



POLICY REPORT DEVELOPMENT AND BUILDING

Report Date: April 30, 2013
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VanRIMS No.: 08-2000-20
Meeting Date: May 15, 2013

TO: Vancouver City Council

FROM: General Manager of Planning and Development Services

SUBJECT: CD-1 Rezoning - 3030 East Broadway (Broadway Tech Centre East)

RECOMMENDATION

- A. THAT the application by B+H Bunting Coady Architects on behalf of Broadway - Heb Property Inc. to rezone 3030 East Broadway [*PID: 010-563-199, Lot 1 Except: Firstly; Part in Explanatory Plan 4125 Secondly; Part in Plan LMP 49775 south east 1/4 of Section 36 Town of Hastings Suburban Lands Plan 7576, and PID: 010-563-237, Lot 2 south west 1/4 of Section 37 Town of Hastings Suburban Lands Plan 7576*] from I-2 (Industrial) District to CD-1 (Comprehensive Development) District to permit additional office use at 3.0 floor space ratio and height of 31.7 m (104 ft.), be referred to a Public Hearing, together with:
- (i) plans received on April 18, 2011;
 - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
 - (iii) the recommendation of the General Manager of Planning and Development Services to approve, subject to conditions contained in Appendix B.

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary CD-1 By-law generally in accordance with Appendix A for consideration at Public Hearing.

- B. THAT, if the application is referred to a Public Hearing, the application to amend the Sign By-law to establish regulations for this CD-1 in accordance with Schedule E (assigning Schedule "B" [I-2]) be referred to the same Public Hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the amending by-law, generally in accordance with Appendix C, for consideration at the Public Hearing.

- C. THAT, subject to enactment of the CD-1 By-law, the Noise Control By-law be amended to include this CD-1 in Schedule B, generally as set out in Appendix C;
- FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Noise Control By-law at the time of enactment of the CD-1 By-law.
- D. THAT, subject to enactment of the CD-1 By-law, the Parking By-law be amended to include this CD-1 and to provide parking regulations generally as set out in Appendix C;
- FURTHER THAT the Director of Legal Services be instructed to bring forward the necessary amendments to the Parking By-law at the time of enactment of the CD-1 By-law.
- E. THAT Recommendations A, B, C and D be adopted on the following conditions:
- (i) THAT passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
 - (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
 - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion regardless of when they are called upon to exercise such authority or discretion.

REPORT SUMMARY

This report assesses an application to rezone a 7.6-acre site from I-2 (Industrial) District to CD-1 (Comprehensive Development) District, to permit a campus-style development of five buildings totalling 89,396 m² (962,287 sq. ft.) for a floor space ratio (FSR) of 2.9. The application does not propose density greater than currently allowed under I-2 District zoning, but does propose a greater proportion of office use than is currently allowed. Buildings would range from four to six storeys. Except for one building at 31.7 m (104 ft.), the proposed heights are otherwise within the maximum 30.5 m (100 ft.) conditional height limit of the existing zoning.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council policies for this site include:

- Grandview Boundary Industrial Area Rezoning and Development Policies and Guidelines (2002, last amended January 2011)
- Grandview Boundary Industrial Area Plan (2002)

- Grandview Boundary Mixed Employment Area Public Benefit Strategy: 2012 – 2041 (October 2012)
- Metro Core Jobs & Economy Land Use Plan: Issues & Directions (2007)
- Industrial Land Policies (1995)
- Renfrew Collingwood Community Vision (2004)
- Green Buildings Policy for Rezoning (2010)
- EcoCity Policies for Rezoning of Sustainable Large Sites (2010)
- Financing Growth – CAC Through Rezoning (1999)

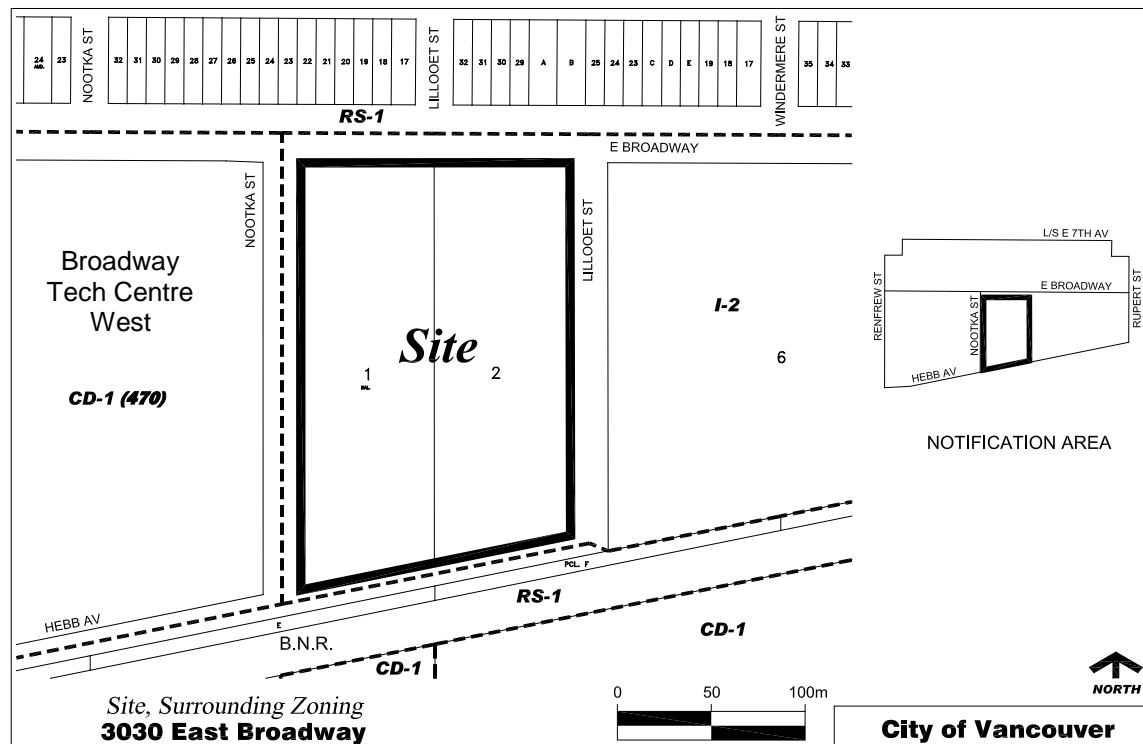
REPORT:

Background /Context

1. Site and Context

The site is located on the south side of East Broadway, bounded by Nootka Street, Hebb Avenue and Lillooet Street, as shown in Figure 1. Currently on the site is a complex of interconnected warehouses with surface parking on all four frontages. Properties on the north side of Broadway are zoned and developed with detached homes. A BC Liquor Board warehouse occupies the site to the east. The Millennium Line Skytrain guideway and Burlington Northern Railway tracks are along the south side, adjacent Hebb Avenue. The Renfrew SkyTrain Station is 350 m to the west and the Rupert Station is 400 m to the east. The Broadway Tech Centre West, by the same developer, occupies the adjacent property at 2900 West Broadway. The Broadway Tech Centre West site was rezoned to I-3 (High-Tech Industrial) in 1999, and subsequently to CD-1 in 2008, to permit an office development similar to that proposed at the subject site. Tech Centre West will be fully built out once its last building, currently under construction, completes at the corner of Renfrew Street and Hebb Avenue.

Figure 1: Site and Surrounding Zoning



2. Policy Context

The 2002 Grandview Boundary Industrial Area Rezoning and Development Policies and Guidelines contemplate significant redevelopment in the vicinity of the Renfrew Skytrain Station which would incorporate pedestrian-oriented retail and service uses at grade, a major central open space, and “green” contemporary architectural expression, including green roofs. In January 2011, Council amended the policy to permit additional office uses in the area in order to provide opportunities to intensify employment near existing or potential transit stations. Grandview Boundary is now referred to as a “mixed employment area”.

The Metro Core Jobs and Economy Land Use Plan anticipates that office development will occur outside the downtown and locate in areas well served by transit.

Strategic Analysis

1. Density and Land Use

This rezoning application proposes a maximum overall floor space of 2.9 FSR. Staff recommend that the CD-1 By-law permit 3.0 FSR, which is the same as that in the existing zoning. No change is proposed to the building mass or built form currently permitted, other than a relaxation of the height of one building, which is discussed in greater detail in the Form of Development section below. The application, however, seeks an amendment to the permitted uses. The current I-2 zoning restricts the types of office uses permitted and limits the amount of floor area that can be developed as office, service and retail to a maximum of 1.0 FSR or one-third of the total floor area. In the draft by-law provisions (see Appendix A), there are no restrictions on the type and amount of office uses while it still includes the I-2

(Industrial) District's range of compatible warehouse, manufacturing, retail and service uses. A phased development is planned at a density of 2.9 FSR, totalling 89,396 m² (962,287 sq. ft.). Office uses are expected to be the predominant land use on the site, with some retail-service uses at grade and with space in each building designed to accommodate manufacturing and wholesale uses.

2. Form of Development and Height (see plans in Appendix E)

The application proposes a phased campus-style development of five buildings clustered around an interior plaza, similar in scale and design to the adjacent Broadway Tech Centre West.

