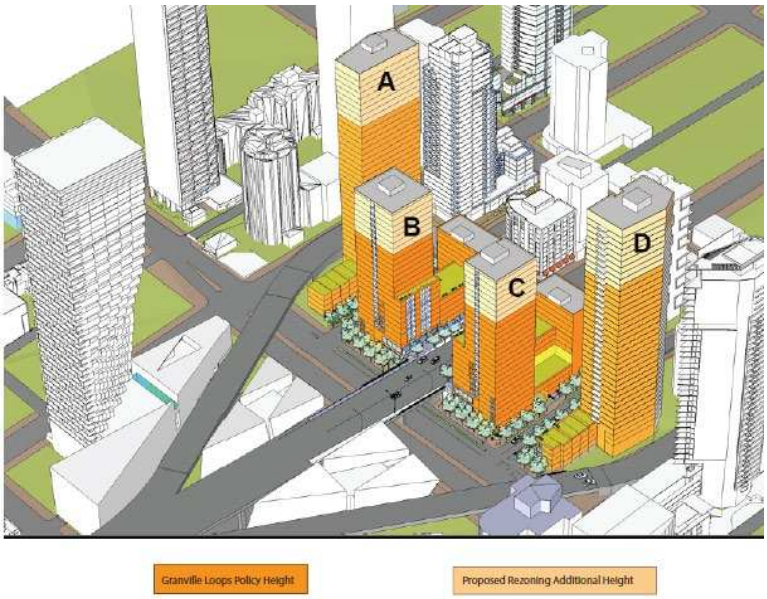
Figure 6: Tower Heights in the Plan and Proposed in the Rezoning Application

	Heights shown in *Granville Loops Plan*	**Heights proposed for CD-1 By-law**	**Additional floor space achieved**
Sub-area A	91.4 m (300 ft.)	120.5 m (395.3 ft.)	7,649 m^2 (82,339 sq. ft.)
Sub-area B	62.5 m (205 ft.)*	83.7 m (275.0 ft.)*	5,683 m^2 (61,172 sq. ft.)
Sub-area C	62.5 m (205 ft.)*	83.7 m (275.0 ft.)*	2,076 m^2 (22,349 sq. ft.)
Sub-area D	91.4 m (300 ft.)	120.5 m (395.3 ft.)	7,602 m^2 (81,835 sq. ft.)

* tower heights shown for sub-areas B and C are as measured from the Pacific Street grade level

Section 2.2 of the *Plan* anticipates that additional height may be considered on sites within the adjacent Downtown South area, under the *Benefit Capacity* policy. A number of adjacent sites were subsequently rezoned for taller heights under that policy. Given the evolving urban context of higher buildings achieved on adjacent sites, the proposal of additional residential floor area for social and secured market rental housing aligns with the surrounding context, shown in Figure 7 below. Pending urban design performance objectives, staff have determined that the additional height proposed with this application is supportable subject to design development conditions of approval outlined in Appendix B.

Figure 7: Comparison of *Plan* Heights (Dark Orange) with Proposed Heights (Light Orange) and Surrounding Context



This image represents indicative massing

Density – Area C4 of the *DODP* allows a maximum density of 5.0 FSR. The *Plan* anticipates a rezoning to permit an average density of 7.6 FSR for the entire site. The increase in FSR is largely caused by the reduction in site size following road dedications. Density maximums for specific parcels or buildings are not listed in the *Plan*. Wider road rights-of-way to accommodate future bicycle lanes that were not anticipated in the *Plan* results in approximately 898 sq. m (9,660 sq. ft.) less developable land area than what was anticipated in 2010.

The *Plan* establishes a total floor area for each development site within the north and south Loops. For the south Loops, the achievable floor space for residential uses in 2010 assumed that all of that floor space would be strata-titled, except for 50,000 sq. ft., which would be for social housing to replace the single room occupancy units that occupied the Old Continental Hotel. The rezoning proposal preserves the strata-titled floor space estimated in 2010, and adds approximately 10,813 sq. m (116,386 sq. ft.) of floor space for additional social housing on Sub-area C and 11,754 sq. m (126,524 sq. ft.) of floor space for secured market rental housing on Sub-area B. The provision of additional floor area to advance the City's goal of delivering additional rental housing, beyond the provisions of the *Plan* and within the context of taller towers, is supported. The non-strata-titled housing proposed in the rezoning application is further addressed in the Housing section of this report.

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.

Despite the proposed floorplate size, the increase in floor area is generally achieved by way of additional building height. The comparative average density increases from 7.6 FSR in the *Plan* to 11.49 FSR with this application with the increase due to the reduced site area resulting from

larger road dedications and to provision of rental housing and an increase in the amount of social housing beyond the 50,000 sq. ft. identified in the *Plan*.. Figure 8 below provides floor area and density analysis under zoning, the *Plan*, and as proposed.

Figure 8: Density for the City-Owned Lands Under Existing Zoning, Policy and Proposed Zoning

	Existing Zoning	**Rezoning Policy**	**Rezoning Application**
	Area C4 – Downtown ODP (1975)	**Granville Loops Plan estimates (2010)**	**Proposed CD-1 (2021)**
Land Area	10,768 m^2 (115,910 sf)[1]	8,417 m^2 (90,600 sf)	7,519 m^2 (80,940 sf)
Residential	32,304 m^2 (347,729 sf)	60,973 m^2 (656,329 sf)	83,540 m^2 (899,217sf)
Non-residential	21,536 m^2 (231,819 sf)	2,385 m^2 (25,671 sf)	2,863 m^2 (30,817 sf)
Total floor area	**53,840 m^2 (579,548 sf)**	**63,358 m^2 (682,000 sf)**	**86,403 m^2 (930,034 sf)** [1]
Residential	3.0 FSR	7.28 FSR	11.11 FSR
Non-residential	2.0 FSR	0.32 FSR	0.38 FSR
Total FSR	**5.0 FSR**	**7.60 FSR**	**11.49 FSR**

1 Does not include floor space for proposed childcare facility which is excluded from FSR

A rezoning to increase the density from 5.0 FSR to 11.49 FSR is generally consistent with recent rezonings in the adjacent Downtown South area, with densities ranging between 7.8 FSR and 18.2 FSR. Additional height and density for the provision of rental are supported within a high-density context. Further, additional density allows for an increase in rental housing and to ensure the delivery of public benefits, including social housing, childcare facilities and street improvements.

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.).

Noting that minimum tower separation is an important component of sustainable urban livability, ensuring that residents enjoy privacy and access to daylight, staff have prepared Urban Design condition 1.2 requiring compliance with standard tower separation minimums as outlined in the Conditions of Approval in Appendix B.

Public Realm Interface and Design – The *Plan* anticipates discrete buildings arranged around at-grade green space and paved circulation areas intended for vehicular and pedestrian use. The application proposes towers set on shared podiums, with green spaces relocated to rooftop areas, and vehicular access provided by way of typical parkade ramps. While these changes result in more opportunities for rooftop amenity areas for building occupants, and green roof technology, east-west pedestrian circulation through the site is reduced concentrating this pedestrian activity to the public sidewalks on Pacific and Neon Streets

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.

Ground-oriented residential units and residential tower lobbies accessed off of Continental and Rolston Streets are proposed on all of the development parcels, with parkade accesses provided at Sub-areas B and C. With the exception of two small retail units on either side of the Granville Bridge overpass, the application does not propose uses to be accessed directly from Pacific Street, and much of this frontage at Sub-areas B and C is devoted to a parkade wall. Small public areas are proposed facing Pacific Street at Sub-areas A and D.

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.

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. Further, the Panel expressed concerns about the apparent lack of sunlight access to the proposed location of the childcare facility.

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, ensuring that the child care facility meets City of Vancouver requirements, and for the provision of additional public open space.

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.

4. Housing

The *Plan* anticipated the delivery of a mix of housing tenures including the delivery of market rental and social housing for the north and south portion of the Loops. Of the expected 1,300 total units, approximately 163-195 social housing units and 163-195 secured-market rental housing units are anticipated. As 43 social housing units were delivered for the Yale Hotel redevelopment at the north Granville Loops, and 200 rental units at 600 Drake Street, another 120-152 social housing units would need to be delivered on the City-owned lands to meet the *Plan* target.

The *Plan* also established a market rental housing target, which has already been provided in two buildings located at the north Granville Loops, at 600 Drake Street (200 units) and 1338 Continental Street (89 units).

Further, the 2017 *Housing Vancouver Strategy* sets out short- and long-term rental housing targets to address housing supply and affordability. This project, if approved, would contribute 11,754 sq. m **(**126,524 sq. ft.) of secured market rental housing and 16,247 sq. m (174,829 sq. ft) of social housing towards the 10-year *Housing Vancouver Strategy* targets (Figures 9 and 10). Approximately 34% of the total housing proposed for this project would be secured market rental.

Figure 9: Progress Towards 10 Year Housing Vancouver Targets for Purpose-Built Market Rental Housing as of December 31, 2021

Housing Type	10-YEAR TARGETS	Units Approved Towards Targets
Purpose-Built Market Rental Housing Units	20,000	8,935 (45%)

*Note that tracking progress towards 10-year Housing Vancouver targets began in 2017

*Unit numbers exclude the units in this proposal, pending Council's approval of this application.

* Includes Developer-Owned Below-Market Rental Housing

Figure 10: Progress Towards 10 Year Housing Vancouver Targets for Non-Market Housing as of December 31, 2021

Housing Type	10-YEAR TARGETS	Units Approved Towards Targets
Social, Supportive, and Co-op Housing Units	12,000	7,129 (59% towards targets)

*Note that tracking progress towards 10-year Housing Vancouver targets began in 2017

*Unit numbers exclude the units in this proposal, pending Council's approval of this application.

The *Plan* anticipates high-density residential development, similar to that called for in Downtown South and along the False Creek waterfront. As the *Plan* was approved in 2010, prior to the adoption of the *Housing Vancouver Strategy*, there was no requirement to provide secured rental housing or broader social housing on site beyond the replacement of the 106 SRO rooms that were in the Old Continental Hotel.

The original *Plan* and Single Room Accommodation (SRA) permit for demolition of the Old Continental Hotel required replacement of the 106 SRA rooms with self-contained social housing units. In the 2018 update, the condition regarding social housing was changed to require 4,654 sq. m (50,000 sq. ft.) of floor space on Sub-area C to replace these rooms with self-contained social housing studio units. The current application proposes the 4,654 sq. m (50,000 sq.ft.) serve as a component of a larger mixed-unit social housing building, with affordability requirements set at the minimum under the City's social housing definition.

Figure 11 below shows the change from what was anticipated in 2010 under the *Plan* to what is proposed in the current application.

Figure 11: Floor Space by Housing Type, Per the Plan and Proposed in the Rezoning Application

Granville Loops Plan (2010) – estimated floor space for housing					
Housing Type	**Sub-area A** strata housing	**Sub-area B** strata + social	**Sub-area C** strata housing	**Sub-area D** strata housing	**Totals**
Market Strata	16,814 m^2 (181,000 sq. ft.)	10,219 m^2 (110,000 sq. ft.)	14,864 m^2 (160,000 sq. ft.)	16,814 m^2 (181,000 sq. ft.)	**56,328 m^2 (606,329 sq. ft.)**
Secured Rental	none required	none required	none required	none required	none required
Social Housing*	none required	4,645 m^2 (50,000 sq. ft.)	none required	none required	**4,645 m^2 (50,000 sq. ft.)**
	Total estimated housing floor space in 2010				**60,973 m^2 (656,329 sq. ft.)**
Rezoning Application (2021) – proposed floor space for housing					
Housing Type	**Sub-area A** strata housing	**Sub-area B** rental + strata	**sub-area C** social housing	**Sub-area D** strata housing	**Totals**
Market Strata	24,463 m^2 (263,328 sq. ft.)	7,449 m^2 (80,179 sq. ft.)	none proposed	24,416 m^2 (262,822 sq. ft.)	**56,328 m^2 (606,329 sq. ft.)**
Secured Rental	none proposed	11,754 m^2 (126,524 sq. ft.)	none proposed	none proposed	**11,754 m^2 (126,524 sq. ft.)**
Social Housing*	none proposed	none proposed	15,458m^2 (166,389 sq. ft.)	none proposed	**15,458m^2 (166,389 sq. ft.)**
	Total proposed housing floor space in rezoning application				**83,099 m^2 (899,242 sq. ft.)**

* In the Plan, the social housing was proposed on a portion of sub-area B. In the rezoning application, all housing proposed for sub-area C is social housing.

Affordability – The 11,754 sq. m (126,524 sq. ft) of new secured market rental housing proposed would be set at market rates. When compared to home ownership costs, market rents provide a more affordable alternative to home ownership. Average market rents in newer rental buildings in the Downtown area are compared with relevant home ownership costs in Figure 12.

Figure 12: Comparable Average Market Rents and Home-Ownership Costs (Downtown)

	Average Market Rent in Newer Buildings - Downtown (CMHC, 2021)[1]	Annual Income Required to Afford Average Market Rent in Newer Buildings - Downtown	Monthly Costs of Ownership for Median-Priced Unit with 20% Down Payment – Downtown (BC Assessment 2021)[2]	Annual Income Required to Afford Monthly Costs for Apartment Ownership - Downtown	Down-payment at 20% - Downtown Apartment
Studio	$1,827	$73,080	$2,743	$109,720	$102,350
1-bed	$2.206	$88,240	$3,471	$138,840	$131,760
2-bed	$3,252	$130,080	$5,242	$209,680	$199,800
3-bed	$4,329	$173,160	$9,414	$376,560	$370,000

1. Data from the October 2021 CMHC Rental Market Survey for apartments in purpose-built rental buildings completed in the year 2012 or later in Downtown Vancouver

2. Based on the following assumptions: median of all BC Assessment strata apartment sales prices in Downtown Vancouver in 2021 by unit type, 20% down-payment, 5% mortgage rate (in-line with qualifying rate), 25-year amortization, $250-350 monthly strata fees and monthly property taxes at $2.92 per $1,000 of assessed value (2021 assessments and property tax rate)

The social housing building proposed for Sub-area C would meet the City definition of "Social Housing" as per the Zoning and Development By-law, with a minimum 30% of units rented to

households with incomes that are equal to, or less than, the BC Housing Income Limits (HILs) levels and the remaining 70% rented at up to market rents. As Sub-area C is proposed to remain in City ownership through the Vancouver Affordable Housing Endowment Fund (VAHEF), and given the previous affordability commitments on this site, Non-market Housing Development and Operations staff will seek opportunities to achieve deeper levels of affordability for the social housing building through partnerships with senior levels of government and/or future non-profit operators, with a focus on achieving shelter rate units in this project.

Based on HILS for 2021, rents for the below-market units would target single-person households with annual incomes up to $55,500 and families with incomes up to $78,000 for a three-bedroom unit. The remaining social housing units could rent at the Low End of Market, which would target singles or couples with annual incomes up to $77,430 and families with children with annual incomes up to $120,990.

The social housing component of the project is to be managed as part of the (VAHEF portfolio. The social housing target rents would be set and approved by Council at a future date, taking into consideration *Housing Vancouver* objectives, VAHEF portfolio management strategies, and the SRA Replacement Strategy.

A non-profit organization would be selected through a Request for Proposals in line with the City's Procurement Policies to lease and operate the social housing air space parcel. Recommendations on the operator/lessee of the social housing units, along with the key terms of the lease/operating agreement would be presented to Council in a future report for consideration and approval.

Housing Mix – Per the *Housing Mix Policy for Rezoning Projects*, 35% of the strata units are to be family housing units, with at least 10% of the strata family units as three-bedroom units. The application does not specify a proposed unit breakdown, however each development sub-area containing strata units will be required meet the housing mix policy for strata housing. Strata housing is proposed for sub-areas A, B and D in the rezoning application.

Per the *Housing Mix Policy for Rezoning Projects*, 35% of the rental units are to be family housing units with two or more bedrooms. The application does not specify a proposed unit breakdown, however each development sub-area that has secured rental units will be individually required to meet the housing mix policy for strata housing. The secured rental housing is proposed for sub-area B in the rezoning application.

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

Tenants – Residents of the former Old Continental Hotel were provided housing in other City-owned buildings, prior to the demolition of the hotel in 2015. As there are no remaining housing units on the site and all previous tenants secured other housing in 2015, the *Tenant Relocation and Protection Policy* does not apply. However, the applicant has committed to extending Right of First Refusal to any previous tenants that meet the eligibility requirements for the replacement social housing.

5. Childcare

The rezoning application proposes that a 37-space childcare facility be located in Sub-area C retained by VAHEF. The childcare space is planned on the podium with no less than 429 sq. m (4,618 sq. ft.) of indoor space and 520 sq. m (5597 sq. ft.) of outdoor play space. The applicant has offered $7.4 million cash contribution to fund a fully fitted, furnished, and equipped 37-space childcare facility to be delivered within the future social housing building with any remaining funds to be directed to childcare in and around the Metro Core area.

6. Parking and Transportation

The removal, reconfiguration, and provision of new roads and streets within the subject site, are significant. The proposed rezoning will provide funding for the removal of the circular ramps connecting Pacific Street to the Granville Bridge and their replacement with southward extensions of Continental and Rolston streets, creating a grid. Neon Street, which currently curves below the bridge deck, will be rebuilt to align at grade with a new signalized intersection at Granville Street. That intersection will provide the main access to the Granville Bridge Connecter, an accessible pedestrian and bicycle path approved for the west side of the Bridge.

The portion of the Bridge between Neon and Pacific Streets is currently an elevated deck. In 2010 it was envisioned that this deck would remain in place after the Loops were removed. The current proposal is that it be replaced with an at-grade ramped roadway to Pacific Street. This strategy has two main advantages: a ramped roadway is more seismically sound and aligns with other seismic upgrades being undertaken on the bridge, and it eliminates the need to provide a service easement adjacent to an elevated structure. Such an easement would interfere with the connection of the proposed buildings fronting Granville Street, potentially affecting sidewalk placement and width. A ramped roadway also allows for a normal building-street interface for this block where commercial-retail uses are anticipated.

