

SECTION 01

UPDATED PROJECT SUMMARY

SECTION 01. SUMMARY AND STATISTICS

- 1.1 Scope and Structure of this Report
- 1.2 Reference Documents
- 1.3 Summary of Changes
- 1.4 Summary of Applicable Policies
- 1.5 Development Statistics

1.1 SCOPE AND STRUCTURE OF THIS REPORT

1.1.1 SCOPE OF THE REPORT

This report is a revision to both the original submission dated 30th May 2019, and the subsequent revision dated 8th July 2020.

This report captures the proposed changes to the 8th July 2020 scheme, whilst also providing an overview of the design principles which remained consistent throughout the process of refinement.

1.1.2 STRUCTURE OF THE REPORT

Section 01 provides an updated project summary, focussed upon the changes to the scheme since the original submission. A high level summary of the changes is provided in table form within subsection 1.2.

Section 02 - Urban Context is retained from the original report.

Section 03 - Rezoning Rationale is presented in the same form as the original report, with all tables and statistics updated.

Section 04 - Design Rationale. This section has been comprehensively updated to reflect the changes within the Architectural scheme.

Section 05 - Landscape. This section has been comprehensively updated to reflect significant revisions to the public plaza and landscape strategies.

The plaza remains the principal space through which engagement with the cultural life of the locale and community is promoted.

Section 06 - Revised Area Plan drawings. This section has been updated to reflect the current scheme.

Section 07 - Revised set of Architectural drawings. Drawings have been updated to reflect City comments.

Section 08 - Revised Landscape drawings. This section has been comprehensively updated to reflect changes in the landscape strategy.

Section 09 - Summary of Public Consultation has been updated to include minutes of the Urban Design Panel review.

1.2 REFERENCE DOCUMENTS

1.2.1 ORIGINAL REPORTS NOT REVISED

The following reports prepared under the May 30th 2019 submission are referred to under this supplementary submission of revised drawings.

The following reports remain unchanged and are applicable to the revised scheme.

- SITE PROFILE
- GEOTECHNICAL STUDY
- ENVIRONMENTAL IMPACT ASSESSMENT
- BUILDING GRADES
- ARBORIST REPORT
- RETAIL IMPACT ASSESSMENT
- PRELIMINARY RAINWATER MANAGEMENT PLAN
- PHASE I ENVIRONMENTAL SITE ASSESSMENT
- HYDROGEOLOGICAL STUDY / GROUNDWATER STUDY

1.2.1 REPORTS REVISED WITH THIS SUBMISSION

The following reports have been revised as part of this supplementary submission of revised drawings.

- TAMS / TDM MEASURES SUMMARY
- ENVIRONMENTAL IMPACT ASSESSMENT - GRANDVIEW CUT
- PUBLIC CONSULTATION SUMMARY TO INCLUDE UDP
- BRIDGE CONSTRUCTION OVER GRANDVIEW CUT
- SUMMARY SCHEDULE
- COWI REPORT AND DRAWINGS
- GEOTECHNICAL INVESTIGATION REPORT
- TOPOGRAPHIC REPORT DRAWING
- PRELIMINARY SCREENING REPORT
- DEVELOPMENT WATER DEMANDS
- SUSTAINABLE LARGE DEVELOPMENTS STRATEGY

1.3 SUMMARY OF CHANGES

1.3.1 SUMMARY OF CHANGES

The tables on the following pages consolidates the principal changes made to the scheme further to the July 8th 2020 submission and subsequent revisions as detailed within this submission.

These tables do not list all the consequential technical changes to the scheme, and reference should be made to the Architectural drawings for this detail.