The proposed form of development breaks up the frontage on Broadway by providing two buildings with a wide, centrally located entry to the interior plaza between the two buildings and sculpted edges at the building corners, adjacent Nootka and Lillooet streets (see Figure 2). These notched corners are designed to present a more open and softer building edge treatment to the residential properties to the north. The underground parkade is proposed to extend across these corner spaces which would limit the size of the new trees planted there. Staff recommend provision of the full depth of soil required to sustain major new trees in these areas to improve the Broadway frontage, to mitigate the scale of building, and to improve its green performance (see condition (b) 11 in Appendix B).

Figure 2 - Site Plan showing the five proposed buildings



The proposed buildings range in height from 24.4 m (80 ft.) to 31.7 m (104 ft.), compared to the conditionally permitted height of 30.5 m (100 ft.) under the current I-2 zoning. The site slopes down from Broadway to Hebb Avenue, so the higher building forms occur mid-block, at lower elevations than along Broadway. As a result, the height of the facades along Broadway will be approximately 26.2 m (86 ft.). It is proposed that the maximum building height be set in the CD-1 By-law at the geodetic elevation of 64.32 m (211.02 ft.) above sea level. This approach to regulating height will allow higher building forms of up to 31.7 m (104 ft.) at the lower elevations, while ensuring that the Broadway frontage remains relatively lower and that the rooftops of any proposed buildings on the site do not extend above the height of the Broadway facade.

The impact of building height on nearby residential is mitigated by a number of factors, such as the 30.5 m (100 ft.) width of the Broadway right of way and the 12.2 m (40 ft.) setback of the closest building fronts from Broadway. The resultant distance between the development and existing detached houses to the north reduces daylight and privacy impacts on the properties to the north. This distance well exceeds the 24.4 m (80 ft.) spacing recommended in existing regulations. The spacing also means that no shadows will reach residential lots at the standard equinox times. Neighbourhood response has been limited. Staff find that the proposed building heights are acceptable, subject to the conditions in Appendix B.

The applicants are evaluating the feasibility of a green roof for the project. Staff recommend that the by-law allow the Director of Planning to increase the height by 1 m (3.3 ft.), should additional height be needed to support a green roof.

The Grandview Boundary guidelines provide a number of urban design goals intended to improve the amenity of the area, especially for pedestrians who may be arriving by public transit. The southwest plaza in particular is adjacent to the developing Central Valley Greenway and will be the primary pedestrian entrance to the site for people arriving from the Renfrew Skytrain Station. The application responds to many of the design principles in the area guidelines in terms of overall form and landscape concept. Further development of the design is recommended at the development permit stage to address issues like street character, weather protection, and public plazas and access (see Design Development conditions in Appendix B).

3. Transportation and Parking

All required parking will be provided underground, as each phase of the project develops, in accordance with the requirements of the Parking By-law, except that a portion of uppermost parking level may be permitted to extend above the base surface in the northeast corner of the site. In the draft amendment to the Parking By-law (see Appendix C), additional parking and bicycle standards have been provided in response to the site's proximity to transit and bikeways. The minimum required parking spaces would be according to Section 4 of the Parking By-law (generally one space per 50 m² of gross floor area), while Schedule C of the Parking By-law would further set a maximum at one parking space per 37 m². For bicycles, Schedule C would require twice the number of Class A and Class B spaces for this site, than specified in Section 6 of the Parking By-law.

The site is well served by sustainable transportation modes with a bus route on Broadway, and bus and Skytrain connections on Rupert Street and Renfrew Street. The Central Valley Greenway follows the same route as the Skytrain guideway, on the southern edge of the site,

and provides good pedestrian and bicycle linkages. Upgrades to the greenway would be required as a condition of rezoning approval to improve the pedestrian and cycling experience on that access route.

Vehicular access to the site is planned from two entrances on each of Nootka and Lillooet streets. The ramps enter the site directly opposite each other, forming an internalized “two-way street” across the underground parkade structure. Passenger drop-off and pick-up areas will be located on this below-grade street, with the area enhanced by landscaping and daylighting from the plaza above. Direct stair and elevator access to each building and the central plaza would be available from all levels of the parkade.

4. Environmental Sustainability

This application was submitted under the Green Buildings Policy for Rezoning, adopted by Council in July 2010. For all rezonings for buildings that meet the minimum requirements to participate in the LEED® building rating program, the Green Buildings Policy for Rezonings requires that applicants commit to achieving a minimum 63 points (LEED® Gold) when using the New Construction rating system, with a minimum of 6 optimize energy performance points, 1 water efficiency point and 1 storm water point. Buildings will be required to register in the LEED® program and demonstrate, at all three stages of permitting, that the project is on track to achieve the required points. The applicant has expressed the intention to achieve a Platinum rating, submitted a checklist showing the required points, and confirmed that the project will have a minimum Gold rating. The building will be rated under the “Core and Shell” system, which can be applied to office buildings where the future tenants are responsible for the ultimate fit-out of their space.

The site has an area greater than two acres and is, therefore, subject to the Rezoning Policy for Greener Larger Sites. This policy is designed to achieve higher sustainability outcomes on large-site developments through the exploration and implementation of District and Low Carbon Energy opportunities, Sustainable Site Design, Green Mobility and Clean Vehicles strategies, Sustainable Rainwater Management, and Solid Waste Diversion Strategies.

In support of the rezoning application, the applicant has provided a District and Renewable Energy Feasibility Screening Study, dated June 24, 2011, completed by Corix Utilities Inc. Results from the Screening Study, as well as supplemental analysis requested by staff, suggest closed-loop geo-exchange as a potentially viable low-carbon renewable energy option, which would deliver significant GHG reductions at costs competitive with the business-as-usual approach that would otherwise have been implemented for the development. Conditions of rezoning have been incorporated that provide the applicant with the option of either implementing a campus scale, low-carbon renewable energy system, such as geoexchange, or proceeding with district energy connectable building design.

A rainwater management plan has been proposed which would contribute to irrigation requirements for landscaping on the site and to the stream and waterfall features of the plaza. The remaining matters required by the Rezoning Policy for Greener Larger Sites have been addressed either through the design of the development, or will be provided for through required plans or strategies contained within the recommended Conditions of Approval in Appendix B.

PUBLIC INPUT

A rezoning information sign was installed on the East Broadway frontage of the site on February 10, 2011, and a notification postcard was mailed to 338 property owners on April 28, 2011. Two responses were received from residents within the notification area expressing concerns about loss of private views, and parking and traffic issues. Mitigation of the view impacts of building height are discussed above under “Form of Development”. Parking and traffic is discussed above under “Transportation and Parking”. To mitigate impacts of the anticipated future traffic conditions and to facilitate pedestrian movement, a rezoning condition has been added for the development to provide new signal at Broadway and the south leg of Lillooet Street. Also, if needed, the owner would be required to install further traffic control measures at Hebb Avenue and Renfrew Street.

PUBLIC BENEFITS

In response to City policies which address changes in land use and density, this rezoning application offers the following public benefits which are consistent with the recently approved Grandview Boundary Mixed Employment Public Benefit Strategy.

Required Public Benefits

- **Development Cost Levies (DCLs)** – Development Cost Levies (DCLs) collected from development help pay for facilities made necessary by growth, including parks, child care facilities, replacement housing (social/non-profit housing) and various engineering infrastructure. The Grandview Boundary Mixed Employment Area is subject to two Development Cost Levy By-laws, both the city-wide by-law and a by-law specific to the Grandview Boundary Mixed Employment Area. Based on the floor area proposed and the current rates, DCLs of approximately \$12.8 million will be payable at Building Permit issuance over the course of the various phases of development. DCL rates are subject to an annual inflationary increase which takes effect on September 30th of each year.
- **Public Art Program** – The Public Art Program requires all new developments seeking a rezoning, where the proposed development is 9 290 m² (100,000 sq. ft.) or greater, to commission public art or provide cash in lieu. Public art contributions are assessed on a formula of \$19.48 per square metre (\$1.81 per sq. ft.) for all areas contributing to the total FSR calculation. A public art contribution of approximately \$1.7 million would result from this application.

Offered Public Benefits

- **Community Amenity Contribution (CAC)** – The City’s Financing Growth Policy anticipates community amenity contributions from rezoning applicants to mitigate the impacts of rezoning. Such offers are generally made feasible by the increase in land value which results from rezoning approval of additional height and/or floor area or change of use. In this instance, there is no additional floor area being requested over what could be developed under the I-2 District Schedule and Real Estate Services staff advise that the economics of the proposed office development indicate that a CAC is not economically feasible.

FINANCIAL IMPLICATIONS

As noted in the section on Public Benefits, there is no Community Amenity Contribution (CAC) associated with this rezoning. The site is subject to the City-Wide DCL and Grandview-Boundary DCL and it is anticipated that the applicant will pay approximately \$12.8 million in DCLs. This application will also result in a public art contribution estimated at \$1.7 million toward new on- or off-site public art.

CONCLUSION

Staff have reviewed the application to rezone this site from I-2 to CD-1, to have no restrictions on the amount of floor area that can be designated as Office use, and conclude that it is consistent with the area policies and with the recent directions set by Council for office development near transit.

The General Manager of Planning and Development Services recommends that the application be referred to a public hearing, together with the draft by-law provisions generally as set out in Appendix A and, subject to the public hearing:

- (a) that the application be approved in principle, subject to the applicant fulfilling the conditions of approval in Appendix B; and
- (b) that the form of development as shown in the plans in Appendix E be approved in principle.