The new streets provide one-way vehicular movements northbound on Continental Street and southbound on Rolston Street. These movements replicate the existing vehicular access to and from Pacific Street westbound, but traffic will be calmed considerably as motorists will have to negotiate three right turns at normal intersections. Rolston Street has an additional right-of-way width to allow for a two-way bike path, which will connect with east-west bike lanes at a new signalized intersection at Pacific Street. Vehicular access to the four development parcels is proposed via Continental and Rolston Streets for sub-areas B and C, and via Neon Street for sub-areas A and D. Residential lobbies will also be on located on these streets.

Parking and loading for the development will be in accordance with the Parking By-law, including the provisions in the By-law for reduced parking when Transportation Demand Management (TDM) measures are provided.

Consequential Amendment to CD-1 (503) to Update Property Lines and Street Networks – A number of sites within the north Granville Loops study area were rezoned in the last decade. One site at 1304 Howe Street, CD-1 (503), required that the property be bisected for which a portion of that site be closed and dedicated as road and delivered to the City to become part of the new street network following closure of the Granville Loops. Schedule A of CD-1 (503) includes portions of streets and property which should be part of this new rezoning application.

Recommendation A within this report proposes a consequential amendment to replace Schedule A of CD-1 (503) to accurately reflect property lines and road re-alignments to account for City-owned streets and roads.

7. Environmental Sustainability and Natural Assets

Green Buildings – The *Green Buildings Policy for Rezonings* requires that applications satisfy either the near zero emission buildings or low emissions green building requirements. This application is pursuing the low emissions requirements, which establishes energy and carbon limits to create efficient and comfortable homes and workplaces. The applicant has submitted a design strategy outlining how the project will meet targets. Conditions are included in Appendix B.

Natural Assets – The *Urban Forest Strategy* seeks to preserve, protect and strengthen Vancouver's urban forest and tree canopy. The Protection of Trees By-law aims to maintain a healthy urban forest by requiring permission be sought to remove trees that meet certain conditions. The intent is to retain and protect as many healthy, viable trees as possible, in the context of development, housing priorities and densification.

There are 18 existing trees on the rezoning site and 8 trees on lands adjacent to the site. The trees on the site will be removed when the ramps are demolished and the site regraded for the new streets. The trees adjacent the site are located on the property north of sub-area D and form part of a landscaped area associated with the rental housing building at 600 Drake Street. Measures can be taken to ensure that these trees are not impacted by development of sub-area D. A large cedar tree, located within the Rolston Street right of way, may need to be removed to construct the new intersection of Rolston and Neon Streets.

The draft *Granville Loops Guidelines* (Appendix E) provide urban design guidance for the development of the new buildings, creation of the public realm and new street networks, within the Granville Loops area. The guidelines will be finalized prior to enactment of this CD-1 by-law.

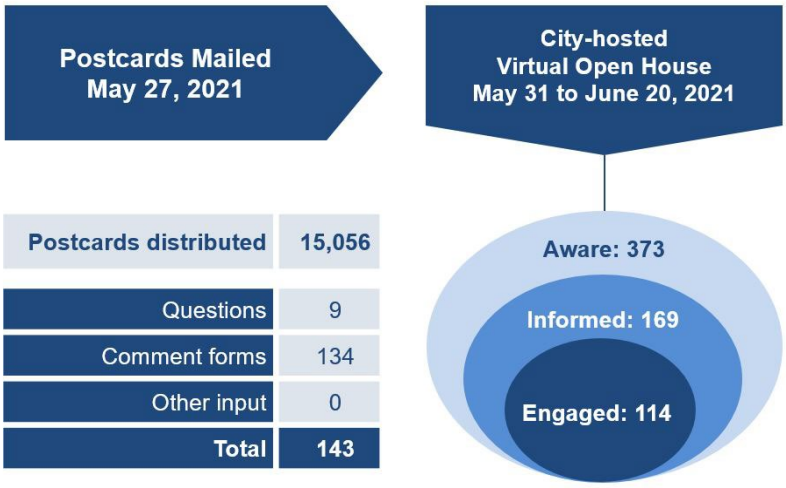
PUBLIC INPUT

Public Notification – Four site signs were installed on the site approximately May 20, 2021. Approximately 15,056 notification postcards were distributed within the neighbouring area on or about May 27, 2021. Notification and application information, as well as an online comment form, was provided on the City's new digital engagement platform *Shape Your City Vancouver* (shapeyourcity.ca/).

Virtual Open House – A virtual open house was held from May 31 to June 20, 2021 on the Shape Your City platform. The virtual open house consisted of an open-question online event where questions were submitted and posted with a response over a period of three weeks. Digital presentations from the City and the applicant were posted for online viewing, along with a digital model representation of the proposed application. 373 people signed onto the project webpage to review the rezoning application including an image of the building.

Public Response and Comments – Public input was received throughout the application process through online questions and comment forms, and by email and phone (Figure 13). A total of 145 submissions were received. A summary of all public responses may be found in Appendix H.

Figure 13 – Overview of notification, responses, and overall position



Below is a summary of feedback received from the public by topic.

Comments of support fell within the following areas:

- Rental and social housing: Support for the proposed rental and social housing and/or support for even greater social and rental housing goals to support housing affordability.
- Public space and parks: Suggestion for much-needed public space (specifically green space such as a park).
- Building height: Support for the height of the buildings and/or higher buildings for this area.

Comments of concern fell within the following areas:

- Mass and density: Concern over the mass and density, including lack of adequate setbacks (buildings/bridge).
- Building height: Concern over height, including loss of views and shadowing from buildings.
- Neighbourhood context: Concern that the proposal is not appropriate for the neighbourhood context.
- Noise and disruption: Concern over noise and disruption in the area due to ongoing development.

A detailed summary of public comments in response are provided in Appendix H.

Response to Public Comments

Following the online open house and first Urban Design Panel review, staff and the applicant team revised the application to intensify the provision of outdoor space, to improve the public realm and to improve the proposed development's fit within the neighbourhood context.

Building height was not amended as the proposed buildings do not penetrate Council-approved view corridors nor do the proposed buildings contribute shadowing to City parks. Construction noise is regulated by the Noise Control By-Law, which contains limitations on times and days for noise, to minimize impact to neighbours.

PUBLIC BENEFITS

In response to City policies concerning changes in land use and density, this application addresses public benefits as follows:

Road and Bridge Works – In accordance with the *Granville Loops Policy Plan*, demolition of the existing Loops ramps and construction of the new street system represents a direct cost of the redevelopment of the City-owned site. The demolition of the bridge span between Neon and Pacific Streets and its reconstruction as a ramped roadway was not envisioned at the time of the *Plan* and represents an additional expense. Funding for the required works on Granville Street and adjacent streets has been secured as a condition of enactment.

Community Amenity Contribution and Public Benefit – Within the context of the City's *Financing Growth Policy*, an offer of a community amenity contribution (CAC) to address the impacts of rezoning can be anticipated from the owner of a rezoning site. CAC offers typically include either the provision of on-site amenities or a cash contribution towards other public benefits and they take into consideration community needs, area deficiencies and the impact of the proposed development on City services.

Social housing – The *Plan* calls for funding of new single social housing units to replace the SRA units that were in the Old Continental Hotel. The rezoning application proposes that Sub-area C be transferred to VAHEF in advance of enactment along with a $30 million cash contribution to fund construction of the replacement units as part of a larger mixed-unit social housing building, with any remaining funds directed to the additional affordable housing on that site or in and around the Metro core area. The affordability requirements will be set at the minimum under the City's social housing definition. Staff will seek to work with senior levels of government and housing partners on a delivery and funding strategy, the details of which will be the subject of a future report to Council.

Childcare – The rezoning application proposes that a 37-space childcare facility be located in Sub-area C to be transferred to VAHEF. The applicant has offered a $7.4 million cash CAC contribution to fund a fully fitted, furnished, and equipped 37-space childcare facility to be delivered within the future social housing building with any remaining funds to be directed to childcare in and around the Metro Core area.

The cash contributions towards social housing and childcare have been secured as enactment conditions in Appendix B.

Development Cost Levies (DCLs) – DCLs collected from development help pay for facilities made necessary by growth, including parks, childcare facilities, social/non-profit housing and engineering infrastructure.

This site is subject to the City-wide DCL and the Utilities DCL. DCLs are payable at building permit issuance based on rates in effect at that time and the floor area proposed at the development permit stage. Based on rates in effect as of September 30, 2021, 56,328 sq. m (606,329 sq. ft.) of floor area for the strata residential, 2,863.sq. m (30,817 sq. ft.) of floor area for commercial use and 11,754 sq. m (126,524 sq. ft.) of floor area for secured market rental, DCLs of approximately $18,669,285 are anticipated from this development. Under the *Vancouver Charter* and the *DCL By-law*, the proposed 15,458.0 sq. m (166,386 sq. ft.) social housing component of the project is exempt from DCLs, the value of this exemption is approximately $2,357,654.

DCL rates & bylaws are subject to future adjustment by Council, including annual inflationary adjustments. A development may qualify for 12 months of in-stream rate protection from DCL rate increases, provided that an application has been received prior to the rate adjustment.

Public Art Program – The *Public Art Policy* requires that rezoning proposals with a floor area of 9,290 sq. m (100,000 sq. ft.) or greater to contribute public art or provide 80% cash in lieu. The public art budget is based on $21.31 per sq. m ($1.98 per sq. ft.) for all of the floor space that is not social housing which is exempt under this policy. A public art budget of $1,512,024 is anticipated. The public art rate is finalized at the development permit stage.

See Appendix I for a summary of the public benefits for this application.

Financial Implications

Sub-area C will be transferred to VAHEF as a condition of enactment. The applicant has offered $37,400,000 towards social housing and childcare to be delivered on that site. The strategy for the delivery and operation of the social housing and childcare on that site will be the subject of a future report to Council.

Consistent with Council policy, all non-market housing projects are expected to be self-sustaining and not require further operating subsidies, property tax exemptions, and/or financial guarantees from the City.

A condition of enactment has secured $32 million of funding for the required works on Granville Street and adjacent streets.

Based on rates in effect as of September 30, 2021, a total DCL of approximately $18,669,285 would be anticipated from this development. The value of the DCL exemption for the social housing is approximately $2,357,654.

The applicant will be required to provide new public art on site or make a cash contribution for off-site public art, with an estimated value of approximately $1,512,024.

CONCLUSION

Staff conclude the proposed land use, housing mix, form of development and public benefits are consistent with the intent of the *Granville Loops Policy Plan* and meet the objectives of the *Downtown Transportation Plan*. The proposal to increase the density and building height beyond the *Plan's* direction will achieve a number of City objectives. The application will deliver new market rental housing, and contribute towards additional social housing and a child-care facility.

The proposal also creates new and improved road networks to enhance connectivity and public realm opportunities in and around the site.

The General Manager of Planning, Urban Design and Sustainability recommends that the application be referred to Public Hearing together with a draft CD-1 By-laws as generally shown in Appendix A. Further, it is recommended that, subject to the Public Hearing, the application, including the form of development as shown in the plans in Appendix D, be approved in principle, subject to the application fulfilling the Conditions of Approval in Appendix B.

* * * * *

625-777 Pacific Street and 1390 Granville Street
DRAFT CD-1 BY-LAW PROVISIONS

Note: A By-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

Zoning District Plan Amendment

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575 and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D of By-law No. 3575.

   [Note: Schedule A, not attached to this appendix, is a map that amends the City of Vancouver zoning map. Should the rezoning application be referred to Public Hearing, Schedule A will be included with the draft by-law that is prepared for posting.]

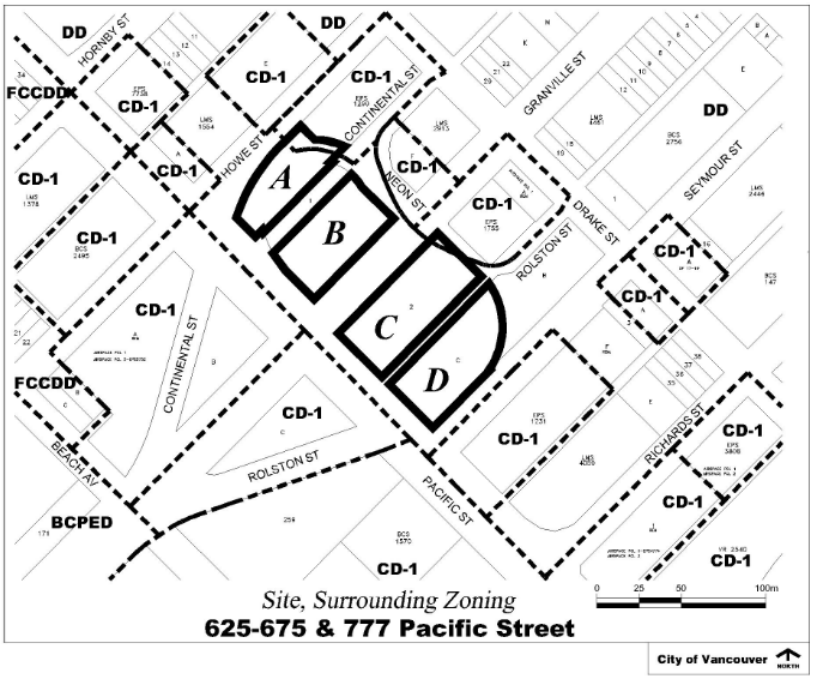
Designation of CD-1 District

2. The area shown within the heavy black outline on Schedule A is hereby designated CD-1 ( ).

Sub-areas

3. The site is to consist of four sub-areas generally as illustrated in Figure 1, solely for the purposes of regulating use, density and building height for each sub-area

Figure 1 – Sub-areas



Uses

4. Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 ( ), and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:

   (a) Cultural and Recreational Uses;

   (b) Dwelling Uses, limited to Multiple Dwelling and to Dwelling Units in conjunction with any use listed in this section;

   (c) Institutional Uses;

   (d) Office Uses;

   (e) Retail Uses;

   (f) Service Uses; and

   (g) Accessory Uses customarily ancillary to the uses permitted in this section.

Conditions of Use

5.1 The design and layout of at least 35% of the total number of strata dwelling units in each of sub-areas A, B and D, must:

   (a) be suitable for family housing; and

   (b) include two or more bedrooms, of which:

      (i) at least 25% of the total dwelling units must be two-bedroom units; and

      (ii) at least 10% of the total dwelling units must be three-bedroom units.

5.2 The design and layout of at least 35% of the total number of the market rental dwelling units in sub-area B, must:

   (a) be suitable for family housing; and

   (b) include two or more bedrooms.

5.3 The design and layout of at least 50% of the total number of dwelling units in sub-area C must:

   (a) be suitable for family housing; and

   (b) include two or more bedrooms.

5.4 All residential floor area of sub-area C must be used for social housing.

Floor Area and Density

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.

6.4 Computation of floor area must include all floors having a minimum ceiling height of 1.2 m, both above and below base surface, measured to the extreme outer limits of the building.

6.5 Computation of floor area must exclude:

(a) balconies and decks, and any other appurtenances which, in the opinion of the Director of Planning are similar to the foregoing, except that:

(i) the total floor area of all such exclusions must not exceed 12% of the floor area being provided for dwelling uses; and

(ii) the balconies must not be enclosed for the life of the building;

(b) patios and roof decks, if the Director of Planning first approves the design of sunroofs and walls;

(c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used that are at or below the base surface, except that the exclusion for a parking space must not exceed 7.3 m in length;

(d) amenity areas for the social and recreational enjoyment of residents and employees, or providing a service to the public, including facilities for general fitness, general recreation and child day care, provided that: (i) the total area

being excluded shall not exceed the lesser of 10% of the total floor area being provided or 1000m2 ; and (ii) in the case of a child day care centre, the Director of Planning, on the advice of the Director of Social Planning, is satisfied of the need for the facility in the immediate neighbourhood; and

(e) all residential storage area above or below base surface, except that if the residential storage area above base surface exceeds 3.7 m^2 for a dwelling unit, there will be no exclusion for any of the residential storage area above base surface for that unit.

6.6 Computation of floor area may exclude, at the discretion of the Director of Planning or Development Permit Board, unenclosed outdoor areas at grade underneath building overhangs, except that they must remain unenclosed for the life of the building.

Building Height

7.1 Buildings in each sub-area must not exceed the maximum permitted height for that sub-area, measured from base surface, as set out in Table B.

Table B

Sub-Area of Figure 1	Maximum Permitted Height
A	120.5 m
B	83.7 m
C	83.7 m
D	120.5 m

7.2 Despite Section 7.1 of this by-law, and Section 10.18 of the Zoning and Development By-law, the Director of Planning or the Development Permit Board may permit a greater height than otherwise permitted for mechanical appurtenances such as elevator machine rooms located at least 3.0 m from the roof perimeter, and common roof-top amenity structures contiguous with common outdoor amenity spaces that do not exceed a height of 4.7 m, if the Director of Planning or the Development Permit Board first considers:

(a) their siting and sizing in relation to views, overlook, shadowing, and noise considerations; and

(b) all applicable policies and guidelines adopted by Council;

except that no part of a development shall be permitted to protrude into Council-approved protected public views.

Horizontal Angle of Daylight

8.1 Each habitable room must have at least one window on an exterior wall of a building.

8.2 The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24.0 m.

8.3 Measurement of the plane or planes referred to in section 8.2 must be horizontally from the centre of the bottom of each window.

8.4 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement if the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council and the minimum distance of the unobstructed view is not less than 3.7 m.

8.5 An obstruction referred to in section 8.2 means:

(a) any part of the same building excluding permitted projections; or

(b) the largest building permitted under the zoning on any adjoining site.