1.3 SUMMARY OF COMMENTS AND CHANGES TO 08/07/2020 SUBMISSION

Height, Density and Form of Development		
ITEM	STAFF COMMENTS	RESPONSE
Height, Density and Form of Development	April 6, 2021 The Plan direction for the Safeway Site includes a maximum density of 5.7 FSR. This proposal indicates a density of 5.749 with a number of proposed FSR exclusions including a fitness centre, a privately-held childcare space, and the exclusion of below-market rental housing. As proposed, these uses do not qualify for FSR exclusion and based on staff review, the proposed density is approximately 6.28 FSR which significantly exceeds the Plan direction on density. While staff generally support the reduction in number of towers, the density must comply with the Plan policies and should be reduced. In consideration of this reduction of density, towers should be shaped to minimize shadowing and appearance of bulk.	April 23, 2021 We acknowledge the City’s position with regards to the prescribed maximums of the Grandview Woodland Community Plan for an FSR of 5.7. In order to achieve this amount of density, we are proposing the following changes: • Reduce the size of the commercial fitness area • Remove the privately held childcare space • Reduce 1 floor from Tower A, B, and C • Articulate the podium massing These modifications will lower the overall residential FSR and have the added benefit of reducing the bulk and scale of the project.
Height, Density and Form of Development	July 5, 2021 Staff appreciate efforts to adhere to the maximum density for the Safeway Site set out under the Plan (5.7 FSR) through the reduction of the size of the commercial fitness area and articulation of the podium massing which was noted by the City’s Urban Design Panel. Staff reiterate that the use of provisions for additional height and density noted under section 7.1.3 of the Plan are limited to social and affordable co-operative housing; however, additional height and density could be considered for the secured rental tower portions under the City’s Below-Market Rental Housing Policy for Rezoning where at least 20% of the residential floor area is below-market rental housing.	September 17, 2021 Staff Comment Approved

1.3 SUMMARY OF COMMENTS AND CHANGES TO 08/07/2020 SUBMISSION

Housing		
ITEM	STAFF COMMENTS	RESPONSE
Housing	April 6, 2021 The proposed 452 secured rental units, including 37 units at below-market rates, is supportable in meeting the requirements for the Rezoning Policy for Sustainable Large Developments; however, the provision of below-market housing does not qualify for additional height and density above the Plan requirements for the site. The Plan's Housing Policies state that modest increases in height and density can only be considered for the delivery of social and/or co-operative housing. As well, the amount of below-market rental housing proposed (37 units) does not meet the requirements for consideration of additional height and density put forward under the Below-Market Rental Housing Policy for Rezoning. This policy allows for consideration of modest increases in height and density for projects which include 100% of the residential floor area as secured rental housing and at least 20% of the residential floor area as below-market rental housing made available to households earning below \$80,000/year. Any additional height than proposed would not be supportable and any consideration of increase in density would need to be complimented with additional affordability.	October 29th, 2021 We will be providing 57,000 sf. FSR of below market rental at 100% CMHC City Wide rents. This translates to approximately 93 units.
Housing	July 5, 2021 The removal of the below-market rental component results in the project no longer meeting the requirements of the Rezoning Policy for Sustainable Large Developments. While staff appreciate the significant contribution the project makes to the City's market rental housing objectives, there still remains a policy requirement for 20% affordable housing. To accurately assess the viability of meeting the 20% affordable housing objective, please submit an up to date pro forma.	September 17, 2021 We should recognize that originally the project was comprised largely of condominium units. The project is now made up of 2 / 3 rental units, significantly increasing the rental stock in the area. The project has also made substantial changes to reduce the bulk and scale and provide a 5.7 FSR complying with the Grandview Woodland Community Plan. In addition to all of these changes, we are proposing 85 below market rental units (i.e. 20% of total rental units) abiding by City of Vancouver's DCL rates / policy / program and furthermore, we will not be seeking any DCL waiver on these 85 units. Updated Proforma has been submitted to City of Vancouver. Staff Comment Under Review.

1.3 SUMMARY OF COMMENTS AND CHANGES TO 08/07/2020 SUBMISSION

Public Plaza and Public Realm		
ITEM	STAFF COMMENTS	RESPONSE
Public Plaza and Public Realm	April 6, 2021 The proposal does not meet the desired minimum requirements for a 20,000 sq. ft. public plaza (excluding circulation space) as well as the Plan requirements to ensure the 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. This space could be improved with more contiguous and centralized design that is more of a gathering space than a thoroughfare. Staff reiterate that an SRW for public bike share is required as part of this application and the design can be established through the enactment and development permit processes.	(See September 17th, 2021 Response)
Public Plaza and Public Realm	July 5, 2021 While the introduction of a separate “pocket park” along East 10th Avenue is an interesting concept, the proposed changes outlined do not satisfy the desired minimum requirements for a 20,000 sq. ft. public plaza (excluding circulation space). As well, the Plan requires that the 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, and open areas that could be programmed for community use. The proposed plaza design should ensure the plaza functions as more of a gathering space than a thoroughfare. Further, as noted at the Urban Design Panel, public access to the level 2 courtyard space should be incorporated into the proposal which, along with the current plaza, would assist in satisfying the requirements set out in the rezoning policy.	September 17, 2021 We have revised and updated the Public Plaza to create more space, openness, and activation. Cores, Stairs, and Elevators were rotated on a 90 degree and pushed into the building area. The glazing line at the F+B was slightly revised to open up the access point on the groundfloor at 10th avenue. Staff Comment Approved