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3030 East Broadway
DRAFT CD-1 BY-LAW PROVISIONS

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

Zoning District Plan Amendment

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

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

Uses

- 2.1 The description of the area shown within the heavy black outline on Schedule A is CD-1 (____).
- 2.2 Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 (____) and the only uses for which the Director of Planning or Development Permit Board will issue permits are:
 - (a) Cultural and Recreational Uses, limited to Artist Studio - Class B, Fitness Centre, Personal Training Centre, and Park or Playground;
 - (b) Institutional Uses, limited to Ambulance Station, Child Day Care Facility, Public Authority Use, School - Elementary or Secondary, School - University or College, and Social Service Centre;
 - (c) Manufacturing Uses, limited to Bakery Products Manufacturing, Clothing Manufacturing, Electrical Products or Appliances Manufacturing, Food or Beverage Products Manufacturing - Class B, Furniture or Fixtures Manufacturing, Jewellery Manufacturing, Leather Products Manufacturing, Machinery or Equipment Manufacturing, Miscellaneous Products Manufacturing - Class B, Non-metallic Mineral Products Manufacturing - Class B, Paper Products Manufacturing, Plastic Products Manufacturing, Printing or Publishing, Shoes or Boots Manufacturing, Software Manufacturing, and Textiles or Knit Goods Manufacturing;
 - (d) Office Uses;
 - (e) Parking Uses;
 - (f) Retail Uses, limited to Farmers' Market, Public Bike Share, Furniture or Appliance Store, Liquor Store, Retail Store and Small-scale Pharmacy;

- (g) Service Uses, limited to Animal Clinic, Barber Shop or Beauty Salon, Beauty and Wellness Centre, Catering Establishment, Laboratory, Laundry or Cleaning Establishment, Neighbourhood Public House, Photofinishing or Photography Laboratory, Photofinishing or Photography Studio, Print Shop, Production or Rehearsal Studio, Repair Shop - Class A, Repair Shop - Class B, Restaurant, School - Arts or Self-Improvement, School - Business, School - Vocational or Trade, Sign Painting Shop, and Work Shop;
- (h) Transportation and Storage Uses, limited to Cold Storage Plant, Mini-storage Warehouse, Packaging Plant, and Storage Warehouse;
- (i) Utility and Communication Uses, limited to Public Utility and Radiocommunication Station;
- (j) Wholesale Uses, limited to Wholesaling - Class A and Wholesaling - Class B; and
- (k) Accessory Uses customarily ancillary to any of the uses permitted by this section 2.2.

Conditions of Use

- 3. All retail and service uses must be located at grade level, except Beauty and Wellness Centre, Laboratory, Photofinishing or Photography Studio, Photofinishing or Photography Laboratory, Print Shop, Production or Rehearsal Studio, Repair Shop - Class A, Repair Shop - Class B, School - Arts or Self-Improvement, School - Business, School - Vocational or Trade, Sign Painting Shop, and Work Shop.

Density

- 4.1 For the purpose of computing floor space ratio, the site is deemed to be 30 818 m², being the site size at the time of the rezoning application, prior to any dedications.
- 4.2 The floor space ratio for all uses, combined, must not exceed 3.0.
- 4.3 Computation of floor area must include:
 - (a) all floors of all buildings, including earthen floors, both above and below ground level, measured to the extreme outer limits of the buildings; and
 - (b) stairways, fire escapes, elevator shafts, and other features, which the Director of Planning considers similar, to be measured by their gross cross-sectional areas, and included in the measurements for each floor at which they are located.
- 4.4 Computation of floor area must exclude:
 - (a) patios and roof gardens, if the Director of Planning first approves the design of sunroofs and walls;
 - (b) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which are at or below base surface, except that the maximum exclusion for a parking space must not exceed 7.3 m in length;

- (c) amenity areas, including recreation facilities and meeting rooms, except that the total excluded area must not exceed 20% of the permitted floor space;
 - (d) areas of undeveloped floors, which are located:
 - (i) above the highest storey or half-storey, and to which there is no permanent means of access other than a hatch, or
 - (ii) adjacent to a storey or half-storey, with a ceiling height of less than 1.2 m; and
 - (e) floors located at or below finished grade with a ceiling height of less than 1.2 m.
- 4.5 Computation of floor area may exclude, at the discretion of the Director of Planning or Development Permit Board:
- (a) unenclosed outdoor areas at grade underneath building overhangs or covered walkways between buildings, if the Director of Planning first approves the design of any overhang or covered walkway; and
 - (b) tool sheds, trellises and other garden structures which support the use of intensive green roofs and urban agriculture, and, despite section 4.3(b), those portions of stairways and elevator enclosures which are at the roof level providing access to the garden areas;
 - (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses which, in the opinion of the Director of Planning or Development Permit Board, are similar, those floors or portions of floors so used, which are above base surface and within 50 m of the north property line, provided that:
 - (i) the Director of Planning or Development Permit Board first considers all applicable Council-adopted policies and guidelines, and the effects on public and private views; and
 - (ii) the maximum exclusion for a parking space must not exceed 7.3 m in length.

Height

5. Building height, including parapet wall, must not exceed the geodetic elevation of 64.32 m, except that the Director of Planning may permit an increase in height to a maximum geodetic elevation of 65.32 m to accommodate a green roof.

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3030 East Broadway
PROPOSED CONDITIONS OF APPROVAL

Note: Recommended approval conditions will be prepared generally in accordance with the draft conditions listed below, subject to change and refinement prior to finalization of the agenda for the public hearing.

CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by B+H Bunting Coady Architects Inc. and stamped "Received City Planning Department, April 18, 2011", subject to the following conditions, provided that the General Manager of Planning and Development Services may allow minor alterations to this form of development when approving the detailed scheme of development as outlined in (b) below.
- (b) That, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the General Manager of Planning and Development Services, who shall have particular regard to the following:

Design Development

1. Design development to the exterior character and outdoor spaces to create more distinctive and visually engaging buildings with actively used outdoor spaces.

Note to Applicant: Demonstrate how the goals for street and architectural character in the area are met. Provide a design rationale with reference from the relevant sections of the Grandview Boundary Industrial Area guidelines to illustrative plan and elevation drawings in the application. See sections 2 through 5 of the guidelines. At least 75% of the wall area of exterior façades should be clear and transparent glazing where they face into a significant open space, to maintain a visual connection between people inside and outside. Buildings in excess of 200 feet long should be more varied and articulated in plan, especially the sides of Building C and D that face the public street. Consider the comments of the Urban Design Panel, and how more colour, sustainable design features, and art can be integrated into the exterior design.

2. Clarification on all plans and elevations that proposed canopies will provide continuous and effective weather protection.

Note to Applicant: Some plans appear to show gaps in coverage. The horizontal extension of canopies should be proportional to their height above ground, with at least a 70% width to height ratio. Design should also integrate non-commercial signage, for wayfinding, and safety lighting. See sections 2.7 and 2.11.2 of the guidelines. See also Landscape conditions.

3. Identification on site plans and landscape plans of intended pedestrian routes through the site, coordinated with legal agreements to secure public passage.

Note to Applicant: Routes should be clearly labelled, generous in width, readily legible and direct, and consistent among documents. See section 2.11.2 of the guidelines.

4. Design development to the southwest plaza to better develop the space to create more pedestrian interest, support cyclists, and improve the local environment.

Note to Applicant: See Engineering, Landscape, Sustainability and Parks conditions, and show how the design will build on these requirements and local opportunities like the Central Valley Greenway to create an enhanced plaza. Consider what sustainable design features, such as rainwater management, could be expressed in this highly visible area. See the area guidelines on minimizing hard surfaces, and consider what further improvements on site can support the social and sustainable benefits of Still Creek. Refer to specific built features on the drawings that will reduce surface run-off or contamination of Still Creek. See sections 7.1, 8.2, 10.1, and 10.2 of the guidelines.

5. Provision of detailed designs to reduce to a minimum the height and visual impact of rooftop mechanical, elevator, or other structures relative to residential properties.

Note to Applicant: The width extending from east to west and the vertical height should be minimized through the mechanical and elevator design. Consider the use of more creatively designed enclosures and planted green screening.

6. Consideration to adjust building spacing, heights, and open space sizes to improve sunlight access and permit a wider range of activities for outdoor areas on the site.

Note to Applicant: Site coverage, excluding weather protection and underground floors below the plaza, should not exceed 50 per cent.

7. Confirmation on the plans that all electric transformers shall be located indoors.

Crime Prevention Through Environmental Design (CPTED)

8. Design development to show a detailed response to CPTED principles, with reference to specific design features noted on the plans and elevation.

Note to Applicant: In addition to the typical issues of break and enter, theft from automobiles, and vandalism, consider the particular issues likely to occur on this site due to the creation of internalized outdoor space that will be poorly surveilled from the street, especially after normal office hours. See also section 8.6 of the guidelines.

Landscape Design

9. Design development to retain and protect as many healthy mature trees as possible.
10. A tree retention/removal/replacement plan to be provided to clearly indicate tree types and a schedule of tree type, size and quantity.
11. Design development to allow for adequate depth of soil for all proposed planting over parkade slab, including 2.5' to 3' minimum depth for 25 and 50-year trees.

Note to Applicant: Soils should meet or exceed the latest edition of the BCLNA Landscape Standards.