8.6 A habitable room referred to in section 8.1 does not include:

(a) a bathroom; or

(b) a kitchen whose floor area is the lesser of:

(i) 10% or less of the total floor area of the dwelling unit; or

(ii) 9.3 m^2.

Acoustics

9. A development permit application for dwelling uses must include an acoustical report prepared by a registered acoustical engineer demonstrating that the noise levels in those portions of the dwelling units listed below will not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq24) sound level and will be defined simply as noise level in decibels.

Portions of dwelling units	**Noise levels (Decibels)**
Bedrooms	35
Living, dining, recreation rooms	40
Kitchen, bathrooms, hallways	45

* * * * *

625-777 Pacific Street and 1390 Granville Street
CONDITIONS OF APPROVAL

Note: If the application is referred to a Public Hearing, these Conditions of Approval will be referenced in the Summary and Recommendations included in the hearing agenda package. Any changes to the conditions approved by Council will be contained in its decision. Applicants are advised to consult the hearing minutes for any changes or additions to these conditions.

PART 1: CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

Note: Consideration by Council at the Public Hearing of the proposed form of development is in reference to plans, prepared by City of Vancouver staff received May 11, 2021, and supplemental *drawings received January 19, 2022, and provides that the Director of Planning may allow minor alterations to this form of development when considering the detailed scheme of development submitted with the development application.*

THAT, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the Director of Planning who shall have particular regard for the following:

Urban Design

1.1 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*.

1.2 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.

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

(a) Consolidating the proposed public outdoor areas at sub-areas A and D into a single public plaza located at the southern edge of sub-area D, and adding building floor area contiguous with this plaza for commercial retail or restaurant uses;

Note to Applicant: A detailed design for this plaza should be provided at the time of the sub-area D development permit application, and should demonstrate a design approach that capitalizes on the uniqueness of its urban setting, presents a high degree of connectivity with the pedestrian and cycling network, and acts as a locus for activity in the new development area.

(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.

(c) Consider adding a secondary public plaza space with contiguous retail or restaurant space at the south side of sub-area A;

Note to Applicant: Residential uses extending to Pacific Street at sub-area A is supportable, however particular attention must be given to ensuring that the interface between these residential units, private outdoor spaces, semi-public outdoor spaces, and the public realm sufficiently responds to resident privacy and security while also contributing the character of the street. Locating active building amenities such as gyms, pools, or activity / games rooms oriented to Pacific Street with large windows for visual access is encouraged.

1.4 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 throughout the area;

1.5 Provision at the time of future development permit applications of the following:

(a) detailed rationales for any deviations from the indicative site design in terms of building siting and orientation;

(b) updated shadow studies demonstrating, in part, that any changes in massing, architectural expression, or building locations do not negatively impact solar access for the proposed child day care facility;

(c) comprehensive site and landscape designs demonstrating a high level of coordination between development parcels, contributing to a unique sense of place for the new area, and providing for connectivity within the site and to the pedestrian, vehicular, and cycling network;

(d) continuous weather protection for any retail frontages;

(e) perspective images taken from the centreline of the Granville Bridge roughly at the location of the False Creek Yacht Club looking north demonstrating each development's contribution to the urban 'valley gateway'; and

(f) architectural lighting and signage strategies intended to provide visual interest at all hours;

Childcare

1.6 Design development to ensure that the 37-space childcare facility meets the intent of the City of Vancouver's Childcare Design Guidelines (2021), to the satisfaction of the Managing Director of Social Policy and Projects. and is licensable by Vancouver Coastal Health's Community Care Facilities Licensing (CCFL);

1.7 Applicant to provide table of areas showing indoor and outdoor space to be allocated for each of the two proposed programs (12 space toddler and 25-space 3-5 program), and further detail on drawings generally indicating that required activity areas and support areas can be accommodated for both programs proposed (12 toddler and 25 three-to-five) in the indoor space, as per Tables 2 and 4 in the Childcare Design Guidelines. Note to applicant:

(a) At minimum, show proposed locations and general floor area for cubbies, gross motor/nap rooms, table/art area, kitchen, WCs, laundry

(b) As noted under Table 6 in the Childcare Design Guidelines, "The recommended Gross Indoor Area is exclusive of mechanical and electrical rooms, stairwells, elevator shafts and lobbies. Consider an extra 15% of floor area for these items.";

1.8 Design development to provide an adequate number of staff parking, and adequate pickup/dropoff stalls dedicated to childcare use during pickup and dropoff hours.

Note to Applicant: Ensure that location of pickup/drop-off stalls are safe and in close proximity to the childcare facility elevator. Parking should avoid the need for parents and children to cross a drive aisle. Refer to the Childcare Design Guidelines Section 1.6 Vehicular Access and Parking

1.9 Design development to further explore building massing to improve shading conditions on the childcare outdoor play space.

Note to Applicant: Approximately 10-20% of outdoor play area is expected to be delivered as covered outdoor play; the proposed outdoor play space currently shows large concrete overhangs in excess of the typical proportion of covered outdoor play area. In addition, the shadow impacts from the project site as well as neighbouring buildings further compromises sunlight access on the play space.

Landscape

1.10 Design development to comply with the landscape provisions within the Design Guidelines.

Crime Prevention through Environmental Design (CPTED)

1.11 Design development to respond to CPTED principles, having particular regard for;

(a) theft in the underground parking and loading areas;

(b) break and enter;

(c) main theft;

(d) perceived safety risks at alcoves and inactive building frontages; and

(e) intentional damage;

Sustainability

1.12 All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezonings* (amended May 2, 2018), including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or alternate near zero emissions standard approved by the Director of Sustainability), or Low Emissions Green Buildings. The requirements for Low Emissions Green Buildings are summarized at http://guidelines.vancouver.ca/G015.pdf

Note to Applicant: The applicant will be required to demonstrate that the development is on track to achieve the above requirements at each stage of permit. For more detail on the above requirements and what must be submitted at each stage, refer to the most recent bulletin *Green Buildings Policy for Rezonings – Process and Requirements* (amended April 28, 2017 or later)."

Engineering Services

1.13 Confirmation of whether the proposed development impacts the Major Road Network (MRN), as defined under the South Coast British Columbia Transportation Authority Act (https://www.translink.ca/plans-and-projects/projects/major-road-network). In the event it is confirmed the proposed development impacts the MRN, a Construction Management Plan shall be submitted directly to Translink with a copy of the correspondence provided to the City of Vancouver.

Note to Applicant: The City of Vancouver and Translink have authority over the MRN as it relates to carrying out construction works on a City Street that is designated as a MRN.

1.14 Water Sustainability Act: Construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a provincial Approval or License. Applications for provincial Approvals or Licenses can be completed online. The application will be received and accepted into the province's online system, and the provincial authorizations team strives for 140 days to get the approval to the applicant. The approval holder must be able to produce their approval on site so that it may be shown to a government official upon request. Dewatering before this approval is granted is not in compliance with the provincial Water Sustainability Act. Provide a letter confirming acknowledgement of the condition.

For more information: https://www2.gov.bc.ca/gov/content/environment/air-land-water/water/water-licensing-rights/water-licences-approvals

1.15 Applicant will be required to enter into an encroachment agreements registered on title for any modification of, or attachments to City bridges or structures, or specialty treatments or facilities that the City deems to be private infrastructure locate on public property.

1.16 Provision of a Bridge Attachment Agreement where utilities are to be attached to a bridge or other Civic structure a bridge attachment agreement to the satisfaction of the Director of Legal Services in consultation with the General Manager of Engineering Services (GMES) is required. Utility layout and connection design shall be to the satisfaction of the GMES.

1.17 Provision of confirmation that the utilities captured in legal agreement BE337296 (1991) against Lot 2 are not in service. If in service, applicant is required to provide a proposal for relocating or abandoning utilities to the satisfaction of the GMES.

1.18 Provision of confirmation that the utilities captured in legal agreement 71212H (1929) against Lot 1 (extended by BF196914 in 1992) are not in service. If in service, applicant is required to provide a proposal for relocating or abandoning utilities to the satisfaction of the GMES.

1.19 Provision of a Bridge/Structure Monitoring Plan is required to the satisfaction of the General Manager of Engineering Services (GMES).

Notes to Applicant:

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

(a) Submitted engineering documents are to be signed and sealed.

(b) Should mitigation measures be required that result in any repairs or alterations to City infrastructure, a servicing agreement or legal instrument will be required to the satisfaction of Legal Services in consultation with the GMES. Deposits or other forms of security may be required.

(c) The Monitoring Plan is to:

i. Be owned and executed by the proponent and accepted by the City.
ii. Be developed and managed by a professional engineer registered in good standing in the province of BC.
iii. Develop ground movement/displacement predictions resulting from the shoring and excavation operations and related works. Predictions are to be developed by the geotechnical engineer.
iv. Establish acceptable bridge movement (displacements and rotations) thresholds and stop work movement thresholds as determined through analysis by a bridge engineer. The engineer is to assess the movement induced stresses, resulting force levels and impacts to the bridge health and/or bridge

stability. An engineering memo/report to be submitted summarizing the analysis and the recommended movement thresholds.

v. Provide baseline measurements prior to the commencement of excavation to comfortably rule out any background noise or false positives. It is suggested that a minimum of 2 weeks of data be collected prior to the commencement of site preparation activities.

vi. Record any movement the bridge/structure experiences during excavation and backfilling operations.

vii. Include a plan showing the locations of the monitoring stations. Each monitoring station shall be individually labelled. Survey control points shall also be labeled. The survey control points and methodology will need to be reviewed and accepted by the City Surveyor.

viii. Include action plans or mitigation measures for each movement threshold limit with clearly defined roles and responsibilities for the designated parties. A minimum of three threshold limits are required, for example Green – “all is fine”, Amber – “increased monitoring and/or mitigation required” ” and Red – “stop work”. It is expected that a stop work procedure, a bridge closure plan, a communications plan, and a start work procedure are included as part of the plan.

ix. Provide the City with timely and ongoing reporting throughout the duration of the excavation and backfilling operations. The reporting shall be completed by the professional of record for the monitoring strategy/plan. The reporting frequency shall be as determined by the plan. Reports shall include an executive summary front page that summarizes recorded movements (current and in aggregate), assesses the movements and their impacts to the structure, describes any remedial actions performed, makes recommendations for remedial actions. The body of the report shall include survey data, survey data interpretation, basis and rationale for any mitigation remedial actions and/or recommendations.

x. Provide excavation and shoring plan(s) along with design details, and background geotechnical reports.

xi. Include written consent from the owner that designates and empowers the professional of record to execute the plan.

xii. Review and provide for appropriate levels of insurance.

xiii. Be compiled in one document prior to commencing work and amended and resubmitted upon completion of the works to include all monitoring reports, record drawings, and records of remedial actions taken

1.20 Provision of a finalized Transportation Demand Management (TDM) Plan to the satisfaction of the General Manager of Engineering Services , in their discretion, prior to Development Permit issuance for each sub-area.

Note to applicant: Provide TDM Plan as a separate package with complete information on TDM measures proposed.

1.21 The following information is required for drawing submission at the development permit stage to facilitate a complete Transportation review:

(a) A complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided.

(b) All types of parking and loading spaces individually numbered, and labelled on the drawings.

(c) Dimension of column encroachments into parking stalls.

(d) Show all columns in the parking layouts.

(e) Dimensions for typical parking spaces.

(f) Dimensions of additional setbacks for parking spaces due to columns and walls.

(g) Dimensions of manoeuver aisles and the drive aisles at the parkade entrance and all gates.

(h) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates. These clearances must consider mechanical projections and built obstructions.

(i) Details on the ramp/parkade warning and/or signal systems and locations of lights, signs and detection devices to be shown on the plans.

(j) Areas of minimum vertical clearances labelled on parking levels.

(k) Design elevations on both sides of the ramps and drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances. The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings.

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

(m) Existing street furniture including bus stops, benches etc. to be shown on plans.

(n) The location of all poles and guy wires to be shown on the site plan.

1.22 Subject to the approval of a TDM Plan, if required by and on terms satisfactory to the General Manager of Engineering Services and the Director of Legal Services, in their sole discretion, enter into a Transportation Demand Management Agreement prior to Development Permit issuance for each sub-area, which agreement shall include the following:

(a) Secures provision of funding towards long-term TDM monitoring fund in the amount of $2 per square metre of gross floor area.

(b) Permits the City to access and undertake post occupancy monitoring of the Transportation Demand Management (TDM) measures proposed; and

(c) Agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results,

1.23 Provision of individual draft final Rainwater Management Plans (RWMP) to the satisfaction of the General Manager of Engineering Services, in their discretion, to be submitted prior to Development Permit issuance for each associated development permit application in accordance with and includes the following:

a) General Requirements

i. Outline the applicable site rainwater management requirements as per the Rainwater Management Bulletin, including but not limited to: volume reduction; water quality; and release rate control.

ii. Outline the rainwater management approach proposed to meet the requirements. The approach shall include descriptions of each rainwater management practice/best management practice (BMP). BMPs proposed to meet the volume reduction requirement shall be classified as either Tier 1, 2 or 3.

Note to Applicant: As it is acknowledged that not all design components are advanced fully at this stage, placeholders will be accepted in this resubmission with the expectation the final RWMP will include all relevant details.

Please contact the City of Vancouver's Rainwater Management Review group for any questions or concerns related to the conditions or comments prior to resubmission with the DP application. A meeting may be scheduled upon request by contacting rainwater@vancouver.ca.

1.24 Subject to approval of a Rainwater Management Plan, if required by and on terms satisfactory to the General Manager of Engineering Services and the Director of Legal Services, in their discretion, enter into a Rainwater Management Agreement for each parcel prior to issuance of each Development Permit, which agreement shall include provision for the construction or modification of a rainwater management system.

1.25 Provision of a final RWMP for each parcel, which includes a written report, supporting calculations, computer models and drawings to the satisfaction of the General Manager of Engineering Services prior to the issuance of any building permit.

1.26 Provision of a final Operations and Maintenance (O&M) Manual for the rainwater management system for each parcel to be included as an appendix in the RWMP Legal Agreement, to the satisfaction of the General Manager of Engineering Services and the City Engineer prior to the issuance of any building permit.

1.27 Submission of a Key Plan to the City for review and approval prior to submission of any third party utility drawings is required. The review of third party utility service drawings will not be initiated until the Key Plan is defined and achieves the following objectives:

(a) The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan https://vancouver.ca/files/cov/engineering-design-manual.PDF;

(b) All third party service lines to the development is to be shown on the plan (e.g., BC Hydro, Telus, Shaw, etc.) and the applicant is to provide documented acceptance from the third party utilities prior to submitting to the City.

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

1.28 Provision of a Hydrogeological Study according to Groundwater Bulletin to the satisfaction of General Manager of Engineering Services

1.29 All public realm treatments to the approval of the General Manager of Engineering Services.

1.30 Provision of the detailed Landscape Plan to the satisfaction of the General Manager of Engineering Services.

1.31 Provision of Streets infrastructure improvements includes the following, but not limited to:

(a) All utility cuts on Howe Street, Granville Street, Seymour Street and Pacific Street to be restored to City “Industrial, Arterial and Bus Routes” specification and utility cuts on Neon Street, Continental Street and Rolston Street to be restored to City “Higher Zoned Streets/Lanes” specification.

(b) Building Grade (BG) application has not yet been started for this site. Building Grades are required to be finalized prior to DP issuance. City typically issues preliminary building grades if the geometric design has not been finalized. To avoid potential delays to the project, BG application should be started as soon as possible so any complexities can be resolved prior to DP application.

(c) Designs for future works or plans for proposed construction activity that interface with or impact existing structures on City property must be submitted to the City’s Streets Design Structures team for review and approval.

1.32 When submitting Landscape plans, please place the following statement on the landscape plan; this plan is “NOT FOR CONSTRUCTION” and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive “For Construction” approval and related permits are issued. Please contact Engineering, Development and Major Projects and/or your Engineering, Building Site Inspector for details.

1.33 Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.

1.34 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site. Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. Detailed confirmations of these commitments will be sought at the building permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to building occupancy. Provision of written acknowledgement of this condition is required. Please contact Engineering Services for details.

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

Social Housing

1.36 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/urban-agriculture-guidelines.pdf.

1.37 The proposal should apply the High-Density Housing for Families with Children Guidelines for the strata and market rental units, including, but not limited to:

(a) Minimum of 2.3 sq. m (24.7 sq. ft.) in-suite bulk storage for each family dwelling unit.

(b) 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.

(c) 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.

(d) 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.

1.38 The proposal should apply the High-Density Housing for Families with Children Guidelines for the social housing units, including:

(a) 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; and

(b) 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.

PART 2: CONDITIONS OF BY-LAW ENACTMENT

THAT, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning, Urban Design and Sustainability, the General Manager Engineering Services and the General Manager of Arts, Culture and Community Services (or successors in function), as necessary or applicable, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering Services

2.1 Modification of existing Statutory Right of Way (SRW) agreements CA6940766-7 (as shown on Plan EPP76944) and CA6940775-6 (as shown on Plan EPP76947) to accommodate proposed building footprints.

2.3 Make arrangements the satisfaction of the General Manager of Engineering Services, the Approving Officer and the Director of Legal Services for the exercise of Options to Purchase:

(a) CA6940760 by dedication in lieu of transfer of the SRW Area shown in bold outline on Plan EPP76942;

(b) CA6940772 by dedication in lieu of transfer of the SRW Area shown in bold outline on Plan EPP76946;

(c) CA6940780 by dedication in lieu of transfer of the SRW Area shown in bold outline on Plan EPP76948.

