1780 E Broadway

Rezoning Resubmission 2023

REGISTERED ARCHITECT
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BRITISH COLUMBIA

2023-11-21



17 November 2023

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2023-11-21



An urban node with a new public plaza adjacent to transit

Section 1.0

Updated Project Summary

Contents

1.1 Scope and Structure of this Report

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1.4 Summary of Applicable Policies

1.1 Scope and Structure of this Report

1.1.1 Scope of the Report

This report is a revision to the original submission dated 30th May 2019, and the subsequent revisions dated 8th July 2020, and 29th October 2021.

This report captures the proposed changes to the 29th October 2021 scheme, whilst also providing an overview of the design principles which have remained consistent throughout the process of refinement.

1.1.2 Structure of the Report

Section 01 provides an updated project summary, focused upon the changes to the scheme since the original submission.

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 Renders depicting the proposed form of development and public realm.

Section 07 - Revised set of Architectural drawings.

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

1.1.3 Appendix Reports

Reports Revised with this Submission

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

- Arborist Report
- Broadway Bridge Construction - Grandview Cut
- Development Water Demands
- Environmental Impact Assessment - Grandview Cut
- Environmental Site Assessment (Phase 1)
- Geotechnical Report Study
- Retail Impact Assessment
- Preliminary Rainwater Management Plan
- Sustainable Large Developments Strategy
- TAMS / TDM Measures Original

1.2 Summary of Changes

1.2.1 Summary of Changes

The table on this page consolidates the principal changes made to the scheme further to the 29th October 2021 submission and subsequent revisions as detailed within this submission.

This table does not list all the consequential technical changes to the scheme, and reference should be made to the Architectural drawings for this detail.

ARCHITECTURAL DESIGN CHANGE SUMMARY FROM OCTOBER 2021 SUBMISSION

ITEM	CHANGE
Below Grade	Adjusted parking / loading configuration on P2
	Enlarged bike parking on P3
Level 1	Adjusted office lobby, Safeway entry, F&B and retail building edge along E 10th Ave
	Adjustments to building edge and amphitheater along Plaza
	New landscape terrace and stair connection up to L2 garden from E 10th Ave
Level 2	Relocated Thermal Tanks to NE corner of L2
	Connection of the Plaza to E 10th via a publicly accessible route through the L2 garden courtyard
	Expanded L2 garden to the east (overtop Safeway loading) to accommodate above-grade bike parking
Level 4	Tower A change 1 floor Office to Private Childcare
Tower A	Change to all rental residential
	Added 10 floors
	Added rooftop amenity space
	Simplified tower form
Tower B	Added 8 floors
	Simplified tower form and evolved balcony expression
Tower C	Added 11 floors
	Removal of lower residential podium massing
	Simplified tower form and evolved balcony expression
Landscape	On-going landscape coordination and updates to street edges, plaza, courtyard, and rooftop areas

1.3 Development Statistics Summary

	REQUIRED		PROPOSED / PROVIDED	
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	9819.1 SM (105,692 SF)			
ZONING	C3-A		CD-1	
HEIGHT	24 STOREYS ABOVE RETAIL PLINTH		TOWER A TOWER B TOWER C	39 STOREYS* 36 STOREYS* 35 STOREYS* *ABOVE RETAIL PLINTH
SETBACKS	NORTH (BROADWAY) SIDE (WEST) SIDE (EAST) SOUTH (10TH AVENUE)	5.5 M (FROM CURB) - - -	NORTH (BROADWAY) SIDE (WEST) SIDE (EAST) SOUTH (10TH AVENUE)	5.5 M (FROM CURB) - - -
FLOOR SPACE RATIO (FSR)	RESIDENTIAL: COMMERCIAL: TOTAL:	4.5 1.2 5.7	RESIDENTIAL: COMMERCIAL: TOTAL:	6.9 1.0 7.9
PLAZA	20,000 SF PER GWCP		20,000 SF AT-GRADE PLAZA 12,000 SF ELEVATED PUBLICLY ACCESSIBLE GARDEN (APPROX.) (REFER TO ARCHITECTURE / LANDSCAPE DRAWINGS)	

Development Statistics Summary

		REQUIRED	PROVIDED	
Parking (Residents)	Min. Requirement*	219	171	
Parking (Residential Visitors)	Min. Requirement*	49	49	
Parking (Non-Resi)	Min. Requirement*	115	220	
Loading (Residential)	Class A Class B	0 5	Class A Class B	5 5
Loading (Non-Resi)	Class A Class B	1 7	Class A Class B	1 1
Loading (Safeway)	Class C	1	Class B Class C	2 2
Car Share (COM-01)	Spaces	6	6	
Car Share (COM-02)	Spaces and Vehicles	17	17	
Passenger Drop-Off (Class A)	Resi Non-Resi	7 2	7 2	
Bicycle Parking (Residential)	Class A Class B	1,867 50	1,867 50	
Bicycle Parking (Non-Resi)	Class A Class B	33 18	33 18	
*with TDM and Transit Accessibility Reduction				

1.4 Summary of Applicable Policies

1.4.1 Grandview-Woodland Community Plan

The Grandview-Woodland Community 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 Grandview-Woodland Community Plan (GWCP) in the following ways:

Residential Density: The residential component of the application is proposed to be 100% rental, including a mix of non-market rental, totalling approximately 6.9 FSR. The proposed rental housing is greater than the residential density specified in the GWCP.

Commercial Density: The application proposes a mix of commercial components including grocery store and retail, childcare, and office totaling approximately 1.0 FSR. This is under the minimum commercial density specified in the GWCP.

Buildings Heights: The application includes three towers of 39, 36, 35 storeys (above retail plinth) which are taller than contemplated in the Plan.

Public Realm: 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. A key element of the plaza design includes an outdoor theater-type space with a feature amphitheatre for the public to watch performances and informally gather. The plaza also benefits from the location of main entrances for the grocery store, office and fitness, residential towers, the new publicly accessible gardens at level 2.

The public realm is now extended from the plaza to the garden court at level 2 offering an additional 12,000 SF and providing pedestrian connections from the plaza through the garden and down to E 10th Avenue.

Tower Separation: 24.4m (80') face-to-face separation between the residential towers is maintained.

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 near the Commercial and Broadway intersection.

In response, the proposed concept delivers beyond the GWCP to include significant purpose-built rental housing of approx. 981 new homes; office space and a mix of retail that will accommodate a grocery store, small scale CRU's, and childcare; and generous public space where special consideration has been given to an on-site plaza, including outdoor amphitheatre, and publicly accessible gardens that will contribute open space to the community.

1.4.2 Rezoning Policy For Sustainable Large Developments (2010, 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 Rezonings (applicable May 1, 2017).

The project response to the applicable Sustainable Larger Developments Policy is outlined in the updated 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.

2. Sustainable Food Systems

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

These strategies are detailed in the attached Sustainable Large Developments Report.

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.

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, additional Class A bicycle parking spaces, shared bicycle fleet, Public Bike Share station, multi-modal wayfinding signage, and walking improvements connecting the neighborhood to the nearby SkyTrain station via a dedicated public plaza provided on-site.

Summary of Applicable Policies

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.

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 approx. 971 rental units, including up to 99 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.

1.4.3 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 for Rental to include a unit mix consisting of at least 35% family units.

1.4.4 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 garden, which provides green and recreational spaces within the development.

The garden courtyard is partially secured as a resident amenity, with direct connection to the public gardens at the same level providing 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. Additional indoor and outdoor amenity spaces are located on the top of Towers A and B.

1.4.5 Green Buildings Policy For Rezoning (2010, 2022)

In order to decrease the energy demands and carbon footprint of Vancouver’s building stock the city has implemented and updated the Green Building Policy for Rezoning.

The project will comply with all items under this policy, as detailed in the Introba appendix report, including:

1. Integrated Rainwater Management and Green Infrastructure
2. Reporting of Green and Resilient Building Measures
   - Energy and Emissions Performance Limits
   - Embodied Carbon Limits
   - Resilient Buildings Planning Worksheet
3. Enhanced Commissioning
4. Energy System Sub-Metering

1.4.6 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 100% of units committed to a combination of market and non-market rental.

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.

1.4.7 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.

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 positively contributing to 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;
- 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.

1.4.8 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 cycling.

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.

1.4.9 Broadway Plan

Implementation of the Broadway Plan poses a paradox for development of the 'Safeway Site'. A principal objective of the Broadway Plan is to realize development potential on the new subway station sites, particularly as a response to the demand for affordable and rental housing.

Commercial-Broadway Station is a major node within the public transit infrastructure of the city. Not only is this modal interchange one of the busiest in Vancouver, but within western Canada. When the development strategy for sites within the Broadway Plan is compared to the provisions of the GWCP, and to the residential density proposed within the current re-zoning submission for the site, it is clear that an increase of residential density at the site is justified, and logical.

This 2023 Rezoning resubmission proposes an increase in density from the previously proposed 5.7 FSR to approx. 7.9 FSR. Although this density is greater than that originally envisioned for this site within the GWCP it is well within parameters that would be considered reasonable when compared to neighbouring sites within the Broadway Plan Corridor.

The following diagrams demonstrate the anticipated station ridership numbers and development potential of future Broadway Line stations. While Commercial-Broadway Station is already a major transit node, its development potential is significantly constrained relative to other stations.

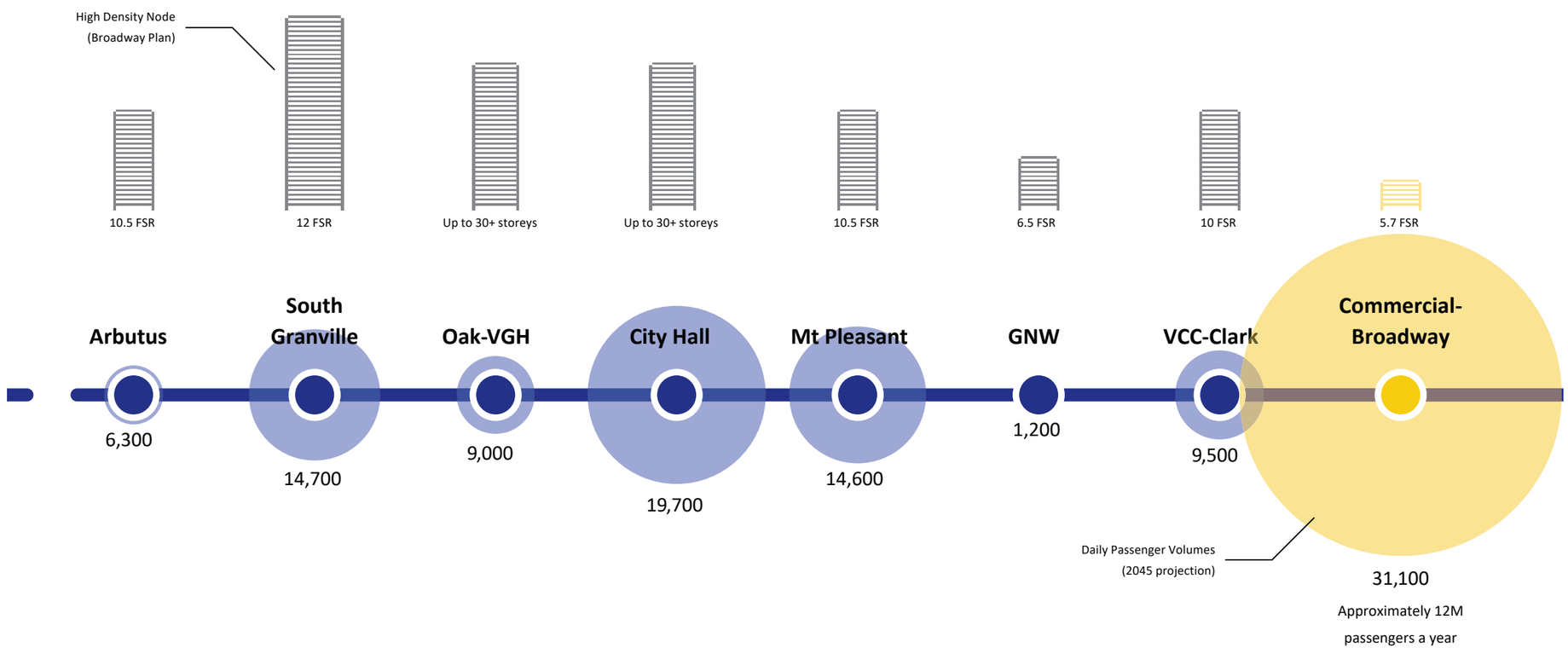
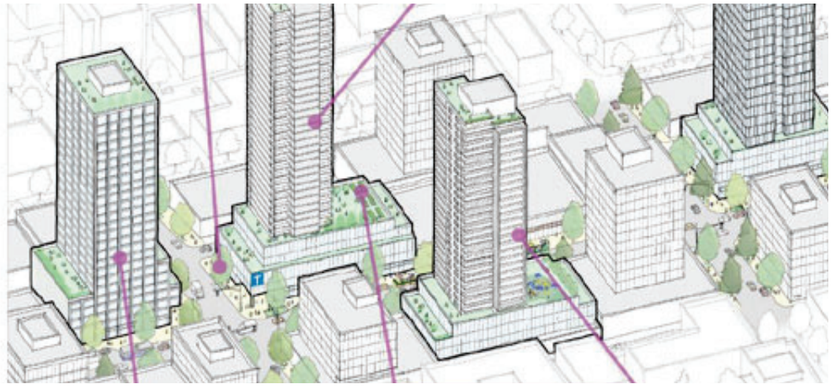


Figure 1.1: *Station passenger volumes and Broadway Plan densities*

Summary of Applicable Policies







	APPROVED REZONING		APPROVED BROADWAY PLAN			2021	2023
	1477 BROADWAY (SOUTH GRANVILLE STA)	**2538 BIRCH**	**ARBUTUS STATION**	**CITY HALL, OAK-VGH STATIONS**	**MOUNT PLEASANT STATION**	**BROADWAY + COMMERCIAL**	**BROADWAY + COMMERCIAL**
Height (storeys)	39	28	up to 25	up to 32 (view cone)	up to 30	Tower A: 29* Tower B: 28* Tower C: 24*	Tower A: 39* Tower B: 36* Tower C: 35*
Density	12.16 FSR	10.52 FSR	up to 10.5 FSR	-	up to 10.5 FSR	5.7 FSR	7.9 FSR
Strata Units **Rental Units** **Affordable Units**	- 223 ~45	- 258 ~58	TBD	TBD	TBD	215 345 93	- 882 99
Avg Daily Station Boardings**	14,700	-	6,300	19,700 (City Hall) 9,000 (Oak)	14,600	31,100	31,100

** Storeys above "retail plinth"*

*** 2045 Projection*

Figure 1.2: *Comparison of developments along the Broadway Plan corridor*



Street view looking east from the intersection of Commercial and Broadway towards the new plaza and anchor grocery store

Section 2.0

Urban Context

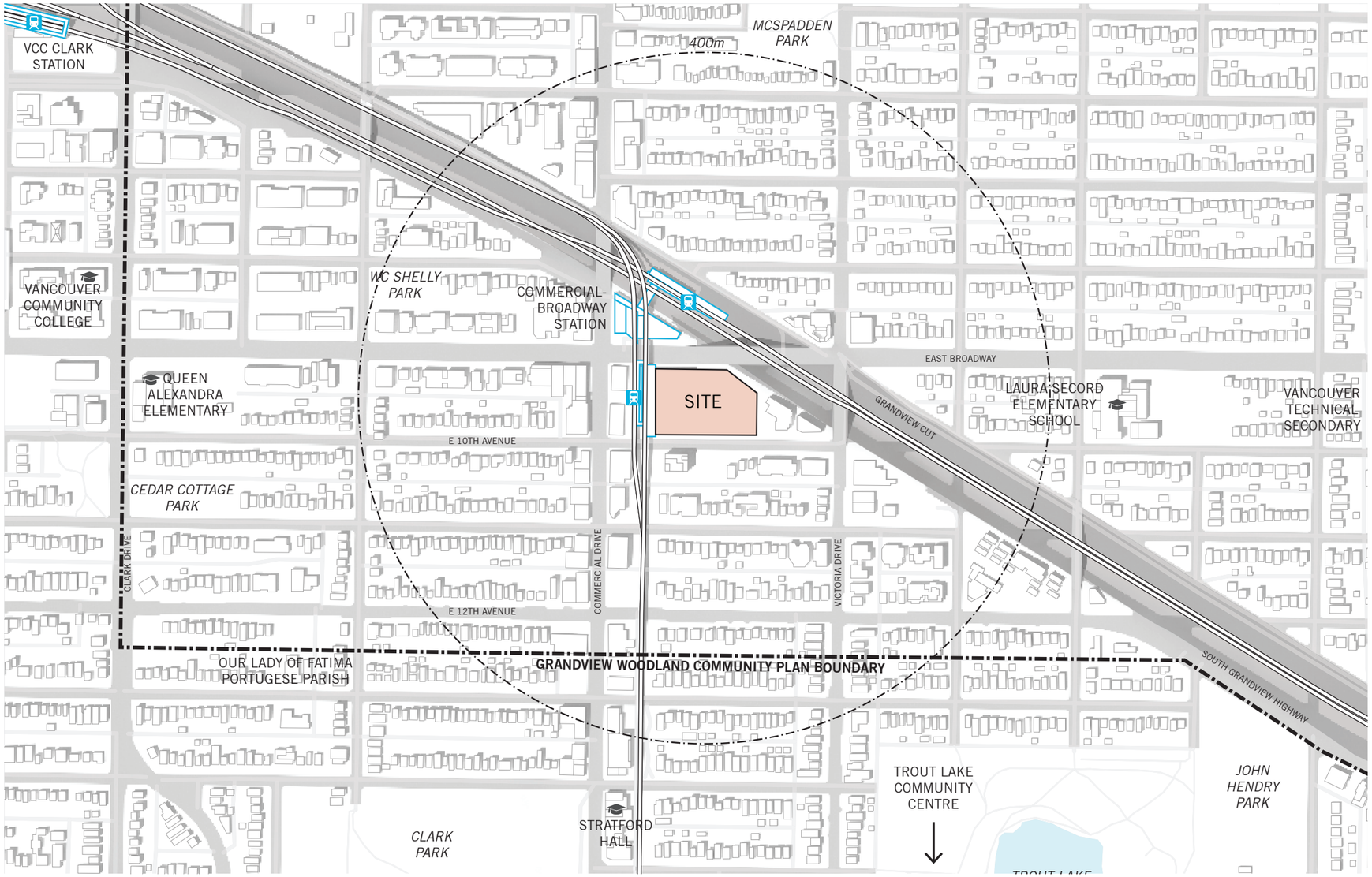
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2.3 Streetscapes
2.4 Existing conditions

2.1 Context Plan

2.1.1 Site Location

The site is situated within the Grandview Woodland neighborhood of East Vancouver, south of Broadway, and east of Commercial Drive. The site 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 multi-family low-rise buildings. To the west, Commercial Drive is a busy street lined with a variety of fine-grained retail and commercial establishments, especially north of the Grandview Cut. Trout Lake is located several blocks southeast.



2.2 Site Description

2.1.2 Existing Conditions

The project site is composed of 1 legal lot fronting Broadway and E 10th Avenue. It is currently the site of a Safeway grocery store with surface parking.

Area

The total site area is 9819.1 m2 (105,692 sf).

Grandview Cut

The north-east corner of the site is intersected by the Grandview Cut, a deep rail corridor that cuts at roughly 30° to the orthogonal street grid.

As detailed in the accompanying report, access for vehicular traffic and service vehicles for the Safeway store will be in the form of bridge elements from East Broadway across a portion of the Grandview Cut.



Figure 2.1: *1/1000*

2.3 Streetscapes

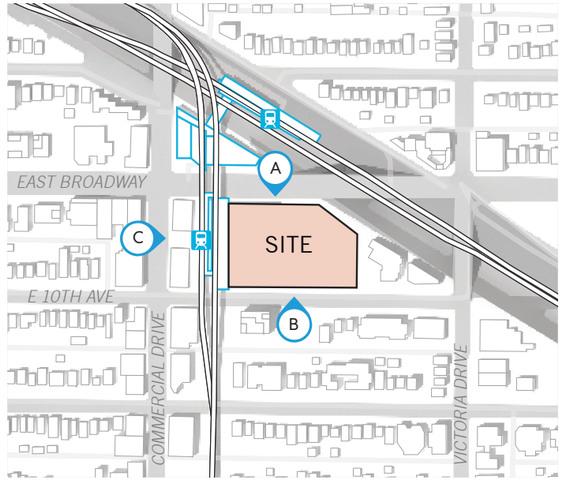


Figure 2.2: *Context Plan*



Figure 2.3: *C- Commercial Drive Streetscape - Elevation on Opposite Side of Station*

Streetscapes



Figure 2.4: *A-Broadway Streetscape*



Figure 2.5: *B- W 10th Streetscape*

2.4 Existing Conditions

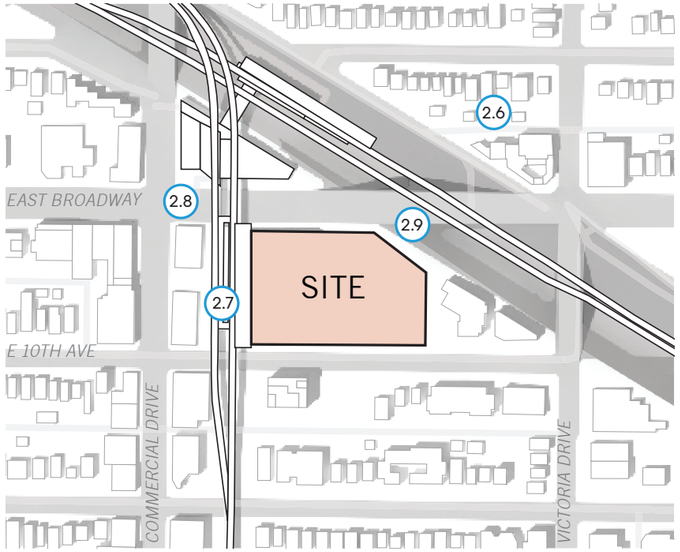




Figure 2.6: *Typical Neighborhood Single Family Homes*



Figure 2.7: *Mural Inside Commercial-Broadway Station*



Figure 2.8: *Commercial-Broadway Skytrain Station (Millenium Line)*



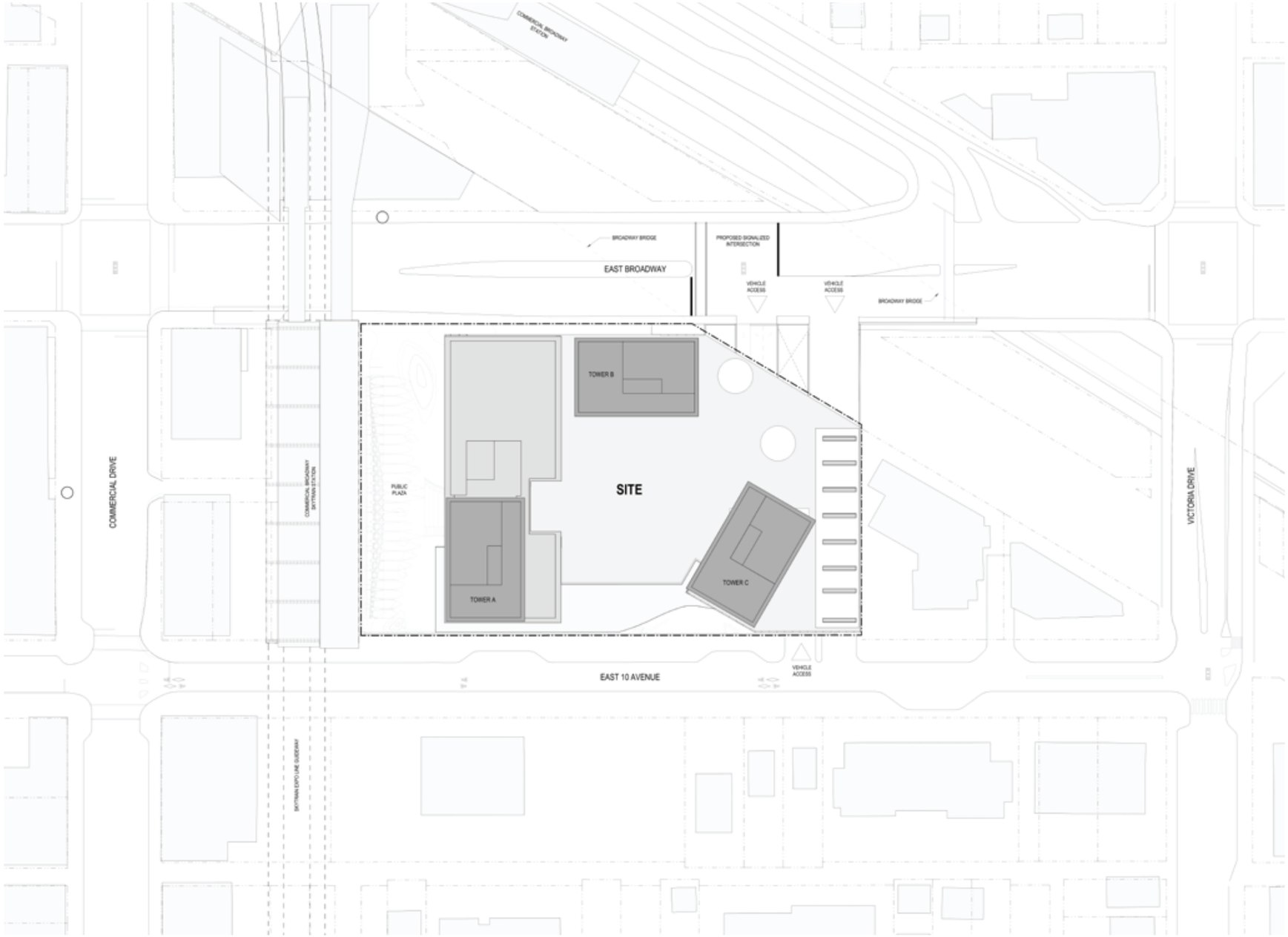
Figure 2.9: *The Grandview Cut*

2.5 Site Plan

2.5.1 Proposed Redevelopment

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.

The site plan illustrates the proposed form of development in response to both policy and urban context, as detailed in subsequent sections of this report.



Looking west down Broadway, the project extends the landscape of The Cut into the upper garden courtyard

Section 3.0

Rezoning Rationale

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3.4 Land-Use and Housing & Policy

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3.7 Transit and Vehicular Circulation

3.8 Pedestrian + Cycling

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3.10 View Cone Analysis

3.11 Other Applicable Policies

3.1 Grandview-Woodland Community Plan

3.1.1 Grandview-Woodland Neighbourhood Plan

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 outlines 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:

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 sf), arranged in a one- or two-storey configuration.

Heights

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.

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 ft..2), 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.

→ Rezoning Response

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.

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.

Three rental residential buildings of varying height rise above a landscaped garden courtyard level.

Additional amenities proposed for the development include private childcare, fitness centre, public bike share facility located and orientated to the 10th Avenue bike path.

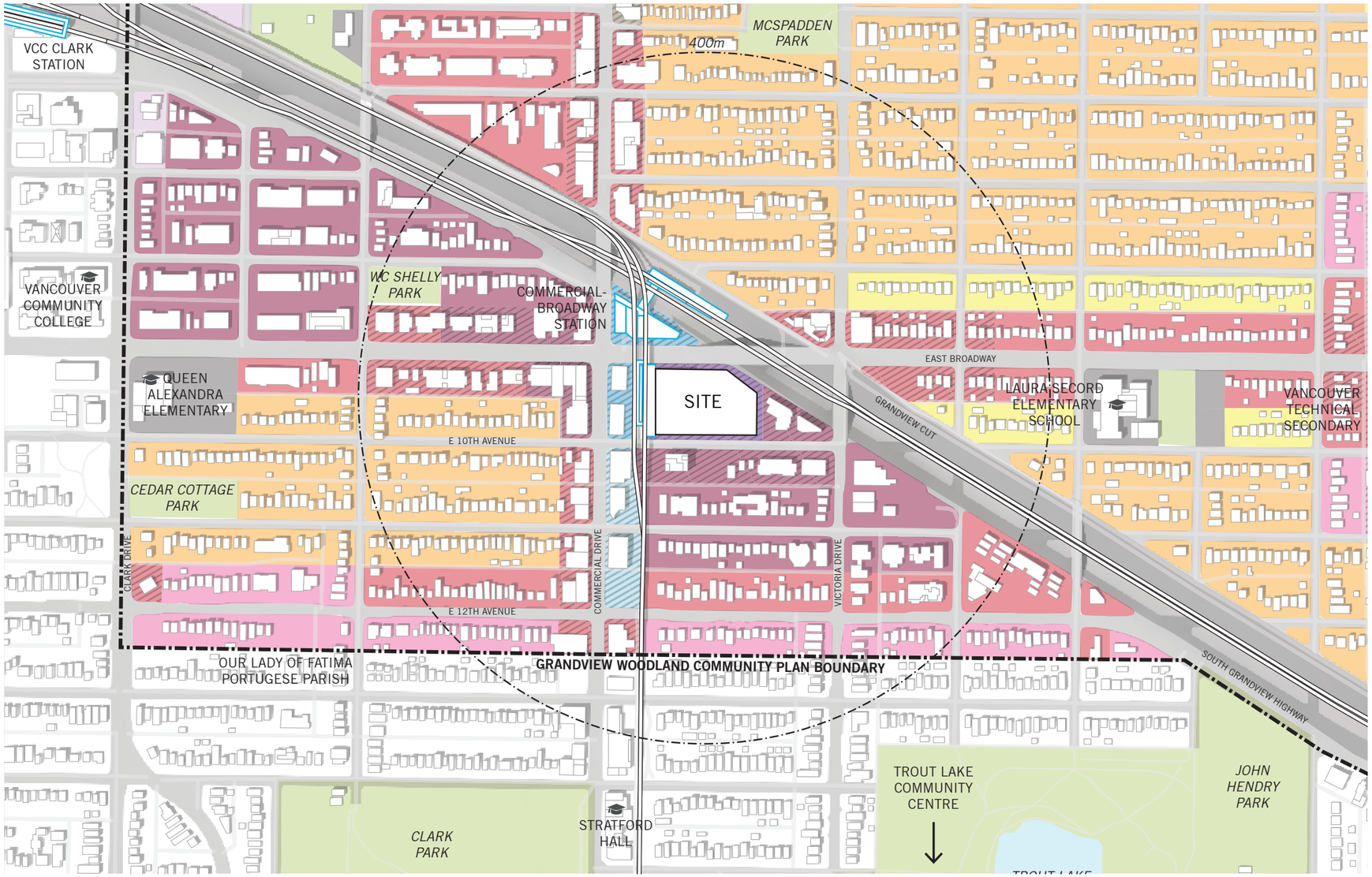
3.2 GWCP Plan Principles



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 GWCP Land Use Map



3.4 Land-Use and Housing & Policy

ITEM	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.	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. (GWCP 6.7.1)	Office Retail Large format grocery Residential Service
Housing Mix	-	Provide a broader array and an increased number of housing opportunities, including rental, non-market, and ownership options in a variety of forms	100% Market and 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)	Rental Residential: 35% Family Units

3.5 Broadway Plan

3.5.1 Application of Broadway Plan to Safeway Site

Approved by Vancouver City Council in June 2022, the Broadway Plan is a comprehensive area plan which focuses on opportunities to integrate new housing, jobs, and amenities around the new Broadway Subway.

The Safeway Site, directly adjacent to Commercial-Broadway Station, which is one of the busiest transit interchanges within the City and a location where the Millennium Line extension, upon which the Broadway Plan is predicated, integrates into the wider transportation network.

As outlined in section 1.4.9, the Broadway Plan should be seen as an enabling policy for the development of the Safeway Site, specifically related to the delivery of public benefit, building heights / density, and traffic / transportation planning.

→ Rezoning Response

The ambitions of this project are perfectly aligned with the policy objectives of the Broadway Plan providing a significant increase in rental housing stock, critical enhancements to shops, services and job space, and precedent setting public amenity.

Specifically to the policy aim of the Broadway Plan, this proposal creates an inclusive and affordable transit orientated neighbourhood, enhances the public realm and integrates cycling and active transportation to provide convenient access of the larger city and region.

This proposal will foster a robust and diversified economy for the Safeway Site, ensuring that retail services and supplementary commercial services are sized and located in a manner that responds to a growing population within the neighbourhood.

The design demonstrates leadership in sustainability and resilience, and the site will benchmark low carbon complex mixed use development within the city.

The interchange at Commercial-Broadway Station connects the Expo and Millenium Skytrain lines and provides interchange to a number of important bus routes. Integration of the scheme within the 10th Ave and Central Valley Greenway systems will further enhance the support for healthy transportation options.

As presented within this report, the scheme will provide a set of quite unique publicly accessible spaces that will enhance the public realm and positively transform the immediate neighbourhood.

In some respects it could be argued that the appropriate and successful development of the Safeway Site is a condition for the full realization of the Broadway Plan.

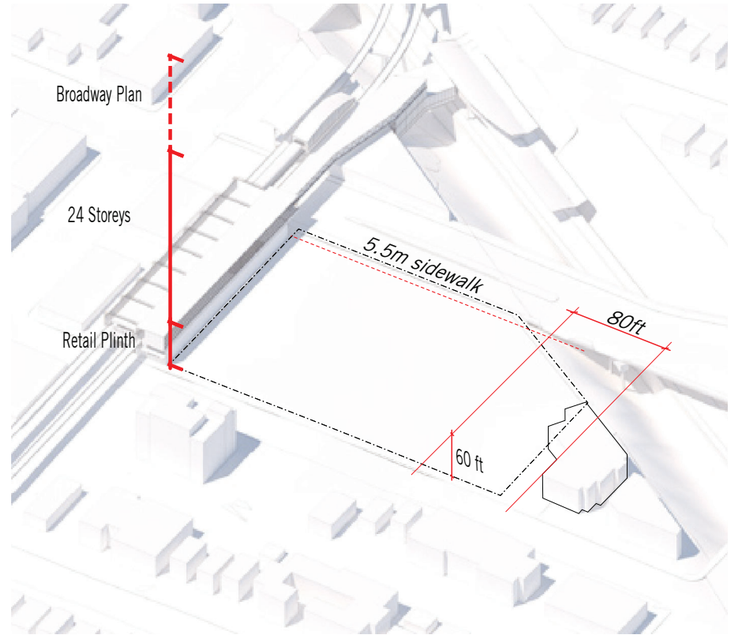


Figure 3.1: *Safeway Site Constraints*



Figure 3.2: *The Broadway Plan, CoV*

3.6 Form of Development Zoning & Policy

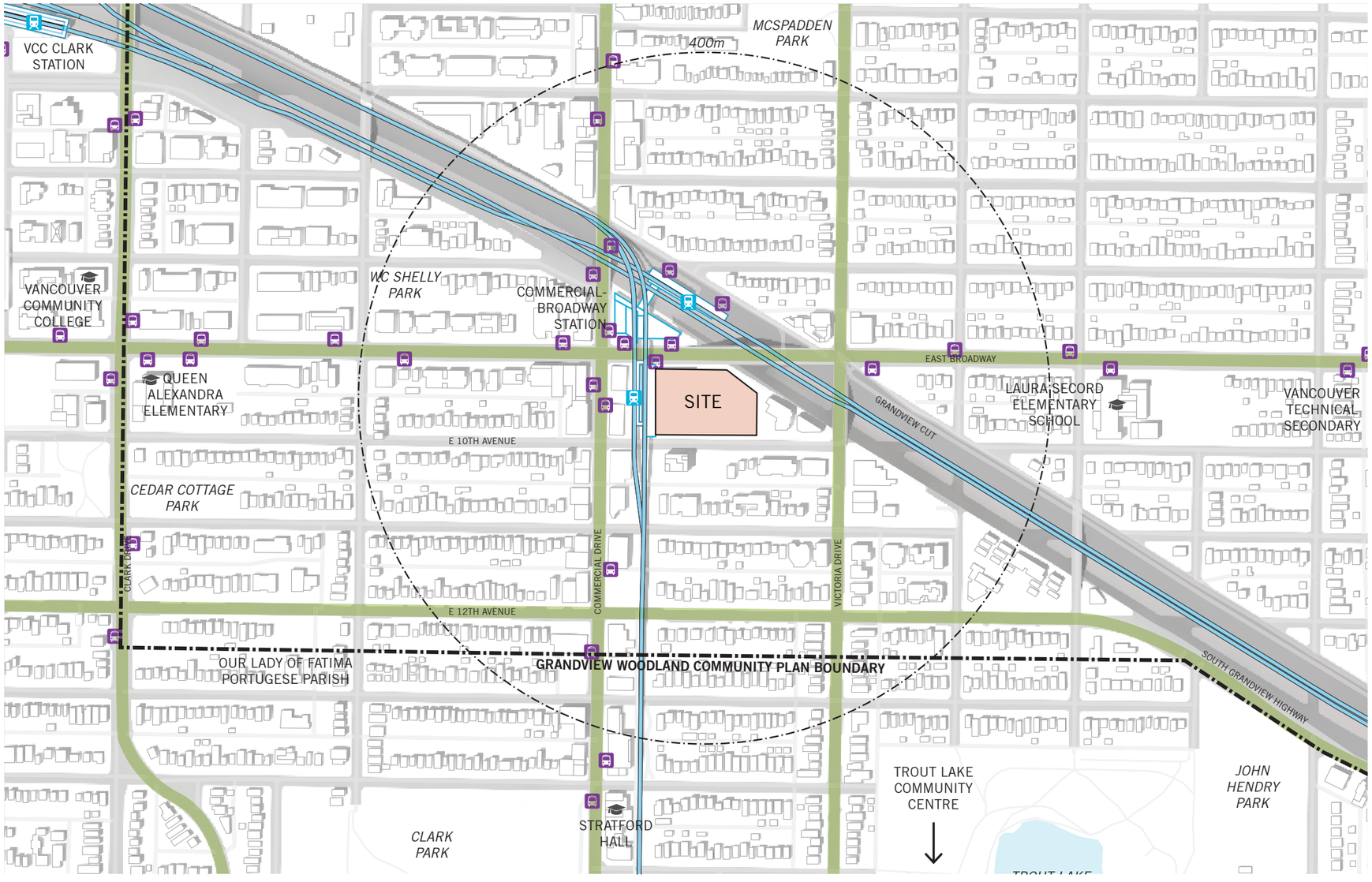
ITEM	CURRENT ZONING (C3-A)	GRANDVIEW-WOODLAND COMMUNITY PLAN	PROPOSED CD-1
Building Height	9.2 m (30')	Perimeter heights will be generally 6 storeys above the retail plinth. Key anchor points within the site with heights ranging from 12 to 24 storeys above the retail plinth. (GWCP 6.7.1)	Tower A: 39 storeys* Tower B: 36 storeys* Tower C: 35 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)	Rental Residential: 6.9 FSR Commercial: 1.0 FSR Total: 7.9 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 m2 (6,500 sf). (GWCP 6.7.1)	Typical Tower Floorplate: 644.4 m2
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.
Public Realm	-	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. (GWCP 6.7.1)	Setback from Broadway for increased sidewalk Public realm improvements including trees, bicycle racks, patios, lighting, public art
Public Plaza	-	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. (GWCP 6.7.1) Pursue new and improved hard-surfaced plaza areas as part of key new developments. Programming should consider cultural programming, markets, outdoor theatre, kid's festivals, and weather-proofing measures. (GWCP 9.2.1)	20,000 sf Public Plaza located adjacent to Commercial-Broadway Station, per the conceptual site diagram in the GWCP (Figure 6.50). Activated by retail and programming opportunities through the introduction of a feature landscape trellis and amphitheater connecting up to the Upper Garden level. In addition, approx. 12,000 sf publicly accessible gardens on L2 is provided to connect the plaza to E 10th Ave. Refer to Section 5.0 for more detail.