12. Design development to provide clear site access and wayfinding through the entire open space system.
13. Design development to enhance north-south (transit linked) and east-west (campus linked) connectivity, by clearly delineating paths for pedestrians and bikes at grade, guided by wayfinding signage.
14. Provision of detail or image illustrating proposed entry announcements and presentation to public realm at pedestrian entrances to the site
15. A full Landscape Plan to be submitted. The Landscape Plan should illustrate proposed plant materials (with common and botanical names, plant sizes and quantities), paving, walls, fences, light fixtures, site grading and other landscape features. Plant material should be listed in a Plant List that is clearly keyed to the Landscape Plan. The Landscape Plan should be a minimum 1:100 or 1/8" scale.
16. Section details at a minimum scale of 1/4"=1'-0" scale to illustrate proposed landscape elements including planters on building structures, benches, fences, gates, arbours and trellises, posts and walls and water features. Planter section details must confirm and dimension depth of proposed planting on structures.
17. A high-efficiency irrigation system for automatic watering or adequate hose bibs for hand-watering to be provided on all planted rooftops, in all landscape common areas (illustrated on the Landscape Plan).
18. New street trees should be noted "Final species, quantity and spacing to the approval of City Engineer and Park Board". Contact Eileen Curran (871-6131) of Engineering Streets Division regarding street tree spacing and quantity. Contact Amit Gandha (257-8587) of Park Board regarding tree species.
19. Suitable screening, such as trellis and vines or similar devise, to be provided over the underground garage access ramps.
20. Large scale sections (1/4"=1' or 1:50) illustrating the buildings to public realm interface facing the street.

Note to Applicant: The section should include the building façade, as well as any steps, retaining walls, guardrails, fences and planters. The location of the underground parking slab should be included in the section.

21. A Landscape Lighting Plan to be provided for security purposes.
22. Design development to allow clear visibility, lighting, site usage opportunities and other CPTED related principles, with special attention at Hebb Avenue and Broadway interfaces.
23. Any emergency generators, transformers, and gas meters to be located, integrated, and fully screened in a manner which minimizes their impact on the architectural expression and the building's open space and public realm.

Green Buildings

24. Identification on the plans and elevations of the built elements contributing to the building's sustainability performance as required by the Green Buildings Policy for Rezoning, including at a minimum 63 points in the LEED® rating system, six optimize energy performance points, one water efficiency point, and one storm water point.

Note to Applicant: Provide a LEED® checklist confirming the above; a detailed written description of how the above-noted points have been achieved with reference to specific building features in the development; and notation of the features on the plans and elevations. The checklist and description should be incorporated into the drawing set. Registration and certification of the project is also required under the policy.

Sustainable Larger Sites

25. An approach to Sustainable Site Design shall be taken and where appropriate, incorporate layout and orientation approaches that reduce energy needs, facilitate passive energy solutions, incorporate urban agricultural opportunities, and replicate natural systems where feasible.
26. Provision of a Solid Waste Diversion Strategy that addresses waste diversion in all solid waste generating activities within the development.

Note to Applicant: The Strategy must identify/provide space, infrastructure and an operational approach to divert organics and recyclables from the waste stream, and minimize the vehicle trips required for collection, to the satisfaction of the General Manager of Engineering Services, and prior to Development Permit issuance the completion of any agreements required by this Strategy on terms and conditions acceptable to the General Manager of Engineering Services and the Director of Legal Services.

27. Provision of a Green Mobility and Clean Vehicles Strategy that includes the requisite infrastructure where appropriate to prioritize sustainable transportation modes including walking, cycling, public transit, and provisions for low carbon vehicles (e.g., electric vehicles), completed to the satisfaction of the General Manager of Engineering Services, and prior to Development Permit issuance the completion of any agreements required by this Strategy on terms and conditions acceptable to the General Manager of Engineering Services and the Director of Legal Services.

Note to Applicant: The Green Mobility and Clean Vehicles Strategy should be coordinated with the Transportation Study and Traffic Management Plan.

28. Provision of a Sustainable Rainwater Management plan that utilizes sustainable strategies to allow for infiltration, retention, treatment and utilization of rainwater where applicable and appropriate on site.

Note to Applicant: The requirements of the Sustainable Rainwater Management Plan should be coordinated/integrated with the required Landscape Plan (see condition 15, above).

Low Carbon Energy System

29. Implement a Low Carbon Energy System for the development which reduces greenhouse gas emissions by a minimum of 50% relative to a business as usual approach (where space and domestic hot water heating would otherwise be met through natural gas combustion and through the use of chillers and cooling towers for any space cooling requirements), OR provide for district energy connectable building mechanical design. For the latter, the building heating and domestic hot water system shall be designed to be easily connectable and compatible with a future District Energy System to supply all heating and domestic hot water requirements. Design provisions related to district energy compatibility must be to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: The applicant shall refer to the *District Energy Connectivity Standards* for specific design requirements, which include provisions related to the location of the mechanical room, centralization of mechanical equipment for the development, pumping and control strategy, and other hydronic heating and domestic hot water system minimum requirements. The applicant is encouraged to work closely with Staff to ensure adequate provisions for District Energy compatibility are provided for in the mechanical design. A declaration signed by the registered professional of record certifying that the district energy connectivity requirements have been satisfied will be required as a pre-condition to building permit.

30. Where a Low Carbon Energy System is pursued on-site, provide for any further feasibility studies and technical investigations required to confirm the economic and technical viability of the preferred approach to implementing the Low Carbon Energy technology (i.e. geexchange or alternative) to the satisfaction of the General Manager of Engineering Services.

31. Where a Low Carbon Energy System is pursued on-site, the energy system shall be designed in such a way as to enable energy metering and the monitoring of performance metrics during system operation for the purpose of optimizing system performance and preparing system performance reports. The applicant shall refer to the *Performance Monitoring and Reporting Requirements for Low Carbon Energy Systems* for a summary of minimum requirements.
32. Detailed design of the Low Carbon Energy System, where applicable, and building HVAC and mechanical heating system must be to the satisfaction of the General Manager of Engineering Services.
33. Space heating and ventilation make-up air shall be provided by hydronic systems without electric resistance heat or distributed heat generating equipment including gas-fired make-up air heaters.

Engineering

34. Provision of a revised Traffic and Parking Study to the satisfaction of the General Manager of Engineering Services.

Note to applicant: The study should include information regarding the parking utilization on the adjacent site and a rationale for the number of spaces being provided as this site is in close proximity to rapid transit, bus service and the Central Valley Greenway.
35. Clarify the south property-line dimension. As shown on page A101 it is more than 3 feet longer than either City records or the surveyor's plan submitted in the original application.
36. The design of all driveway crossings into the site will be to the satisfaction of the General Manager of Engineering Services. Delete curb returns and show standard commercial crossings. A crossing application will be required.
37. Number all parking spaces.
38. Confirm that 2.3 m of minimum vertical clearance is provided at the bridge at gridline M/5 on drawing A205.
39. Provide an alcove to recess the bike room access from the drive aisle on gridline A5 on drawing A205.
40. Parking ramps with parking spaces along the slope should have a maximum slope of 5 percent.

Note to applicant: The ramp slopes calculate to 6-9% using the design elevations shown.
41. Provide a minimum 20-ft. wide gate for the entrance into the Loading Area at gridline N/8 on drawing A204.

42. Confirm that all parking access from the street provides a minimum of 7'-6 ½" (2.3 m) of vertical clearance and all loading access from the street provides a minimum of 12'-6" (3.8 m) of vertical clearance.
43. Modify the hatched markings on P3 and P4 between gridlines E-K and 4-12 that indicate pedestrian space to zebra crosswalk markings where the path crosses a manoeuvring aisle.

Note to applicant: Reduce the area that is being marked, especially by the elevators to focus the pedestrians into one crossing location.

CONDITIONS OF BY-LAW ENACTMENT

- (c) That prior to enactment of the CD-1 By-law, the registered owner shall, on terms and conditions satisfactory to the Director of Legal Services and satisfactory to the General Manager of Planning and Development Services, the General Manager of Engineering Services, the Managing Director of Cultural Services and the Approving Officer, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

1. Consolidation of the site into a single lot.
2. Release of Easement & Indemnity Agreement 373007M (for 8 commercial crossings) prior to building occupancy. (A letter of undertaking is required).
3. If no longer required by BC Hydro, arrangements must be made with BC Hydro for the release of Statutory Right of Way BR31126. (Confirmation from BC Hydro is required).
4. Provision of statutory rights of way for east-west and north-south public, universally accessible, pedestrian access through the site at proposed primary pedestrian circulation lines generally as shown in red in Diagram 1, below.

Note to Applicant: The use of elevators may be necessary to provide universal accessibility between the lower plaza on Hebb Avenue to the inner courtyard and to the upper plaza on Broadway. Ownership and maintenance of the elevators, and of any other feature necessary to provide this connection, are to be the responsibility of the development. The SRW agreement (BB0833112) used for 2900 East Broadway (Tech Centre West) may be used as a precedent.

