

SECTION 03

REZONING RATIONALE

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- 3.1 Rezoning Rationale
- 3.2 Grandview-Woodland Plan Principles
- 3.3 Land Use
- 3.4 Land-use and Housing Zoning & Policy
- 3.5 Site Constraints
- 3.6 Form of Development Zoning & Policy
- 3.7 Transit and Vehicular Connection
- 3.8 Pedestrian & Cycling Circulation
- 3.9 10th Avenue Corridor Project
- 3.10 View Analysis
- 3.11 Other Applicable Policies

3.1 REZONING RATIONALE

The enclosed rezoning application outlines a proposal to rezone the property identified as 1780 East Broadway located near the intersection of Commercial Drive and East Broadway under the Grandview-Woodland Community Plan. The site is currently zoned as C3-A with a Safeway store and at-grade parking

The property is directly adjacent to Metro Vancouver’s busiest transit hub. The following section outline the goals and policies of the Grandview-Woodland Community Plan (GWCP) that shape the proposed CD-1 zoning within.

The Grandview-Woodland Community Plan Station Precinct enables the consideration of privately initiated rezoning applications based on following:

POLICIES

Consider applications for mixed-use development with mid-rise and high-rise components. A mix of commercial uses, which may include large format grocery and small-scale retail, service and community-serving uses, is required on the first floor.

Residential and/or commercial uses are permitted on upper floors.

Accommodate grocery retail of approximately 4,650 m² (50,000 sf), arranged in a one- or two-storey configuration.

HEIGHTS

Per GWCP:

Perimeter heights will be generally 6 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

Considered up to 5.7 FSR, as follows:

Residential uses: up to 4.5 FSR.

Commercial uses: minimum 1.2 FSR (minimum 0.5 FSR for office). As part of future redevelopment of the site, seek 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.

Range of programming and uses.

Accessibility, sight lines and design considerations to address public safety concerns.

Explore the potential for additional noise mitigation requirement as part of conditions associated with new development.

This site will have new mixed-use development at a variety of scales, including mid-rise and high-rise components. The development will include office space, a mix of retail (including small-scale retail and large format grocery).

The site will feature a public plaza, with pedestrian paths connecting the plaza to adjacent streets, retail, transit facilities and other public spaces.

The redevelopment presents the opportunity to create a sustainable, transit-oriented, mixed-use project in a compact and accessible urban form that respects and enhances the personality of the neighborhood that surrounds it.

Three residential buildings of varying height rise above a landscaped shared residential podium level. The three buildings are arranged around the periphery of the site framing a landscaped courtyard that is accessible to all residents and tenants. A range of residential options both rental and market condominiums will provide housing options for people across the spectrum with a focus on families. The provision of purpose-built rental housing will be a significant part of the overall residential component, addressing the need for more rental housing options close to transit.

A new 50,000 sf Safeway store, will occupy the ground level of the project with at-grade access from East Broadway, East 10th Avenue and the Skytrain station via the public plaza.

Adjacent to and combined with the Safeway store at grade level will be a new, vibrant 20,000 sf public plaza. The at-grade plaza will link Broadway and 10th Avenue, will be animated with small, unique retail and child friendly activities and be fully accessible to the public.

Additional amenities proposed for the development include outdoor play area, fitness centre, on site at grade bike share facility located and orientated to the 10th Avenue bike path.