3.7 Transit and Vehicular Circulation

Currently, Commercial-Broadway Station is one of the busiest transit hubs 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

*Future extension to Arbutus as part of Broadway Subway project - under construction



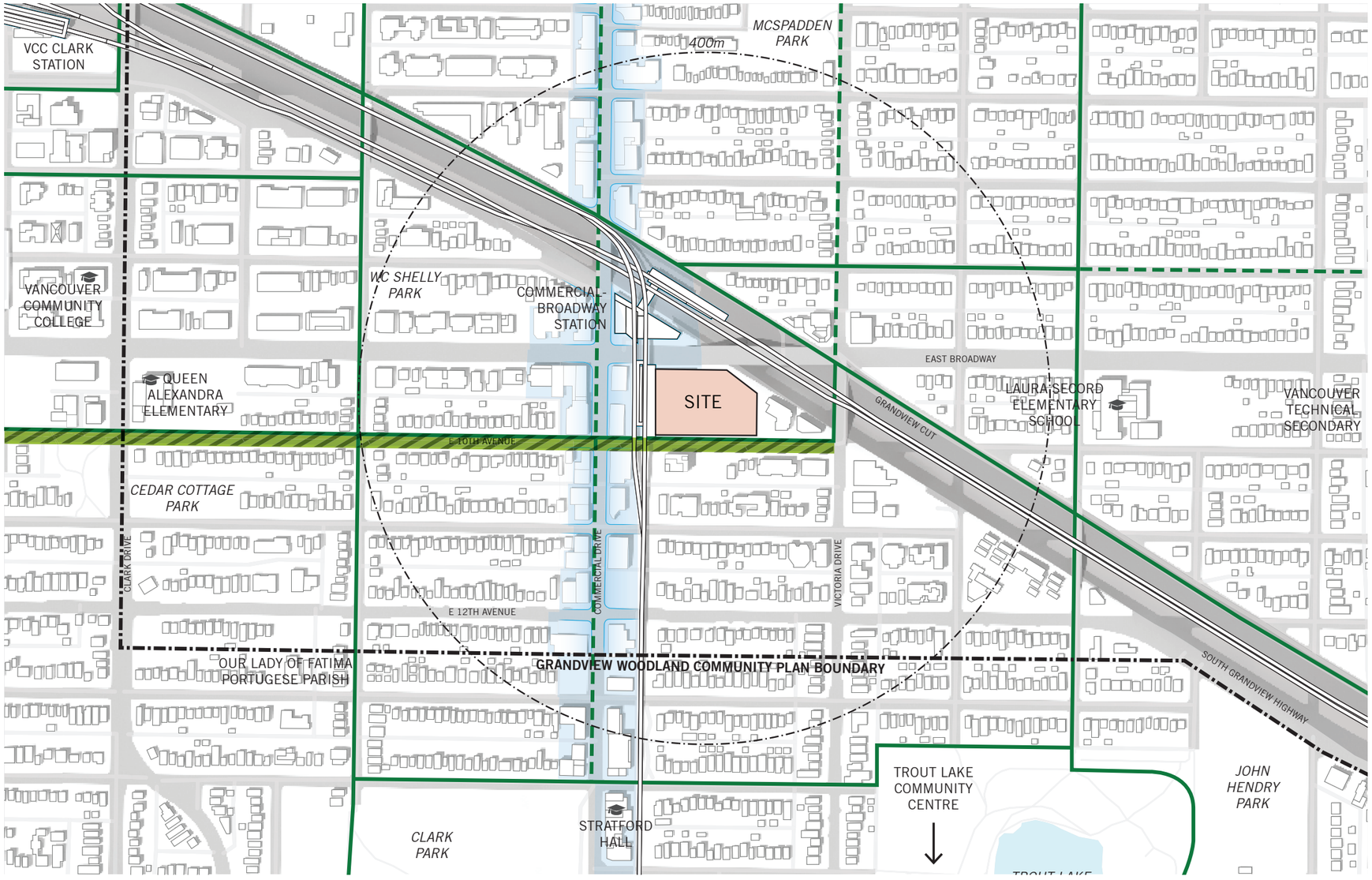
3.8 Pedestrian + Cycling

Walking Design Strategy

- 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

Cycling Design Strategy

- 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



3.9 10th Avenue Corridor Project

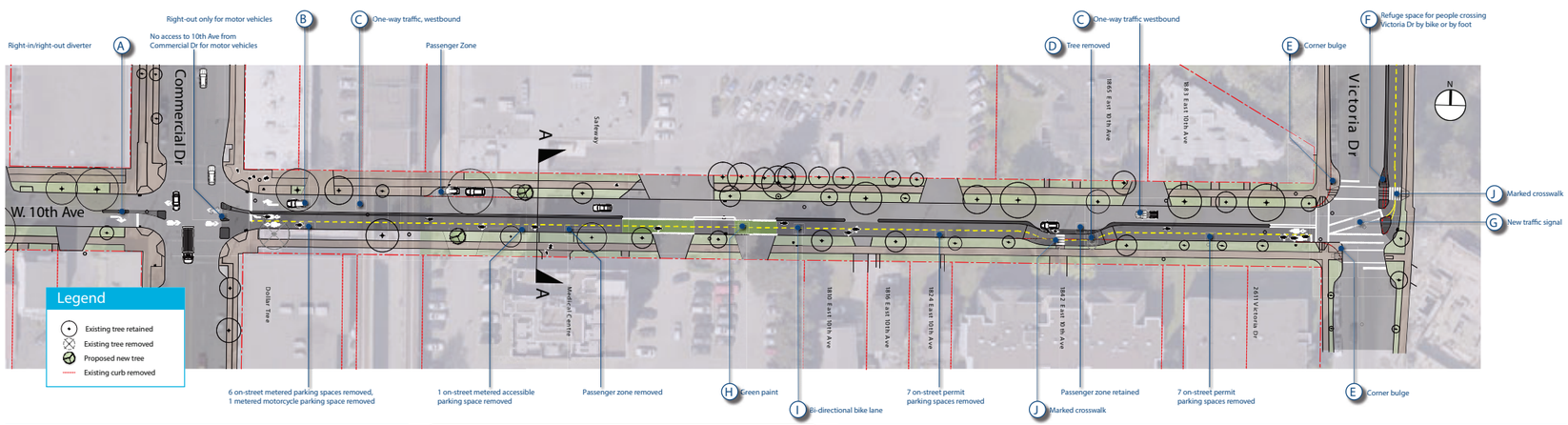
As part of the Grandview-Woodland Community Plan, the 10th Avenue Corridor Project seeks to:

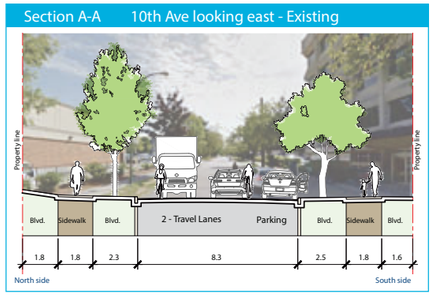
- Improve comfort and accessibility for people on foot
- Upgrade 10th Ave so that it is safe and comfortable for people of all ages and abilities
- Accommodate the loading and access needs of adjacent businesses, health services, and the Skytrain station
- Preserve as much of the street's healthy and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

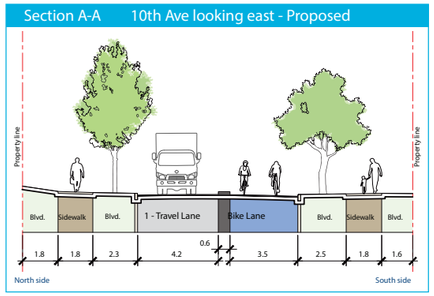
As part of the project, the proposed design includes a new traffic signal at the 10th Ave and Victoria Dr. intersection, as well as fully separate vehicle and bicycle traffic by converting the block to a one-way westbound street for motor vehicles with a bi-directional (two-way) bikeway on the south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

This project is currently in the stages of implementation.








Existing 10th Ave


10th Ave from Commercial Dr


Victoria and 10th Ave intersection - pedestrian crossing

	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 Cone 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

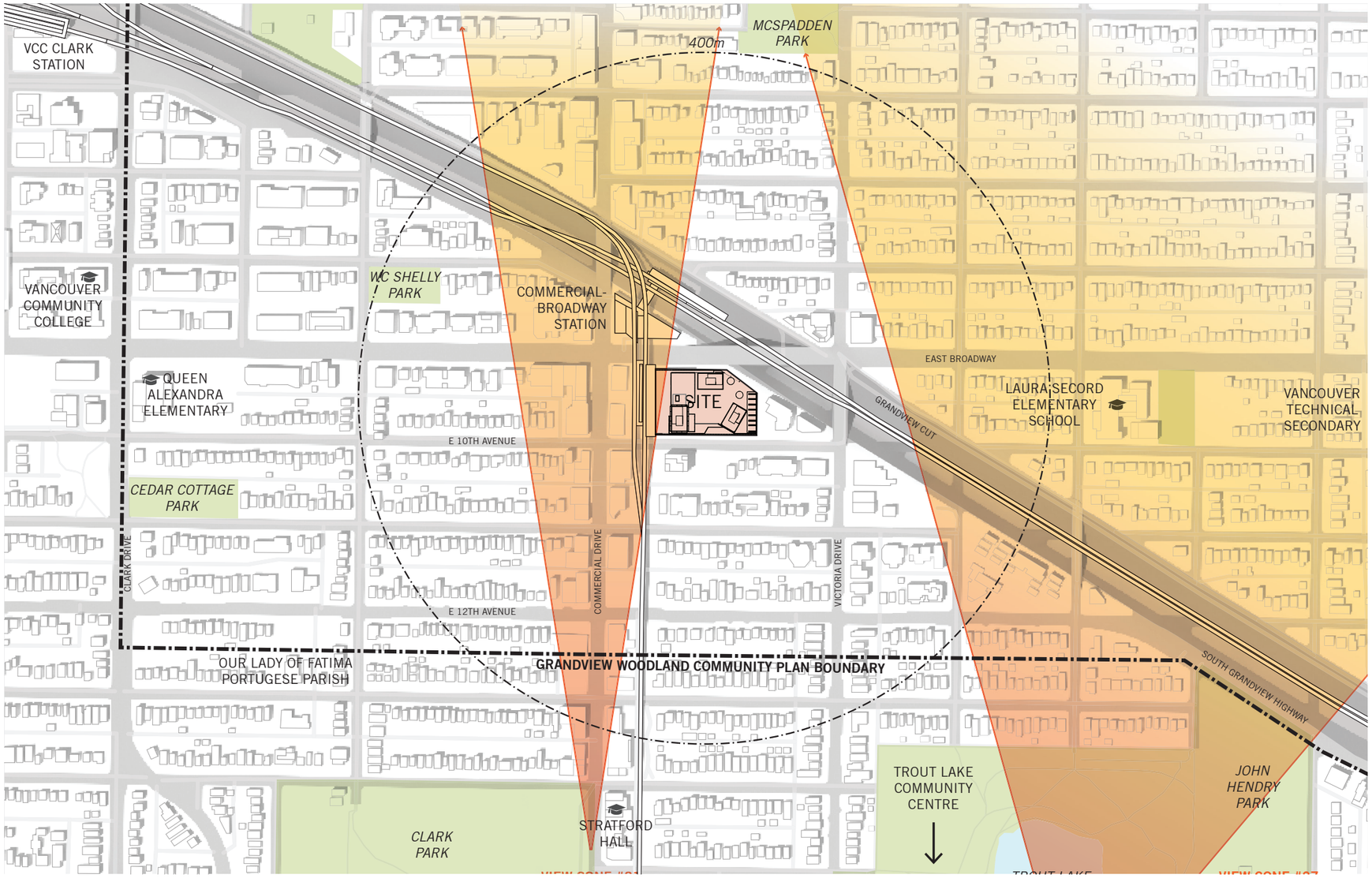
View Cone #27 - Trout Lake

- 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.



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 strategies to achieve the minimum of 30 points for each of the project's component land uses.



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.

Other Applicable Policies

Green Building Policy for Rezonings (2010, 2022)

In order to decrease the energy demands and carbon footprint of Vancouver's building stock the city has implemented and updated the Green Building Policy for Rezoning.

- Integrated Rainwater Management and Green Infrastructure
- Reporting of Green and Resilient Building Measures
  - Energy and Emissions Performance Limits
  - Embodied Carbon Limits
  - Resilient Buildings Planning Worksheet
- Enhanced Commissioning
- Energy System Sub-Metering

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.

A new urban plaza provides a flexible space for community gathering and performance

Section 4.0

Design Rationale

Contents

4.1 Design Principles

4.2 Key Design Considerations

4.3 Organization of Functional Programme

4.4 Form and Massing

4.5 Architectural Character Concept

4.1 Design Principles

4.1.1 Bing Thom's Nine Big Ideas

Bing Thom Architects proposed nine 'big ideas' through which the design of the Broadway and Commercial development would be tested to ensure that the project vision was fulfilled. These 'big ideas' remain relevant to the current scheme and form core principles through which design decisions have been indexed against.

At the heart of these principles is the term 'community social' which was used by Bing Thom Architects to capture ideas of the particular vitality of the neighborhood, the eclectic nature of the project and its transformative potential.

The nine 'big ideas' are summarized below;

1. Dynamic Gateway Opportunity

The Broadway and Commercial site (hereafter referred to as the Safeway site) is an important and recognizable node within the City. Development of the Safeway site has the potential to create positive activation and to act as symbolic gateway between the downtown urban core and the metropolitan areas beyond. The highly visible scheme will become precedent setting, and it is important that in architectural terms that it is bold and assured, even heroic.

2. A Reason to be Here

The Safeway site is a logical location for high density development. The scale of the development provides critical mass for enhancement and invigoration of the neighborhood. It is somewhere that suffers from being a point of transition, whereas it should become a destination. The site location is important as the busiest transit interchange within the city, and its elevation marks it as a powerful symbol of positive change.

3. Reunite the Drive

Commercial Drive is interrupted at the intersection of Broadway by the east/west rail corridor 'the Cut'. The nature of Commercial Drive to the north is quite different to that south of the cut. The location of the Safeway site to the south of the cut provides an opportunity for a development catalyst for reunification of south Commercial Drive to the more vibrant northern part of the street. The Safeway site can be considered as a 'weld point' where the strength of the connection is greater than the current adjacency.

4. A Vibrant Local Economy

The immediate area around the Safeway site is quite ambiguous, and suffers from a lack of positive identity. The development has the potential to reinvigorate this area and to complement the dynamic qualities of north Commercial Drive. The scale of the development will provide a "critical mass" enhancement of the on-site commercial activities as well as support a vital and diverse local economy.

5. New Homes

The development is considered in terms of the creation of new homes, not units. Each home must be composed of livable spaces, supported by meaningful amenity and access to gardens and a range of safe outdoor spaces. Bing Thom Architects had characterized the potential of the site as the creation of a true vertical village.

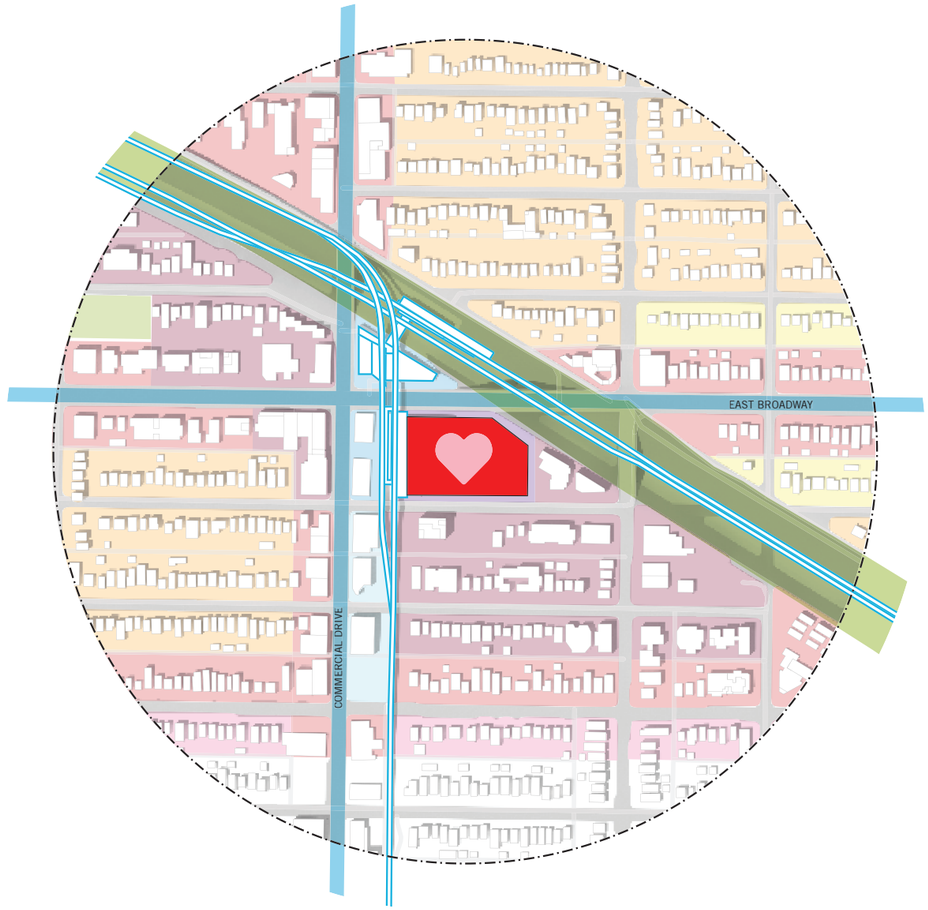


Figure 4.1: *The site sits at one of the most dynamic nodes within the city. It is a gateway project and a catalyst for positive social development.*

6. Family Space

At the heart of the project is the belief of the importance to create homes for families. This must inform the size and layout of the individual homes but also to extend beyond the threshold of the home. Spaces must be considered in respect to the family and the child, be safe and secure, but also stimulating and life enhancing. The Dutch architect, Aldo Van Eyck, proposed that the city be considered in respect to the house, and that the house be considered in respect to the city. This development must embrace the common values of both the intimate and the broader, societal family of Vancouver.

7. Green Urbanism

The development must consider landscape strategies as major generators of design. This is not landscape as a mediating edge but fully integrated into a cohesive and coherent structured approach to high density urban development. The architecture of the development must be responsive to the creation of meaningful green spaces but to do so in a manner that captures the idea of 'green urbanism', a microcosm of the garden city.

8. Architecture and Culture

Not only is this development seen as a catalyst for change, but also as a reflection for the drive of our community for what is progressive and positive. The dynamic culture of Vancouver must inform the project which in turn must act as a symbol of optimism. Perhaps paradoxically the development must also embrace continuity, memories and evolution of forms of living that look forward, but that respect the essence of the 'genius loci' of both its immediate and City context.

9. Progressive Architecture

Although the notion of what is progressive in terms of design often becomes confused with subjective notions of style and superficial concerns, the development has an important role in challenging narrow orthodoxies. Truly progressive, the project should embrace performance as well as formal based design criteria. The project should be environmentally responsive and fully committed to becoming an exemplar for future development within the city.

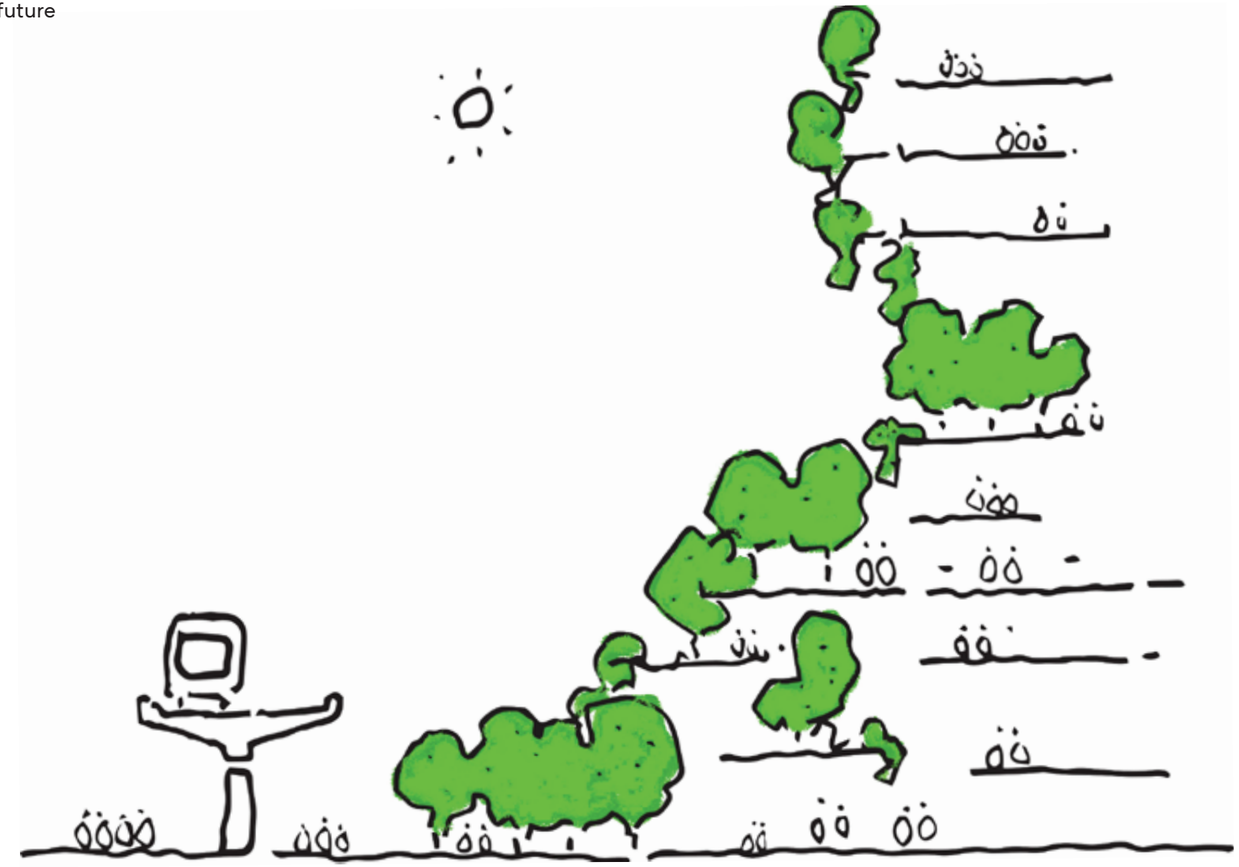


Figure 4.2: *Bing Thom Architects big ideas include green urbanism to inform development of the design concepts*

4.1.2 Happy City - Healthy City Goals

In addition to the nine 'big ideas' the set of pre-planning guidelines prepared by Happy City to address the goals of the Healthy City form sets of principles through which the design has been critically reviewed and developed.

The current proposal has addressed the headline issues raised by Happy City following the earlier Bing Thom scheme.

These include the size and location of the grocery store, ground level parking, and the status of the public plaza.

The recommendations which are reflected in the design proposal are summarized below;

- Housing
- Shared Space
- Mobility
- Green Space and Nature
- Building Construction and Design

Housing

Offer collective housing options that nurture social support and relationships

Amenities which offer opportunities for community models such as Co-housing and household clustering should be safeguarded. These amenities should be meaningful and be supported by a range of spaces of different scales to promote social interaction within proximity of smaller groups of homes within the overall development.

Help people stay longer / support longer tenure

A modular approach to the planning of homes may facilitate longer term flexibility in internal plan arrangement. A variety of home types should be provided, but where the type plans are regular and accommodate a degree of modification without the challenge of irregular geometry. Homes should be designed to be spatially non-discriminatory and support broad social integration.

Shared space

Build a generous and inclusive public realm

Public open space should be provided that supports regular, casual use and satisfying social encounters not just for the residents of the development but for the whole neighborhood.

Public art on the site should offer a strong sense of meaning for residents, businesses, visitors and transit users. Public art should reflect the diverse cultural aspects of this part of the City.

Create semi-private and shared spaces that enrich village life

The Podium green space (hereafter referred to as the courtyard garden) should provide an active front yard for residents. Main entrances to the residential blocks should be located off the courtyard. The concierge facility should serve both a social and security function. The design should embrace all-season use of the courtyard with a range of 'social magnets' integrated into the design. Communal amenities at this level should be designed to boost foot traffic. Arrange homes to overlook the courtyard and so convey a sense of passive security.

Mobility

Make walking wonderful

Support the public realm along the edge on Broadway. Although previous recommendations called for an active commercial edge on Broadway, this has been determined as being unrealistic. However the design of the grocery store frontage along Broadway should provide visual permeability and avoid the perception of a blank façade.

Provide a safe well lit pedestrian link between Broadway and East 10th Avenue to provide permeability and address concerns of the site becoming a barrier to active mobility.

Reduce car dependence

Bike share stations and great bike services should be provided and be easily accessible, within close proximity to the Skytrain station, both at grade and as dedicated resident bike parking within the parkade. Designated car parking for car share vehicles should be considered.

Design Principles

Green Space and Nature

Ensure diverse nature and green space is accessible to residents, visitors and transit users

Shared gardens throughout the residential development should be considered and provided in a variety of forms and scales.

Building Construction and Design

Become a city of Vancouver best practice in environmental sustainability and human wellbeing

The location of the Safeway site demands that noise mitigation is considered in both the design and the selection of building materials. These considerations will also inform landscape strategies throughout the development and the creation of well insulated internal and social spaces which are conducive to pro-social activities.

The development should showcase best practices in respect to the new standard for sustainable building, and be an exemplar of the Renewable City Strategy.

Support small business and local entrepreneurship

Small retail destinations should provide a range of commercial experiences within the public realm at ground level. The retail nature should be complementary to that of Commercial Drive, and have a strong local ambience.



4.2 Key Design Considerations

4.1.3 At Grade Public Open Plaza

The Grandview-Woodland Community Plan requires that the site provides a generous public plaza at grade.

The plaza should be legible in urban terms; functional and a meaningful public space providing connectivity between Broadway and East 10th Avenue.

The design rationale for the plaza is discussed in more detail within Section 5.0 of this report.

4.1.4 Animation of Edges

It has been recognized that 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'.

The design must reconcile the functional demands of this type of retail with measures to provide activation of the public plaza and generosity to its address on Broadway and East 10th Avenue.

4.1.5 Pedestrian Access to Grocery Store from Broadway and East 10th Avenue

The Grandview-Woodland Community Plan suggests two alternative conceptual strategies for the location of the grocery store, the configuration of the public plaza and the route through the site. Convenient access from both Broadway and East 10th Avenue to the single entry point for the grocery store needs to be provided.

4.1.6 Small Scale Retail

The relationship of the scheme to its immediate context, and particularly to the character of Commercial Drive North is seen as being of fundamental importance to its success. The large format grocery store should be complimented by small scale retail opportunities which contrast in scale and use and which may offer non-conventional formats for retail.

The location of such retail units has been considered in the past and it has been suggested that the elevation of the development along Broadway would benefit from active retail frontage.

The proposal presents an alternative recommendation, where the Broadway elevation at grade is dominated by a glazed elevation for the grocery store.

Retail within the public plaza is clustered towards the southern end, wrapping around onto East 10th Avenue. CRU units have also been introduced along the East 10th Avenue elevation to further animate the Greenway.

4.1.7 Context and Genius Loci

As discussed elsewhere in this report the character of this part of the city is unique and specific. This development will, by its scale and density, alter the nature of the neighborhood and how the Broadway and Commercial Drive intersection is perceived throughout the city.

The valued historic fabric of the area must be considered alongside the zones of ambiguity and transition – particularly the immediate area around the Safeway site. The scheme must aim to be responsive to the spirit of the place whilst at the same time offering an optimistic forward looking image for the demands of the 21st century city.

4.1.8 Transit

The relationship of the adjacent Skytrain station is an important design consideration. The main entrance to the station is at grade from Broadway with a secondary at grade entrance from east 10th Avenue.

The Grandview-Woodland Community Plan illustrates a potential mid-block connection between the station and the development site which should be safeguarded, although the current design for the expansion of the station makes no such concession.

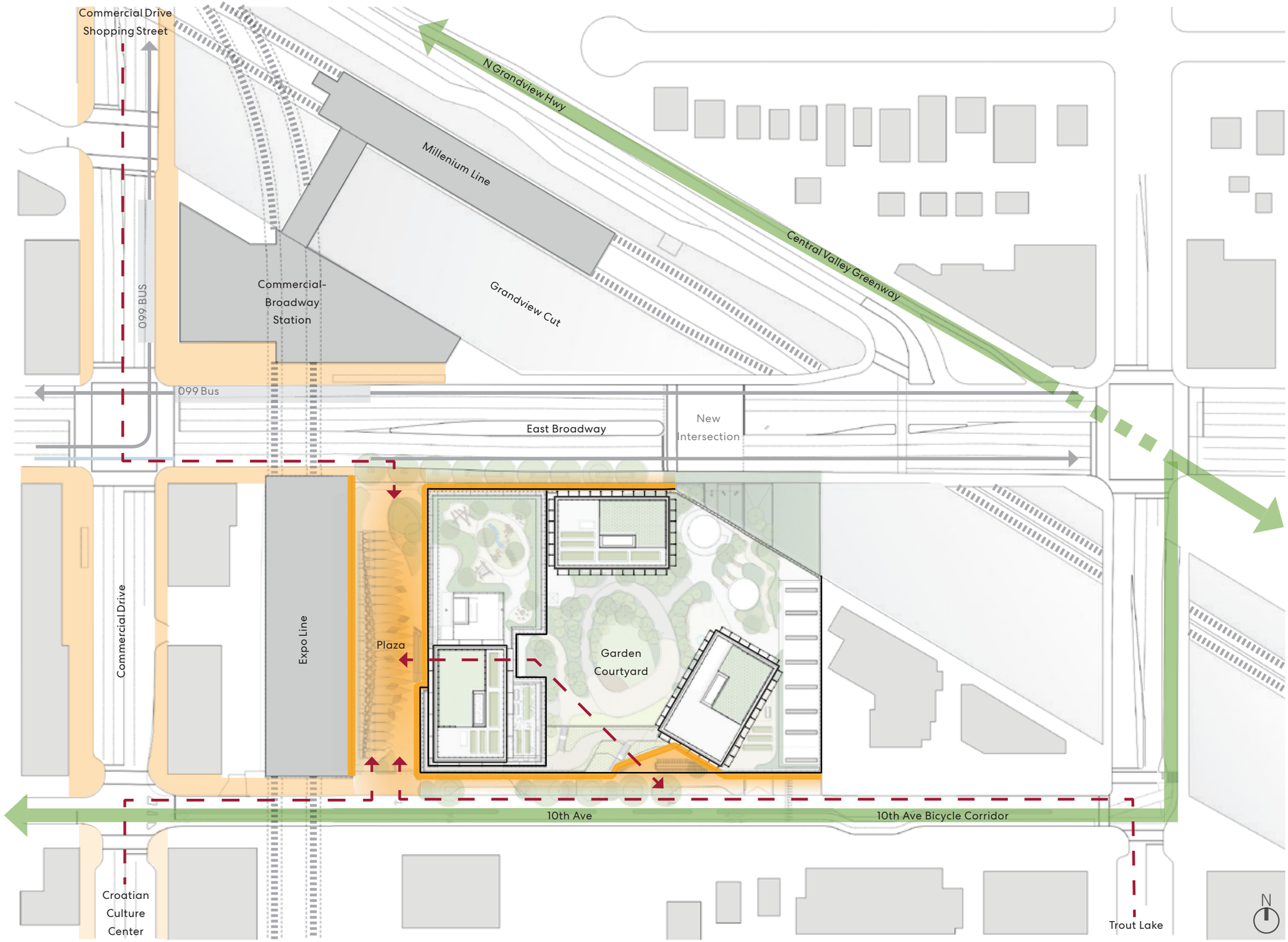
The transit hub of Broadway and Commercial should be enhanced by the scheme, with the plaza connecting the two ends of the station and providing a vibrant active public open space providing spatial amenity at the point of modal interchange.

4.1.9 Landscape & Sustainability

The angled intersection of the site with the Grandview Cut provides both a geometric opportunity as well as inspiration for a "re-wilded" landscape strategy.

Since it's initial constructed purpose as a rail link between East Vancouver and the False Creek Flasts, the Grandview Cut has become a contiguous ecological corridor for both flora and fauna and provides a reference for project ambitions related to landscape and sustainability.

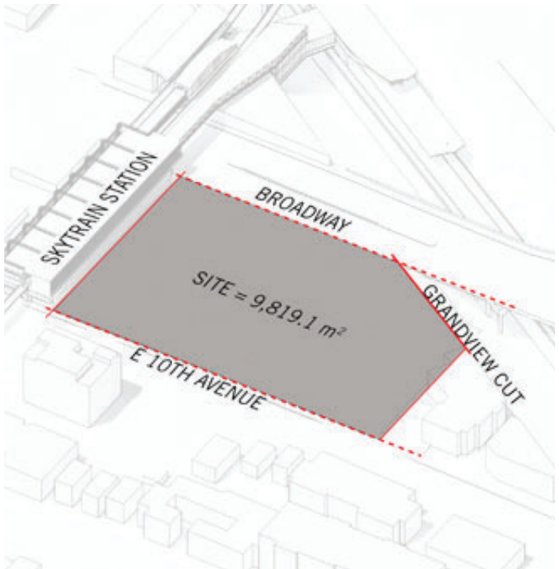
Key Design Considerations



LEGEND

- Public Plaza
- Transit
- Greenway / Bicycle Route

4.3 Organization of Functional Programme



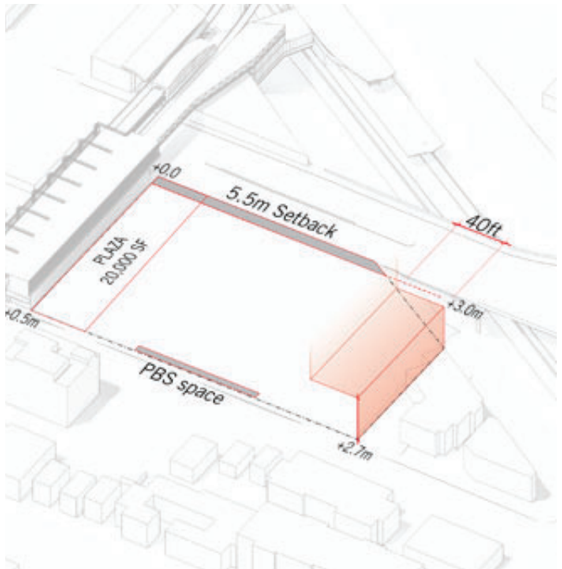
1 Site Constraints

North: Broadway Ave

East: Grandview Cut

South: 10th Avenue Bikeway

West: Commercial-Broadway Station



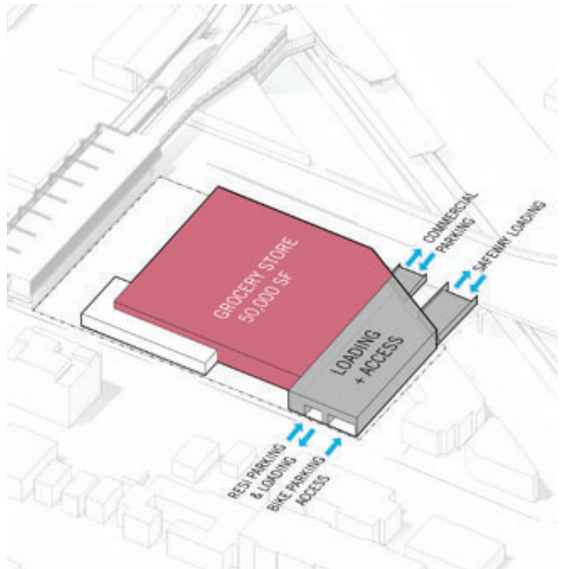
2 Setbacks

20,000 sf Public Plaza

Broadway setback of 5.5 m

East: 40 ft. building separation for all buildings above podium

Public Bike Share on 10th Ave

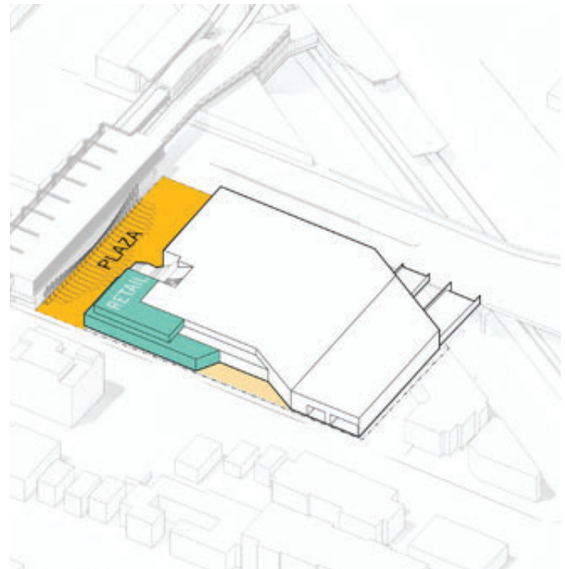


3 Grocery Store and Vehicle Access

± 50,000 sf Grocery store

Loading and commercial vehicle access via new access bridges from Broadway

Residential vehicle access and bike entry from E 10th Avenue

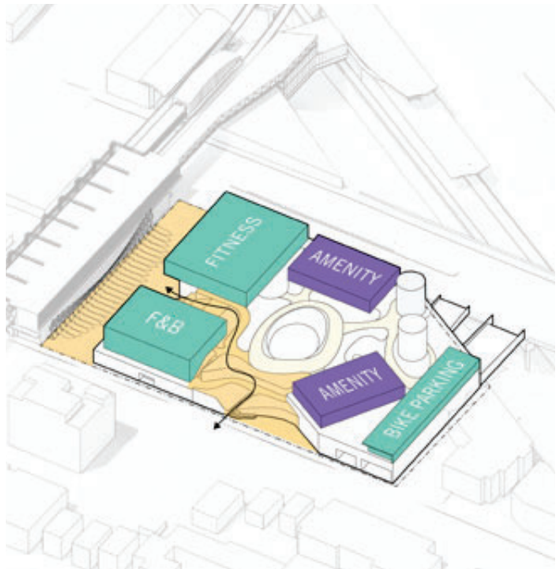


4 Plaza and Retail

20,000 SF at-grade public plaza with additional public space along E 10th Ave

Anchor retail at-grade at the southern end of the plaza on L1 / L1M and additional retail along E 10th Avenue

Organization of Functional Programme



5 Garden and Amenities

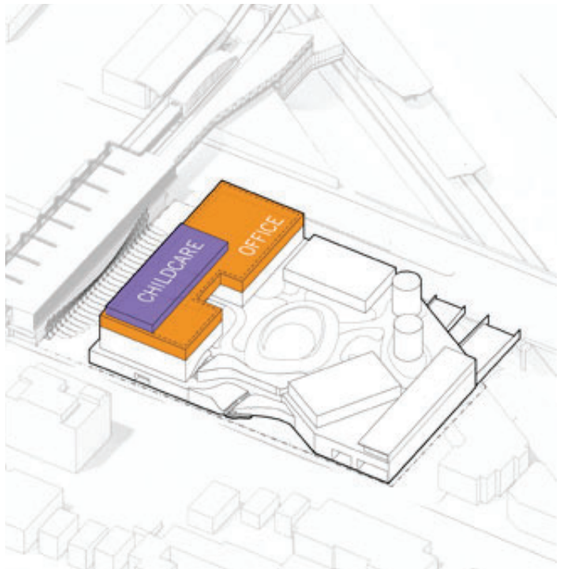
Publicly accessible garden (~12,000 sf)

Retail: F&B, Fitness under Tower A

Residential Amenities under Towers B, C

Elevated bike parking

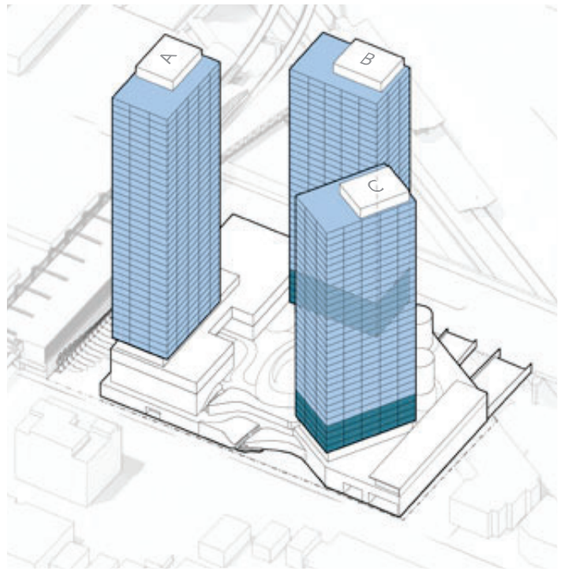
Porosity between amenity buildings



6 Office + Private Childcare

Office Space on L3

Private Childcare Indoor + Outdoor on L4



7 Rental Residential

Tower A: Market Rental

Towers B, C: Market and Non-Market Rental



8 Courtyard and Rooftops

Verdant public and semi-private L2 garden courtyard

Residential amenities on rooftops of Tower A, B

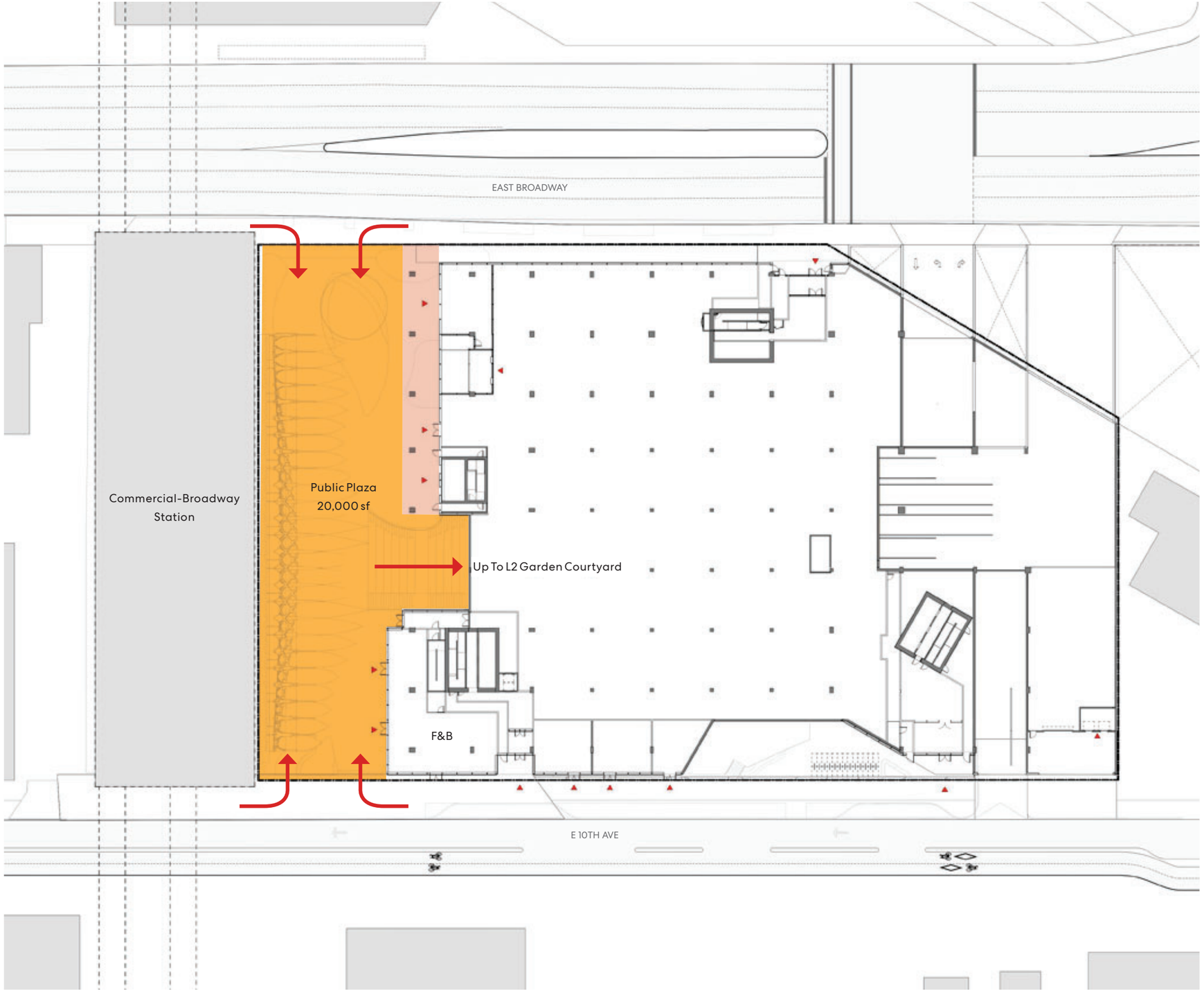
4.3.1 Public Plaza

The provision of the 20,000 sf public plaza is the primary organizational driver of the design.

