CITY OF VANCOUVER

REFERRAL REPORT

Report Date:	May 24, 2022
Contact:	Yardley McNeill
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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: 1780 East Broadway

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 Perkins + Will on behalf of Snowcat Property Holdings Ltd., the registered owner of the lands located at 1780 East Broadway [PID 006-634-851, Lot I Block 162 District Lot 264A Plan 20377 Except Part in Plan EPP35255], to rezone the lands from C-3A (Commercial) District to CD-1 (Comprehensive Development) District to permit a mixed-use development with three towers of varying heights above a retail base and a public plaza, a maximum building height of 108.3 m (355 ft.), total floor area of 55,989 sq. m (602,662 sq. ft.), and a floor space ratio (FSR) of 5.7, 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 Perkins + Will, received November 2, 2021, 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 in Appendix B.

B. 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.

C. 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.

D. 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.

E. THAT Recommendations A to D 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.

REPORT SUMMARY

This report evaluates an application to rezone a 9,819.1 sq. m (105,692 sq. ft.) site located at 1780 East Broadway from C-3A (Commercial) District to CD-1 (Comprehensive Development) District. The application proposes a mixed-use development with three towers of varying heights all above a retail base containing a Safeway grocery store, commercial/retail units and loading areas. A ground level public plaza and a landscaped courtyard on top of the retail base on Level 2 are proposed. Staff have included conditions to secure public access to both the plaza and Level 2 courtyard. A maximum building height of 108.3 m (355 ft.), total floor area of 55,989 sq. m (602,662 sq. ft.), and a floor space ratio (FSR) of 5.7 are proposed.

This application is being considered under the *Grandview-Woodland Community Plan (the Plan)*. The *Plan* supports additional height and density for this location given its close proximity to a significant transit hub at Commercial and Broadway. If approved, the application would deliver 215 strata-titled residential units and 438 secured rental units, including 93 below-market rental units at Canada Mortgage and Housing Corporation (CMHC) City-wide Average Market Rents, and contribute towards the targets within the *Housing Vancouver Strategy*. The 93 below-market rental units represent 18% of the total rental residential floor area and 12% of the total residential floor area.

Staff have assessed the application and conclude that it meets the intent of the *Plan*. 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, subject to the Public Hearing, and conditions contained in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council policies for this site include:

- *Grandview-Woodland Community Plan (2016)*
- *Rezoning Policy for Sustainable Large Developments (2018, last amended 2020)*
- *Housing Vancouver Strategy (2017)*
- *High-Density Housing for Families with Children Guidelines (1992, last amended 2020)*
- *Family Room: Housing Mix Policy for Rezoning Projects (2016)*
- *Green Buildings Policy for Rezonings (2010, last amended 2018)*
- *Tenant Relocation and Protection Policy (2015, last amended 2019)*
- *Community Amenity Contributions Policy for Rezonings (1999, last amended 2022)*
- *Public Art Policy and Procedures for Rezoned Developments (2014)*
- *View Protection Guidelines (1989, last amended 2011)*
- *Vancouver Development Cost Levy By-law No. 9755*
- *Vancouver Utilities Development Cost Levy By-law No. 12183*
- *Urban Forest Strategy (2016, last amended 2018)*
- *Latecomer Policy (2021)*
- *Culture | Shift: Blanketing the City in Arts and Culture, Vancouver Culture Plan (2019)*
- *Making Space for Arts and Culture: Cultural Infrastructure Plan (2019)*
- *Biodiversity Strategy (2016)*

REPORT

Background/Context

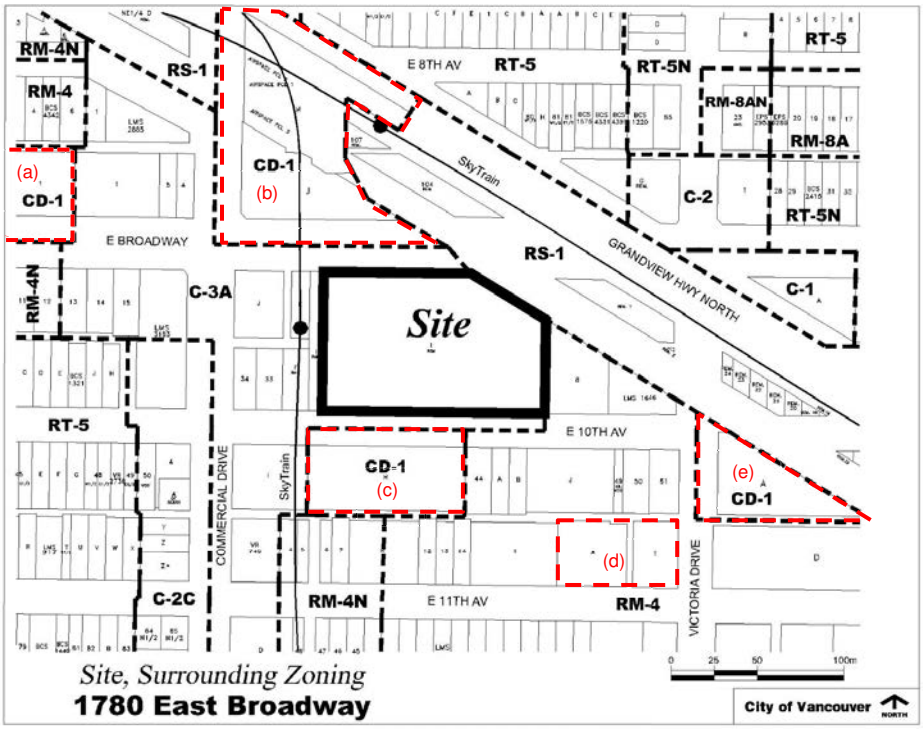
1. Site and Context

The subject site is located within the Grandview-Woodland neighbourhood on the south side of Broadway near the intersection of Commercial Drive and East Broadway (see Figure 1). This site is comprised of a single lot double-fronting Broadway and East 10th Avenue, currently developed with a single-storey Safeway grocery store and surface parking lot. The total site area is 9,819.1 sq. m (105,692 sq. ft.). The site is adjacent to the Commercial-Broadway SkyTrain station, one of the regions busiest transit hubs. The ‘Grandview Cut’, a critical regional

transportation corridor and Street right-of-way that includes a ravine and naturalised slope, borders a portion of the northern property line. South of the site is a mix of detached homes and multi-family low-rise buildings. Commercial Drive to the west, is a busy commercial arterial lined with local-serving retail.

Significant developments in the immediate area are shown in Figure 1 and are listed below:

Figure 1: Surrounding Context and Zoning



(a) 1649 East Broadway: a 12-storey rental building with commercial retail space at grade, consisting of 114 residential units including 91 market rental units and 23 below-market rental units, currently under construction.

(b) 2430-2470 Commercial Drive and 1715-1755 East Broadway: CD-1(250) zoned site currently developed with a one- and two-storey commercial building and SkyTrain Station, built in 2002.

(c) 1750 East 10th Avenue: CD-1(63) zone to the north-west is currently developed with a five-storey office building and a pharmacy at grade, built in 1978.

(d) 1837-1863 East 11th Avenue and 2631-2685 Victoria Drive: approved rezoning for a six-storey residential building and the retention and conservation of a designated heritage building, consisting of 136 secured market rental units.

(e) 2610 Victoria Drive: CD-1(568) zoned site developed with a six-storey building containing the Immigrant Services Society of BC Welcome Centre, built in 2016.

Local School Capacity – The site is located within the catchment area of Laura Secord Elementary School, 550 m to the east, and Vancouver Technical Secondary School, 1.2 km to the east. According to the *Vancouver School Board (VSB)'s 2020 Long Range Facilities Plan* Laura Secord Elementary will be operating above capacity with a capacity utilization of 102% by 2029 and Vancouver Technical Secondary will be operating under capacity, with a capacity utilization of 89% by 2029. 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 located in the area:

- *Parks* – John Hendry Park (Trout Lake Park) (400 m south), Clark Park (800 m south), W.C. Shelly Park (500 m northwest), and McSpadden Park (600 m north);
- *Community Centres* – Trout Lake Community Centre and Trout Lake Rink (600 m south);
- *Childcare Facilities* – Lakeview Daycare and Montessori (250 m east), Nanook YMCA Child Care (1 km west), Boat Daycare (250 m south).

2. Policy Context

Grandview-Woodland Community Plan (the "Plan") – Redevelopment potential for the site is guided by the *Plan*. The site lies within the Commercial-Broadway Station Precinct sub-area, which is envisioned to be a mixed-use community for people to live, work, shop, and gather (Figure 2). The *Plan* recognizes the regional importance of the Commercial-Broadway Station area as a transit hub and sets direction to create new office, commercial and retail job space close to rapid transit and to increase housing opportunities with a focus on rental housing.

Figure 2: Commercial-Broadway Station Precinct Sub-Area - Land Use and Character Areas

The *Plan* anticipates development for this site to be mixed-use at a variety of scales, including mid-rise and high-rise components. Proposed development is to include office space, a mix of retail (including small-scale retail and large format grocery) and a mix of housing opportunities.

The site is also to feature a new civic plaza that will become the primary gathering and social place at the southern end of Grandview-Woodland.

Rezoning Policy for Sustainable Large Developments – In July 2018, Council approved an updated *Rezoning Policy for Sustainable Large Developments*. The policy sets out criteria that must be addressed for sites proposing more than 45,000 sq. m (484,375 sq. ft.) of new floor area, as part of a rezoning application. The policy requires defined plans or studies in eight different subject areas to demonstrate how the proposal will achieve the City's sustainability goals. This rezoning proposes a floor area of 55,989 sq. m (602,662 sq. ft.) and is subject to this policy. Information on how the application has addressed the criteria is contained in Section 6 of this report titled 'Environmental Sustainability and Natural Assets'. The policy notes that large developments that have submitted a formal rezoning enquiry prior to June 20, 2018, such as this site, are to proceed under the affordable housing requirements contained in the previous *Rezoning Policy for Sustainable Large Developments* amended December 16, 2014.

Housing Vancouver Strategy ("Housing Vancouver") – Housing Vancouver focuses on the right supply of new homes to meet a continuum of housing types. The strategy seeks to shift production towards rental and to coordinate with partners to deliver housing for the lowest income households. Overall, Housing Vancouver targets 72,000 new homes, including social, supportive and non-profit co-operative units, and 20,000 purpose built rental units. Targets seek to retain a diversity of incomes and households in the city.

View Protection Guidelines – On December 12, 1989, Council approved the protection of select significant public views and adopted the View Protection Guidelines. The Guidelines contain the list of Council-approved protected public view cones. Council affirmed these Guidelines and added additional protected public views on January 20, 2011. A portion of the site, along its western edge, falls underneath View Cone 21 (Commercial Drive), which encompasses views from Commercial Drive at 15th Avenue to the North Shore mountains, beginning with Beauty Peak and including Crown, Grouse, and Mount Fromme.

Strategic Analysis

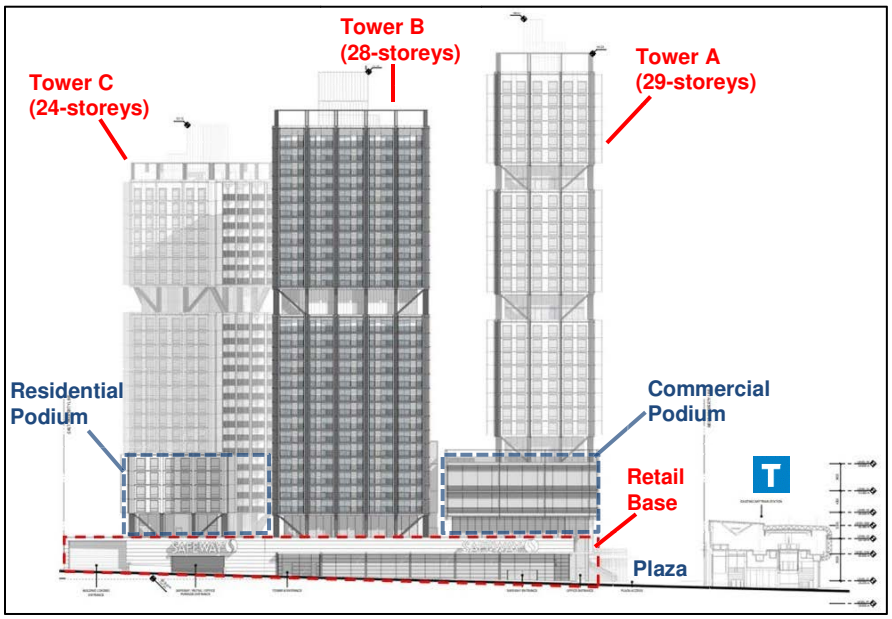
1. Proposal

The application was originally submitted on June 12, 2019, proposing a mixed-used development with three towers of varying heights above a retail base and a public plaza. The proposal included a mix of residential units, office space, a large format grocery store, retail and restaurant uses, and a privately owned childcare facility. On September 2, 2020, the applicant submitted a revised three-tower proposal that included more secured rental housing with increased building heights and density. The commercial uses and plaza design remained generally consistent.

Following public consultation, and in response to comments from the Urban Design Panel and City staff, a second revised application was received on November 2, 2021. The second revision included reductions to floor area and density, reduced tower heights, a larger plaza area, additional below-market rental housing, and removed the privately owned childcare facility. The November 2021 submission is the application discussed in this report. A summary of application revisions is contained in Appendix D.

The application proposes a mixed-use development with three towers of varying heights above a retail base (23-28 feet in height) that covers most of the site, except the ground level plaza and loading areas on the eastern portion of the site (see Figure 3). Two new bridge decks are proposed connecting the site off Broadway with one providing access to underground parking for the retail uses and the other for truck access and loading. The retail base includes a large format grocery store, restaurant space and smaller commercial retail units (CRUs). On top of the retail base, Tower A consists of a 29-storey tower including 26-storeys of strata-titled residential units and three-storeys of a larger commercial podium; Tower B consists of 28-storeys of secured rental residential units; and Tower C consists of a 24-storey secured rental residential tower with a larger five-storey residential podium (see Figure 3).

Figure 3: North Elevation (View along Broadway Looking South)



*Note that tower heights described are above the retail base.

Overall tower heights measured from grade inclusive of rooftop access, and mechanical/architectural appurtenances are as follows:

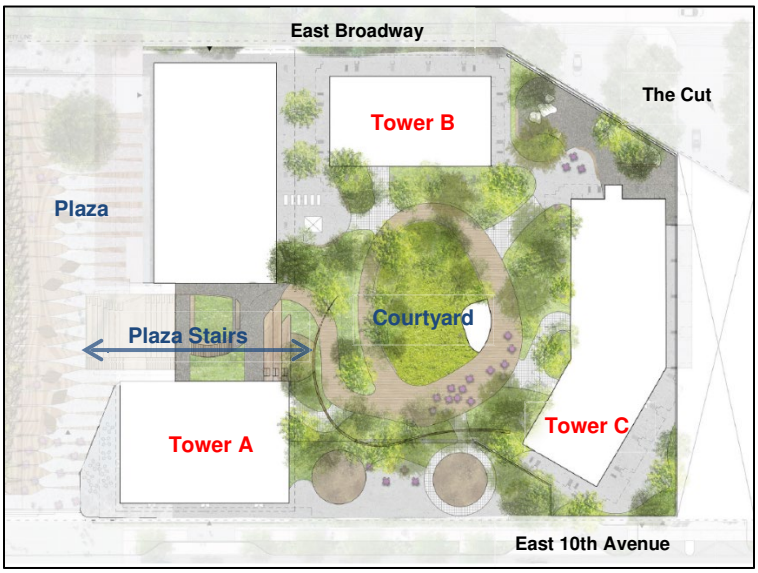
- Tower A = 108.3 m (355 ft.);
- Tower B = 97.0 m (318 ft.); and
- Tower C = 84.4 m (277 ft.).

A total of 653 residential units are proposed including 215 strata-residential units, 345 secured market rental units and 93 below-market units (representing 12% of the total residential floor area and 18% of the total rental residential floor area). The total floor area proposed is 55,989 sq. m (602,662 sq. ft.) consisting of:

- 10,857 sq. m (116,861.5 sq. ft.) of commercial retail, restaurant, fitness and office space;
- 15,069 sq. m (162,196.5 sq. ft.) of strata-titled residential; and
- 30,064 sq. m (323,604 sq. ft.) of secured rental residential (including 5,295 sq. m (57,000 sq. ft.) of below-market rental housing secured at CMHC City-wide Average Market Rents).

The application includes a ground level public plaza running north-south on its western edge and a landscaped courtyard on the roof of the retail base for residents. Conditions in Appendix B will secure public access to the landscaped courtyard on Level 2.

Figure 4: Plan View of Level 2 Courtyard and Access through the Retail Base from the Plaza



2. Land Use

The rezoning application proposes residential and commercial uses consistent with the *Grandview-Woodland Community Plan*.

3. Form of Development, Density, and Height (refer to application drawings in Appendix D and project statistics in Appendix H)

In assessing urban design performance, staff took into consideration the expectations of the *Grandview-Woodland Community Plan* and the larger policy context. The *Plan* includes "Conceptual Site Diagrams" for the Safeway Site for illustrative purposes only, to provide high-level urban design direction. They are not intended to be prescriptive, and applications may vary while still meeting the intent of the *Plan.* The proposal is generally consistent with the intent of the *Plan,* as outlined in further detail in the paragraphs below.

Form of Development – The proposal consists of three towers arranged around the periphery of the site framing a central, landscaped Courtyard at Level 2 that is accessible to the strata and rental residents. The towers are located atop a retail base, consisting of a new, large-format grocery store (Safeway) at Level 1 (ground level), and loading areas with access from Broadway. A public plaza is located on the west side of the site running parallel to the SkyTrain station and connecting Broadway and 10th Avenue. There are three smaller, local-serving commercial units along 10th Avenue, and larger commercial space with food and beverage uses at the south end of the new plaza. Office space, a fitness facility, and an amenity area are located in the podium (Levels 2 – 5) of Tower A. Tower B includes an indoor amenity area at the courtyard level (Level 2) and a shared outdoor rooftop amenity area. Tower C also includes an indoor amenity area on Level 2 and an outdoor amenity area on top of the residential podium. The development includes a public bike share facility orientated to the 10th Avenue bike path.

Vehicular and loading access for the Safeway store is from Broadway across a new road that spans the Grandview Cut. Access for residential parking is from 10th Avenue.

Figure 5: Views of Proposal from Broadway Looking West

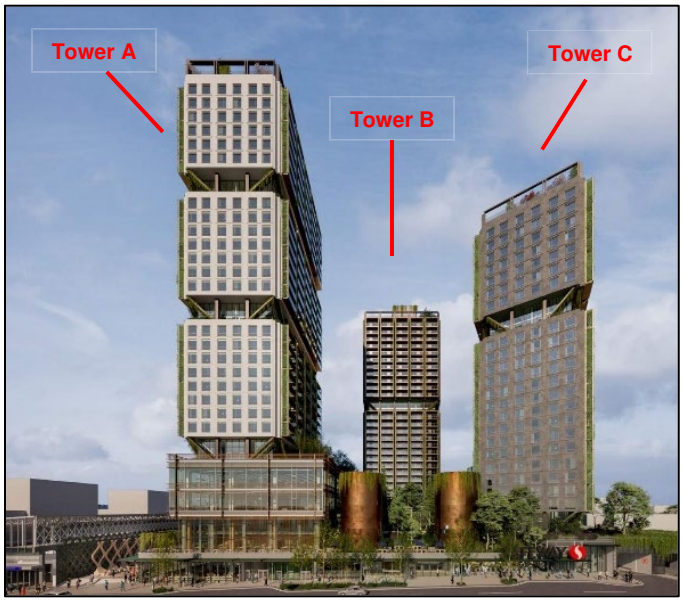
The proposal is composed of mid-rise and high-rise components consistent with the intent of the *Plan*. The introduction of towers at this site is intended to create a distinct skyline and an important landmark. The three tower proposal, in place of a four (or more) tower proposal as illustrated in the "Conceptual Site Diagrams" in the *Plan,* is intended to optimize tower spacing for livability purposes. Increased tower spacing, particularly from the south, facilitates daylight ingress and enhances the views through the buildings on the approach along the principal streets.

Towers A and B are proposed to each have a floorplate of approximately 639.2 sq. m (6,880 sq. ft.) and Tower C proposes a floorplate of 518.2 sq. m (5,578 sq. ft.). The towers provide inset, landscaped gardens at intermediary levels so they read as stacked, rectangular blocks, rather than uniform vertical towers. These landscaped breaks introduce scale and prevent a monolithic appearance. Opportunities to better connect visually to the Grandview Cut, further sculpt the form, alleviate massing, and enhance the overall skyline of the proposal will be explored at the next stages of the permitting process. Staff have included conditions for design development in Appendix B for an improved public realm, improved amenity provision, improved architectural expression, and mitigation of negative impacts such as shadowing.

Density – The existing C-3A (Commercial) zoning allows for a density of 3.0 FSR. The *Plan* anticipates an FSR of 5.7 for this site, comprised of residential uses up to 4.5 FSR and commercial uses to a minimum 1.2 FSR (including a minimum of 0.5 FSR for office). This rezoning application proposes an overall floor area of 55,989 sq. m (602,662 sq. ft.), which is equivalent to a density of 5.7 FSR. The application proposes a density mix of 4.6 FSR of residential uses and 1.1 FSR of commercial uses (including 0.45 FSR of office). This modest variation in the density mix is intended to support the residential component, which comprises 67% secured rental housing with 93 below-market rental residential units at CMHC City-wide Average Market Rents.

Height – The existing C-3A (Commercial) zoning permits a maximum height of six storeys, which would be equivalent to the podium height indicated in the *Plan* for this site. The *Plan* allows for consideration of greater heights with a mixed-use development consisting of mid-rise and high-rise components atop a retail base. The retail base is to include a large-format grocery store of approximately 4,650 sq. m (50,000 sq. ft.) in a one- or two-storey configuration. Perimeter heights will be generally six-storeys above the retail base. At key anchor points within the site, tower heights ranging from 12 to 24 storeys above the retail base are anticipated in the *Plan*. Conceptual site diagrams provided in the *Plan* show four or five tower elements, and a central or perimeter plaza.

Figure 6: Views of Proposal from East 10th Avenue Looking North



The retail base ranges in height from 7 m (23 ft.) to 8.5 m (28 ft.) due to the downward slope of the site from east to west. The base contains a large format Safeway grocery store and other retail uses. This application proposes three towers, ranging in height from 24- to 29-storeys above the retail base with an overall height ranging from 84.4 m (277 ft.) to 108.3 m (355 ft.), as measured from grade. The rationale for additional height is to reduce the number of towers, thereby facilitating improved daylight access and views through the site.

View Cones – View Cone 21 (Commercial Drive) crosses over the northwest corner of the site over the proposed plaza where there are no proposed buildings. As such, there is no encroachment into the View Cone.

Shadowing – Shadow impacts were assessed at 10am, 12pm (noon), 2pm, and 4pm during the spring and fall equinoxes, and the summer solstice. Additional shadow impacts are consistent with the expectations of the *Plan*, noting the direction for this site to accommodate higher density, tower development. Conditions of rezoning seek further refinement of the tower massing at later stages of the permitting process to mitigate shadow impacts on important public spaces, amenities, and outdoor spaces consistent with the intent the *Plan*.

Tower Separation – Citywide urban design standards require tower portions of proposals above 18 m (60 ft.) in height to be spaced a minimum 24 m (80 ft.) from any other residential

building exceeding 18 m (60 ft.) in height. The intent of this separation is to provide privacy, daylighting, and a sense of spaciousness between towers. In this manner, the spacing ensures a level of livability for dwelling units within existing/future residential towers and maintenance of a livable public realm. The applicant has met this requirement.

Although the *Plan* directs "highest forms will be situated adjacent to the Grandview Cut to minimize shadowing of the plaza", the applicant has chosen an alternate compliance path after conducting studies on shadow impact. This assessment determined that if the 29-storey tower were relocated adjacent to the Cut, the smaller (24-storey) tower form would have a similar shadow impacts on the plaza. Staff have reviewed the applicant materials and encourage them to further refine shadowing as the design progresses in the later stages of the permitting process. Conditions related to maintaining separation, while maximising daylight and mitigating shadows further during the course of design development at the later stages of the permitting process are contained in Appendix B.