1.3 SUMMARY OF COMMENTS AND CHANGES TO 08/07/2020 SUBMISSION

Childcare		
ITEM	STAFF COMMENTS	RESPONSE
Childcare	April 6, 2021 The Plan sets a 10-year priority for childcare serving children ages 0-4 by creating 110 new spaces and renewing 45 spaces. The current proposal includes a private childcare facility which is not considered as a public benefit or count towards Plan or City-wide childcare targets. Staff encourage the consideration of providing the childcare as in-kind amenity to the City.	(See September 17th, 2021 Response)
Childcare	July 5, 2021 There is a strong need for childcare in the Grandview-Woodland area, and childcare delivery remains a priority for Council. The inclusion of childcare on site would be a positive contribution to this development, as it would help to address the already high childcare needs in the area. Staff continue to strongly encourage the inclusion of a City-owned childcare facility on site, as an in-kind amenity. A City-owned childcare facility would be considered part of a Community Amenity Contribution (CAC) offer; a private facility does not qualify as a CAC offer. As noted under the Housing section above, the pro forma review will assist with determining the viability of securing an in-kind amenity in the form of a City-owned childcare facility.	September 17, 2021 As mentioned, the Daycare originally shown on this project has been removed, which aside from reducing the density also reduces the massing of the podium. It is important to note that there is no Daycare requirement. Updated Proforma has been submitted to City of Vancouver. Staff Comment Under Review.

1.3 SUMMARY OF COMMENTS AND CHANGES TO 08/07/2020 SUBMISSION

Site Access		
ITEM	STAFF COMMENTS	RESPONSE
Site Access	April 6, 2021 Site access using the Grandview Cut requires further information on the proposed structure and design and an updated Environmental Impact Assessment (EIA) report.	April 23, 2021 There have been numerous studies and reports dating back years to form a consensus with engineering over the location and program of the Site's access and Bridges over the "cut". We have been operating under the assumption that this scheme and program was fully endorsed by Staff. Having said that, we recognize there may still be some fine-tuning required with Engineering and we will engage with them immediately to resolve outstanding items such as connection details, loading. Etc.
Site Access	July 5, 2021 Access that requires bridging the Grandview Cut appears structurally feasible; however, future transportation options must be maintained within the right-of-way. As such, any new structure over the Cut should be constructed to ensure that future transportation options 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. Staff request updated documents related to the proposed bridge structure to align with the most recent architectural submission and revised memos/drawings for further review.	September 17, 2021 Coordinated drawings between Architectural, Landscape, and COWI engineering report have been updated within Rezoning Booklet Resubmission. More coordination needed with City Staff but principle has been Approved.

1.3 SUMMARY OF COMMENTS AND CHANGES TO 08/07/2020 SUBMISSION

Environmental Impact Accessment		
ITEM	STAFF COMMENTS	RESPONSE
Environmental Impact Assessment	July 5, 2021 An updated Environmental Impact Assessment (EIA) Report is required to fully assess the proposed bridging of the Grandview Cut. The submitted EIA considers the potential impacts on a narrow scope, a wider scope is needed to better examine potential impacts. While not the most pristine habitat, in this urban context, the Grandview Cut is a relatively wide linear strip of largely vegetated public land that offers habitat connectivity, water filtration, urban forest, cooling, and carbon sequestration. Decking / bridging it for an adjacent private land use may compromise these benefits.	September 17, 2021 Updated Environmental Impact Assessment (EIA) Report has been submitted to City of Vancouver. Staff Comment Under Review.