Note to Applicant: A subdivision plan and application to the Subdivision and Strata Group is required. For general information, see the subdivision website at: http://vancouver.ca/home-property-development/apply-to-subdivide-or-join-properties.aspx

2.4 Provision of a Statutory Right of Way (SRW) in favour of the City for the purposes of access, maintenance, repair, rehabilitation, and retrofit of the Granville Bridge and related infrastructure. The SRW shall be a minimum of 3 m wide and shall be taken from the drip line of the bridge. Designs of improvements or regrading of the SRW space shall be to the acceptance of the GMES

Note to Applicant: If a surface SRW is provided on top of a portion of a building (ie underground parkade), the building shall be designed to accommodate full traffic live loading surcharge per CAN/CSA S6 CL-625 Loading.

2.5 Provision of a Bridge Proximity Agreement shall be registered on title. The bridge proximity agreement acknowledges that the development is in close proximity to the bridge and is aware of bridge related environmental conditions/nuisances such as noise,

debris, wildlife, maintenance requirements, traffic etc.

2.6 Provision of a Support Agreement in favour of the City shall be registered on title for any walls, bulkheads, structures that are located on private property that provide continuous support to civic infrastructure. Those structures are to be maintained by the private land owner and are to be kept in a satisfactory condition such that support is maintained.

2.7 Provision of a building setback and surface statutory right of way (SRW) for public pedestrian use over a portion of the site at the corner of Sub-area C for widened sidewalks. The boundary of the SRW shall be at a line drawn from a point that is 2.0 m along the new property line on Neon Street to a point that is 2.0 m along the new property line on Granville Street, both measured from the intersection of the new property line on Neon Street and the new property line on Granville Street. The SRW will be free of any permanent obstruction such as structure, mechanical vents, stairs, and planter walls at grade (and is to accommodate the underground parking structure within the SRW agreement).

2.8 Provision of a building setback and surface statutory right of way (SRW) for public pedestrian use over a portion of the site at the corner of Sub-area C for widened sidewalks. The boundary of the SRW shall be at a line drawn from a point that is 3.0 m along the new property line on Neon Street to a point that is 3.0 m along the SRW line on Rolston Street, both measured from the intersection of the new property line on Neon Street and the SRW line on Rolston Street. The SRW will be free of any permanent obstruction such as structure, mechanical vents, stairs, and planter walls at grade (and is to accommodate the underground parking structure within the SRW agreement).

2.9 Provision of a building setback and surface statutory right of way (SRW) for public pedestrian use over a portion of the site at the corner of Sub-area A for widened sidewalks. The boundary of the SRW shall be at a line drawn from a point that is 3.0 m along the property line on Continental Street to a point that is 3.0 m along the property line on Pacific Street, both measured from the intersection of the property line on Continental Street and the property line on Pacific Street. The SRW will be free of any permanent obstruction such as structure, mechanical vents, stairs, and planter walls at grade (and is to accommodate the underground parking structure within the SRW agreement).

2.10 Provision of a building setback and surface statutory right of way (SRW) for public pedestrian use over a portion of the site at the corner of Sub-area D for widened sidewalks. The boundary of the SRW shall be at a line drawn from a point at the intersection of the SRW line along Pacific Street and the SRW line along Rolston Street to a point that is determined by offsetting the SRW line along Pacific Street by 9.0 m and extending it to the SRW line on Rolston Street and determining the point where they intersect. The SRW will be free of any permanent obstruction such as structure, mechanical vents, stairs, and planter walls at grade (and is to accommodate the underground parking structure within the SRW agreement).

2.11 Provision of a Section 219 Covenant to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services to prohibit issuance of any Development Permit for the Rezoning Site, and such agreement shall include, without limitation, the following provisions:

(a) That no Development Permit for the Rezoning Site or any improvements or building thereon shall be issued until the following have been satisfied:

i. Provision of a detailed Transportation Demand Management (TDM) Plan for each development permit, meeting the requirements for large sites as described in the Transportation Demand Management for Developments in Vancouver Administrative Bulletin, for the approval of the General Manager of Engineering Services;

ii. Provision of further legal agreements, including without limitation a TDM Agreement, to ensure that the owner of the lands will construct, install, operate and continuously maintain the TDM measures set out in the approved TDM Plan. Such agreement(s) will: (A) permit the City to access and undertake post occupancy monitoring of the Transportation Demand Management (TDM) measures proposed; and (B) require the owner of the lands to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results. Note to Applicant: These agreements would include but not be limited to a Section 219 Covenant and Statutory Right-of-Way, subject to additional details being formalized through detailed design;

iii. Provision of financial security in the form of Letter of Credit or alternate forms of security to the satisfaction of the Director of Legal Services to secure the obligations set out in the TDM Agreement; and

iv. Provision of funding towards long-term TDM monitoring fund in the amount of $2 per square metre of gross floor area; and

v. Such other terms and conditions as the Director of Legal Services, in consultation with the General Manager of Engineering Services, may in her sole discretion require

2.12 Provision of a Services Agreement to detail the on- and off-site works and services necessary or incidental to the servicing of the Rezoning Site (collectively called “the Services”) such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights-of-way for the Services are provided all to the satisfaction of the General Manager of Engineering Services. No development permit for the Rezoning Site, or any portion thereof, or for any building or improvements thereon will be issued until the letter of credit, as security for the Services, is provided. The timing for the delivery of the Services shall be determined by the General Manager of Engineering Services in his sole discretion and holds shall be placed on such permits as deemed necessary in his sole discretion. Except as explicitly provided for in Condition 2.14(a), 2.14(b) and 2.14(c), the Services are not excess and/or extended services and the applicant is not entitled to a Latecomer Agreement.

(a) Design and installation of a new traffic signal at the following intersections:
   i. Granville Street and Neon Street
   ii. Continental Street and Neon Street
   iii. Continental Street and Pacific Street
   iv. Rolston Street and Pacific Street
   v. Granville Street and Drake Street

(b) Provision of the removal of both of the Granville Loops and the removal or modification of any other associated infrastructure as required.

(c) Provision of the new transportation infrastructure resulting from the removal of the Loops and improvements and adjustment to existing infrastructure as required. This will include but is not limited to the new street network such as roads, sidewalks, protected bike lanes, and associated infrastructure, and public realm improvements along the future site frontages such as sidewalks, protected bike lanes, lighting, curb ramps, lane crossings, regulatory signage, and street trees.

Note to Applicant: Engineering Services to provide the future geometric design and sign plan for this development along with surface treatments.

(d) Provision of Stormwater Tree Trenches in the treed boulevard spaces of Neon St, Continental St., and Rolston St. to treat and retain 90% of average annual rainfall or a 48 mm – 24 hr event to the greatest extent practical, as per the Rain City Strategy.

i. Structural soil or soil cells may be used for the stormwater tree trench, but it must be designed to provide the minimum soil volume storage for street trees as per the Engineering Design Manual.
ii. The stormwater tree trench may be partially infiltration design (with a subdrain) or fully lined filtration only depending on the site constraints, including utilities and foundations.
iii. Stormwater tree trench subsurface infrastructure installation, including structural soil/soil cells, inlets, and distribution and subdrain pipes is to be considered in phasing and interim conditions in preparation for final condition with street trees. Installed subsurface infrastructure must be protected in the interim phase and during construction from contamination with sediment, which may include temporary protective cover and temporary sealing off distribution and subdrain pipes.
iv. Building foundation extents shall match the extent of building face at ground surface. This is to allow infiltration for stormwater tree trenches.

(e) Provision of Bioretention Systems, Infiltration Trenches or Stormwater Tree Trenches to treat and retain 90% of average annual rainfall or a 48 mm – 24 hr event to the greatest extent practical, as per the Rain City Strategy.

Notes to Applicant:
- Green Rainwater Infrastructure (GRI) is to be used to manage rainwater from Continental Street, Neon Street, Rolston Street right-of-ways, and the Granville overpass/bridge where it intersects with site limits for Granville Loops.
- These improvements will generally include placement of plants, growing medium, catch basin, and perforated pipe sub drain connected to the sewer system.
- Depending on the geotechnical conditions the runoff can be, in order of preference, fully infiltrated, partially infiltrated, or filtered through soil. The geotechnical assessment needs to determine the infiltration potential and the design infiltration rate.

(f) The post-development 10-year flow rate discharged to the storm sewer shall be no greater than the 10-year pre-development flow rate. The pre-development estimate

shall utilize the 2014 IDF curves, whereas the post-development estimate shall utilize the 2100 IDF curves to account for climate change.

(g) Sub-areas A and B of the development to be serviced to the 300 mm SAN sewers on lane west of Granville St (Future Continental St). Parcels C and D of the development to be serviced to the 200 mm sewer on Rolston St.

(h) Provision of required project details for each project parcel including confirmed average day domestic water demands, peak hour domestic water demands, and fire flow calculations based on the Fire Underwriter's Survey's document, Water Supply for Public Fire Protection, and a sprinkler demands based on NFPA 13/14. A civil or mechanical engineer typically provides these calculations, which will enable the City to confirm the above analysis and determine the adequacy of the water system to supply flows for the development. The applicant is to provide a summary of the assumptions and calculations made to determine the water demands, required fire flow, and building sprinkler demands, to be sealed by a qualified Engineer. Should review of the confirmed project details deem upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any water system upgrading that may be required.

Note to Applicant: Future commercial water permits within the Granville Loops project area are to be taken from the newly delivered watermains. These watermains include the following: 200mm along Continental St (bounded by Drake St & Continental St), 200mm along Neon St (bounded by Continental St & Rolston St) & 200mm Rolston St (bounded by Drake St & Continental St)

(i) Provision of adequate water service to meet the fire flow and domestic demands of the project, and to provide adequate fire hydrant coverage for all properties. Based on a preliminary review of the enquiry documents, the following new water main construction will be required:
- 200mm along Continental St (bounded by Drake St & Continental St)
- 200mm along Neon St (bounded by Continental St & Rolston St)
- 200mm Rolston St (bounded by Drake St & Continental St)

(j) Provision of upgraded street lighting (roadway, sidewalk and bikeway) adjacent to the site to current City standards and IESNA recommendations.

(k) Provision of entire existing and new intersections lighting upgrade to current City standards and IESNA recommendations.

(l) Provision of new or replacement duct bank adjacent to the development site (including lane) that meets current City's standards. Duct banks are to consist of electrical and communication ducts and cables, and connected to existing electrical and communication infrastructure.

Note to Applicant: As-constructed documentation will be required that includes photographic and measured evidence of the installed number of conduits, their final locations and depths.

n. Provision of new pad mounted service kiosk/cabinet if the capacity of existing service cabinet 0713KEU is not sufficient or metered service required.

Notes to Applicant: the detailed Electrical Design will be required prior to the start of any associated electrical work to the satisfaction of the General Manager of Engineering Services, and, in conformance with Standard Specification of the City of Vancouver for Street Lighting (draft), Canadian Electrical Code (the latest edition) and the Master Municipal Construction Documents (the latest edition). Any existing City infrastructure adjacent to the site damaged during construction activities must be replaced to current Standard Specification of the City of Vancouver for Street Lighting (draft), Canadian Electrical Code (the latest edition) and the Master Municipal Construction Documents (the latest edition). Replacement is to be determined at the sole discretion of the General Manager of Engineering Services.

(m) Provision of street trees where space permits. Final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. Tree species to the approval of the City Arborist. Street tree planting to include appropriate soil volumes and approved root barriers of rigid construction, 8' long and 18" deep, centre on each street tree adjacent to the sidewalk and any off street bike facility.

(n) Provision for the installation of parking regulatory signage on streets adjacent to the site.

2.13 Provision of one or more Latecomer Agreements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for and only if the following works constitute excess and/or extended services:

(a) Design and installation of a new traffic signal at the following intersections per condition 2.13(a):
- Granville Street and Neon Street
- Continental Street and Neon Street
- Continental Street and Pacific Street
- Rolston Street and Pacific Street
- Granville Street and Drake Street

(b) Provision of new pad mounted service kiosk/cabinet if the capacity of existing service cabinet 0713KEU is not sufficient or metered service required per condition 2.13(n).

(c) Provision of required project details for each project parcel including confirmed average day domestic water demands, peak hour domestic water demands, and fire flow calculations based on the Fire Underwriter's Survey's document, Water Supply for Public Fire Protection, and a sprinkler demands based on NFPA 13/14. A civil or mechanical engineer typically provides these calculations, which will enable the City to confirm the above analysis and determine the adequacy of the water system to supply flows for the development. The applicant is to provide a summary of the assumptions and calculations made to determine the water demands, required fire flow, and building sprinkler demands, to be sealed by a qualified Engineer. Should review of the confirmed project details deem upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the

upgrading. The developer is responsible for 100% of any water system upgrading that may be required per condition 2.13(i).

Note to Applicant: Future commercial water permits within the Granville Loops project area are to be taken from the newly delivered watermains. These watermains include the following: 200mm along Continental St (bounded by Drake St & Continental St), 200mm along Neon St (bounded by Continental St & Rolston St) & 200mm Rolston St (bounded by Drake St & Continental St)

Note to Applicant: The benefiting area for these works is under review

Note to Applicant: An administrative recovery charge will be required from the applicant in order to settle the latecomer agreement. The amount, which will be commensurate with the costs incurred by the City to administer the latecomer scheme, will be provided by the City and specified in the latecomer agreement.

2.14 Provision of all utility services (BC Hydro, Telus and Shaw) to be underground for this development and is to include the following:

(a) Letters of confirmation that all utility services (BC Hydro, Shaw and Telus) have been contacted;

Note to Applicant: All electrical plant, which include but not limited to System Vista, Vista switchgear, pad mounted transformers and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features.

(b) Submission of a written confirmation from BC Hydro that all required electrical plant is provided on the development property.

Note to Applicant: BC Hydro service to the site shall be primary. All BC Hydro infrastructure (e.g., pad mounted transformer, vista switch and control kiosks) shall be located on the development property.

Rental Housing

2.15 Make arrangements to the satisfaction of the Director of Legal Services and the General Manager of Planning, Urban Design and Sustainability to enter into a Housing Agreement applicable to the secured rental housing air space parcel on sub-area B for 60 years or life of the building, whichever is greater, which will contain the following terms and conditions:

(a) A no separate sales covenant.

(b) A no stratification covenant.

(c) A provision that none of such units will be rented for less than one month at a time.

(d) Such other terms and conditions as the Director of Legal Services and the General Manager of Planning, Urban Design and Sustainability may in their sole discretion require.

Note to Applicant: This condition will be secured by a Housing Agreement to be entered into by the City by-law enacted pursuant to section 565.2 of the *Vancouver Charter*.

Social Housing

2.16 Make arrangements to the satisfaction of the Director of Legal Services and the General Manager of Planning, Urban Design and Sustainability to enter into a Housing Agreement applicable to the social housing in sub-area C for 60 years or life of the building, whichever is greater, which will contain the following terms and conditions:

(a) A no separate sales covenant.

(b) A no stratification covenant.

(c) A provision that none of such units will be rented for less than one month at a time.

(d) A requirement that all units comply with the definition of “social housing” in the applicable DCL By-law.

(e) Such other terms and conditions as the Director of Legal Services, the General Manager of Planning, Urban Design and Sustainability, and the Manager of Arts, Culture and Community Services may in their sole discretion require.

Note to Applicant: This condition will be secured by a Housing Agreement to be entered into by the City by-law enacted pursuant to section 565.2 of the *Vancouver Charter*.

CD-1 (503) Amendment

2.17 That Schedule A of CD-1 (503) is replaced, and CD-1 (503) is enacted following enactment of the By-law for the subject site, as per Recommendation A of this report.

Sustainability

2.18 The applicant will enter into an agreement with the City, on terms and conditions acceptable to the Director of Sustainability and the Director of Legal Services that requires the future owner of the building to report energy use data, on an aggregated basis, for the building as a whole and certain common areas and building systems. Such an agreement will further provide for the hiring of a qualified service provider to assist the building owner for a minimum of three years in collecting and submitting energy use data to the City.

Community Amenity Contribution (CAC) and Public Benefit

This public benefits package is subject to Council approval of the amount, terms and conditions at Public Hearing and Council's approval of enactment of the rezoning By-Law:

2.19 Make arrangements for:

(a) transfer of Sub-area C from the Property Endowment Fund to the Vancouver Affordable Housing Endowment Fund for nominal value.

(b) payment of $30,000,000 from the Property Endowment Fund to VAHEF towards delivery of social housing on the site with any remaining funds directed to social housing in or around the Metro Core area.

(c) payment of $7,400,000 from the Property Endowment Fund to the Capital Fund for the delivery of childcare on the site with any remaining funds directed to childcare in or around the Metro Core area.

Required Works

2.20 Make arrangements for payment of $32,000,000 from the Property Endowment Fund to the Capital Fund for the delivery of multiple engineering works on Granville Street and adjacent streets.

Public Art

2.21 Execute an agreement satisfactory to the Directors of Legal Services and Cultural Services for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials; and provide development details to the satisfaction of the Public Art Program Manager (a checklist will be provided).

Note to Applicant: Please call Eric Fredericksen, Head of Public Art, 604-871-6002, to discuss your application.

Environmental Contamination

2.22 If applicable:

(a) Submit a site disclosure statement to Environmental Services (Environmental Protection);

(b) As required by the Manager of Environmental Services and the Director of Legal Services, in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and

(c) If required by the Manager of Environmental Services and the Director of Legal Services, in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Services,

the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements constructed on the site pursuant to this rezoning until separate Certificates of Compliance, satisfactory to the City, for the on-site and off-site contamination, issued by the BC Ministry of Environment and Climate Change Strategy, have been provided to the City.

Agreements

Note to Applicant: Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as Covenants pursuant to Section 219 of the Land Title Act.