Figure 7: View Looking Northeast on East 10th Avenue

Public Plaza/Public Realm – The *Plan* anticipates a generous, centrally-located, public plaza at grade at the western perimeter adjacent the SkyTrain station. In designing this space, the *Plan* identifies a number of considerations including:

- Building arrangement to optimize the use of public open space;
- Ensuring the site design supports vibrancy in the plaza with varied, grocery and small-scale retail spaces, office and residential entrances fronting and/or overlooking the open space;
- Shading/solar access and SkyTrain noise mitigation;
- Range of programming and uses; and
- Accessibility, sight lines and design considerations to address public safety concerns.

The relationship to the Grandview Cut as a green corridor running through this part of the city is also a relevant component of consideration.

Three principal edges of the site along Broadway, 10th Avenue, and the proposed public plaza, at the western edge of the site, contribute to the urban grain of the neighborhood and the public

realm (see Figure 8). The Broadway facade consists primarily of the grocery store with its entrance located at the corner of Broadway and the plaza. This will concentrate activity at this intersection and recognise the importance of the transit interchange. Along 10th Avenue, pedestrian activity and visual animation is reinforced with smaller-scale, retail frontages that connect 10th Avenue with the plaza. The applicant has proposed a Public Bike Share (PBS) facility integrated into the 10th Avenue façade. Staff propose to instead locate the PBS facility adjacent to the public plaza to create an activity node in conjunction with the SkyTrain station and active transportation corridor. The third urban edge is formed by the plaza itself, which will be activated as a strong circulation hub, and provide passive supervision and planned activities. The design and connectivity of these three urban edges is critical to the success of the vibrancy of the public realm at grade. To this end, staff have required additional adjustments and optimizations through design conditions in Appendix B.

Figure 8: Roof / Landscape Plan showing the Plaza to the West

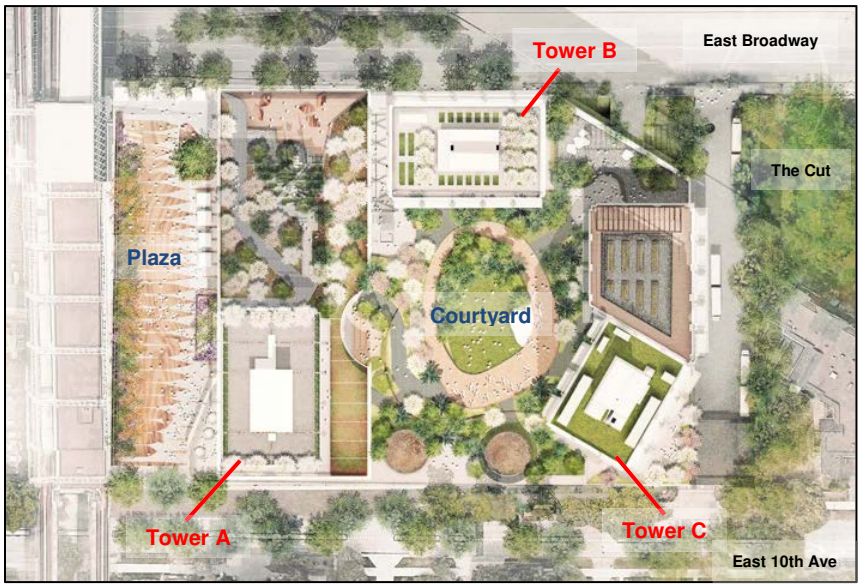


Figure 9: Plaza View Looking Southeast

On top of the retail base at Level 2, the applicant has created a landscaped courtyard, intended as a ‘woodland glade’ with green planes and spaces emerging at different elevations. Expanded

stairs, described as a 'plaza theatre' in the submission package, connect the public plaza and the courtyard with public access limited to the courtyard threshold at the top of the stairs. The plaza theatre feature is accessible by elevator from the plaza level and resident access to the courtyard from the parkade levels is available via a dedicated elevator. Further design refinement is expected at the next stages of the permitting process, including exploring the courtyard's relationship with the Grandview Cut.

Staff examined the quality of the proposed public open space with regard to intent of the *Plan* and the size, sense of openness, activity, accessibility, connection to surrounding communities/uses, comfort/image, and security/safety. The location and general configuration of the plaza and courtyard is supported subject to design conditions to improve quality of the spaces and secure public access (see Appendix B).

The plaza and courtyard will contribute to the *Making Space for Arts and Culture* targets of 800,000 sq. ft. of new, repurposed, or expanded cultural space, with active programming and infrastructure. In order to fully assess the potential range of arts and culture programming, a plaza and courtyard acoustic study will be required, as well as a programming needs consultation with the local community, to determine the design and infrastructure requirements.

Urban Design Panel – The application was reviewed and supported by the Urban Design Panel on October 28th, 2020 (see Appendix D). The recommendations of the Panel included:

- Design development to the plaza's public staircase to Level 2 for greater consideration of improved public access and porosity to the Level 2 courtyard;
- Further work to the plaza to improve its animation, access of daylight, public art provision, weather protection and relationship with the adjacent podium; and
- To enhance the connection between the project and the Grandview Cut.

Staff have included design development conditions in Appendix B, informed by the commentary of the Urban Design Panel. Based on urban design analysis and the assessment from the Panel, staff have concluded that the form and development is supportable, and are seeking further improvements and refinements to the design at the development permit stage through conditions of rezoning in Appendix B. These include improvements to the public realm, plaza, ground level vibrancy, permeable site planning, and refinements to architectural expression/sculpting, including mitigation of shadow impacts from the massing through refined design solutions. In particular, staff have included a condition that public access to both the plaza and Level 2 courtyard be secured in perpetuity. These agreements will ensure ongoing access by community users so that the plaza and courtyard will serve as important community-gathering places, places for cultural programming, and a hub and point of connectivity for people who live, work, study and play in and around the development.

4. Housing

The *Housing Vancouver Strategy* and associated *3 Year Action Plan* is the culmination of a year-long process of gathering, synthesizing and testing new ideas and approaches to addressing housing needs in Vancouver.

This application, if approved, would add 438 new rental and below-market housing units to the City's inventory of rental housing, which would contribute to the targets set out in the *Housing Vancouver Strategy* (see Figure 10).

Figure 10: Progress Towards 10 Year Housing Vancouver Targets for Purpose-Built Market Rental Housing as of March 31, 2022

Housing Type	CATEGORY	10-YEAR TARGETS	Units Approved Towards Targets
Purpose-Built Market Rental Housing Units	Market Rental	16,000	9,272 (58%)
	Developer-Owned Below Market Rental	4,000	730 (18%)
	Total	20,000	10,002

*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 *Grandview-Woodland Community Plan* has an overall target of 1,400 secured rental housing units anticipated to be delivered in Grandview-Woodland over a 25-year period. This application if approved, would add 438 secured market rental units, including 93 below-market rental units towards this target.

Figure 11: Progress Towards 25-Year Grandview-Woodland Community Plan Targets for Secured Market Rental Housing as of March 31, 2022

Housing Type	25-Year Targets (2016– 2041)	Units Approved Towards Targets	
Secured Rental Housing	1,400	Market Rental	344 (22%)
		Developer-Owned Below Market Rental	23 (2%)
		Total	**367 (26%)**

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

The *Plan* anticipates high-density mixed-use development in the Commercial-Broadway Station Precinct area, including a new mixed-use development on the Safeway Site. In addition, the *Rezoning Policy for Sustainable Large Development* seeks 20% of residential floor space to be provided as affordable housing, typically turn-key social housing, per the *Affordable Housing in New Neighbourhoods policy* or *"the 20% policy"*. In the context of meeting this requirement, the *Sustainable Large Sites Bulletin* explains that the General Manager of Planning, Urban Design and Sustainability may recommend alternative approaches towards meeting affordable housing requirements, when there is a clear rationale in the context of the project, and where clear progress towards Housing Vancouver objectives and targets can be demonstrated. The proposal for 438 secured rental units including 93 below-market rental units at CMHC City-wide Average Market Rents, and 215 market ownership units is supported as an alternative approach to the typical delivery of predominately strata-titled units with a small component of social housing. Rental and below-market rental housing, which makes up 67% of the units proposed by this application, provide a more affordable housing alternative to home ownership for more than half of Vancouver's population and contributes to City initiatives including creating diverse and sustainable communities.

Vacancy Rates – Vancouver has exhibited historically low vacancy rates during the last 30 years. In 2021, the purpose-built vacancy rate in the Mount Pleasant/Renfrew Heights (Zone 8) neighbourhood where this site is located was 0.9%, which represents a fall in vacancy compared to 1.4% in 2020. This shift indicates a return to pre-pandemic levels. In 2018, prior to the COVID-19 pandemic, the vacancy rate was 0.5%. A vacancy rate of 3% represents a balanced market.

Housing Mix – This proposal would deliver a variety of unit types in the form of secured market rental and below-market rental housing, and market ownership housing. On July 13, 2016, Council adopted the *Family Room: Housing Mix Policy for Rezoning Projects* policy that requires a minimum of 35% family units. In the below-market rental portion, the application includes 16 (17%) two-bedroom units, which accounts for 17% of the total number of below-market units. No three-bedroom below-market units are provided. A condition has been included to ensure the minimum family housing requirements are met including in both the market and below-market rental housing. The current unit mix is illustrated in Figure 12.

Figure 12: Unit Mix - Market, Market rental and Below-Market Rental

	Below Market Rental		Market Rental		Market	
Type	**Count**	**Percentage**	**Count**	**Percentage**	**Count**	**Percentage**
Studio	24	26%	99	29%	48	22%
1-bed	53	57%	119	34%	86	40%
2-bed	16	17%	85	24%	60	28%
3-bed	-	-	42	12%	21	10%
Total	**93**	**100%**	**345**	**100%**	**215**	**100%**
Total – 653 units						

Average Rent and Income Thresholds – Figure 13 sets out the rents for below market units based on the City-wide Average Market Rent in the February 2022 Canada Mortgage and Housing Corporation (CMHC) Market Rental Report (which shows data from the October 2021 Rental Market Survey). A minimum of 12% of the total residential floor area (18% of the rental residential floor area) that is counted in the calculation of the floor space ratio will be secured as below-market rental units.

The average rents for various units on the east side of Vancouver is shown in Figure 13. Rent increases over time are subject to the *Residential Tenancy Act*. The proposed below-market rental housing will be rented at CMHC City-wide Average Market Rent. Starting rents for the initial occupants will be calculated using the City-wide Average Market Rents from the CMHC Market Rental Report current at the time of occupancy permit issuance. On unit turnover, rents in the below-market rental units will be reset to the City-wide CMHC Average Market Rent current at the time of unit turnover. The proposed below-market rental affordability, set at CMHC City-wide Average Market Rents, is required to achieve 18% of the rental residential floor area as below-market rental floor area. An alternative approach could have been to secure a discount to CMHC City-wide Average Market Rents; however, this would have achieved less below-market rental floor area.

Average market rents in newer rental buildings on the east side are shown in the middle two columns in Figure 13. An average market rental studio unit could be affordable to a single

person working in occupations in the education or industrial sectors. A two-bedroom market rental unit could be affordable to a couple employed in occupations such as technical roles in engineering or manufacturing. The market rental housing component will provide options which are significantly more affordable than average home ownership costs as illustrated in Figure 13. The proposed below-market rents (based on the City-wide Average Market Rent data from October 2021 CMHC Rental Market Survey) represent, on average, a 16% discount to market rents for buildings completed in 2011 or later on the Eastside of Vancouver, and will serve households with incomes ranging from $53,000 to $115,000.

Figure 13: Comparable Average Market Rents and Home-Ownership Costs (Eastside)

	Below-Market Rental (City-wide CMHC Average Market Rents)		Newer Buildings - Eastside (CMHC, 2021)[1]		Monthly Costs of Ownership for Median-Priced Apartment with 20% down-payment – Eastside (BC Assessment 2021)[2]		
	Proposed Below Market Rent[3]	Annual Income Required	Average Market Rent	Annual Income Required	Monthly Cost Associated with Purchase	Average Income Required to Afford Costs of Ownership	Down-payment at 20% - Eastside Apartment
Studio	$1,346	$52,840	$1,598	$63,920	$2,200	$88,000	$79,550
1-bed	$1,520	$60,800	$1,772	$70,880	$2,885	$115,400	$108,000
2-bed	$2,104	$84,160	$2,402	$96,080	$3,809	$152,360	$141,300
3-bed	$2,866	$114,640	$3,272	$130,880	$5,565	$222,600	$213,000

1. Data from the October 2021 CMHC Rental Market Survey for buildings completed in the year 2011 or later on the Eastside of Vancouver
2. Based on the following assumptions: median of all BC Assessment apartment sales prices in Downtown Vancouver in 2021 by unit type, 20% down-payment, 5% mortgage rate (in-line with Bank of Canada conventional rate), 25-year amortization, $150 – 250 monthly strata fees and monthly property taxes at $2.92 per $1,000 of assessed value (2020 assessments and property tax rate)
3. Based on City-wide Average Rent data from October 2021 CMHC Rental Market Survey. Starting rents for initial occupants of the Below Market Rents will be set at City-wide Average Market Rents in the CMHC Rental Market Survey that is current at the time of occupancy permit issuance.

Security of Tenure – Purpose-built rental housing offers permanent rental housing and security of tenure, unlike rented condominiums or basement suites in the secondary rental market. All 438 rental units in the proposal will be secured through a Housing Agreement and/or a Section 219 Covenant for the longer of 60 years or the life of the building. Covenants will be registered on title to prohibit the stratification and/or separate sale of individual units.

The Housing Agreement will secure not less than 12% of the residential floor area (18% of the rental residential floor area) counted in the calculation of the floor space ratio for below-market rental units to be rented at CMHC City-wide Average Market Rents.

Existing Tenants – The rezoning site does not currently have any residential uses and there are no eligible tenants as defined under the Tenant Relocation and Protection Policy.

5. Transportation and Parking

Vehicle and bicycle parking are proposed over three levels of underground parking. Residential parking access is located off East 10th Avenue and commercial parking and loading access is off Broadway via access ramps that bridge a portion of the Grandview Cut. A total of 444 vehicle

parking spaces, 1,390 bicycle spaces and 14 loading spaces are proposed. The project will be required to meet the Parking By-law. Given the proximity to the Commercial-Broadway SkyTrain Station and frequent bus service, the proposal is eligible for vehicle parking reductions. Engineering conditions are set out in Appendix B.

The application proposes site access from East Broadway across a portion of the Grandview Cut by way of multiple bridge decks. The Grandview Cut is a key regional transportation corridor; this transportation use is expected to expand in the future, in addition to ongoing maintenance (such as structural) needs. Any proposed access must respond to technical requirements as set out in the conditions in Appendix B.

6. Environmental Sustainability and Natural Assets

Green Buildings – The *Green Buildings Policy for Rezonings* requires that rezoning applications satisfy either the near zero emissions buildings or the low emissions green buildings conditions within the policy.

This application is pursuing the low emissions green buildings requirements. The low emissions green buildings pathway represents City priority outcomes, establishing limits on heat loss, energy use, and greenhouse gases, and drawing on industry best practices to create more efficient, healthy and comfortable homes and workplaces. The applicant has submitted preliminary energy modelling analysis detailing building performance strategies to meet the new energy use intensity, greenhouse gas and thermal demand targets. Additionally, all developments will need to meet rainwater management requirements for retention, rate control, cleaning, and safe conveyance. Conditions are included in Appendix B.

Large Developments – The *Rezoning Policy for Sustainable Large Developments* requires rezoning applications to commit to strategies and outcomes in specific areas. Subject to conditions outlined in Appendix B, staff support the applicant's response in the following areas:

- Sustainable site design: Refer to the Height, Form of Development and Public Realm section above.
- Sustainable food systems: Project is exploring four strategies including community gardening spaces, edible landscaping, community kitchen spaces, and on-site organics management.
- Green mobility: Prioritization of walking, cycling, and public transit over automobile use including car-share spaces and vehicles, car-share memberships for residents, additional secured long-term bicycle parking and end-of-trip facilities for employees.
- Potable Water Management: To reduce water use, the project intends to use a combination of high efficiency irrigation design and Water Sense plumbing fixtures.
- Rainwater and Groundwater Management: Project intends to increase the amount of vegetation on site while exploring reusing rainwater for non-potable water uses.
- Zero waste planning: Project intends to provide sufficient space for adequate sorting and diverting of materials from landfill or incinerator and introduce a transparent and innovative means of collecting and managing waste in a mixed-use development.
- Affordable Housing: The application proposes 438 secured rental residential units, including 93 below-market rental units secured at CMHC City-wide Average Market Rents, as an alternative delivery towards meeting its affordable housing requirements.

- Resilience: The project intends to meet the demand for improved resilience in building design and providing strategies that mitigate risk and reduce the impact.

Natural Assets – The *Urban Forest Strategy* was developed to find ways to help preserve, protect and strengthen Vancouver's urban forest and tree canopy for the future. The *Protection of Trees By-law* aims to maintain a healthy urban forest by requiring permission be sought to remove trees which meet certain conditions. The intent is to retain and protect as many healthy, viable trees as possible, while still meeting the challenges of development, housing priorities and densification. This is in keeping with City goals to achieve resilient and healthy natural systems in our urban areas.

A "by-law tree" has a trunk diameter of 30 cm or greater and requires a tree permit when it is proposed to be removed. There are five existing by-law sized trees on site, and 17 street trees along Broadway and 10th Avenue that are to be protected and retained. In order to accommodate access to commercial parking and loading via bridging structures off Broadway, trees under the new vehicle bridge in the Grandview Cut will be impacted. The final landscape plan will be determined through the development permit process and staff have prepared conditions related to landscaping, tree protection and environmental impacts in Appendix B.

PUBLIC INPUT (refer to Appendix D)

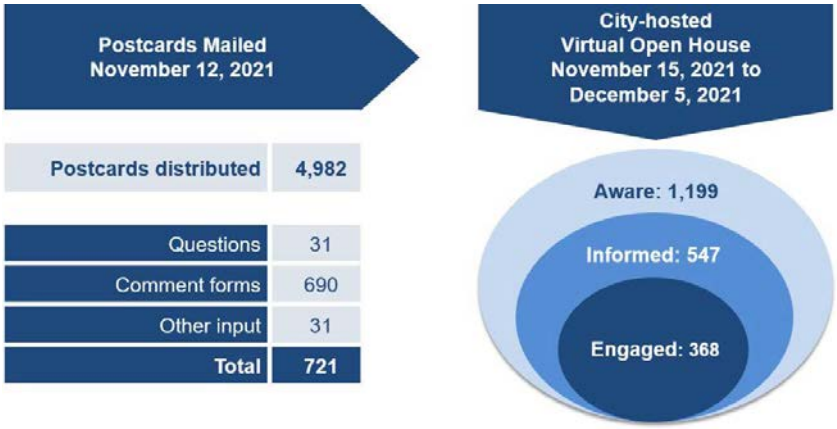
Public Notification – A revised rezoning information sign was installed on the site on November 5, 2021. Approximately 4,982 notification postcards were distributed within the neighbouring area on or about November 12, 2021. Notification, application information, and an online comment form was provided on the City's digital engagement platform *Shape Your City Vancouver* (shapeyourcity.ca/).

Virtual Open House – A virtual open house was held from November 15, 2022 to December 5, 2021 on the Shape Your City platform. The 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 and a fly through video of a digital model were posted for online viewing. 1,199 people signed onto the project webpage to review the rezoning application including an image of the proposal.

A virtual approach allowed people to access materials online and engage at different levels at a time and location of their choosing. An extended virtual open house period allowed people to ask questions regarding the proposal, which staff actively monitored and responded to publicly.

Public Response and Comments – Public input was received via online questions, comment forms, by email and phone. A total of 721 submissions were received. A summary of all public responses can be found in Appendix D.

Figure 14: Overview of Notification and Engagement



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

Generally, comments of support fell within the following areas:

- **Height, density and location:** Appropriate given its proximity to one of Canada's busiest transit hubs and will be a good fit for the neighbourhood.
- **Rental and affordable housing:** Provisions for increased rental and below-market units are a welcome addition to the City and will help combat the ongoing housing crisis.
- **Sustainability:** Building right next to existing transit stations will help reduce the City's carbon footprint and encourage many residents to switch to transit due to convenience.
- **Retail space:** The increase in commercial retail units will benefit the community.
- **Building design:** The building is well designed and visually appealing.

Generally, comments of concern fell within the following areas:

- **Height, density and location:** The scale of this project is not appropriate for this area and does not comply with the *Grandview-Woodland Community Plan*. The building height is too tall resulting in unnecessary shadowing and blocked views for residents.
- **Affordability:** Units in this project will not be attainable to existing neighbourhood residents. Area residents will be forced to relocate as property values and rents increase due to this proposal, which will not benefit the greater community.
- **Plaza:** Location is not suitable due to its proximity to the SkyTrain tracks and will not be appealing to users of this space due to noise, shadowing, and lack of pedestrian friendly access. Crime and safety concerns as the plaza is hidden from public view.
- **Childcare:** Lack of proposed childcare space is a major setback to this project and the community given the shortage of childcare spaces and increasing density in this area.
- **Building design:** The building is aesthetically not pleasing.
- **Greenspace:** More publicly accessible greenspace is needed. The gated courtyard and lack of public access on level 2 sends the message that neighbours are not welcome.

Response to Public Comments – The *Plan* vision is to embrace the Commercial-Broadway Station area's potential as a transit-oriented precinct, with new opportunities for housing, employment, retail services, gathering, as well as social and cultural enjoyment. At this site, the *Plan* guidance is for towers of up to 24-storeys above a retail base whereas the proposal includes tower heights of 24-, 28-, and 29-storeys above the base. However, three towers are proposed rather than four (or more) smaller towers contemplated in the *Plan*. The three-tower proposal helps balance both the tower separation requirements for livability purposes and the allocation of density, and maximises the southern opening to facilitate daylight views through the buildings in place of more numerous towers. Regarding views, staff note that the site is not within the path of a protected view corridor, which are located to the west and east of the site.

Regarding childcare, the *Plan* does not require childcare space at this location; however, as a "large site", the site is subject to affordable housing requirements. In response to this requirement, the application proposes approximately 67% of the residential floor area as secured rental housing including 12% of the residential floor area as below-market rental housing at CMHC City-wide Average Market Rents. The addition of 438 secured rental housing units at this location is supported in meeting the affordable housing requirements of the site.

Rezoning conditions included in Appendix B seek further refinement of the proposal at the development permit stage including to improvements to the public realm, plaza, ground level vibrancy, permeable site planning, refinements to architectural expression/sculpting and mitigation of shadowing impacts from the massing through refined design solutions.

PUBLIC BENEFITS

In response to City policies which address changes in land use and density, this application offers the following public benefits:

Community Amenity Contribution (CAC) – 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.

The application is subject to the *Community Amenity Contributions Policy for Rezonings* with CACs based on a negotiated contribution. The proposal includes 67% of the residential floor area as rental housing to be secured for the longer of 60 years and the life of the building. The applicant is proposing that 345 residential units be secured as market rental housing and 93 residential units be secured as below-market rental housing, at CMHC City-wide Average Market Rents.

Real Estate Services staff reviewed the application and determined that the proposal, including the costs of securing the 438 rental housing units, does not generate excess land lift that can be put towards more affordability or other public benefits and no additional CAC is expected. This is due to the relatively high density currently allowed under the existing C-3A zoning and resultant underlying land value, on and off site requirements, and the high proportion of office, retail and rental uses proposed. This proposal will contribute to the City's target of increasing the rental housing stock and include approximately 93 below-market rental units. As a condition of by-law enactment, a Housing Agreement and Section 219 Covenant are required to be registered on

title to preclude, among other things, stratification of the building, separate sale of individual units, and rentals for less than one month at a time.

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

The site is subject to City-wide DCLs and City-wide Utilities DCLs which will be calculated on the floor area specified in the development permit. Based on the rates in effect as of September 30, 2021, and on the proposed 45,132.3 sq. m (485,800 sq. ft.) of residential floor area and the proposed 10,856.8 sq. m (116,862 sq. ft.) of commercial floor area, $16,203,130 of DCLs are anticipated from this development.

DCL 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 quality for 12 months of in-stream rate protection from DCL rate increases, provided that an application has been received prior to the rate adjustment. See the City's DCL Bulletin for details on DCL rate protection.