1.3 SUMMARY OF COMMENTS AND CHANGES TO 08/07/2020 SUBMISSION

Urban Design Panel		
ITEM	PANEL RECOMMENDATIONS	RESPONSE
1	Design development to the plaza public staircase to level 2 with greater consideration improved public access and porosity to the level 2 courtyard;	The heart of the plaza is centred around an amphitheater providing seating for events and performances. The amphitheater also provides access to the level 2 courtyard. The top allows access to some commercial program as well as the residential concierge. A landscaped belvedere creates an intimate and quieter area for gathering and reflection. On-going design development will further enhance the sense of arrival to this unique space.
2	Design development to the plaza to improve its animation, access of daylight, public art provision, weather protection and its relationship with the adjacent podium.	On-going design development seeks to activate the building edges with retail and active program elements. The station edge is activated through an articulated landscape trellis providing opportunities for seating, performance, and growing medium for a range of plants. Public art is envisioned to be integrated within this dynamic feature wall, while also being a backdrop for live artistic performances using the amphitheater seating.
3	To enhance to the connection between the project and the Grandview cut.	Recognizing the unique relationship to the Grandview Cut, we envision the north-east building edge as an extension of the Cut. A series of terraces will ecologically connect the Courtyard with the Cut providing increased area for native planting and re-wilding.

1.3 SUMMARY OF COMMENTS AND CHANGES TO 08/07/2020 SUBMISSION

Architectural Design Change Summary	
ITEM	CHANGE
Underground	Level P4 removed Ramps and drive-aisles reconfigured
Level 1	Plaza area increased through reconfigured office lobby, Safeway entry, and retail building edge along 10th Ave
Level 2	Fitness area reduced, amenity areas reconfigured Overbuild over Safeway loading removed Introduction of Thermal Tank Park as a unique landscaped space that celebrates the zero-operational carbon central plant
Level 3-6	Tower B, C residential podium massing reductions
Tower A	1 floor reduction Removal of stepped tower form
Tower B	1 floor reduction Removal of larger stepped floorplate Skygarden adjusted
Tower C	1 floor reduction Adjusted floorplate to better align with Tower A, B Skygarden adjusted
Landscape	On-going landscape coordination and updates to street edges, plaza, courtyard, skygardens, and rooftop areas

1.4 SUMMARY OF APPLICABLE POLICIES

1.4.1 GRANDVIEW WOODLAND NEIGHBOURHOOD PLAN

The Grandview Woodland Neighborhood Plan outlines the following principles for development of the site:

- Mixed-use development with a maximum 6 storey podium and towers ranging in height from 12-24 storeys,
- Maximum 5.7 FSR (max. residential uses: 4.5 FSR, Minimum commercial uses: 1.2 FSR),
- Accommodate grocery retail of approx. 50,000 sf.,
- At-grade public plaza,
- First floor uses to be limited to retail, community serving uses and a plaza

The application responds to the requirements of the Grandview Woodland Neighborhood Plan in the following ways:

Residential Density: The application includes a residential made up of condo, market rental, and non-market rental.

A range of housing options and levels of affordability are being proposed, with the majority of the housing as market rental.

Commercial Density: The application includes a commercial components including grocery store, retail, and office.

Buildings Heights: The application includes three towers of 29, 28 and 24 storeys above the retail-plinth podium.

Plaza: a 20,000 sf at grade plaza is provided along the western edge of the property.

With varying activation opportunities throughout, the plaza connects 10th Avenue and Broadway, provides access to the Safeway entrance.

There will be an outdoor theater-type space which is a key element of the plaza design with a feature amphitheatre for the public to watch the performances and an interactive public art piece.

The plaza also benefits from having main entrances for the office, residential rental and condo and the fitness centre.

Tower Separation: Separation between the residential towers is maintained within the requirements of the planning regulations.

1.4.2 GRANDVIEW WOODLAND NEIGHBORHOOD PLAN - COMMERCIAL STATION PRECINCT

The rapid transit station and well-used express bus routes along Broadway provide a significant opportunity for a complete transit-oriented community in this precinct.

The subject property is the most significant city-building opportunity in the precinct, located at Commercial and Broadway.

The concept aligns with and goes beyond what has been outlined in the Neighborhood Plan which is for a development that includes “ownership housing opportunities”, office space and a mix of retail that will accommodate a grocery store, small scale CRU’s, and a public plaza.

This application includes a mix of housing options with a focus on rental housing.

Office and retail space are provided as well as a new grocery store. Special consideration has been given to an on-site plaza that will contribute open space to the community and includes an outdoor theater.

1.4.3 REZONING POLICY FOR SUSTAINABLE LARGE DEVELOPMENTS (2010, LAST AMENDED 2018)

From a compliance perspective, this project is required to satisfy both the requirements of the Sustainable Larger Developments Policy (applicable September 1, 2018) and the Zero-Emissions Green Building Policy for Rezoning (applicable May 1, 2017).