The scheme proposes that this plaza run north south along the eastern edge of the Skytrain station extension at the westernmost boundary of the site. This location and configuration of the public open plaza is in accordance with the illustrative material set out in the Grandview Woodland Community Plan.

The at-grade Public Plaza of 20,000 sf is exclusive of additional area under the building overhang that provides circulation and access to the commercial programs (Safeway, Office, etc), but includes activating landscape elements as detailed in Chapter 05 - Landscape.

The south end of the Plaza, fronting E 10th Ave, is anchored by an F&B retail unit that will provide activation and animation of the corner both at the ground and upper terrace level.



Organization of Functional Programme

4.3.2 Garden Courtyard

The roof of the grocery store creates the garden courtyard within which the front door lobbies of the residential towers are accessed.

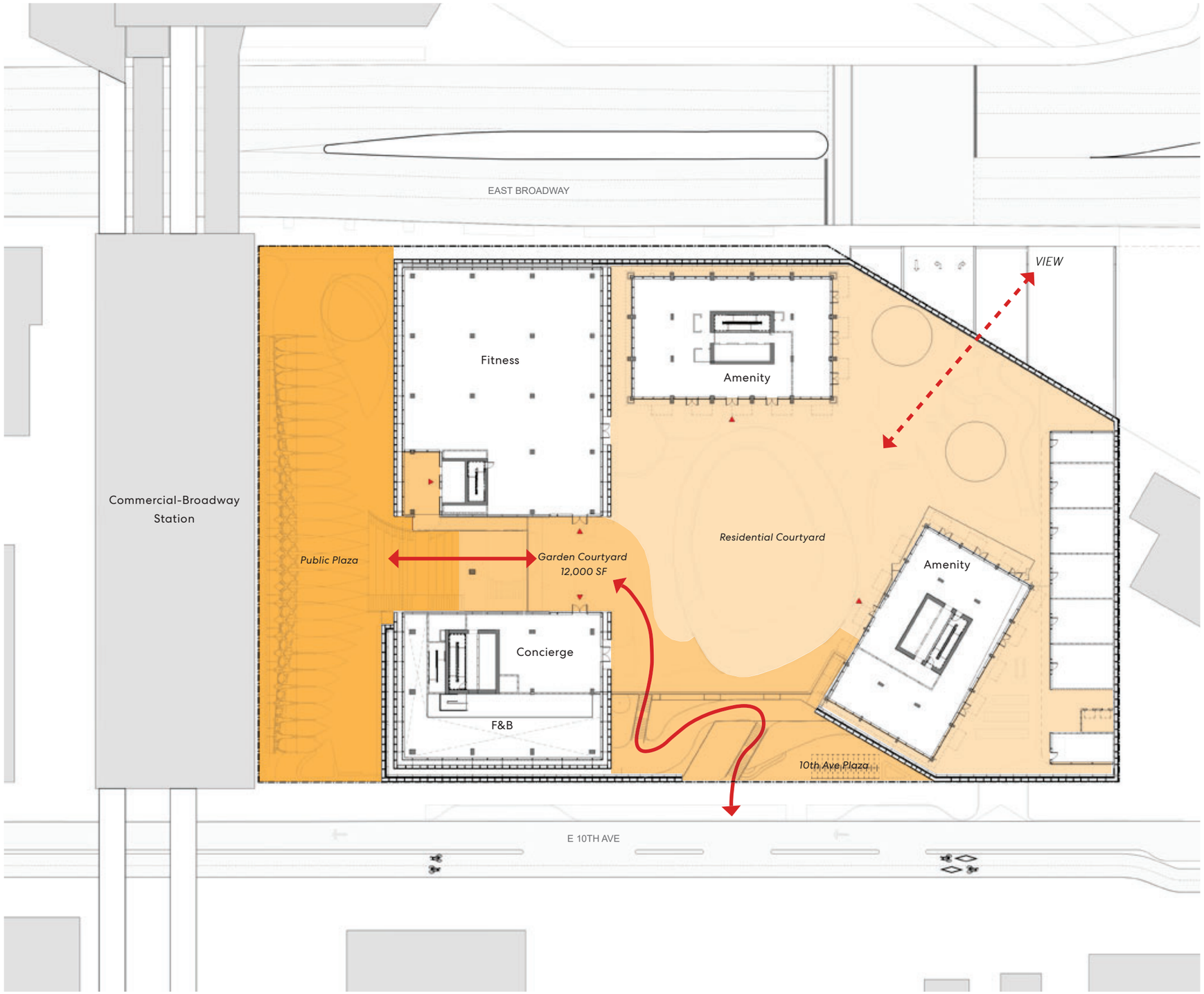
The garden courtyard is dynamically connected to the public plaza with elevators and a generous public amphitheatre, which provide access to the public edge of the courtyard. The garden connects the top of the plaza amphitheater to E 10th Ave via a series of cascading landscape terraces.

The fitness suite is located above the grocery store entrance, and extends along the Broadway face of the development, animating this elevation, highly visible from the Broadway and Commercial Drive intersection.

The garden courtyard will be pubiclly accessible and provide connection between the plaza and east 10th avenue.

The configuration of the gardens and the routes through will encourage social interaction whilst maintaining public safety.

Residential amenities are planned flanking the garden courtyard to the north and east, providing a range of functions such as a communal kitchen and dining space (both indoor and outdoor), social and study spaces, a workshop / makerspace including repair and re-use facilities.



LEGEND

- Public Plaza (20,000 SF)
- L2 Garden (12,000 SF)
- Residential Amenity

4.3.3 Grocery Store

The large format grocery store anchors the northwest corner of the site while providing the space required for the public plaza and accommodating service loading and vehicular access to the site.

In response to the specific requirements of the tenant, the store is a single level, rectangular plan form approximately 50,000 sf in area.

The store is located at grade relative to the public plaza, with the main entrance to the store located at the north eastern corner of the public plaza, directly addressing the main Skytrain station entrance.

This location provides good visibility of the store entrance from the Broadway and Commercial pedestrian crossing point, and the adjacent bus interchange. The entrance addresses both Broadway and the public plaza and is visible and easily accessible from East 10th Avenue.

The northern edge of the store which runs along Broadway is considered to be largely glazed providing an animated edge with visual generosity to the street frontage - and a unique opportunity for programming within the store.

4.3.4 Retail

Retail is concentrated to the southern end of the public plaza and organized over three levels, with a generous public terrace overlooking the performance area of the plaza.

This zone would be ideally suited to uses such as a brewpub or other F+B offerings.

Ground level retail in this area has been designed to allow for a variety of demising strategies, but the intention is that all the retail would be of a character to animate and enliven the public nature of the plaza generally, and reflect the character of the Drive in particular.

Plaza retail is also designed to engage directly with East 10th Avenue and the upper terrace wraps around the corner providing access to outdoor south facing dining spaces which have been stepped down from the upper courtyard level of the podium, softening the relationship of the scheme along this edge.

CRUs have been introduced along East 10th to further animate east 10th address of the project.

The plaza has been designed to offer a high degree of adaptability of use, and it is expected that temporary facilities including community based retail will encouraged.



Figure 4.4: *View of Safeway Entry*

4.3.5 Office

Commercial office space is located above the level of the courtyard garden to the west of the scheme running along the length of the public plaza parallel to the Skytrain station.

The Office spans between East 10th Avenue and to Broadway, where the office extends over the Grocery store entrance providing cover and focus to this critical edge of the development.

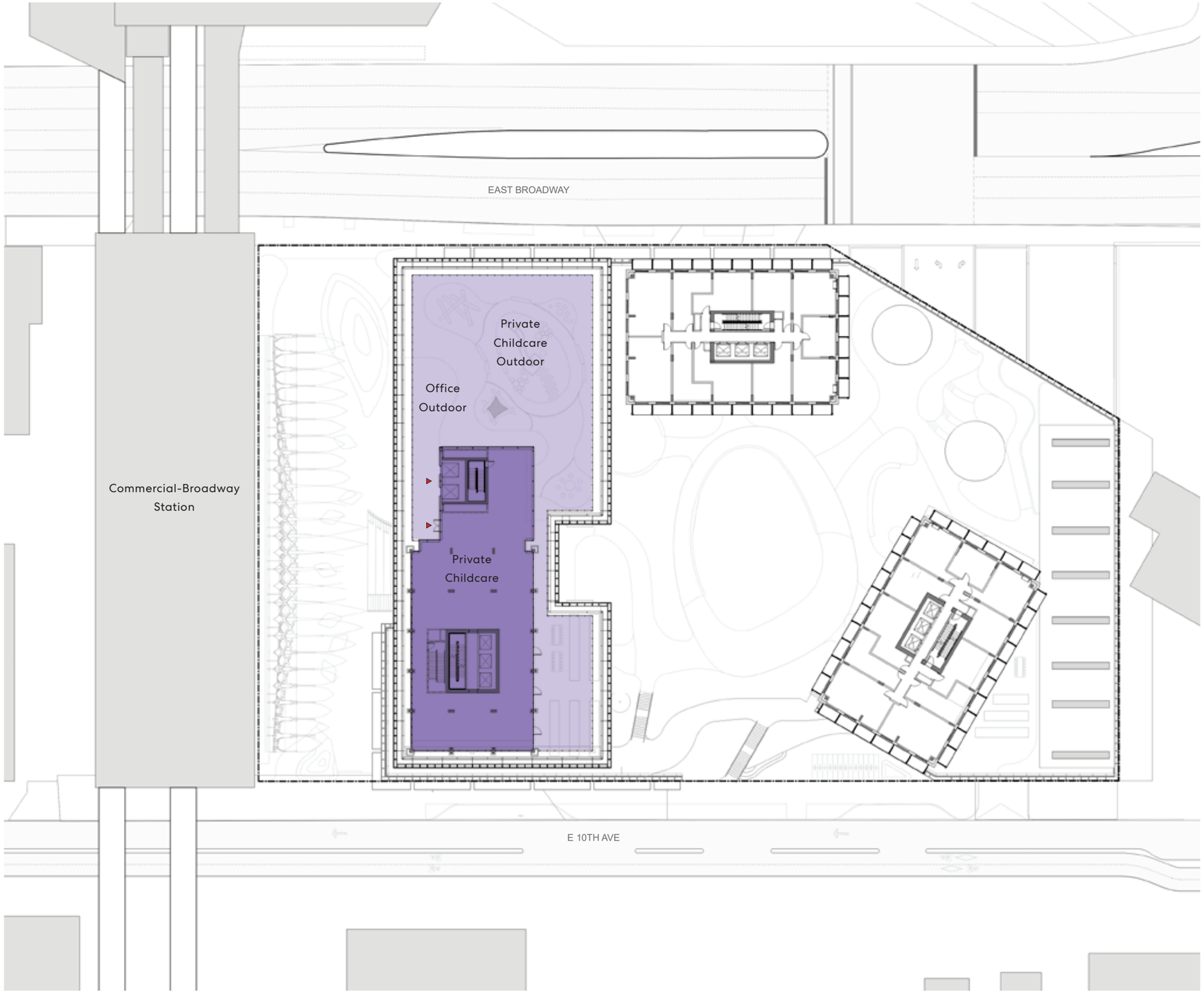
Access to the office is provided within the public plaza close to both the grocery store entrance and the Skytrain northern concourse.

The office is configured to provide flexibility through a large floor plate enabling possible sub-division or as a large open plan single tenant.

4.3.6 Private Childcare

Above the large office floorplate, a reintroduced private Childcare is set below the Tower A residential tower on Level 4. Sized for an anticipated 37-space programme, the interior area is setback from the office below to provide generous outdoor space congruent on the same level as the childcare. A regular rectangular plate provides flexibility for future layout considerations.

Two over-sized elevators, shared with the other public and commercial uses, will provide access to the rooftop outside of the secured Private Childcare facility and connecting directly to the Courtyard, Public Plaza and below-grade Parking / Drop-off levels.



LEGEND

Childcare

Childcare Outdoor

4.3.7 10th Ave + Public Bike Share

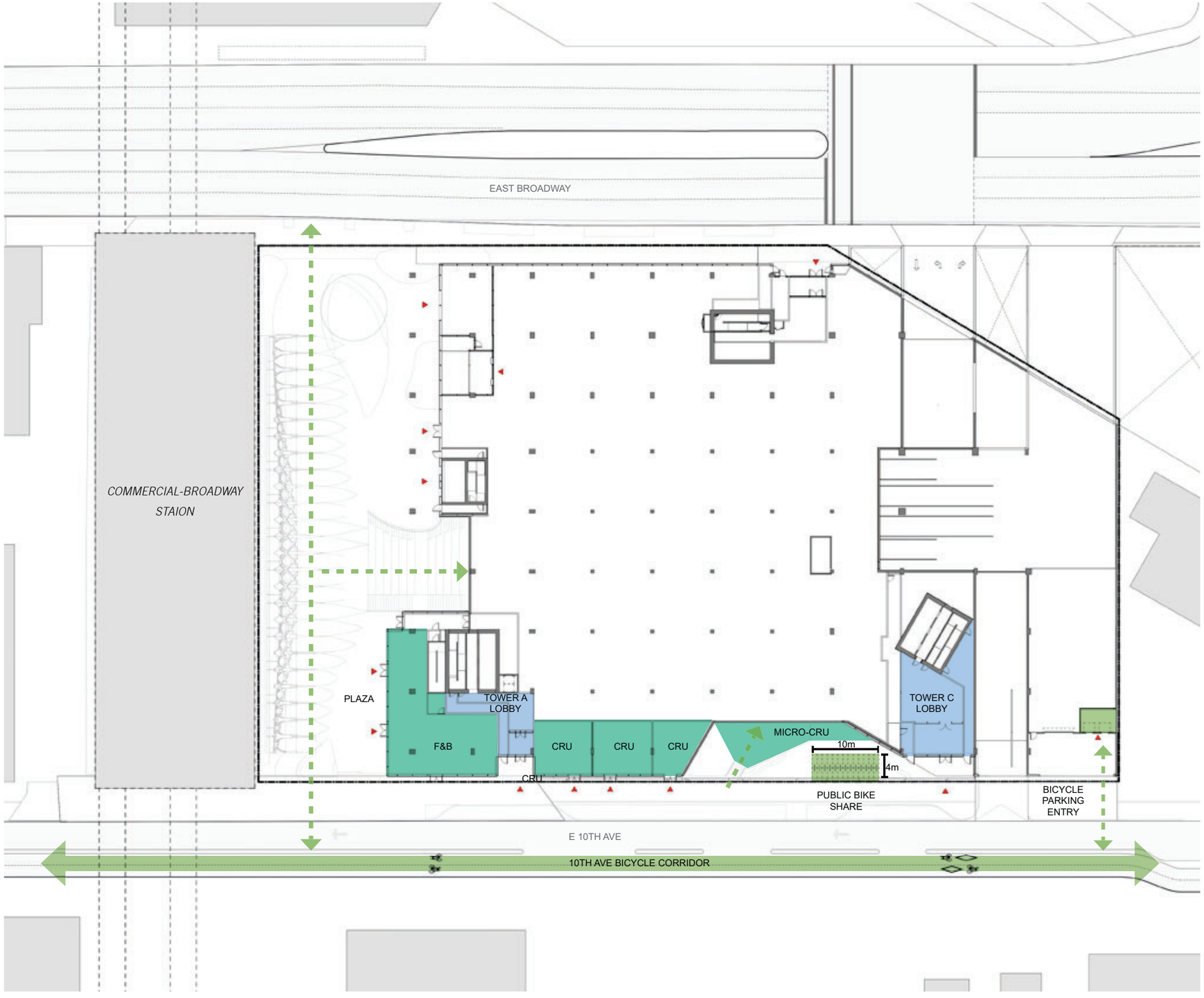
The location and extent of the Public Bike Share (PBS) facility has been subject to a number of studies and discussion.

In the original submission the PBS was located along the southern edge of the grocery store, integrated into the building facade.

Desire to animate the East 10th elevation with additional retail has led to competition between the PBS and the new retail spaces.

The revised scheme manages to reconcile the provision of a 20m PBS, fully on site, in a back-to-back configuration along the east 10th elevation whilst enhancing the retail provision along this face of the building.

The PBS and retail are now integrated into the landscape strategy of public access to the E 10th terrace and garden courtyard in a manner that both animates the E 10th avenue and softens the building edge, opening up the scheme with a gesture of invitation.



LEGEND

- Commercial Retail Unit (CRU)
- Bicycle Infrastructure
- Residential Tower Lobby

4.3.8 Residential

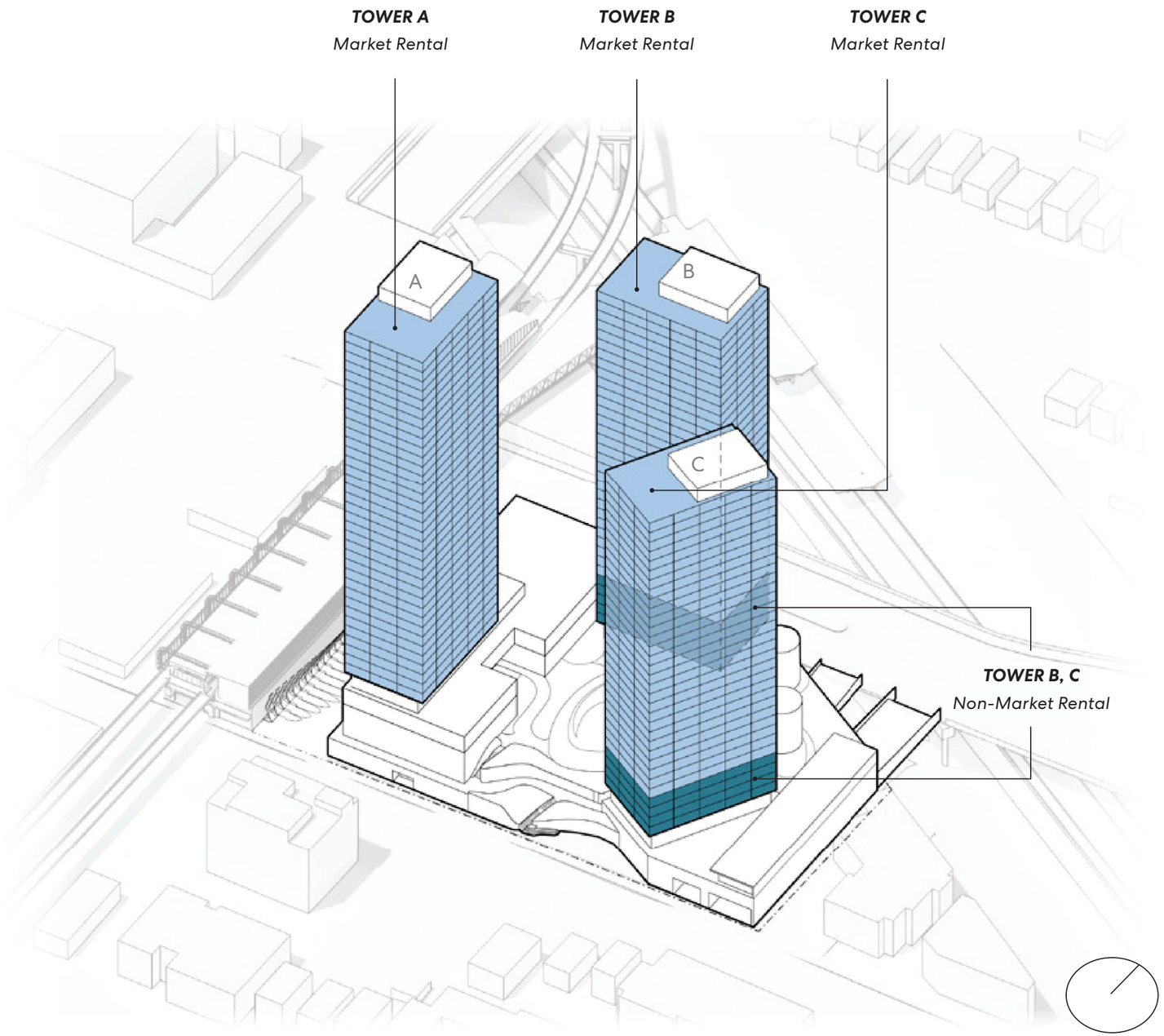
The residential component of the scheme is composed of three rectilinear tower forms; Tower A to the west, Tower B to the north and Tower C to the east of the garden courtyard. Tower A sits above the office bar, whilst towers B and C sit within the garden courtyard.

The towers are arranged so that they form an enclosure to the south facing courtyard garden. Building mass is avoided on the south side of the development to ensure maximum solar exposure into the heart of the project.

The residential clusters are planned with their main lobbies located within the garden courtyard rather than at street level. This inward facing arrangement ensures that the scheme encourages social mixing and promotes the ideals of the vibrant cohesive community.

All three towers are 100% rental with a mix of both market and non-market units, summarized in the table below, with a unit mix to meet a minimum 35% family housing.

	MARKET UNITS	NON-MARKET UNITS
Tower A	335	-
Tower B	272	55
Tower C	275	44
Total	882	99



4.3.9 Parking

Ground level parking has been eliminated, with the grocery store located at grade. Three full levels of parking are proposed to meet the requirements of the project and provide appropriate separation between the different users.

Parkade Level P1 is to be dedicated to customers of the grocery store. This level of parking is accessed from Broadway at the proposed mid-block signalized intersection.

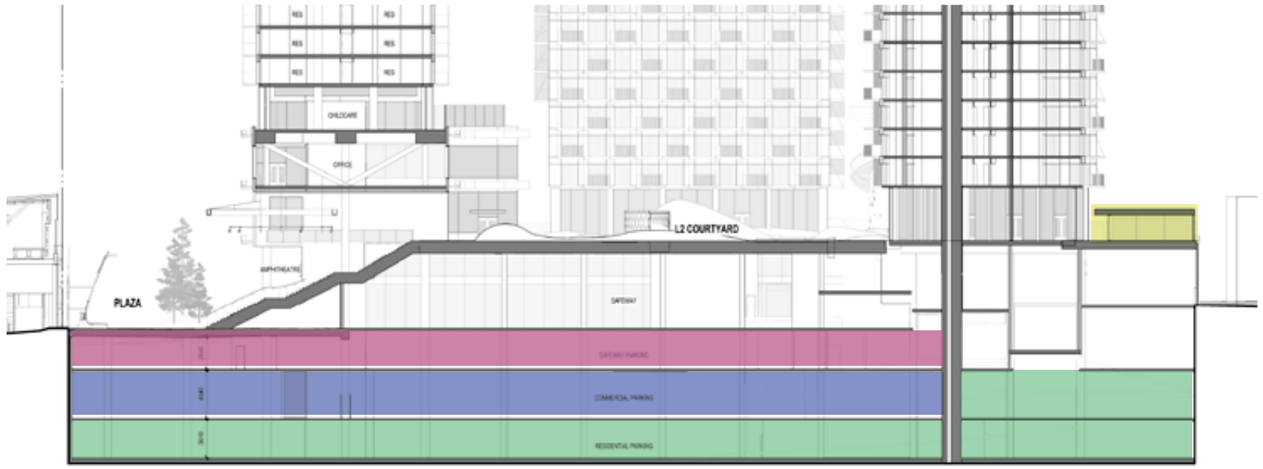
Access to the grocery store is provided at Level P1 via a lobby with an opening to the public plaza which accommodates dedicated commercial elevators and a generous communication stair. Levels P1 and P2 are linked by an internal ramp for commercial parking.

Parkade Level P2 provides commercial and residential parking and loading facilities.

Residential parking is provided at Level P3 and is accessed from East 10th Avenue via a separate ramp system than that of the commercial parking.

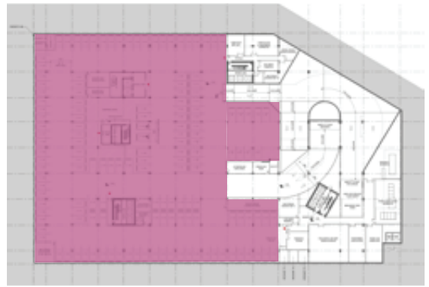
The parkade accommodates the majority of the mechanical systems for the development.

Secure, dedicated, bicycle parking for residents is provided on P3 of the parkade and within a pavilion located within the garden courtyard, accessed via dedicated elevators.





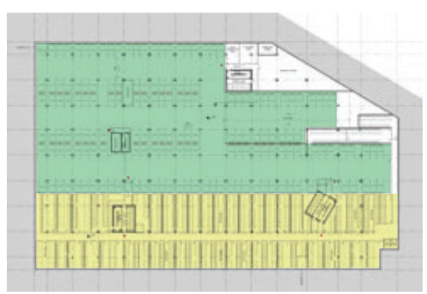
Level L2



Level P1

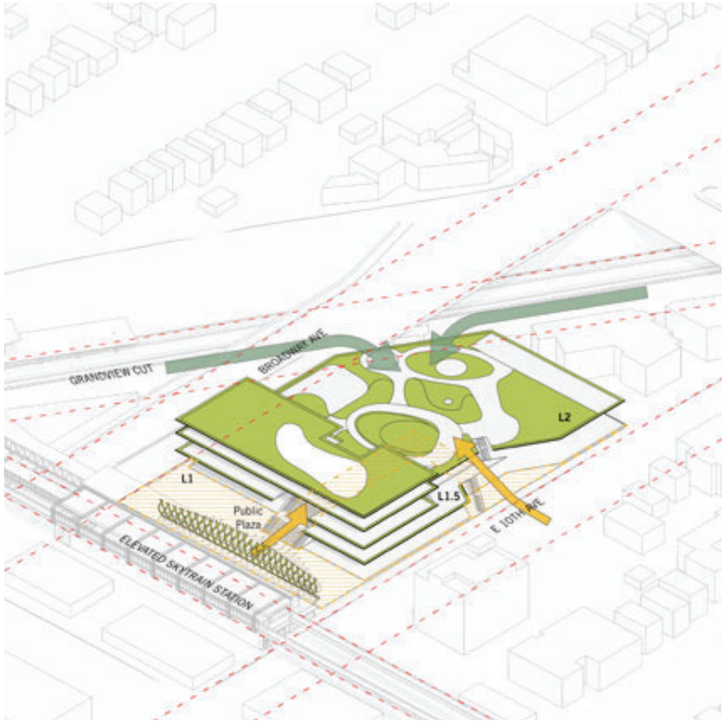


Level P2



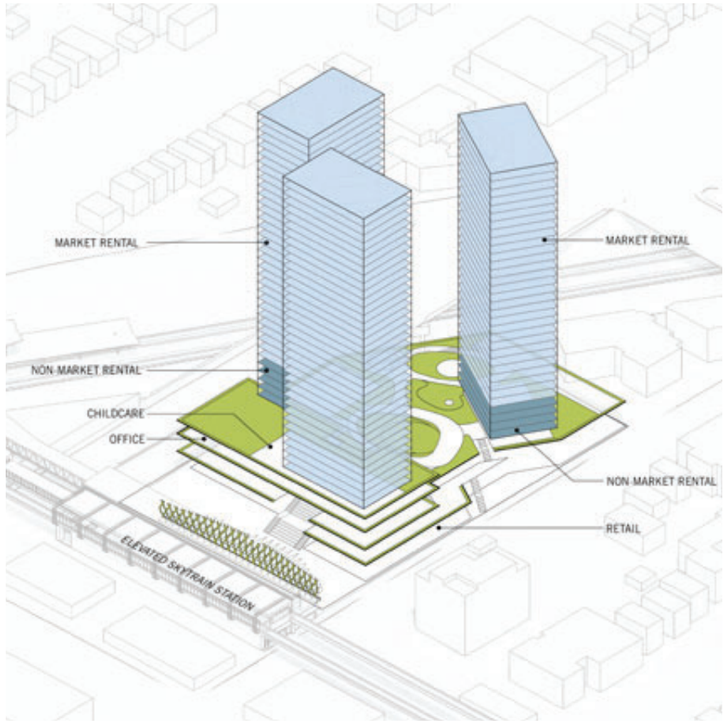
Level P3

4.4 Form and Massing



Terraces

Expressing a continuation of the re-wilded landscape of “The Cut”, horizontal strata mound up over the retail plinth to create a three dimensional social and ecological environment supporting an expanded public realm dotted with amenities and respite.



Towers

Three towers, spaced to maximize separation distance within the site boundary, sit lightly atop the landscaped terraces to provide expanded job space and rental homes.

Tower C rotates and shifts to maximize daylighting from the south and views to the mountains to the north.



Balconies

Conceived of as a “living facade”, a modular pre-fabricated system provides a framework deployed in 3 primary ways:

- a verdant vertical planter system on the lower terrace levels that extends the landscape planting of the garden courtyard
- an expansion of indoor living space on Tower A as generous balconies with an integrated planter and trellis
- and an expressive texture of alternating balconies and planting on Towers B and C.

4.4.1 Scale

The scheme is composed of mid-rise and high-rise components as envisioned in the Grandview-Woodland Community Plan. Developing the site will result in a vertical extension of mass within this site which will be quite distinct from the scale of the immediate neighborhoods.

Resultant building masses will rise above the skyline, and create a landmark reference for the Broadway and Commercial Drive intersection.

Residential floor plate considerations result in tower forms. The number of towers which can be accommodated on the site is limited due to tower off-sets. A three tower scheme balances the target residential densities whilst allowing the site to open to the south.

At-grade, the building edges fronting Broadway, E 10th Ave, East Property Line / Grandview Cut, and the new Public Plaza have all been articulated to respond to pedestrian scale and terraced to provide for the introduction of a lush landscape.



Figure 4.6: *South Perspective Elevation*

4.4.2 Orientation

The placement of the residential towers has been carefully considered to create a south-facing orientation to the interior heart of the scheme, visually open towards east 10th Avenue. Towers A and B are placed orthogonally to the west and north to frame the interior gardens, and whilst tower C frames the interior to the east it is also rotated about its center to formally address the City along the axis of The Cut. The placement of Towers A and B opens up the north-west corner to reinforce this diagonal axis through the site.

Below the residential towers, the building mass is built up along Broadway and new plaza edges to create an appropriate urban response to the scale and context of the public realm. As stated previously the scheme steps down towards East 10th where the scale of the development is softened and opens out to the expansive gardens.

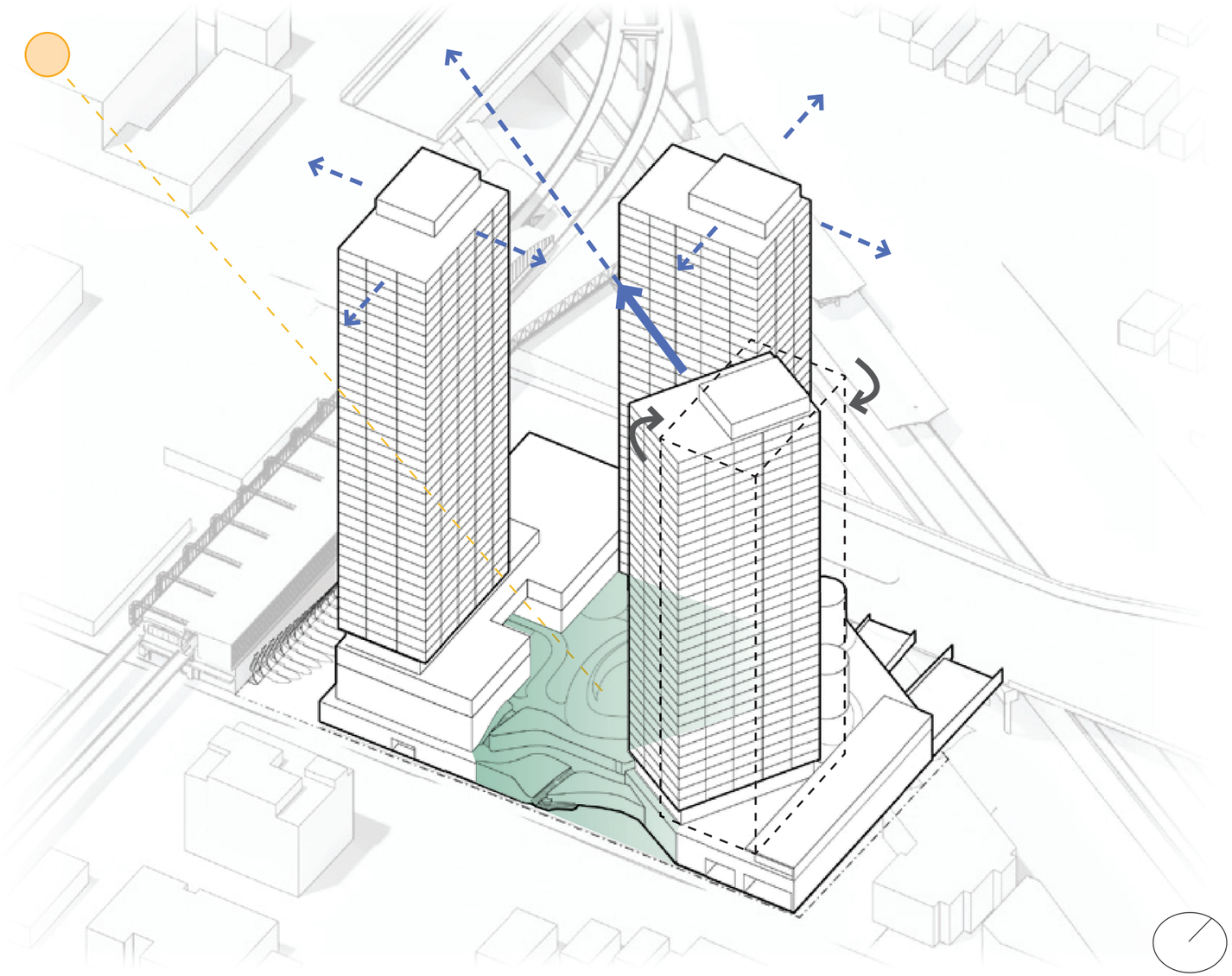


Figure 4.7: *Building Orientation and South Facing Gardens*

4.4.3 Building Height

The Grandview-Woodland Community Plan stipulates that building height on the Safeway Site is to be a maximum of 24 storeys above the retail plinth.

With the passage of the Broadway Plan in 2022, allowing some station sites to heights of up to 40 storeys, an increase to the tower heights for this site seem reasonably appropriate for its location adjacent to the recently expanded Commercial-Broadway Station.

The simplified and slender Tower A, B, and C, with heights of 39, 36 and 35 storeys (above the retail plinth), is a positive design evolution to the Grandview-Woodland Plan in light of recent policy decisions affecting station sites along west Broadway.