Public Art Program – The application is subject to the *Public Art Policy and Procedures for Rezoned Developments* as the proposed floor area meets the minimum 9,290 sq. m (100,000 sq. ft.) requirement. The public art budget is estimated to be $1,193,271, to be provided on-site or at 80% cash-in-lieu. The Public Art rate is finalized at the development permit stage and is subject to Council approval of periodic adjustments to address inflation

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

FINANCIAL IMPLICATIONS

The 438 secured rental housing units, including 93 below-market units at CMHC City-wide Average Market Rents, will be privately owned and operated, secured by a Housing Agreement and Section 219 Covenant for the longer of 60 years and the life of the building. No additional CAC is applicable.

Based on the rates in effect as of September 30, 2021, DCLs of approximately $16,203,130 would be expected from this development.

If the rezoning application is approved, the applicant will be required to provide new public art on site at an estimated value of $1,193,271, or make a cash contribution to the City for off-site public art for 80% of that amount.

CONCLUSION

Staff review of the application has concluded that the proposed land use, housing mix, form of development and public benefits are generally consistent with the intent of the *Grandview-Woodland Community Plan*, *Rezoning Policy for Sustainable Large Developments* and *Housing Vancouver Strategy*. Staff further conclude that, subject to conditions in Appendix B, the proposed form of development represents an appropriate urban design response to the site and context. If approved, this application would contribute 438 secured rental residential units,

including 93 below-market units at CMHC City-wide Average Market Rents, to the City's rental housing stock serving households with a range of incomes.

The General Manager of Planning, Urban Design and Sustainability recommends that the application be referred to public hearing together with the draft CD-1 By-law provisions generally shown in Appendix A with a recommendation that these be approved, subject to the public hearing, along with the conditions of approval listed in Appendix B, including approval in principle of the form of development as shown in plans included as Appendix E.

* * * * *

1780 East Broadway
PROPOSED CD-1 BY-LAW PROVISIONS

Note: A By-law to rezone an area to CD-1 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.*]

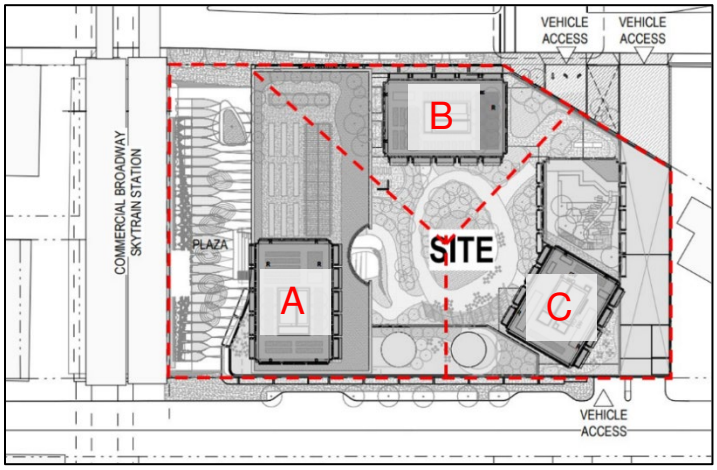
Designation of CD-1 District

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 three sub-areas generally illustrated in Figure 1, solely for the purposes of establishing the maximum permitted building height for each sub-area.

Figure 1: Sub-areas



Definitions

4. Words in this by-law have the meaning given to them in the Zoning and Development By-law except that:

(a) for the purpose of calculating the total dwelling unit area for section 6.3 of this By-law, “Dwelling Unit Area” is the floor area of each dwelling unit, measured to the inside of all perimeter walls excluding any floor area as required by section 7.5 of this By-law; and

(b) “Below-Market Rental Housing Units” means dwelling units where the rents are set, at the commencement of each new tenancy, at rates that do not exceed 100% of the City-wide Canada Mortgage Housing Corporation (CMHC) average rents, all as secured by a housing agreement registered on title to the property.

Uses

5. 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, Multiple Conversion Dwelling, and Dwelling Units in conjunction with any of the uses listed in this section;

(c) Institutional Uses;

(d) Live-Work Use;

(e) Manufacturing Uses;

(f) Office Uses;

(g) Retail Uses;

(h) Service Uses;

(i) Utility and Communication Uses; and

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

Conditions of use

6.1 The design and layout of at least 35% of the secured market rental units, and at least 35% of the below-market rental units must:

(a) be suitable for family housing; and

(b) include two or more bedrooms.

6.2 The design and layout of at least 35% of the strata dwelling units must:

(a) be suitable for family housing;

(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.

6.3 A minimum of 12% of the total dwelling unit area (5,295.5 m^2) must be below-market rental units.

6.4 No portion of the first storey may be used for residential purposes except for entrances to the residential portion.

6.5 All commercial uses and accessory uses listed in this section shall be carried on wholly within a completely enclosed building except for the following:

(a) Farmer's Market;

(b) Neighbourhood Public House;

(c) Public Bike Share;

(d) Restaurant; and

(e) Display of flowers, plants, fruits and vegetables in conjunction with a permitted use.

6.6 The Director of Planning may vary the use conditions of section 6.5 to permit the outdoor display of retail goods, and may include such other conditions as the Director of Planning deems necessary, having regard to the types of merchandise, the area and location of the display with respect to adjoining sites, the hours of operation and the intent of this By-law.

Floor area and density

7.1 Computation of floor space ratio must assume that the site area is 9,819.1 m^2, being the site area at the time of the application for the rezoning evidenced by this By-law, prior to any dedications.

7.2 The floor space ratio for all uses combined must not exceed 5.7.

7.3 The total floor area for commercial uses must not be less than 10,857 m^2.

7.4 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.

7.5 Computation of floor area and dwelling unit 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 area of all such exclusions must not exceed 12% of the floor area being provided; 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 base surface, except that the exclusion for a parking space must not exceed 7.3 m in length;

(d) entries, porches and verandahs if the Director of Planning first approves the design;

(e) all residential storage area above or below base surface, except that if 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; and

(f) all storage area below base surface for non-dwelling uses.

7.6 Computation of floor area may exclude, at the discretion of the Director of Planning or Development Permit Board:

(a) common amenity areas to a maximum of 10% of the total floor area being provided; and

(b) unenclosed outdoor areas underneath building overhangs, except that they must remain unenclosed for the life of the building.

Building height

8.1 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 1.

8.2 Despite section 8.1 of this By-law and section 10.18 of the Zoning and Development By-law, if the Director of Planning permits common rooftop amenity space and mechanical appurtenances in a sub-area, the height of the portion of the building with the common rooftop amenity space, mechanical room, mechanical appurtenances and access, and architectural appurtenances and screening must not exceed the maximum permitted height for that sub-area, as set out in Table 1.

Table 1: Maximum Permitted Building Height

Sub-area	Maximum building height	Maximum permitted building height including common rooftop amenity space, mechanical room, mechanical appurtenances and access, and architectural appurtenances and screening
A	102.6 m	108.3 m
B	91.3 m	97.0 m
C	78.7 m	84.4 m

Horizontal angle of daylight

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

9.2 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.

9.3 Measurement of the plane or planes referred to in section 9.2 must be horizontally from the centre of the bottom of each window.

9.4 The Director of Planning or Development Permit Board may vary the horizontal angle of daylight requirement, if:

(a) the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council; and

(b) the minimum distance of unobstructed view is not less than 3.7 m.

9.5 An obstruction referred to in section 9.2 means:

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

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

9.6 A habitable room referred to in section 9.1 is a room in a dwelling unit and 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

10. A development permit application for dwelling uses must include an acoustical report prepared by a registered professional 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

* * * * *

1780 East Broadway
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 by staff prior to the hearing will be noted in the Summary and Recommendations. Any further changes to the conditions approved by Council will be contained in its decision. Please consult the hearing minutes.

PART 1: CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT

Note: Consideration by Council at the public hearing of the proposed form of development is in reference to plans prepared by Perkins + Will Architects received November 2, 2021 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 to the following:

Urban Design

1.1 Design development to optimize the massing and sculpting of the towers and the overall form of development to ameliorate negative impacts on public spaces, minimizing shadowing throughout, while creating positive interstitial spaces, and enhancing the hierarchy of scale.

Note to Applicant: The applicant may provide a range of suggestions for achieving this at the later stages of the permitting process either by discovering efficiencies in façade definition to enhance the slenderness ratio or other proposals. This should be accompanied by a design rationale demonstrating positive design development. It should include addressing Urban Design Panel concerns such as exploring the articulation of the lower floor plates of tower B to increase the visual permeability through to the Grandview cut.

1.2 Design development to relocate or substantially ameliorate the presence and visual impact of the thermal tanks on the outdoor amenity area fronting onto the southern façade.

1.3 Design development to refine the podiums façade definition by exploring articulation, stepping, architectural expression and material language to further enhance the relationship with the plaza and establish a finer grain of expression.

1.4 Design development to ensure satisfactory access to daylight and a livable environment by maintaining a separation distance of 24 m (80 ft.) between residential towers above 18 m (60 ft.) in height.

1.5 Design development to further refine the architectural expression, visual variety and material treatment in a consistent rigorous manner with particular regard to the following:

(a) Optimize performance between towers and public spaces ensuring appropriate micro climatic conditions including acoustic conditions with the neighbouring built forms;

(b) Refine the architectural expression of the towers further introducing suitable differentiation while maintaining a similar design language;

(c) Improve how the building transitions to and interfaces with the ground plane;

(d) Improve the crowning of the tower at the upper storeys as appropriate to ensure a significant contribution to the beauty and visual power of the skyline;

(e) Demonstrate a responsive contextual relationship shaping the built form further to achieve an improved transition to the surrounding neighborhood.

(f) Demonstrate design details required to achieve intended high quality integration of the executed conceptual narrative;

(g) Explore additional material treatment, colour, reflectivity, shape, proportions, and fenestration options in the expression;

(h) Maintain the high quality materials indicated and the level of exceptional detailing implied as necessary to accomplish and construct the proposed design aesthetic in its final iteration of its intended conception; and,

(i) Consider additional strategies for passive techniques to improve green building performance (e.g. fenestration type, solar shading devices and green roof technologies).

1.6 Design development to improve the connection between the plaza and upper courtyard, with ongoing permanent public access to the Level 1 Plaza and Level 2 Courtyard secured in perpetuity through legal agreements, together with refinements to the permeability of the circulation.

1.7 Design development to the plaza to refine its animation, access of daylight, public art provision, acoustics, weather protection and its relationship with the adjacent podium.

Note to Applicant: Consider the permeability, microclimate created, shadowing, and access of light into the plaza (with the retail bump out), the visual connection between spaces, how they function together, CPTED issues generated and maximizing viability of use. Provide a location or location and public art strategy for public art in the public plaza.

1.8 Design development to further refine the projection of the retail at the south end of the public plaza optimising the aperture further and demonstrating adequate daylight provision for a successful public space.

Note to Applicant: The applicant may provide a range of suggestions for achieving this at the later stages of the permitting process. This condition can be satisfied by indicating a strategy which demonstrates an improvement of shadow impact, daylight provision,

wayfinding, and quality of environment on the important southern aspect this proportionally narrow long space.

1.9 Design development to improve the provision of outdoor amenity space to facilitate additional daylight, and reduce shadowing.

1.10 Design development to improve the permeability of the site and pedestrian access at grade exploring additional entry point / points into the retail including into the main anchor tenant retail unit from East 10th Avenue to adequately serve the surrounding neighborhoods ensuring successful long-term pedestrian engagement and permeability across the site.

1.11 Design development to demonstrate on drawings compliance with public bike Share station requirements without reduction of retail frontage along East 10 Avenue or impacting the provision of an activated façade throughout the proposal.

1.12 Maintain at-grade small-scale commercial/ retail frontages along the key pedestrian edges, independent of the proposed Safeway grocery store anchor tenant unit and its associated floor area.

1.13 Explore potential improvements to micro retail units to enhance functional space requirements establishing long-term viability.

1.14 Design development to examine additional opportunities and mechanisms to more effectively utilize the plaza as a gathering and public space in inclement weather.

1.15 Design development to the office lobby area with improved integration of the public realm to make it more spacious, accessible, and establish a more appropriate pedestrian scale and expression at grade.

1.16 Design development to refine the expression of the residential entrances to improve articulation, hierarchy and clearly satisfy wayfinding providing a point of distinctiveness in the streetscape treatment.

Note to Applicant: Entrances can be enhanced through the use of elements such as low walls, special paving, special planting features, architecturally integrated canopies projecting from the building and special lighting.

1.17 Design development to improve universally accessible connections for pedestrians, the less abled, senior demographics, and people using wheelchairs, to all common open space areas throughout the site, and at grade.

1.18 Explore a pedestrian strategy that includes street furniture, bollards, benches, pedestrian-scale lighting, bike racks, guard rails, decorative grilles, planters etc. and any other mechanisms that contribute to a more vibrant public realm interface.

1.19 Design development for a more responsive relationship to adjacent and nearby private views by refining built form to optimize performance and ensuring privacy including the following:

(a) Confirm the design of internal layouts use of separation distances is sufficient to mitigate privacy and overlook concerns to neighbours;

(b) Ameliorate acoustic impacts toward any dwelling units by provision of appropriate measures;

(c) Mitigate privacy and overlook toward nearby residential units;

(d) Explore material or screening mechanisms as appropriate mitigating overlook and any privacy concerns between adjacent buildings (i.e. use of standard glass, translucent or transparent); and

(e) Optimize location of balconies, public or semipublic spaces.

1.20 Confirm compliance with the Horizontal Angle of Daylight requirements for all dwelling units as referred to in the '*Access to Daylight, Views, and Ventilation In Dwelling Units Bulletin*'.

1.21 Confirm all family unit dwellings are designed in accordance with the requirements of the '*High-Density Housing for Families with Children Guidelines*'.

1.22 Ensure all SRW areas, setbacks, recesses, form of development considerations, documents and general requirements governing the subject site are provided in accordance with agreed requirements, and consistently reflected in all the drawings, documents and information provided.

Note to Applicant: Indicate Statutory Right of Ways (SRW) dimensions on drawings with 5.5 m (18 ft.) along Broadway and 8.5 m (28 ft.) for sections of East 10th Avenue as agreed. Indicate separation distances, setbacks and all attendant fully dimensioned information.

1.23 Design development to confirm integration of all rooftop mechanical equipment, including elevator override service volumes, photovoltaic panels, window-washing infrastructure, cell tower, antennae elements or any other service equipment within the proposed mechanical enclosure and to ensure service equipment does not protrude into the public view cone beyond the allowable height.

Note to Applicant: The roof should remain uncluttered, as proposed, with all equipment being housed in the appurtenances. Where possible, enclosures should be of non-opaque materials and contribute to the overall architecture of the building.

1.24 Design development to incorporate continuous weather protection at grade throughout that is integrated with the building design, demountable and effectively provides pedestrian comfort with particular improvement required on East 10th Avenue.

1.25 Identification on the architectural and landscape drawings any built features intended to create a bird friendly design.

Note to Applicant: Refer to the *Bird Friendly Design Guidelines* for examples of built features that may be applicable, and provide a design rationale for the features noted. For more information, see the guidelines at http://former.vancouver.ca/.

1.26 Identification on the plans and elevations of any built elements contributing to the building's sustainability performance and explore further strategies to improve green building performance and identify significant thermal bridges and their resolution on design drawings.

1.27 Ensure 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. Requirements 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).

1.28 Provision of a conceptual lighting strategy and outdoor lighting drawings to appropriately frame the building while minimizing glare for nearby buildings.

1.29 Design development to ensure resilient soil depth and long term viability with additional depth for plantings and landscaping;

1.30 Design development to maximize amenity access and usability of roof-tops for outdoor enjoyment, urban agriculture, and extensive green roofs, etc.

1.31 Design development to confirm the adequacy of underground parking setbacks and the maximization of planting areas growing depth to ensure the continued health of proposed trees.

Crime Prevention Through Environmental Design (CPTED)

1.32 Design development to respond to CPTED principles, having particular regard for:

(a) Defensibility and reducing opportunities for loitering;

(b) Theft in the underground parking;

(c) Provision Crime Prevention through Environmental Design (CPTED)

(d) Performance requirements in the provided lighting strategy;

(e) Break and enter;

(f) Mail theft; and

(g) Mitigate use of concealed spaces, alcoves and vandalism opportunities, such as graffiti.

Note to Applicant: Building features proposed in response to this condition should be noted on the plans and elevations. Consider use of a legend or key to features on the drawings.

Landscape

1.33 Design development to the Plaza to achieve more activation, expanded programming and enhanced special interest, as follows:

(a) Increase daylight access and brightness as much as possible;

(b) Increase activation and animation by the provision of diverse and dynamic uses which promote social interaction;

(c) Explore opportunities for connection to Broadway, providing a friendly and inviting access into the Plaza;

(d) Create several connected “rooms” or defined areas which encourage uses other than linear passageway; and

(e) Enhance character definition by exploring design opportunities for public art integration, bright and cheerful colours and varieties of furnishings.

1.34 Design development to improve relationship between Plaza and Courtyard at Level 2, including:

(a) Provide a more interesting and dynamic change in grade rather than the one flight of stairs, allowing more visual connectivity between the two spaces, with places for seating opportunities or public art; and

(b) Provide more porosity or permeability between the two spaces, with well defined access.

1.35 Design development to improve the sustainability strategy, by the following:

(a) Confirm the provision of green roofs on all available flat roof tops, with sections and depth of soil dimensions;

(b) Provide high quality materials to all landscape areas for durability into the future;

(c) Add substantially more landscape around all common entry areas, to accent and soften them;

(d) Add vines to any blank wall facades, ensuring the vine support is sturdy and low maintenance (avoid high maintenance modular “green wall” systems); and

(e) Add edible plants, which can be used as ornamentals as part of the landscape design, in addition to urban agriculture plots.

1.36 Design development to locate, integrate and fully screen parking garage vents in a manner that minimizes their impact on the architectural expression and the project's open space and public realm.

1.37 Design development to the Integrated Rainwater Management Strategy to explore opportunities for onsite rain water infiltration and soil absorption, as follows:

(a) Maximize natural landscape best management practises;

(b) Minimize the necessity for hidden mechanical water storage;

(c) Increase the amount of planting to the rooftop areas, where possible;

(d) Consider linear infiltration bio-swales along property lines, at lower site areas;

(e) Use permeable paving;

(f) Employ treatment chain systems (gravity fed, wherever possible); and

(g) Use grading methods to direct water to soil and storage areas;

Note to Applicant: Refer to the City of Vancouver Integrated Rainwater Management Plan (I.R.M.P), Vol.1 & 2 for further information. A consulting engineer (subject matter expert) will need to be engaged and early phase soil analysis will be needed. Further comments may be outstanding at the development permit stage.

1.38 Provision of plans, plan details and documentation/calculations that support integrated rainwater management, including absorbent landscapes, soil volumes and detention systems, as follows:

(a) Detailed storm water report with calculations describing how the various best management practices contribute to the quality and quantity targets;

(b) A separate soil volume overlay plan with schematic grading indicating intent to direct rainwater to infiltration zones; and

(c) An overlay plan that shows amount and ratio of vegetative cover (green roof), permeable/impermeable hardscaping and notations describing the storage location of rainwater falling on each surface, including roofs.

Note to Applicant: The sustainable summary water balance calculations assume soil volumes are capable of receiving rainwater are only valid if water is directed from hard surfaces to infiltration zones.

1.39 Provision of coordination between Landscape Plan and architectural Site Plan, for most updated information.

1.40 Provision of complete information, such as detail references and schedules, confirming all landscape elements.

1.41 Provision of a detailed Landscape Plan illustrating soft and hard landscape areas.

Note to Applicant: The plans should be at 1/8 in. : 1 ft. scale minimum. The Plant List should include the common and botanical name, size and quantity of all existing/ proposed plant material. Plant material should be clearly illustrated on the Plan and keyed to the Plant List. The landscape plan should include the public realm treatment (to the curb) and all existing or proposed street trees, adjoining walkways, surface materials, PMT/Vista transformers and public utilities such as lamp posts, hydro poles, fire hydrants.

1.42 Provision of detailed architectural and landscape cross sections (minimum 1/4 inch scale) through common open spaces, semi-private patio areas and the public realm.

Note to Applicant: the sections should illustrate, the slab design and location, the soil profile, tree root ball, tree canopy and any associated landscaping. For private patios and amenity areas, illustrate and dimension planters on slab, planter sizes (inside dimension), soil, root ball, retaining walls, steps, patios and portions of the adjacent building, such as residential units or amenity rooms.

1.43 Provision of a “Tree Management Plan”.

Note to Applicant: It is preferred that the arborist tree management plan become the primary document for tree removal / protection related matters.

1.44 Provision of an arborist “letter of undertaking” to include signatures by the owner, contractor and arborist.

Note to Applicant: The signatures confirm that all parties are aware of the roles and responsibilities and that the project is on track to satisfy the steps and recommendations outlined by the arborist. For example, advanced planning will be needed to ensure that certain works, such as site supervision checkpoints, are coordinated.

1.45 Provision of approval from adjacent properties for any proposed tree removals on neighbour properties.

Note to Applicant: If approvals are not obtained, then revision to the proposed parkade and / or building footprint may be required.

1.46 Coordination for the provision of new street trees or any proposed City-owned tree removals adjacent to the development site, where applicable.

Note to Applicant: New street trees to be shown and confirmed on the development permit plans. Contact Engineering (604.871.6131) to confirm tree planting locations and Park Board (604.257.8587) for tree species selection and planting requirements. Provide a notation on the plan as follows, "*Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches deep. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion*".

1.47 Provision of high efficiency irrigation for all planted areas and hose bibs for all patios and common areas greater than 100 sq. ft.

Note to Applicant: On the plan, illustrate irrigation connection points and hose bib symbols accurately and provide a highlighted note to verify the irrigation is to be designed and constructed. Hose bibs are requested to encourage patio gardening and hand watering on private patio and amenity decks.

1.48 Provision of an outdoor Lighting Plan.

Engineering

1.49 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.

1.50 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.

1.51 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal 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.

Note to Applicant: Additional details can be found at https://vancouver.ca/streets-transportation/street-design-construction-resources.aspx.

1.52 Provision of a Construction Management Plan directly to Translink (MRN@translink.ca) with a copy of the correspondence provided to the City of Vancouver a minimum 8 weeks prior to the start of any construction activity.

Note to Applicant: The City of Vancouver and Translink have authority over construction works carried out on a City Street that is designated as part of the Major Road Network (MRN). This development site has been identified as being adjacent the MRN, as defined under the South Coast British Columbia Transportation Authority Act (https://www.translink.ca/plans-and-projects/projects/roads-bridges-and-goods-movement [translink.ca]) on one or more frontages. Potential impacts to the road network due to site specific construction activity must be reviewed and approved for all sites proposing street use outside of currently regulated zone limitations.

1.53 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.

1.54 Provision of an updated detailed geotechnical design report that addresses the updated design, new building code and EGBC requirements.

Note to Applicant: The geotechnical design report must also address impacts to stability of the Grandview Cut slope. Consider the public art installation and how the overall development might impact this.

1.55 Provision of a crossing design to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: Refer to the City's Engineering Design Manual and show typical commercial crossing design on the plans indicating if any existing street furniture, poles street trees or underground utility are impacted by the crossing design and location. The final crossing design is to be clearly noted on the plans prior to development permit issuance.

1.56 Provision of a signed, sealed and finalized Transportation Assessment and Management Study (TAMS), to the satisfaction of the General Manager of Engineering Services.

1.57 Confirmation that gates/doors are not to swing more than 0.3 m (1.0 ft.) over the property lines or into the SRW area.

1.58 Provision of a finalized Transportation Demand Management (TDM) Plan to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: A TDM Plan with a minimum of 30 points is required (to achieve the proposed vehicle parking reduction. The proposed plan achieves 28 points. A single TDM measure may count towards multiple land uses if it is usable by each land use. Refer to Schedule B of the TDM policy for detailed requirements for each measure. Provide TDM Plan as a separate package with complete information on TDM measures proposed, including the following clarifications:

(a) FIN-01 – Car Share Membership:

(i) Provision of a letter of support from a car share provider (for Option A);

(ii) Provision of an operational plan detailing how the memberships will be offered and delivered, and the schedule for doing so; and

(iii) If available, provision of any additional information regarding this measure (e.g., online sign-up portals or additional marketing materials) that demonstrates how the property owner will offer car share memberships and credits.

