



REFERRAL REPORT

Report Date: November 26, 2019
Contact: Karen Hoese
Contact No.: 604.871.6403
RTS No.: 13513
VanRIMS No.: 08-2000-20
Meeting Date: December 10, 2019

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 Rezoning: 878-898 West Broadway

RECOMMENDATION

- A. THAT the application by Arno Matis Architecture, on behalf of Centennial Hotel Ltd. (registered owner of Lots 1, 2 and 3), 339742 B.C. Ltd. (registered owner of Lots 4, 5 and 6) and 339743 B.C. Ltd. (registered owner of the West ½ of Lot 7), to rezone 878-898 West Broadway [*Lots 1 to 6 and the West ½ of Lot 7, Block 357, District Lot 526, Plan 590; PIDs: 004-184-220, 004-184-254, 004-184-262, 004-184-297, 004-184-343, 004-184-394 and 004-184-459 respectively*] from C-3A (Commercial) District to CD-1 (Comprehensive Development) District, to increase the permitted floor space ratio (FSR) from 3.00 to 8.96 and the building height to 42.3 m (138.8 ft.), to permit the development of two mid-rise commercial towers at 11 storeys and 13 storeys over a three-storey podium, consisting of commercial-retail use at grade and hotel use, be referred to public hearing together with:
- (i) plans prepared by Arno Matis Architecture, received May 9, 2018 and addendum received October 15, 2019;
 - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
 - (iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application in principle, including approval in principle of the form of development, subject to the Conditions of Approval 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 the 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, generally as set out in Appendix C, be referred to the same Public Hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-law, generally as set out in 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 amending by-law.

- D. THAT Recommendations A to C be adopted on the following conditions:

- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City, and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
- (ii) THAT any approval that may be granted following the public hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
- (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

REPORT SUMMARY

This report evaluates an application to rezone a site located at 878-898 West Broadway from C-3A (Commercial) District to CD-1 (Comprehensive Development) District, to permit the development of two mid-rise commercial towers at 11 storeys and 13 storeys over a three-storey podium, with commercial-retail use at grade and hotel use. A total of 437 hotel units, comprised of 272 short-term stay and 165 long-term stay, at a building height of 42.3 m (138.8 ft.) and a total density of 8.96 FSR (7.99 FSR above grade) are proposed. The application seeks an increase in floor area and is supported by the *Metro Core Jobs and Economy Land Use Plan* (“Metro Core Plan”) and the *Interim Hotel Development Policy* that reaffirms the importance of hotels and their related meeting facilities to the city’s economy, especially in the downtown and emerging office areas.

Staff have assessed the application and conclude that it meets the intent of the Metro Core Plan, as well as the *Interim Hotel Development Policy*. Staff support the application, subject to design development and other conditions. Staff recommend that the application be referred to a public hearing, with the recommendation of the General Manager of Planning, Urban Design

and Sustainability to approve it, subject to the public hearing, along with the conditions of approval outlined in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council policies and guidelines for this site include:

- Metro Core Jobs and Economy Land Use Plan: Issues and Directions Report (2007)
- Interim Hotel Development Policy (2018)
- Policy on Consideration of Rezoning Applications and Heritage Revitalization Agreements during Broadway Planning Process (2018)
- Central Area Plan: Goals and Land Use Policy (1991)
- Central Broadway C-3A Urban Design Guidelines (Fairview Slopes Sub-area) (1976, amended 2004)
- C-3A District Schedule (last amended 2016)
- View Protection Guidelines (1989, last amended 2011)
- Green Buildings Policy for Rezoning (2010, last amended 2018)
- Community Amenity Contributions – Through Rezoning (1999, last amended 2018)
- Development Contribution Expectations in Areas Undergoing Community Planning (2018)