The project response to the applicable Sustainable Larger Developments Policy is outlined in the April 2019 Sustainable Design Strategy Report.

1. Sustainable Site Design -

Under the September 1st, 2018 revision of the Sustainable Larger Developments Policy, sites of different typology (A, B, C) has been given prescriptive requirements for tree coverage and vegetation.

Based on the proposed makeup of the project, the team agrees the proposed project is likely most in line with the Site Type C as defined in the Sustainable Large Developments Rezoning Policy.

As a result of this the project has an obligation to provide 10-15% of the site area in Tree Canopy Coverage as well as 30% total Vegetative Cover for the site.

Based on the proposed site area of 9,819 m² the prescriptive requirements of the policy require 981 m² - 1,472 m² of tree canopy and 2,945 m² of vegetated cover. As discussed below, the project has far exceeded these requirements in its proposed design.

1.4 SUMMARY OF APPLICABLE POLICIES

2. Sustainable Food Systems -

The Commercial & Broadway redevelopment are exploring four primary sustainable food strategies throughout the development to satisfy the need for sustainable food systems.

These strategies include community gardening spaces, edible landscaping, Community Kitchen spaces and consideration of on-site organics management.

3. Green Mobility

The City requires a Green Mobility Plan outlining measures and strategies to prioritize more sustainable travel to and from the site.

This will include the prioritization of walking, cycling, and public transit over automobile use, and support for low-carbon vehicles, such as electric vehicles.

These strategies contribute to the Transportation 2040 and Greenest City targets of

- 1) increasing walking, cycling and public transit to form a minimum of 50% of all trips by 2020 and 66% of all trips by 2040; and
- 2) reducing motor-vehicle kilometers traveled per resident by 20% from 2007 levels. These strategies include Level 2 and Level 3 EV charging spaces, bike sharing, high walkability, and enhance cyclist amenities.

a. TDM Requirements

Consistent with requirements of the Parking By-law, a Transportation Demand Management (TDM) Plan is included in the rezoning application outlining the TDM measures that will be incorporated into the encourage sustainable forms of travel and reduce the amount of on-site vehicle parking.

Key TDM measures provided for this project include dedicated car-share spaces and vehicles, car-share memberships for residents, additional secured long-term bicycle parking spaces and enhanced end-of-trip amenities for employees, Public Bicycle Share station and walking improvements connecting the neighborhood to the nearby SkyTrain station via a dedicated public plaza provided on-site.

b. Electric Vehicle Charging

Consistent with requirements of the Parking By-law, 100% for the resident parking spaces will be provided with an energized outlet capable of providing Level 2 charging or higher. For the commercial component of the project, a minimum 10% of the parking spaces will be provided with an energized outlet capable of providing Level 2 charging or higher.

4. Potable Water Management

The intent of the policy is to contribute to the Greenest City goals of reducing potable water use by 33% from 2006 levels and meeting stringent water quality standards.

As the city is adopting an integrated water management approach to properly management all water the City is as one system The policy states that a minimum of 20% indoor and 50% outdoor potable water use must be achieved to contribute to the City’s Greenest City goals.

To satisfy the applicable water use reduction targets, the project will use a combination of high efficiency irrigation design and Water Sense plumbing fixtures with a demonstrated reduction in potable water use relative to the baseline water fixture package outlined in the Sustainable Large Sites Rezoning policy.

5. Rain and Ground Water Management

The City will require a Rainwater Management Plan that recognizes rainwater as a resource to enhance the community and environment.

This will contribute to our Clean Water Greenest City target – to reduce per-capita residential water consumption by 20% by 2020.

To satisfy the exact requirements of the Rezoning Policy for Sustainable Large Developments the project will focus on a combined effort to increase the amount of vegetation on site while also investigating reusing rainwater within building for non-potable water uses.

These solutions aim to go above and beyond both the requirements for reducing the volume of stormwater runoff while also providing opportunities for settling rainwater to remove sediments and further treating the water through mechanical filtration prior to exiting the site.

6. Zero Waste Planning

The City requires a Zero Waste Design and Operations Plan that considers deconstruction, infrastructure design, and post-construction operations, to meet or exceed the City’s Greenest City 2020 goals with respect to waste reduction, increased opportunities for material re-use and recycling, and GHG emissions reductions.