(b) ACT-01 – Additional Class A bicycle parking:

(i) Update architectural plans to identify the number and the location of the additional Class A bicycle spaces.

Note to Applicant: Additional Class A bicycle parking spaces must meet the standards and minimums identified in the Parking By-law, and/or applicable Design Guidelines.

(c) ACT-05 – Bicycle Maintenance Facilities:

(i) Updated architectural plans to note and dimension the location of facilities;

(ii) Bicycle maintenance facilities to be located with convenient access to and from Class A bicycle spaces;

(iii) Provision of an operational plan detailing the following:

- A description of the amenities to be provided;
- A means of providing access to all residents, commercial tenants, and the public (if applicable); and
- A plan for maintaining these amenities.

(iv) If available, provision of any additional information regarding this measure (e.g. tool receipts, instructions for using an online sign-up portal, or marketing/ instructional materials) that demonstrates how the property owner will operate, administer, and maintain this common facility.

(d) ACT-06 – Improved End-of-Trip Amenities:

(i) Provision of concept design for improved end-of-trip amenities; and

(ii) Update architectural plans to identify the location, number and type of end-of-trip amenities being provided.

(e) ACT-07 – Public Bike Share Space:

(i) Updated architectural plans to illustrate the size and location of the PBS space being provided, and how the development project is meeting the requirements as specified by City staff.

(f) ACT-08 – Shared Bicycle Fleet:

(i) Provision of additional details of the cycles and equipment to be provided;

(ii) Update architectural plans to identify the location of Class A bicycle spaces designated for the shared fleet; and

(iii) Provision of an operational plan including the following:

- Ownership of equipment;
- Equipment maintenance for: storage, locking, charging (if applicable), user limitations (ride time, number of bicycles, etc.), administration, terms and conditions of use, and capital replacement of cycles and parts;
- Plan for providing ongoing monitoring and reporting standards set out below; and
- If available, any additional information regarding this measure (e.g., online sign-up portals or additional marketing materials) that demonstrates how the property owner will deliver this service.

(g) ACT-09 – Walking Improvements:

(i) Provision of a streetscape plan and sections that show the location, design, and dimensions of existing and proposed pedestrian-oriented streetscape elements.

Note to Applicant: The proposed measure is not acceptable as a TDM measure as the plaza is a requirement of the rezoning. An additional 2 points is required to meet the minimum TDM Plan requirement.

(h) COM-01 – Car Share Spaces:

(i) Update architectural plans to identify/note/dimension car share spaces; and

(ii) Spaces to be located with convenient, public access at-grade, or on P1.

(i) COM-02 – Car Share Vehicles and Spaces:

(i) Update architectural plans to identify/note/dimension car share spaces; and

(ii) Spaces to be located with convenient, public access at-grade, or on P1; and

(iii) Provision of detailed information as to how and a design to enable members of the car sharing organization access into the building's underground parking 24 hours a day, 7 days a week.

(j) SUP-03 – Multimodal Wayfinding Signage:

(i) Update architectural plans to identify the general location(s) for proposed displays; and

(ii) Provision of conceptual design of the content (e.g. transit lines, walk time to transit locations, availability of on-site car share vehicles, availability of nearby shared bicycles, etc.) to be displayed.

1.59 Subject to the acceptance of the finalized TDM Plan, entry into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of nine (9) two-way Shared Vehicle(s) and the provision and maintenance of 9 Shared Vehicle Parking Space(s) for use exclusively by such Shared Vehicle(s), on terms and conditions satisfactory to the General Manager of Engineering Services and the Director of Legal Services, including the following:

(a) Provision of nine (9) two-way Shared Vehicle(s) to the development for a minimum period of 3 years;

(b) Entry into an agreement with a two-way Shared Vehicle Organization satisfactory to the General Manager of Engineering Services to secure the operation and maintenance of the Shared Vehicle(s);

(c) Provision and maintenance the Shared Vehicle Parking Space(s) for use exclusively by such shared vehicles;

(d) Arrangements to allow members of the Shared Vehicle Organization access to the Shared Vehicle Parking Space(s);

(e) Provision of security in the form of a Letter of Credit of $50,000 per Shared Vehicle;

(f) Registration of the Shared Vehicle Agreement against the title to the development, with such priority as the Director of Legal Services may require and including a covenant under section 219 of the Land Title Act of British Columbia, a statutory right of way, or other instrument satisfactory to the Director of Legal Services, securing these conditions; and

(g) A letter of intent from a two-way car share company indicating their willingness to supply car share vehicles on the site at building occupancy.

Note to applicant: The letter is to indicate acceptance of the general location, configuration and accessibility of the shared vehicle spaces.

1.60 Subject to the acceptance of an approved TDM Plan, entry into a TDM agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, which identifies 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) Secures the provision of TDM measures on the site:

(i) FIN-01 – Car Share Membership;
(ii) ACT-01 – Additional Class A bicycle parking;
(iii) ACT-05 – Bicycle Maintenance Facilities;
(iv) ACT-06 – Improved End-of-Trip Amenities;
(v) ACT-07 – Public Bike Share Space;
(vi) ACT-08 – Shared Bicycle Fleet;
(vii) COM-01 – Car Share Spaces;
(viii) COM-02 – Car Share Vehicles and Spaces; and
(ix) SUP-03 – Multimodal Wayfinding Signage.

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

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

1.61 Design development to improve the bicycle parking layout and access design and demonstrate compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services:

(a) Provision of a dedicated bicycle elevator for all bicycle spaces located below the first underground level;

Note to Applicant: The elevator is to have doors on both ends to allow bicycles to easily roll in from one end and roll out the other. The elevator to be a freight style elevator with durable finishes to comfortably accommodate two people with two bicycles and provide minimum interior dimensions of 1.7 m (5.5 ft.) x 2.0 m (6.7 ft.). A separate bicycle call button is to be provided on all floors requiring bicycle access to allow users to call the bicycle elevator directly. Accommodation of oversized bicycles within this elevator may increase requirements.

(b) Provide Class A bicycle spaces free of encroachments of columns and walls;

(c) Provision of independent Class A storage facilities by land use;

(d) Provision of automatic door openers for all doors providing access to Class A bicycle storage; and

(e) Provision of end-of-trip facilities.

1.62 Design development to improve access and design of loading spaces and demonstrate compliance with the Parking and Loading Design Supplement by performing the following:

(a) Provide a minimum 4 m (13.125 ft.) stall width for the first Passenger loading space and 2.9 m (9.5 ft.) for all subsequent spaces.

1.63 Design development to improve the parkade layout and access design and demonstrate compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services:

(a) Improved two-way flow for vehicles on the ramp and in the parking areas through provision of the following:

(i) Parabolic mirrors on the main ramps and throughout the parkade.

(b) Modifications of grades on the ramp and in parking areas to ensure the following:

(i) Ramp slopes must not exceed 10% for the first 6.1 m (20 ft.) from the property line / back of sidewalk; and

(ii) Design development to target ramp slopes not exceeding 10% for the Class B loading access.

(c) Confirmation that column encroachments, setbacks and parking space widths comply with the Parking and Loading Design Supplement.

Note to Applicant: Column encroachments are not permitted in single module stalls. 2.3 m (7.5 ft.) of vertical clearance is required for access and maneuvering to all disability spaces.

1.64 Design development to improve accessibility and function of the proposed shared vehicle spaces through provision of the following:

(a) A 2.9 m (9.5 ft.) stall width for shared vehicle parking spaces.

1.65 Provision of the following information as part of the 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, end of trip facilities, bicycle spaces and the number of spaces being provided;

(b) All types of parking and loading spaces individually numbered and labelled;

(c) Dimension of any/all column encroachments into parking stalls;

(d) Dimensions of additional setbacks for parking spaces due to columns and walls;

(e) Dimensions of maneuvering aisles and the drive aisles at the parkade entrance and all gates;

(f) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates;

Note to Applicant: These clearances must consider mechanical projections and built obstructions.

(g) Areas of minimum vertical clearances labelled on parking levels;

(h) Design elevations on both sides of the ramps and drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances;

Note to Applicant: The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings.

(i) Indication of the stair-free access route from the Class A bicycle spaces to reach the outside;

Note to Applicant: Stair ramps are not generally acceptable.

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

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

1.66 Provision of a draft final Rainwater Management Plan (RWMP) to be submitted to clearly indicate how the onsite system achieves the following:

(a) General Requirements:

(i) Provision of a pre-development site plan showing orthophoto, existing drainage areas, and onsite and downstream offsite drainage appurtenances;

(ii) Provision of post-development site plan(s) that includes the following:

- Building location / footprint;
- Underground parking extent;
- Proposed service connections to the municipal sewer system;
- Location and labels for all proposed rainwater management practices;
- Area measurements for all the different land use surface types within the site limits; and

- Delineated catchments to demonstrate best management practices (detention tank(s), green infrastructure, etc.) are appropriately sized.

(iii) Please update the Rainwater Management Design Criteria as per the requirements outlined in the *Sustainable Large Developments Bulletin* dated September 2018; and

(iv) Ensure best management practice and requirements are adhered to for the design of the proposed rainwater management system which includes drainage by gravity to the receiving system for flow attenuation and overflow purposes.

(b) Volume Reduction:

(i) Ensure that any detention tanks provided are sized equal to the greater of either the pre-development peak flow rate storage volume or the volume of 24 mm rainfall not captured in Tier 1 & Tier 2 practices;

(ii) Provide a summary chart of all the catchment areas which include the required retention, any direct retention achieved, and storage capacities for that catchment to provide a full picture of 24 mm retention across the site.

(iii) Provide a landscaping and grading plan (with soil volumes) to support the proposal of landscaping capture and provide details on the exact water retention volumes obtained from each landscaping and green roof elements.

- Example: Retention Volume = (Surface Area) x (Soil Depth) x (Rainfall Storage %)

- Please use rainfall storage of 8-18% of soil volume as per Volume 2 of the City of Vancouver's Best Management Practice Toolkit dated March 2016. Please consider this as more space and greater depth of landscaped areas and/or other Best Management Practices (BMPs) may be required to achieve performance targets.

(iv) Provide the detailed design and projected volumes of runoff (to the greatest extent possible) that will be directed to the proposed Rainwater Harvest & Re-use system. A Rainwater Harvest & Reuse system is highly supported by the City of Vancouver, for such a system the following should be noted:

- Refer to The City of Vancouver Plumbing By-law 2019 as it specifies a number of requirements for Alternate Water Source Systems, which includes rainwater harvesting and re-use.

- The Plumbing By-Law specifies permitted surfaces that can be used for rainwater harvesting and re-use purposes as well as mandatory uses for treated non-potable water. Approval by the Office of the Chief Building Official is required if seeking to use treated non-potable water for any other uses.

(c) Water Quality Target:

(i) Please provide further details relating to the proposed method of water quality treatment on-site for the proprietary treatment device specified. For a DP level submission, the following should be included for review:

- Product Name and Manufacturer/Supplier;
- Total area and % Impervious being treated;
- Treatment flow rate;
- Supporting calculations to demonstrate adequate sizing;
- Include and highlight excerpts of any specified treatment device's ability for % TSS from TAPE or ETV in the Appendix; and
- Location on Plan in drawing or as figure in the report.

(ii) Please ensure that cumulatively, 80% TSS reduction target is demonstrated for the site by either 1 or a combination of green infrastructure and/or structural best management practices (treatment train approach). Use of catch basins with sumps and proprietary trapping hoods is an acceptable component of water quality treatment strategy but applicant should verify and include proof of % TSS reduction performance with either TAPE or ETV certification as part of the Appendix.

(d) Release Rate:

(i) Peak flow calculations to use 1:10 year return period with a typical minimum inlet time of 5 minutes, or other appropriate travel time to be estimated by applicant. Ensure that the pre-development calculation uses the 2014 IDF curve values and the post-development calculation uses the 2100 IDF curve values as per City of Vancouver IDF data included in the Engineering Design Manual.

Note to Applicant: The peak flow calculations currently provided use the 2-year storm event using Metro Vancouver IDF data.

Note to Applicant: Modify the detention tank's release rate to utilize the full required detention system volume below the pre-development peak flow rate if provided storage exceeds estimated storage required for release rate control.

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.

1.67 Provision of a Rainwater Management Agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services registered prior to issuance of a Development Permit.

1.68 Provision of a final signed and sealed RWMP, 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.

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

1.70 Provision of a standalone signed and sealed Maintenance Manual for the two access ramps that abut the existing Broadway bridge structure.

Note to Applicant: The following information is to be organised, collated and submitted to the City in the form of a Maintenance Manual. The submission is to be in both electronic (PDF) and hard copy formats, and is to be signed and sealed by a Professional Engineer in good standing in the Province of B.C. All submissions are to be to the satisfaction of the General Manager of Engineering Services:

Maintenance Manual to include:

- Table of Contents
- Section 1 – Design Brief (Including code, performance criteria, loading data, design team information, etc.)
- Section 2 – Asset Value (broken down by component)
- Section 3 – Construction Material Information (material grades, specs, catalog data, mill certificates, shop drawings, etc.)
- Section 4 – Recommended Maintenance and Inspection Items, frequency.
- Section 5 - IFC Drawings (11x17 format) and Construction Specifications
- Section 6 – Construction Photographs
- Section 7 - Construction Logs
- Section 8 – Construction Field Review Reports / Site Instructions
- Section 9 – Quality Reports (testing and QC and QA logs)
- Section 10 – Permits
- Section 11 – Background Reports – Geotechnical, Environmental, Archeological, Other
- Section 12 – Record Drawings (11x17 format)
- Section 13 – Legal Agreements

- Section 14 – Inspection Report – (Post Construction)
- Section 15 – As Built Survey (Post Construction – signed by a B.C.L.S.)
- Section 16 – Final Letter Recommending Acceptance w/ signed Certificates (substantial and total performance) attached
- Section 17 – Structure Specific Seismic Performance General Arrangement Drawing (added Nov 2, 2018)
- Section 18 – Structure Specific Reference Information for Post-Earthquake Level 1 Inspection Form (added Nov 2, 2018)
- Section 19 – Structure Specific Reference Information Sheet for Routine Inspection Form & Routine inspection Form (added Nov 2, 2018)

In addition, the following documents are to be submitted separately:

- Record drawings – Full-sized record drawings are to be submitted in both hard copy (1 full set) and soft copy formats (.pdf and .dwf);

- Inspection Report – (Post Construction);

- As-Built Survey (Post Construction – signed by a B.C.L.S.); and

- Full-sized record drawings are to be submitted in both hard copy (1 full set) and soft copy formats (.pdf and .dwg). Survey is to be to the City of Vancouver's Standard Datum NAD 83 (CSRS) 4.0.0BC.1.GVRD

1.71 Provision of a Bridge/Structure Monitoring Plan for the Broadway bridge to the satisfaction of the General Manager of Engineering Services.

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").

The Monitoring Plan is to:

(a) Be owned and executed by the proponent and accepted by the City;

(b) Be developed and managed by a professional engineer registered in good standing in the province of BC;

(c) Develop ground movement/displacement predictions resulting from the shoring and excavation operations and related works. Predictions are to be developed by the geotechnical engineer;

(d) Establish acceptable bridge movement (displacements and rotations) thresholds and stop work movement thresholds as determined through analysis by a bridge engineer. The engineer is to assess the movement induced stresses, resulting force levels and impacts to the bridge health and/or bridge stability. An engineering memo/report to be submitted summarizing the analysis and the recommended movement thresholds;

(e) Provide baseline measurements prior to the commencement of excavation to comfortably rule out any background noise or false positives. It is required that a

minimum of 2 weeks of data be collected prior to the commencement of site preparation activities;

(f) Record any movement the bridge/structure experiences during excavation and backfilling operations;

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

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

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

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

(k) Include written consent from the owner that designates and empowers the professional of record to execute the plan;

(l) Review and provide for appropriate levels of insurance; and

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

Notes to Applicant: Submitted engineering documents are to be signed and sealed. 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 the Director of Legal Services in consultation with the General Manager of Engineering Services. Deposits or other forms of security may be required. A refundable deposit of $10,000 is required to facilitate a Peer review of the plan

1.72 Provision of a Peer review of shoring/excavation works as any ground movements due to excavation pose a high-risk to the existing bridge structure and potential erosion and stability of the Grandview Cut slope.

Note to Applicant: The City will provide the scope of work for this Peer review. The applicant is responsible for the cost of the Peer review and may be required to provide a refundable deposit. The outcome of the peer review may necessitate a deformation monitoring plan requirement for the Grandview Cut slope.

1.73 Provision of updated documents related to the proposed access ramp structures to align with the most recent architectural submission and revised memos/drawings from the applicant's consultant for further review.

Note to Applicant: Any new structure over the Grandview Cut should be built in such a way as to allow for transportation uses to remain completely viable. If columns are required, column locations should ideally mimic the layout of the existing Broadway overpass columns to minimize any potential conflicts.

Note to Applicant: Regarding site access, staff note that while bridging the Grandview Cut appears structurally feasible, staff note that the future transportation options must be maintained within that right-of-way.

1.74 Provision of a Final Hydrogeological Study as per the Groundwater Management Bulletin and which addresses the following conditions:

(a) Per the Hydrogeological Study dated October 29th, 2020, include the results of the proposed investigation; and

(b) Discuss the influence of the Grandview Cut on local drainage patterns.

1.75 Provision of a sewer abandonment plan sealed by a Professional Engineer to the City that details the following:

(a) The abandonment or removal of all existing storm, sanitary, and combined connections to the development site;

(b) The abandonment or removal of all existing storm, sanitary, and combined sewer mains that are no longer in use due to the development of the site; and

(c) The abandonment plan is required to be reviewed and accepted by the City Engineer prior to issuance of the Sewer Permit.

1.76 Provision of a revision of the Zero Waste Management Plan with updated waste generation and container quantity calculations, as the number of residential units and retail area has increased since its initial submission.

(a) Multi-family residential recycling collection is provided by Recycle BC through their contractor. Recycle BC does not allow commingled container and glass streams from residential buildings in Vancouver, and roll-off containers are not serviceable by their contractor. Instead, 96 or 32 gallon rolling carts should be used to collect containers, glass, and paper. While the future strata can choose to opt out of Recycle BC's collection program, applicant should ensure that the waste room is able to accommodate the required number of rolling carts to meet capacity.

For more information, please refer to the Recycling Guide for City of Vancouver Multi-Family Buildings.

(b) Preliminary review of the waste generation volume shows that the paper and garbage generation volume for the retail/office portion is lower than expected. Applicant to review calculation and provide justification for the generation volume.

1.77 Provision of a letter from waste hauler prior to the issuance of the development permit to confirm that the compactors and containers in each waste room are serviceable without being staged above ground or off-site.

1.78 Provision of infrastructure and maintenance plan to maintain a litter-free environment in exterior areas (e.g. plaza, sidewalks and paths). If exterior bins' waste are to be disposed in the commercial waste room, it should be accounted for when calculating waste generation volumes.

1.79 Provision of seven zero waste initiatives from the list provided under Section 6.1.2 of the Bulletin for Sustainable Large Developments for the respective uses within the building (i.e. residential, retail). Staff acknowledges that the applicant has committed to seven initiatives in total, but not for each use. One additional initiative is required for residential and retail/office use respectively.

1.80 Arrangements shall be made to the satisfaction of the General Manager of Engineering Services and Director of Legal Services for a Solid Waste Reporting Covenant prior to the issuance of the development permit.

1.81 The following statement is to be placed 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."

1.82 Landscape plans to illustrate:

(a) Remove all non-standard surface treatments on City property along East Broadway and East 10th Avenue. Sidewalk surfaces to be standard CIP concrete with sawcut joints and driveway entrances to follow City standard;

(b) Remove large raised crossing and bollards on East 10th Avenue. Road material to meet City standards. Street improvements to follow approved City issued geometric design; and

(c) Replace softscape front boulevard on East Broadway with hardscape and street trees.

1.83 City supplied building grades are preliminary and final building grades are required to be issued by the City prior to DP application. Show all City supplied building grades on architectural and landscape drawings. To minimize grade differences, interpolate a continuous building grade between the points provided on the City supplied building grade plan.

1.84 Due to proximity of railway lines or crossings please refer to the FCM Guidelines for New Development in Proximity to Railway Operations.

1.85 Provision of a Final Noise and Vibration study to be submitted for staff and CN Rail review.

Note to Applicant: This requires confirmation in writing that CN Rail has reviewed and approved the proposed mitigations that address safety issues, setbacks, noise, and vibrations.

1.86 Translink's Adjacent and Integrated Development (AID) program applies to development adjacent to and/or integrated with TransLink's infrastructure, with the purpose being to manage and protect TransLink's property rights during development and to preserve the safe, secure and uninterrupted operation of the transit system during construction. Given the proposed project's adjacency to the Commercial-Broadway SkyTrain station, please engage the AID team at AIDreview@translink.ca for any reviews that may be necessary.

1.87 Provision of an updated Environmental Impact Assessment (EIA) to the satisfaction of the General Manager of Engineering Services, the General Manager of Parks and Recreation and the Director of Planning as follows:

(a) Provide further clarification and coordination of environmental impact mitigation recommendations to minimize impact to habitat and biodiversity resulting from construction activity within and adjacent to the Grandview Cut;

Note to Applicant: Mitigation recommendations to be coordinated between consultants, and include recommendations for construction access to the Grandview Cut. Refer to Public Art Condition 2.21

(b) Provide an erosion and sediment control report for the Grandview Cut slope prepared by a professional to address the short and long-term impacts of loss of vegetation, lack of water and light penetration, and tree removal resulting from the proposed bridge crossings. The report must address these impacts on erosion, and the stability of the Grandview Cut slope as well as recommend mitigation measures, if required.

Note to Applicant: Long-term erosion and vegetation monitoring may be required by the City to confirm the development's impacts on the Grandview Cut slope.

(c) Propose alternative ramp deck surfaces to concrete for consideration, that considers short and long term environmental impacts as well as long-lasting durability, structural integrity and expediency in construction methodology and timing;

Note to Applicant: Ramp deck surface should consider water and light penetration to area below in order to mitigate environmental impact to the Grandview Cut.

(d) Consider the impact of development lighting on bird nesting and provide detailed recommendations for mitigation;

(e) Confirm that a qualified environmental professional (QEP) will regularly attend site and review construction activities to ensure conformance with the EIA and subsequent required reports, including clarification of who the QEP will provide specified reports to during construction, and what authority the QEP will have to change or cease works;

(f) Must meet all environmental regulations.

Note to Applicant: Refer to section 9.6 (Habitat and Biodiversity) of the *Grandview-Woodland Community Plan* and the Vancouver Biodiversity Strategy. The Grandview Cut is identified as a "priority habitat" in the Vancouver Biodiversity Strategy. Application documents should be coordinated between consultants to confirm recommendations contained within the Environmental Impact Assessment are coordinated to address mitigation measures outlined in the report. Further conditions may follow the submission of new documents.

1.88 Provision of a Construction Environmental Management Plan (CEMP) to the satisfaction of the General Manager of Engineering Services and the General Manager of Parks and Recreation.

Note to Applicant: The Construction Environmental Management Plan (CEMP) is to CEMP to be coordinated with the approved Environmental Impact Assessment, addressing mitigation measures outlined in the account. This includes provision of a project schedule coordinated to confirm work within the Grandview Cut will be limited to September through January (inclusive) in order to limit habitat disturbance during songbird nesting season.

Sustainability

1.89 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).

Housing

1.90 The design and layout of at least 35% of the dwelling units use for rental housing must:

(a) Be suitable for family housing;
(b) Include two or more bedrooms; and
(c) Comply with Council's "*High-Density Housing for Families with Children Guidelines*".

Note to Applicant: The location of the below-market rental units must be shown on the Development Permit drawings.

1.91 The design and layout of at least 35% of the dwelling units not used for rental housing must:

(a) Be suitable for family housing;
(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;

(c) Comply with Council's "*High-Density Housing for Families with Children Guidelines*".

1.92 Indicate provision of garden plots that are in compliance with the Urban Agriculture Guidelines for the Private Realm.

1.93 A minimum of 12% (57,000 sq. ft.) of the total residential floor area must be below-market rental housing units.

1.94 The proposed rental unit mix, including market and below-market rental housing, comprising of 123 studio units (28%), 172 one-bedroom units (39%), 101 two-bedroom units (23%), 42 three-bedroom units (10%) is to be included in the Development Permit drawings.