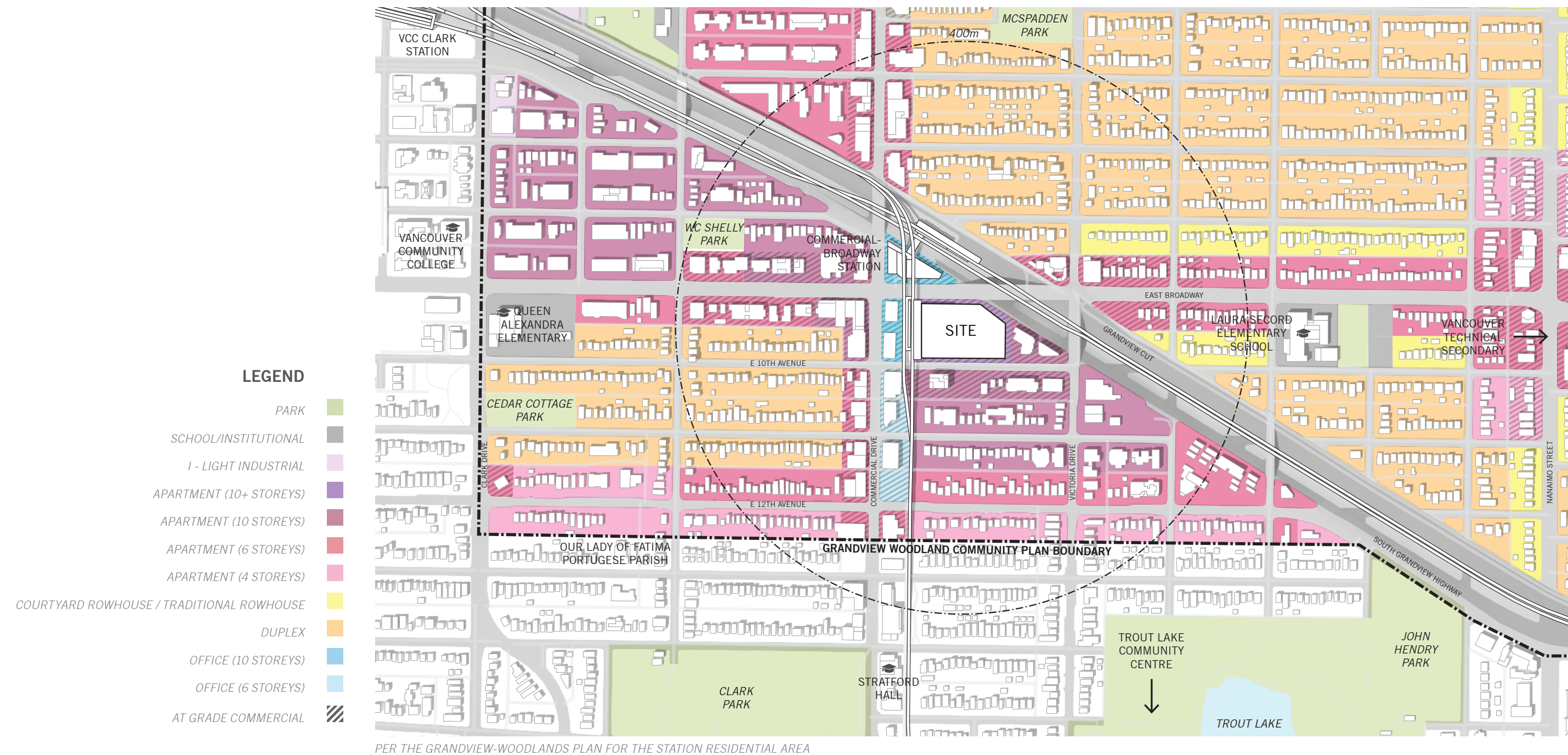
3.2 GRANDVIEW-WOODLAND PLAN PRINCIPLES



PLAN PRINCIPLES

- Achieve a green, environmentally sustainable, urban pattern
- Support a range of affordable housing options to meet the diverse needs of the community
- Foster a robust, resilient economy
- Enhance culture, heritage and creativity
- Support a range of sustainable transportation options, including those that already exist
- Protect and enhance civic places, public parks and green linkages
- Foster a resilient, sustainable, safe and healthy community