The project has ensured that there is sufficient space in the development to allow for adequate sorting and diverting of materials from land fill or incinerator.

The project will support the regional and Greenest City target of achieving a minimum of 70% waste diversion on site.

As 1780 East Broadway is a mixed-use building containing residential, office, commercial retail, and grocery retail, and will follow the zero waste requirements from the administrative bulletin.

This project will also aim to introduce a transparent and innovative means of collecting and managing waste in a mixed-use residential development, this will be done in hopes of re-orienting attitudes around waste management and support the building occupants and operators in becoming leaders in the City of Vancouver.

1.4 SUMMARY OF APPLICABLE POLICIES

7. Affordable Housing

For large developments accommodating housing, the City of Vancouver requires an Affordable Housing Plan that considers a range of unit types and tenures and demonstrates how the project will meet or exceed the requirements of the City’s Affordable Housing in New Neighborhoods policy.

Providing affordable housing is a key focus for rezoning with Sustainable Large Developments.

As the formal letter of enquiry was submitted before June 20, 2018, the project may proceed under the previous Rezoning policy, Rezoning Policy for Sustainable Large Developments amended December 16, 2014.

The revised scheme provides 346 rental units, including 93 units of non-market rental.

8. Resiliency

Designing with building resilience aligns with the objectives of the Climate Change Adaptation Strategy.

With increased risk of significant shocks and stresses such as earthquakes, extreme weather, extreme temperatures, and sea level rise, building resilience and disaster preparedness is key to preparing for the future.

The project intends to meet the demand for improved resilience in building design and providing strategies that mitigate risk and reduce the impact related to shocks and stresses specific to Vancouver.

1780 East Broadway will demonstrate the resilience of the design through the recommended resilience worksheet provided in the Sustainable Large Developments administrative bulletin.

1.4.4 FAMILY ROOM: MIX POLICY FOR REZONING PROJECTS (2016)

The policy outlines unit mix in strata residential and market rental projects. This application meets the outlined requirements. Specifically:

Strata Residential: 35% family units

Rental: 35% family units

The unit mix at 1780 East Broadway complies with these requirements.

1.4.5 HIGH DENSITY FOR FAMILIES WITH CHILDREN GUIDELINES (1992)

In planning developments suitable for families with children, a number of considerations must be given to ensure safety and livability.

This application responds to the policy in the following ways:

The project is located at the busiest interchange facility within the City, providing immediate and convenient connections across the public transit system.

The location provides families with choice in respect to local services and amenities, beyond the immediate neighborhood.

Not only does this site benefit from the large retail component within its development, but the local area provides a rich mix of shopping, entertainment and cultural opportunities within walking distance.

The demography of the area is diverse and families with children and dependents of all age groups will be enriched and become part of a vibrant and vital local community.

Local parks, cycle ways and safe pedestrian neighborhoods are all adjacent to the application site.

The site design has been carefully considered to provide a generous south facing inner court, which provides gardens and recreational spaces within the development.

Although the residential court and amenity spaces are secure, and encourage exploratory play, visual connection to the immediate neighborhood and the vibrant street ensure that life within the development is connected to the wider community in a positive manner.

Gardens, terraces, shared amenity and the public plaza provide a mix of private, semi-private, semi-public and public spaces that further define a safe and secure set of spaces that nonetheless are fully integrated in the neighborhood life beyond notional thresholds.

The ‘front door’ of all the residential towers regardless of tenure is the inner courtyard space, circulation within the development is not segregated and the diversity of the community within the development is considered to be vitally important.

Dedicated indoor amenity spaces are clustered around the garden court and provide ease of access both to the amenities themselves.

These amenity spaces support the notion of shared and collaborative living.

1.4 SUMMARY OF APPLICABLE POLICIES

1.4.6 GREEN BUILDINGS POLICY FOR REZONING (2010, LAST AMENDED 2018)

As a part of the Rezoning Application package, the following Sustainable Design Strategy has been developed to provide confirmation the project design submitted is on target to meet the requirements as dictated by the Green Buildings Policy for Rezoning 2016, option B. Low Emissions Green Building, effective May 1, 2017.

The project will comply with all items under this policy including Items B.2 Low Emissions building performance following the Low Carbon Energy Systems Path.

A preliminary Life-cycle Impact Assessment has also been developed for the project in line with item B6.2.