Note to Applicant: Any changes in the rental unit mix from the rezoning application may only be varied under the discretion of the Director of Planning or Development Permit Board provided that it does not go lower than 35% of the dwelling units, designed to be suitable for families with children, which must be met separately in both the market and below-market rental housing units.

1.95 The proposal should apply the '*High-Density Housing for Families with Children Guidelines'* for both the strata and rental housing units, including, but not limited to the provision of:

(a) An 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 situation to maximize sunlight access (S. 3.3.2, 3.4.3);

(b) A minimum of 2.3 sq. m (24.7 sq. ft.) of bulk storage for each dwelling unit (S. 4.4.2);

(c) Multi-purpose indoor amenity space at least 37 sq. m (398 sq. ft.) with a wheelchair accessible washroom and kitchenette. Consider positioning this adjacent to the children's play area to enable parental supervision from the amenity room (S. 3.7.3); and

(d) A balcony for each unit with 1.8 m by 2.7 m minimum dimensions (S. 4.3.2).

Planning

1.96 Provision of a Public Space Stewardship Plan that identifies how the Applicant will implement, or partner to implement, the following of each new public space for the life of the space, to the satisfaction of the General Manager of Planning, Urban Design and Sustainability, the General Manager of Arts, Culture and Community Services and the General Manager of Engineering Services:

(a) Ongoing management;

(b) Maintenance;

(c) Operations;

(d) Safety/enforcement; and

(e) Access/loading.

Note to Applicant: Infrastructure should be provided to facilitate event programming, including electricity, water, storage, access to public washrooms, including arrangements to secure public access. See conditions 1.98 to 1.106.

Arts, Culture and Community Services

1.97 Design and finish the following to the satisfaction of the General Manager of Planning, Urban Design and Sustainability, the Managing Director of Cultural Services, and the Director of Public Space and Street Use for:

(a) A publicly accessible and programmable plaza to be no less than 20,000 sq. ft. in net area and;

(b) A publicly accessible and programmable space within Level 2 courtyard.

1.98 Provision of a section 219 covenant to secure a community use agreement for the public plaza and Level 2 courtyard which will include provisions to secure affordable community access for public programming, including arts and culture programming by local non-profit organizations, as well as the general public, while ensuring everyday active and passive use typical to plazas and courtyards.

1.99 Design development of the plaza and the Level 2 courtyard, to ensure public access and programming capabilities:

(a) Provide details on functional use, design and adjacencies for plaza; and

(b) Review requirements for special design consideration and include infrastructure required for event and/or presentation use, based upon acoustic report results and community consultation results, that include but are not limited to, loading access, structural load capacity to accommodate loaded forklifts; electrical supply and infrastructure for lighting, power and sound; running water and grey water disposal, acoustic controls including SkyTrain noise abatement, weather/elements protection, storage for associated equipment and/or seating, publicly accessible washrooms, wheelchair accessibility, etc.

1.100 Provide acoustic report for plaza and Level 2 courtyard that examines impact of SkyTrain noise emissions and nearby vehicle traffic on the viability of daytime and evening programming events and performances, including live theatre, music, dance, lectures, video/film screening presentations, and/or other events with acoustic or amplified audio components. Acoustic study to consider impact of SkyTrain noise, and provide noise mitigation solutions to support viability of occasional daytime or evening events/performances at audible levels while adhering to *Vancouver Noise Control By-law* regulations, and design solutions to reduce impacts of events/performances combined with SkyTrain noise on local area and nearby Grandview-Woodland residential and office units.

1.101 Engage in consultation with community, including local Vancouver and neighbourhood potential user groups of the plaza and Level 2 courtyard, such as cultural programmers, producers and non-profit arts, culture, and social serving organizations, to determine design and infrastructure requirements required for viable events and programming use. Results from the acoustic report for plaza and courtyard to be integrated into consultation. Applicant to determine community engagement process, invitation list, and appropriate programming to the satisfaction of the Managing Director of Cultural Services.

1.102 Design development of the plaza and the Level 2 courtyard with contracted design input and review from qualified Coast Salish Cultural Advisor, to ensure culturally responsive planning in relation to the Musqueam, Squamish and Tsleil-Waututh Nations in the development of the project, to the satisfaction of the Managing Director of Cultural Services. Design public realm, including plaza and courtyard to:

(a) Consider Musqueam, Squamish and Tsleil-Waututh Nations and Urban Indigenous communities in mind to ensure everyone feels welcome in that space;

(b) Reflect Musqueam, Squamish and Tsleil-Waututh Nations and Urban Indigenous communities public programming needs and opportunities;

(c) Seek opportunities to normalize Indigenous language in Vancouver, including the hən̓q̓əmin̓əm̓ language of the Musqueam, Tsleil-Waututh Peoples, and the Sḵwx̱wú7mesh language of the Squamish Peoples, through wayfinding and place/asset naming; and

(d) Seek opportunities to integrate Musqueam, Squamish and Tsleil-Waututh designs as a permanent part of the public realm infrastructure.

Note to Applicant: Coast Salish Cultural Advisors:

(a) Are connected to the local Host Nations and holds cultural knowledge, lived experience, current relationships, and a vision for the future;

(b) Bring an active and nuanced knowledge of protocols, traditional ceremony, and governance and applies this to the project to ensure culturally responsive planning (e.g. significance of the site and potential space, space planning, design, connections with local Host Nations and local urban Indigenous peoples, artists, performers, cultural organizations, programming, etc.); and

(c) Advance the responsibility of Reconciliation by shifting from the colonial state of erasure and silence to the decolonial state of increasing the visibility of Musqueam, Squamish, and Tsleil-Waututh cultural presence.

Reach out to Cultural Services staff for more information.

1.102 Fulfill to the satisfaction of the Director of Social Policy, the Sustainable Food Systems requirements of the Rezoning Policy for Sustainable Large Developments.

1.103 Design development to include urban agriculture plots and support facilities satisfying the *Rezoning Policy for Sustainable Large Developments Administrative Bulletin* and the City's *Urban Agriculture Guidelines for the Private Realm*, or any other applicable policy at the time of development permit, and meeting the following requirements:

(a) Provide calculations demonstrating adherence to the minimum plot requirements for each residential tower:

(i) The total number of residential units;

(ii) The total number of residential units that do not have private outdoor space of > 100 sq. ft.;

(iii) The total number of garden plots provided (satisfying requirement); and

(iv) The number of garden plots with enhanced accessibility features to accommodate residents who have mobility restrictions.

(b) Provide a test-fit diagram of the designated agricultural plot areas demonstrating sufficient capacity to accommodate the minimum required plots (at minimum 24 sq. ft. per plot);

(c) If the raised garden plots are not distributed on each building, provide an explanation for how residents of other building(s) without garden plots will access the plots (e.g. assurance that the plot areas will be accessible to all residents of the development via key fob);

(d) Include community gardens on all Plans / Drawings submitted as part of the development permit process.

Note to Applicant: Application materials indicate that the proposal will include 150 plots. Landscape plans from July 2020 indicate the development is to provide 32 raised urban agriculture boxes on rooftop of Tower B, 21 boxes on Tower C, and a community greenhouse on Level 2.

1.104 Design development to include substantial landscape allocation to plants with edible leaves, fruits, flowers, nuts and berries, in alignment with the characteristics and design guidelines outlined in the *Rezoning Policy for Sustainable Large Developments Administrative Bulletin*. Please provide the following specific information as part of the development permit process to facilitate staff review:

(a) Edible planting species list; and

(b) Table of areas denoting edible landscaping as a proportion of total landscaped area.

Note to Applicant: Application materials indicate that as much as 40% of all landscaping will include edible species. Landscape plans from July 2020 show rooftop orchard plantings located on each of Tower A, Tower B, and Tower C. However, the greenhouse indicated in the original rezoning package has been removed from the November 2021 drawings. Without a greenhouse, the current edible landscaping proposal does not meet the scale required to qualify as an eligible food asset under the policy. Staff recommend reintegration of the greenhouse or provision of a community kitchen per condition 1.105 below.

1.105 Design development to include on-site technology that accepts most organic waste and generates compost and/or energy as its by-product (e.g. aerobic or anaerobic digesters), and with sufficient capacity to process 90% of organic waste anticipated to be generated in the development. Please provide the following specific information as part of the development permit process to facilitate staff review:

(a) Provide detailed plans indicating the type and location(s) of proposed on-site composters, with design development ensuring sufficient space and accessibility. On-Site Organics Management technology must accept most types organic waste and can turn materials directly into compost and/or energy; aerobic digester(s) are recommended;

(b) Provide waste diversion estimates, with a goal of diverting a minimum of 90% of organic waste generated from the entire site; and

(c) Demonstrate integration of the on-site composting proposal into Zero Waste Plan provided toward satisfaction of the Sustainable Large Sites Rezoning Policy.

Note to Applicant: On-site operation(s) must divert organics waste from all buildings in the development. Each building may have its own organics operation or only one building may house the technology, provided it is designed to handle and process the volume from all of the buildings.

1.106 In place of one of the three proposed food assets outlined in 1.102, 1.103, and 1.104, the applicant may design the development to include a community kitchen facility that would be accessible to the broader community (such as a non-profit organization).

Please provide the following specific information as part of the development permit process to facilitate staff review to assess whether this contribution can be considered a food asset satisfying the Rezoning Policy for Sustainable Large Developments:

(a) Kitchen layout including equipment specifications and space capacity; and

(b) A proposal for enabling access by the broader community, such as a Community Use Agreement including booking and availability and process.

Note to Applicant: A community kitchen amenity located on the second floor of the development would be a potential option if a greenhouse is no longer provided as part of the development.

Note to Applicant: Staff are available to discuss and advise on these requirements prior to the DP submission. Please contact: foodpolicy@vancouver.ca.

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 of Engineering Services and the General Manager of Arts, Culture and Community Services (or successors in function), as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering Services

2.1 Make arrangements, subject to Transport Canada, Burlington Northern Railway and Council approval, to close, stop-up and lease a volumetric portion of the Grandview Cut established as road by GD13147 (Lot 2 of Lot B, Block 162, District Lot 264A, Plan VAP23085; PID: 016-974-352) to contain the proposed bridges between the development site and the current Broadway bridge.

Note to Applicant: An application to the City Surveyor is required to initiate the road closure and volumetric lease. City Council approval will be required, with the report to close the portion of road only being advanced to Council following approval of the rezoning at Public Hearing.

2.2 Delete any structure proposed within the 20 ft. wide easement adjacent to the northeast property line which inhibits ready vehicle and material access to the abutting embankment and railway lands, or make arrangements to the satisfaction of the City and Burlington Northern Railway for the release of Easement 132747M (see 247550L).

2.3 Arrangements are to be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for release of Easement & Indemnity Agreements 298993M (for electrical conduit under a portion of now closed lane consolidated into the current site, 458422M (crossing agreements), and H37715 (landscaping on E 10th Avenue).

Note to applicant: Arrangements are to be secured prior to zoning enactment, with release to occur prior to issuance of an occupancy permit for the site. Provision of a letter of commitment will satisfactorily address this condition for zoning enactment.

Prior to building occupancy the applicant is to supply a written request to the City, a fresh title search and a copy of the documents along with executable discharge documents to affect the releases.

The applicant should also arrange for the release of Statutory Right of Way 321681M (an assignment of SRW 149744M), a small BC Hydro/Telus SRW dating from 1952 currently located in the middle of the parking lot.

2.4 Provision of a building setback and statutory right of way (SRW) for public pedestrian use over a portion of the site, along E Broadway to achieve a 5.5 m offset distance measured from the back of the existing curb for widened sidewalks.

Note to Applicant: 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.

2.5 Provision of a surface statutory right-of-way (SRW) for public use of the proposed plaza on the western portion of the site connecting East 10th Avenue to East Broadway.

2.6 Arrangements shall be made, to the satisfaction of the General Manager of Engineering Services and Director of Legal Services, for a Right of Way for the provision of space to accommodate a Public Bike Share (PBS) Station:

(a) Size: At minimum a 40 m x 4 m (linear) or 20 m x 8 m (back-to-back) sized station shall be accommodated. The full length of the space is to be continuous. The physical station with docked bicycles is 2 m wide and has a required bicycle maneuvering zone of 2 m for a total width of 4 m.

Note to Applicant: The proposed PBS space as shown on drawing A10.05 measuring approximately 18 m x 4 m partially on private property (2.5 m on private/1.5 m on public shared with the sidewalk) along the E 10th Ave frontage, east of the micro CRU's does not meet the PBS station size requirement. One single continuous space measuring 40 m x 4 m (linear) or 20 m x 8 m (back-to-back) is to be provided.

(b) Location: The station must be fully located on private property while still clearly visible to the public with 24/7 public access. The PBS location is to be located adjacent to the public plaza preferably on the west side adjacent to the Skytrain station near the south end.

Note to Applicant: The proposed location of the PBS space as shown on drawing A10.05 along the East 10th Avenue frontage, east of the micro CRU's only accommodates approximately 50% of required PBS space. The full PBS space is to be provided adjacent to the public plaza area.

(c) Access: Consideration for placement of building elements (e.g. fire department connections, HVAC vents, hose bibs, etc.) and landscaping that require frequent

access and maintenance directly adjacent to the PBS space. These elements shall not be in conflict or cause frequent disruption to the PBS station.

(d) Surface Treatment: A hard surface, CIP concrete (saw cut or broom finished) is required with no utility access points (including vents, drains, etc.) within the PBS station footprint (except as noted below). Any utility access point within 1m of the PBS space is to be identified and shown in a detailed drawing submitted. Other firm, paved materials are subject to approval.

(e) Grades: The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At minimum, spot elevations at the four corners of the station must be provided.

(f) Sun Exposure: There must be a minimum of 5m vertical clearance above the PBS space in order to maximize sun exposure as station operates on solar power.

(g) Power: Provision of an electrical service and electrical power is to be available in close proximity to the PBS station. Show power source connection on the landscape and site plans.

2.7 Provision of a Statutory Right-of-Way (SRW) for the purposes of access, maintenance, repair, rehabilitation, retrofit, and reconstruction of the existing bridge.

Note to Applicant: 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 General Manager of Engineering Services (bridge and or structure access requirements must be considered).

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.

Note to Applicant: Access to the eastern abutment of the Broadway bridge must be maintained. Modifications to fencing or bridge railing must be allowed for to provide lockable access to the underside of the bridge. If there is no direct access from the new lockable access point to the bridge abutment a permanent access platform needs be designed and installed to the satisfaction of the General Manager of Engineering Services.

2.8 Provision of a Bridge Proximity Agreement over the whole of the rezoning site. The bridge proximity agreement shall acknowledge 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.

2.9 Provision of support agreements as required for any walls, bulkheads, structures that are located on private property that provide continuous support (vertical, lateral, etc.) to civic infrastructure.

Note to Applicant: Support structures are to be maintained by the private land owner and are to be kept in a satisfactory condition such that support is maintained.

2.10 Provision of an encroachment agreement(s) as required for any modification of, or attachments to City bridges or structures, or specialty treatments or facilities that the City deems to be private infrastructure located on public property.

Note to Applicant: A number of improvements and modifications are being proposed, all of which are deemed to be private.

2.11 Where/if 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 is required.

Note to Applicant: Utility layout and connection design shall be to the satisfaction of the General Manager of Engineering Services.

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 2.13(a)(b)(c)(d) and 2.14(a), the Services are not excess and/or extended services and the applicant is not entitled to a Latecomer Agreement.

Note to Applicant: For general Latecomer Policy information refer to the website at https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect.

(a) Provision of adequate water service to meet the fire flow demands of the project.

(i) Based on the confirmed Fire Underwriter's Survey Required Fire Flows and domestic flows submitted by R.F.Binnie & Associates Ltd. dated January 14, 2020 no water main upgrades are required to service the development.

Note to Applicant: The main servicing the proposed development is 150 mm along East 10th Avenue. Should the development require water service connections larger than 150 mm, the developer shall upsize the existing main to the satisfaction of the General Manager of Engineering Services. The developer is responsible for 100% of the cost of the upgrading.

Note to Applicant: Should the development's Fire Underwriter's Survey Required Fire Flow calculation change as the building design progresses, a resubmission to the City of Vancouver Waterworks Engineer is required for re-evaluation of the Water System.

(b) Provision for the installation of a new fire hydrant on the north side of the development. The hydrant will be located along East Broadway and will be adjacent the new development.

(c) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project.

Implementation of development(s) at 1780 East Broadway require the following in order to maintain acceptable sewer flow conditions:

(i) Local Servicing Upgrade:

Separate approximately 122 m of 250/300 mm COMB to 450 mm STM and 300 mm SAN on E 10th Ave from MH fronting 1780 E Broadway (MH FJCVS0) to Commercial Dr (MH__FJD5PP).

The lengths and diameters of these improvements are approximate and subject to detailed design by Developer's Engineer.

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.

(ii) Developer's Engineer to submit design brief, calculations and/or model, and design drawings to the City. All submittals including Issued for Construction (IFC) drawings are required to be reviewed and accepted by the City Engineer prior to building permit issuance.

(d) Provision of street improvements along East Broadway adjacent to the site and appropriate transitions including the following:

(i) Minimum 1.22 m (4 ft.) wide front boulevard (measured from the back of the existing curb) with street trees where space permits;

(ii) Minimum 3.05 m (10 ft.) wide broom finish saw-cut concrete sidewalk; and

(iii) Removal of any existing unused driveway crossings and reconstruction of the boulevard, sidewalk, and curb to current standards.

(e) Provision of 50 mm mill and pave eastbound lanes of East Broadway along the frontage of the development site.

(f) Provision to resurface and waterproof the existing Broadway bridge deck and perform associated concrete deck repairs to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: Where the existing median is removed or the bridge deck is modified, localized bridge deck waterproofing and repair shall be designed and implemented by the applicant. As the proposed development requires a significant amount of deck modification, applicant shall resurface the deck of the bridge structure and its waterproofing

(g) Provision of means prevention fencing along the south side of the Broadway bridge and the new vehicle access ramps to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: Fencing should look similar to harp fencing as on Commercial Drive bridge between East 8th Avenue and North Grandview Highway or Clark Drive bridge at East 6th Avenue for a consistent public realm treatment.

(h) Provision of street improvements along East 10th Avenue adjacent to the site and appropriate transitions including the following:

(i) Minimum 2.44 m (8 ft.) wide broom finish saw-cut concrete sidewalk;

(ii) Removal of any existing unused driveway crossings and reconstruction of the boulevard, sidewalk, and curb to current standards; and

(iii) New concrete curb and gutter along property frontage.

(i) Provision for the construction of green infrastructure rainwater management to capture runoff from adjacent right-of-way on West 10th Avenue:

(i) Install street trees in stormwater tree trenches to capture and retain 90% of average annual rainfall or a 48 mm – 24 hr event from the right-of-way frontage to the crown of the road to the greatest extent practical. The stormwater tree trench must also be designed to provide the minimum soil volume storage for street trees as per the Engineering Design Manual.

Notes to Applicant:

(i) Green infrastructure design will be coordinated with Transportation Planning and Street Design Branch to approve all infrastructure proposed within the public realm;

(ii) The City will provide the green infrastructure location and high level sizing in the geometric design for these street improvements; and

(iii) 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.

For further information, contact Green Infrastructure Implementation Branch, ESRGGIIDL@vancouver.ca.

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

(k) Provision of improvements at the intersection of New Access and Broadway including:

(i) Design and installation of a new signal; and

(ii) Geometric and intersection design to the satisfaction of the General Manager of Engineering Services.

(l) Provision of improvements at the intersection of Commercial Drive and Broadway including:

(i) Upgrades to the existing traffic signal including accessible pedestrian signals (APS).

(m) Provision of improvements at the intersection of Commercial Drive and East 12th Avenue including:

(i) Installation of an eastbound left turn arrow;

(ii) Associated signal phasing; and

(iii) Entire intersection lighting upgrades to current City standards and IESNA recommendations.

(n) Provision of improvements at the intersection of Victoria Drive and Broadway including:

(i) Signal modifications to support geometric changes and left turn phasing in all directions;

(ii) Upgrades to the existing traffic signal including accessible pedestrian signals (APS); and

(iii) Entire intersection lighting upgrades to current City standards and IESNA recommendations.

(o) Provision of improvements at the intersection of Victoria Drive and East 10th Avenue including:

(i) Design and installation of a new signal;

(ii) Entire intersection lighting upgrades to current City standards and IESNA recommendations;

(iii) A pedestrian crossing of Victoria Drive at the north leg;

(iv) Installation of catch basins on the existing bridge structure in advance of the pedestrian crossing;

(v) Curb bulge;

(vi) Curb ramps;

(vii) Sidewalk and median modifications; and

(viii) Any associated design and consultant work for these improvements on the bridge structure.

(p) Provision of entire intersection lighting upgrades to current City standards and IESNA recommendations at Grandview Highway North and East Broadway.

(q) Provision of entire intersection lighting upgrades to current City standards and IESNA recommendations at Commercial Drive and East 10th Avenue.

(r) Provision of new or replacement duct banks adjacent the development site that meet current City standards. Duct banks are to consist of electrical and communication ducts sized to meet City needs in a configuration acceptable by the General Manager of Engineering Services and in conformance with applicable electrical codes and regulations. A detailed design will be required prior to the start of any associated street work.

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.

(s) Provision of two new pad mounted service cabinets/kiosks on East 10th Avenue and East Broadway.

(t) Provision of adjustments to all existing infrastructure to accommodate improvements as required, including but not limited to relocating of existing catch basins or providing new catch basins where required. 50 mm mill and pave any areas where existing paint markings on the asphalt surface are to be eradicated (prior to installation of new paint markings).

(u) Provision for the installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.

(v) Provision of a minimum of one new street tree pit per each approved tree removal within the Grandview Cut to the satisfaction of the General Manager of Engineering Services and the General Manager of Parks and Recreation.

Note to Applicant: The provision applies to trees over 20cm diameter at breast height (DBH), 21 of which are proposed for removal at the time of review. Tree pits to contain 30 m^3 of growing medium (or approved equivalent combination of growing medium, structural soils, and soil cells) to the satisfaction of the City Arborist. New tree pits to be located in an approved location in an urban forest canopy-deficient neighbourhood, in addition to new street trees located on the rezoning site per Condition 1.46, to the satisfaction of the Director of Legal

Services in consultation with the General Manager of Engineering Services and the General Manager of Park Board. See Conditions 1.87 and 1.88.

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 the following works, which constitute excess and/or extended services:

(a) Separate approximately 122 m of 250/300 mm COMB per Condition 2.12(c)(i)(a);

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

(b) Improvements at the intersection of Commercial Drive and Broadway per Condition 2.12(l)(i);

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

(c) Improvements at the intersection of Commercial Drive and East 12th Avenue per Condition 2.12(m)(i)(ii)(iii);

(d) Improvements at the intersection of Victoria Drive and Broadway per Condition 2.12(n)(i)(ii)(iii).

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

2.14 Provision of a legal agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services whereby the applicant is entitled to receive latecomer charges for a period of 24 hours following completion of the works contemplated by the following condition(s), which require(s) the applicant to provide excess or extended services.

(a) Improvements at the intersection of Victoria Drive and East 10th Avenue per Condition 2.12(o)(i)(ii)

Note to Applicant: The benefitting 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.

Note to Applicant: For general Latecomer Policy information refer to the website at https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect.

2.15 Arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the design, construction and acceptance of the new bridge crossings as detailed below. 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 completion of the foregoing work, is provided.

(a) The new signalized intersection shall accommodate the following with respect to the Broadway bridge:

(i) All proposed modifications to existing City infrastructure and related works are required to be designed and installed to the satisfaction of the General Manager of Engineering Services;

(ii) The applicant shall assess new vehicular and structural loading conditions on the Broadway bridge;

(iii) The applicant shall provide a load rating report identifying existing, new loading conditions, methodology and demand over capacity ratios shall be prepared;

(iv) Location of curb ramp shall be identified and located to minimize the length of bridge expansion joint contained within the crosswalk area;

(v) The bridge expansion joint affected by this work (compression seals, armouring, and concrete substrate) shall be replaced in its entirety with new expansion joint system that can accommodate both heavy vehicular traffic and pedestrian traffic;

- Seismic performance of the new expansion joints to meet or exceed current seismic performance (Major Route Bridge).

(vi) Where the existing median is removed, localised bridge deck waterproofing/repair shall be designed and implemented.