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-laws.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, letters of credit and withholding of permits, as deemed necessary by and in a form satisfactory to the Director of Legal Services. The timing of all required payments, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

* * * * *

625-777 Pacific Street and 1390 Granville Street
CONSEQUENTIAL BY-LAW AMENDMENTS

SIGN BY-LAW No. 11879

In Schedule A (CD-1 Zoning Districts regulated by Part 9) of the Sign By-law add:

“625-777 Pacific Street and 1390 Granville Street [CD-1 #] [By-law #] DD”

NOISE CONTROL BY-LAW No. 6555

Amend Schedule A (Activity Zone) by adding the following:

“[CD-1#] [By-law #] 625-777 Pacific Street and 1390 Granville Street”

1304 Howe Street
DRAFT AMENDMENTS FOR CD-1 (503) By-law No. 10249

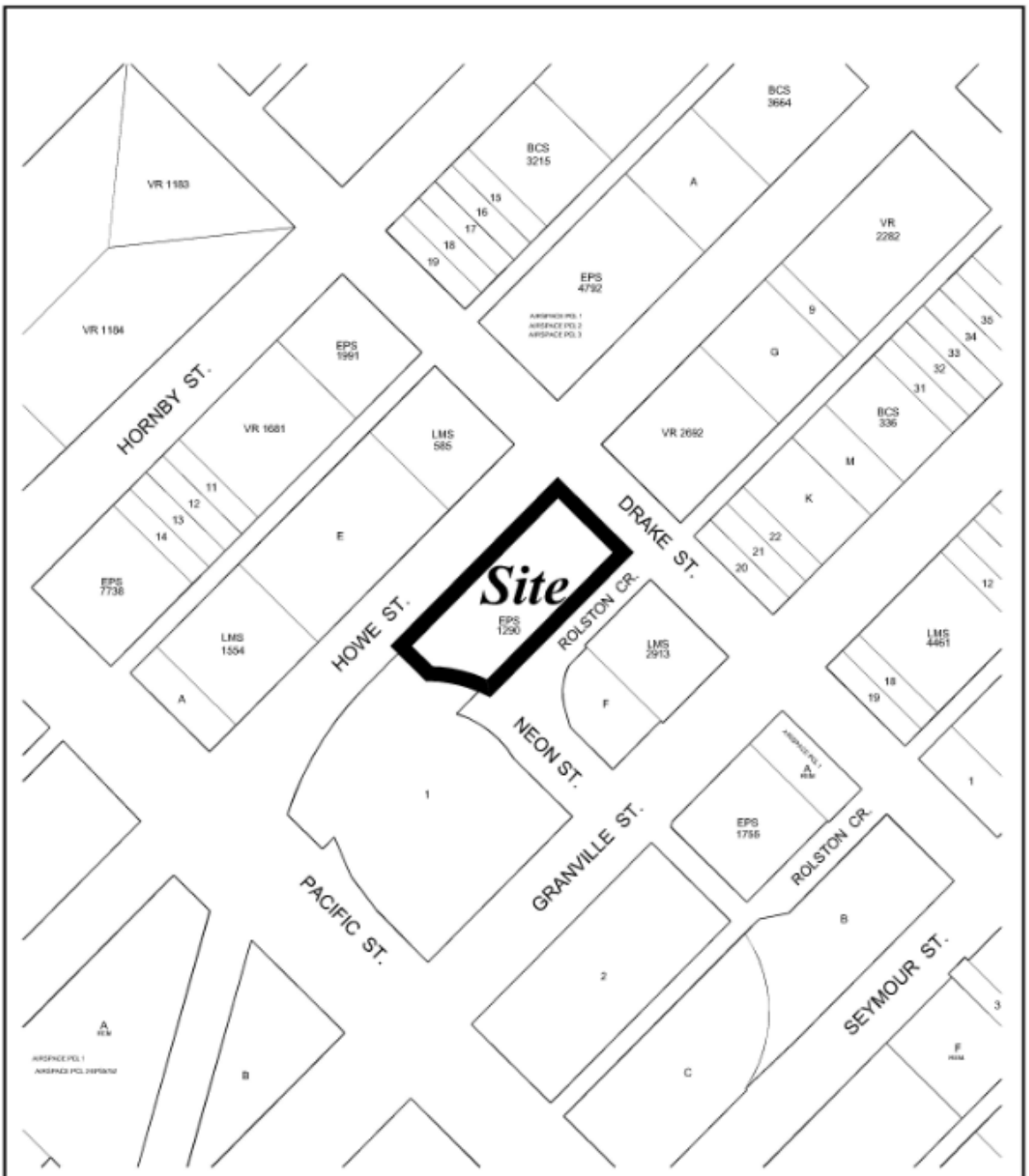
1. This By-law amends the indicated provisions of By-law No. 10249.

(d) Council strikes out section 1 and substitutes the following:

"**1.** This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D of By-law No. 3575.".

(e) Council strikes out Schedule A and substitutes the map attached to this By-law as Schedule A.

Schedule A



The property outlined in black (▬) is rezoned:
From **DD** to **CD-1**

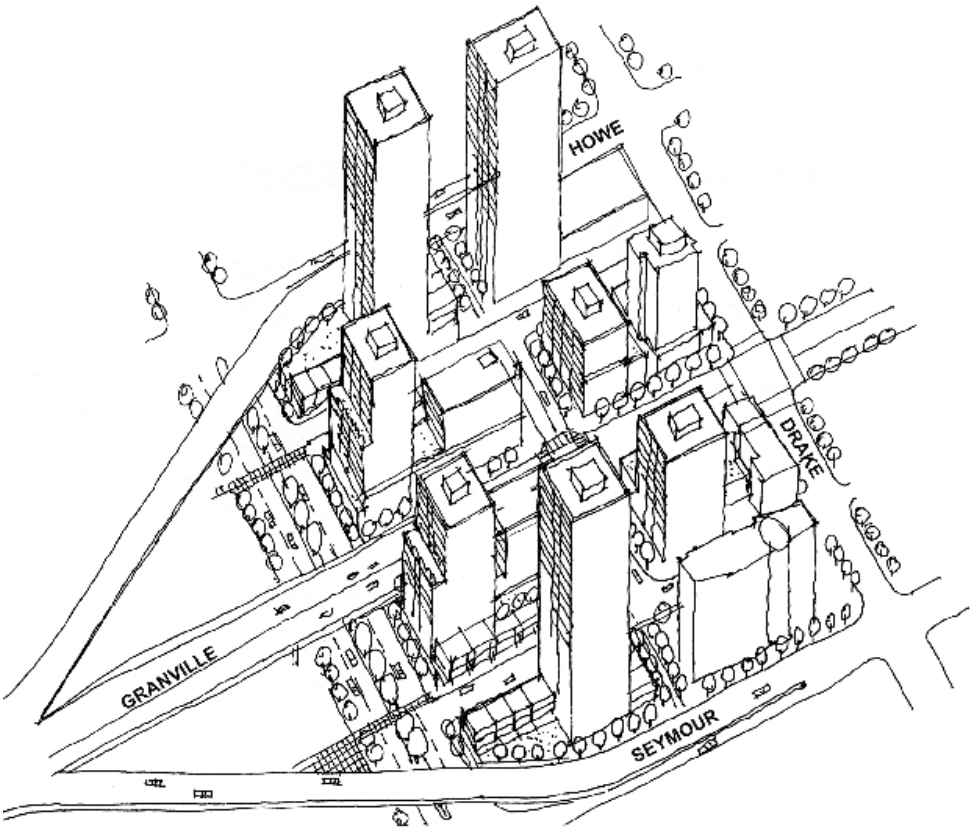
RZ - 1304 Howe Street	map: 1 of 1 scale: NTS	↑
City of Vancouver	ph date:	

City of Vancouver *Zoning and Development By-law*
Community Services, 453 W. 12th Ave Vancouver, BC V5Y 1V4 ☎604.873.7344 fax 873.7060
planning@city.vancouver.bc.ca

GRANVILLE LOOPS GUIDELINES

Adopted by City Council on (date TBD)

[Note: Council has directed that these guidelines be used by applicants and staff for development permit applications for the site zoned CD-1 (___)]



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7.1 Green Infrastructure and Integrated Rainwater Management

8 Reconcilliation

1 Application and Intent

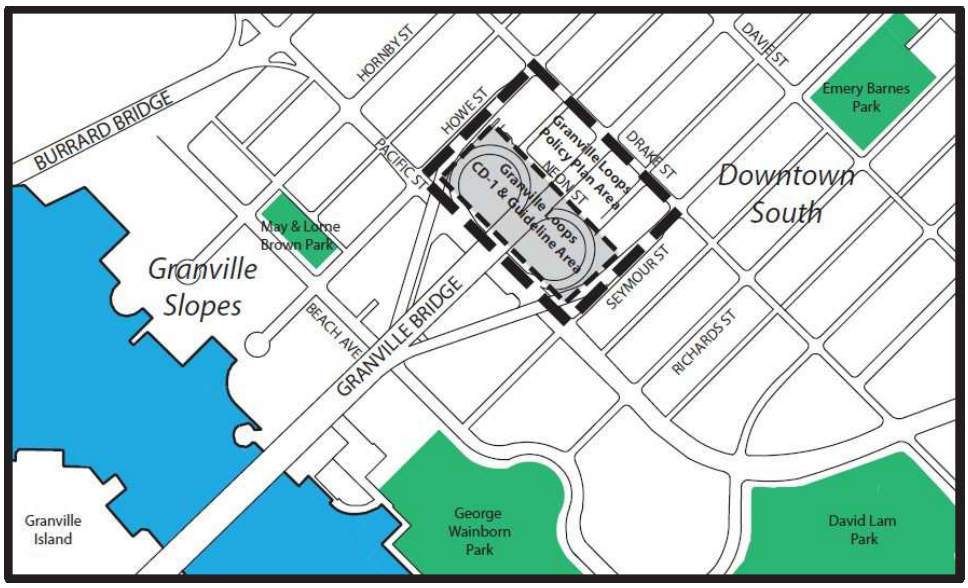
The intent of these design guidelines is to provide guidance on subsequent development permit applications, compliant with **CD-1 (___)** and build off of the *Granville Loops Policy Plan* to prescribe general criteria for new development and form the basis for the preparation of, and approval of development proposals of four new parcels created by the decommissioning of the access and egress ramps (the 'traffic loops' or the 'loops'). These parcels are referred to as Parcels A, B, C, and D (Figure 4).

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

1.1 Area Location

These design guidelines apply to the area bounded by Pacific and Neons Streets, and Howe and Seymour Streets, as identified by the shaded block shown in Figure 1.

Figure 1 Granville Loops Guidelines Area (shaded)



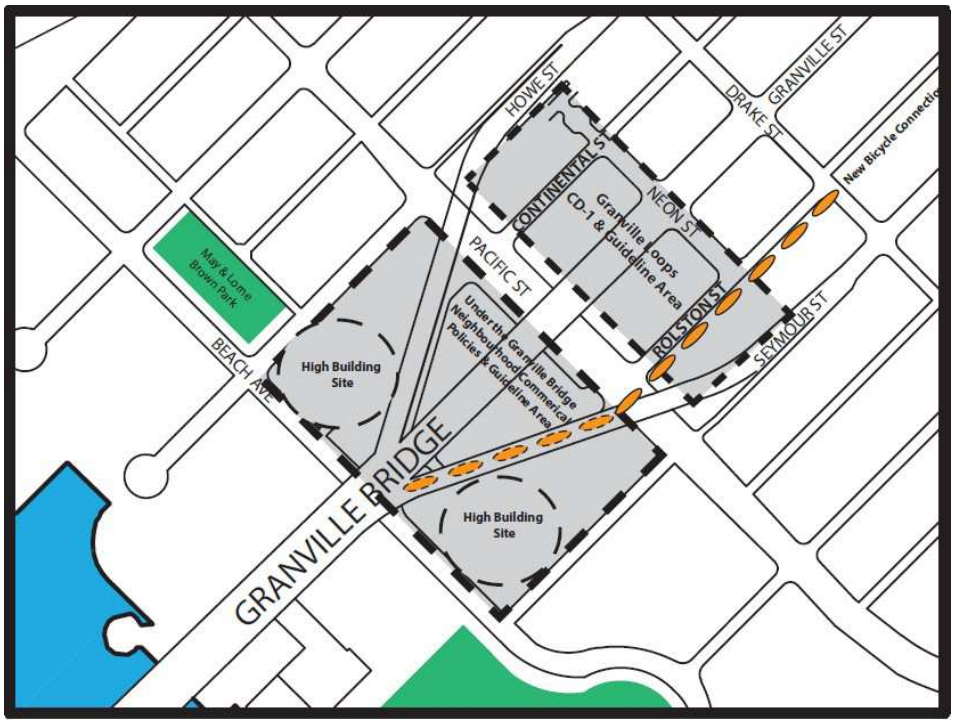
1.2 Existing and Evolving Conditions

The Granville Loops area, along with the area south of Pacific Street, forms part of an important symbolic 'gateway' to the Granville Street downtown retail, commercial, and entertainment district. Two Higher Buildings, enabled by way of the *Higher Buildings Policy*, are located on either side of the Granville Bridge and act as the boldest markers of the urban-scale gateway concept of this area. The approach to building forms in these guidelines is to further enhance this emerging character without competing for visual prominence on the skyline with these landmark towers.

Development has proceeded on the Higher Buildings sites, and the improved road network and public realm between this area and the Granville Loops area has started to emerge. Following decommissioning of the loops, Continental Street and Rolston Street will be extended from Neon Street to Pacific Street. Accommodations are made for a bicycle connection along Rolston Street, under the Seymour Street offramp, and through to Beach Avenue contributing to the multimodal nature of the future road network.

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. Council-approved protected public view 3.2.1 (Queen Elizabeth Park) extends across much of the Granville Loops area, generally setting building heights at the development parcels to approximately 110 m (360 ft).

Figure 2 Urban context plan



In 2019, work began on multi-phase improvements to the structure of the Granville Bridge which includes replacing the portion of the bridge between Pacific and Neon Streets. Specific timing of this portion of bridge replacement will be done in conjunction with the removal of the access and egress loops and the new road network for the area.

The topography within the subject area slopes down from north to south and is complicated by a variety of bridge structures and grades. New development will need to respond to these grades to ensure a well-integrated public realm response.

1.3 New Streets and Development Sites

Figure 3 New street and development site plan (TO BE UPDATED)

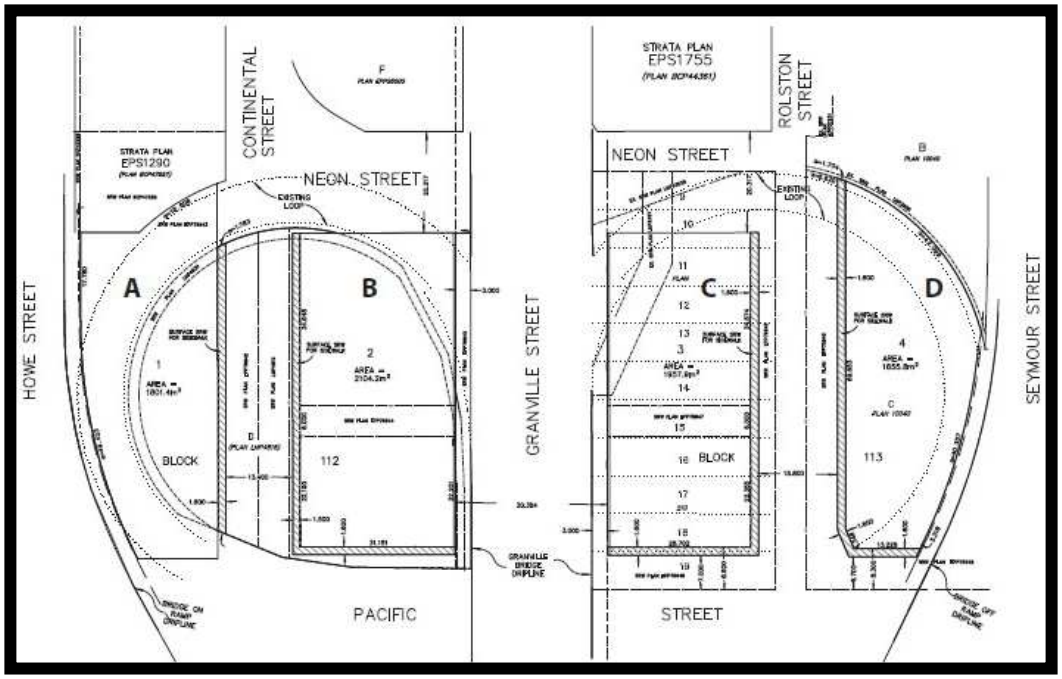


Figure 3 shows portions of existing parcels required for the new streets and areas of current street rights-of-way to be incorporated into development sites, and the resulting development site dimensions and dedicated street rights-of-way.

Each of these rights-of-way is intended to contribute to the character of the neighbourhood in distinct ways. Continental and Roston Streets, for example, will generally have a quieter residential nature and development should be designed to contribute to their performance in this capacity. Developments along Granville Street are intended to promote pedestrian-oriented vitality, and should be built to the new property line. The same interface is generally intended for Parcels B and C where developments are oriented to Pacific Street, with additional setbacks providing for an enhanced public realm.

In some locations, surface rights-of-way on development parcels may be utilized to allow for additional sidewalk space, below grade parking can be considered under these surface rights-of way especially where below grade parking would be seriously impacted. (See Section 05 - Public Realm Interface).

1.4 Overall Concept Description

The concept sees the elevated traffic loops at the north end of the traffic loops replaced by an H-configuration of grade-level streets that connect with the surrounding streets and the bridge

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

The existing circulation pattern of the loops would be maintained, which is important for access to several areas of downtown, however, the circulation will be accommodated in an urban context. The new Continental and Rolston Streets will be narrower than typical streets, but are expected to accommodate anticipated vehicle volumes. Pedestrians will be able to walk down these ground oriented townhouse-lined streets to False Creek, using improved pedestrian and bicycle routs and crossings on Pacific Street. Granville Bridge frontages will benefit from a normal retail streetscape, with larger sidewalks.

2 Guiding Principles

2.1 Mobility and Connections

2.1.1 Reconfigure the streets to allow better pedestrian and cyclist connections from downtown to False Creek by removing the barriers.