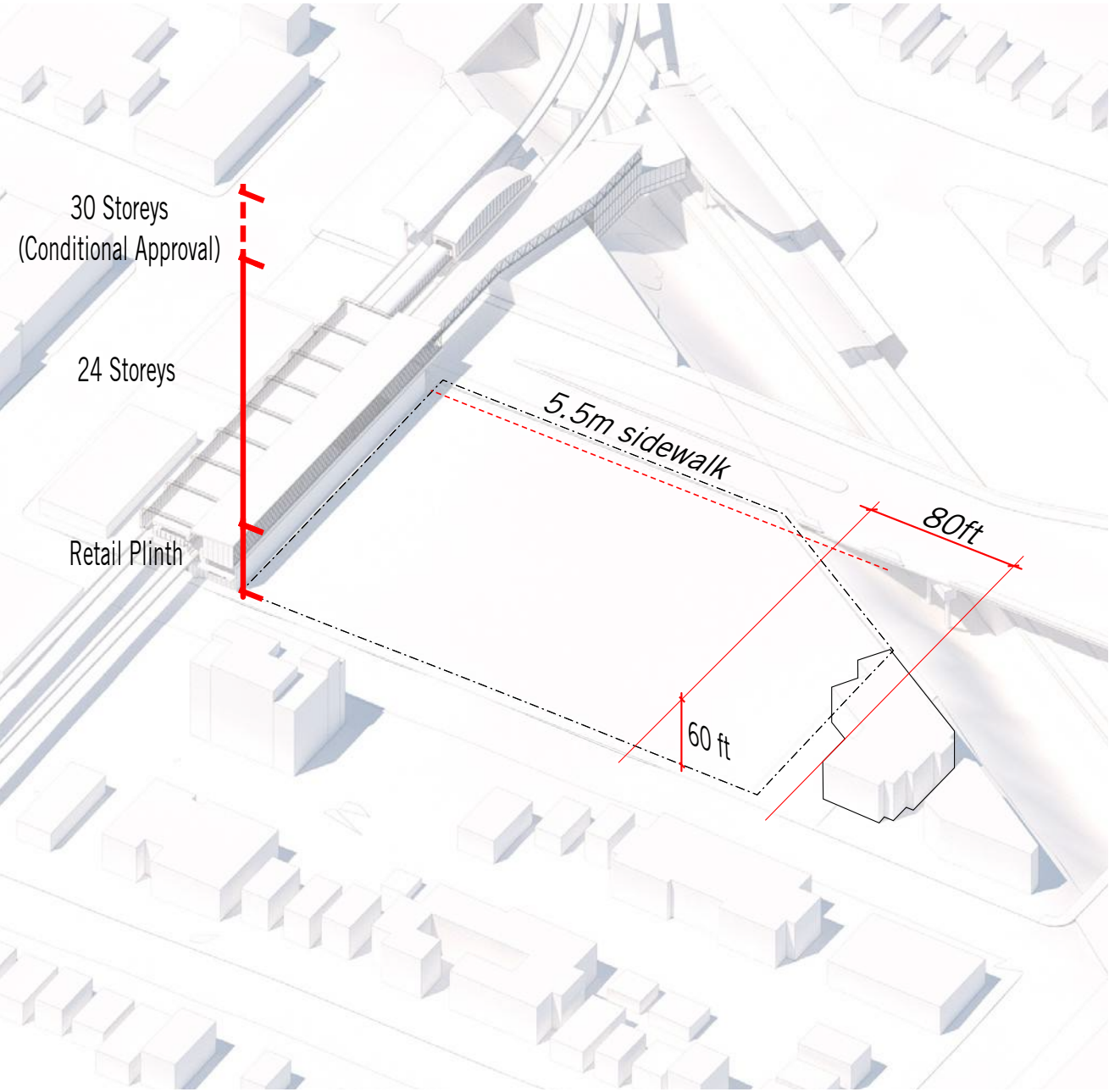
3.3 LAND USE



3.4 LAND-USE AND HOUSING ZONING & POLICY

	CURRENT ZONING (C3-A)	GRANDVIEW-WOODLAND COMMUNITY PLAN	PROPOSED CD-1
PERMITTED USES	Cultural and Recreational Institutional Office Retail Service Accessory Buildings customarily ancillary to any of the uses listed in this Schedule.	Office Retail Large format grocery Residential (GWCP 6.7.1)	Office Retail Large format grocery Residential Service
HOUSING MIX			Strata Residential Rental Residential Non-Market Rental Residential
FAMILY HOUSING		Require new multi-family strata developments to have 2 and 3+ bedroom units for families and a minimum 35% family units per project (25% 2-bedrooms and 10% 3-bedrooms). Require a minimum of 35% family units in secured market rental and 50% family housing in non-market developments subject to financial viability (GWCP 7.2.4)	Strata residential: 2-BR: 25% 3-BR: 10% Family Units Total: 35% Rental (market and non-market) residential: 2-BR: 25% 3-BR: 10% Family Units Total: 35% (non-market)

3.5 SITE CONSTRAINTS



MAXIMUM ZONING ENVELOPE

GWCP SAFEWAY SITE POLICIES

Consider applications for mixed-use development with mid-rise and high-rise components. A mix of commercial uses, which may include large format grocery and small-scale retail. Service and community serving uses, is required on the first floor. Residential and/or commercial uses are permitted on upper floors.

Accommodate grocery retail of approximately 4,650 m² (50,000 ft²), arranged in a one or two-storey configuration.

DENSITY

Considered up to 5.7 FSR, as follows: Residential uses: up to 4.5 FSR. Commercial uses: minimum 1.2 FSR (minimum 0.5 FSR for office).

As part of future redevelopment of the site, seek a generous, public plaza at grade. 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.
- Range of programming and uses.
- Accessibility, sight lines and design considerations to address public safety concerns.
- Explore the potential for additional noise mitigation requirement as part of conditions associated with new development.

HEIGHTS

GWCP: At key anchor points within the site, heights range from 12 to 24 storeys above the retail plinth.

STATION MIXED-USE & EMPLOYMENT POLICIES (SECTION 6.7.1 OF THE GWP)

Consider applications for mixed-use development, except where otherwise noted. A mix of commercial uses, which may include small-scale retail, service and community rental or social housing, are permitted on upper floors, except where otherwise noted.

The portion of any building above 18.3 m (60ft) in height should not exceed a typical floor plate of 603/9 m² (6,500 ft²), and should be spaced at least 24.3m (80ft) from any other building above 18.3 m (60ft) in height.

Provide public realm improvements that could include increased sidewalk width, street trees, and amenities such as bike racks, patios, feature lighting, public art and publicly accessible restrooms.

The following additional specific policies apply:

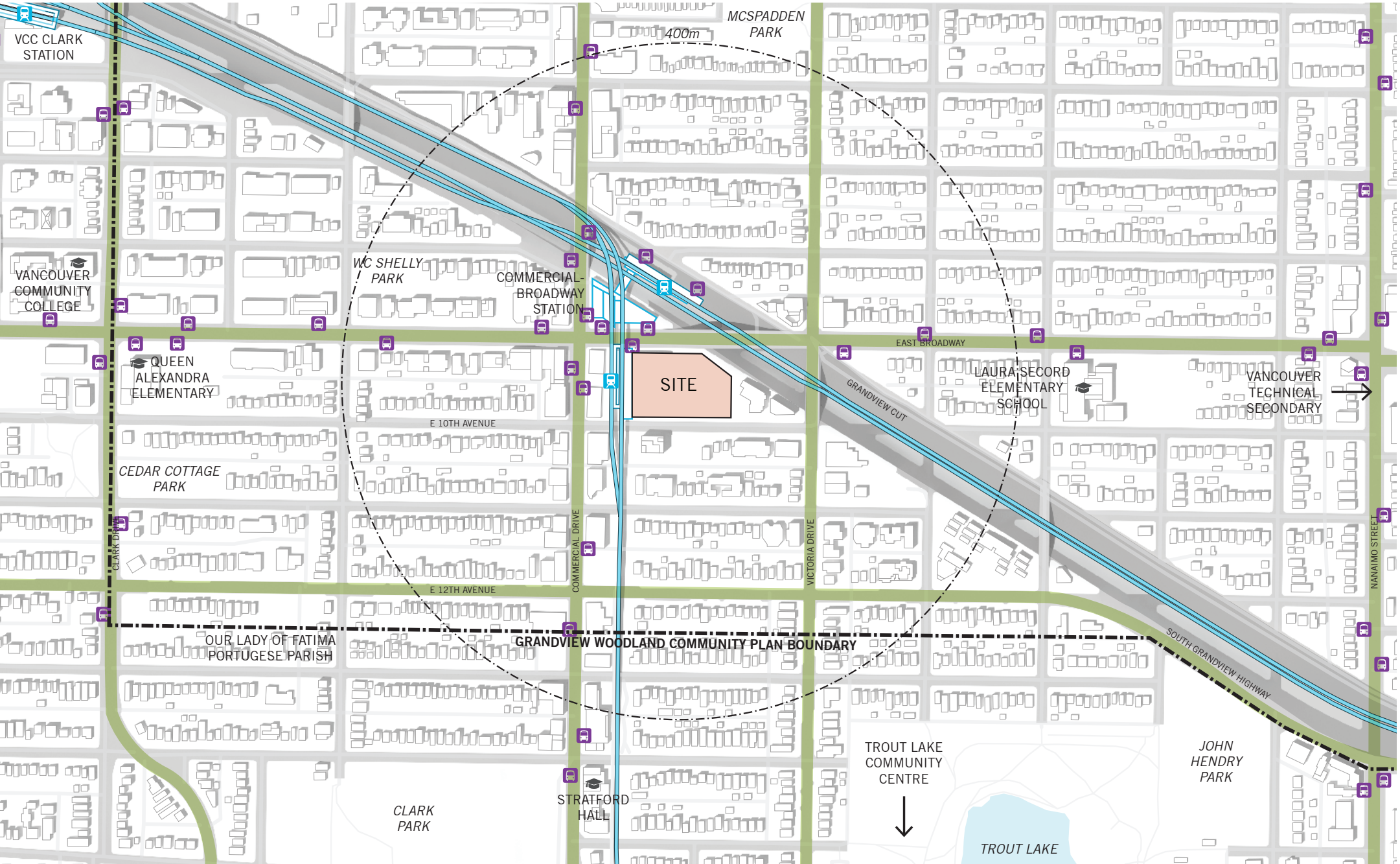
For sites zoned C-3A (including sites on East 8th Avenue):

Except in the case of cultural facilities; office uses are required on the second floor. Residential and/or commercial uses are permitted on upper floors.

3.6 FORM OF DEVELOPMENT ZONING & POLICY

	CURRENT ZONING (C3-A)	GRANDVIEW-WOODLAND COMMUNITY PLAN	PROPOSED CD-1
BUILDING HEIGHT	9.2 m (30')	Perimeter heights will be generally 6 storeys above the retail plinth. Key anchor points within the site with heights ranging from 12 to 24 storeys above the retail plinth. (GWCP 6.7.1)	Tower heights between 24–29 storeys above retail plinth
SETBACKS	Front: 1.2 m from property line for parking area. Side: none Rear: none	Front: 5.5 m (18 ft.) from curb Side: none Rear: none	Front: 5.5 m (18 ft.) from curb at western building edge Side: none Rear: none
DENSITY	Up to 1.00 FSR At the discretion of the Development Permit Board or the Director of Planning	Up to 5.7 FSR Residential uses: 4.5 FSR Commercial uses: minimum 1.2 FSR (minimum 0.5 FSR for office). (GWCP 6.7.1)	Strata residential: 1.53 FSR Rental residential: 3.06 FSR Commercial: 1.11 FSR Total: 5.70 FSR
MAX PLATE		The portion of any building above 18.3 m (60 ft.) in height should not exceed a typical floor plate of 603.9 m ² (6,500 sf). (GWCP 6.7.1)	Tower floorplates average 6,800 sf (based on disucssions with CoV)
TOWER SEPARATION		The portion of any building above 18.3 m (60 ft.) in height should be spaced at least 24.3 m (80 ft.) from any other building above 18.3 m (60 ft.) in height. (GWCP 6.7.1)	Face to face tower separation of 24.3 m (80 ft) from any other buildings above 18.3 m (60 ft.) in height.