(b) The interface between the Broadway bridge and vehicle access ramps shall accommodate the following:

(i) Continuity in the vehicle containment barrier shall be assessed and a strategy is to be proposed on how the continuity is to be maintained. If the strategy is accepted and it relies on the new vehicle access ramps, the strategy shall be documented in a form of legal instrument clearly identifying the requirement for the vehicle access ramp owner to inspect, maintain, upgrade and provide this level of service for as long as the vehicle access ramps and the bridge exist;

(ii) Structural modifications to the vehicle containment barrier, sidewalk structure, bridge structure will be required. A load rating report shall be prepared to document the impacts of the new vehicular loading condition on the sidewalk and other related bridge superstructure elements;

(iii) Access ramps shall not drain onto the existing Broadway bridge structure;

(iv) The expansion joint interface can abut to but not rely on the existing City bridge for structural support. The expansion joint shall be designed to accommodate all loading conditions as per the bridge code and must explicitly demonstrate the movement capability to accommodate seismic, thermal movements, and combinations thereof for both the bridge and new vehicle access ramps;

(v) The expansion joint interface and or vehicle containment continuity shall be documented in the legal arrangements;

- The expansion joint is to be considered as part of the new vehicle access ramps. Modifications to the City bridge that are to remain in place and that form part of the expansion joint system (such as armoring, connections, anchors and the concrete substrate that is relied upon to provide support for the expansion joint) shall be maintained, repaired, replaced by the owner of the vehicle access ramps.

(vi) To be designed to prevailing codes and standards (Bridge Code CSA S6).

(c) The new vehicle access ramps shall accommodate the following:

(i) The new vehicle access ramps shall be designed to the satisfaction of the General Manager of Engineering Services and the Chief Building Officer depending on the design as an independent structure or as an extension of the building site;

(ii) The private ownership, maintenance, replacement, reconstruction, repair requirements, and terms and conditions around the use of City land shall be documented in the legal arrangements;

- Provision of a maintenance plan, and an alternate vehicular access and loading plan for the development site should the vehicular access ramps be closed due to maintenance, repair or reconstruction of the vehicular access ramps, the interface between the Broadway bridge and the vehicular access ramps, and/or the Broadway bridge. This is to be appended to the legal arrangements.

(iii) If the access ramps supporting structure is an independent structure from the building, then it should be designed to the Bridge Code CSA S6 accounting for the following:

- Bridge Classification “Major Route”;
- Performance based seismic design shall be used.

2.16 Provision of all third party utility services (e.g., BC Hydro, Telus and Shaw) to be underground. BC Hydro service to the site shall be primary.

BC Hydro System Vista, Vista switchgear, pad mounted transformers, low profile transformers and kiosks as well as telecommunications kiosks are to be located on private property with no reliance on public property for placement of these features. Submission of a written confirmation from BC Hydro that all these items will be located on the development property.

For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at umb@vancouver.ca.

Planning

2.17 Execution of a statutory right-of-way for the public plaza which will include provisions to secure community access (consistent with an approved plaza stewardship strategy) and priority use of the plaza for the general public.

Note to Applicant: The Applicant and/or property owner(s) of the commercial spaces and any Remainder Parcel(s) including all the retail and/or office spaces (for certainty expressly excluding the residential component of the development) will be responsible for covering the ongoing costs (maintenance, repair and capital) for the plaza.

2.18 Execution of a statutory right(s)-of-way for highly visible, inviting and accessible public access from grade to, and inclusive of, the Level 2 Courtyard, above the retail base. A combination of sculptural stairs, stepping terraces and elevator access should be considered.

Note to Applicant: The Applicant and/or property owner(s) of the commercial spaces and any Remainder Parcel(s) including the retail and/or office spaces (for certainty expressly excluding the residential component of the development) will be responsible for covering all of the ongoing costs (maintenance, repair and capital).

Sustainability

2.19 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.

Housing

2.20 Make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services to enter into a Housing Agreement and Section 219 Covenant to secure a minimum of 323,604 sq. ft. of residential floor area as secured rental housing units, including at least 12% (57,000 sq. ft.) of the residential floor area that is counted in the calculation of the dwelling unit area per the CD-1 By-law secured as below-market rental units ("below-market rental units") subject to the conditions set out below for such units, for the longer of 60 years and the life of the building, and such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may require.

The agreement or agreements will include but not be limited to the following terms and conditions:

(a) A no separate-sales covenant;

(b) A no stratification covenant;

(c) A provision that none of the will be rented for less than one month at a time;

(d) A rent roll will be provided for review and confirmation by the General Manager of Planning, Urban Design and Sustainability, indicating the agreed initial monthly rents for all of the units, when the Housing Agreement is entered into and again prior to each of the development permit issuance, building permit issuance and occupancy permit issuance;

(e) The initial starting monthly rents for the below-market rental units, which comprise at least 12% (57,000 sq. ft.) of the residential floor area that is counted in the calculation of the floor space ratio, will be rented at 100% of the City-wide CMHC average market rent according to the 'CMHC Rental Market Survey' publication that is current at the time of Occupancy Permit Issuance, or alternative publication as approved by the General Manager of Planning, Urban Design and Sustainability;

(f) On a change in tenancy for a below-market rental unit, the starting rent for such new tenancy of a below-market rental unit will be reset to 100% of the City-wide CMHC average market rent according to the 'CMHC Rental Market Survey' publication that is current at the time of the change in tenancy;

(g) The applicant will verify eligibility of new tenants for the below-market rental units, based on the following:

(i) For new tenants, annual household income cannot exceed four times the annual rent for the unit (i.e. at least 25% of household income is spent on rent);

(ii) There should be at least one occupant per bedroom in the unit;

(iii) The applicant will verify the ongoing eligibility of existing tenants in the units secured at moderate income rates every five (5) years after the initial occupancy;

(iv) For such tenants, annual household income cannot exceed five times the annual rent for the unit (i.e. at least 20% of income is spent on rent);

(v) There should be at least one occupant per bedroom in the unit; and

(vi) On an annual basis, or at the request of the City, the applicant will report to the City of Vancouver on the operation of the below-market rental housing units which will ensure that the City can confirm that the units are being operated as agreed, and will include a rent roll for the below-market rental units, and a summary of the results of eligibility testing for these units.

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

Arts, Culture and Community Services

2.21 Make arrangements to the satisfaction of the Managing Director of Cultural Services and the Director of Legal Services to enter into a Section 219 Covenant to secure the Community Use Agreement for the plaza and level 2 courtyard, which will include provisions to secure affordable community programming access including arts and culture programming by local non-profit organizations, as well as the general public.

2.22 Fulfill, to the satisfaction of the Director of Social Policy, the Sustainable Food Systems requirements of the Rezoning Policy for Sustainable Large Developments by delivering a minimum of three food assets. To secure this condition, the applicant may be required to enter into one or more agreements with the City including, but not be limited to, the following:

(a) Permit holds subject to completion of the design, construction, and satisfactory acceptance of the food assets;

(b) Agreements regarding the installation, and maintenance of the food assets; and

(c) Such other terms and conditions as the Director of Legal Services, in consultation with the General Manager of Arts, Culture and Community Services may in their sole discretion require.

Public Art

2.23 Execute an agreement satisfactory to the Director of Legal Services and the Managing Director of 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 Head of Public Art Program.

2.24 Provide a Public Art Checklist confirming the selection of Option A, Art on Site, or Option B, 80% cash-in-lieu of art.

Note to Applicant: Proponent should consider and mitigate impacts of development on neighbouring artwork "Healing the Cut - Bridging the Gap" by Oliver Kallhammer (https://covapp.vancouver.ca/PublicArtRegistry/ArtworkDetail.aspx?ArtworkId=224).

Note to Applicant: The Public Art Plan should take into consideration the *Grandview-Woodland Community Plan* and the following heritage policies:

- Support investments in local First Nations and urban Aboriginal cultural activities that cultivate a strong sense of reconciliation and promote artistic, spiritual and intergenerational learning and outcomes; and

- Support Grandview-Woodland's local First Nations and urban Aboriginal communities by investing in culturally appropriate public art, the Indigenization of place names and areas, the enhancement of green spaces, and through cultivating a strong sense of the urban Aboriginal communities

Please contact the Public Art Program to discuss your application: tamara.tosoff@vancouver.ca.

Environmental Contamination

2.25 As 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.

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 registerable charges pursuant to 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-law and at no cost to the City.

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.

* * * * *

1780 East Broadway
DRAFT CONSEQUENTIAL AMENDMENTS

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

DRAFT AMENDMENTS TO THE SIGN BY-LAW No. 11879

Amend Schedule A (CD-1 Zoning Districts Regulated by Part 9) by adding the following:

"1780 East Broadway [CD-1 #] [By-law #] C-3A"

DRAFT AMENDMENTS TO THE NOISE CONTROL BY-LAW NO. 6555

Amend Schedule B (Intermediate Zone) by adding the following:

"[CD-1#] [By-law #] 1780 East Broadway"

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1780 East Broadway
ADDITIONAL INFORMATION

1. Urban Design Panel

The Urban Design Panel (UDP) reviewed this rezoning application on October 28, 2020.

EVALUATION: SUPPORT with RECOMMENDATIONS (6/1)

- **Introduction:**
  Rezoning Planner, Kent MacDougall, presented this rezoning application at 1780 East Broadway considered under the *Grandview-Woodland Community Plan*.

  The site is located near the corner of Commercial Drive and East Broadway adjacent to the Commercial-Broadway SkyTrain Station to the west and the 'Grandview Cut' to the east. The site is currently zoned C-3A and is occupied by a single-storey commercial development, a Safeway grocery store, with at-grade parking. The sites C-3A zoning allows for an FSR of 3.0, and could be considered for up to 6-storeys and is currently underdeveloped based on the existing zoning. Adjacent sites along Broadway and Commercial Drive are primarily zoned C-3A and CD-1 and contain a mix of residential, office and retail in low-rise and mid-rise forms. In terms of recent zoning changes in the area, along Broadway, a site was recently rezoned to CD-1(715) allowing for a 12-storey mixed-use building with at-grade commercial and secured rental above currently under construction.

  This application is being considered under the *Grandview-Woodland Community Plan.* This area, the Station Mixed-Use and Employment area, is anticipated to evolve into a mixed-use transit-oriented neighbourhood that introduces renewed opportunities for various types of housing, employment, and retail activity. The Plan for this area includes high-level urban design principles including locating higher-density building forms; and a mix of retail, job space, and housing around transit hubs and arterials that lead to it. At this location within the Station Mixed-Use and Employment area, the Plan anticipates a unique mixed-use development with tower elements of 12-24 storeys above a retail plinth, with commercial at grade, including a large format grocery store, office space, a generous public plaza and an FSR of 5.7. Conceptual site diagrams provided in the Plan that show four or five tower elements and a central and perimeter plaza location. As well, the highest forms are to be situated adjacent to the Grandview Cut to minimize shadowing.

  The application is proposing a mixed-use development with three tower elements ranging in height from 25-30 storeys above a retail plinth with a significant public plaza along the western edge of the site and private amenity space on level two.

  The proposal includes two secured rental towers and a strata tower with 688 residential units consisting of 452 secured rental units (37 of which are proposed at below-market rates) and 236 strata residential units. Overall, 134,000 sq. ft. of commercial space is proposed including commercial uses at grade with a large format grocery store anchor (~50,000 sq. ft.) with access from Broadway and the Plaza and three smaller CRUs, and food & beverage uses at the south end of the plaza and along 10th Avenue. Office space, a fitness facility, and a childcare facility are proposed on the podium Levels 2-5 under Tower A adjacent to the plaza.

Development Planner, Carl Stanford, then began the presentation by noting the site is situated within the Grandview Woodland neighbourhood of East Vancouver, south of Broadway, and east of Commercial Drive. It sits adjacent to the Commercial-Broadway SkyTrain station and the busy intersection at Commercial Drive and Broadway. To the east of the site, the Grandview Cut runs diagonally against the site. South of the site is a mix of single-family homes and multifamily low-rise buildings. To the west, Commercial Drive is a busy street lined with a variety of fine-grained retail and commercial establishments. Trout Lake is located several blocks southeast. It is composed of one legal lot fronting Broadway and East 10th Avenue. It is currently the site of a Safeway grocery store. The total site area is 9819.1 sq. m (105,695 sq. ft.). It has frontage of ~65 m (213 ft.) along Broadway and ~84 m (276 ft.) along East 10th Avenue. There is a sloping grade rising approximately 2.1 m (6.9 ft.) along Broadway from west to east, a gradual rise of 0.6m (1.9‘) along the plaza from Broadway to 10th and an increase of 1.6 m (5.3 ft.) from west to east along the 10th Avenue frontage. The site is currently occupied by an existing retail store (Safeway) abutting up to the Commercial Broadway station with surface parking to the east.

Principle governing policy for the site includes the:

- The Grandview Woodlands Plan
- C-3A District Schedule (last amended 2016)
- C-3A Broadway Commercial Guidelines
- View Protection Guidelines (1989, last amended 2011)
- Green Buildings Policy for Rezoning (2010, last amended 2018)

Prior to the submission of a rezoning application, the sites base-zone was C-3A (Commercial) District, which permits a maximum density of 3.00 FSR and 6-storeys under base zoning which would be equivalent in height to the podium height indicated in the GW Plan. The Grandview Woodlands Plan Principal Policy Items allows consideration of applications for mixed-use developments with mid-rise and high-rise components. This includes a mix of commercial uses, which may include large format grocery and small-scale retail, service and community serving uses on the first floor. Residential and/or commercial uses are permitted on upper floors. The grocery retail of approximately 4,650 sq. m (50,000 sq. ft.), can be arranged in a one- or two-storey configuration. Perimeter heights will be generally six storeys above the retail plinth. At key anchor points within the site, heights range from 12 to 24 storeys above the retail plinth. Highest forms will be situated adjacent to the Grandview Cut to minimize shadowing of the plaza. Density can be considered up to 5.7 FSR with residential uses up to 4.5 FSR, commercial uses of a minimum 1.2 FSR, and a minimum 0.5 FSR for office.

As part of future redevelopment of the site, the plan requires a generous, centrally-located public plaza at grade, ideally located near the middle of the site. In designing this space, ensure the following considerations are taken into account: Building arrangement to optimize the use of public open space. Ensure the site design supports vibrancy in the plaza with varied, grocery and small- scale retail space, office and residential entrances fronting and/or overlooking the open space. Shading/solar access. SkyTrain noise mitigation.

The Grandview Woodland Community Plan stipulates the building density/ height maximum is pursuant to clause 7.1.3 of the GWCP, which provisions density in return for additional nonmarket housing. In all cases where new developments are receiving additional density in exchange for the provision of non-market housing, that housing must meet minimum

requirements for social housing as defined in the City's Zoning and Development By-Law and DCL By-law. This will be reviewed in process. One of the other items to consider with regard to policy is the variation on the plans provisions and conceptual diagrams, in particular the height and its impact. The proposal has both additional density/ height: one through the provision of social housing and the other in part via an argument that the conceptual diagrams indicate additional towers and the compression in a lesser number create better spatial relationship and avoids a net loss.

The proposal by the applicant has a total floor space area of approximately 59,297 sq. m (638,273 sq. ft.) or 6.04 FSR. The three tower buildings are arranged around the periphery of the site framing a landscaped courtyard that is accessible to the public, residents and tenants. A new 50,000 sf Safeway store, will occupy the ground level of the project with at-grade access from East Broadway, and the public plaza. Adjacent to the Safeway store at grade will be a new 20,000 sf public plaza. The at-grade plaza will link Broadway and 10th Avenue, will be animated with child friendly activities and be fully accessible to the public.

The proposal includes a large format grocery store, strata housing, rental housing, non-market housing, and a 20,000 sq. ft. public plaza running parallel to the SkyTrain station. The planning of a large format grocery store on the site poses a number of challenges in terms of animation and avoidance of 'sterile edges'. Amenities proposed for the development include a 9,000 sq. ft. private daycare centre with outdoor play area, a fitness centre, and an on-site at grade public bike share facility orientated to the East 10th Avenue bike path. Access for vehicular traffic and service vehicles for the Safeway store will be from East Broadway across a portion of the Grandview Cut. Access for residential parking will be from East 10th Avenue.

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

Does the proposal satisfy the overall intent of the Grandview Woodland Plan in regard to its directions on massing, height & built form considering such items as the below:

a) The plan proposes more numerous towers with smaller floor plates;

b) The contextual fit, siting & shaping; and

c) The height & expression of individual towers.

Applicant's Introductory Comments:
The applicant noted the following points were important to the projects design:
There was a strong emphasis placed on the urban and retail street edge animating in particular both and the plaza space and along Broadway and East 10th Avenue. The renders and images also clearly demonstrate a desire for an animated street edge. The public plaza and the location of its activities and amenity units was critical to this intent with a careful study on what makes Broadway unique conducted prior.

The tower number, placement and separation between them m is different from the Grandview Woodland Plan conceptual diagrams in order to facilitate greater light and view penetration. By having three towers as opposed to four the site is less visually dense with more opportunities for high quality urban design. The exterior modulation of the skin of the towers is based on a structural strategy that has several transitions, in order to break the massing down, achieve high quality urban design, and support the tower. Most of the

structural heavy lifting is above the new Safeway grocery store in order to get columns and a grid that facilitate the functional requirements of the new grocery store and residential floors. The form of development for the towers incorporates a series of modulated step terraces taking advantage of the decreasing floor plate size as the tower rises. The applicant noted their goal was to create a feeling of clarity at the open spaces where the massing steps inwards. There is a unique difference of the interior and outward faces of the proposal in response to the context. This assisted in further celebrating the landscape of the courtyard. The applicant noted the difficulty of some of the challenges of the sites constraints were achieving the setbacks while ameliorating the shadow impacts on the open public spaces.

The applicant noted that part of the goal of the project was to build on the civic identity of Broadway with a new urban plaza at level 1 running parallel to the SkyTrain station and connecting Broadway and E 10th Ave. This urban plaza has many places to gather, sit, eat and perform. The intent was to merge the high vitality life of an urban life plaza with a lush, upper level 2 courtyard green area. There is a large staircase (54 riser) off the proposed plaza level up to the lush courtyard level which creates a nice relationship between the two. The applicant noted the private amenity spaces on level two are only accessible by the residents of the tower but the level 2 courtyard is proposed to be publicly accessible with no barriers to entry from the grand staircase leading down to the urban plaza. Also included in the amenities of the proposal is a daycare with a colour program and play space.

With regard to the landscaping in the proposal, the upper level terraces have a rich animated program with lots of native and adaptive planting. There are also patios with abundant planting and rooftop planting at the tops of the towers. This project is expected to meet both the green building policies for rezoning and follow the city of Vancouver's policy for sustainable large developments.

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 **MR. DAVIES** and seconded by **MR. FRANCL** and was the decision of the Urban Design Panel:

THAT the Panel **SUPPORTS** the project with the following recommendations to be reviewed by City staff:

- Design development to the plaza public staircase to level 2 with greater consideration improved public access and porosity to the level 2 courtyard.
- Design development to the plaza to improve its animation, access of daylight, public art provision, weather protection and its relationship with the adjacent podium.
- To enhance to the connection between the project and the Grandview cut.

Related Commentary:
The panel largely supported the use of the three higher towers in place of four smaller towers as being more suitable for the site and better for daylighting. The panel felt the project warranted the additional height. Some panelists noted minor concerns regarding the character, how it related to the plan and that the project did not engage as much (with benefits to the public) as it could but overall felt it was an good interpretation.

Most panelists felt an appreciation for the similarity of design language for the three towers but some panellists felt more differentiation between the towers should be explored while maintaining a similar design language with a colour or material variation. The panel supported the sky gardens and how they broke up the tower mass, scaling down while introducing open space. A number of the panel noted the need for appropriate soil depth.

The public staircase off the plaza was seen as a good concept. Most panel members felt the large inviting staircase to level 2 was a strong feature however when you reach the top there are visual and physical obstructions that appear to block it off such as some of the landscaping and concierge space. This area could use additional development to better improve its permeability and access to feel more welcoming. Most panel member emphasised the importance of improving and maintaining public access to level 2. Some panel members noted that the entry to the level 2 courtyard could be more porous. Some panel members felt the greenhouses are attractive addition also but seem to add clutter to the level 2.

Most panel members felt that the level 1 urban plaza could use more daylighting and animation. The plaza does not really lead anywhere onto Broadway, compared to east 10th where there is good pedestrian access. This would be a good opportunity to have an art piece or some form of elements to draw people through the plaza as a main attraction. Some panel members felt that there should be a clearly indicated location provided for the public art, such as the plaza and further work on the lighting strategy.

The panel agreed that the office lobby could benefit from a more appropriate pedestrian scale and expression at grade. Some panelist felt the podium facing the plaza appeared a little overbearing. Some panelists suggested breaking down further the horizontal massing of the podium. Most panel members noted that more extensive weather protection around the perimeter building should be explored. The panel agreed that the project overall was a well-considered design, of high architectural merit and a strong proposal with certain areas that could benefit from additional design development.

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

2. Public Consultation Summary

List of Engagement Events, Notification, and Responses

	Date	Results
Event		
Virtual open house (City-led)	November 15, 2021 – December 5, 2021	1199 participants (aware)* • 547 informed • 368 engaged
Public Notification		
Postcard distribution – Notice of rezoning application and virtual open house	November 12, 2021	4,982 notices mailed
Public Responses		
Online questions	November 15, 2021 – December 5, 2021	31 submittals
Online comment forms • Shape Your City platform	November, 2021 – March, 2022	690 submittals
Overall position • support • opposed • mixed	November, 2021 – April, 2022	690 submittals • 257 responses • 359 responses • 70 responses
Other input	November, 2021 – April, 2022	31 submittals
Online Engagement – Shape Your City Vancouver		
Total participants during online engagement period	November, 2021 – April, 2022	2471 participants (aware)* • 1103 informed • 699 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.

Map of Notification Area

Analysis of All Comments Received

Below is an analysis of all public feedback by topic.

Generally, comments of support fell within the following areas:

- **Height, density and location:** The height and density are appropriate given that it is located right at one of Canada's busiest transit hubs and will be a good fit for the neighbourhood.
- **Rental and affordable housing:** Provisions for increased rental and below market units are a welcome addition to the City and will help combat the ongoing housing crisis.
- **Sustainability:** Building right next to existing transit stations will help reduce the City's carbon footprint and encourage many residents to switch to transit due to convenience.
- **Retail space:** The increase in commercial retail units is greatly appreciated and will benefit and better serve the community.
- **Building design:** The building is well designed and visually appealing.

Generally, comments of concern fell within the following areas:

- **Height, density and location:** The scale of this project is not appropriate for this area and does not comply with the Grandview Woodland Plan and is completely out of character with the rest of the neighbourhood. The building height is too tall will create unnecessary shadowing nearby and block views for residents.

- **Affordability:** The creation of these units in this project will not be attainable to those already residing in this neighbourhood. Current residents will be forced to relocate as property values and rents increase because of this proposal, which will not benefit the greater community.
- **Plaza:** The plaza's location is not suitable due to it being so close to the Skytrain tracks and will not be appealing to potential users of this space due to the noise as well as being perpetually plunged in darkness throughout the day and not pedestrian friendly to access. Crime and safety are a concern as the plaza is well hidden from public view.
- **Childcare:** The removal of childcare spaces from this proposal is a major setback to this project and to the community given the shortage of childcare spaces and the increasing density in this area.
- **Building design:** The building is aesthetically not pleasing.
- **Greenspace:** More publicly accessible greenspace is needed. The gated courtyard and lack of public access on level 2 sends the message that neighbours are not welcome.

The following miscellaneous comments were received from the public (note: these were topics that were not ranked as highly as above).

General comments of concern:

- Increase in traffic during and after construction will cause congestion.
- The increase in vehicular traffic will also pose as a risk for pedestrians.
- The pedestrian realm in this area is crowded, sometimes dangerous, and lacks amenities such as public washrooms; the proposal will augment these problems.
- Too many rental units proposed.
- Increased vagrant activities will be a direct result of increased density.
- The city has ignored feedback and concerns from the community.
- Too much consultation is being given for this project, ultimately delaying a project that will provide necessary housing to this City.
- The proposal does not provide sufficient amount of public benefits that will serve the community.
- Concerns over non-accurate renderings.
- Not sufficient enough bicycle parking proposed.
- Loss of local businesses due to increasing property values and rent in the surrounding area will greatly affect the Grandview Woodland neighbourhood negatively.
- Increased vagrant activities will be a direct result of increased density.
- Transit is at capacity, especially for the number 20 bus that is seeing very high volumes of ridership in the last few years without increased service.
- Disturbance of a current public art display is a concern.