2.1.2 Construct a new 'H' street system that connects to the surrounding street grid system, transforming it from a highway form to an urban context.

2.2 Built Form and Character

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

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

2.2.3 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.

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

2.3 Public Realm

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

2.3.2 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.

2.3.3 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.

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

2.4 Sustainable Design

2.4.1 Building materials, systems and construction methods should be considered to conserve energy and reduce long-term operating costs. Explore opportunities to use low-carbon renewable energy.

2.4.2 Design and construct new buildings and streets for resiliency and adaptation to climate change impacts, including increased rainfall and higher temperatures.

2.4.3 Design and construct new buildings to the appropriate standards in preparation for disasters, including earthquakes, flooding and fire.

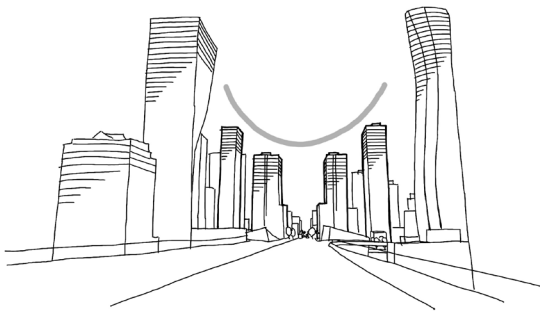
2.4.4 Rezoning applications must demonstrate a high degree of sustainability in design and construction to meet or exceed the Green Buildings Policy for Rezonings.

3 Urban Design Principles

3.1 Overall Massing

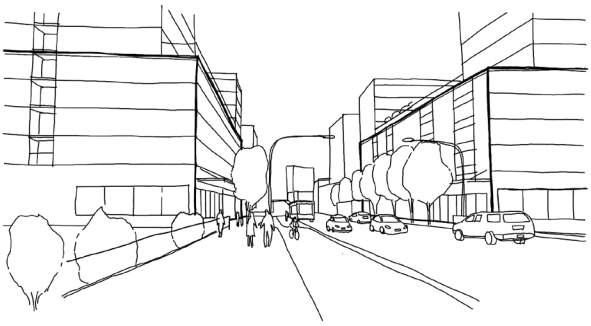
The overall massing should be formed to create a “valley gateway”. Lower building massing is located along Granville Street, with taller towers on the Howe and Seymour sites, relating to the heights allowed for adjacent Downtown South high-rises.

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.



3.2 Street Wall

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.

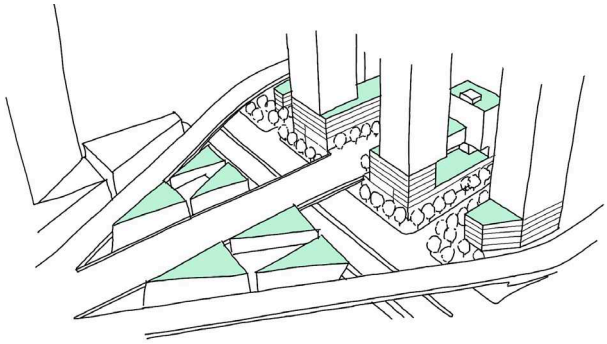


3.3 Active Uses at Grade

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.

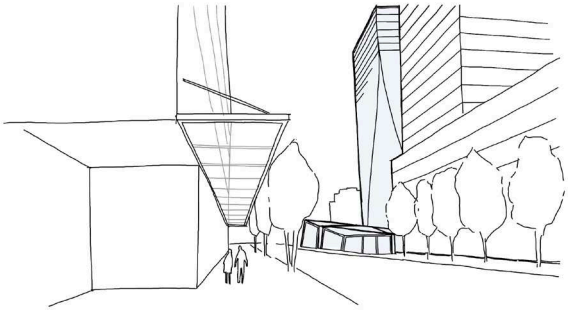
3.4 Podium

The role of the podium is to define the street edges and to respond to the elevated street structure. Consider relating to the design elements of the adjacent development at the south of Pacific Street.



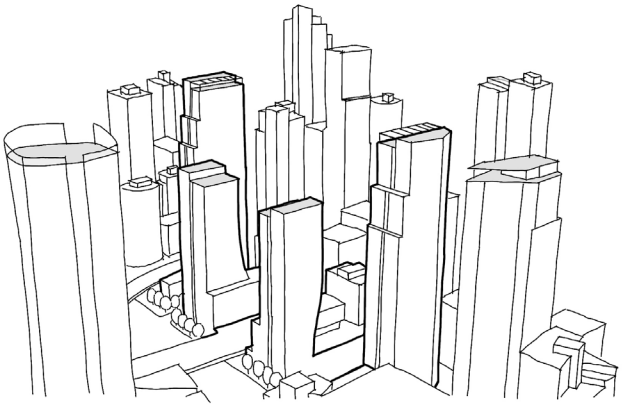
3.5 Framing Near Views

New development should be designed for attractive near views for existing adjacent development. Careful consideration should be given to frame the view of the recent development to the south.



3.6 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.



3.7 Weather protection

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

3.8 Public Art

Public art should be considered based on the following process and objectives: (a) Consideration for 24/7 access and use of the site; (b) Opportunities for rotating installations and diversity of scale and material; (c) Opportunities for art to be embedded in public spaces and infrastructure; (d) Consider opportunities to create diversity throughout the site and in unexpected places; and (e) Create public spaces built upon people being together in innovative ways.

4 Built Form

4.1 Ground Level Land Uses

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.

4.2 Building Setbacks – REVIEW IN PROGRESS, TO BE UPDATED

4.2.1 Sub-area A

- Continental Street - Tower setback 2.5 m min. from surface r.o.w. though balconies (60 ft above grade) can project into this setback up to a maximum 1.0 m to contribute to the building articulation.
- Townhouse/row house setback 3.2 m min. from surface r.o.w.
- Pacific Street – no setback req'd
- Howe Street - setback (from sidewalk/bridge) 7.5 m min. maintenance access 3.0 m ? North Property line - 3.0 m min. setback

4.2.2 Sub-area B

- Continental Street - setback 3.0 m min. from surface r.o.w. Neon Street - setback 0.2 m min.
- Granville Street – no setbacks 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.

4.2.3 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.

4.2.4 Sub-area D

- Rolston Street - Tower setback 0.9 m min from surface r.o.w. (no balconies permitted to project into this setback)
- Townhouse/rowhouse setback from surface r.o.w. 3.2 m minimum
- Seymour Street - setback (from sidewalk/bridge) 7.5 m min. maintenance access 3.0 m ? Pacific Street – 1.6 m setback req'd

4.3 Building Heights

The building massing creates a "valley gateway" with somewhat lower buildings on the Granville-fronting sites, flanked by higher towers on the Howe and Seymour edges of the area. This responds to the adopted planning direction for Granville Street further north, which is to ensure that the corridor retains its distinctive mid-rise scale. Further emphasis of the "valley gateway" is achieved with the High building sites to the south of the subject area. Within the subject area, tower massing and locations are illustrated in Figure 4.

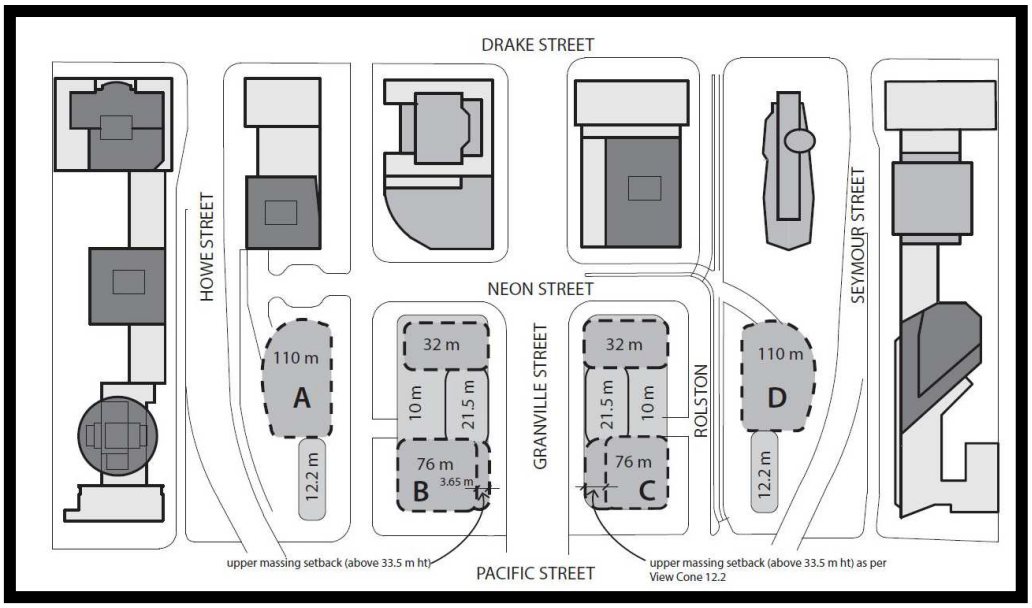
Elevated structures, sloping ground, the official building grades in the area are complex; the entire area slopes down approximately 25 ft. from the corner of Howe and Drake to the corner of Seymour and Pacific. For the sake of simplicity, heights in Figure 4 are measured from nominal "grades" as follows:

- Sub-areas B and C from street/bridge deck elevations
- Sub-areas A and D from street elevations on Continental or Rolston Streets

The tower heights for Sub-Areas A and D are approximately 110 m (to underside of view cone xx.xx) and for Sub-Areas B and C tower heights of approximately 76 m stepping down to a lower massing of approximately 32 m (Sub-Areas B and C heights are measured from the Granville Street/Bridge deck elevations). See Figure x.x.

- For Sub area B, a minimum 3.65 m upper massing setbacks should be provided for tower massing above 33.5 m ht. as measured from Granville Street/bridge elevation.
- 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.

Figure 4 Building heights



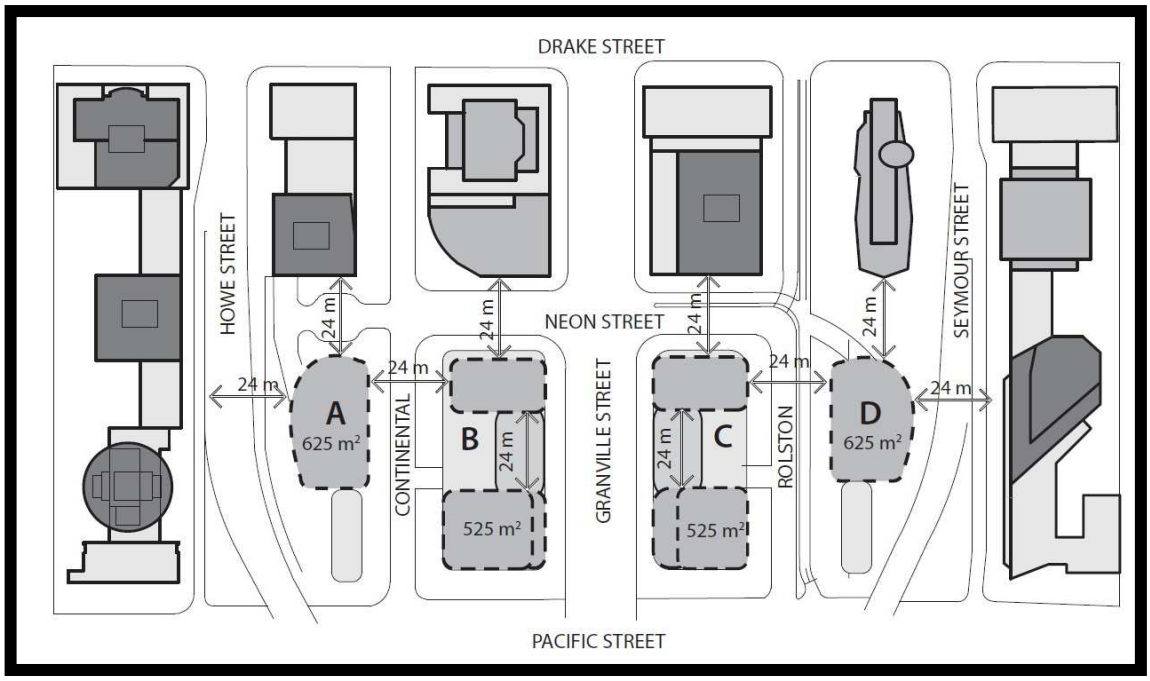
4.4 Tower Separation/Floorplates

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.

- Sub-areas B and C from street/bridge deck elevations
- Sub-areas A and D from street elevations on Continental or Rolston Streets

The tower heights for Sub-Areas A and D are approximately 110 m (to underside of view cone xx.xx) and for Sub-Areas B and C tower heights of approximately 76 m stepping down to a lower massing of approximately 32 m (Sub-Areas B and C heights are measured from the Granville Street/Bridge deck elevations) (Figure 5).

Figure 5 Tower separation



4.5 Building Character

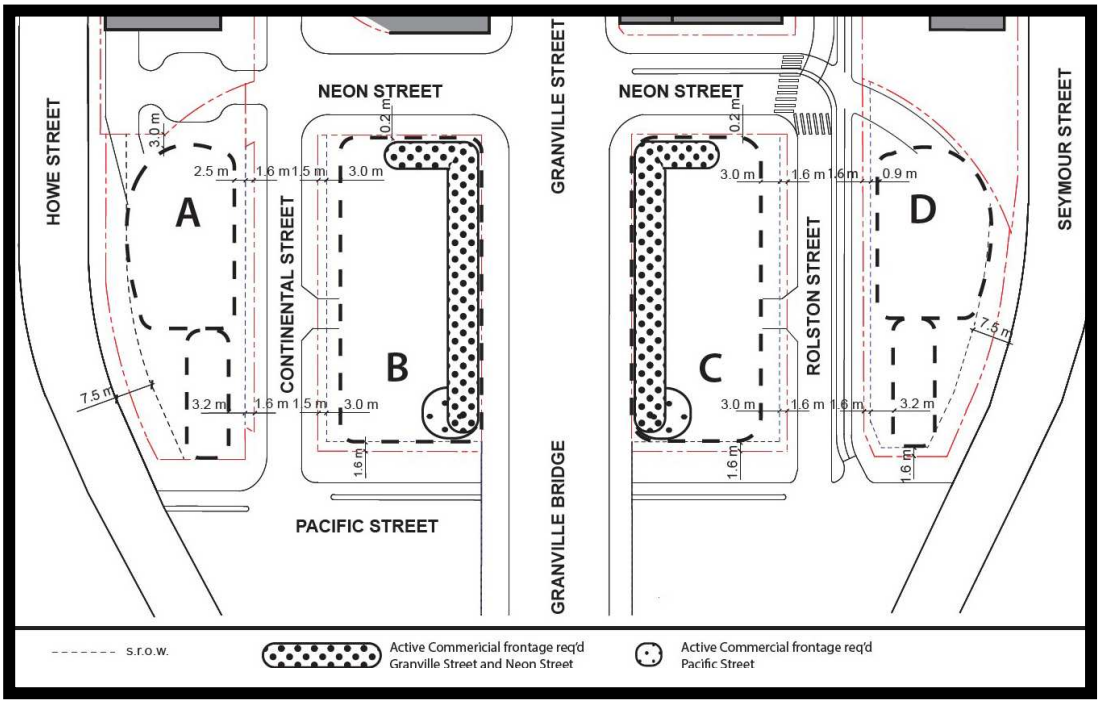
The towers on sub-areas A and D should be designed to be reflective of each other, but not necessarily copies of each other. This anticipates that they may be built at different times.

Similarly, the mid-rises on sub-areas B and C should have similar massing but not be copies of each other. The towers on sub-areas B and C should frame the Granville portal, but the same principles apply for similar massing but also having individual expression.

5 Public Realm Interface

The lower floors of buildings form part of the streetscape and are important in shaping the public realm and pedestrian character of streets.

Figure 6 Public realm interface at Granville Street (TO BE UPDATED)



5.1 Granville, Neon and Pacific Street

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.

The public realm of Granville Street should be design to be compatible with the street design of Granville Street between Drake and Cordova, which involves specific street trees, street furniture, lighting and other street elements. In addition, the Granville connector bike route will need to be considered.

- Continuous weather protection should be provided along active commercial frontages. These should be of sufficient depth (approx. 3 m) to shelter outdoor display and seating, as well as to protect walking space on the city sidewalk. Design should reflect the building's architectural style and consideration should be given to integrating signage and lighting.

- Devices such as a change in material, cornice lines, and change in fenestration scale should be used to achieve a comfortable pedestrian scale at lower levels.

- Richer materials, more intensive decorative details and lighting should be used to enhance the “close up” view for the pedestrian. In the case of retail uses, display windows, lighting, outdoor display and weather protection should be incorporated.

- Active commercial uses should present a pedestrian scale and image in treatment and detailing, avoiding large expanses of glass, other material treatments including sidewalks should be provided in accordance with Granville Street design and the Pacific Boulevard Great street concept.

- Commercial floor slabs should be stepped to allow for grade level entries.

- Street oriented commercial uses ceiling heights floor-to-floor should be maximized ranging between 16 - 20 ft. (5.0 m- 6.0 m).

Note: The Pacific Boulevard "Great Street" concept design was adopted by Council in 2005 and is being implemented in stages as adjacent development and funding sources permit. In the area of the Loops, the currently approved design calls for a multi-way boulevard on the south side and an expanded sidewalk and public realm on the north side of Pacific. In addition, pedestrian and bicycle crossings linking to the "Under the Granville Bridge" project south of Pacific will be provided.

5.2 Rolston and Continental Streets

The provision of high quality, useable open space for private and common use by the residents of a development is an important element in making individual developments more livable in a high-density setting. Landscape design is one of the most important elements of creating livable developments.

- Residential units with access from grade should be designed for families with children (refer to High Density Housing for Families with Children Guidelines)

- 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.