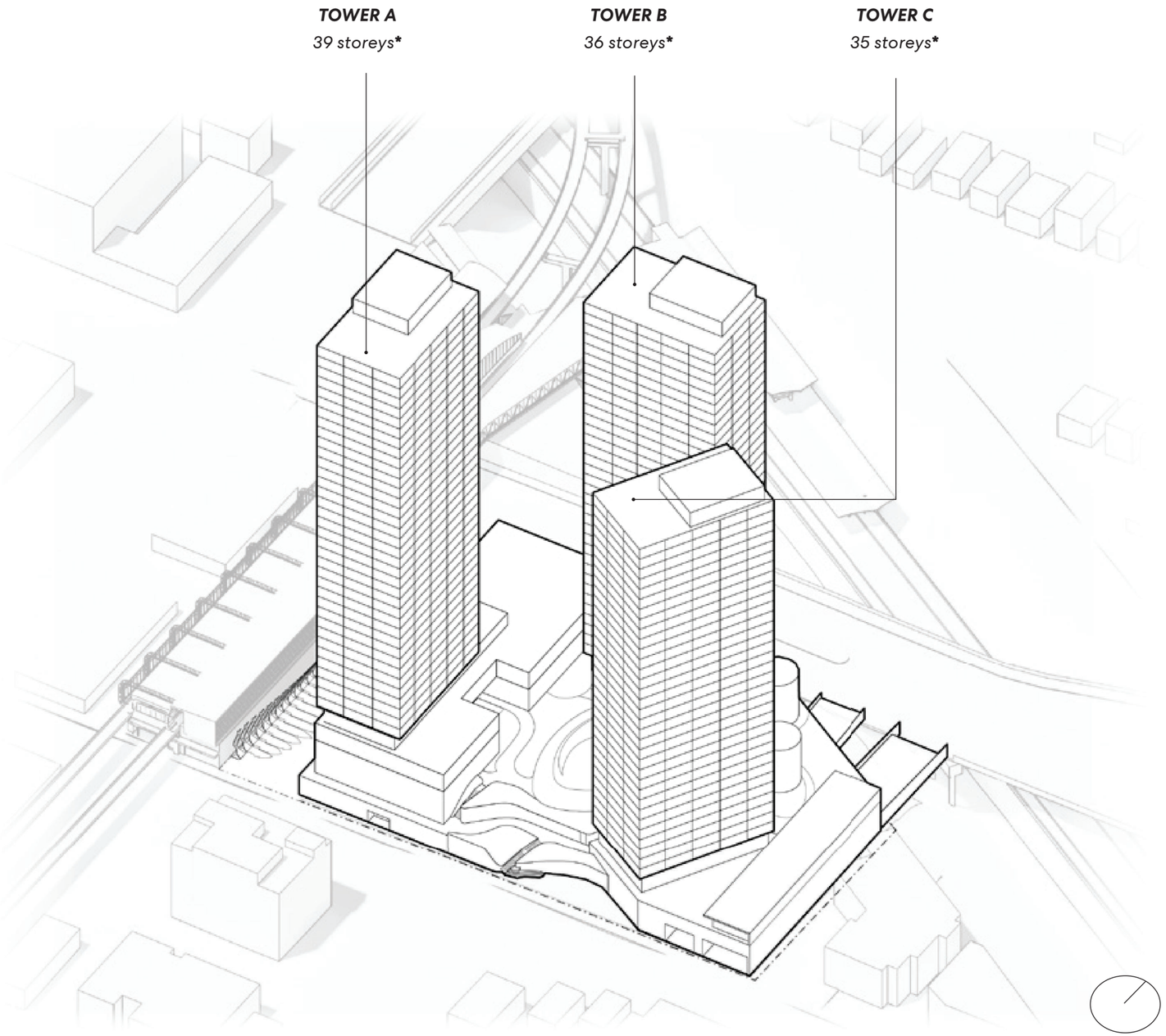


Figure 4.8: *Overall project massing with Tower heights identified.*

4.4.4 The Integration of Landscape

The building form and massing must be considered in respect to the landscape strategy. The concept of 'green urbanism' is at the heart of the proposal and the configuration of building mass, orientation and treatment of edges have all been critically reviewed with the intention of creating a range of spaces where nature can flourish.

Conceptually, the building forms occur within the spaces between the landscape as opposed to landscape filling the voids between building forms. Paths and routes are overlaid onto the landscape rather than pockets of landscape occurring within the interstitial spaces.

Wild and tamed gardens reveal themselves throughout the various elevations within the project, balcony spaces are verdant and cascade down and across the residential towers. Building edges are blurred as walls are festooned from above.

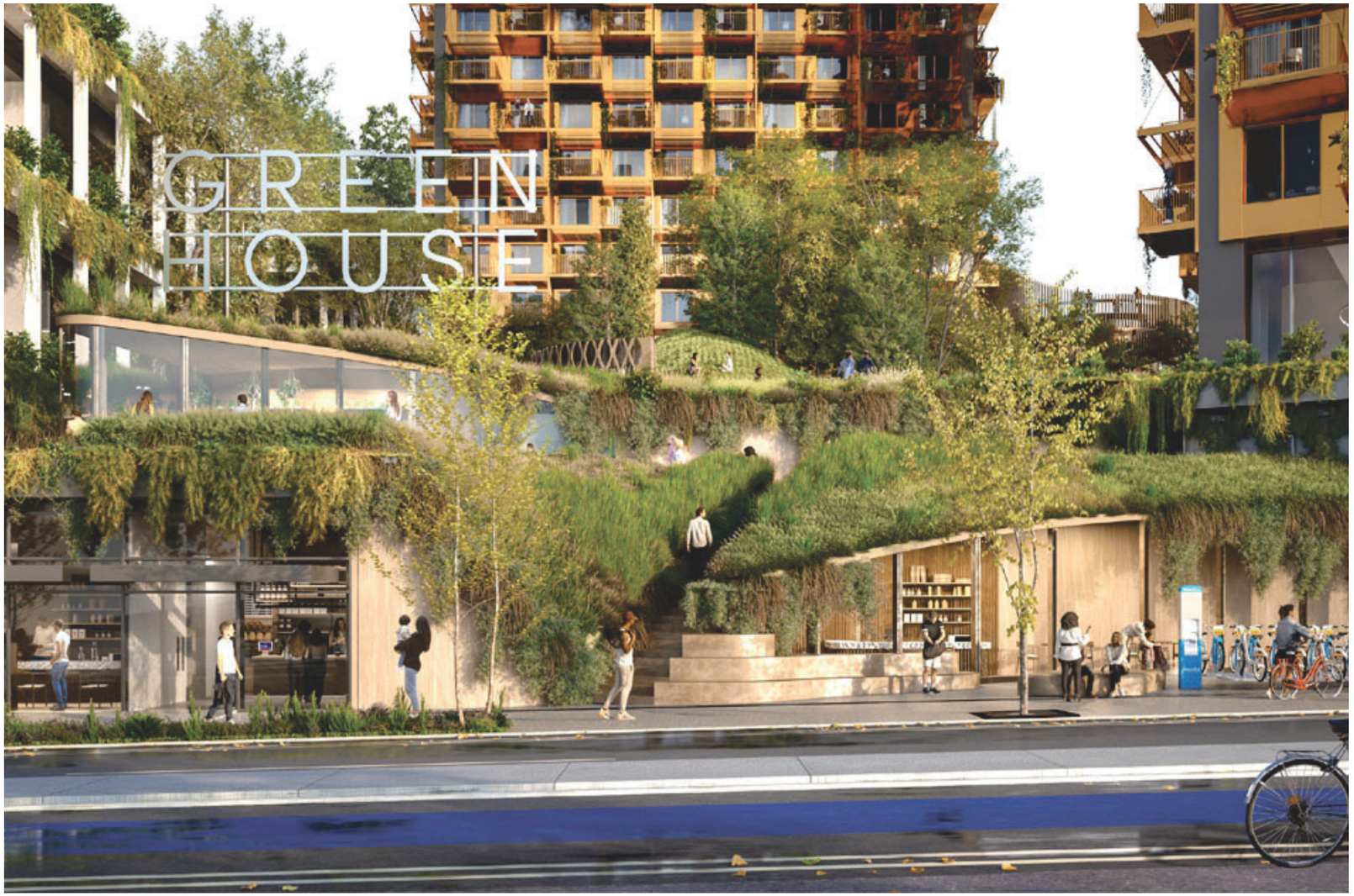


Figure 4.9: *Perspective of Garden terracing down to E 10th Ave*

4.4.5 Ordering Principles and Dimensional Clarity

The architecture of the project is ordered with a regular 600mm modular grid. This module is extended three dimensionally to form horizontal and vertical reference planes by which elements can be related to each other within relationships of ratio and proportion.

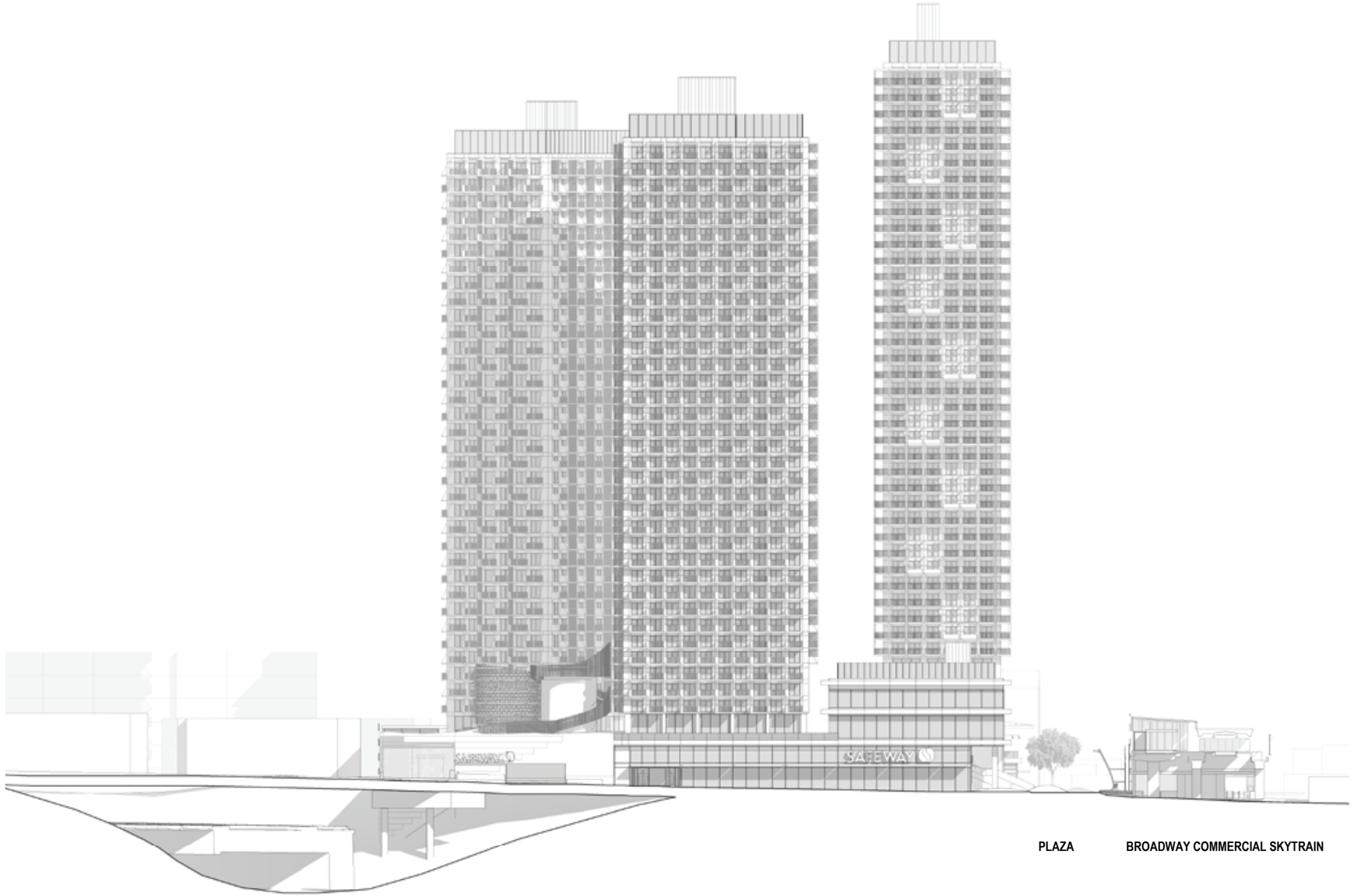
This arithmetic discipline of composition remains generally consistent, but some modification or deviation is accepted (for example, where Tower C rotates, or where the north eastern edge of the scheme recognizes the orientation of The Cut, and induces geometric relationships as opposed to strictly arithmetic ones).

Regular planning from the primary order of the unit and multipliers results in orthogonal, rectangular plans for the individual homes within the residential component of the scheme, and avoidance of peculiar shaped units.

The modular approach to the design is also expressed within the various cladding systems employed throughout, the base grid allowing a high degree of variety and play within the compositional framework without undermining the principles.

Great care has been taken to ensure that the structural format of the building is resolved to reinforce the arithmetic compositional approach of the architecture and to synthesize the engineering and the architectonic aspects into a cohesive expression which is both poetic and pragmatic.

Due to the constraints placed upon the site by the grocery store and its functional programme the placement of the main cores for the residential buildings was a key design driver.



4.5 Architectural Character Concept

4.5.1 Streetscapes

There are three principal edges to the project that contribute to the urban grain of the neighborhood. The Broadway face of the scheme is dominated by the main façade of the grocery store. Although there was an earlier requirement to see small scale retail arranged along Broadway it was determined that an 'open face' to the grocery store would be appropriate and reflect commercial realities of footfall along the route (which is not equivalent to Commercial Drive), whilst satisfying the desire to see this street-level animation.

The location of the entrance of the grocery store at the corner of Broadway and the new public plaza creates a concentration of activity closer to the Broadway and Commercial Drive intersection, recognizing the place making importance of the transport interchange.

Activity and visual animation along East 10th Avenue is reinforced by the configuration of retail, the publicly accessible connections to the garden courtyard and the integration of bike share and associated services.

Although visual permeability into the Grocery store is not provided along East 10th Avenue (due to functional considerations of store operations) there is a rich quality to this face of the project facing the street with retail, terraces and gardens cascading down from the elevated garden courtyard.

The eastern wall of the scheme encloses the service and loading bays for the grocery store and is approximately 6 meters in height relative to the ground plane in this area.

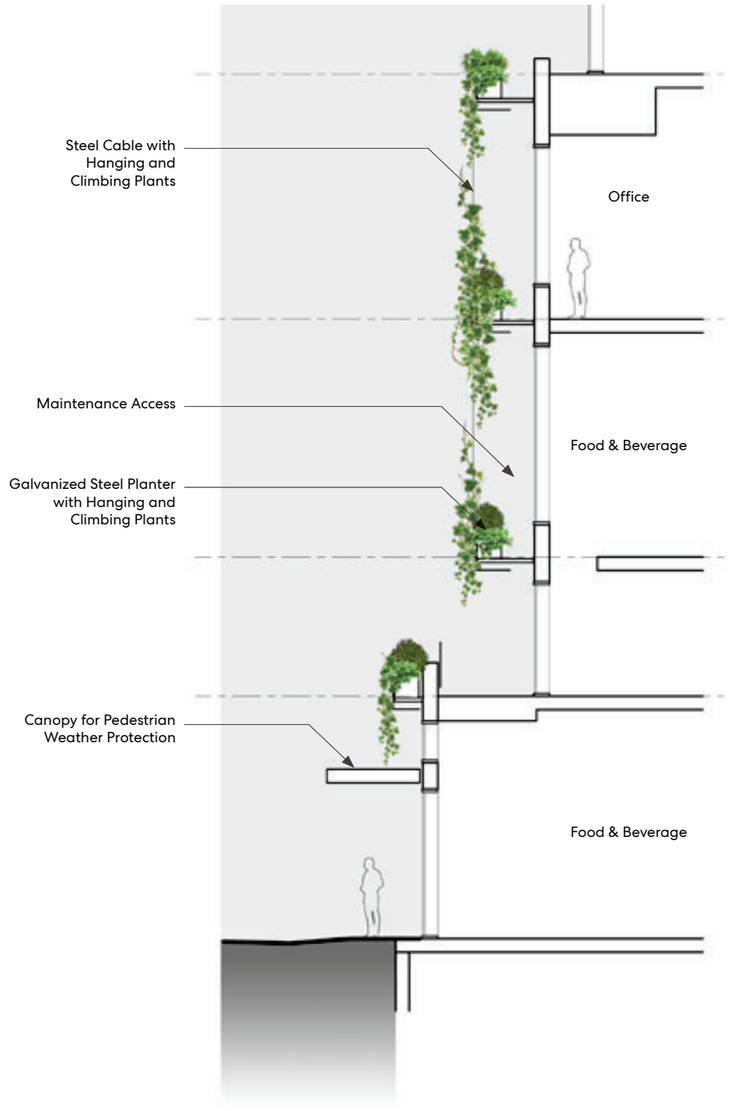


Figure 4.11: *Conceptual building edge wall sections*



Figure 4.10: *Perspective view of street edge along 10th ave*

4.5.2 Crime Prevention Through Environmental Design (CPTED) Principles

The creation of the new public plaza and public spaces creates both opportunities for positive change and immediate challenges in respect to a balance of street life vibrancy and public safety.

The scheme addresses CPTED principles in the following ways.

Natural surveillance:

The public plaza has been designed to attract public activity.

The clear connection between East 10th Avenue and Broadway, the location of the entrance to Safeway and the proximity of the Skytrain station entrances create clear and understandable desire lines for pedestrian circulation along the north south axis of the plaza.

The geometry of the plaza creates clear lines of sight along the length of the space.

The location of the retail entries within the plaza reinforces passive overlook from the ground level and the upper terrace levels, as does the location and configuration of the fitness area and the office levels.

Natural access control

The amphitheater access to the upper court is now wide and open with clear lines of sight between the plaza and the court.

Thresholds between publicly accessible and private spaces are articulated within the design, in a manner that promotes visual connection but provides control and security.

Natural territorial reinforcement

The care and maintenance of the scheme is of paramount importance to the project sponsors and will be fundamental to the creation of environments which will be valued by both the residents and the community.

Care will be taken to ensure that all spaces, private and public are well-maintained and promote 'ownership' for those living, working and finding enjoyment within the scheme.

The residential scheme will be characterized by extensive planting dominated by trees within the court.

Amenity spaces are all clustered around the court, which through its design will promote active use.

Lighting

Adequate lighting is effective not only in reducing crime; it also reduces the fear of crime.

Through design development, a detailed lighting plan will be provided which outlines strategies to illuminate points of entry, the plaza and upper terraced levels, with thoughtful design and fixtures that will enhance the public realm and architectural features, and promote social gatherings.

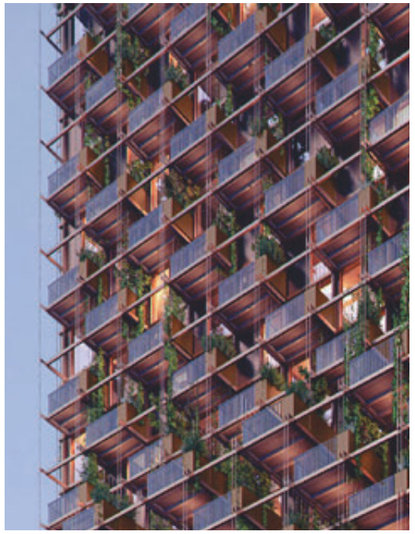


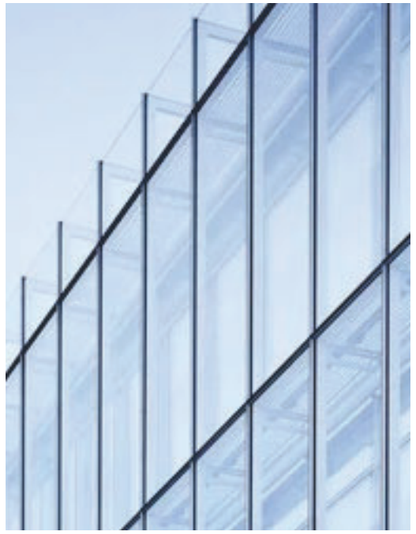
Figure 4.12: *Perspective view illustrating Public Plaza and Amphitheatre*

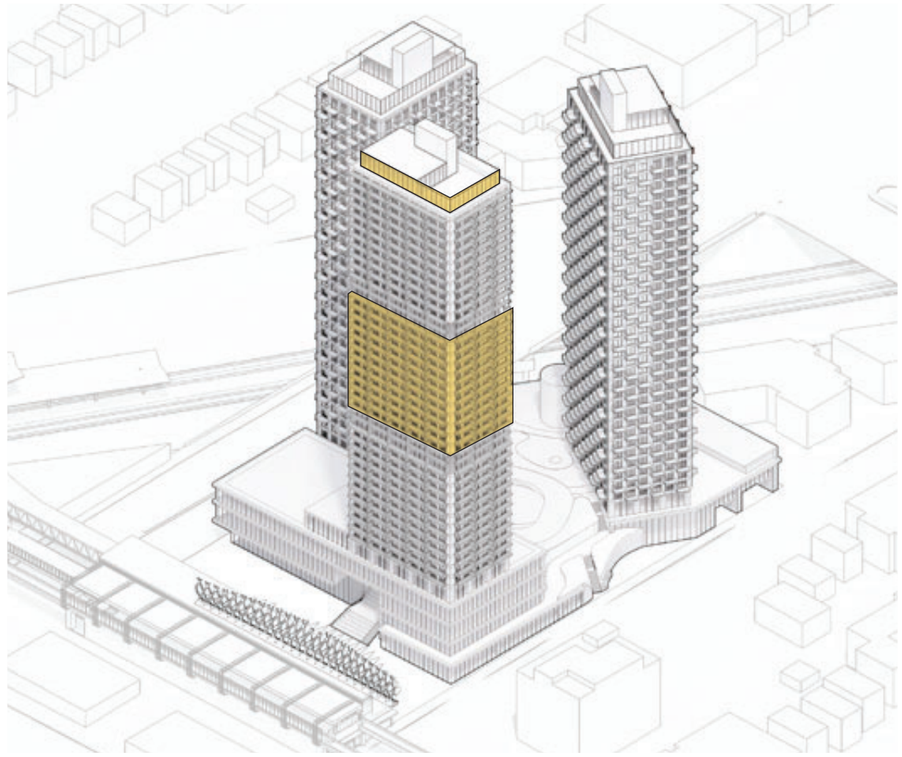
4.5.3 Principle Architectural Character

Tower









1. Facade System

- Modular unitized aluminum cladding system
- High thermal performance
- Thermally broken throughout
- Triple glazed low iron glazing
- Copper / bronze finishes
- Panelized zinc cladding system with outward returned fixing flanges

2. Balcony System

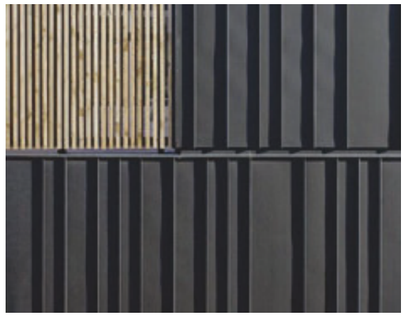
- Modular lightweight thermally broken from superstructure
- Pre-fabricated decks of pre-cast concrete or metal construction
- Fully integrated planters and stainless cable plant supports

3. Rooftop

- Unitized clear glazing enclosing rooftop amenity and with backup structure as an outdoor windscreen

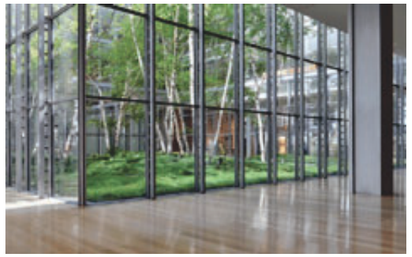
Garden Courtyard Amenity Features





7. Boundary Walls

- Zinc and timber panelized modular cladding
- Integrated louver system
- Stainless steel external doors and surrounds





8. Lobbies + Amenity Spaces

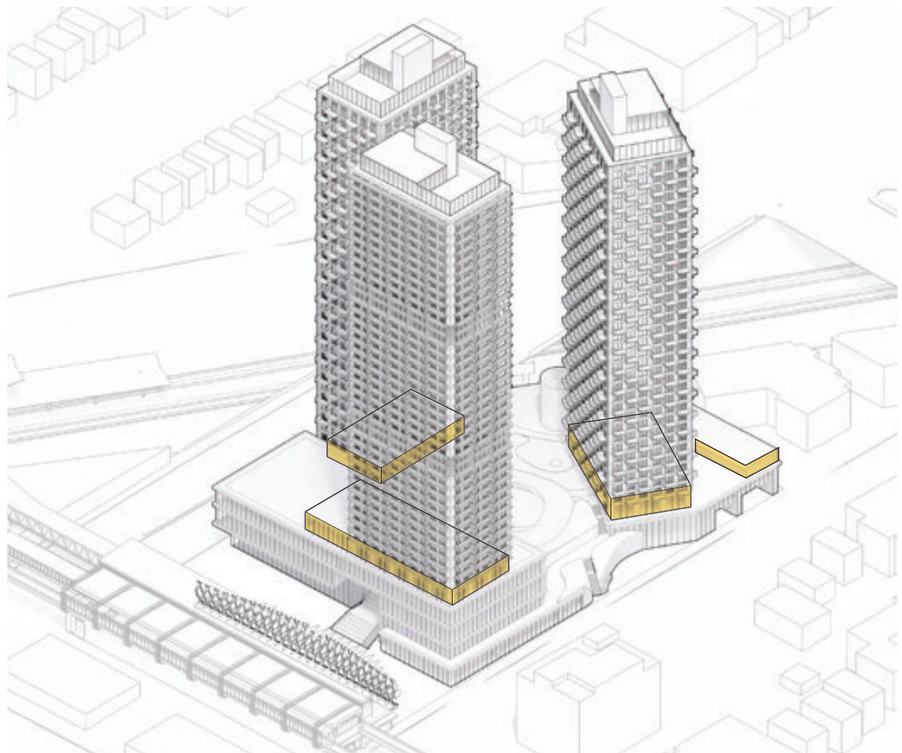
- Fabricated steel structural assemblies
- Large panel low iron glazing systems
- Natural stone flooring
- Aluminum ceiling systems
- Stainless steel metalwork





9. Feature Structures

- Timber / steel hybrid structural system for feature architecture / landscape structures



Architectural Character Concept

Ground Floor and Commercial



10. Grocery External Glazing + Cladding

- Structurally glazed gazing with fabricated full height external mullions
- Color backed and internally illuminated glass spandrel cladding modules
- Integrated aluminium/glass canopy sections.



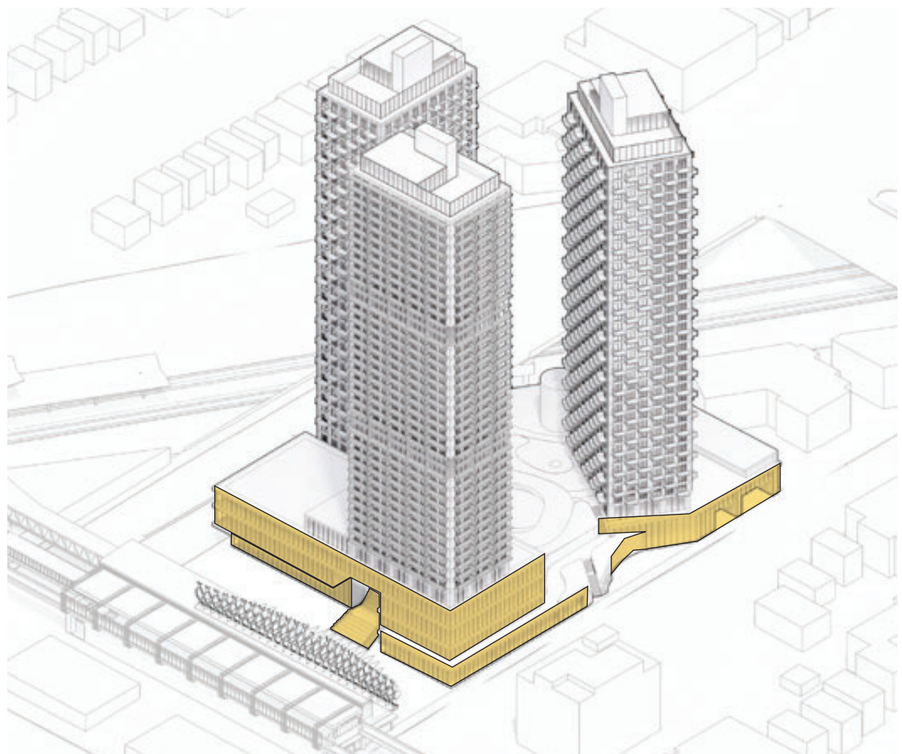
11. Office

- Unitized high performance aluminum system
- Triple glazed window elements
- Intensive green facade



12. Circulation Elements

- Stainless steel / glass assemblies
- Glazed elevator shafts
- Glazed stair shafts
- Steel stair assemblies
- Mirrored stainless steel soffits (office)





The garden courtyard terraces down to a pocket plaza on E 10th Ave

Section 5.0

Landscape Design Rationale

Contents

5.1 A New Public Space, Unlike Any Other in East Vancouver

5.2 A Plaza for ‘the Drive’

5.3 The Plaza

5.4 Open-Air Community Venue

5.5 Engaging the Edges

5.6 Central Courtyard

5.7 10th Ave Terraces

5.8 The Cut

5.9 Tower Roofs

5.10 Planting

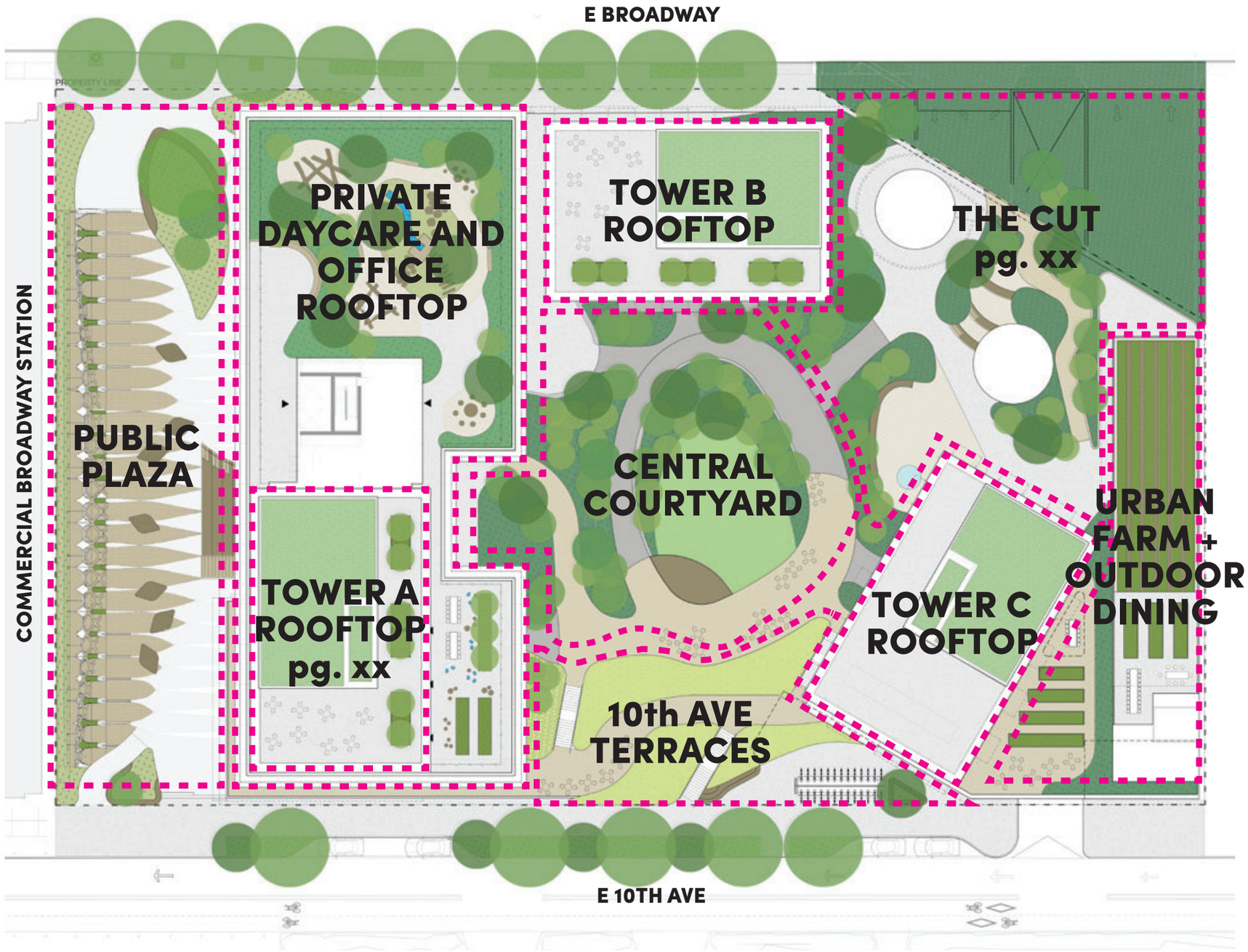
5.1 A New Public Space, Unlike Any Other in East Vancouver

5.1.1 This is a place for Everyone

Welcome to Broadway + Commercial - a highly varied open space that provides both public and private amenities in the way of green space, plazas, performance, habitat restoration, recreation and food production across nearly 2 1/2 acres. With roughly 30% of the open space (0.70 acres) reserved for public use, Broadway + Commercial immediately positions itself as a major new cultural contributor to the ongoing evolution of the vibrant Commercial Drive and Grandview Woodland neighborhoods.

THIS PAGE: Main public space areas of Broadway + Commercial, demonstrating a wide variety of public and private uses.

NEXT PAGE: Broadway + Commercial keys into the Commercial Drive spine, joining a variety of other public open spaces from major parks to busy street corners.



A New Public Space, Unlike Any Other in East Vancouver



DISTRICT PARKS CONNECTED TO THE DRIVE

5.2 A Plaza for ‘the Drive’

5.2.1 Following The Urban Impulse Of The Drive As A Starting Point For Conceptualizing The Plaza

We love ‘The Drive’. It’s one of the most vital and diverse neighbourhoods in the city. It reflects Vancouver’s urban culture at its best. It’s all about the life of the street.

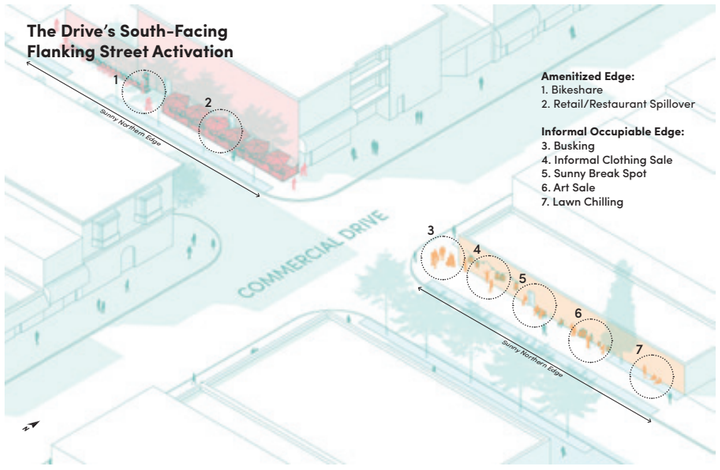
In some ways, it’s hard to believe The Drive doesn’t already have an urban plaza. Yet even without a central square per se, it has evolved a unique distributed pattern of urban spaces along the streetscape, with hot spots at the street corners and along the sidewalks that interface with parks.

But here at Broadway and Commercial, just off The Drive, we can finally create a new nexus for the community in the form of a public plaza that is able to expand the experience of The Drive and create a new platform for community vitality.

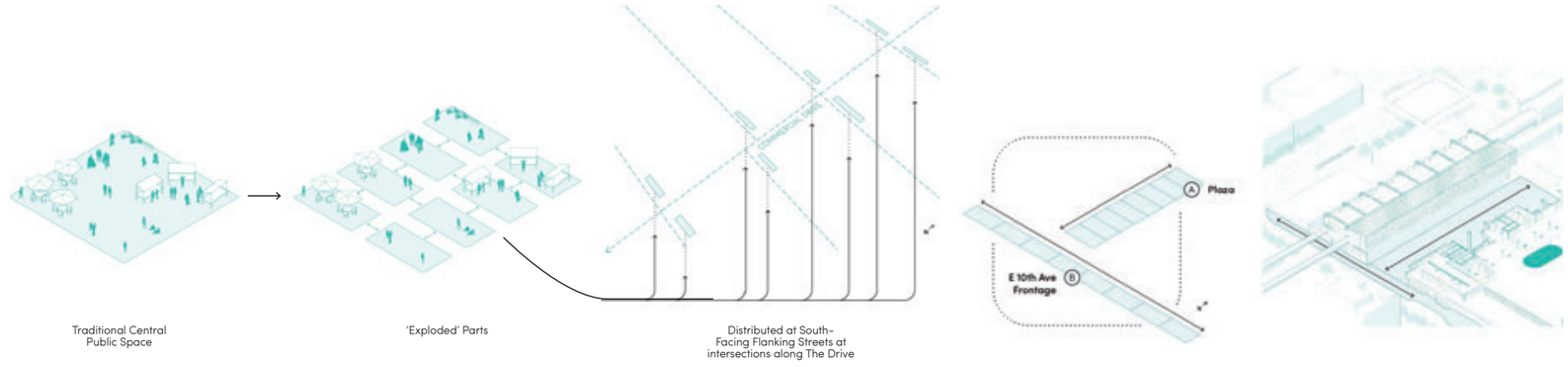
We’ve been inspired to follow the urban impulse of The Drive itself as a starting point for conceptualizing the design of the plaza.



URBAN LIFE SPRINGS UP AT SOUTH-FACING SPACES ON FLANKING STREETS



ANALYTICAL DIAGRAMS OF THE DISTRICT - UNDERSTANDING THE URBAN IMPULSE OF THE DRIVE



RECONSTITUTING THE DRIVE’S DISTRIBUTED URBAN PUBLIC SPACES IN THE FORM OF A PLAZA

5.2.2 Spontaneous Urban Life

Authentic textures, spontaneity, flexibility/adaptability – these are some of the characteristics of the streetscape along Commercial Drive which should also be embodied in the plaza.

We also believe that the plaza can have both a strong expression of urbanity as well as landscape – a vital, flexible urban plaza can still feel green. The plaza will celebrate the informal, spontaneous and organic nature of The Drive and its close-knit, engaged community.