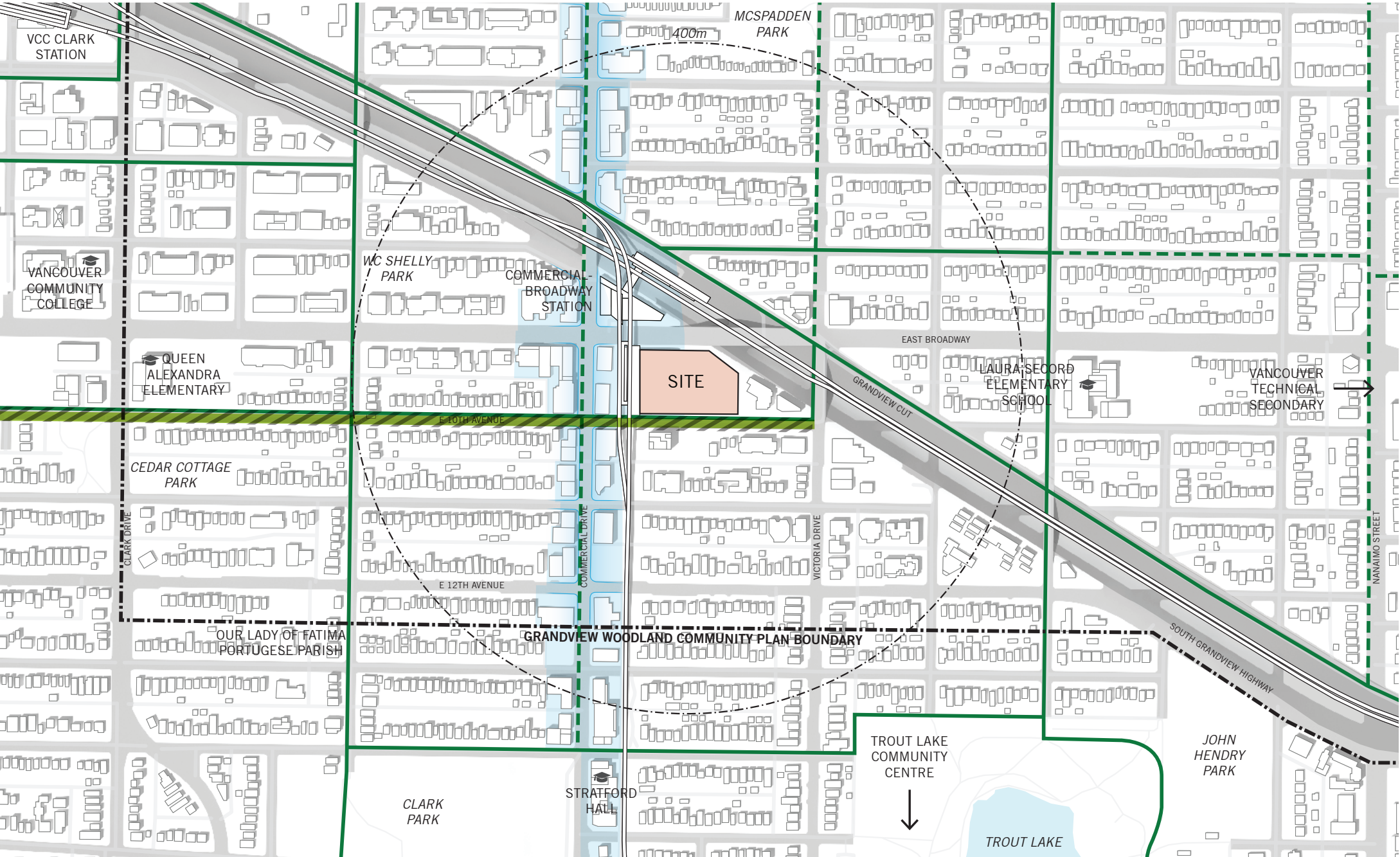
3.7 TRANSIT AND VEHICULAR CIRCULATION



Currently, Commercial/Broadway Station is the busiest transit hub in the City of Vancouver. The station serves as an interchange supporting the following transit options:

- 99 B-Line Bus to UBC
- 9 Bus Eastbound to Boundary
- 9 Bus Westbound to UBC
- 20 Bus Northbound to Downtown
- 20 Bus Southbound to Victoria and 54th
- Expo Line Skytrain Station to Waterfront and King George (Surrey) or Lougheed (Burnaby)
- Millennium Line to VCC Clark and Coquitlam

3.8 PEDESTRIAN + CYCLING CIRCULATION



DESIGN STRATEGY // WALKING

- Widening sidewalks
- Reducing crosswalk distances
- Implement parking restrictions for improved sight lines
- Providing buffers between traffic and cyclists with pedestrians
- Providing street furniture where appropriate
- Improving pedestrian scale street lighting
- Provide weather protection

DESIGN STRATEGY // CYCLING

- Provide bike paths that will serve all ages and a variety of uses (i.e. errands, shopping, leisure)
- Provide safe end-of-trip facilities
- Improve the integration of cycling with transit
- Support bike-sharing services

LEGEND

- EXISTING CYCLING ROUTE
- - - POTENTIAL WALKING/CYCLING ROUTE
- ENHANCED COMMERCIAL AREAS
- ▨ 10TH AVENUE CORRIDOR PROJECT