Finally, an Integrated Rainwater Management Plan has been provided in support of the Larger Sites Policy conditions and items B10 of the Green Buildings Policy for Rezoning.

The project response to Path B of the policy is outlined in the April 2019 Sustainable Design Strategy Report.

1.4.7 HOUSING VANCOUVER STRATEGY (2017)

The City of Vancouver has taken an active role in ensuring that the city’s housing supply addresses the needs of a diverse population, encouraging an increase in the supply of affordable housing.

Following the City’s 2011 Housing and Homelessness Strategy, the Housing Vancouver Strategy (2017) focuses on a number of key priorities to ensure the mix of housing meets the needs of Vancouverites.

This application addresses the housing priorities outlined in the Strategy in the following ways:

A focus on the “Right Supply” with over 60% of units committed to market rental.

Focusing on addressing different income levels, the market rental component is complemented by strata residential units as well as non-market units.

With close proximity to rapid transit, and located along a bike route, affordability is further improved by increasing transportation options.

Substantial indoor and outdoor amenity spaces provide play and activity options for families with children.

1.4 SUMMARY OF APPLICABLE POLICIES

1.4.8 GREENEST CITY 2020 ACTION PLAN

The City of Vancouver adopted the Greenest City 2020 Action Plan in 2011 with the goal for Vancouver to become the world’s greenest city within a generation.

The plan calls for compact, complete communities, which promote walking and cycling and are well served by services, transit, amenities and green space.

The densification of existing urban communities, especially locations close to transit will positively contribute to a greener, more efficient and more sustainable city.

Located at the Commercial Broadway SkyTrain station, this application will contribute to a greener city in the following ways:

Showcase green building practices that will exceed City requirements;

Contribute to a complete, compact community by providing a mix of housing options as well as commercial space in a location well served by rapid transit and on an east-west arterial street;

Provide a diversification of on-site retail options and expansion of a significant neighbourhood grocery store to meet the needs of the community and provide choice on site;

On-site greenhouse for the use of residents, providing year-round opportunities to grow food;

Design elements that positively contribute to the pedestrian realm;

Provide a public bike share station on the property for the community to use, as well as a significant amount of bike storage for residents and commercial tenants within the building; and provision of car share stalls (some with vehicles provided) to give residents alternatives to owning a car.

1.4.9 TRANSPORTATION 2040

Building on the Greenest City 2020 Action Plan, Transportation 2040 is a long-term strategic vision for Vancouver focusing on policies and actions to guide transportation and land use decisions.

While the Plan does not include detailed land use direction, a number of broad principles encourage densification and diversification around existing rapid transit stations to support sustainable transportation choices.

This application is a transit-oriented project, located adjacent to a rapid transit station, along an east-west transportation corridor and along a bike route.

With proximity to shopping, parks and amenities, the site location encourages walking and biking.

The application provides a robust mix of uses contributing to an already rich neighbourhood that’s well connected by transit.

With additional office and commercial uses and a public plaza, this application locates more shopping and amenity options close to existing residents.

1.5 DEVELOPMENT STATISTICS

	PRESENT / GWCP	JULY 8TH 2020 SUBMISSION	PROVIDED / PROPOSED (REVISED SUBMISSION)
Civic Addresses	1780 East Broadway		-
Legal Addresses	Lot I, Block 162 District Lot 264A Group 1 NWD Plan 20377, except part in plan EPP 35255 (PID: 006-634-851)		-
Site Area	9819 SM (105,695 SF)		-
Zoning	C3-A	CD-1	CD-1
Height	24 storeys above retail plinth	Tower A 30 storeys above retail plinth Tower B 29 storeys above retail plinth Tower C 25 storeys above retail plinth	Tower A 29 storeys above retail plinth Tower B 28 storeys above retail plinth Tower C 24 storeys above retail plinth
Setbacks	Broadway 5.5 m (from curb) Side (West) - Side (East) - 10th Ave -	Broadway 5.5 m (from curb) Side (West) - Side (East) - 10th Ave -	Broadway 5.5 m (from curb) Side (West) - Side (East) - 10th Ave -
Floor Space Ratio (FSR)	Residential: 4.5 Commercial: 1.2 Total: 5.7	Residential: 4.99 Commercial: 1.29 Total: 6.28	Residential: 4.59 Commercial: 1.11 Total: 5.70
FSR Exclusions	-		See FSR Calculations
Storage	Residential storage max. 3.7 m² / unit		-
Plaza	Per GWCP		See Landscape Drawings