AUTHENTIC
TEXTURES



CREATING A FLEXIBLE
URBAN COMMUNITY
SPACE

FORMAL
AMENITIZED
DESIGNED

INFORMAL
EQUIPPED
INVITATION



SCENES OF URBAN VIBRANCY AND THE DRIVE'S LIFE ON THE STREET



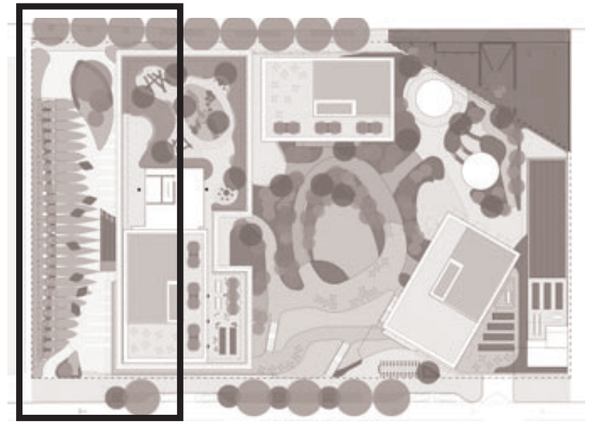
MODELS FOR THE COMMUNITY PLAZA



SUPPORTING VARIOUS SCALES OF COMMUNITY ACTIVATION

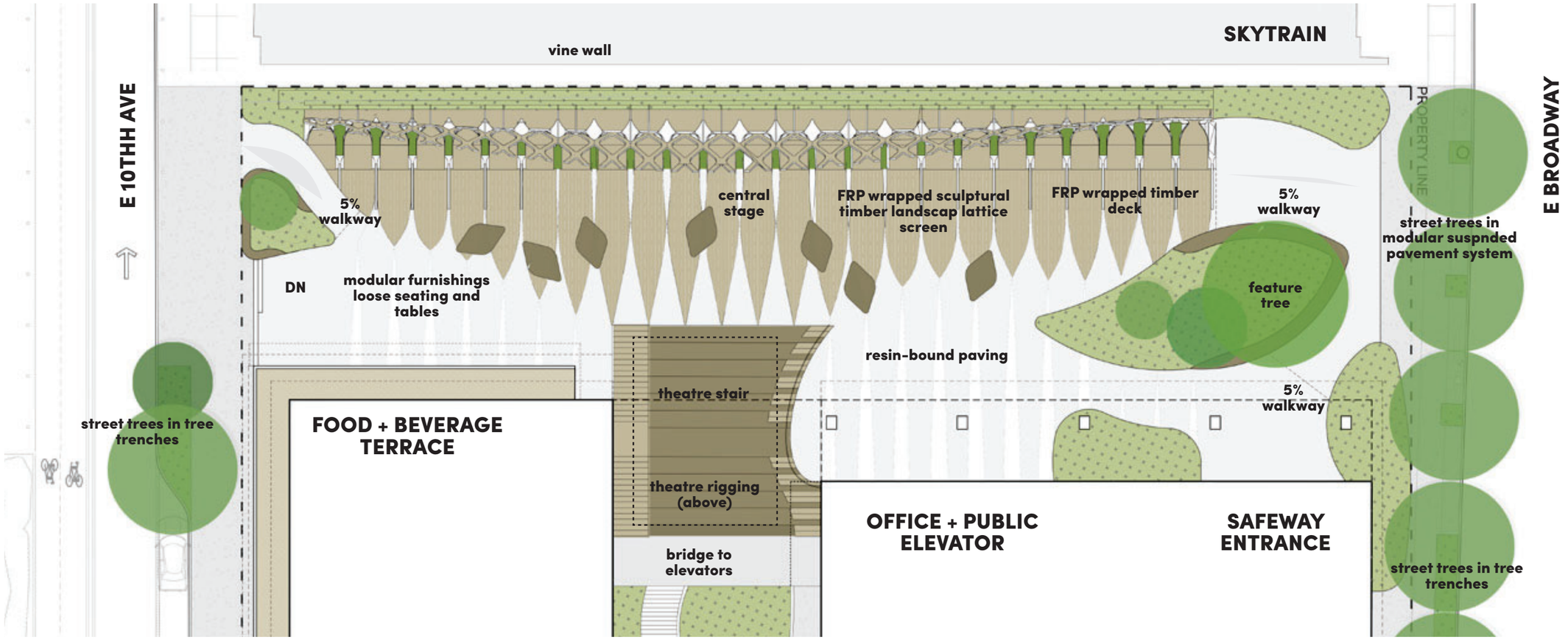
5.3 The Plaza

Area Of Enlargement



5.2.3 Expanding and Diversifying Public Space

This will be The Drive's first-ever urban plaza. It will be a significant resource for such a civic-minded urban community and essential for expanding and diversifying the public realm of Grandview-Woodland beyond the great anchoring parks that exist today.



EXISTING TRANSIT STATION DIAGRID (LATTICE) PROVIDES A FRAME OVERLOOKING THE PLAZA



LATTICE AS GARDEN ARCHITECTURE



GARDEN LATTICE STRUCTURE: UBIQUITOUS AT THE DOMESTIC SCALE



GARDEN LATTICE STRUCTURE: EXHILARATING AT THE CIVIC SCALE



LIVING LATTICE: TREE-SHAPING TECHNIQUES IN WHICH TREES ARE TRAINED TO GROW ALONG A FLAT PLANE



LIVING LATTICE: WOVEN WILLOW WALL AT TROUT LAKE PARK



COMMUNITY LATTICE: EQUIPMENT FOR PUBLIC GATHERING, PROGRAMMING AND GARDEN GROWTH



EQUIPPED TO ENABLE:
EVENTS
LECTURES
COMMUNITY DISCUSSIONS
GRASS-ROOTS RETAIL POP-UPS
COMMUNITY BOOKSHELF - LENDING
FILM SCREENINGS
PERFORMANCES
WORKSHOPS
HORTICULTURAL EXPERIMENTS
DESIGN, CRAFT, MAKER TABLES
LOUNGING
FARMER'S MARKET
GARDEN WALK
GATHERING SPACE
COMMUNITY INFORMATION
COMMUNITY THEATRE

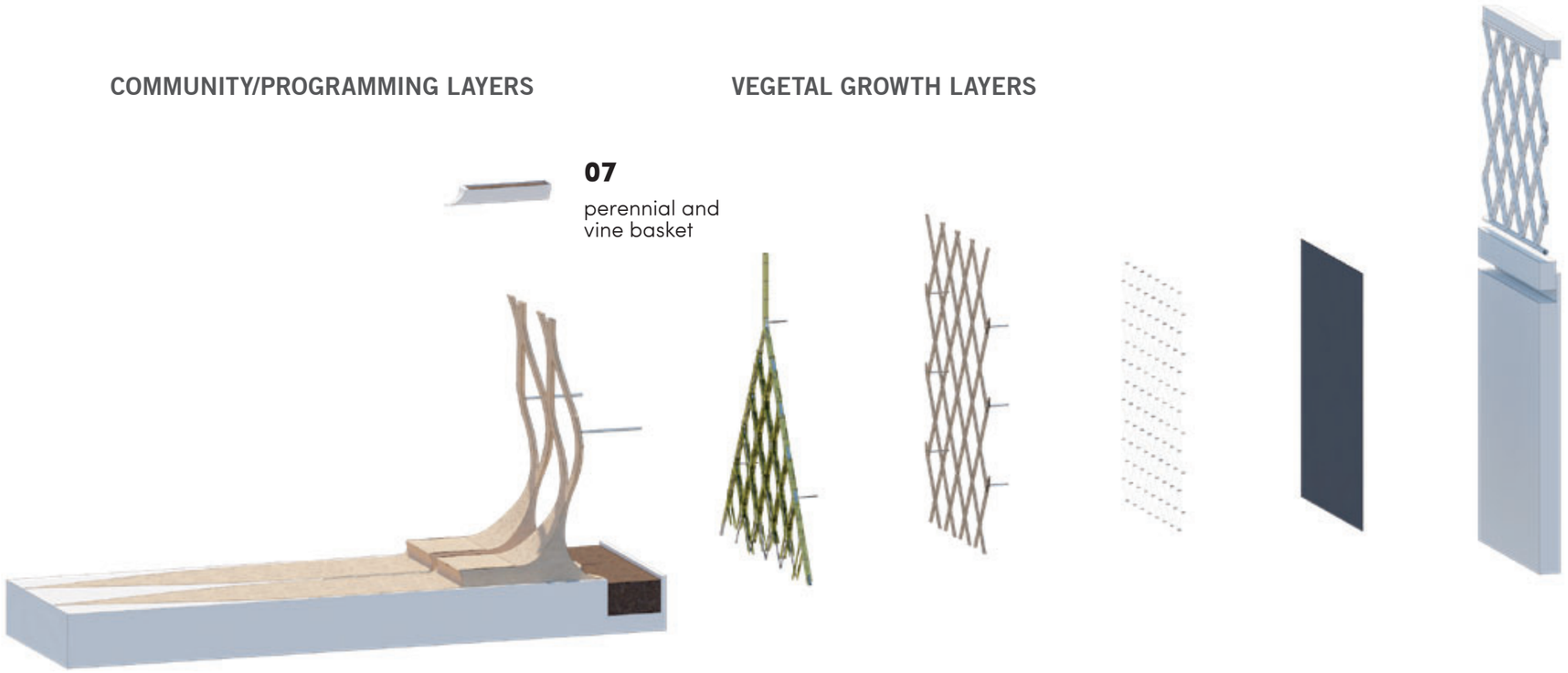
The Plaza Inherits and Expands a Lattice Support

5.4 Open-Air Community Venue

5.4.1 A Multi-Layered System

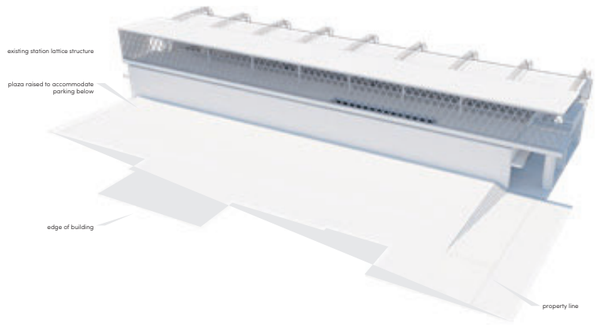
In creating a contemporary plaza for the community, we are inspired by the urban vitality of Commercial Drive itself and reminded of one of the simplest lessons from urbanists such as Jan Gehl and William H. Whyte: “What attracts people most, it would appear, is other people.” The plaza will provide wonderful places to gather, perform, memorable spots to sit and places to eat as a foundation for a vital public realm.

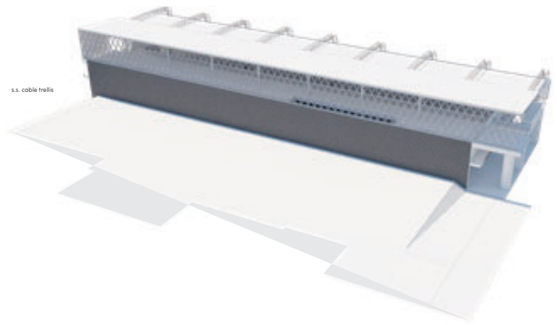
Building upon the direct presence of the adjacent transit station infrastructure, the plaza design transforms its diagrid edge into a softer, more organic language of timber lattice, rooted in the memory or fantasy of a civic garden.

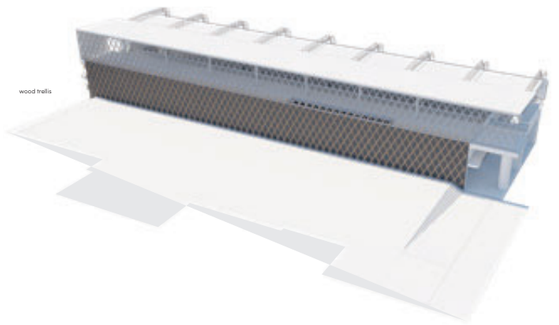


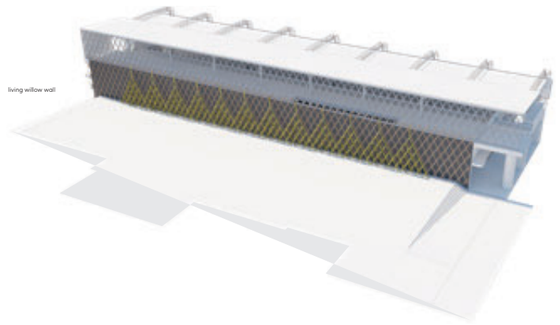
Open-Air Community Venue

SUMMARY - WESTERN EDGE EVOLVES INTO LATTICE FRAMEWORK FOR GROWTH & PUBLIC LIFE









1 EXISTING WALL & PLAZA BASE

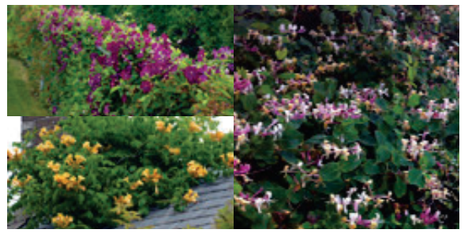
2 STAINLESS STEEL CABLE TRELLIS

- Small weave cable mesh
- Planted with native climbing vines
- Back neutral panel / painted anthracite grey



3 WOOD LATTICE

- Medium weave wood lattice
- Planted with native flowering vines

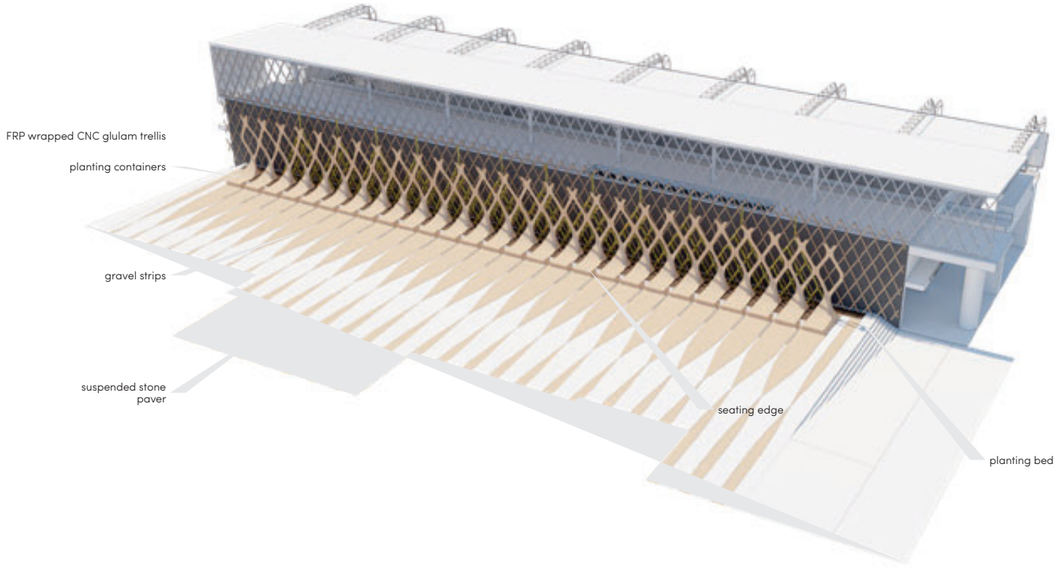


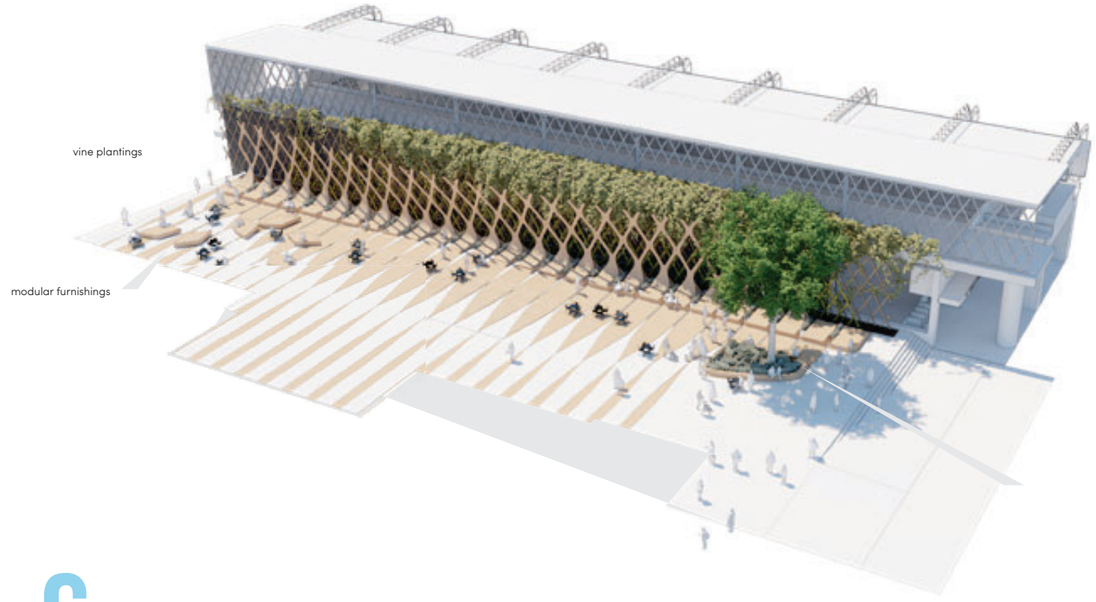
4 LIVING LATTICE

- Large weave willow wall



SUMMARY - WESTERN EDGE EVOLVES INTO LATTICE FRAMEWORK FOR GROWTH & PUBLIC LIFE





5 PROGRAMMABLE WOOD TRELLIS - SCULPTURAL SEATING EDGE AND TIMBER PAVING SYSTEM

- Sculptural Glulam CNC fabrication
- Comfortable garden edge seating
- FRP wrapped timber deck
- Suspended stone plaza paving





6 DAILY LIFE WITH GARDEN GROWTH





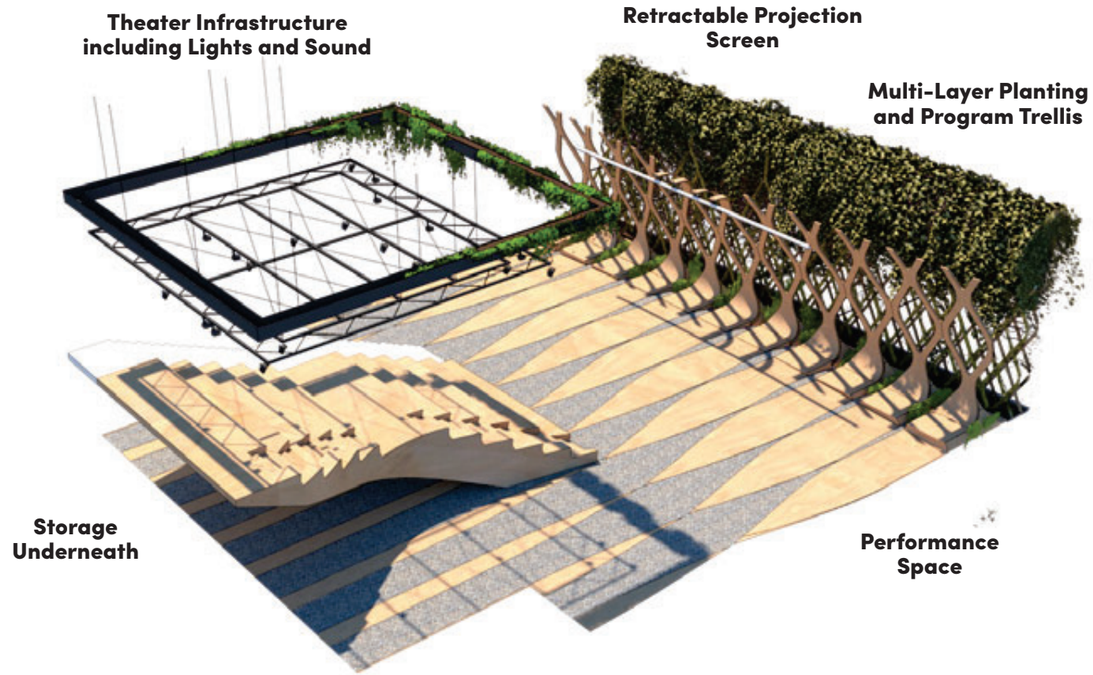
5.4.2 Central Open-Air Theatre and Gathering Space

This is arguably the city's most diverse and engaged community.

A public plaza that is able to respond to the unique culture of this community is fundamental.

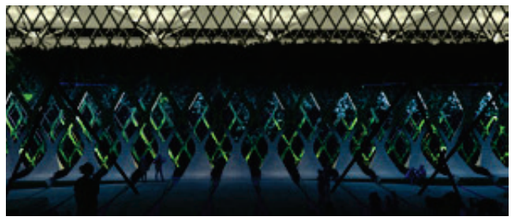
The plaza design aims to embrace the spirit of 'The Drive' as it seeks a contemporary form of urban public space that can add to the experience of such a memorable urban district. The plaza infrastructure invites social connections through extensive seating and gathering opportunities.

The lattice framework and open air theatre allows the community to contribute to the life of the space, elaborating upon the infrastructure through future activations, vitalizing it with creative installations and performances.

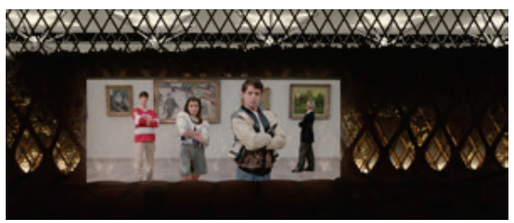




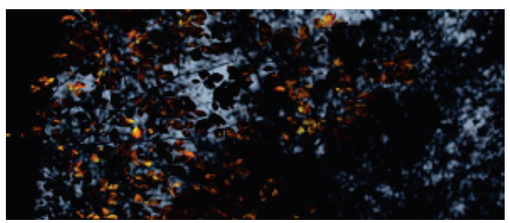
LIVE MUSIC PERFORMANCE



ART INSTALLATION/ILLUMINATION STUDIES



SCRIM PROJECTIONS



PROJECTION UPON VEGETATION

5.5 Engaging the Edges

5.5.1 A Platform for Coming Together

The position of the plaza at the nexus of transit, food, retail and community life confirm its role as a flexible platform for coming together.

We envision the plaza as key component of defining a 'crossroads' condition and creating one of the vital spots in the city. An inclusive space that invites both movement and staying in place.

The plaza is designed to support immersive experiences of lush green vegetation in a surprising urban format as well as support programming in various forms, both formal (events in plaza theatre) and spontaneous (informal performance, seasonal pop-ups). The flexibility of the plaza invites community initiatives into the public realm, supporting reconfigurations of the space for performance and spontaneous activations.

The east and west sides of the plaza provide activation of the public realm in distinct ways: via public gathering, programming and horticultural display along the West edge and with carefully considered retail activation and the central theatre bleacher along the East edge. The north and south ends of the plaza also provide unique character: a broad civic gate at Broadway in contrast with the more intimate community entrance at 10th Avenue. At the core is the plaza heart: the community theatre and gathering bleacher. The framing of all edges of the plaza create a clear sense of place while also successfully providing a welcoming mid-block pedestrian connection.



SUCCESSFUL AND ENGAGING COMMUNITY MARKETS OF THE GRANDVIEW-WOODLAND NEIGHBOURHOOD

5.5.2 The Potential for Extra Small Pop-Ups

In the popular imagination, cities are often associated with their biggest buildings and largest monuments. But the lifeblood of all cities is their small-scale civic buildings and public spaces. And it's the life that inhabits the small interstices around these places that make cities most memorable.

Nowhere is this more evident than on The Drive. There is a spontaneity that organically seems to take advantage of unexpected circumstances, filling every nook and cranny in the neighborhood fabric.

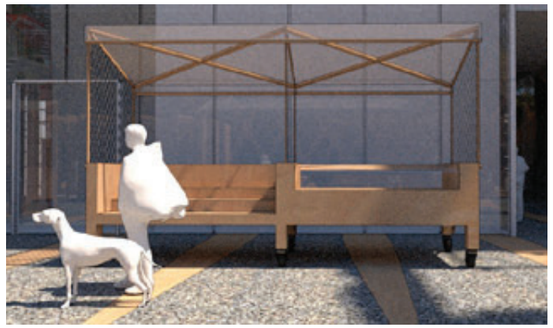
The new community plaza – the first ever designed urban space for The Drive – stands as a unique opportunity to embody the spirit of Vancouver's most vibrant and eclectic community.

There is potential to further animate the plaza with the integration of seasonal pop-ups of community retail and markets.

These would form a complementary relationship with the grocery store and support the character of Commercial Drive North, animating the public realm throughout the seasons. The potential for micro retail opportunities in the form of pop-ups would provide a contrast in scale and use to the podium retail offering.



DIVERSE EXAMPLES OF URBAN MICRO-RETAIL AND ITS POTENTIAL TO VITALIZE THE PUBLIC REALM





PLAZA-SPECIFIC POP-UP SEASONAL RETAIL CARTS

5.6 Central Courtyard

5.6.1 An Immersive Green Central Courtyard

A wooden deck, and metal grated pathways float above a lush garden. Opportunities to climb higher onto the knoll give vantage to the neighborhood to the south, and the loop connects the three towers in a single social circle.

THIS PAGE: light-touch pathways float above a diverse forest of native plantings.

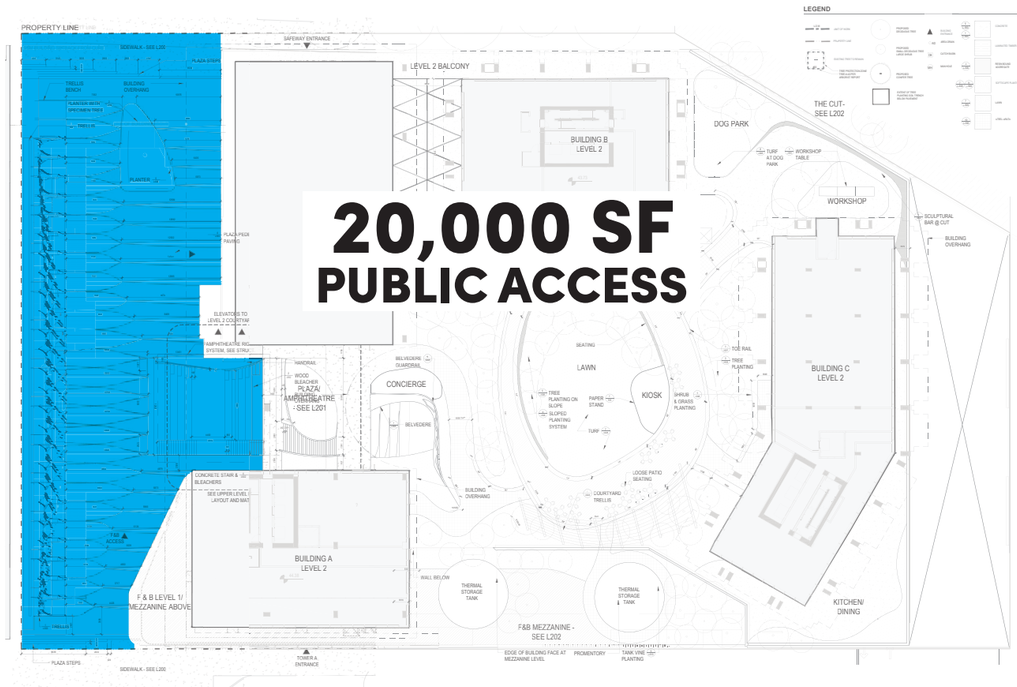
RIGHT: Central Courtyard Plan



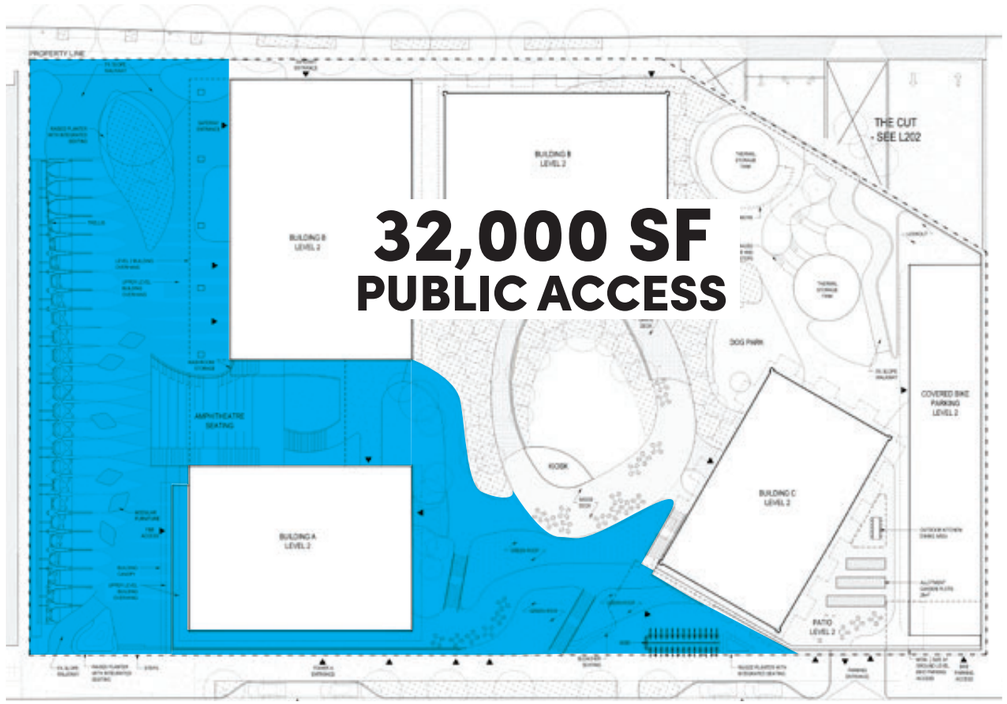
Central Courtyard

GWP Requirements
20,000 SF Open Public Space

Current Proposal
20,000 SF Open Public Space (Plaza)
12,000 SF Open Public Space (Level 2 Connection to 10th Ave)



Previous Proposal, Fall 2021



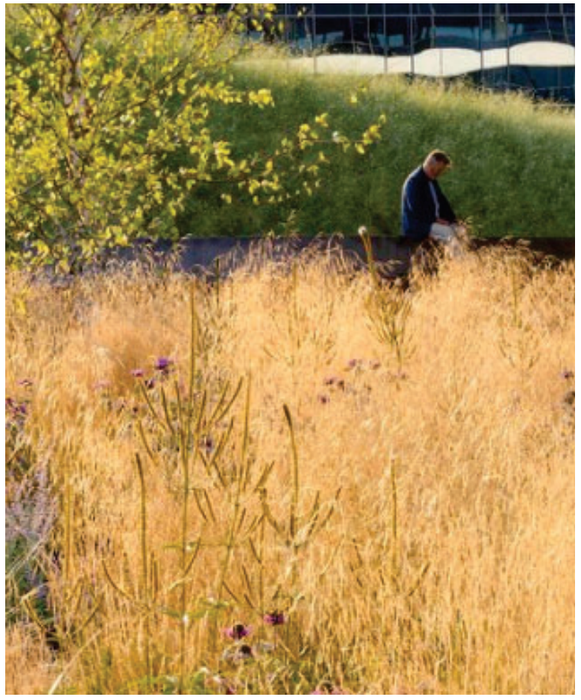
Current Proposal

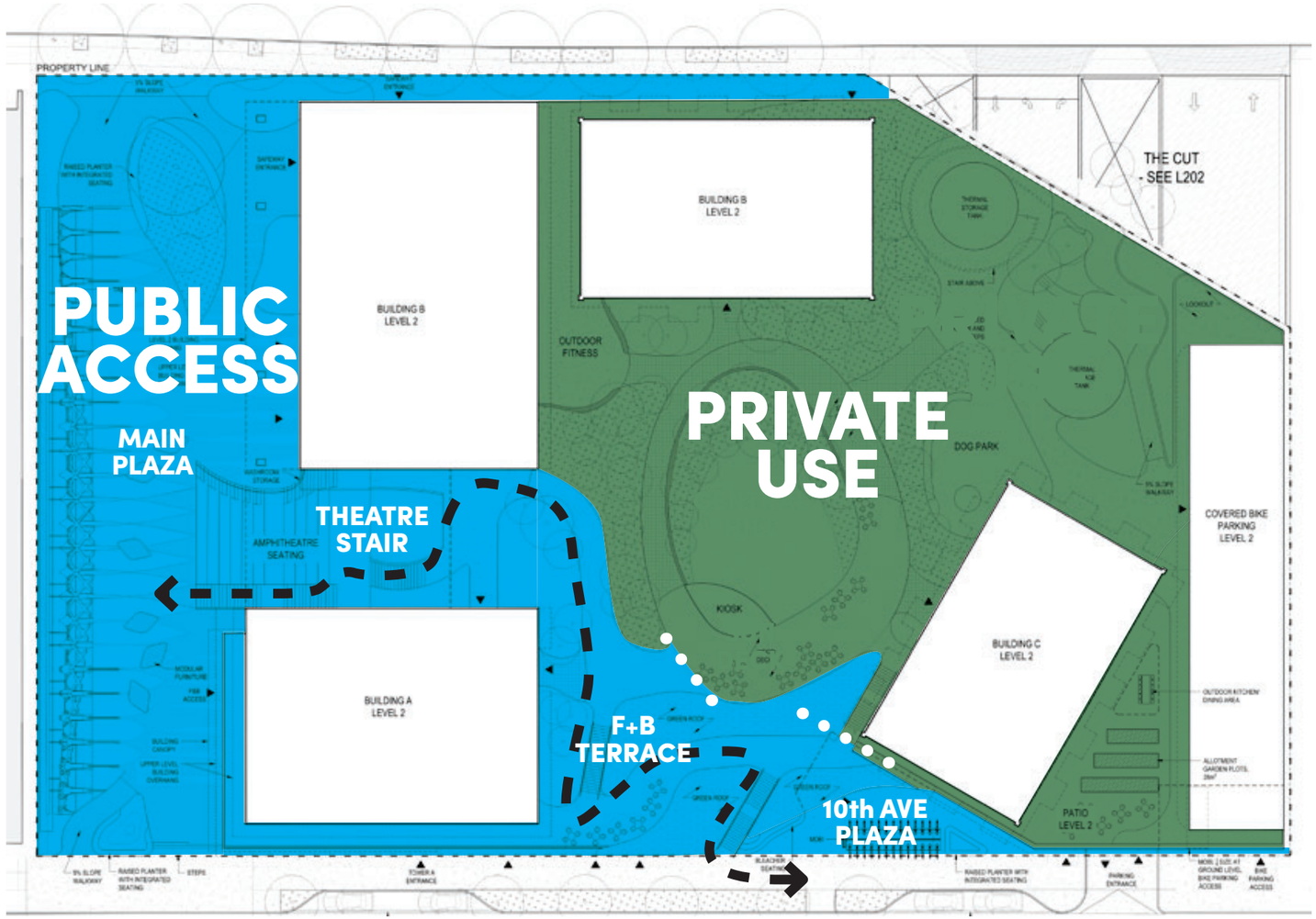
5.7 10th Ave Terraces

5.7.1 A Welcoming Southern Face at 10th

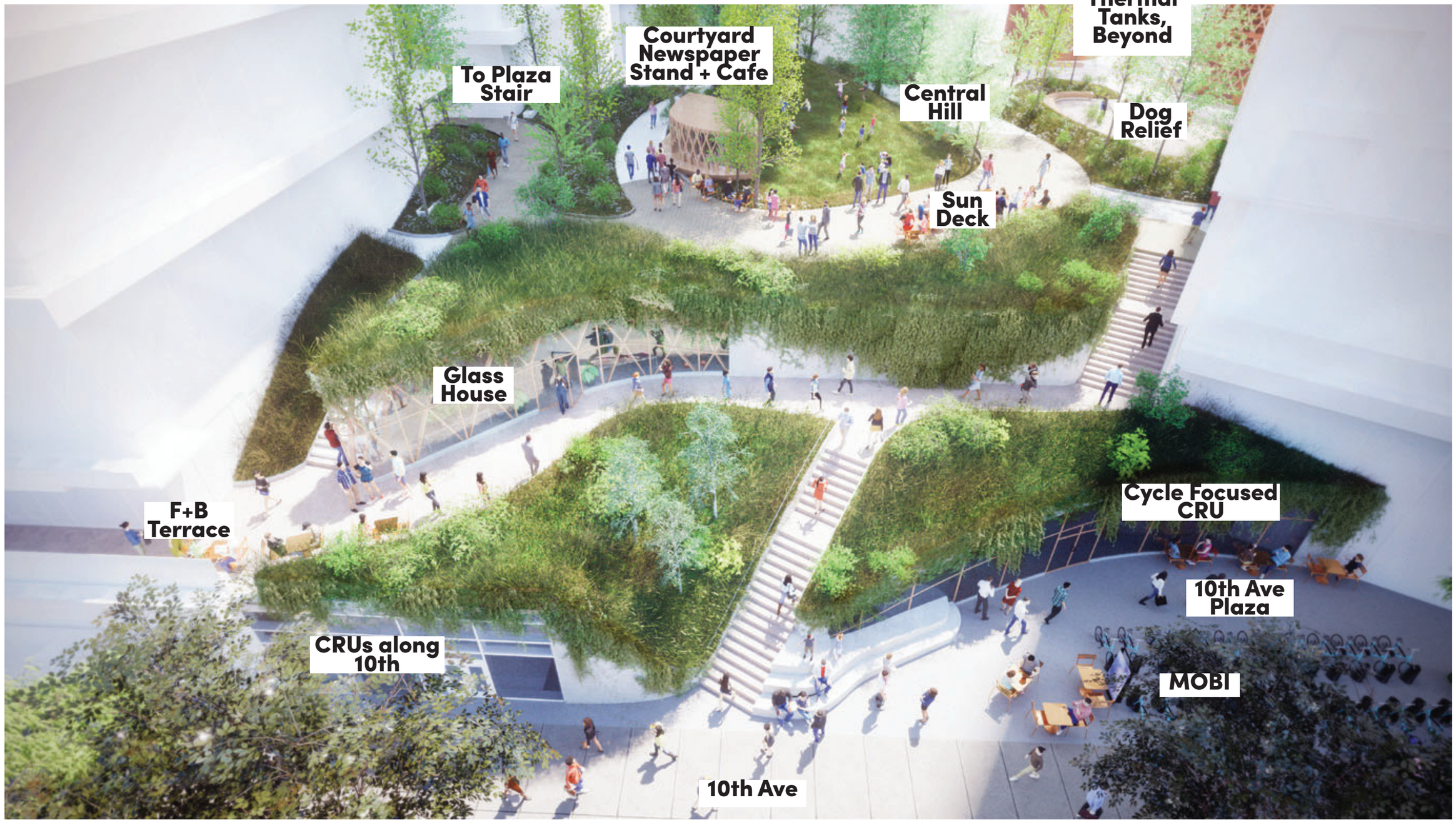
As the Central Courtyard reaches towards 10th Ave, it cascades downwards through a series of small gathering spaces. These pockets are nestled within a diverse meadowscape, and provide the opportunity to rest, enjoy the southerly aspect, while connecting the courtyard, and thus - the plaza - to 10th Ave.

THIS PAGE: the layering of meadow and forest landscapes provides visual interest and depth to the southern elevation, inviting you inwards and across the central courtyard.





10th Ave Terraces



5.8 The Cut

5.8.1 Extending the Wild, the Artificial, and the Renaturalized Banks to the Sky

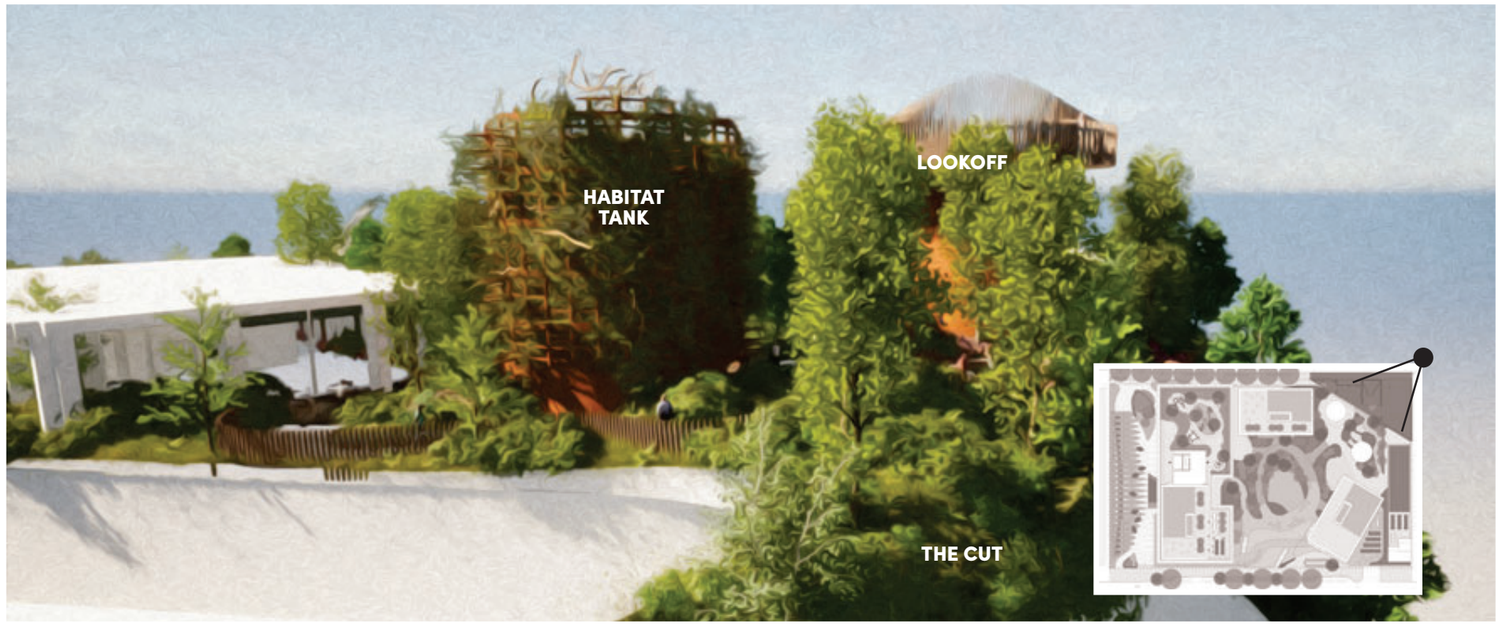
A unique opportunity to connect to context, the northeastern corner of the podium spills downwards to meet the Grandview Cut, below. In turn, the neighborhood peels upwards to the podium deck.