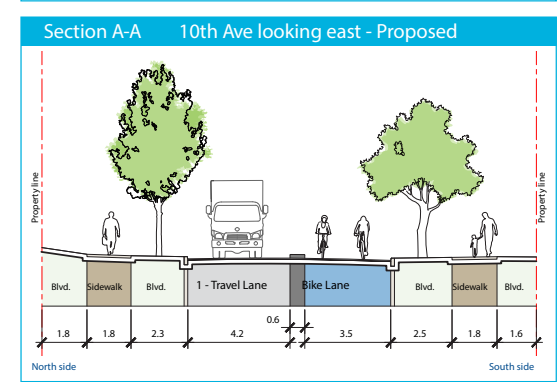
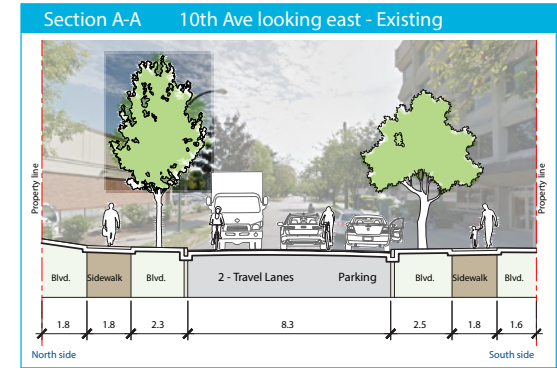
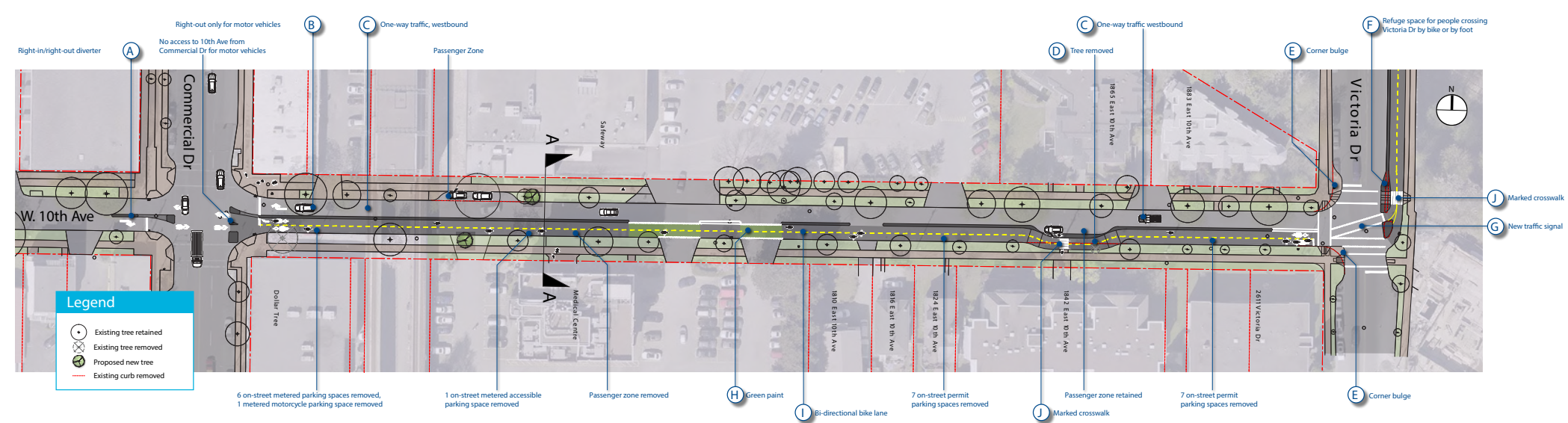
3.9 10TH AVENUE CORRIDOR PROJECT

As part of the Grandview-Woodland Community Plan, the 10th Avenue Corridor Project seeks to:

- Improve comfort and accessibility for people on foot
- Upgrade 10th Ave so that it is safe and comfortable for people of all ages and abilities
- Accommodate the loading and access needs of adjacent businesses, health services, and the Skytrain station
- Preserve as much of the street’s healthy and mature tree canopy as possible
- Ensure adjacent residents can continue to park within a reasonable walking distance from home