1.5 DEVELOPMENT STATISTICS

	PRESENT / GWCP		PROVIDED / PROPOSED (REVISED SUBMISSION)	
Parking (Residents)	Base Requirement (with TDM and Transit Accessibility Reduction)	215	Total	205
Parking (Residential Visitors)	Base Requirement (with TDM and Transit Accessibility Reduction)	33	Total	33
Parking (Commercial)	Base Requirement (with TDM and Transit Accessibility Reduction)	119	Total	206
Parking (Car share spaces without vehicles)	Total	N/A	Total	12
Parking (car share spaces and vehicles)	Total	N/A	Total	9
Passenger (Residential)	Class A	5	Class A	5
Passenger (Commercial)	Class A	2	Class A	2
Loading (Residential)	Class A	0	Class A	3
	Class B	3	Class B	3
Loading (Commercial except Safeway)	Class A	1	Class A	3
	Class B	4	Class B	1
Loading (Safeway)	Class B	4	Class B	2
	Class C	1	Class C	2
Bicycle Parking (Residential)	Class A	1304	Class A	1304
	Class B	36	Class B	36
Bicycle Parking (Non-residential)	Class A	48	Class A	48
	Class B	18	Class B	18

1.5 DEVELOPMENT STATISTICS

	PRESENT / GWCP		MAY 30TH 2019 SUBMISSION		PROVIDED / PROPOSED (REVISED SUBMISSION)	
Unit Count (Strata)	-		Total	520	Total	215
Unit Count (Rental)			Total	160	Total	439
Family Housing	Strata - TOWER A	35%	Strata	50%	Strata	35%
	Rental - TOWER B , TOWER C	35%	Rental	35%	Rental	35%
Open Balconies	12% Residential Area (5301 SM / 57,068 SF)				12%	

1.5 DEVELOPMENT STATISTICS

PROJECT SUMMARY

Name	GFA [SM]	GFA [SF]	FSR (sm)	FSR (sf)	FSR
SAFEWAY	4742.93 m²	51052.52 SF	4742.93 m²	51052.52 SF	0.48
F&B	860.91 m²	9266.75 SF	860.91 m²	9266.75 SF	0.09
CRU	119.70 m²	1288.48 SF	119.70 m²	1288.48 SF	0.01
SAFEWAY & RETAIL TOTAL	5723.55 m²	61607.74 SF	5723.55 m²	61607.74 SF	0.58
OFFICE FITNESS	673.36 m²	7248.01 SF	673.36 m²	7248.01 SF	0.07
OFFICE	4459.88 m²	48005.73 SF	4459.88 m²	48005.73 SF	0.45
OFFICE & FITNESS TOTAL	5133.24 m²	55253.75 SF	5133.24 m²	55253.75 SF	0.52
COMMERCIAL TOTAL	10856.79 m²	116861.49 SF	10856.79 m²	116861.49 SF	1.11
RESIDENTIAL					
MARKET STRATA	15922.70 m²	171390.47 SF	15068.55 m²	162196.50 SF	1.53
MARKET RENTAL	26000.63 m²	279868.42 SF	24667.57 m²	265519.53 SF	2.51
BELOW-MARKET RENTAL	5716.93 m²	61536.50 SF	5396.22 m²	58084.39 SF	0.55
RESIDENTIAL TOTAL	47640.25 m²	512795.39 SF	45132.34 m²	485800.42 SF	4.59
AMENITY	1594.20 m²	17159.84 SF	0.00 m²	0.00 SF	0.00
LOADING	2609.60 m²	28089.47 SF	0.00 m²	0.00 SF	0.00
PROJECT TOTAL	62693.29 m²	674824.92 SF	55989.12 m²	602661.91 SF	5.70
BALCONY EXCLUSIONS					
TOWER	GFA [SM]	GFA (sf)	12% ALLOWABLE	BALC AREA (sm)	BALC AREA (sf)
A	15915.15	171309.21 SF	1909.82 m²	1371.55 m²	14763.26 SF
B	17338.69	186632.08 SF	2080.64 m²	1657.61 m²	17842.40 SF
C	14378.87	154772.84 SF	1725.46 m²	1306.97 m²	14068.06 SF
PROJECT TOTAL	47632.70	512714.13 SF	5715.92 m²	4336.13 m²	46673.72 SF