BELOW: The Grandview Cut railway corridor.

RIGHT: Schematic Drawing of the Cut and Thermal Tanks







5.8.2 Healing the Cut - Bridging the Gap

Works by Oliver K, Photos 1992 and 2000

‘We planned to restore the ravine’s forest using hundreds of willow and cottonwood cuttings, which would root and stabilize the soil until the original alder and big-leaf maple forest re-established itself. To assist in this, we planned to install a number of nest boxes on the slope to bring back the birds that had been displaced by the construction. Their droppings would ensure a continuous ‘seed-rain’ of native plant species as well as furnish important plant nutrients such as nitrogen and phosphorous.’

- Oliver K





5.8.3 Thermal Tank Park - Expressing the Industrial Aesthetic and Sustainable Nature of the Drive

At the northeastern edge of the podium, the thermal tanks provide a hulking presence towards Broadway and the Grandview Cut.

RIGHT: conceptual view of a winding pathway around the thermal tanks towards the Cut look-off.

BELOW AND TOP RIGHT: Public Space within Industrial Relics







5.8.4 Dog Relief Area

Directly adjacent to the thermal tanks and cut, the dog relief area provides a convenient outdoor space for four-legged residents.







5.9 Tower Roofs

5.9.1 A Place to Play and Relax

Taking advantage of views to the mountains beyond and the great sun exposure, the generous roof terraces provide spaces in which to gather, play, exercise, sit alone, eat and drink and grow food.

At the northwest, a playspace associated with the daycare facility encourages adventure play amongst a lush forest garden. Opportunities to climb, to explore and to slide pair well with more passive zones for rest, contemplation and relaxation.

At the roofs of Tower A and B, outdoor gardens are paired with indoor amenity spaces for all season enjoyment of the view - the cut below, the mountains and city beyond.

Above the cycle facility along the eastern edge, and with plenty of access to southern sun, an experience like no other residential project in Canada is provided. With long stretches of farm-like planting rows, as well as raised beds, paired with tool shed, green house, and potting facilities, a resident group might have a real chance at some serious food production. Paired with a community table and gathering space, this should be an active space year round hosting workshops, events and garden festivals.

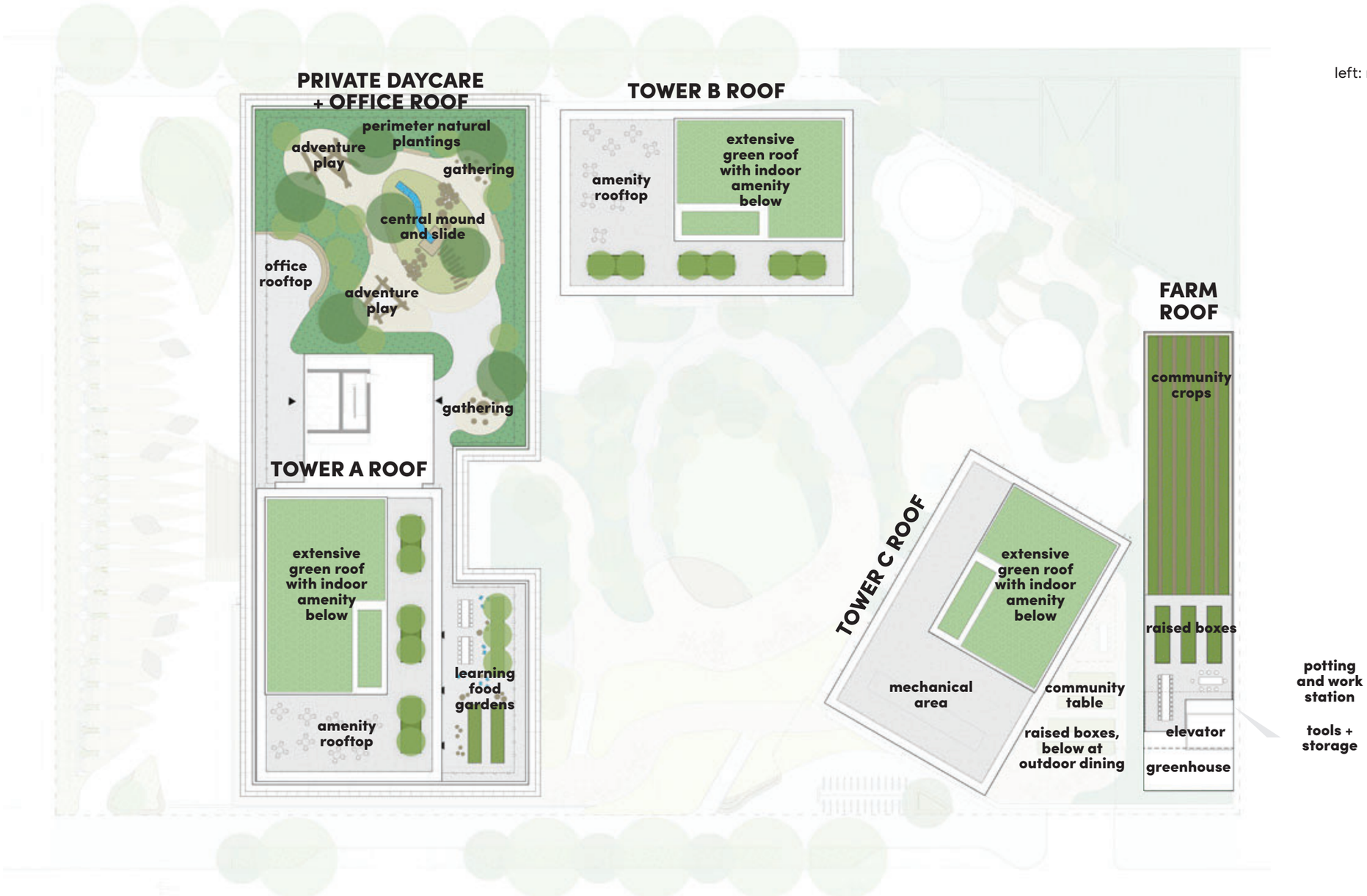








Tower Roofs



left: roof plan

5.10 Planting

5.10.1 Candidate Species for consideration

BOTANICAL NAME / COMMON NAME

Trees

Acer circinatum / Vine Maple

Acer x freemani 'Jeffsred' / Autumn Blaze Maple

Acer rubrum 'Armstrong' / Armstrong Red Maple

Amelanchier alnifolia / Saskatoon Berry

Catalpa speciosa / Northern Catalpa

Quercus coccinea / Scarlet Oak

Thuja plicata / Western Red Cedar

Zelkova serrata 'Green Vase' / Green Vase Zelkova

Trees (Pioneering)

Alnus rubra / Red Alder

Populus balsamifera trichocarpa / Black Cottonwood

Populus tremuloides / Quaking Aspen

Trees (Urban Agriculture)

Malus pumila / Honeycrisp Apple

Malus sylvestris `Domestica` / European Crab Apple

Pyrus communis / Common Pear

Pyrus 'Kieffer' / Kieffer Pear

Baubotanik

Salix viminalis / Basket Willow

Climbers

Akebia quinata / Chocolate Vine

Clematis lingusticfolia / Western White Clematis

Lonicera hispidula / Hairy Honeysuckle

Parthenocissus tricuspidata `Fenway Park` / Boston Ivy

Trachelospermum jasminoides / Star Jasmine Trellis

Understory

Aster x frikartii / Aster

Athyrium filix-femina / Common Lady Fern

Arctostaphylos uva-ursi / Kinnikinnick

Asplenium trichomanes / Maidenhair Spleenwort

Blechnum spicant / Deer Fern

Carex tumulicola / Berkley Sedge

Ceratodon purpureus / Red Roof Moss

Corylopsis pauciflora / Winter Hazel

Coreopsis verticillata / Tickseed

Coreopsis x `Autumn Blush` / Autumn Blush Tickseed

Cornus stolonifera / Red-osier Dogwood

Dicranum Scoparium / Broom Moss

Fragaria chiloensis / Beach Strawberry

Fraxinus ornus / Urban Bouquet Ash

Gaultheria shallon / Salal

Lavandula angustifolia / English Lavender

Leptarrhena pyrolifolia / Leatherleaf Saxifrage

Leptinella squalida / New Zealand Brass Buttons

Mahonia repens / Creeping Mahonia

Pennisetum alopecuroides / Fountain Grass

Polystichum munitum / Western Sword Fern

Phyllodoce empetriformi / Mountain Heather

Racomitrium canescens / Roadside Rock Moss

Rosa Meidiland series `Fuchsia` / Fuchsia Meidiland Rose

Rosa Meidiland series `White` / White Meidiland Rose

Sarcococca hookeriana humilis / Sweet Box

Sesleria autumnalis / Autumn Moor Grass

Silene acaulis / Moss Campion

Thymus praecox / Mother of Thyme

Vaccinium ovatum / Evergreen Huckleberry

Viburnum tinus / Arrowwood

Viburnum x bodnantense / Bondant Viburnum

Vinca minor `Azurea Flore Pleno` / Periwinkle

Understory (Pioneering)

Hydroseed meadow mix

Understory (Edible)

Achillea millefolium / Common Yarrow

Amelanchier alnifolia / Saskatoon Berry

Matteuccia struthiopteris / Ostrich Fern

Rubus allegheniensis / Alleghany Blackberry

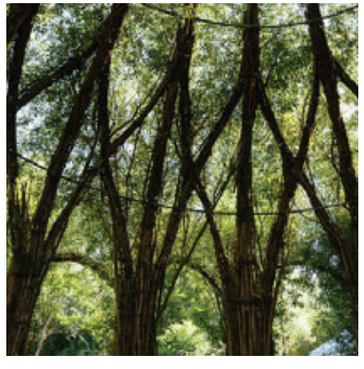
Rubus spectabilis / Salmonberry

Vaccinium parvifolium / Red Huckleberry

PLAZA







COURTYARD







THE CUT







EDIBLE LANDSCAPES

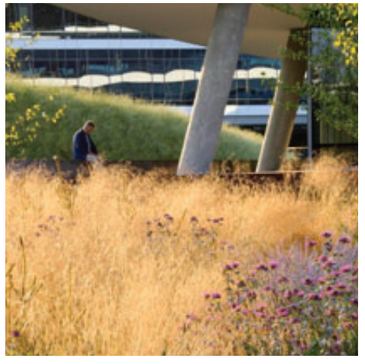






10TH AVE TERRACES







Section 6.0

Renders



Figure 6.1: *E 10th Ave Elevation View*



Figure 6.2: *Corner of Broadway + Commercial*

Figure 6.3: *East Aerial View*



Figure 6.4: *E 10th Ave Terrace Looking up to Courtyard*



Figure 6.5: *Public Plaza*



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Section 7.0

Architectural Drawings

Contents

7.1 Contextual Elevations

7.2 Floor Plans

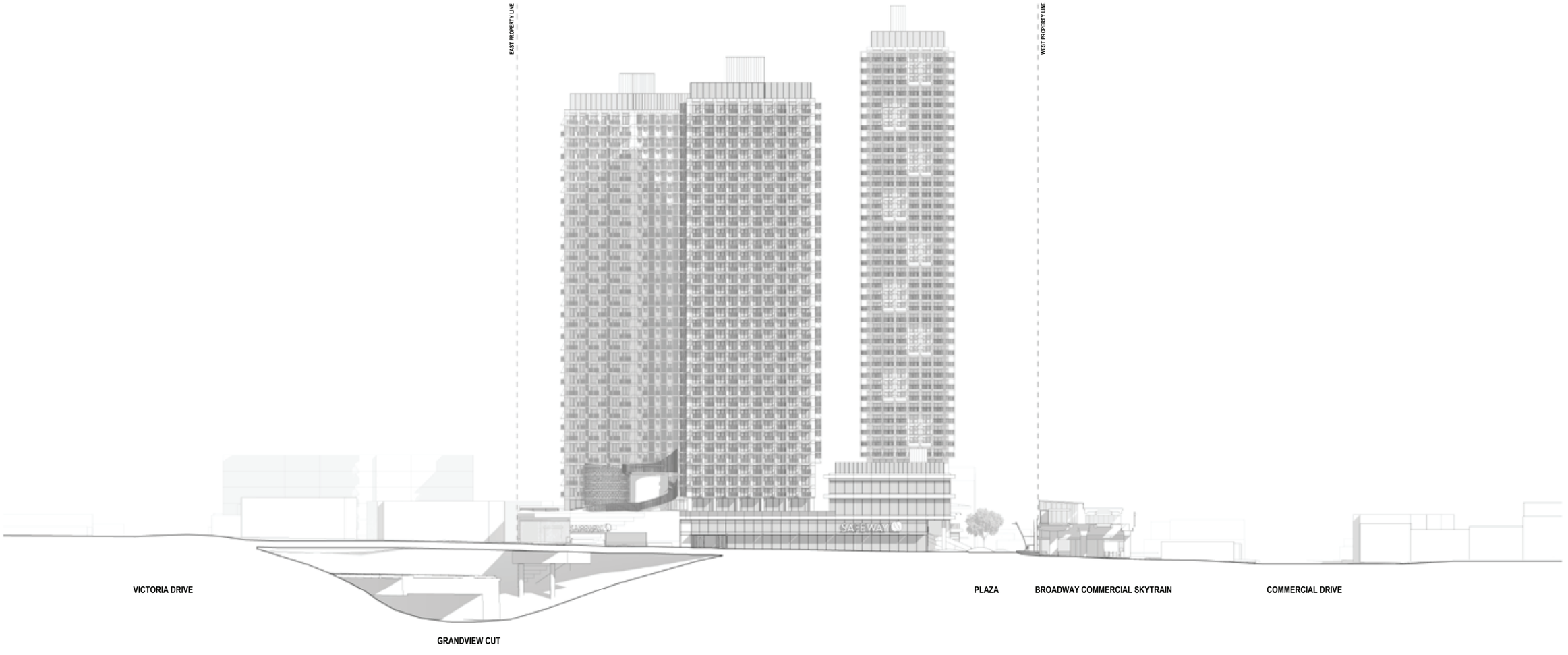
7.3 Enlarged Floor Plans

7.4 Building Elevations

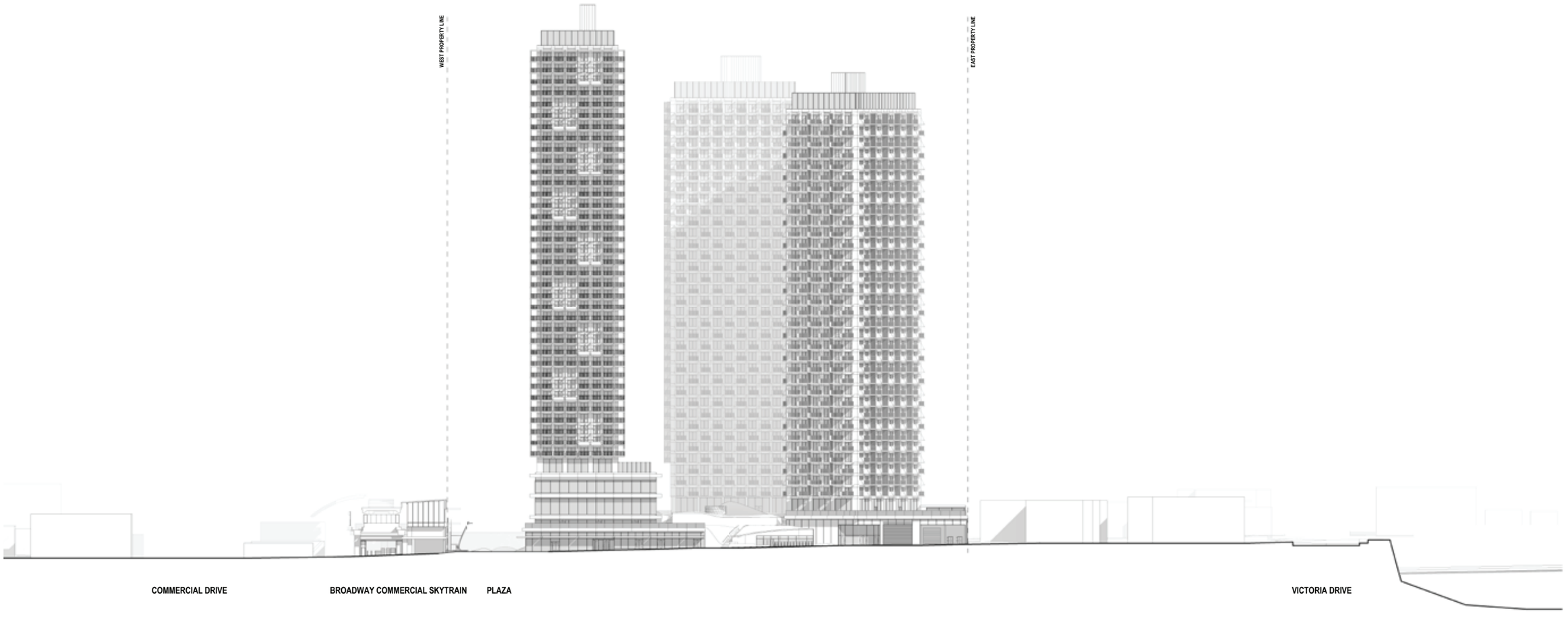
7.5 Building Sections

7.1 Contextual Elevations

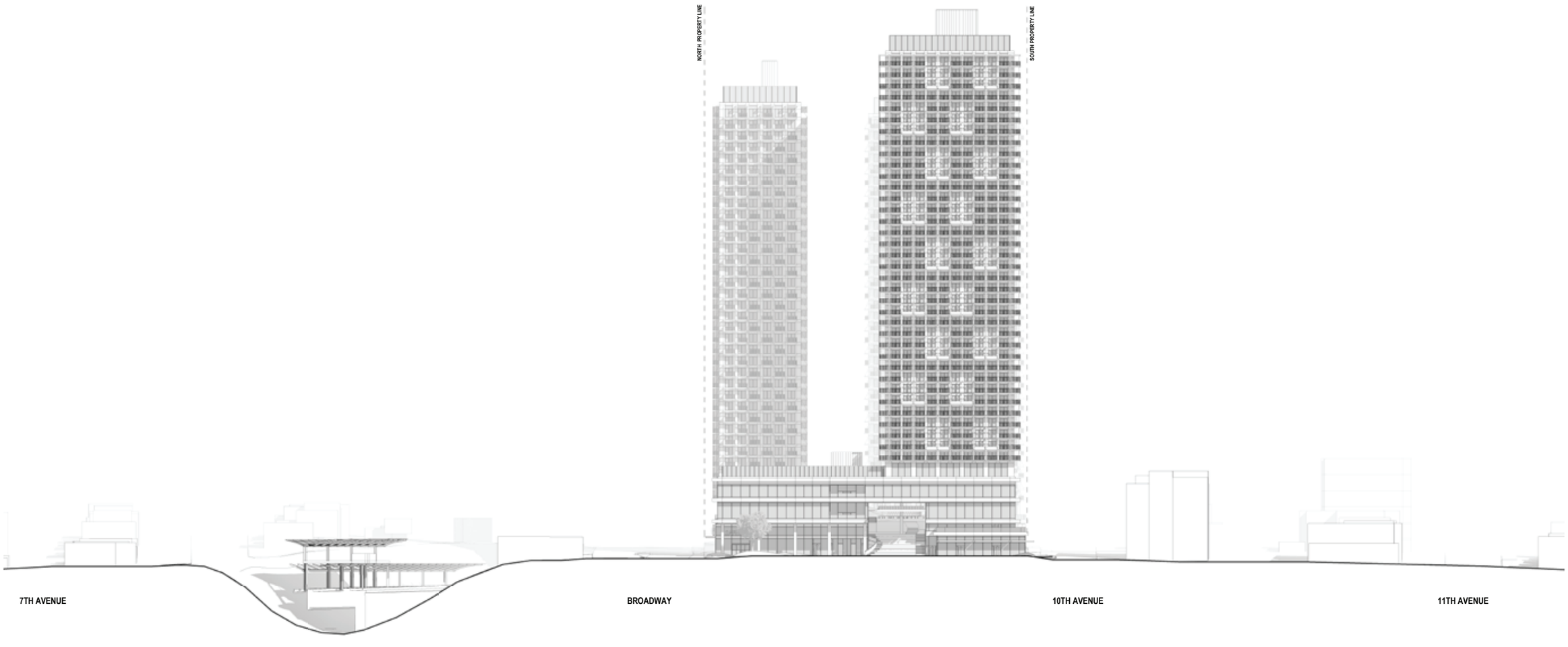
7.10.1 North Elevation

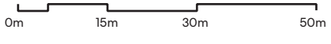


7.1.1 South Elevation

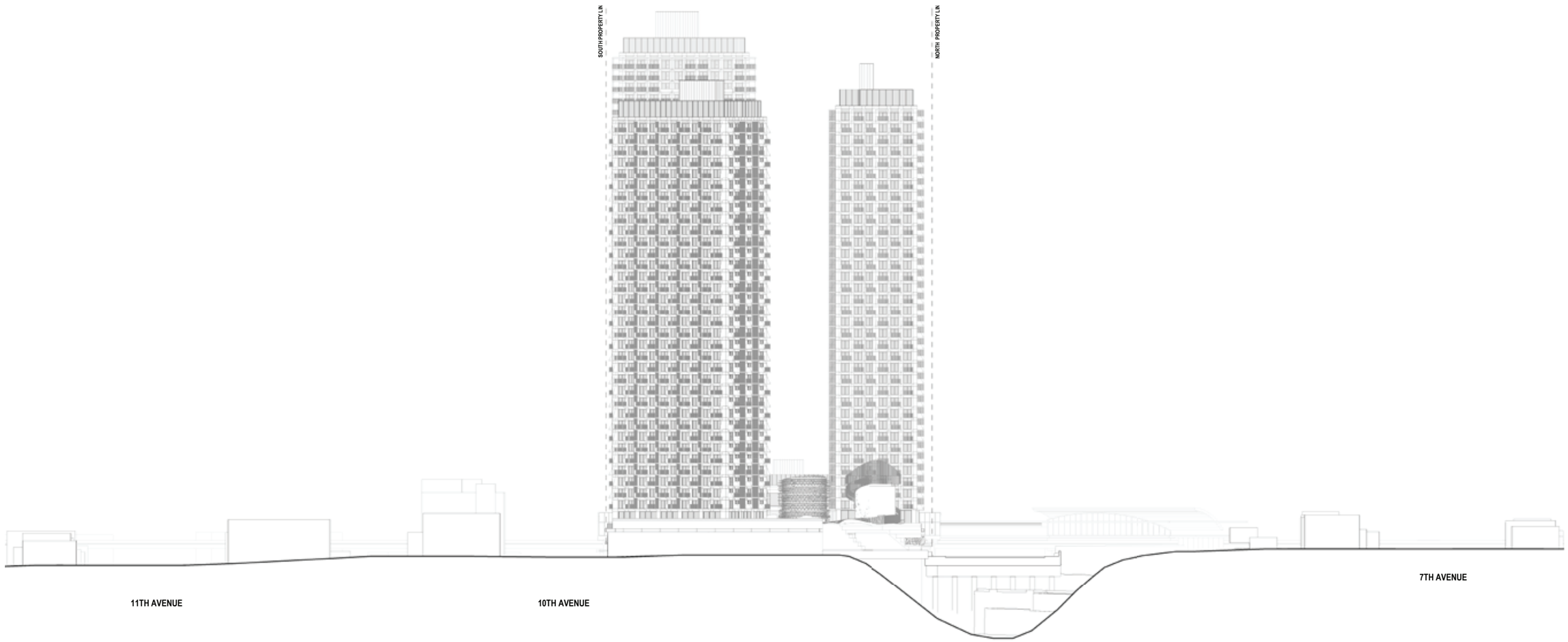


7.1.2 West Elevation





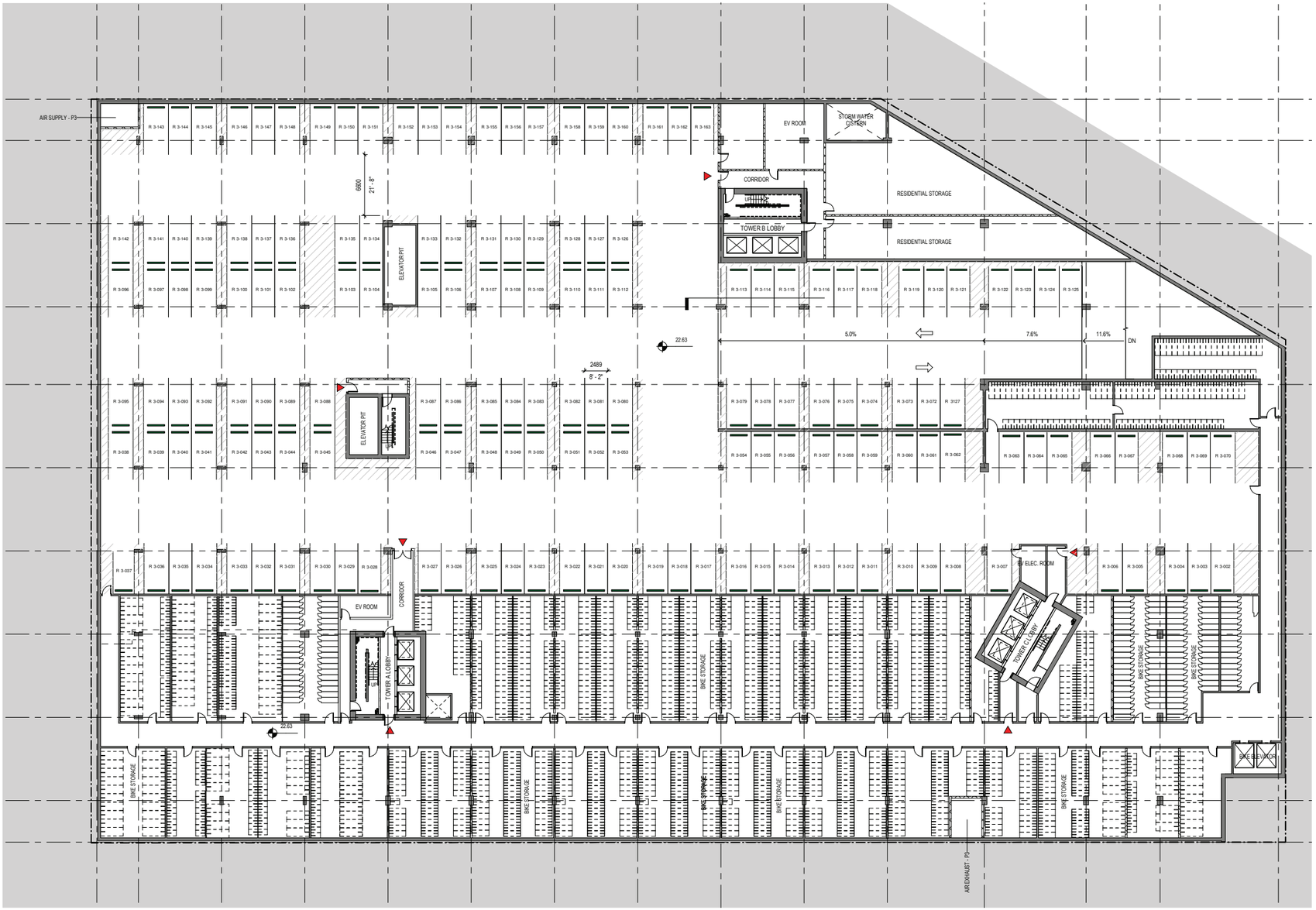
7.1.3 East Elevation



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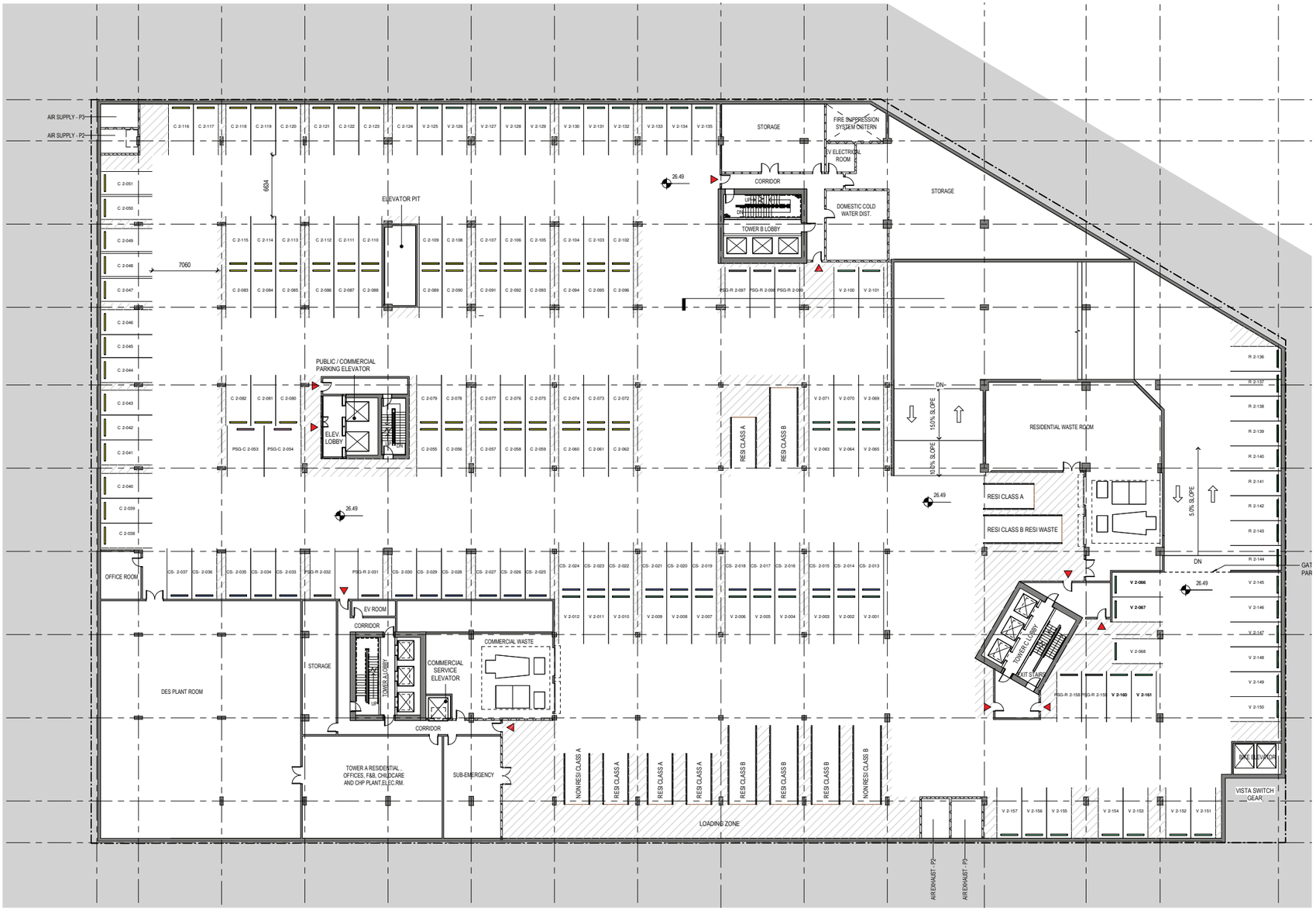
7.2 Floor Plans

7.1.4 Level P3



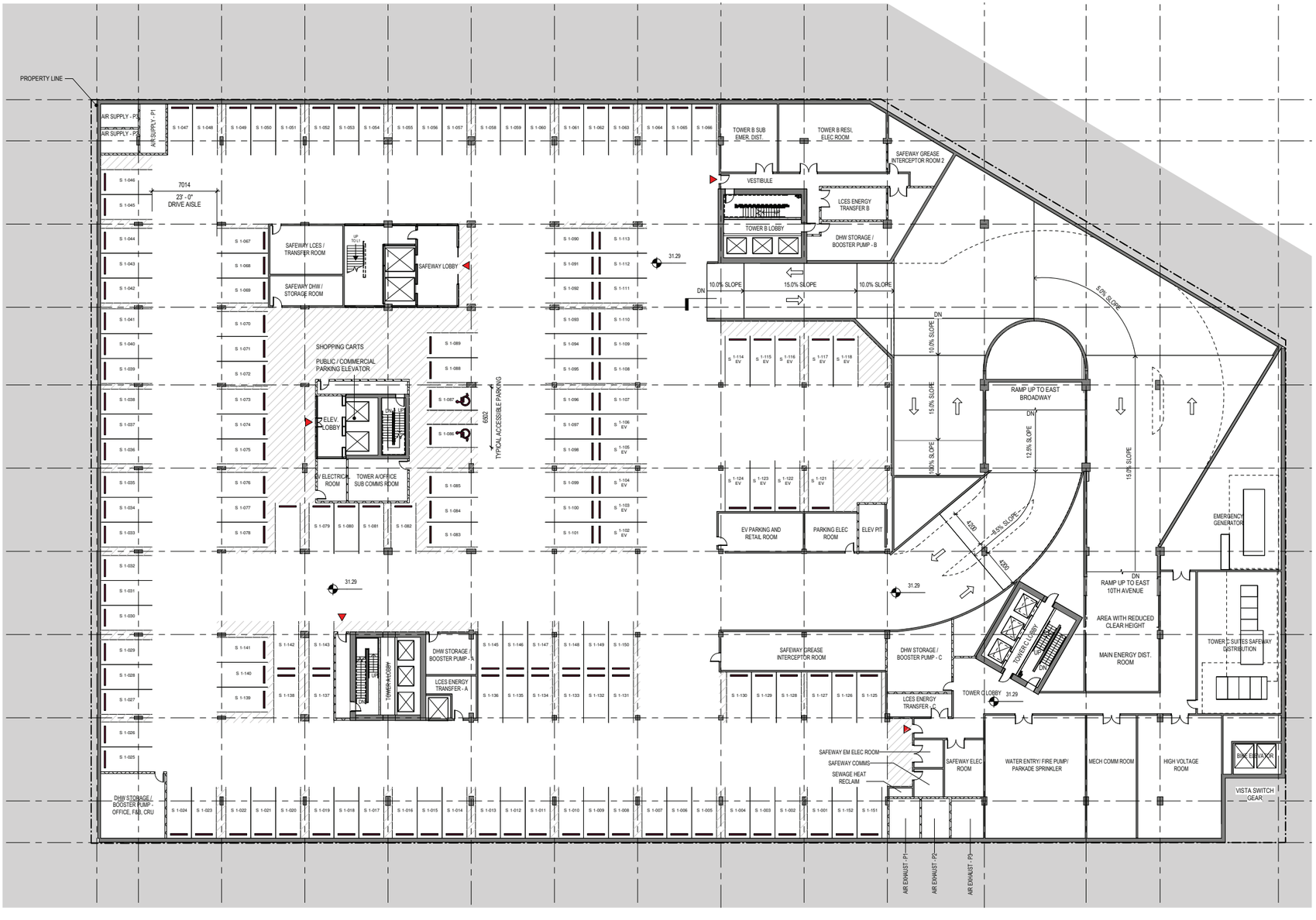
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7.2.1 Level P2



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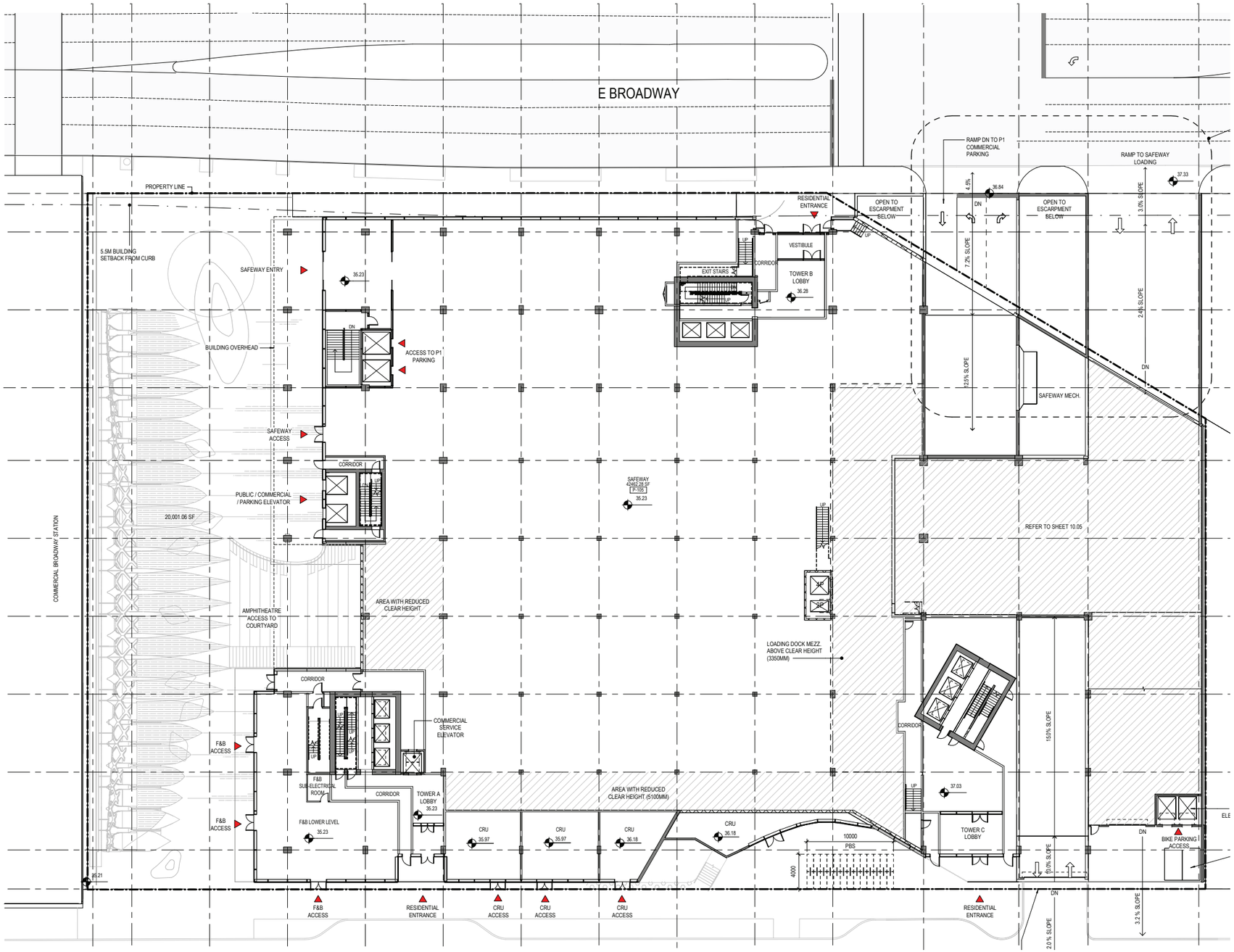
7.2.2 Level P1