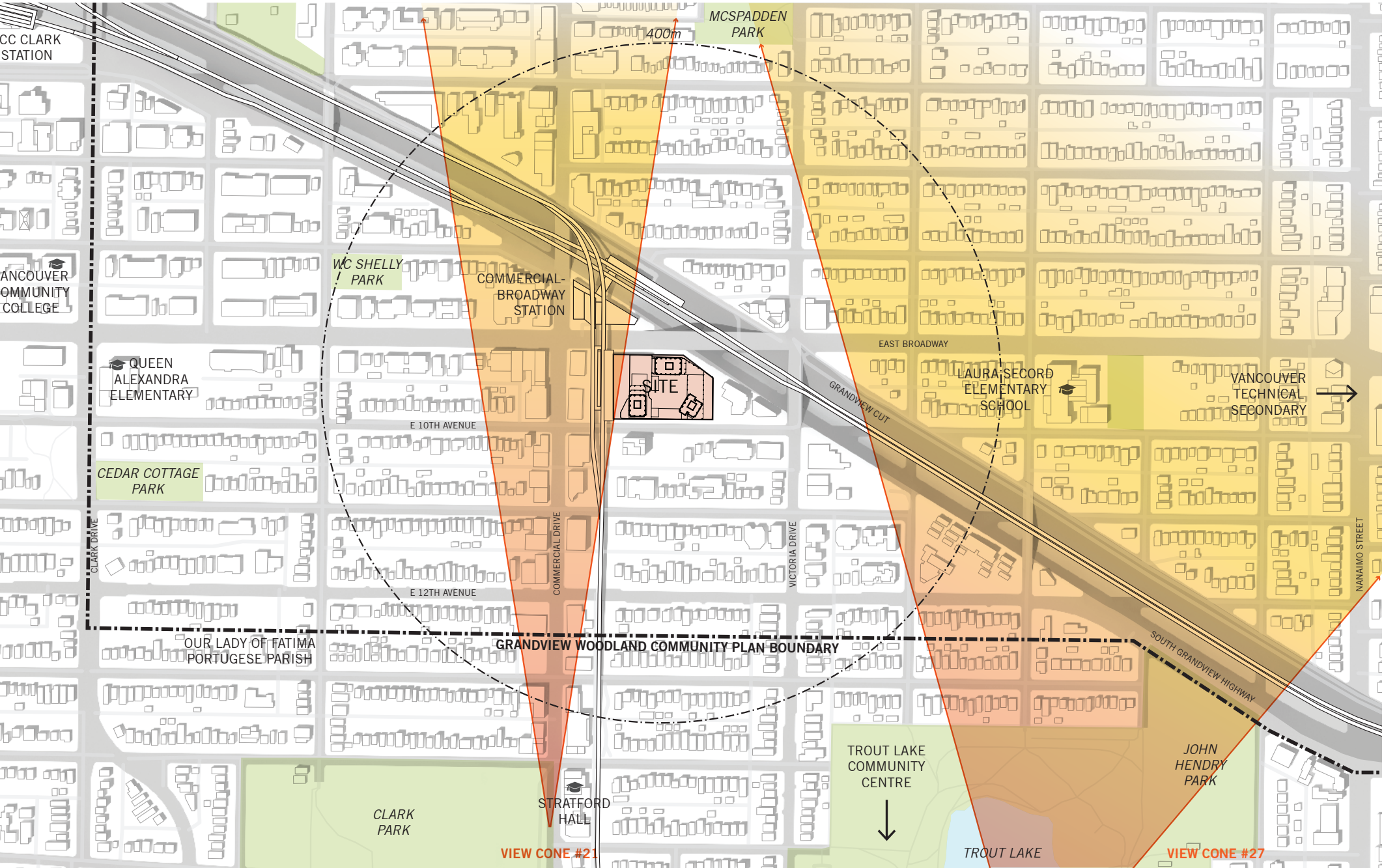
As part of the project, the proposed design includes a new traffic signal at the 10th Ave and Victoria Dr. intersection, as well as fully separate vehicle and bicycle traffic by converting the block to a one-way westbound street for motor vehicles with a bi-directional (two-way) bikeway on the south side.

A long-term design may consider closing 10th Ave for motor vehicles for some or all of the block, as proposed in the Grandview-Woodland Community Plan. If access to the Safeway site is still required off 10 Ave with a street closure in place, a protected bike lane on this block would require significant reconstruction and removal of most trees. The proposed one-way operation will achieve the project objectives until a longer-term solution is developed.



What is Different?	Why?
Removal of 14 residential permit parking spaces Permanent removal of parking already removed as part of Commercial-Broadway station upgrades: • 6 on-street metered parking spaces • 1 metered motorcycle parking space • 1 accessible metered parking space • 2-space passenger zone	• To accommodate adjacent street uses (i.e. protected bike lanes, one-way travel, passenger pick-up/drop-off) • To retain street trees
A Right-in/right-out diverter on E 10th Ave west of Commercial Dr	• To improve comfort and safety for people of all ages and abilities to cycle by reducing vehicle volumes on E 10th Ave • To reduce conflicts between turning motorists and people crossing the intersection by bike in both directions on one side of the street
B Westbound right-turn only	• To eliminate conflicts between turning motorists and people crossing the intersection by bike in both directions on one side of the street • To avoid complex traffic signal phasing that would likely confuse and delay many road users
C Motor vehicle traffic only permitted one-way westbound between Victoria Dr & Commercial Dr	• To provide room for protected bike lanes • To minimise landscaping impacts on E 10th Ave in the interim
D Removal of one tree	• To accommodate protected bike lanes and an existing passenger zone on the south side of the street, in front of 1842 E 10th Ave.
E New corner bulges on Victoria Dr	• To improve sightlines at corners • To slow turning motorists • To shorten Victoria Dr pedestrian crossings
F Refuge space for people crossing Victoria Dr on foot or by bike	• To shorten crossings over Victoria Dr • To provide safe areas for people walking or biking to wait to cross the roadway • To separate the bikeway and roadway crossings for pedestrians • To improve sightlines
G New traffic signal at E 10th Ave and Commercial	• To improve comfort and safety for people of all ages and abilities crossing the street, including children getting to/from Laura Secord Elementary School
H Green paint at all bikeway crossings through driveways	• To improve awareness of conflict points between turning motorists and people biking
I New protected bike lane on the south side of the street (bi-directional)	• To improve comfort and safety for people of all ages and abilities to cycle • To minimise landscaping impacts on E 10th Ave • To provide space for emergency vehicles to get around obstructions in the roadway
J Marked crosswalks at passenger zones	• To help message to people biking that they are to yield to people walking across the bikeway