Neutral comments/suggestions/recommendations:

- The building should be taller and denser given its location.
- The project should be scaled down to what is allowed in the Grandview Woodland Plan.
- Towers should not be allowed outside the downtown core.
- Balconies should be included for all units in this building.
- Sustainable construction materials should be considered.

- More below-market and affordable housing should be considered at this site.
- Co-ops and other subsidized housing forms should be considered for this neighbourhood.
- The number of strata units should be increased.
- Should be publicly owned and maintained.
- For such a large scale project that meets Council priorities, the rezoning process for this project should be expedited.
- View cone restrictions should be reconsidered as it hinders meaningful development in the City as views are not a human right.
- Removal of height restrictions and parking minimums will help with making the project more viable and will help in making the units more affordable.

Previous Submission (submitted September 2, 2020)

List of Engagement Events, Notification, and Responses

	Date	**Results**
Event		
Virtual open house (City-led)	October 5 – October 25, 2020	887 participants (aware)* • 321 informed • 163 engaged
Public Notification		
Postcard distribution – Notice of rezoning application and virtual open house	October 5, 2020	3,688 notices mailed
Public Responses		
Online questions	October 5 – October 25, 2020	23 submittal
Online comment forms • Shape Your City platform	September 2020 – November 2021	1,065 submittals
Overall position • support • opposed • mixed	September 2020 – November 2021	1,059 submittals • 599 responses • 352 responses • 108 responses
Other input	September 2020 – November 2021	0 submittal
Online Engagement – Shape Your City Vancouver		
Total participants during online engagement period	September 2020 – November 2021	4,336 participants (aware)* • 1,863 informed • 1,050 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.

Map of Notification Area

Analysis of All Comments Received

Below is an analysis of all public feedback by topic.

Generally, comments of support fell within the following areas:

- **Height, massing, density:** The height, density and scale of this project are appropriate for this location as it is well served by a major transit hub. The proposal makes use of underutilized space, as it is currently a giant parking lot that is serving a Safeway. Allowing density to exist outside the downtown core is fundamental for the City of Vancouver to prosper and grow especially at or around transit hubs.
- **Housing stock and rental housing:** Increasing housing stock through increased density in the City is much needed and will assist in combating the housing crisis the City is currently facing. Increases in secured rental housing stock is supported.
- **Amenities and infrastructure:** Support for the childcare centre and the amenities the development will provide the neighbourhood.

Generally, comments of concern fell within the following areas:

- **Height, massing, density:** The scale and proposed height of this project are not appropriate for this area and are not in line with the neighbourhood character. There are concerns about the building creating shadows on the surrounding area.

There are also comments that the proposed development should be higher in order to maximize the benefits of transit oriented development and to help alleviate the housing crisis the City is currently facing.

- **Community building:** Strong concerns about how the development is not in line with the Grandview-Woodland Community Plan and that the City of Vancouver is not listening to the community's wants and needs.
- **Building design:** The building is not aesthetically pleasing and does not fit in with the neighbourhood character.
- **Housing stock and affordability:** There should be more affordable housing units, social housing units and rental units
- **Traffic and congestion:** There are concerns over how the proposal will properly manage and mitigate increased traffic during and after construction. The influx of future residents that the proposed building will bring to the neighbourhood will likely increase traffic, exacerbate existing traffic issues and put pressure on the transit system.
- **Community amenities:** There are concerns about how amenities in the neighbourhood such as community centers, senior care, daycares will account for more density and be able to keep up with demand. There are specific concerns about school capacity and access to education for the future residents of the proposed buildings.
- **Affordability and local economy:** Concerns about the development causing gentrification and pushing out local small and affordable businesses.

The following miscellaneous comments were received from the public (note: these were topics that were not ranked as highly as above).

General comments of support:

- The building is well designed and will help revitalise the neighbourhood.
- The inclusion of retail space is a wonderful addition to this project and will help this become a complete community.

General comments of concern:

- Different housing typologies should be explored in the area instead of giant towers; the height should be reduces to 10-20 storeys.
- Not enough is being done to support affordable housing initiatives.
- Co-op housing should be considered.
- Not enough greenspace nor community spaces.
- Concern where the City is allowing single-family home owners to dictate what gets built and having them be the dominant voice even though they are just a vocal minority.
- Too many and not enough vehicle parking spaces.

Neutral comments/suggestions/recommendations:

- Electric vehicle charging stations should be considered.

3. Application History

The original application, submitted in June 2019, proposed a mixed-used development with three towers ranging in height from 24- to 30-storeys above a retail plinth. It included 680 residential units, commercial space including a large format grocery store, office, retail and restaurant uses, a privately held and operated childcare facility and a public plaza.

On September 2, 2020, a revised application consisting of three towers ranging in height from 25- to 30-storeys above a retail plinth was submitted. It included an increase in the number of residential units to 688; however the residential tenure of the project shifted to include more secured rental housing. The commercial and plaza components remained generally consistent with the original application.

Following public consultation and in response to comments from the Urban Design Panel and City staff, a third revised rezoning application was submitted on November 2, 2021. The revised application remained a three-tower scheme with adjusted tower heights ranging from 24- to 29-storeys above a retail plinth. In response to previous commentary, this resubmission included a reduction in floor area and density, a larger plaza area, additional below-market rental housing and the removal of the proposed privately operated childcare space.

Figure 3 summarizes key changes to building height, floor area, density and residential unit count throughout the rezoning application process.

Figure 3: Key Changes to Floor Area, Housing Tenure, Unit Count and Mix, and Building Height through the Rezoning Application Process.

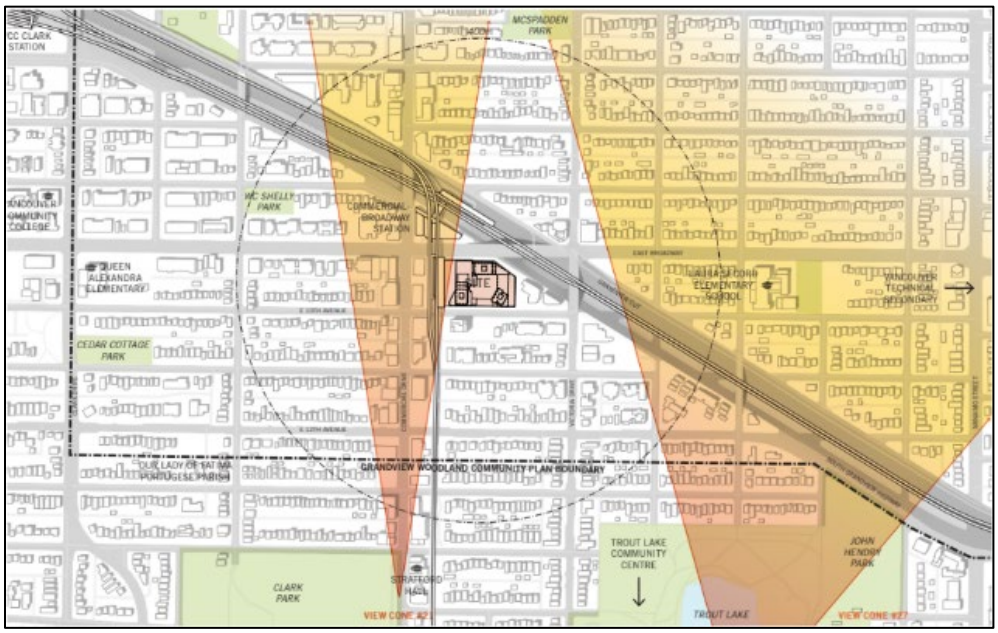
Date	Summary	Tower Heights	Floor Area (sq. ft.)	FSR	Residential Unit Count
Jun 2019	Original submission – Mixed-use	24, 27, & 30 storeys above retail plinth	642,689	**6.08**	**680** *520 strata* *160 rental*
Sept 2020	Resubmission – Mixed-use (Open House & UDP)	25, 29, & 30 storeys above retail plinth	663,762	**6.28**	**688** *236 strata* *452 rental*
Nov 2021	Resubmission – Mixed-use (Open House)	24, 28, & 29 storeys above retail plinth	602,662	**5.70**	**653** *215 strata* *438 rental*

The November 2021 submission is the application discussed in this report.

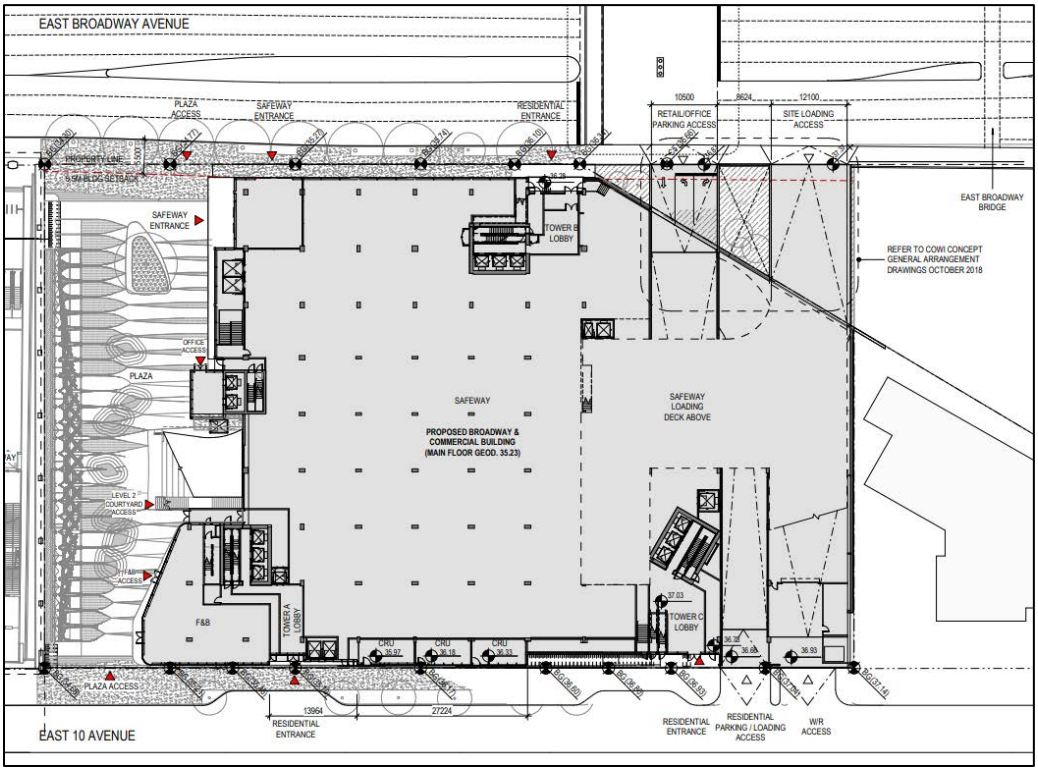
* * * * *

1780 East Broadway
FORM OF DEVELOPMENT DRAWINGS

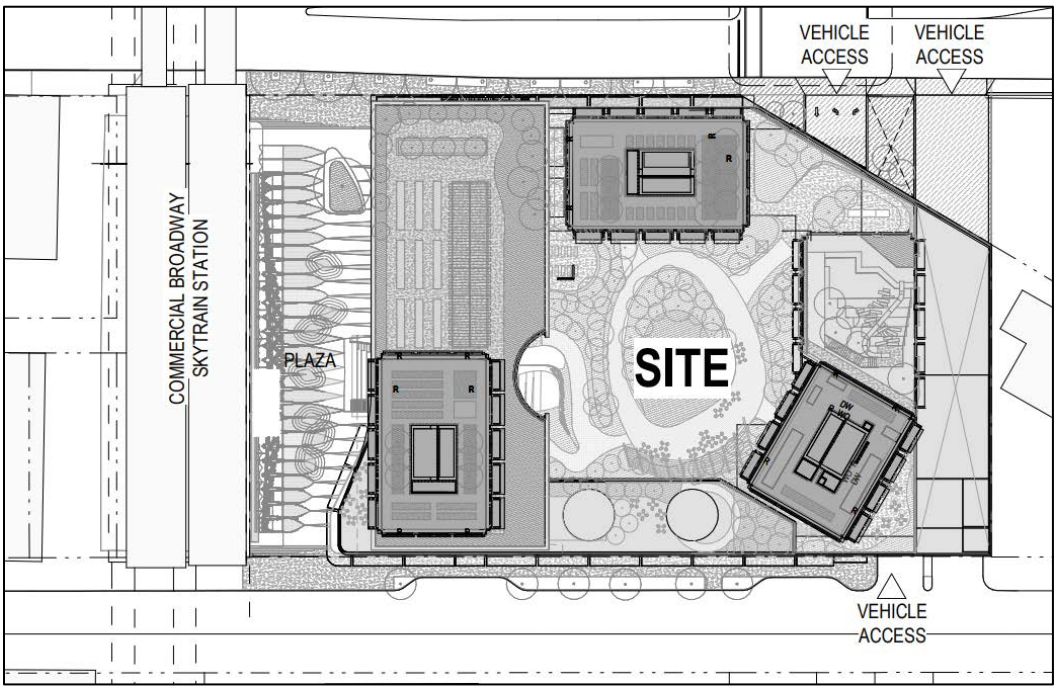
View Cone Locations Relative to the Site



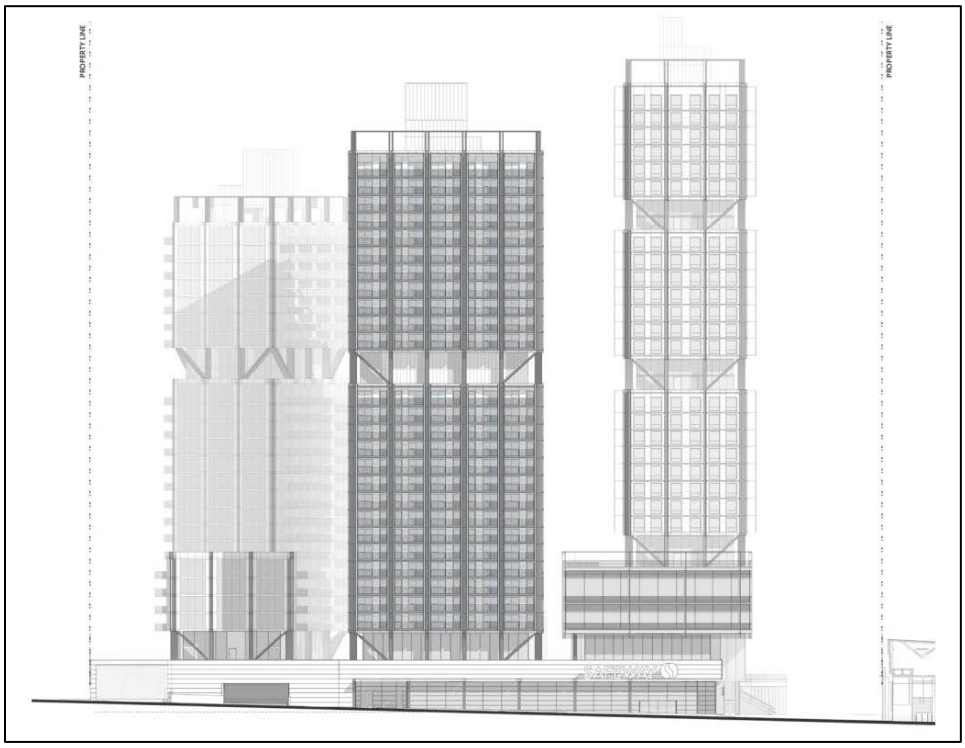
Ground Floor Plan



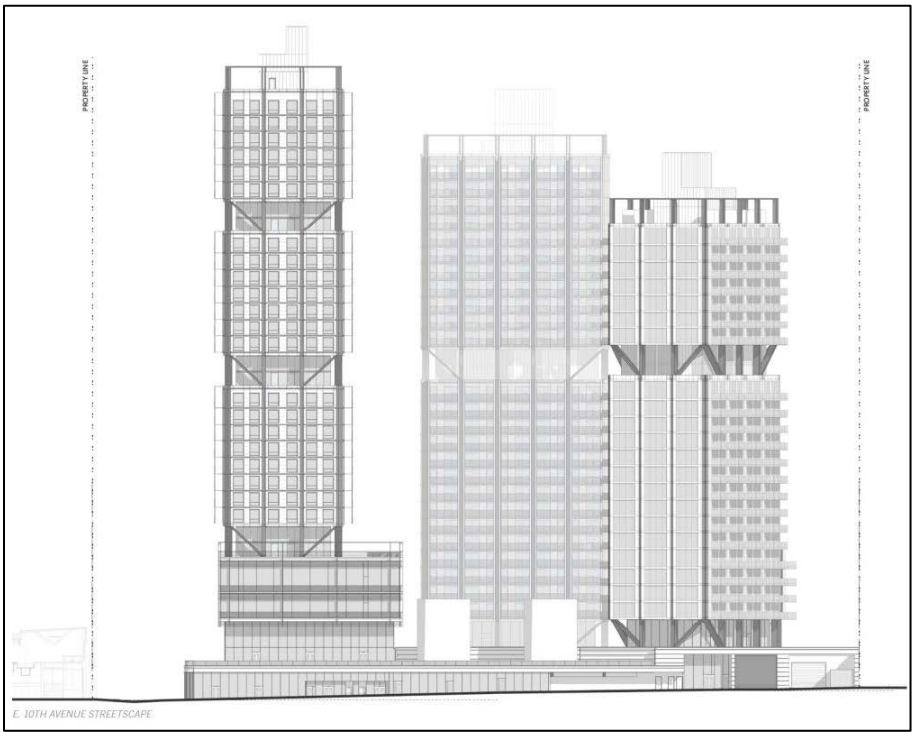
Podium Roof Top Plan Showing at-grade to Plaza adjacent to SkyTrain Station



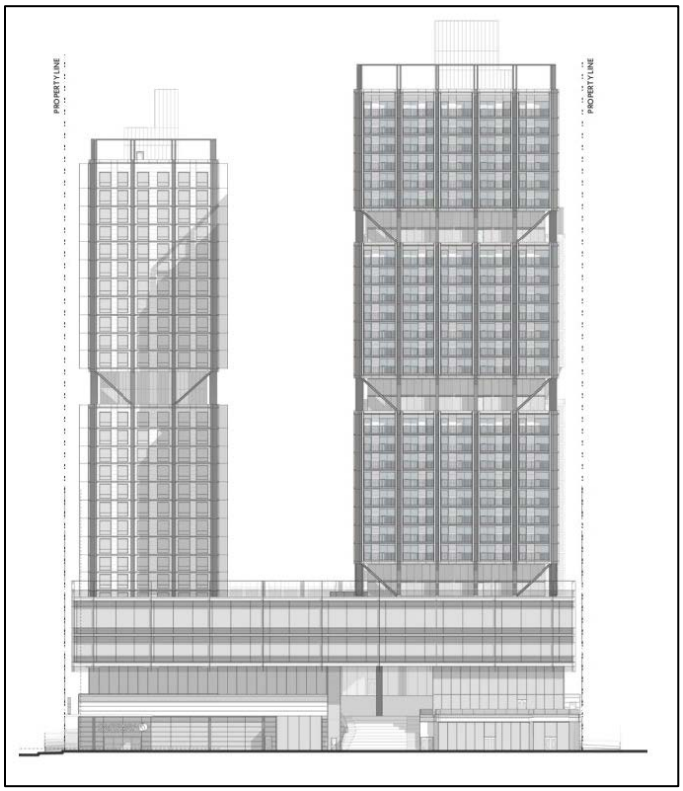
Broadway Streetscape (North Elevation Looking South)



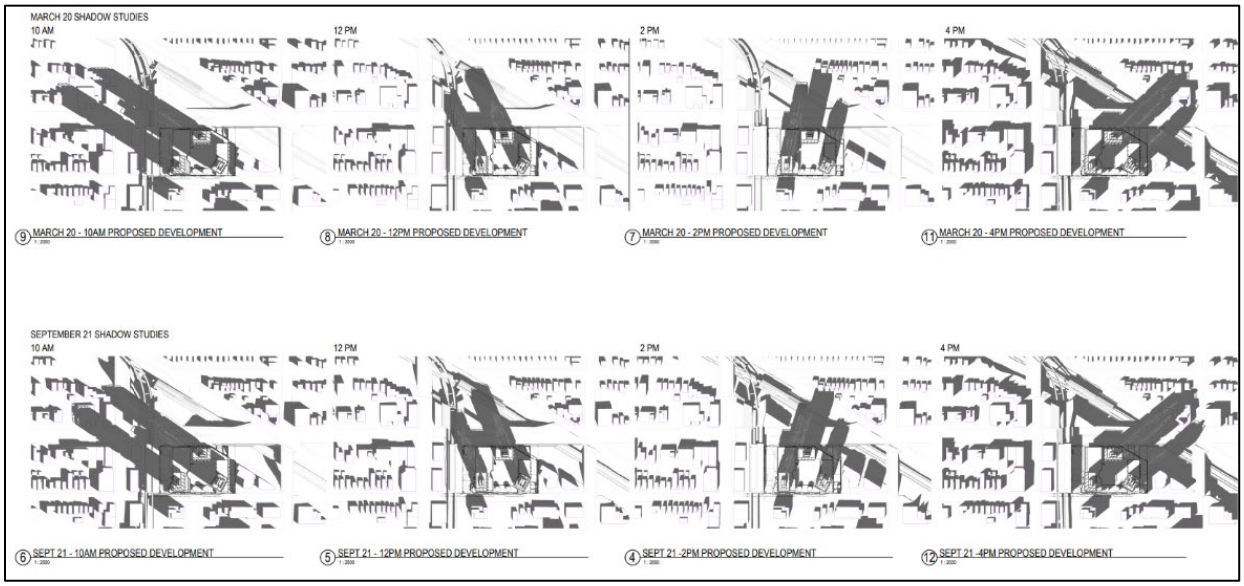
East 10th Avenue Streetscape (South Elevation Looking North)



Plaza Streetscape (West Elevation Looking East)

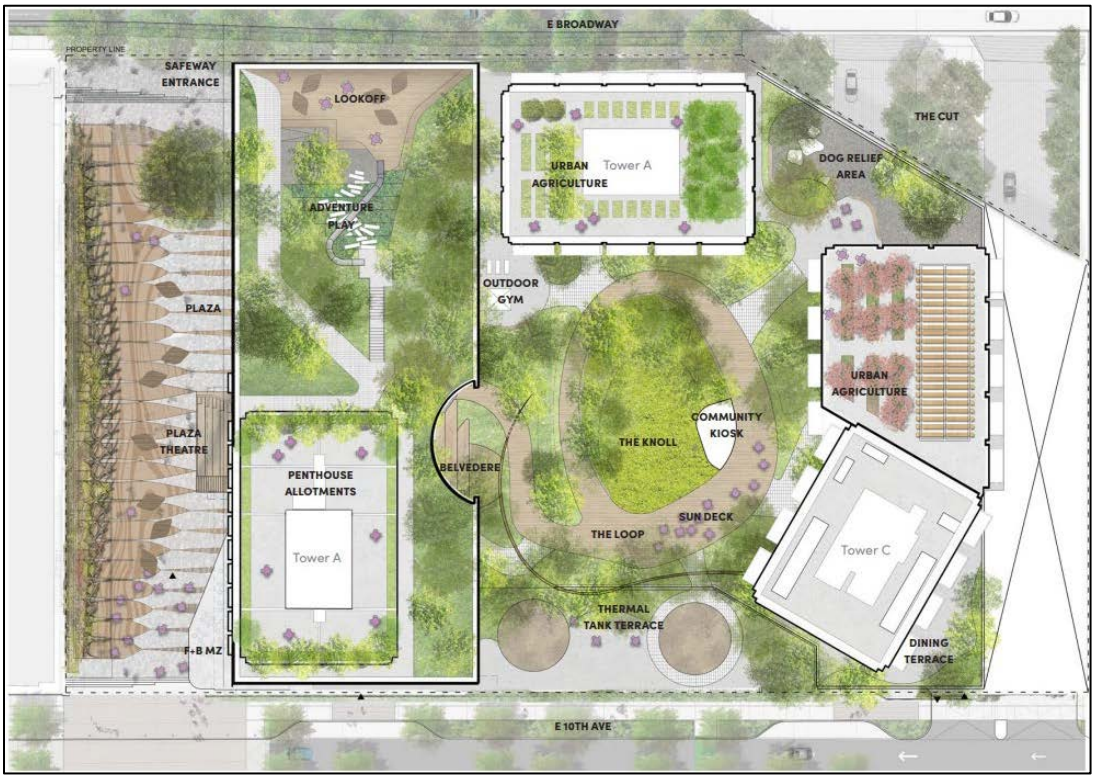


Shadow Study – Spring and Fall Equinoxes (10am to 4pm, Left to Right)

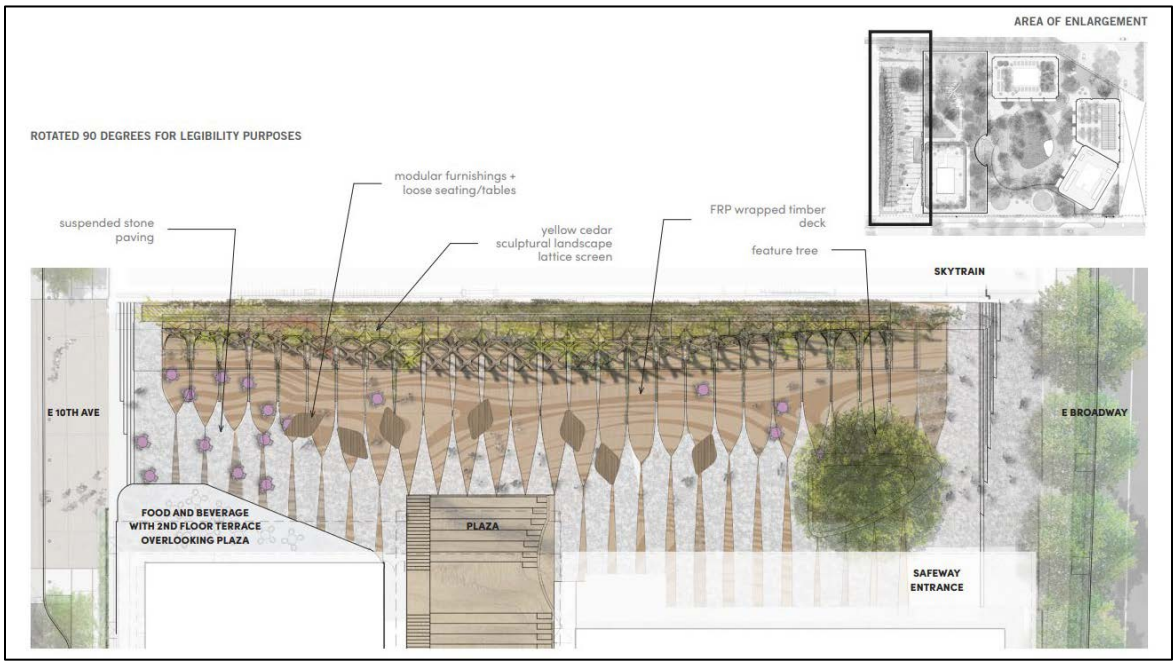


*Note spring equinox along top row and fall equinox along bottom row.