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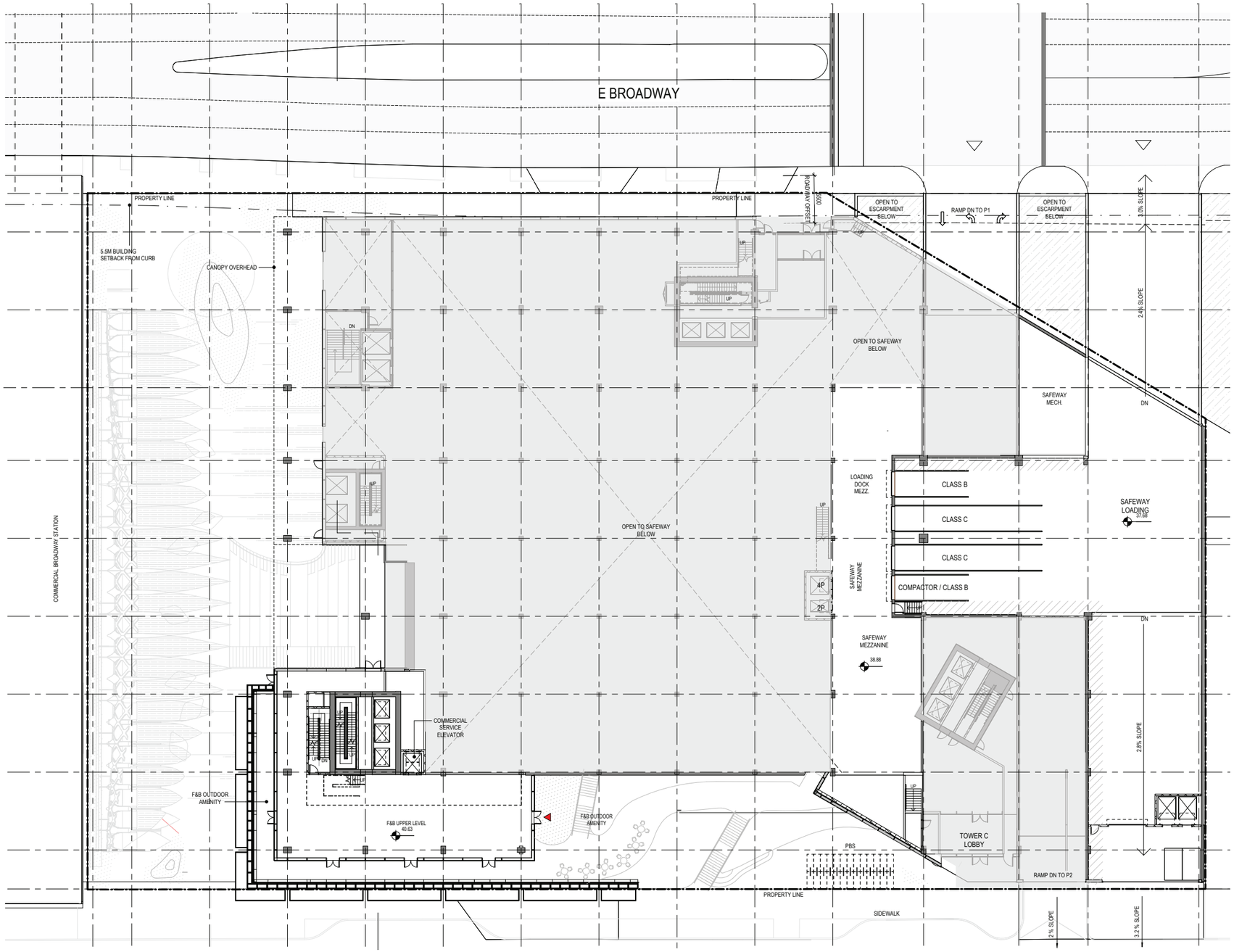
Floor Plans

7.2.3 Level 01

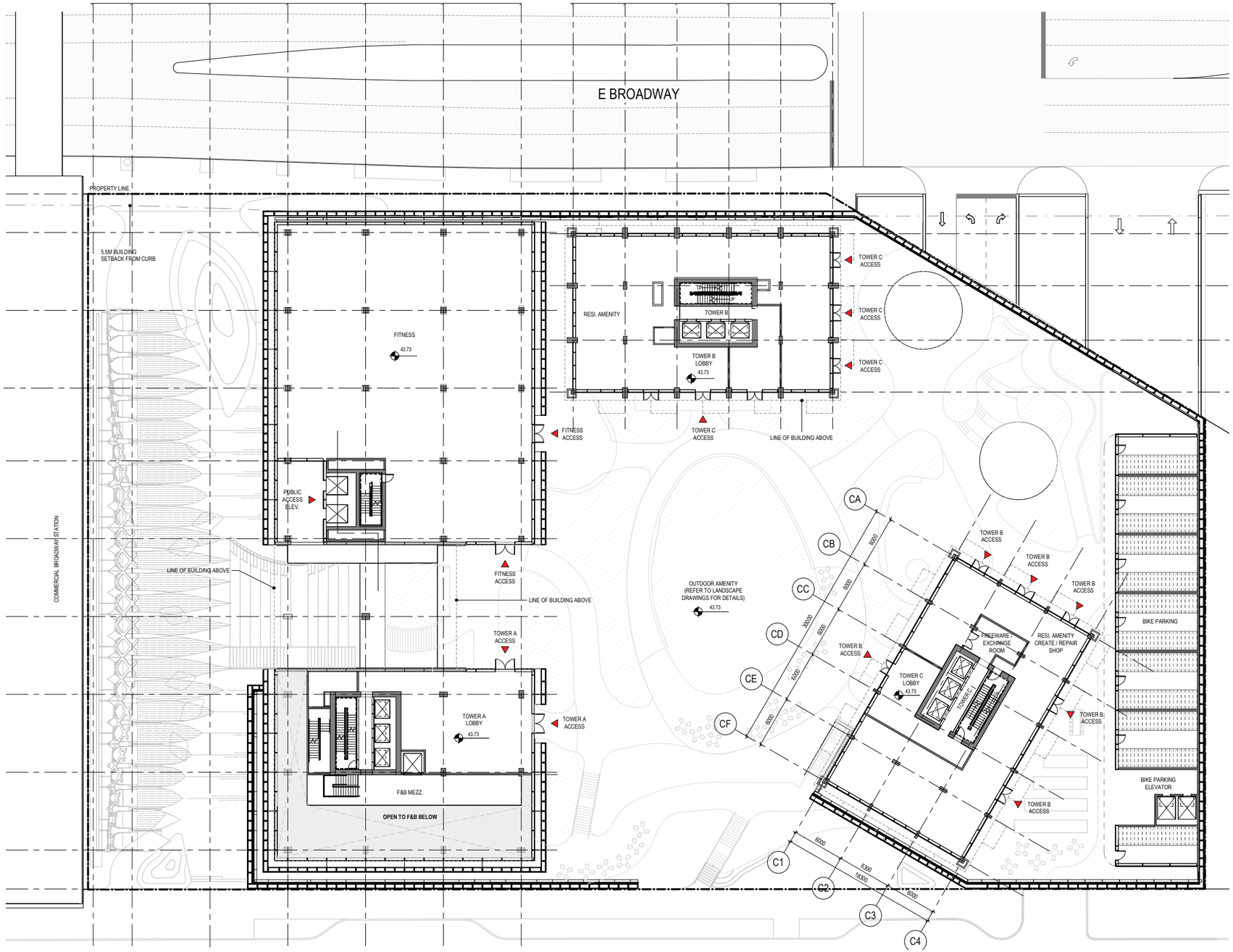


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7.2.4 Level 01M

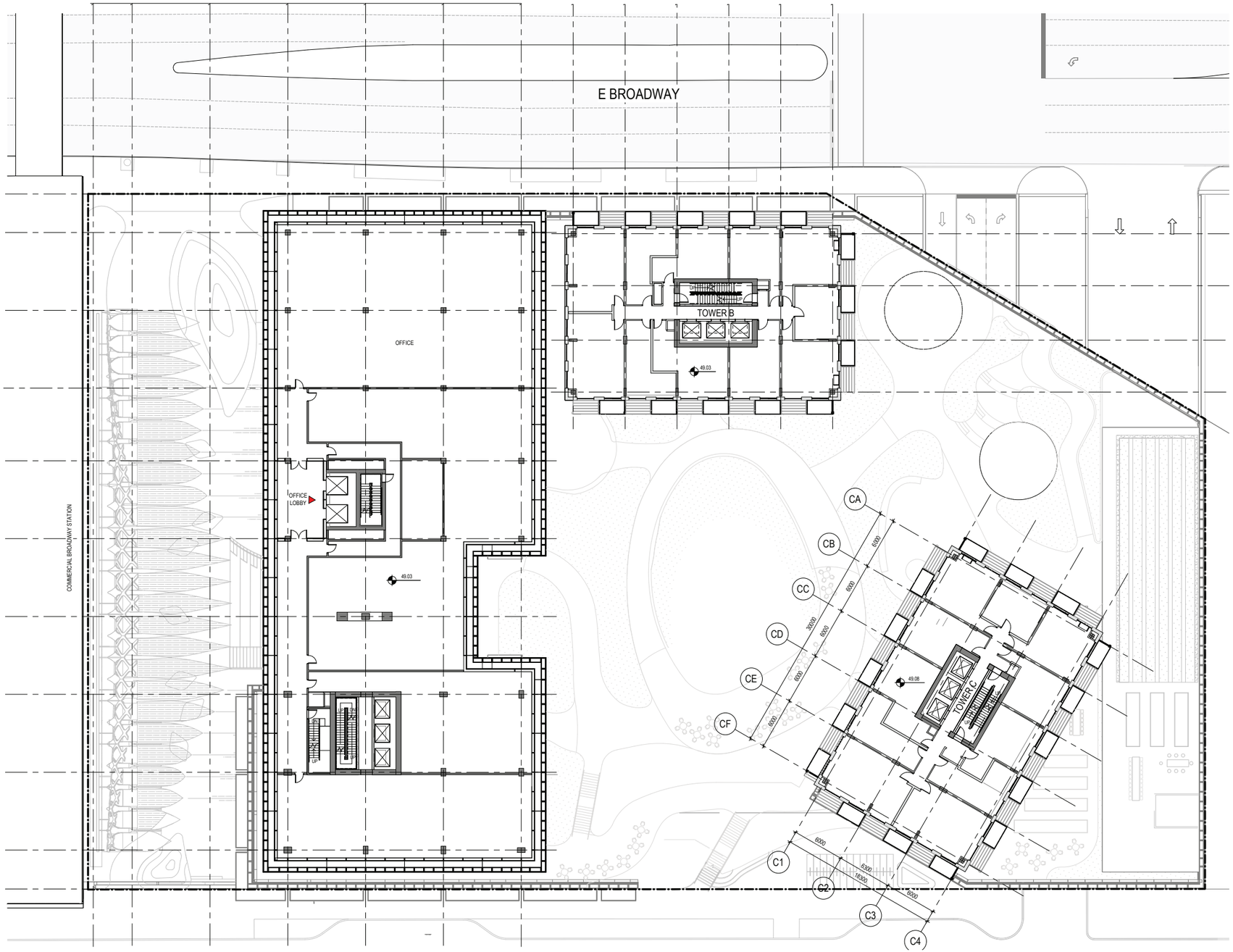


7.2.5 Level 02



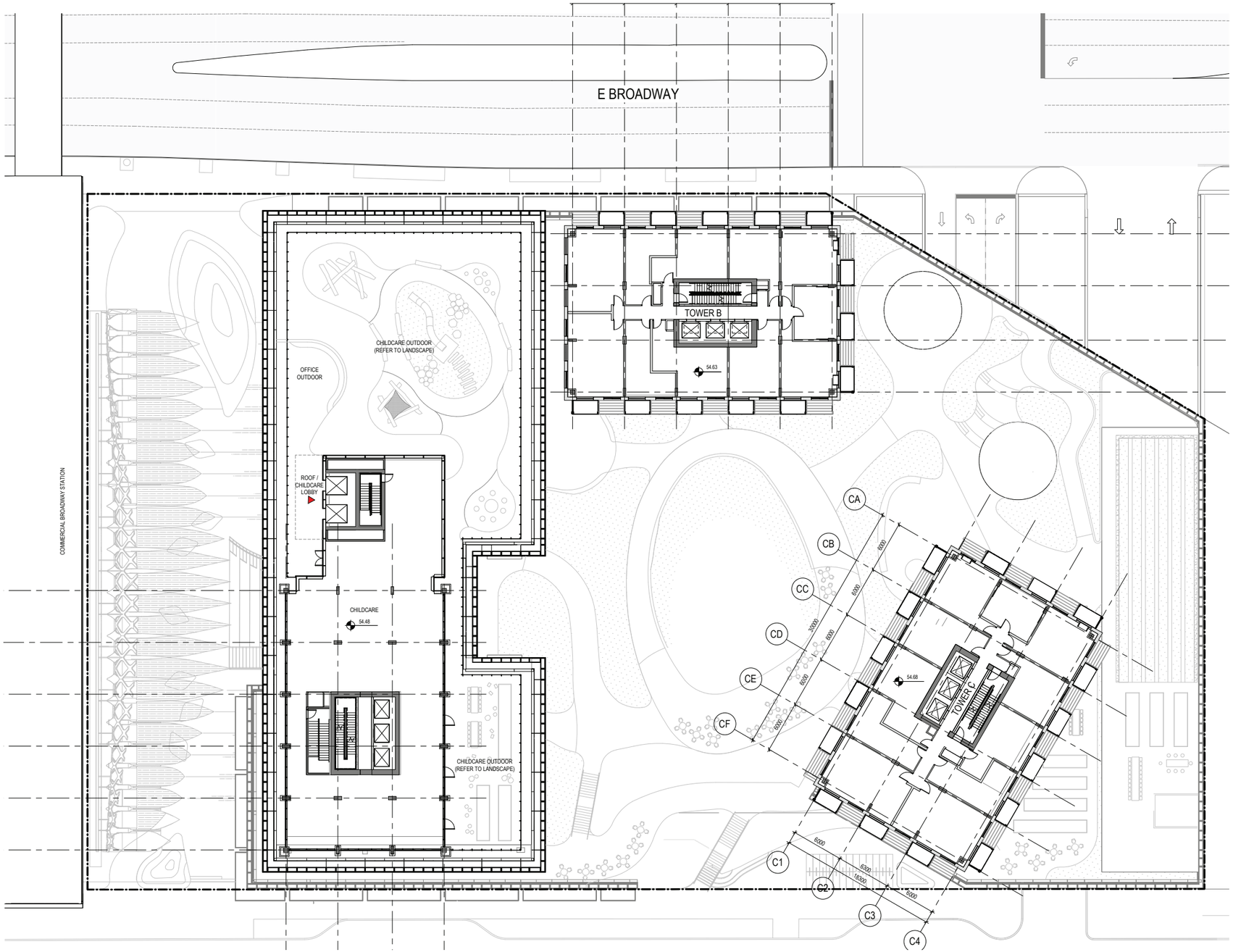
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7.2.6 Level 03



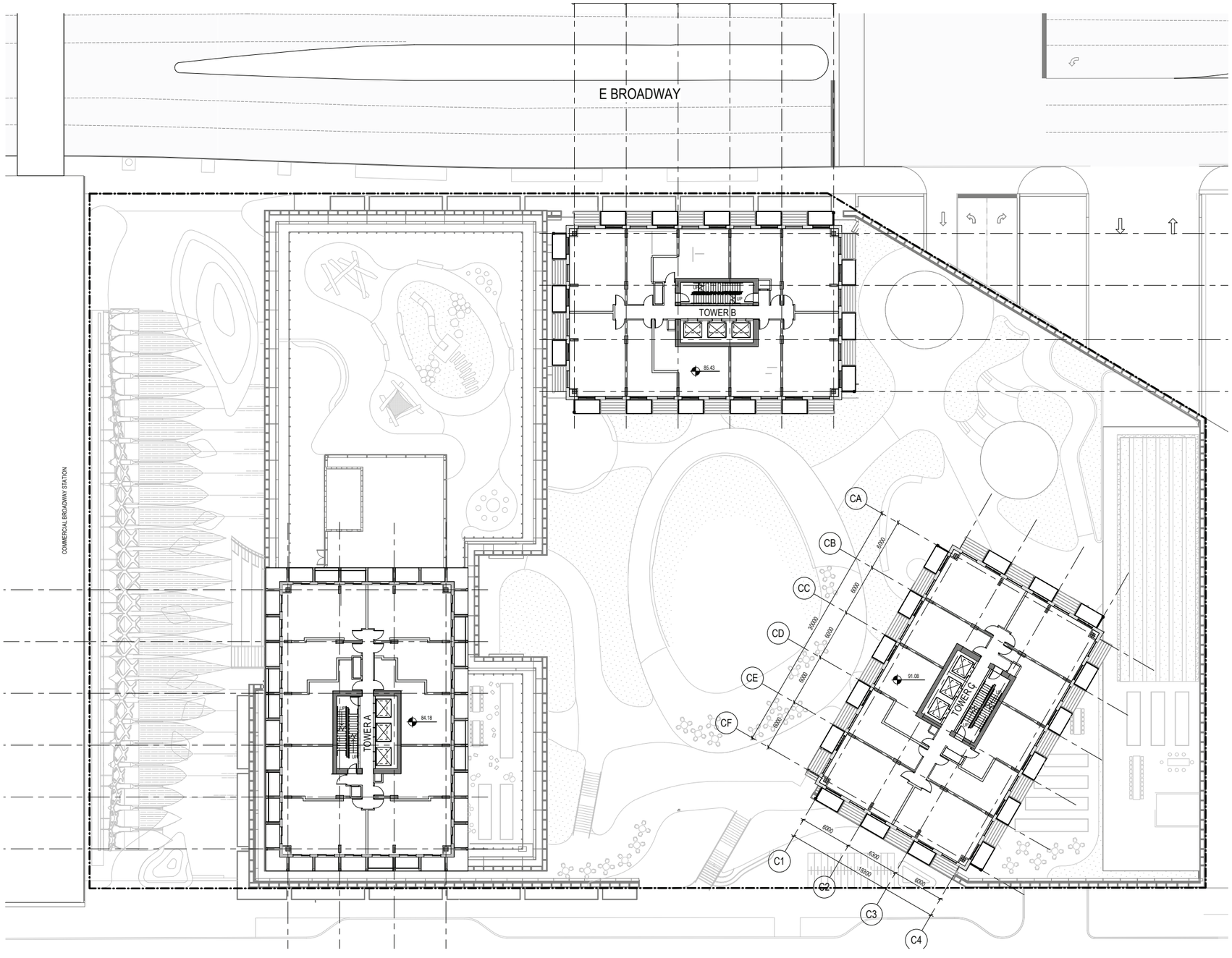
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7.2.7 Level 04



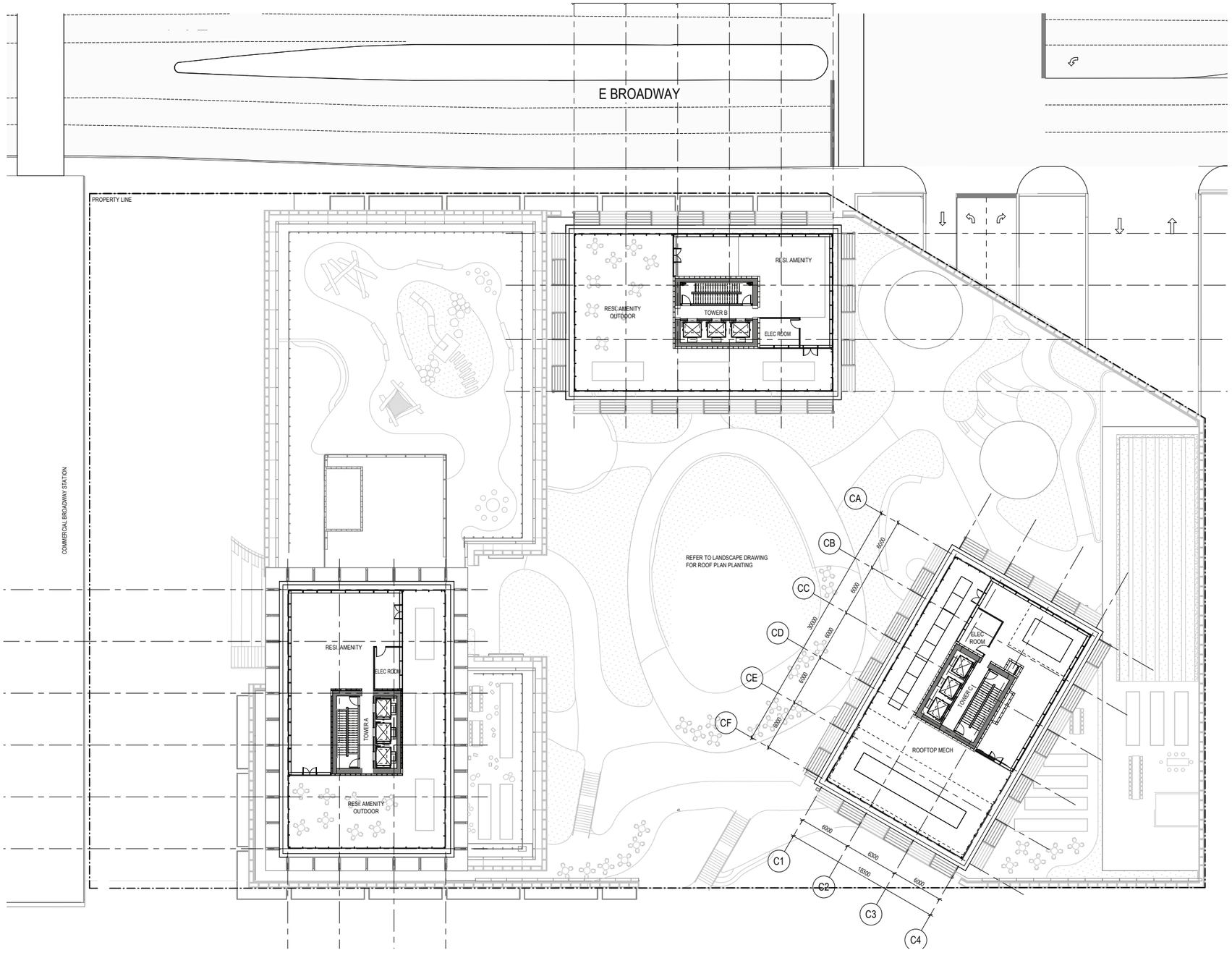
0m 5m 15m 30m

7.2.8 Typical Tower

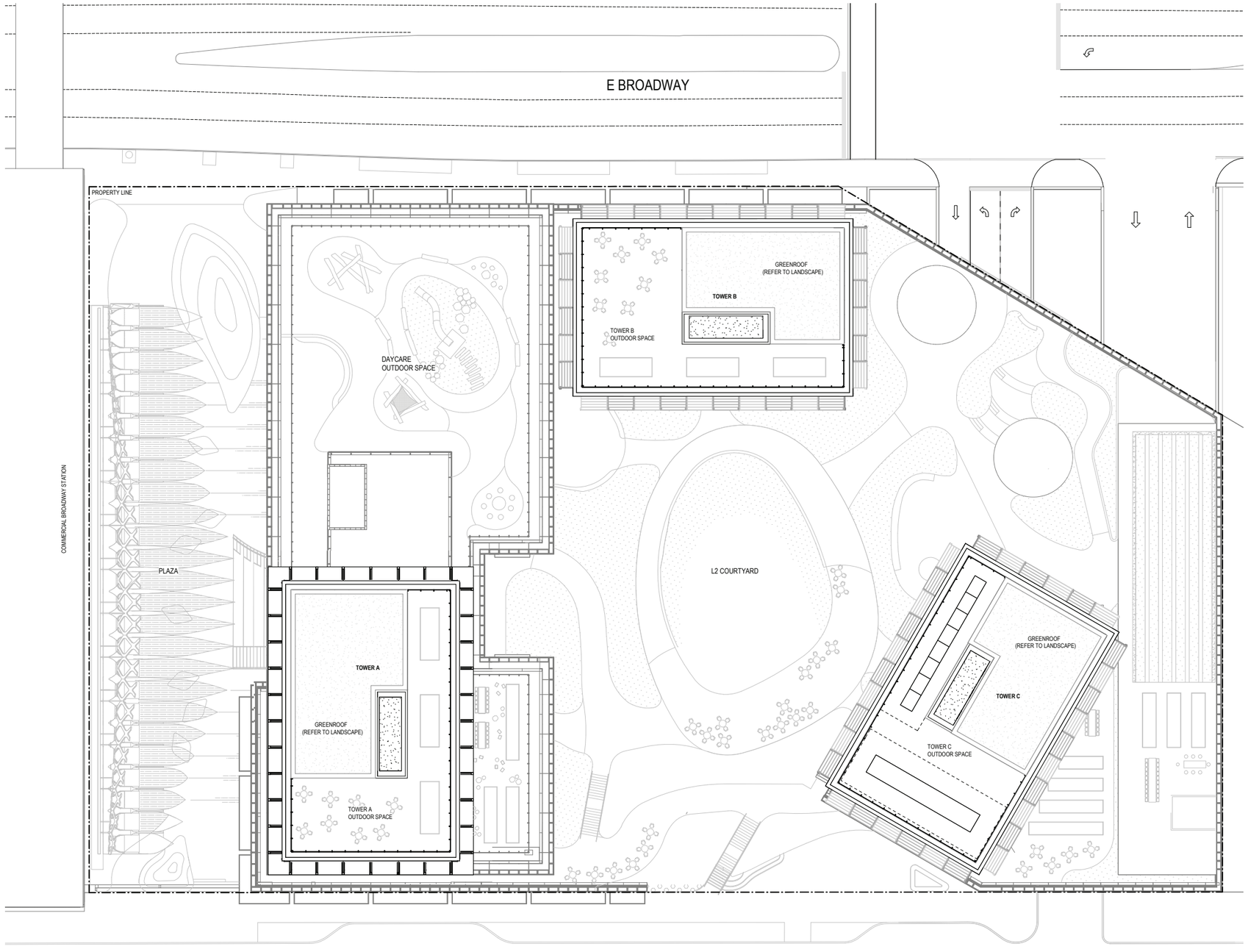


0m 5m 15m 30m

7.2.9 Roof


E BROADWAY
PROPERTY LINE
COMMERCIAL BROADWAY STATION
RESI. AMENITY
RESI. AMENITY OUTDOOR
TOWER B
ELEC ROOM
RESI. AMENITY
ELEC ROOM
TOWER A
RESI. AMENITY OUTDOOR
REFER TO LANDSCAPE DRAWING FOR ROOF PLAN PLANTING
ELEC ROOM
TOWER C1
ROOFTOP MECH
CA
CB
CC
CD
CE
CF
C1
C2
C3
C4
6000
6000
30000
6000
6000
6000
6000
16000
6000
0m
5m
15m
30m