3.10 VIEW ANALYSIS



VIEW CONE #21 - COMMERCIAL DRIVE

- Located at Commercial Drive and 15th Avenue
Looking Towards North Shore Mountains
- The view cone falls within the Public Plaza

VIEW CONE #27 - TROUT LAKE

- Located at the South Shore of Trout Lake
Looking Towards North Shore Mountains

The view cones in proximity to this project are #21 and #27. View cone #21 affects the site minimally and has been considered in the design of the current scheme. The Grandview-Woodland Community Plan also marks out several street views to be protected in the nearby vicinity. These views are not affected by the development of the Broadway and Commercial site.

POLICY 9.7.1 The Grandview-Woodland Community Plan suggests that a project can celebrate prominent vistas and street views by:

- Supporting community art and place-making projects in locations that frame or feature public views in the neighborhood.
- Creating a more vibrant walking experience on key streets, improving places from which the public can experience and enjoy the views.

LEGEND

-  CITY DESIGNATED VIEW CONE
-  PARK

3.11 OTHER APPLICABLE POLICIES



TRANSPORTATION ASSESSMENT & MANAGEMENT STUDY (TAMS) + TRANSPORTATION DEMAND MANAGEMENT (TDM)

Full TAMS analysis and proposed TDM plan have been prepared according to City of Vancouver policy by Bunt & Associates. The TAMS report and associated appendices include details regarding current and future traffic conditions, project specific parking supply for both vehicles and bicycles, service vehicle operations, and passenger spaces.

The proposed TDM plan outlines the 10 strategies to achieve the minimum of 30 points for each of the project’s component uses: residential strata, residential rental, commercial office, and commercial retail.



GREEN SPACE / OPEN SPACE / GATHERING SPACES

9.1 STREETS AS PLACES

Challenges include locations where sidewalks are too narrow to comfortably accommodate high pedestrian volumes, commercial activity, and public life. Connections between key community assets such as shopping areas, parks, community centres, and neighborhoods could also be improved. Opportunities also exist where street trees could be added or diseased trees replaced to contribute to the overall street tree canopy across the community.

9.1.3 Enable the long-term creation of “shared spaces” connecting commercial area to other community assets, in key areas of the Neighborhood that are (a) supported by the community, and (b) enabled through adjacent development opportunities, and/or cycling route additions or upgrades

16.7 PARKS, PLAZAS, AND PUBLIC OPEN SPACES

Strategy for next 25 years: Create new and enhanced plaza areas as part of the redevelopment of key sites (e.g. Britannia, Hastings and Commercial).

Strategy for next 5 years: Increase the number of trees planted in the neighborhood – with a focus on areas with low planting/canopy coverage.



17.3 PUBLIC SPACES

Renewed and new public spaces, plazas, and shared spaces, including parks, lighting, landscaping, tree and sidewalk improvements, bikeways and greenways will be achieved through new development and City-initiated programs, all in accordance with the directions outlined in this plan.

REGIONAL GROWTH STRATEGY: METRO VANCOUVER 2040 – SHAPING OUR FUTURE (2010)

GOAL 1 Create a Compact Urban Area

Compact transit-oriented development patterns help reduce greenhouse gas emissions and pollution, and support both the efficient use of land and an efficient transportation network

GOAL 4 Develop Complete Communities

The distribution of employment and access to services and amenities builds complete communities throughout the region. Complete communities are designed to support walking, cycling and transit, and to foster healthy lifestyles

STRATEGY 4.2

Locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit

STRATEGY 4.1

Provide Diverse and Affordable Housing Choices

Increase the supply and diversity of the housing stock through infill developments, more compact housing forms and increased density

Frequent Transit Development Areas

Focus for medium and higher density housing, including affordable housing choices, and mixed uses with concentrated growth at appropriate locations along TransLink’s Frequent Transit Network

HOUSING AND HOMELESSNESS STRATEGY (2011)

This document outlines strategies that looks at housing needs,



affordable housing and homelessness in Vancouver. It identifies the different types of housing necessary to ensure that the housing needs of all citizens are addressed.

GREEN BUILDING POLICY FOR REZONINGS (2010)



In order to decrease the energy demands and carbon footprint of Vancouver’s building stock, the city has implemented and updated a policy that requires all Rezoning Applications to meet either:

- A. Near Zero Emissions Building Standard (Passive House)
- B. Low Emissions Green Building (LEED Gold)

PUBLIC ART POLICY



The Public Art Policy applies to rezoning developments of 100,000 sf or greater. The public art budget is calculated by multiplying all areas contributing to the FSR calculation by the public art rate.

HIGH DENSITY HOUSING FOR FAMILIES AND CHILDREN GUIDELINES (1992)



These guidelines provide key directions on how to design residential developments that are specifically aimed towards families with children. Site, building and unit design are all addressed in this policy.