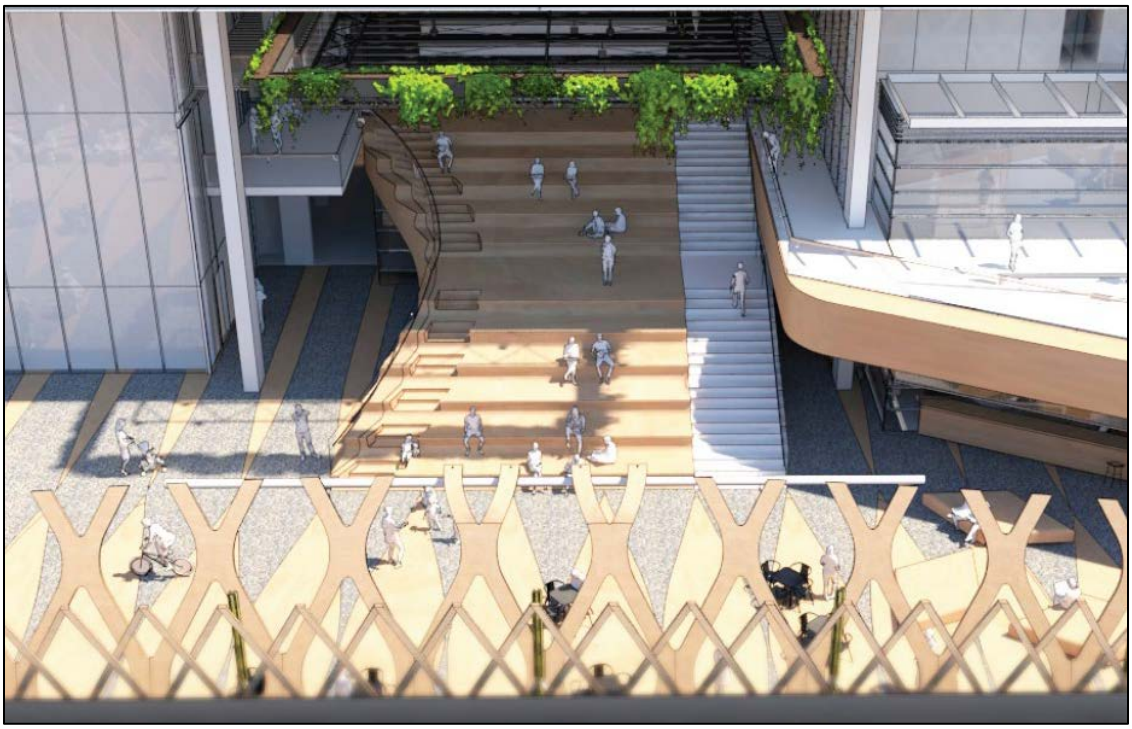
Podium Rooftop Plan



Plaza Illustrative Plan (Rotated)



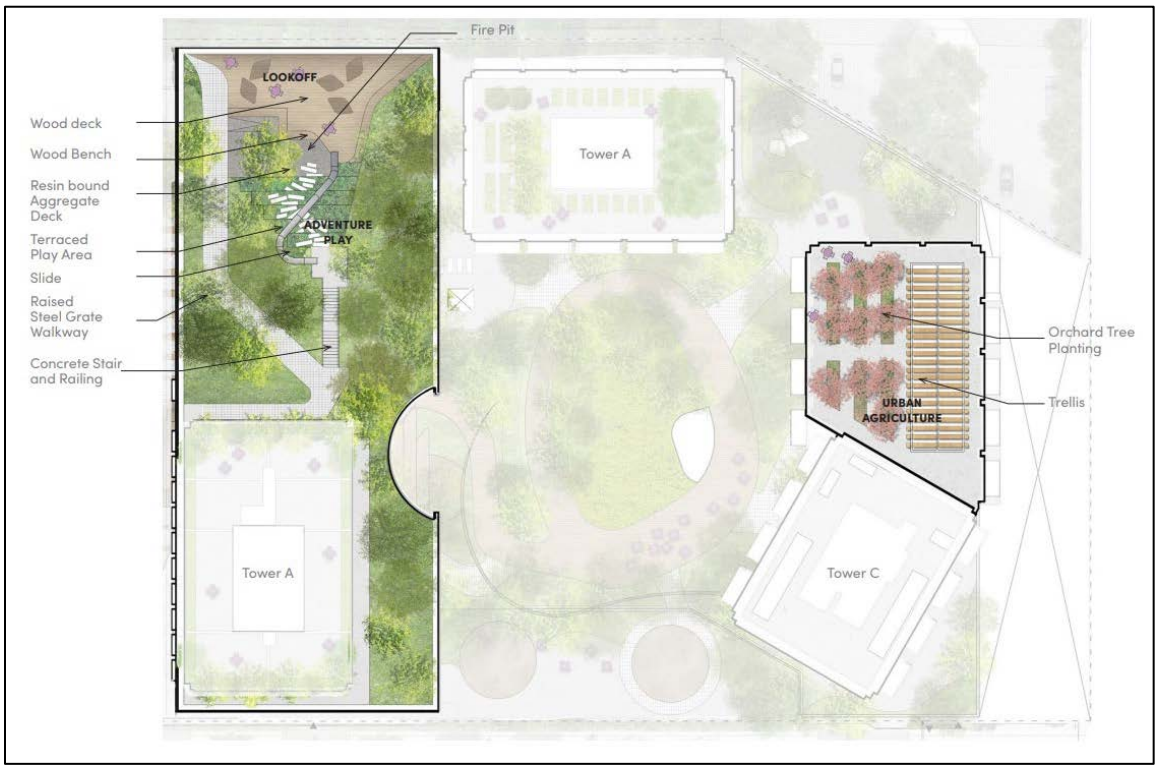
Expanded "Plaza Theatre" Stairs Viewed from Above the SkyTrain Station



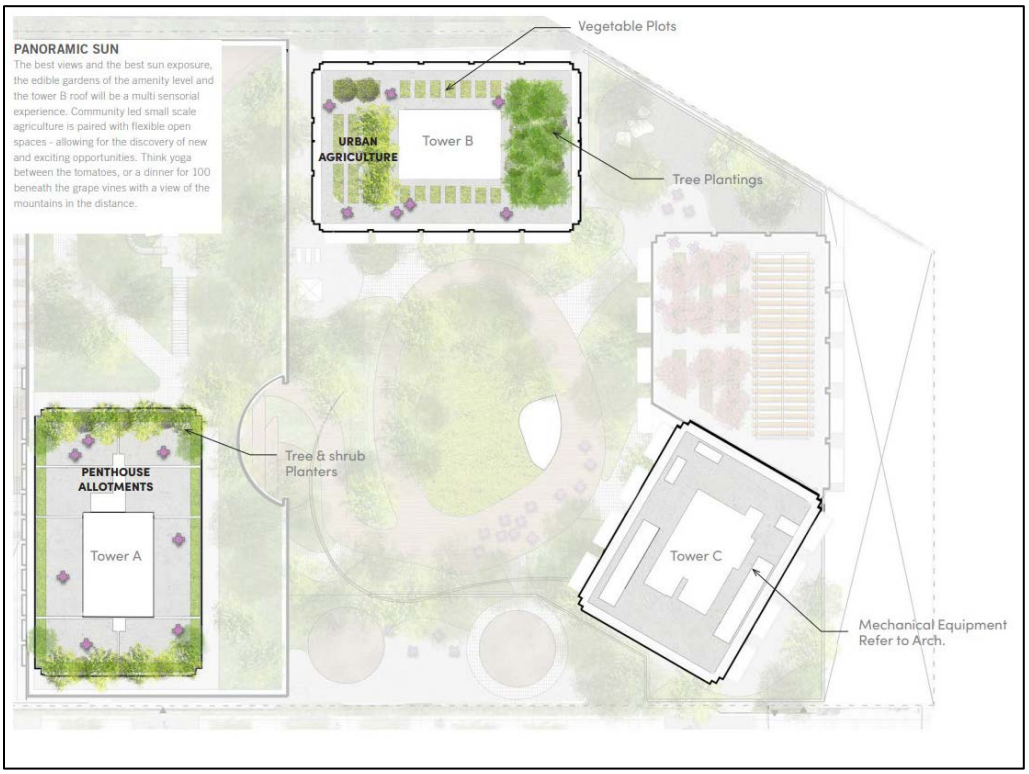
Expanded "Plaza Theatre" Stairs – View from Plaza to Courtyard

Courtyard Level Roof Plan

Podium Roof Level Amenity Plan



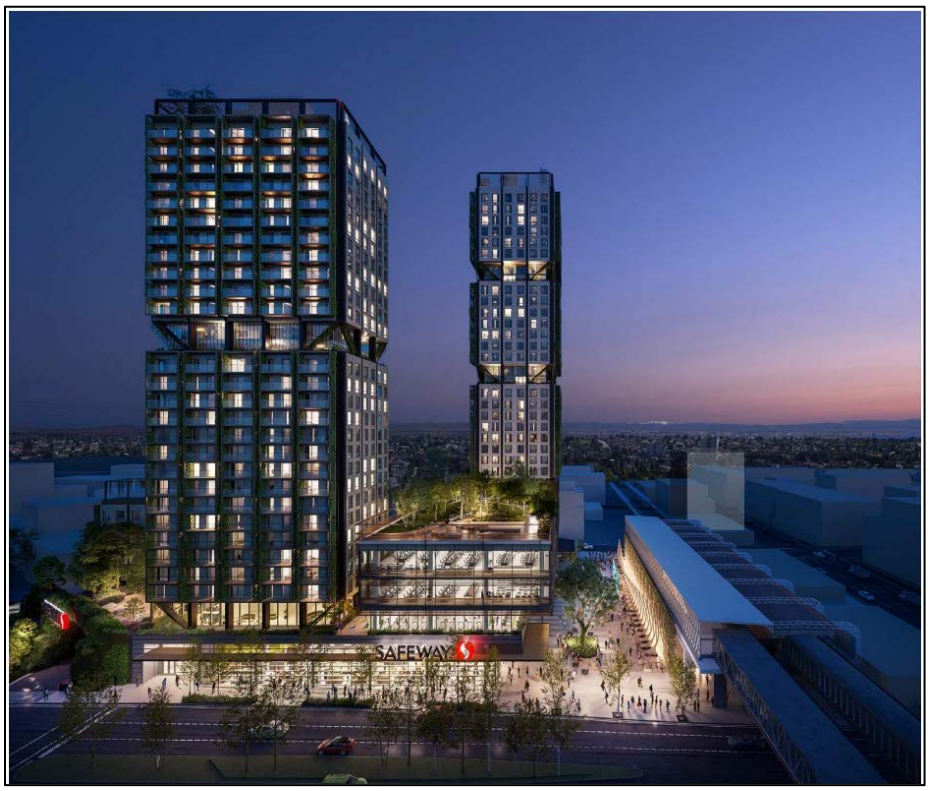
Tower Roof Level Illustrative Plan



Perspective View from Broadway Looking West (Closer)

Rendering of Plaza Viewed from Broadway Looking South

Rendering Proposal Viewed from Broadway Looking South



Aerial Rendering of Proposal

* * * * *

PUBLIC BENEFITS IMPLEMENTATION DASHBOARD
GRANDVIEW-WOODLAND COMMUNITY PLAN (2016)

Updated mid-year 2021

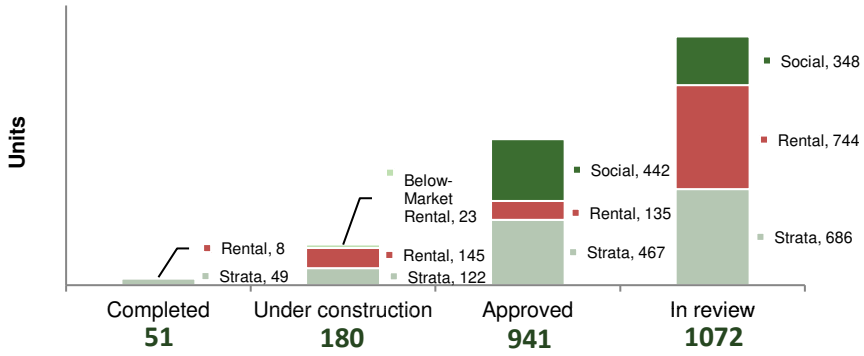
POPULATION GROWTH[a]

Grandview-Woodland has grown by approximately **400** people since the 2016 census. The plan projects a growth of approximately **9,500** people by 2041.

DEVELOPMENT ACTIVITY (UNITS)[b]

Recent rezoning approvals:

- 1885 E Pender St
- 1650 E 12th Ave
- 1943-1967 E Hastings St
- 1766 Frances St
- 2246-2268 E Broadway



PUBLIC BENEFITS ACHIEVED AND IN PROGRESS SINCE 2016

✓ On track to achieving targets ➡ Some progress toward targets, more work required ○ Targets require attention

TARGETS See Chapter 16 of the Grandview-Woodland Community Plan for more details	Completed	Construction	Planning / Design[c]	Progress
HOUSING • 1,400 non-market units • 1,400 secured market rental units (Gross numbers of units reported)	• 8 secured market rental units (1102 Commercial Dr.) • New RT-5, RM-8A/AN, RM-11, RM-12 districts in GW to support increase in housing diversity	• 145 market rental units (91 at 1649 E Broadway, 42 at 2109 E Hastings St, 12 at 928 Commercial Dr) • 23 below market rental units (1649 E Broadway)		**0%** of social housing target achieved **11%** of secured rental target achieved ➡
CHILDCARE • ~ 159 new spaces for children 0 to four years • ~ 65 renewed spaces for children 0 to four years • ~ 90 spaces for school aged children five to 12 years • ~190 renewed spaces for children five to 12 years	• 71 new spaces for children 0 to four years (Lord Nelson Elementary) • 22 spaces for children five to 12 years (Lord Nelson Elementary) • 8 spaces for children five to 12 years (Kiwassa Neighbourhood House)		• 138 new spaces (two 69-space facilities) for children 0 to four years as part of Britannia Community Centre renewal (*planning*)	**32%** of childcare spaces target achieved ✓

TARGETS See Chapter 16 of the Grandview-Woodland Community Plan for more details	Completed	Construction	Planning / Design[c]	Progress
TRANSPORTATION / PUBLIC REALM • Safety improvements for all modes with a focus on vulnerable road users and complete street designs • Upgrades and additions to cycling network • Upgrades to walking environment and sidewalk network • Street network and signal upgrades • New and enhanced plazas as part of redevelopment of key sites • Redesign Commercial Drive as a complete street	• E 10th Ave corridor improvements (Woodland Dr to Victoria Dr) • Nanaimo St upgrades – improved pedestrian crossings, painted bike lane, traffic signals • Interim street closure at Woodland St and 2nd Ave • Interim plazas at Kamloops/Hastings and Grant/Commercial • Pandora/Portside Greenway slow street	• Street trees between Clark Dr & Nanaimo St		→
CULTURE • Creation of 23,000sq.ft. of artist work space integrated with mixed-use sites containing low-income housing for artists and cultural workers • Seek up to 18,000 ft^2 of non-profit creation/production studios • Seek cultural spaces as part of Britannia Community Centre redevelopment			• Cultural amenities including art gallery, studios, performance and rehearsal space šxʷqʷeləwən ct Carving Centre as part of Britannia Community Centre renewal (*planning*)	→
CIVIC / COMMUNITY • Britannia Community Centre renewal and expansion • Fire Hall #9 renewal • Community Policing Centre lease renewal			• Britannia Community Centre renewal (site will include library, recreation centre, childcare) (*planning*)	→
HERITAGE • 5% allocation from cash community amenity contributions in Grandview-Woodland	• 10% allocation from cash community amenity contributions • New RT-5 zone supports retention of existing heritage and character structures			✓
SOCIAL FACILITIES • Aboriginal Mother Centre Society renewal and expansion • Kiwassa Neighbourhood House renewal and expansion • Vancouver Aboriginal Friendship Centre Society renewal and expansion • Urban Native Youth Association redevelopment • Kettle Friendship Society redevelopment			• Social enterprise space for an Indigenous Social Enterprise at 1st Avenue & Clark Drive (*design*) • Food hub, urban farm, shared social and meeting space, social and cultural non-profit hub, as part of Britannia Community Centre renewal (*planning*)	→
PARKS • Renewal and improvement of 8 neighbourhood parks • Install new synthetic turf to replace existing field (location TBD) • Upgrade one track facility (location TBD) • Create new and enhanced plaza areas as part of redevelopment of key sites • Introduce new shared space areas • Increase tree planting in neighbourhood • Work with school boards to allow community use of neighbourhood schools and greenspaces during non-school times	• Pandora Park renewal • Templeton Park Playground renewal • Cedar Cottage Park renewal	• Templeton Park Track renewal	• Grandview Park playground improvements	✓

EXPLANATORY NOTES

The Public Benefits Implementation Dashboard assists in monitoring progress toward the delivery of public benefits anticipated from the community plans. Data in this tracker reflects activity within the plan boundaries (and significant public benefits adjacent to the plan area) since Plan approval.

[a] Population Growth

Growth is calculated by taking the difference between the latest census year and the base population and adding an estimate based on floor area completed between the latest census and the end of the most recent reporting period.

[b] Development Activity

Development Activity reports on gross new units. The Development Activity Chart includes Building Permits, Development Permits, and rezoning applications:

- Completed: Occupancy Permit issuance
- Under Construction: Building Permit issuance
- Approved: Approved Rezoning Applications, and Development Permits submitted without a rezoning
- In review: In Review Rezoning Applications, and Development Permits submitted without a rezoning

[c] Planning/Design

Public benefits in planning/design typically include City-or partner-led projects that have begun a public process or have made significant progress in planning or design stages, but have not yet moved to construction. Amenities secured through developer-initiated applications are not included in the planning/design column and not counted towards public benefits achieved prior to construction as numbers and status may change throughout the permitting process.

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1780 East Broadway
PUBLIC BENEFITS SUMMARY

Project Summary:

To build a mixed-use development with three towers at 29-, 28-, and 24-storeys above a retail base consisting of 653 residential units including 215 strata residential units, 438 secured rental residential units with 93 below-market rental units at CMHC City-wide Average Market Rents. Proposal includes an at-grade public plaza and secured public access to a landscaped level 2 courtyard space.

Public Benefit Summary:

The project would provide 438 secured rental housing units through a Housing Agreement for the life of the building and 60 years, whichever is longer, with 93 of the units to be rented at CMHC City-wide Average Market Rents.

	Current Zoning	**Proposed Zoning**
Zoning District	C-3A	CD-1
FSR (site area = 9,819.1 sq. m (105,692 sq. ft.))	3.0	5.7
Floor Area (sq. ft.)	317,076	602,662
Land Use	Mixed-Use	Mixed-Use

Summary of Development Contributions Expected Under Proposed Zoning

City-wide DCL[1]	$10,659,353
City-wide Utilities DCL[1]	$5,543,777
Public Art	$1,193,271
TOTAL VALUE OF PUBLIC BENEFITS	**$17,396,401**

Other Benefits (non-quantified components):

- 345 secured market rental units.
- 93 below-market rental units to be rented at CMHC City-wide Average Market Rents.
- 20,000 sq. ft. public plaza along the western edge of the site and secured public access to the elevated courtyard area on Level 2 (above the retail plinth).

[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, see the City's DCL Bulletin for details.

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1780 East Broadway
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Property Information

Address	Property Identifier (PID)	Legal Description
1780 East Broadway	006-634-851	Lot 1 Block 162 District Lot 264A Plan 20377 Except Part in Plan EPP35255

Applicant Information

Architect	Perkins + Will
Developer/Property Owner	Snowcat Property Holdings Limited

Development Statistics

	Permitted Under Existing Zoning	Proposed Development
Zoning	C-3A	CD-1
Site Area	9,819.1 sq. m (105,692 sq. ft.)	9,819.1 sq. m (105,692 sq. ft.)
Uses	Mixed-Use	Mixed-Use
Floor Area	29,457.3 sq. m (317,076 sq. ft.)	55,989.1 sq. m (602,662 sq. ft.)
Floor Space Ratio	3.0	5.7
Height	21.33 m (70.0 ft.)	**Tower A –** Top of Parapet: 102.6 m (337 ft.) Top of mech. screening: 108.3 m (355 ft.) **Tower B –** Top of Parapet: 91.3 m (300 ft.) Top of mech. screening: 97.0 m (318.0 ft.) **Tower C –** Top of Parapet: 78.7 m (258 ft.) Top of mech. screening: 84.4 m (277 ft.)
Unit Mix		**Tower A (Strata)** Studio 48 (22%) One-bedroom 86 (40%) Two-bedroom 60 (28%) Three-bedroom 21 (10%) Total 215 (100%) **Tower B + C (Rental)** Studio 123 (28%) One-bedroom 172 (39%) Two-bedroom 101 (23%) Three-bedroom 42 (10%) Total 438 (100%) **Overall Total: 653**

Parking, Loading And Bicycle Spaces	as per Parking By-law	446 parking spaces 1360 Class A bicycle spaces 0 Class B bicycle spaces 30 Public Bike Share spaces 6 Class A Loading Spaces 6 Class B Loading Spaces 2 Class C Loading Spaces 7 Class A Passenger Space
Natural Assets	5 on-site by-law trees 17 city trees	To be confirmed as part of design development

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