Diagram 1 - primary pedestrian circulation



5. Provision of a statutory right of way for space to accommodate a Public Bike Share Station (PBS);

Note to Applicant: The PBS space is to be a minimum of 15 m x 4 m in size and is to be near the intersection of Hebb Avenue and Nootka Street. Placement must consider strong solar exposure and power must be supplied to the PBS.
6. Provision of dedications to achieve the desired Hebb Avenue curb and sidewalk alignments to accommodate the final street design.
7. Provision of a Services Agreement to detail the delivery of all on-site and off-site works and services necessary or incidental to the servicing of the site (collectively called the “services”) such that they are designed, constructed and installed at no cost to the City, and that all necessary street dedications and rights of way for the Services are provided. No development permit for the site will be issued until the securities for the services are completed. Further details of what is to be included in the Services Agreement are listed below. The Services Agreement may provide for a phased delivery of the works acceptable to the General Manager of Engineering Services:
 - (i) Provision of adequate water service to meet the fire flow demands of the project. The current application lacks the details to determine if water main upgrading is required. Please supply project details including projected fire flow demands as determined by the applicant’s mechanical consultant to determine if water system upgrading is required. Should upgrading be necessary, then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any water system upgrading that may be required.

- (ii) Provision of features such as curb bulges, signage, landscaping and lighting to identify the mid-block pedestrian connection proposed between this site and the existing development to the west at Virtual Way.

Note to Applicant: A separate application and approval from the General Manager of Engineering Services is required.
- (iii) Provision of a fully actuated traffic signal and related infrastructure and street works, at the intersection of the south leg of Lillooet Street and Broadway within 10 years of occupancy of the last building of the development, at a time to be determined in the sole discretion of the General Manager of Engineering Services. The developer to be responsible for 100% of the cost of the signal works and installation.
- (iv) Provision of traffic control measures at Hebb Avenue and Renfrew Street, should it be needed, within 5 years of occupancy of the last building of the development to address increased crossings of the Central Valley Greenway, to the satisfaction of the General Manager of Engineering Services.
- (v) Provision of improvements to Hebb Avenue from Nootka Street to Lillooet Street in keeping with the Central Valley Greenway standards. The boulevard treatments should be similar to the treatment of Hebb Avenue west of this site and should include the following:
 - New sidewalks where necessary, at a minimum of 1.8 m in width;
 - New or adjusted curbs on the north side of Hebb Avenue to match alignments to the west or to include the proposed lay-by/drop-offs should they be acceptable to the General Manager of Engineering Services. (Note: a review will be undertaken to determine an acceptable road design along Hebb Avenue);
 - Upgraded or new street lighting to greenways standards (full cut-off LED); and
 - A separate bike ramp on the south side of Hebb Avenue at the intersection with Nootka Street.
- (vi) Improvements to existing street lighting levels on all frontages of the site to meet current lighting standards.
- (vii) Provision of a minimum of four Central Valley Greenway chairs to be provided on the plaza at the corner of Nootka Street and Hebb Avenue.
- (viii) Provision of a drinking fountain on public property in close proximity to Nootka Street and Hebb Avenue and fully accessible to pedestrians and cyclists. The fountain will require a separate service connection paid for by the developer.
- (ix) Provision of street trees adjacent all frontages of the site where space permits.

8. Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plants (including but not limited to junction boxes, switchgear, pad mounted transformers and kiosks) are to be located on private property. There will be no reliance on secondary voltage from the existing overhead electrical network on the street right of way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch. The applicant may be required to show details of how the site will be provided with all services being underground.

Low Carbon Energy System

9. Enter into such agreements as the General Manager of Engineering Services and the Director of Legal Services determine are necessary to implement and operate a Low Carbon Energy System or connect to a future Low Carbon District Energy System if and when the opportunity is available and in accordance with the City's policy for District Energy Connectivity Standards, which may include but are not limited to agreements which:
 - (i) For an on-site Low Carbon Energy System:
 - a. require the implementation and operation of the Low Carbon Energy System for the development that meets the greenhouse gas reduction targets detailed in Condition (b)29;
 - b. require buildings on the site to connect to the Low Carbon Energy System;
 - c. grant the operator access to the Low Carbon Energy System;
 - d. require the delivery to the City of detailed performance reporting on the Low Carbon Energy System, on a schedule, containing information, and prepared in a form required by the General Manager of Engineering Services.
 - (ii) For connection to a future Low Carbon District Energy System:
 - a. Require the buildings on the site to connect to the Low Carbon District Energy System at such time that one becomes available;
 - b. Grant the operator of the District Energy System access to the building mechanical system and thermal energy system - related infrastructure within the development for the purpose of enabling District Energy System connection and operation, on such terms and conditions as may be reasonably required by the Applicant; and
 - c. Provide for adequate and appropriate space to be utilized for an energy transfer station (to be secured either through a long-term lease or through an assignable option to purchase agreement).

Soils

If applicable:

10. Submit a site profile to the Environmental Protection Branch (EPB);

11. As required by the Manager of Environmental Protection and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and
12. If required by the Manager of Environmental Protection and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Protection, City Engineer and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until a Certificate of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, has been provided to the City .

Public Art

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

Note to Applicant: Please call Bryan Newson, Public Art Program Manager, at 604-871-6002, to discuss your application.

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

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

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, and letters of credit, and provide for the withholding of permits, as deemed appropriate by, and in the form and content satisfactory to, the Director of Legal Services.

* * * * *

3030 East Broadway
DRAFT CONSEQUENTIAL AMENDMENTS

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

DRAFT AMENDMENTS TO THE SIGN BY-LAW NO. 6510

- Amend Schedule E (Comprehensive development Areas) by adding the following:

"3030 East Broadway [CD-1#] [By-law #] B (I-2)"

DRAFT AMENDMENTS TO THE NOISE BY-LAW NO. 6555

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

"[CD-1 #] [by-law #] 3030 East Broadway"

DRAFT AMENDMENTS TO THE PARKING BY-LAW NO. 6059

- Add the CD-1 to Schedule C of the Parking By-law with the following provisions as Parking Requirements:

3030 East Broadway	By-law []	CD-1 []	Parking, loading and bicycle spaces in accordance with by-law requirements on [insert public hearing date], except: a) maximum of one parking space per 37 m ² gross floor area; b) at least one Class A bicycle space per 250 m ² gross floor area; and c) at least one Class B bicycle space per 1 000 m ² gross floor area.
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3030 East Broadway
ADDITIONAL INFORMATION/COMMENTARY OF REVIEWING BODIES

Comments - General Manager of Engineering Services: The General Manager of Engineering Services has no objection to the proposed rezoning, provided that the arrangements and conditions as shown in Appendix B are satisfactorily concluded.

Urban Design Panel Comments: The Urban Design Panel reviewed this proposal on May 18, 2011 and supported (6-1) the proposed use, density and form of development:

- **Introduction:** Nicky Hood, Rezoning Planner, introduced the proposal for a site located on the south side of East Broadway between Lillooet and Nootka Streets. The current zoning for the site is I-2 which permits a maximum density of 3.0 FSR, but limits General Office Use to a third of the built floor area. Ms. Hood noted that the rezoning seeks to remove all limits on the proportion and type of Office Uses allowed.

She also noted that a slight increase over the existing conditional height limit of 100 feet achievable under I-2 would be necessary under the proposed form of development at the north east corner of the site. In all other aspects, the proposal is in general accordance with the conditional regulations of the existing I-2 zoning.

Ms. Hood described the policy for the area noting that the rezoning application is being considered under the policy for the Grandview Boundary Industrial Area which was amended by Council, in January of 2011, to allow office space to the maximum FSR if the development is within reasonable walking distance of a rapid transit station. This site is located less than 350m from the Renfrew SkyTrain station on the Millennium Line and is also served by bus routes on Broadway, Renfrew and Rupert Streets. The neighbourhood to the north is single family.

Ms. Hood described the context for the area noting the existing Broadway Tech Centre which is a companion development to this proposal. The Broadway Tech Centre was originally developed in its current form under the provisions of the I-3 District Schedule but was rezoned to CD-1 in 2008 to allow for a greater amount of general office use. The by-law was later amended to remove all restrictions on the amount of general office use.

The CD-1 for Broadway Tech Centre permitted an FSR of 3.0 and a conditional height of 100', as does the proposal under review today, but the western site included re-use of a warehouse on the site. Structural load limits inherent in the re-use have limited the form of development achievable to the height and massing shown in the model and an FSR of 1.55 or thereabouts.

Sailen Black, Development Planner, further described the proposal noting there are some interesting challenges as well as opportunities on the site. The amount of open space opens up some opportunities for interesting treatment of the courtyard, its use by employees, and opportunities for public passage. There is a continuation of Virtual Way through the site, although the open spaces between buildings are not quite aligned from one site to the next. There is also public access north/south through the site. The

proposal locates all vehicle movement one level down, which leaves the entire courtyard level for pedestrian use. There is a plaza at street level at the southwest corner.

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

1. Architectural and landscape design in general
2. Quality of pedestrian routes and open spaces East-West, including the alignment to Virtual Way
3. Design of layered and punctured planes that step up from Hebb Street to East Broadway, with reference to both wayfinding and beauty
4. Approach to reducing building energy consumption, noting City priorities around reducing fossil fuel use and greenhouse gas emissions
5. Relationship of the proposed design to Broadway and by extension the RS-1 zoned Renfrew neighbourhood beyond, including consideration of view impacts
6. The variety of uses proposed, considering the opportunity to form a more complete working workspace
7. Proposed density, open spaces and heights, considering shadowing and open spaces below buildings among other factors

Ms. Hood and Mr. Black took questions from the Panel.