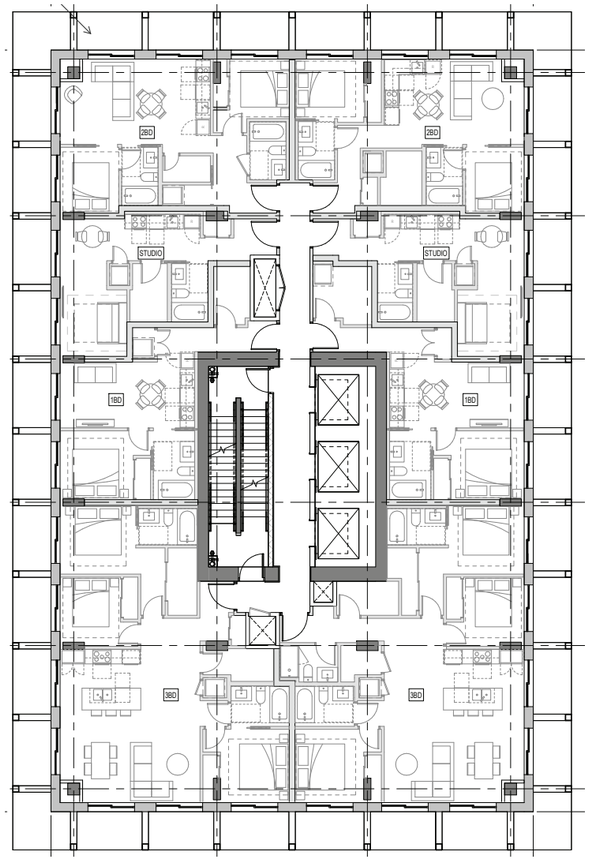
7.2.10 Overall Roof



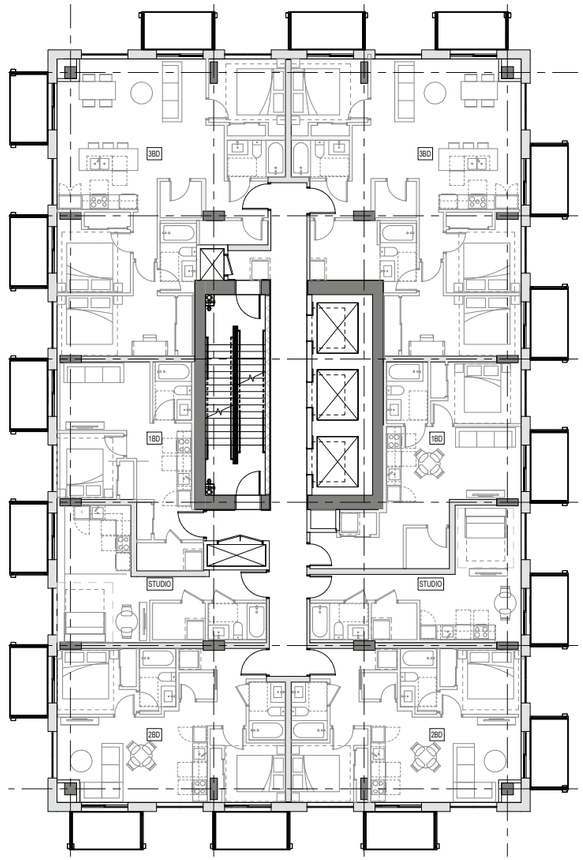
0m 5m 15m 30m

7.3 Enlarged Floor Plans

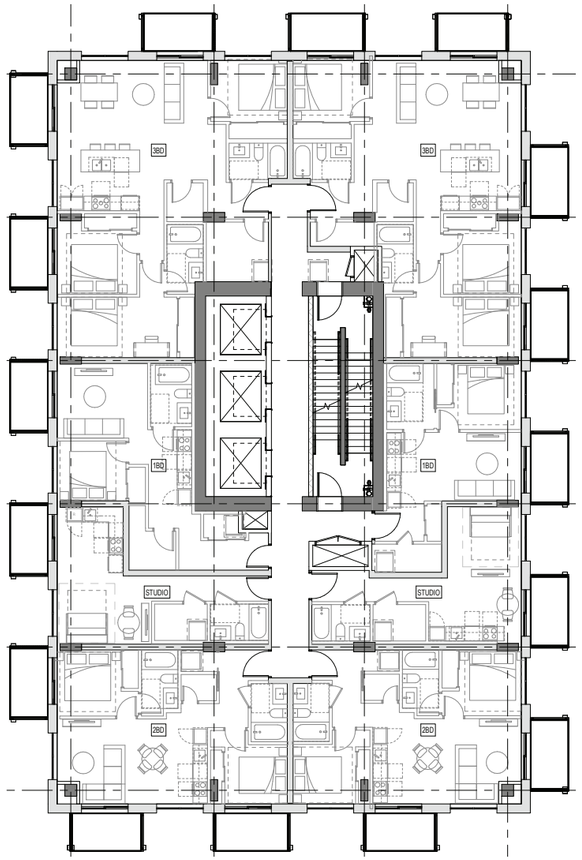
7.2.11 Typical Tower Units



Tower A



Tower B

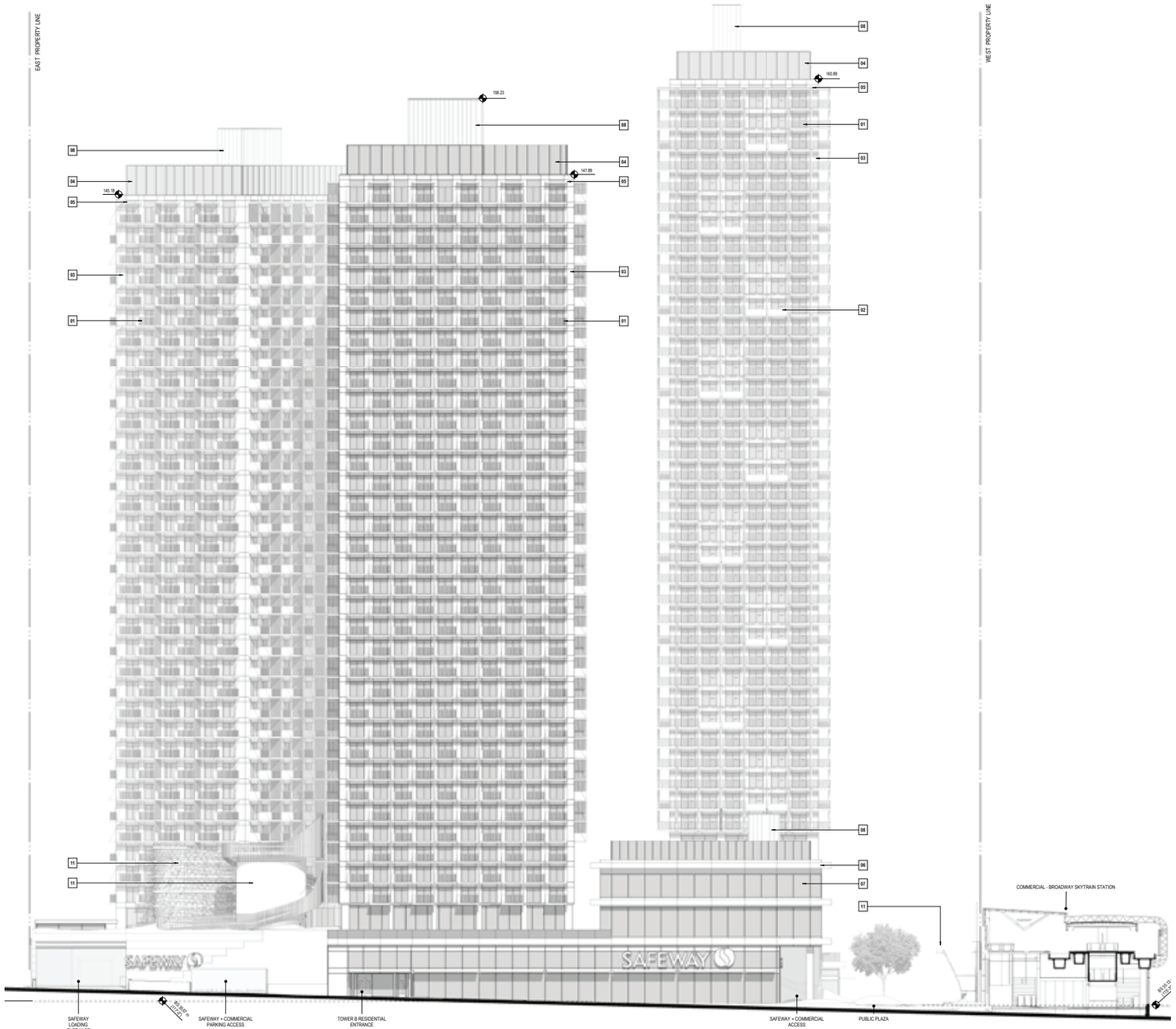


Tower C

0m 5m 15m

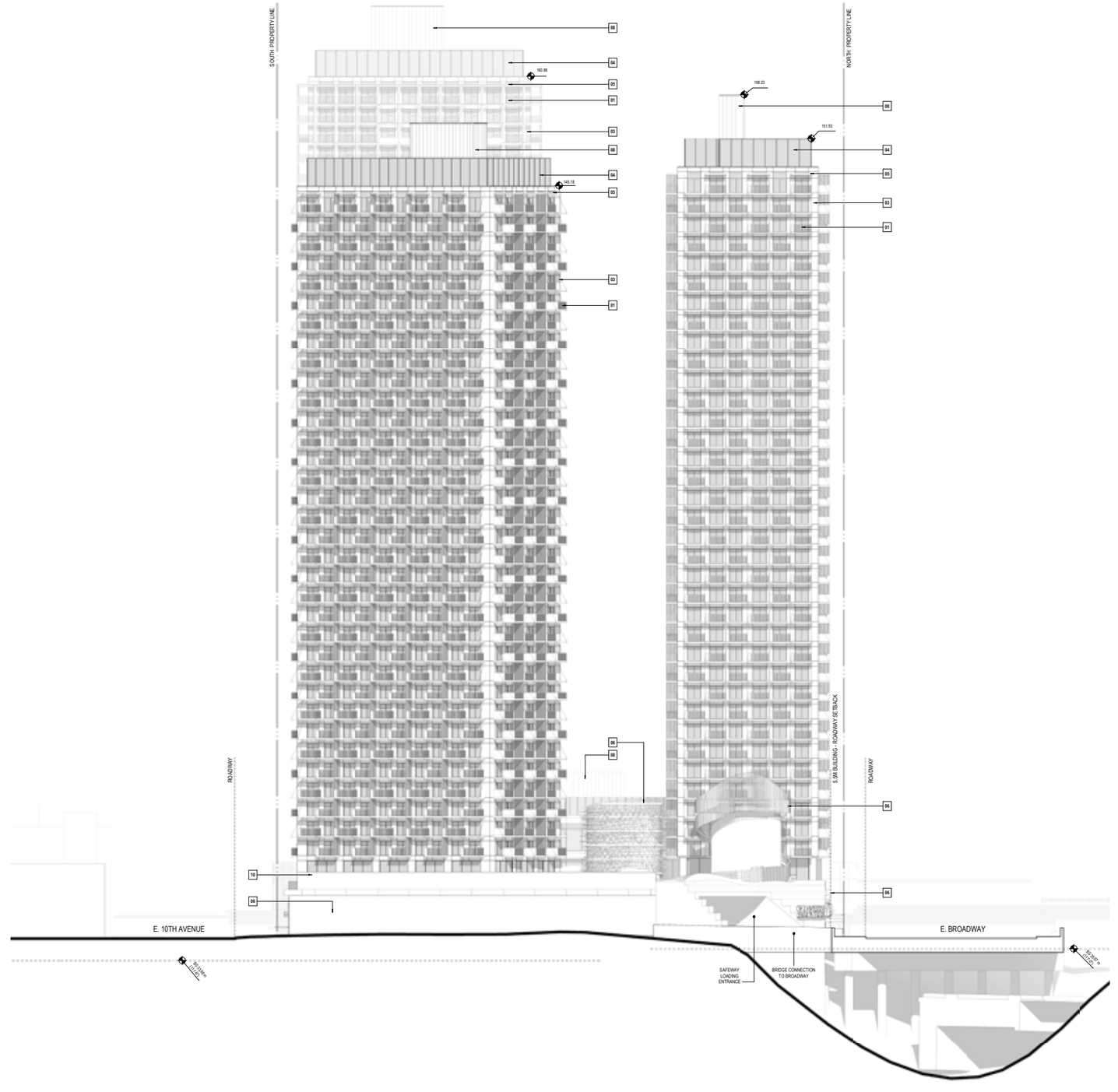
7.4 Building Elevations

7.3.1 North Elevation

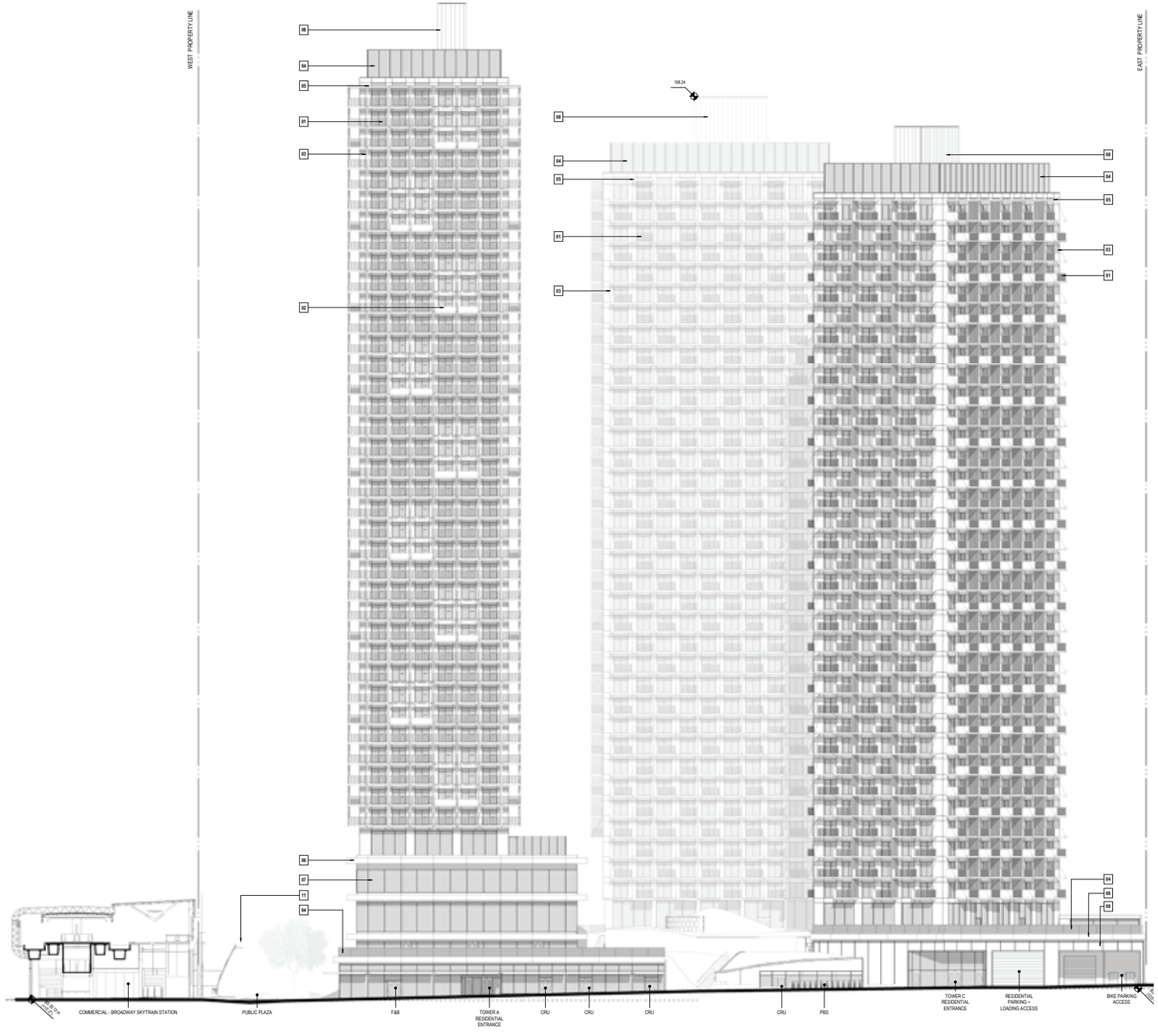


0m 15m 30m 50m

7.4.1 East Elevation

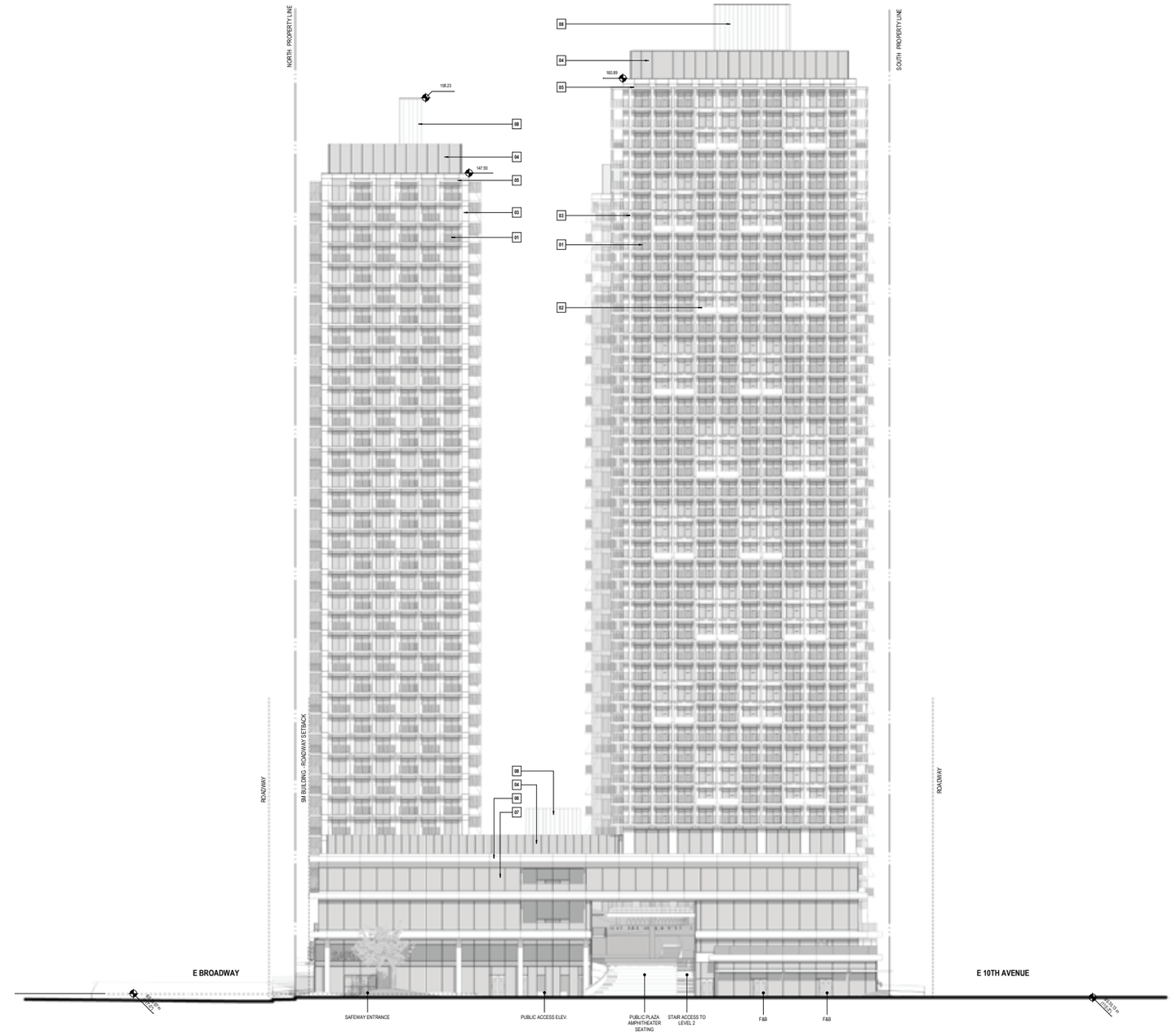


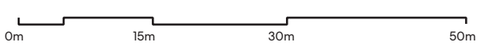
7.4.2 South Elevation



0m 15m 30m 50m

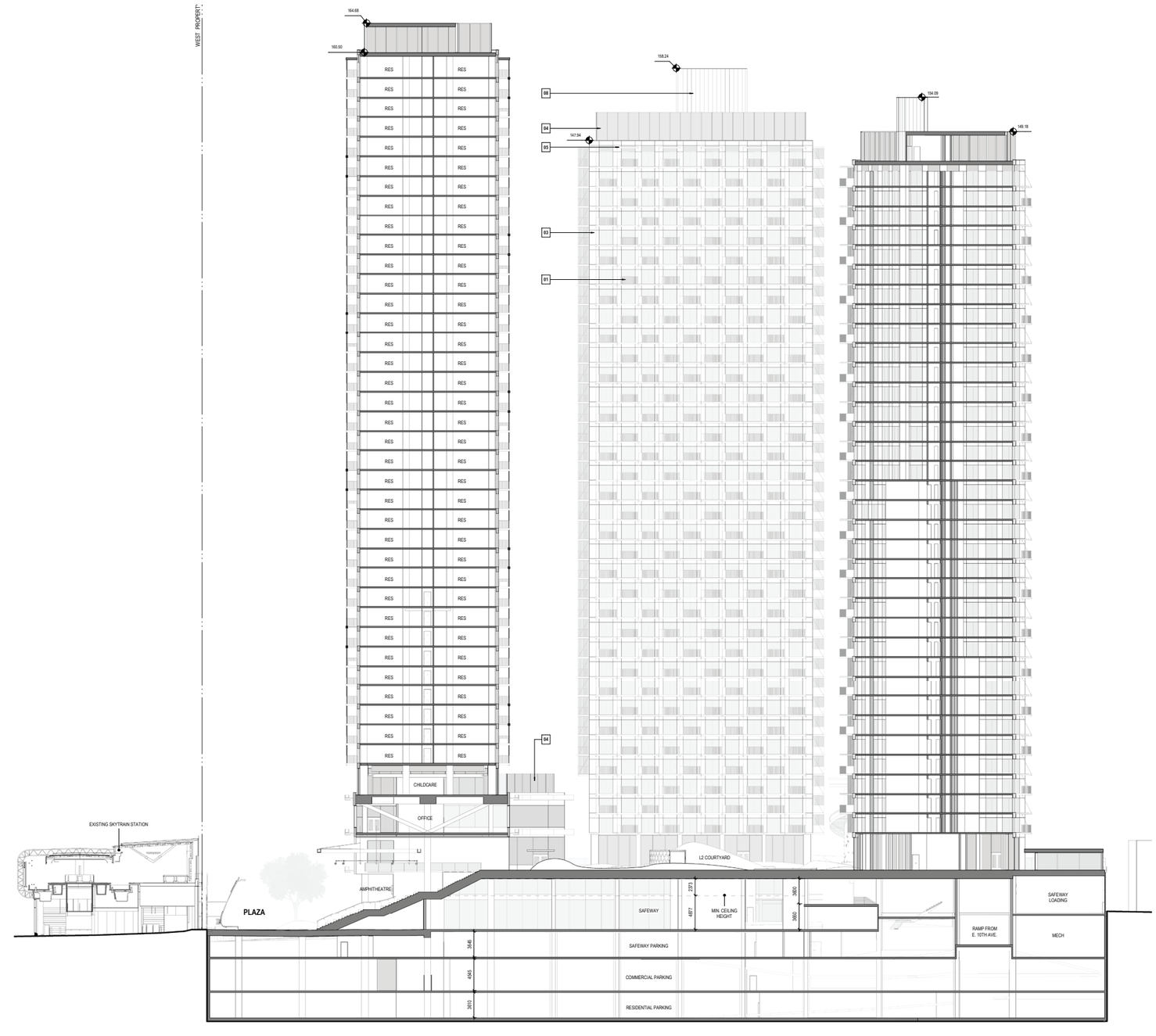
7.4.3 West Elevation





7.5 Building Sections

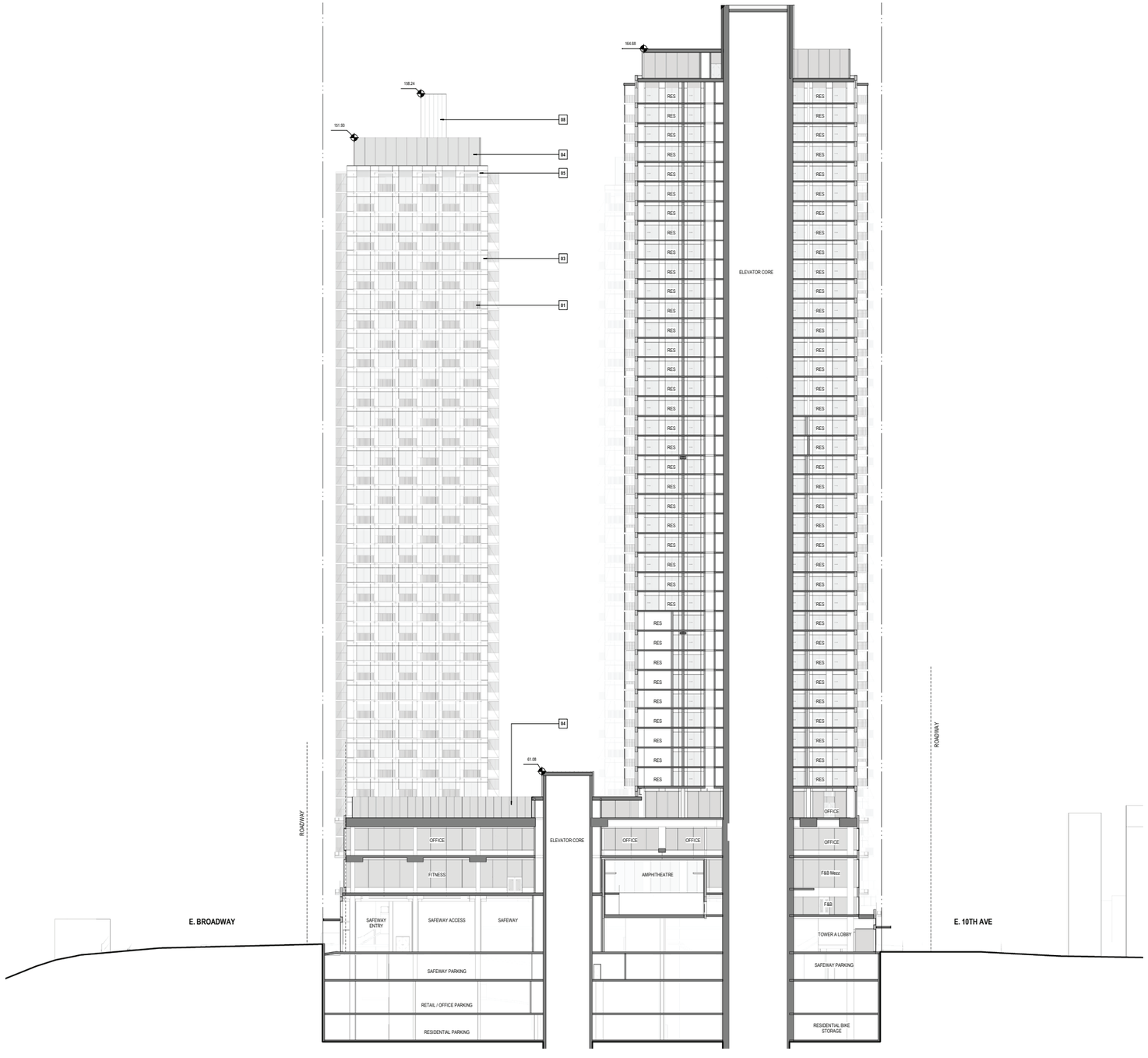
7.4.4 East-West



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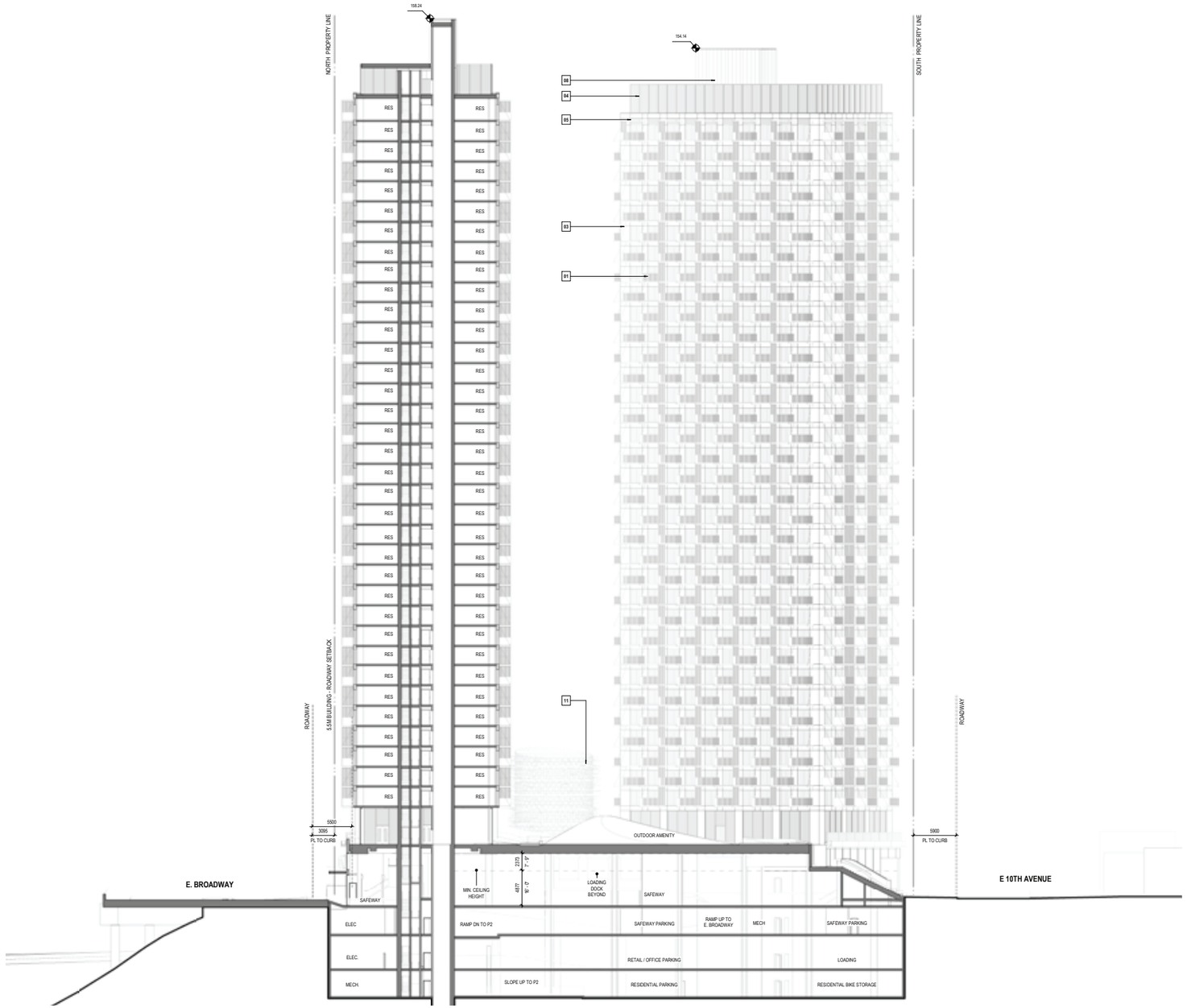
Building Sections

7.5.1 North-South (Tower A)



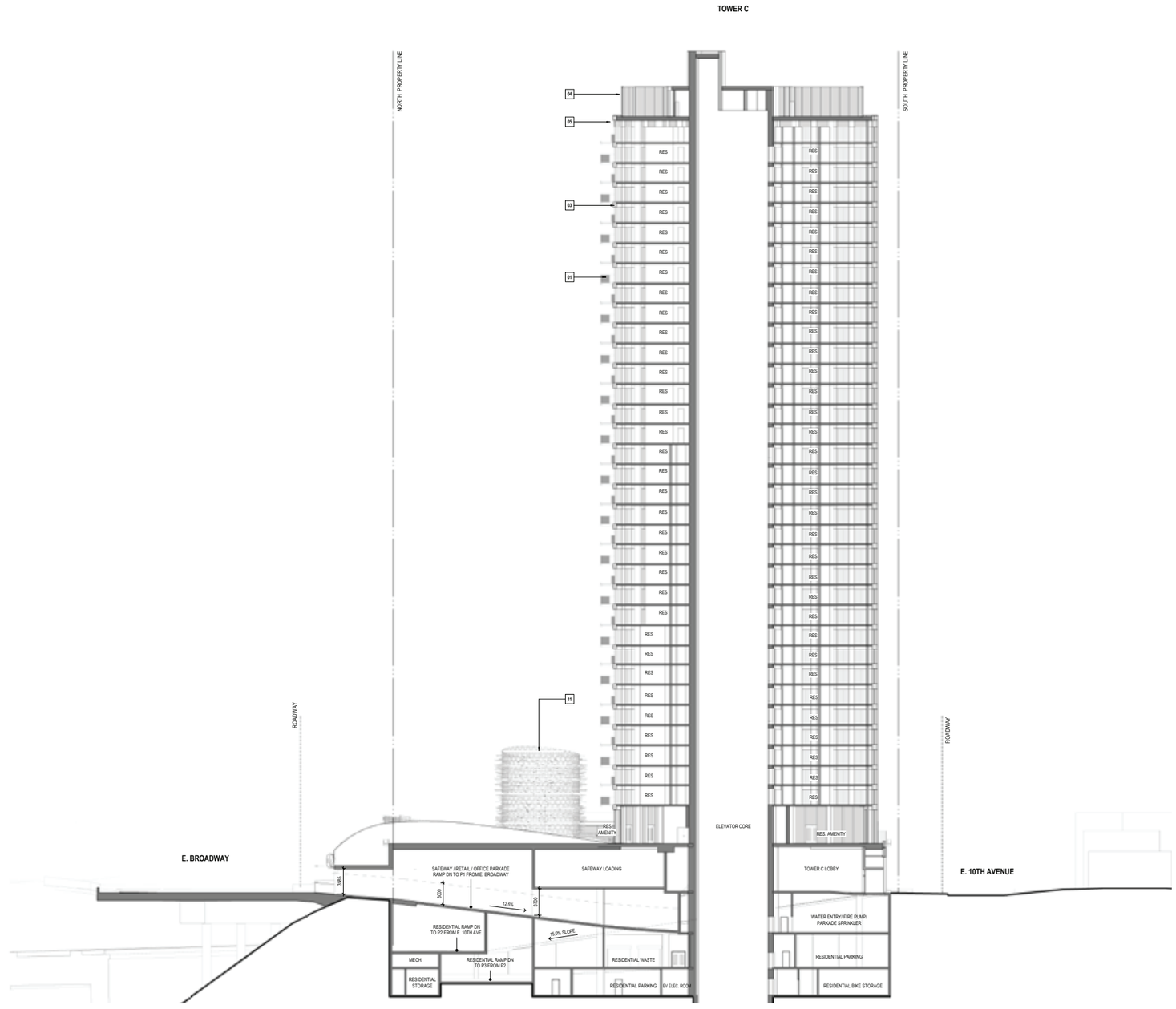
0m 15m 30m 50m

7.5.2 North-South (Tower B)



0m 15m 30m 50m

7.5.3 North-South (Tower C)



Section 8.0

Landscape Drawings

GROUND LEVEL PLAZA & STREETSCAPE*
STORMWATER CALCS.

Total Ground Level Softscape: 545m²

Hardscape (permeable): 782m²
Hardscape (non-permeable): 1,857m²

*Areas exclude trellis structure, amphitheatre bleacher, & "The Cut"

UPPER COURTYARD & MEZZANINE
STORMWATER CALCS.

Intensive Green Roof, 900mm Soil Depth: 971m²
Intensive Green Roof, 450mm Soil Depth: 719m²
Extensive Green Roof, 300mm Soil Depth: 271m²

Hardscape (elevated w/ min. 450mm Soil Depth Below): 737m²

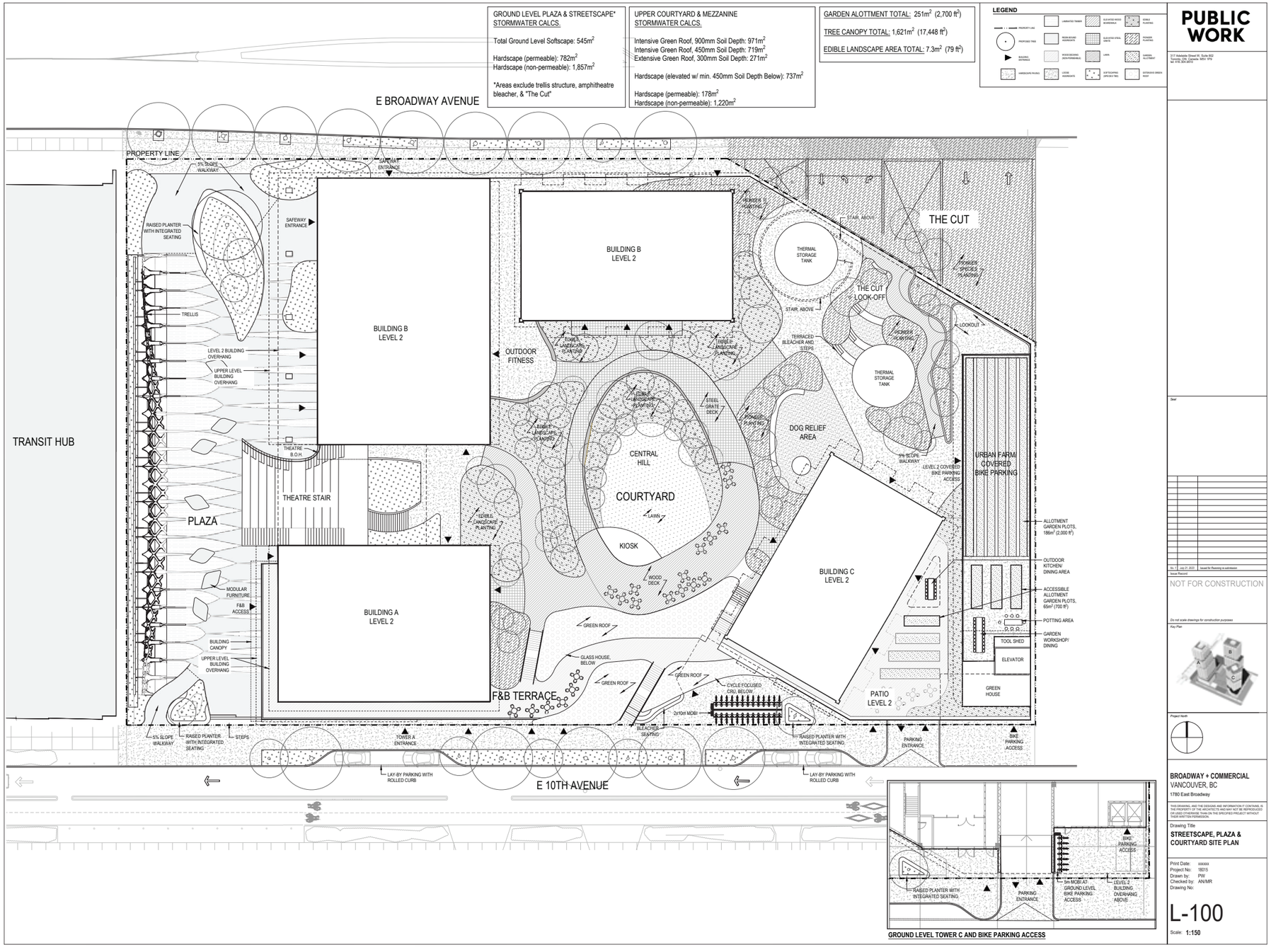
Hardscape (permeable): 178m²
Hardscape (non-permeable): 1,220m²

GARDEN ALOTTMENT TOTAL: 251m² (2,700 ft²)

TREE CANOPY TOTAL: 1,621m² (17,448 ft²)

EDIBLE LANDSCAPE AREA TOTAL: 7.3m² (79 ft²)

LEGEND



GROUND LEVEL TOWER C AND BIKE PARKING ACCESS

PUBLIC WORK

317 Adelaide Street W., Suite 802
Toronto, ON Canada M5V 1P9
tel: 416.304.0070

Seal

No.	July 31, 2023	Issued for Rezoning re-submission

Issue Record

NOT FOR CONSTRUCTION

Do not scale drawings for construction purposes

Key Plan

Project North

BROADWAY + COMMERCIAL
VANCOUVER, BC
1780 East Broadway

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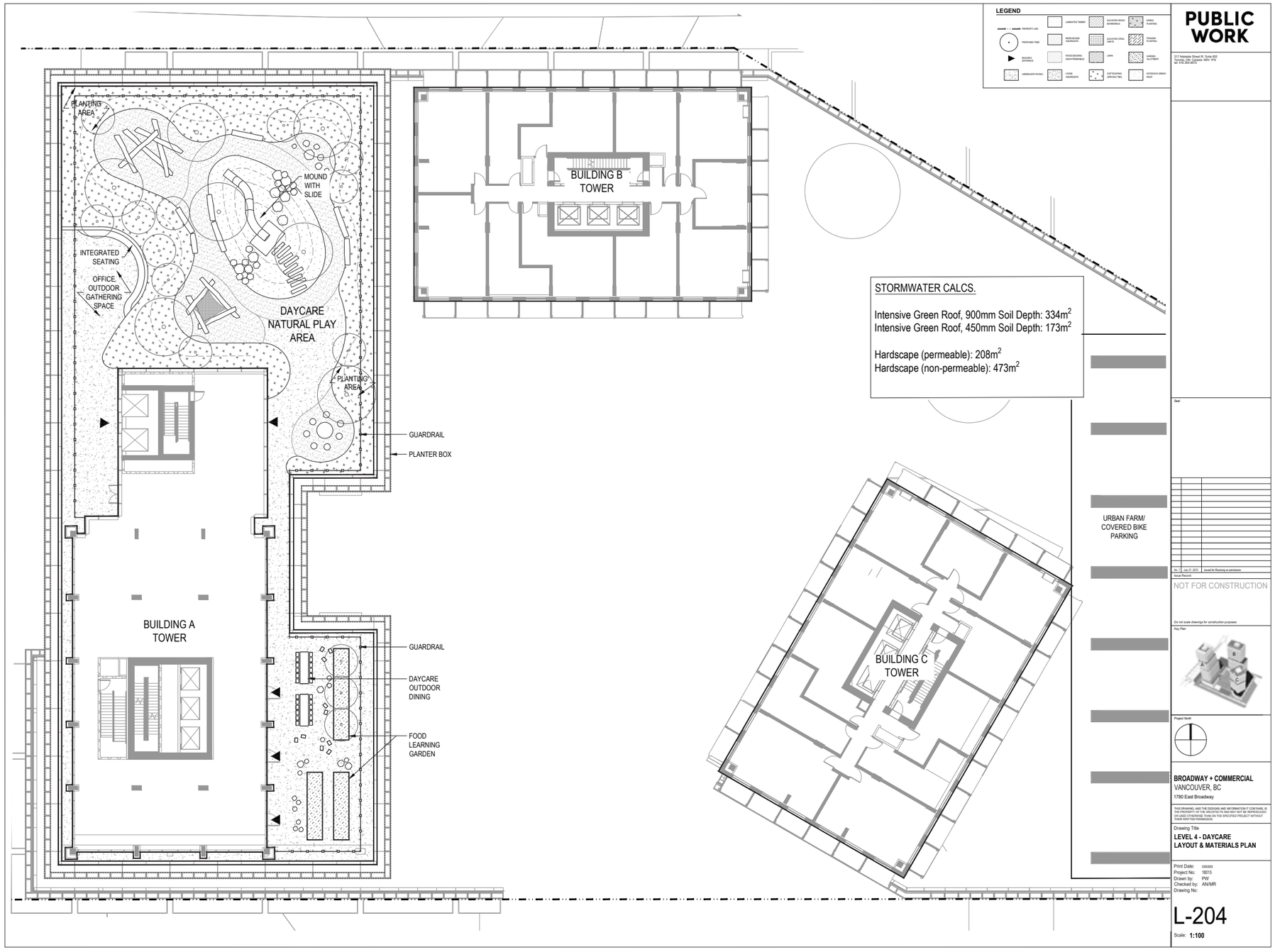
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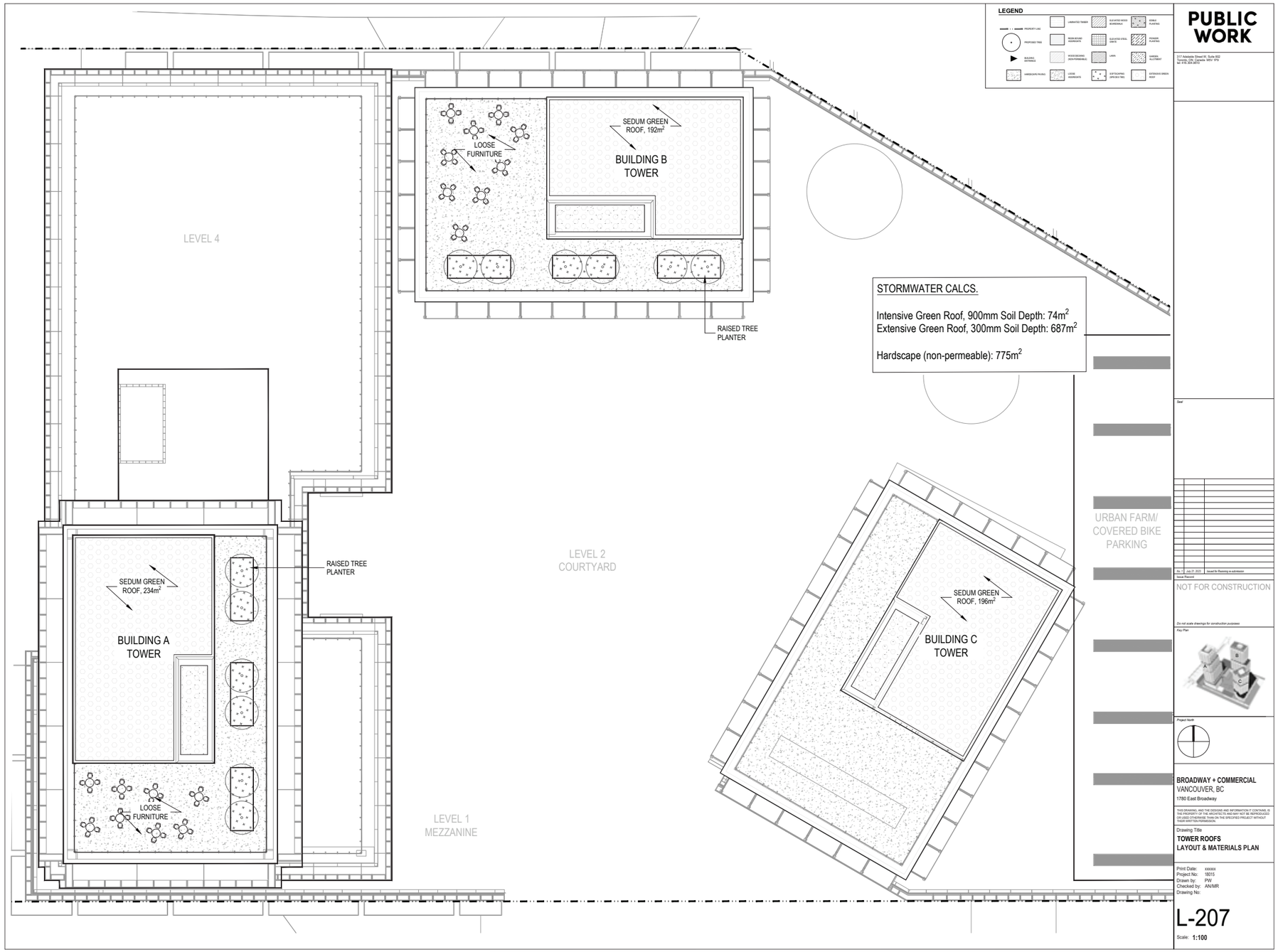
STREETSCAPE, PLAZA & COURTYARD SITE PLAN

Print Date: xxxxxx
Project No: 18015
Drawn by: PW
Checked by: AN/MR
Drawing No:

L-100

Scale: 1:150


PLANTING AREA
MOUND WITH SLIDE
INTEGRATED SEATING
OFFICE OUTDOOR GATHERING SPACE
DAYCARE NATURAL PLAY AREA
PLANTING AREA
GUARDRAIL
PLANTER BOX
BUILDING A TOWER
GUARDRAIL
DAYCARE OUTDOOR DINING
FOOD LEARNING GARDEN
BUILDING B TOWER
BUILDING C TOWER
URBAN FARM/ COVERED BIKE PARKING
LEGEND
PROPERTY LINE
PROPOSED TREE
BUILDING ENTRANCE
HARDSCAPE PAVING
LAMINATED TIMBER
RESIN BOUND AGGREGATE
WOOD DECKING (NON-FOREMBLED)
LOOSE AGGREGATE
ELEVATED WOOD BOARDWALK
ELEVATED STEEL GRATE
LAWN
EVERGREEN GROUNDCOVER PLANTING
SHRUB PLANTING
PERENNIAL PLANTING
GARDEN PLOT/BED
EXTENSIVE GREEN ROOF
STORMWATER CALCS.
Intensive Green Roof, 900mm Soil Depth: 334m2
Intensive Green Roof, 450mm Soil Depth: 173m2
Hardscape (permeable): 208m2
Hardscape (non-permeable): 473m2
PUBLIC WORK
317 Adelaide Street W., Suite 802
Toronto, ON M5V 1P9
tel: 416.304.0070
Seal
No. 1 July 21, 2023 Issued for Rezoning re-submission
Issue Record
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Key Plan
Project North
BROADWAY + COMMERCIAL
VANCOUVER, BC
1780 East Broadway
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Drawing Title
LEVEL 4 - DAYCARE
LAYOUT & MATERIALS PLAN
Print Date: XXXXXX
Project No: 18015
Drawn by: PW
Checked by: AN/MR
Drawing No:
L-204
Scale: 1:100


LEGEND
PROPERTY LINE
PROPOSED TREE
BUILDING ENTRANCE
LANDSCAPED TIMBER
RESIN BOUND AGGREGATE
WOOD DECKING (NON-FOREMBLE)
HARDSCAPE PAVING
ELEVATED WOOD BOARDWALK
ELEVATED STEEL GRATE
LAWN
LOOSE AGGREGATE
SURFACING (PROJECT TBC)
SEDUM PLANTING
PERMEABLE PAVING
GARDEN PLOT/PLANT
EXTENSIVE GREEN ROOF
LEVEL 4
SEDUM GREEN ROOF, 192m²
LOOSE FURNITURE
BUILDING B TOWER
RAISED TREE PLANTER
STORMWATER CALCS.
Intensive Green Roof, 900mm Soil Depth: 74m²
Extensive Green Roof, 300mm Soil Depth: 687m²
Hardscape (non-permeable): 775m²
URBAN FARM/ COVERED BIKE PARKING
LEVEL 2 COURTYARD
RAISED TREE PLANTER
SEDUM GREEN ROOF, 234m²
BUILDING A TOWER
LOOSE FURNITURE
SEDUM GREEN ROOF, 196m²
BUILDING C TOWER
LEVEL 1 MEZZANINE
PUBLIC WORK
317 Adelaide Street W., Suite 802
Toronto, ON M5V 1P9
tel: 416.304.0070
Seal
No. 1 July 21, 2023 Issued for Rezoning re-submission
Issue Record
NOT FOR CONSTRUCTION
Do not scale drawings for construction purposes
Key Plan
Project North
BROADWAY + COMMERCIAL
VANCOUVER, BC
1780 East Broadway
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TOWER ROOFS
LAYOUT & MATERIALS PLAN
Print Date: XXXXXX
Project No: 18015
Drawn by: PW
Checked by: AN/MR
Drawing No:
L-207
Scale: 1:100

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