- Active residential spaces should be located at the ground level with bedrooms located on upper levels.

- Special attention should be given to improve the activation and visual interest of the building interfaces where uses, such as parking and vehicular access, are located.

- Weather protection should be provided at residential entries.

- Street trees and robust landscape treatments providing year round interest and foliage should be provided.

- Green infrastructure should be incorporated into the design and material treatments.

- Lighting should be installed on the buildings and incorporated into the landscaped setbacks (in the form of wall sconces, garden lights, or set into edging features, etc.) to provide pedestrian scaled lower level illumination to the sidewalk areas as well as the building.

- Detailing should be of the highest quality and should contribute to the general character of the streetscape. Attention should be paid to integrating the detailed design of the building(s), display gardens in the garden setback area, street defining elements and landscaping. (Refer to figure xx)

6 Architectural Components

6.1 Ground Floor Expression

Active and engaging uses at grade with highly transparent storefronts should be provided. Where not possible, strategies including visually permeable frontages or careful envelope material treatments and articulation should be provided. Long blank walls are not supported.

a) Expressing a finer grain urban fabric and generally follow narrow increments;
b) Build out facades to meet front yard setbacks, while forecourts and other articulation of the street wall, where they facilitate activation of the pedestrian realm, including space for outdoor seating, and;
c) Providing clear and identifiable entrances to buildings.

Other design components that further enhance the pedestrian experience include operable windows or sliding glass walls, dynamic building components, and striking signage. Creative storefront merchandising will also be necessary to provide appealing views into these spaces and contribute vibrancy to adjacent street life. Anything that impedes a visual connection to interior space such as in-store shelving, or window films signage should be avoided.

6.2 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.

6.3 Projections

Projections into the required setback of approximately 0.6m (2.0ft) with the intent of improved building performance and/or articulation may be considered. Examples include solar shading devices or elements providing weather protection.

6.4 Materiality

The material palettes must, along with the architectural expressions, present a high-quality and durable appearance that reinforce a sense of permanence and distinctiveness. Effective passive solar shading devices that are integrated with the building expression should be incorporated.

The following material palettes are provided for consideration:

- Simple structures in wood, concrete, or steel
- Architectural concrete or stone walls, stairs, and platforms
- Wood or woodgrain panels, screens, and louvers
- Contoured, tessellated, or perforated metal panels
- Wood and metal railings

6.5 Lighting and Signage

A rigorously designed lighting and signage strategy is integral to effective site legibility, security, and character. Lighting should be provided to draw attention to and enhance the key outdoor spaces at all hours, and must serve both a utilitarian purpose but also contribute to the overall expression of such spaces. Lighting should also be used to reinforce or add another layer of character and visual interest to buildings throughout the site.

Signage should, first and foremost, augment the high level of legibility and wayfinding of the site. Building and site signage interventions should appear integral to the architectural and landscape design, should be highly legible, and must contribute to the overall performance of the public realm. All signage should be of high quality, durable materials, and must be easily maintained when needed. Signage must comply with the provisions of the City of Vancouver's *Sign Bylaw*.

6.6 Parking, Loading and Access

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.

6.7 Bike Storage and End-of-Trip Facilities

Bicycle routes, access to storage and / or parking, and end-of-trip amenities, should be carefully designed. These should be treated as a critical component of a safe and effective circulation network that places pedestrians at the highest level of importance.

6.8 Garbage and Recycling

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

7 Environmental Considerations

7.1 Green Infrastructure and Integrated Rainwater Management

a) The rainwater management plan should be integrated with the site plan and landscape plan to form a comprehensive rainwater management plan. Grading plan and landscape plan should demonstrate stormwater management. When proposed stormwater management plan is to be implemented in phases, area plans that delineate drainage areas and identify appropriately sized green infrastructure practices for each area should be provided.

b) Refer to *Rainwater Management Bulletin* for detailed information and requirements. Preferred examples include:

- Rainwater Harvesting for irrigation and toilet flushing
- Stormwater tree trenches using soil cells or structural soil under sidewalks or bike lanes can be used to treat and retain stormwater, maximize soil volumes for tree roots, encourage large canopies, and encourage biking and walking
- Green roofs and green walls to mitigate urban heat island effect and improve mental health and air quality
- Traffic calming device such as curb bulge rain gardens to reduce traffic accidents
- Wide bioretention planting at part of the streetscape to create separation and buffer between cars and pedestrians

8. Reconciliation

8.1 Reconciliation – REVIEW IN PROGRESS

625-777 Pacific Street and 1390 Granville Street
URBAN DESIGN PANEL

This application was reviewed by the Urban Design Panel on June 9th, 2021 (recommend resubmission) and on January 19, 2022 (Support with Recommendations).

Urban Design Panel: January 19, 2022

BUSINESS MEETING Chair, MR. WAKELIN, called the meeting to order at 3:00 p.m. and noted thepresence of a quorum.

Address: Granville Loops (625-777 Pacific St)

Staff: Kevin Spaans and Leifka Vissers

EVALUATION: Support with recommendations: (11/0)

1) Planner's Introduction:

Rezoning Planner Leifka Vissers began by noting the rezoning application is at 625-777 Pacific Street (Granville Loops). The proposal would allow for the development of four mixed-use buildings over foursites with maximum heights ranging from 250 feet to 395.3 feet. The zoning would change from DD (Downtown) to CD-1 (Comprehensive Development) District. The site is bounded by Pacific Street to the south and Seymour Street to the east, Howe Street to west and future Neon Street to the north. This application is being considered under the Granville Loops Policy Plan which was developed following Council's approval in 2002 to remove the northern loops at the Granville Bridge under the Downtown transportation plan. The proposal includes four sub-areas.

The Loops Plan is laid out as a guide for developing the area. The plan called for new streets and improvements to the public realm and 50,000 sq. ft. of social housing. This application proposes a 40 storey, 395.3 foot tower on sub-area A and 27 foot tower on sub-area B to include social housing rental and childcare on sub-area C and 40 storey tower on sub-area D.

Senior Development Planner Kevin Spaans presented the urban design responses to the Panel's previous consensus items on behalf of Urban Design and Development Planning. Mr. Spaans first reminded the Panel that the draft *Granville Loops Guidelines* remain in progress; that work on the *Guidelines* is independent of any work being undertaken by City of Vancouver Real Estate and Facilities Management; that the *Guidelines* are intended to be performance based rather than prescriptive, and; that Panel commentary will continue to inform staff as they work toward a final draft of the document for Council approval. Mr. Spaans noted that the *Guidelines* contain seven Urban Design Principles as follows:

- Overall Massing – building massing is intended to reinforce the appearance of a "valley" gateway into downtown when reviewed from Granville Bridge;
- Street Wall – a consistent streetwall that defines and encloses the public realm;
- Active Uses at Grade;
- Podium – using tower podiums to define the streetscape;
- Framing Near Views – ensuring that building forms and architectural expression are designed for attractive near views;
- Roof Expression – presenting upper levels and roofs that enhance the urban skyline;
- Weather Protection;
- Public Art.

Mr. Spaans then presented the consensus items from the UDP on June 9, 2021 as being design development to:

- Improve public realm (re: built form)
- Improve access to open space
- Improve street activation
- Maximize sun access for the daycare.

Mr. Spaans then presented slides broadly noting the applicant's design response compared to the previous submission to the Panel, noting that the applicant team was prepared to provide further detail to their response. In conclusion, Mr. Spaans reminded the Panel that future applications within the Granville Loops area would return to the UDP for review, and that the application at hand is a general massing and architectural framework.

2) Advice from the Panel on this application is sought on the following:

1. Please comment on the applicants' response to the following areas for improvement as identified by the Urban Design Panel:

    a. The public realm (re: built form)
    b. Access to open space
    c. Street activation
    d. Sun access for the daycare

2. Please provide any comments to assist staff in review of future policy and guideline work, and applications in the Granville Loops area.

3) Applicant's Introductory Comments:

Brian Sears, Associate Director of Real Estate Services, City of Vancouver noted

the concept images shown have been created to illustrate the proposed design policies and guidelines, they do not represent complete building designs. This master plan which will be

created by the CD-1 guidelines, design guidelines and policies will guide the future development.

Fei Cai, Project Manager, Real Estate Services, City of Vancouver began by noting the improvements to address the issues raised by panel members at the UDP meeting on June 9, 2021. The issues raised were improve public realm, access to open space, livability and activation across the site and specifically along Pacific Avenue and sun exposure to the daycare.

Paul Storer, Director of Transportation, City of Vancouver presented a summary of the improvements of the road network reconfigurations.

4) Applicant and staff took questions from Panel.

Panel's Consensus on Key Aspects Needing Improvement:

Having reviewed the project, it was moved by MS. STAMP and seconded by MS. LELE and was the decision of the Urban Design Panel:

THAT the Panel Recommend Support with recommendations to the project with the following recommendations to be reviewed by City Staff:

1. Further exploration of massing.
2. Daycare to meet the City of Vancouver design guidelines for sunlight access.
3. To add more outdoor public open space.

5) Panel Commentary

<u>The public realm (re: built form)</u>

- General support from Panel that public realm could be bigger.

- A panelist noted the public realm has not addressed the fundamental issues that could help empower future applicants to prepare a more comprehensive design response that creates a more engaging neighbourhood.

- The Panel acknowledged the improvements made by the applicant, particularly along the public realm on Pacific Ave. Panelists noted the effectiveness of reorienting the CRUs toward Pacific Ave to better animate the street.

- A panelist noted the additional roads has put a focus on cars, resulting in a waste of infrastructure, recommending that more focus could have been put toward open

space in the public realm.

- A panelist expressed that the proposed hardscape plaza wasn't necessary, suggesting that the area needed more green park space.

- A panelist acknowledged the importance of the indicative design in setting out the priorities for site performance.

- A panelist expressed concern with privatizing the south side of Parcel 'A' in replacing greenspace with townhouses.

Access to open space

- Full support from Panel on improvements to open space from the previous application.

- A panelist encouraged further enhancements to the public realm, noting the importance of the connection between east and west under the bridge.

- Panelists noted the importance of connectivity through the site, physically and visually, as a means to draw activity to and through the site, and adjacent sites.

Street activation

- Support from Panel on revised street activation proposal from previous application with mix of retail and residential at grade units.

- Panelists noted that the vacant area underneath the bridge is a potential space for public art, further encouraging the applicant to explore more opportunities for public art, interactive / performance spaces, and providing multiple spaces for multiple different user groups.

- A panelist noted the towers at the ramp levels should be appropriately programmed for street activation.

Sunlight access for the daycare

- The Panel noted concerns about the lack of sunlight on the child day care facility, and noted that its location must be a priority in the design of the massing in the area.

- A Panel member noted there isn't enough sunlight at the podium level and there was an understanding of six hours of sunlight and not three hours.

- Some panelists suggested flipping and rotating the buildings in Parcel 'C' to improve sunlight access for the child daycare facility.

Comments to assist staff in review of future policy and guideline work

- Some Panel members raised concerns about prescriptive urban design guidelines, and requested revisiting the implication of symmetrical tower massing in the draft *Guidelines*. The Panel expressed concerns that applicants will feel too compelled to build to the massing of the indicative design, and that the *Guidelines* will not sufficiently require design rigour
- A panelist encouraged staff to include expectations for green roofs clearly in the *Guidelines* so that roofs aren't given over entirely to mechanical and functional uses.

Transportation

- Panel encourage consideration of increase in future traffic. Instead of shrinking the vehicle realm where some of the merge areas that come onto Granville Bridge need to be lengthened and widened.

- A panelist noted concerns with the connectivity of the site with adjacent sites, and the nearby seawall, suggesting that shifting the location of the proposed Plaza to Howe St will make for a stronger connection to the path that goes past Vancouver House.

- A panelist noted the need for increased accessibility i.e. noting the stairs are barely visible.

Other

- One panel member encourage opportunities for energy efficiency strategies.
- Some panel members expressed the need for greater certainty about the quantity of public art.

Applicant's Response: The applicant team thanked the panel for their comments.

Urban design panel: June 9, 2021

Address: 625-777 Pacific Street (Granville Loops) Permit No. RZ-2020-00069

To develop four residential towers on four adjacent sites, which will be created once the circular bridge ramps (the Loops) are removed and Continental and Rolston streets are extended south to Pacific Street. The proposal includes two strata residential towers at 120.4 m (395.3 ft.) in height, one mixed rental-residential and strata residential tower 76.2 m (250 ft.) in height, and one rental residential tower 76.2 m (250 ft.) in height to contain a childcare centre and social housing The total floor area is 89,489 sq. m (920,266 sq. ft.).This application is being considered under the Granville Loops Policy Plan.

EVALUATION: Resubmission Recommended (5/1)

Jason Olinek, Assistant Director of Planning, introduced the proposal as an Application by the City of Vancouver lead by Real Estate and Facilities Management (REFM) Staff with Planning Urban Design and Sustainability (PDS) Staff having the regulatory function. This proposal is not a Director of Planning initiated Rezoning. The allowance for consideration for addition of height and density as proposed is enabled by the Granville Loops Policy Plan (GLPP).

There are four parcels on the site each one of which will be developed individually, with its own program and proponents. This process requires a degree of flexibility to allow for the future procurement process. Therefore the Panel is considering today an 'indicative' design, similar to a master plan process with guidelines informing future design flexibility.

Leifka Vissers, Rezoning Planner presented a summary of the rezoning proposal for four mixed-use buildings over four parcels with maximum heights ranging from 250 feet to 395.3 feet. The zoning would change from DD (Downtown) to a CD-1 (Comprehensive Development) By-Law. Project notes include:

- The enabling policy is the Granville Loops Policy Plan (GLPP) also noting Council's approval in 2002 to remove the northern loops of the Granville Bridge, under the Downtown Transportation Plan.
- The site includes the area currently occupied by the northern off-ramps or "loops" of the Granville Bridge.
- This site is proposed to be divided into four Sub-areas, A, B, C and D.
- The Loops Plan, adopted by Council in 2010 laid out a guide for redeveloping the area including both this site.
- The Plan called for new streets and improvements to the public realm as well as setting parameters for future development.
- The plan envisions 50,000 sq. ft. of affordable housing to replace the Old Continental Hotel, significant road dedications, removal of the physical loops and the funding for these works.
- The plan envisioned 682,000 sq. ft. of floor area to be predominantly strata residential with the exception of some ground floor commercial and the 50,000 sq. ft. social housing.
- The Plan made allowances for greater heights based on urban design performance and the provision of additional public benefits. This proposal includes:
    - 40-storey, 395.3 foot strata tower is planned for Site A,
    - 27-storey mixed rental and strata residential tower is planned for Site B with ground floor retail,
    - 27-storey, 250 foot social housing residential building for Site C with childcare, and
    - 40-storey, 395.3 sq. ft. strata tower for site C.

With respect to a comparison between what was envisioned under the Policy versus what is proposed in this application:

- The policy did not anticipated the added rental residential on-site.
- It did not envision 150, 000 sq. ft. of added social housing. It did not envision childcare on Parcel 'C'.

This application proposes the same strata floor area as was allowable under the Loop's Plan with the difference in added floor area comprising of rental and social housing equaling a total of 126,000 sq. ft. and 161,000 sq. ft. respectively.

Yuichi Watanabe, City Design Studio Planner presented the key aspects of the design guidelines particularly on public realm and built form.

- The Public Realm design is to recognize and celebrate the diverse culture and historic high street character of Granville Street and contribute to the network of open spaces.
- Noting the 'Higher Buildings' of Vancouver House and 601 Beach, the overall massing should form a "valley gateway" along Granville Street.
- The built form is to respond to Granville Street form and character with a the street wall reinforcing a sense of human scale as well as protecting solar access along Granville Street.
- Active commercial uses are required at grade fronting Granville Street and wrapping the corners along Neon Street and Pacific Street.
- Careful consideration should be given to framing the near view.
- Podium design should define the street edges and respond to the elevated street structure.
- Roof expression should contribute to the varied and unique skyline of downtown south.

Jason Olinek, Assistant Director of Planning, presented the form of development.

Highlighted the GLPP performance objectives include for:

- Improved connectivity.
- Improved form and character noting the gateway valley, the historic high street, the scale of Granville, and public realm.
- Road widening, bridge improvements, loop removal, and traffic calming which will improve and change the character of the neighbourhood.
- Improved public realm interfaces with consideration for light, shadow, network of open spaces and how they function.

Additional context and site design notes included:

- Significant site slope; the grade difference at the top of the bridge to Pacific St. below is approximately eight meters.
- The Granville St. Policy Refresh – a comprehensive look at the street's cultural and heritage character and priority as a retail high street. (Schedule to be determined).
- The planned removal of the loops creating a more regularized transportation network including multi-modal options for peds, bikes, cars and other means.

- Planning staff have identified a desire for increased publicly accessible open space, in particular at the public realm along Pacific Street and potentially other locations on-site.
- None of the proposed buildings penetrate any of the Council Protected Views overlaying the site.
- Impacts of shadowing of the proposed towers is limited so that no new shadows fall upon the Granville St. past Drake to 4:00 on the fall equinoxes.
- Commercial retail is proposed to wrap around from Granville onto Neon St. and then on to Pacific. This creates a public realm interface condition where the grade condition is drops a storey plus across the site.
- Additional public open space in the form of packet parks is proposed on Pacific St against the proposed townhouses at the southeast and southwest corners.
- The daycare on Parcel 'C' is a significant form driver and staff would like to hear Panel's comments on how the building architecture can help support that.

Advice and comments from the Panel on this application is sought in general and specifically on the following:

1. Form of Development: Height and density.
2. Guidelines: Urban design objectives and criteria for future design development of successive applications.
3. Formal Response: Massing, setbacks and step backs, and other site specific responses relating to:
    - anticipated new road geometry,
    - adjacent development, and
    - public realm and open spaces.