- **Applicant's Introductory Comments:** James Vasto, Architects, further described the proposal noting the proposal encompasses five office buildings. The buildings were oriented to allow for ample outdoor space. To maximize landscaped areas and pedestrian circulation. The entire vehicular movement onsite has been located below grade. Vehicle access, loading and temporary parking is organized around two pass-through lanes that connect Lillooet and Nootka Streets. At the drop off areas there will be a large open well to introduce light into the parkade. The majority of pedestrian traffic will be approaching the site from the SkyTrain station. The major entry point will be from the corner of Hebb and Nootka Streets. Mr. Vasto described the architectural plans noting the exterior materials and the green walls. He added that there are a number of sustainable strategies and that they are targeting LEED™ Platinum.

Randy Sharp, Landscape Architect, described the landscaping plans noting the project is all about light, water and movement. There are a variety of open spaces culminating in a large central park. Water will flow from East Broadway to Hebb Street with a water curtain that will be illuminated at night. Continuous canopies provide weather protection and way finding. Green roofs are planned with roof top gardens with room for amenities and urban agriculture.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Design development to better distribute the density on the site;
 - Consider adding retail to the site to increase the uses on the site;
 - Design development to the courtyard beside Building E;
 - Design development to allow for a better relationship between the buildings and the public realm.

- **Related Commentary:** The Panel supported the proposal as well as the height, density and the variety of uses.

The Panel thought that the proposal had the potential to be exciting but felt that the applicant was only creating an eight hour facility where there was intensive use for the workday and then on evenings and weekend would be greatly underutilized. They encouraged the applicant to look at the ground plane where they could introduce evening or weekend facilities with retail uses such as cafes or fitness amenities.

Some Panel members thought there was a generic suburban office park look to the design and encouraged the applicant to depart from that look, using innovative ways to deal with passive design. They found the architectural forms somewhat blocky and thought the ground plane was more successful. The Panel also thought the density could be better distributed on the site.

Several Panel members thought the buildings should relate better to each other and that the heights could be varied. Some of the Panel felt the buildings needed to be set back to respect the setbacks on Virtual Way. A couple of Panel members thought the space between Building C and E seemed to be left over space and needed to be better programmed.

One Panel member noted that there were some urban design issues at East Broadway and Nootka Street as the original phase wasn't handled well and had a hostile environment to the neighbours. It was suggested that perhaps Building A and B could be brought out more meaningfully to the street to give some relief to East Broadway.

The Panel thought that having the vehicles out of the pedestrian realm was a good idea and would increase the pedestrian emphasis of the project. As well the Panel liked the use of light wells into the parkade as it would improve the entry sequence to the office. Several Panel members thought a formalized pedestrian crossing would be needed on East Broadway.

The Panel members supported the landscape plans and liked the use of waterfalls and waterways as they will diminish the traffic noise from East Broadway. Some of the Panel felt there needed to be a larger green space area for people to use. They also liked that there were direct links to transit. One Panel member was concerned that too much energy might go to the water system and suggested the applicant find ways to animate the water without using huge amounts of energy.

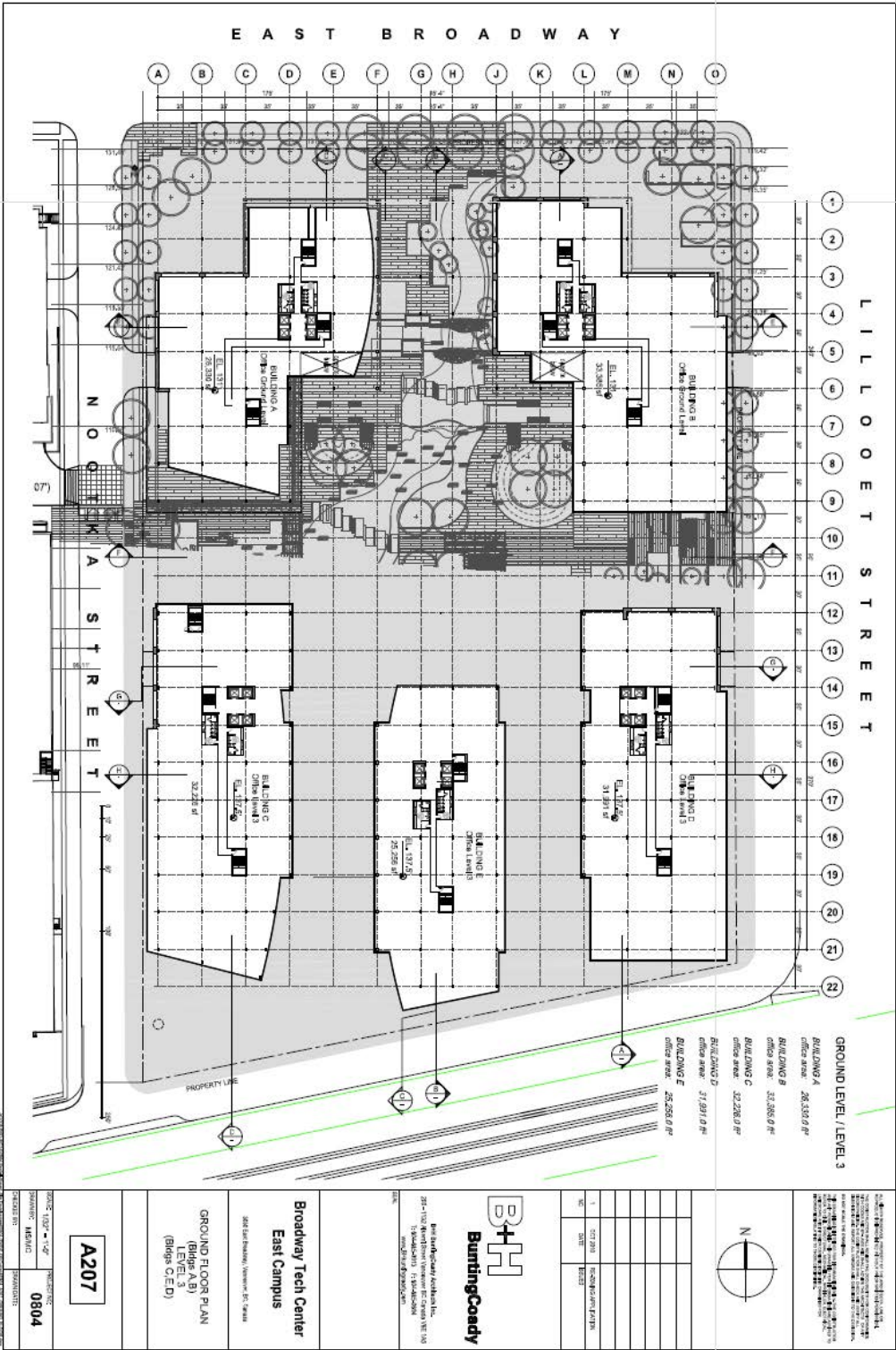
The Panel commended the applicant for going for LEED™ Platinum but that the buildings needed to recognize the solar angles.

- **Applicant's Response:** The applicant team had no additional comments.

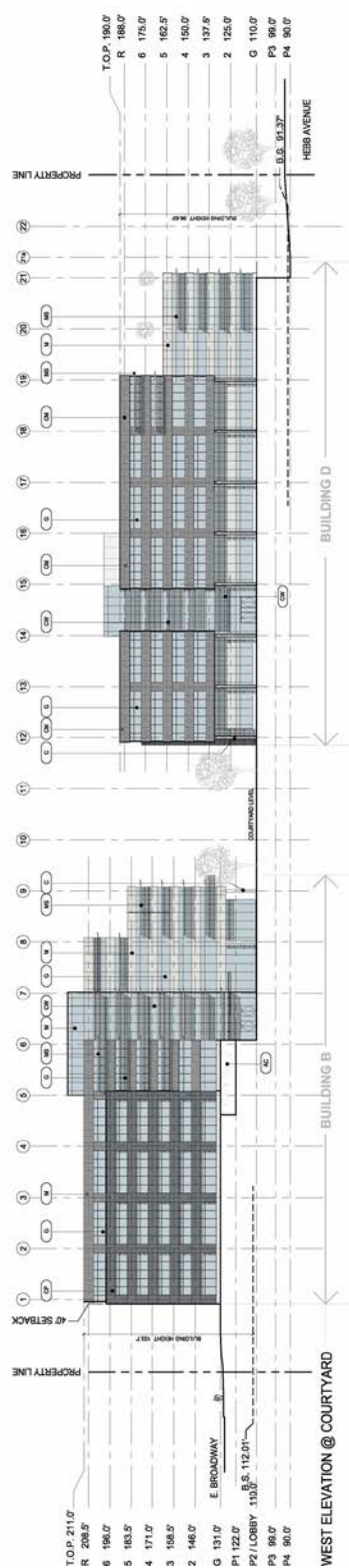
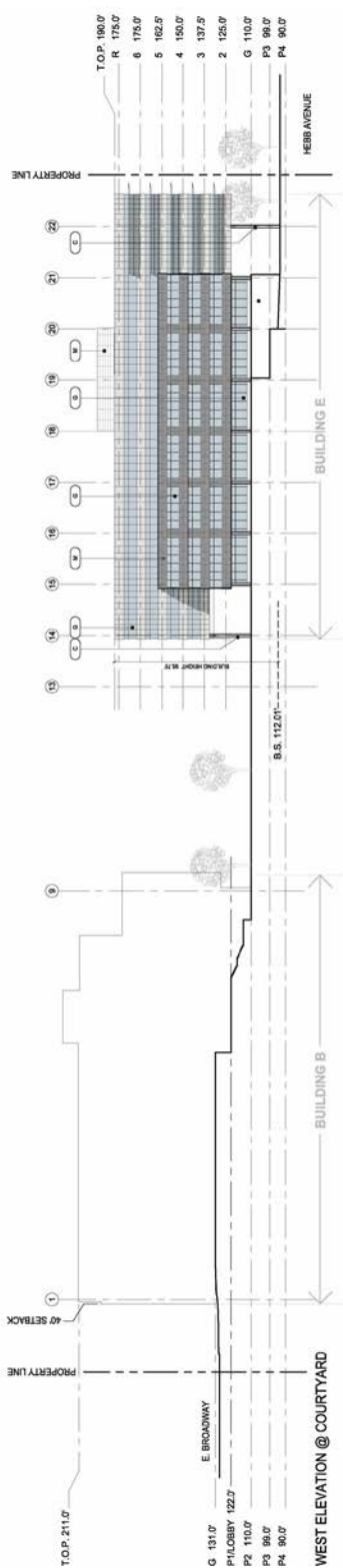
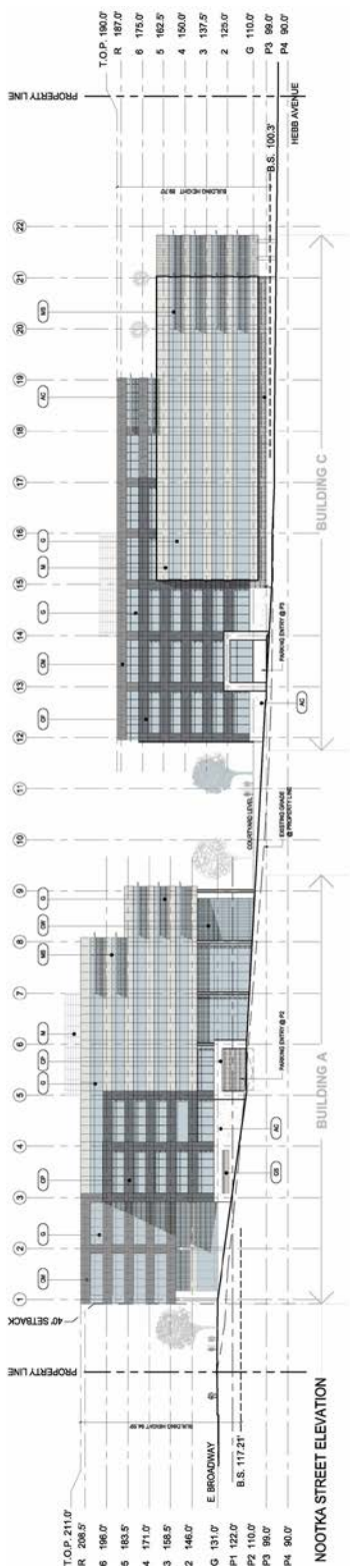
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3030 East Broadway
FORM OF DEVELOPMENT

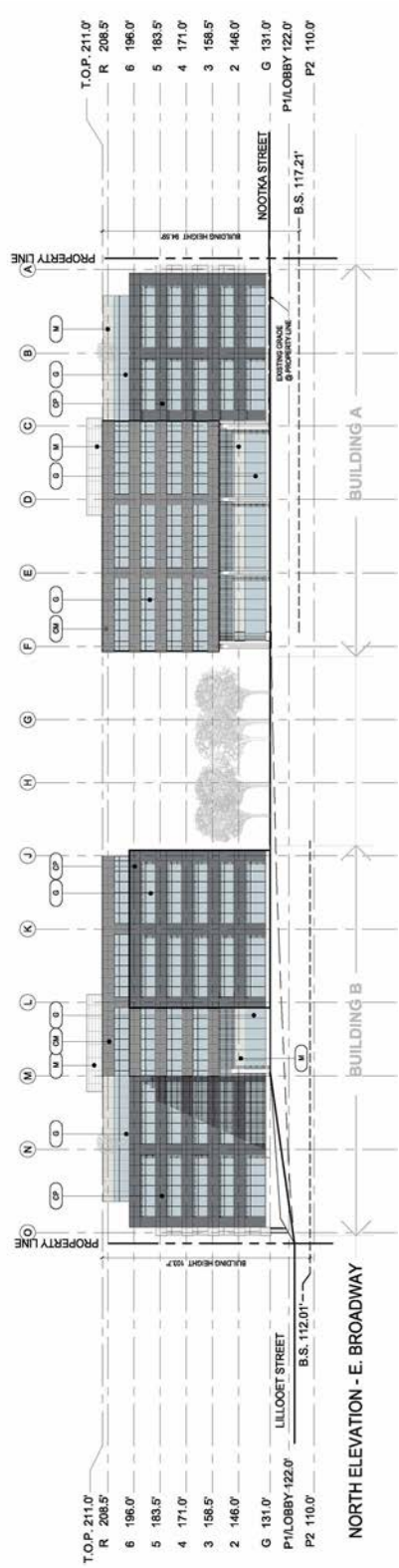
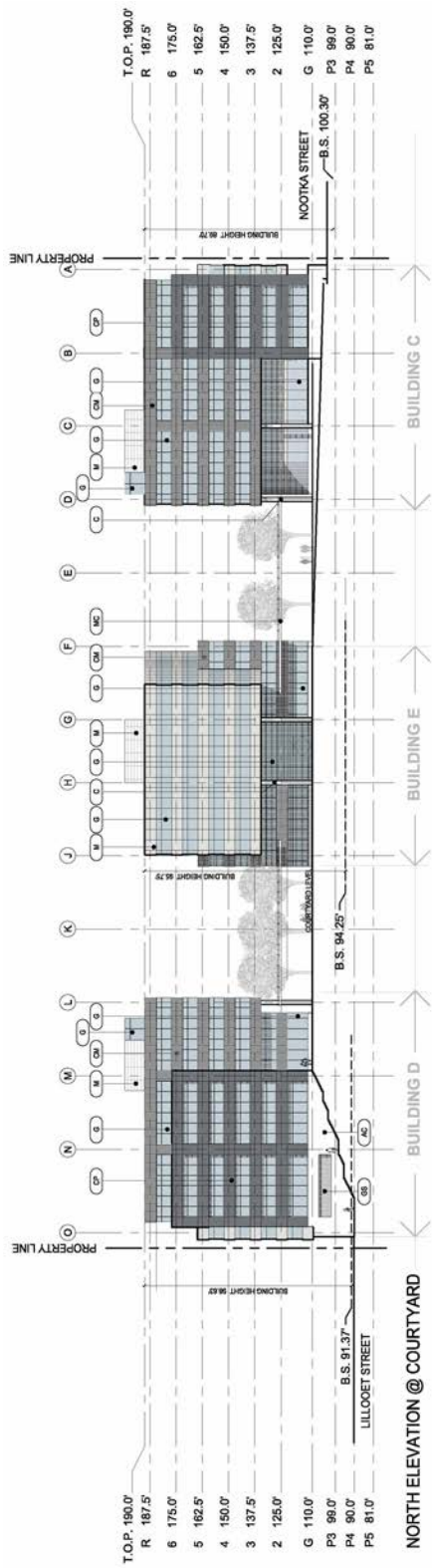
Site Plan