Applicant's Comments

Anita Molaro, Assistant Director Real Estate Services began by noting the 3 key massing changes that were done. First, was the site simplification for Parcels B and C to deliver greater public benefits than what was foreseen in the original policy plan to allow for the daycare. Then there was the increase in height and retaining the gateway valley massing, understanding the shadowing impacts and the care that needs to be taken with respect to Granville St.

Noted since the policy plan was developed Engineering has done quite a bit of detailed technical work on the road network and adjusting the road widths on Ralston St.

Real Estate would like to achieve a bylaw that describes the land use, heights and densities based on the package to planning. The Planning proposed guidelines are presented to help to inform, at the development permit stage, the built form and character.

Understanding the ground plane, the road network, and the setbacks is a critical piece for understanding how much density and the form of development that is going to be achieved. The guidelines provide that information for those future proponents that come forward for the individual parcels.

To accommodate the daycare, Parcel 'C' was tested because it is the only site left that can achieve the daylight requirements for daycare.

The staff and applicant team then took questions from

the panel. Panel's Consensus on Key Aspects Needing

Improvement:

Having reviewed the project, it was moved by MS. SCHWARTZ and seconded by MS. LONG and was the decision of the Urban Design Panel:

THAT the Panel RECOMMEND RESUBMISSION of the project with the following recommendations to be reviewed by City Staff:

Design development to improve public realm, access to open space, livability and activation across the site and specifically along Pacific Ave. In addition, address concerns around sun exposure to the daycare.

Panel Commentary

Height and

Density:

- There was mix of support and non-support from the Panel on height and density.
- Panel noted design development to consider redistributing density to ground plane.
- Panel noted city should establish heights, density limits, and the critical setbacks to avoid prescriptive architectural forms.
- Panel noted project should not be density driven but urban design and livability driven.

Public Realm and Open Space:

- Panel noted the new alignment for Continental and Ralston connection through Neon St. would be a vast improvement over the loops that are currently there.
- The Panel noted to improve the quality of the public realm, open space and livability around the site, specifically on Pacific Ave. Open spaces on the south corners of the site are too small.
    - Panel suggest losing a townhouse on either corner to enhance the public open space and to explore recapturing some floor area in one of the towers.
- Panel noted concern for general lack of outdoor open space. Panel suggest greening all of the rooftops and making them more accessible.
- Panel noted new public and semi public open space alongside the off ramps is not well

located and may be dark. Panel suggested exploring street and building design to shape the space to be more inviting for pedestrians and cyclists.

Building Design and Guidelines:

- Panel noted the guidelines should focus on ground plane public realm, traffic design standards, and mandating green roofs.
- Panel noted there are opportunities that can be made on sculpting these parcels so they can be gateways/background buildings. Panel also noted towers are relatively small in plate size but further stepping back could help.
- Panel noted the parking abutting Pacific St. limits retail opportunities along the frontage. Panel suggest making some adjustment to the parking inlet access off both Continental and Ralston Streets to improve this condition. Explore a more a viable option to give some retail area to tenants along Pacific St.
- Panel questioned if daycare is in right place being 'shoehorned' in with the towers and being undercut. Suggest putting daycare on rooftop possibly. Panel noted there may be opportunity for two daycares and further consideration of daycare to get better light penetration.
- Panel suggest getting more day light on the daycare roof deck by losing the north east corner of building C and dropping it off at 45 degrees; in addition adding another storey to B and C to makeit up to ensure daylight exposure to day care.
- Panel noted to Applicant to consider the broad range of housing tenure types with an eye to beingmore innovative.
- Panel noted more needs to be done at the base of the tower along Pacific St.
- Panel noted regarding the gateways, establishing connection to Granville St. is more important than connection what is seen travelling on a bridge in a car framed by two residential towers.
- Panel to applicant: approach the next version with more imagination and innovation in all aspects.

Infrastructure and Road Network:

- Panel noted the underside of the Seymour off ramp and Howe St on ramp are under utilized andneglected spaces that eed attention.
- Panel noted to make it a "great street " it needs to be programmed by having a fine grain scale ,small commercial units , comfortable for pedestrians to occupy .
- Panel suggested introducing an additional pedestrian connection between Granville Bridge on thenorth side of Pacific St.
- Panel noted it maybe transportation and bike driven but not pedestrian friendly. There needs tobe a balance.

Applicant's Response: The applicant team thanked the panel for their comments.

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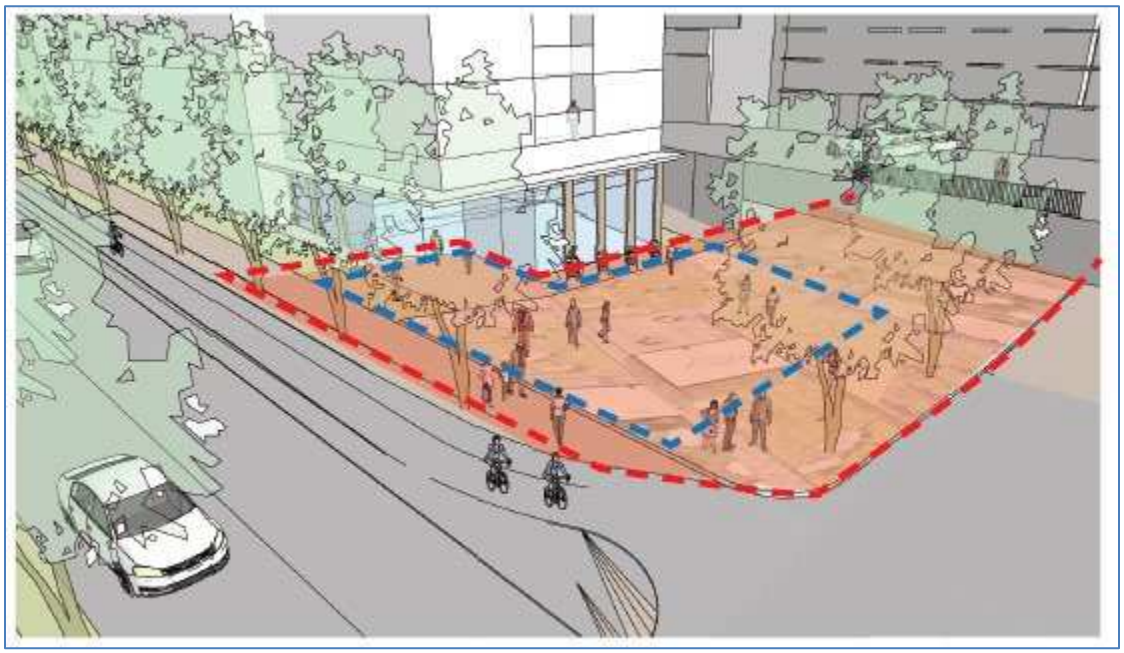
625-777 Pacific Street and 1390 Granville Street
FORM OF DEVELOPMENT DRAWINGS

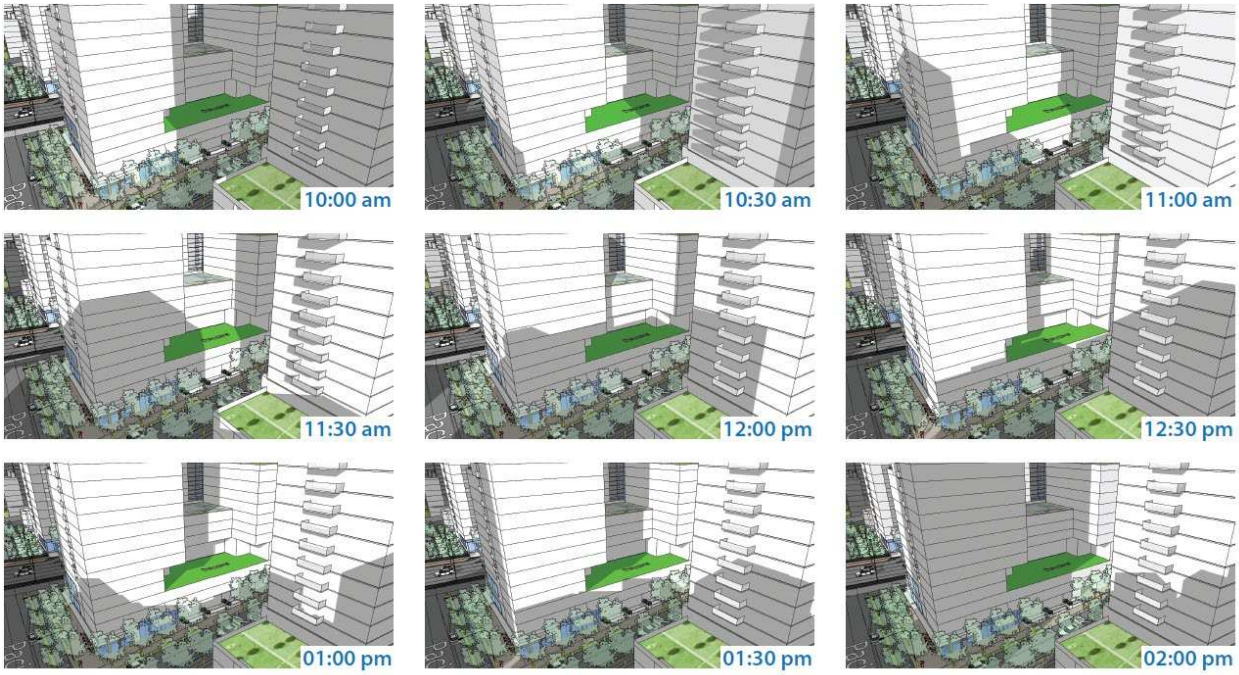
Northerly Overview of Granville Street

Northeasterly Overview of Rezoning Concept

Artist Rendering



Open Space



Shadow Studies - Childcare

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625-777 Pacific Street and 1390 Granville Street
PUBLIC CONSULTATION SUMMARY

1. List of Engagement Events, Notification, and Responses

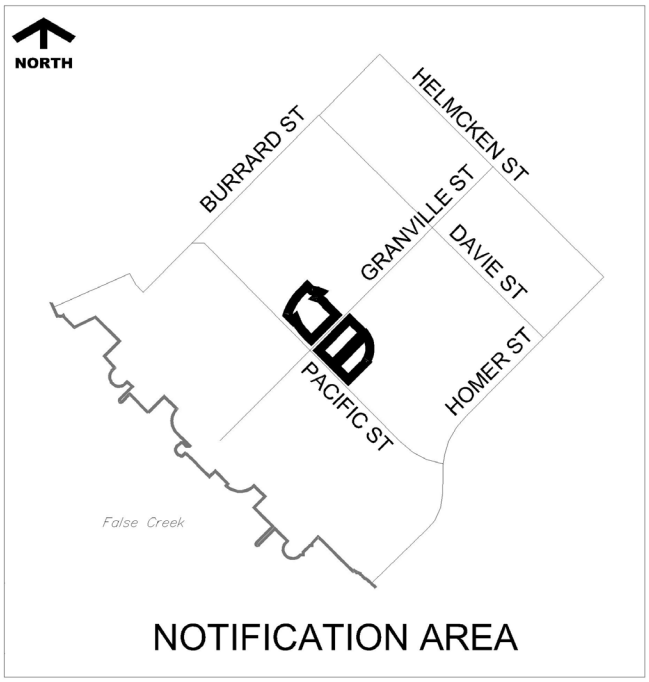
	Date	Results
Event		
Virtual open house (City-led)	May 31 to June 20, 2021	373 participants (aware)* • 169 informed • 114 engaged
Public Notification		
Postcard distribution – Notice of rezoning application and virtual open house	May 27, 2021	15,056 notices mailed
Public Responses		
Online questions	May 31 to June 20, 2021	9 submittals
Online comment forms • Shape Your City platform	January 4 – October 7, 2021	134 submittals
Overall position • support • opposed • mixed	January 4 – October 7, 2021	134 submittals • 33 responses • 85 responses • 20 response
Online Engagement – Shape Your City Vancouver		
Total participants during online engagement period	January 4 – October 7, 2021	691 participants (aware)* • 293 informed • 144 engaged

Note: All reported numbers above are approximate.

*The Shape Your City platform allows staff to capture more nuanced levels of engagement associated with the rezoning application, categorized as:

- **Aware**: Number of unique visitors to the application webpage that viewed only the main page.
- **Informed**: Visitors who viewed documents or the video/photo gallery associated with the application; *informed* participants are a subset of *aware* participants.
- **Engaged**: Visitors that submitted a comment form or asked a question; *engaged* participants are a subset of *informed* and *aware* participants.

2. Map of Notification Area



3. Analysis of All Comments Received

Below is an analysis of all public feedback by topic and ordered by frequency.

Generally, comments of support fell within the following areas:

- **Rental and social housing:** Support for the proposed rental and social housing and/or support for even greater social and rental housing goals to support housing affordability (17)
- **Public space and parks:** Suggestion for much-needed public space (specifically green space such as a park) (16)
- **Building height:** Support for the height of the buildings and/or higher buildings for this area (11)
- **Neighbourhood context:** Support for the proposal as appropriate for the neighbourhood context and location as gateway to downtown (9)
- **Mass and density:** Support for the mass and density of the Granville Loops area and/or a higher density (7)
- **General:** General support for the project (3)

Generally, suggestions fell within the following areas:

- **Amenities:** General need to consider enhanced amenities in the area for greater liveability (6)
- **Commercial retail use:** Suggestion for increased commercial retail use to support density at this site (6)
- **Pedestrian and bicycle access:** Suggestion to improve pedestrian and bike access to and through the site (7)
- **Other** (1)

Generally, comments of concern fell within the following areas:

- **Mass and density:** Concern over the mass and density, including lack of adequate setbacks (buildings/bridge) (26)
- **Building height:** Concern over height, including loss of views and shadowing from buildings (26)
- **Neighbourhood context:** Concern that the proposal is not appropriate for the neighbourhood context (15)
- **Noise and disruption:** Concern over noise and disruption in the area due to ongoing development (14)
- **Site access:** Concern over worsening access to downtown, and an increasing number of vehicles on the road (8)
- **Social housing:** Concern that the social housing is not appropriate for the Granville Loops and/or there is already too much social housing in the area (6)
- **Child care and schools:** Concern over lack of schools and child care amenities in the area for a growing population (6)
- **Loss of Granville Loops:** Concern over loss of the Granville Loops (for access or local significance) (3)
- **Architectural design:** Concern that a higher quality of architecture is needed, especially for such a significant gateway site (3)
- **General**: General disagreement against the project (2)

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625-777 Pacific Street and 1390 Granville Street
PUBLIC BENEFITS SUMMARY

Project Summary

To construct six new buildings with heights ranging from 250 ft. to 395 ft. The development would include strata residential, rental residential, commercial and institutional uses.

Public Benefit Summary

The project would required to deliver a cash payment of $30 million for replacement social housing, a cash CAC payment of $7.4 million for a 37-space childcare, DCL payment, and a public art contribution.

	Current Zoning	Proposed Zoning
Zoning District	DD	CD-1
Floor Space Ratio	5.0	11.69
Height	137 m (450 ft.) subject to view cones	120.5 m (395.3 ft.) for tallest building
Floor Area (sq. ft.)	53,840 sq. m (579,548 sq. ft.)	86,403 m^2 (930,034 sf)
Land Use	Commercial or Mixed Residential-Commercial	Residential, Commercial, Institutional

Summary of Development Contributions Expected Under Proposed Zoning

City-wide DCL[1]	$12,068,068
Utilities DCL[1]	$6,601,217
Public Art	$1,512,024
Cash contribution towards replacement social housing	$30,000,000
Cash CAC – Childcare	$7,400,000
TOTAL	**$57,581,309**

Other Benefits (non-quantified components):

- Transfer of Sub-area C to VAHEF for development of the social housing and childcare
- Demolition of the existing Loops ramps, construction of the new street system and demolition of the bridge span between Neon and Pacific Streets and its reconstruction as a ramped roadway

[1] Based on rates in effect as at September 30, 2021; rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection.

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625-777 Pacific Street and 1390 Granville Street
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Applicant/Owner	City of Vancouver
Architect	Real Estate and Facilities Management
Legal Description and Property Identifier (PID)	625 Pacific Street PID 009-529-888; Lot C Block 113 District Lot 541 Plan 10040 1390 Granville Street PID 030-524-989; Lot 2 Block 113 District Lot 541 Group 1 New Westminster District Plan EPP76945 777 Pacific Street PID 030-520-592; Lot 1 Block 112 District Lot 541 Group 1 New Westminster District Plan EPP76941
Site Area	Pre-dedication site area: 10,768 sq. m (115,910 sq. ft.) – prior to dedications for streets Post-dedication site area: 7,519 sq. m (80,940 sq. ft.) – after dedications for streets

Development Statistics

	Permitted Under Existing Zoning	**Proposed Development**
Zoning District	• DD	• CD-1
Land Use	• Commercial or Mixed Residential-Commercial	• Residential, institutional, commercial
Maximum Density	• 5.0 FSR	• 11.49 FSR
Floor Area	• 53,840 sq. m (579,548 sq. ft.)	• Social housing: 15,458 sq. m (166,386 sq. ft.) • Market rental: 11,754 sq. m (126,524 sq. ft.) • Strata residential: 56,328.4 m (606,329 sq. ft.) • Commercial-retail: 2,863.0 sq. m (30,817 sq. ft.) Overall: 86,403 m^2 (930,034 sq. ft.)
Maximum Height	• 137 m (450 ft.) subject to view cones	• 120.5 m (395.3 ft.) for tallest building
Parking Spaces	• Per Parking By-law	• Per Parking By-law
Passenger Spaces	• Per Parking By-law	• Per Parking By-law
Loading Spaces	• Per Parking By-law	• Per Parking By-law
Bicycle Spaces	• Per Parking By-law	• Per Parking By-law
Natural Assets	• 18 trees adjacent to Loops infrastructure, be removed.	• As per Design Guidelines

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