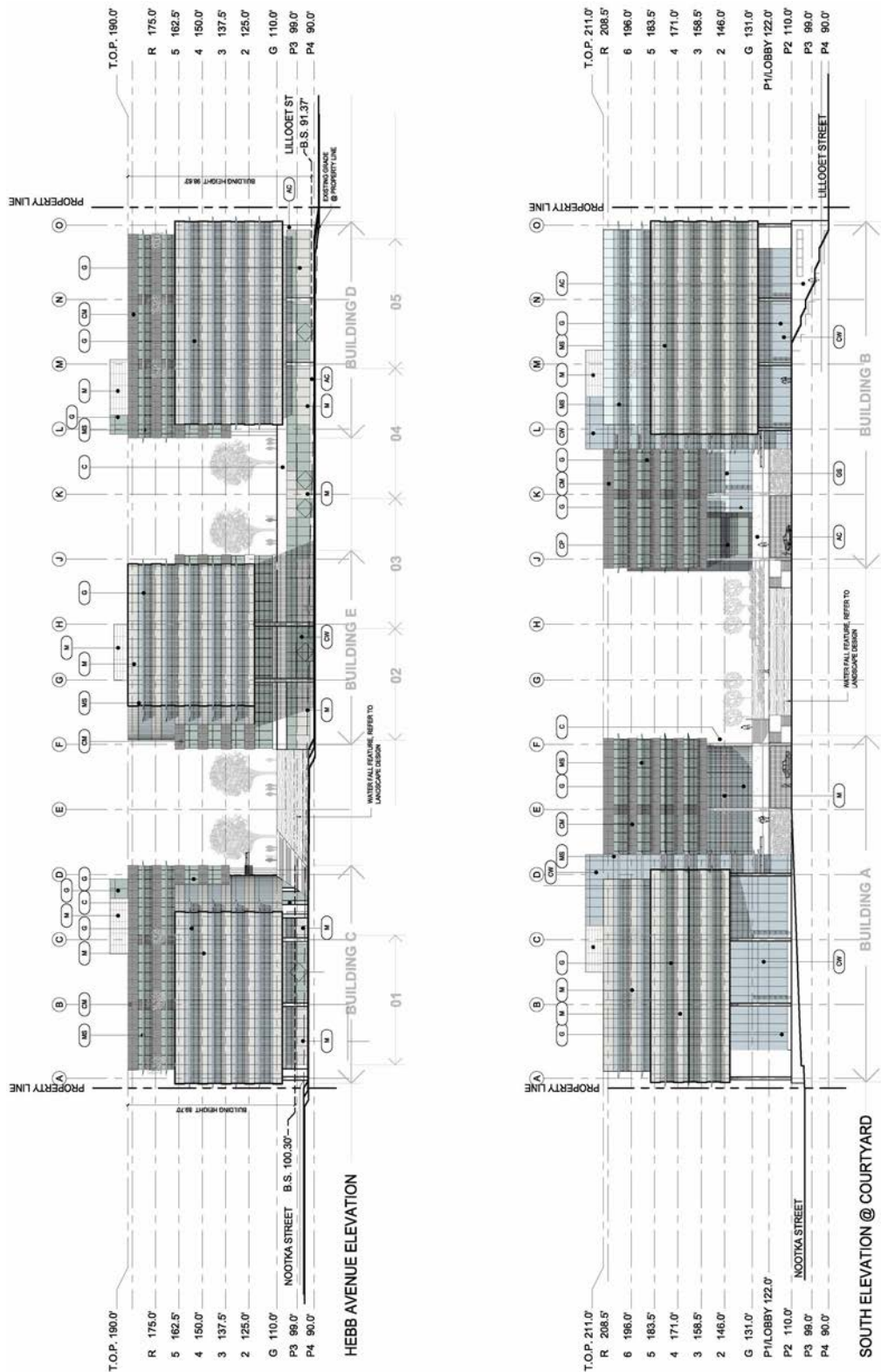
Elevations - Nootka Street and West Courtyard



Elevations - East Broadway and North Courtyard



Elevations - Hebb Avenue and South Courtyard



Northeast Perspective



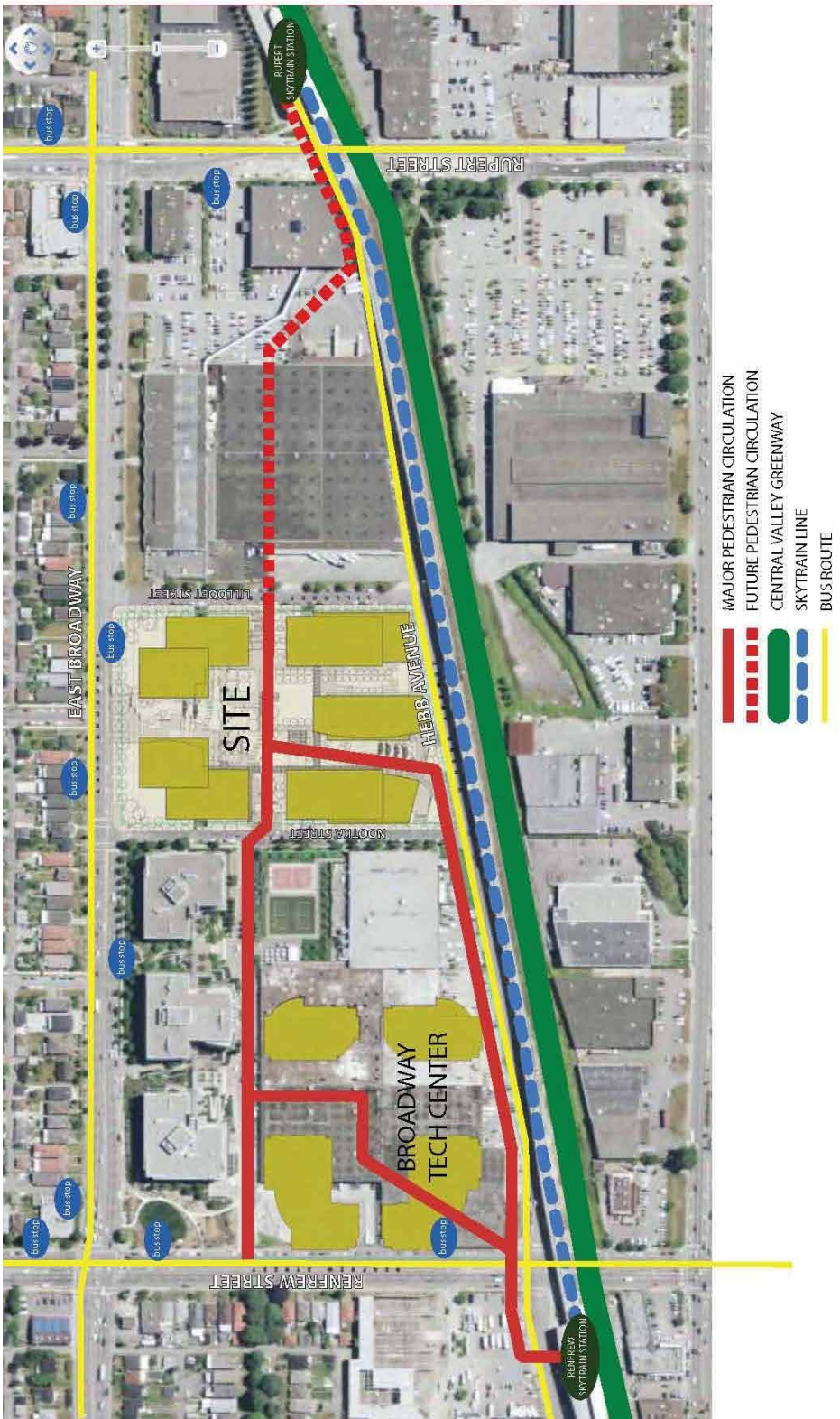
Southeast Perspective



Landscape Plan



Site Context showing alternate transportation network



3030 East Broadway
PUBLIC BENEFITS SUMMARY

Project Summary:

Amend permitted uses to allow a greater amount of office uses, as anticipated in the Grandview Boundary Mixed Employment Area policies.

Public Benefit Summary:

The proposal would generate DCL payments as well as a public art benefit.

	Current Zoning	Proposed Zoning
Zoning District	I-2	CD-1
FSR (site area = 30 818 m ² /331,733 sq. ft.)	3.0**	3.0
Buildable Floor Space (sq. ft.)	962,287	962,287
Land Use	Maximum 33.33% Office	Maximum 100% Office

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide)	6,540,016	12,028,587
	DCL (Area Specific)	2,201,293	779,452
	Public Art	0	1,741,739
	20% Social Housing	0	0
Offered (Community Amenity Contribution)	Childcare Facilities		
	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage (transfer of density receiver site)		
	Housing (e.g. supportive, seniors)		
	Parks and Public Spaces		
	Social/Community Facilities		
	Unallocated		
	Other		
TOTAL VALUE OF PUBLIC BENEFITS		\$8,741,309	\$14,549,778

Other Benefits (non-market and/or STIR components):

* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification. For the City-wide DCL, revenues are allocated into the following public benefit categories: Parks (41%); Replacement Housing (32%); Transportation (22%); and Childcare (5%). Revenue allocations differ for each of the Area Specific DCL Districts.

** Development under I-2 assumes two-thirds (2.0 FSR) industrial use and one-third (1.0 FSR) office use.

3030 East Broadway
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	3030 East Broadway
Legal Description	PID: 010-563-199, Lot 1 Except: Firstly; Part in Explanatory Plan 4125 Secondly; Part in Plan LMP 49775 south east 1/4 of Section 36 Town of Hastings Suburban Lands Plan 7576, and PID: 010-563-237, Lot 2 south west 1/4 of Section 37 Town of Hastings Suburban Lands Plan 7576
Applicant	B+H Bunting Coady
Architect	B+H Bunting Coady
Property Owner	Broadway - Heb Property Inc.
Developer	Bentall Kennedy

SITE STATISTICS

	GROSS	DEDICATIONS	NET
SITE AREA	30 818 m ²	n/a	30 818 m ²

DEVELOPMENT STATISTICS

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT
ZONING	I-2	CD-1
USES	Manufacturing, Limited Retail, Service, Cultural and Recreational, Institutional, General Office, Parking, Transportation and Storage, Utility and Communication, Wholesale Uses	All uses permitted in the I-2 District, with the removal of restrictions which require that General Office use be only in conjunction with industrial uses, and also removing the exclusion of offices of "accountants, lawyers and notary publics, real estate, advertising, insurance travel and ticket agencies."
MAX. FLOOR SPACE RATIO	overall 3.0 with sub-limits on non-industrial uses	overall 3.0 with no sub-limits on any uses
MAXIMUM HEIGHT	18.3 m (60 ft.) Outright 30.5 m (100 ft.) Conditional	geodetic elevation of 64.32 m i.e. 25 m (80 ft.) along Broadway and up to 31.4 m (104 ft.) at the southeast corner of Building B