REPORT

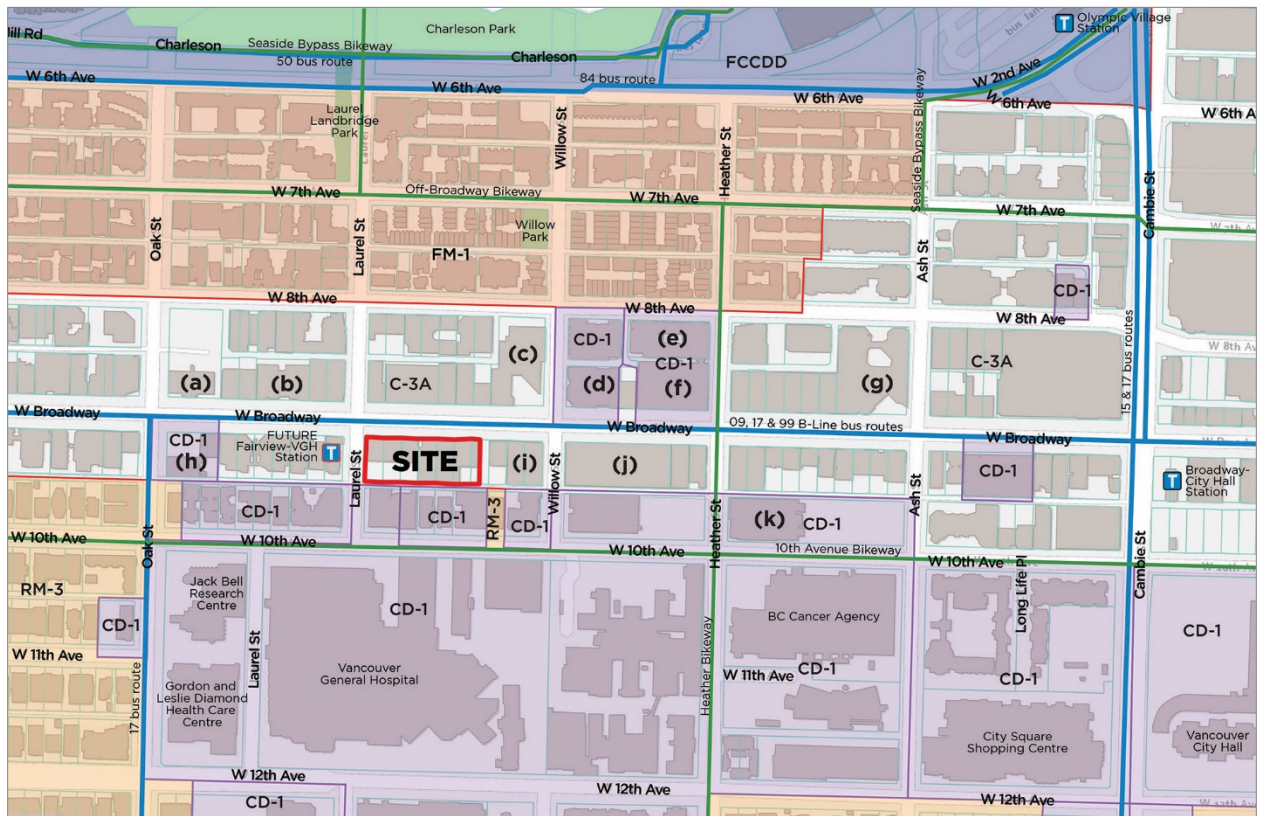
Background/Context

1. Site and Context

The subject site is located on the southeast corner of Broadway and Laurel Street in the Fairview local area (see Figure 1). The site is comprised of seven legal parcels, with a total site size of 3,777.4 sq. m (40,660.9 sq. ft.) and frontages of 99 m (325 ft.) along Broadway and 38 m (125 ft.) along Laurel Street. The site is located along the proposed Broadway Subway route (a tunnelled extension of the Millennium Line SkyTrain) and adjacent to the proposed Fairview-VGH station (to be located directly across Laurel Street).

The site is currently occupied by a seven-storey hotel (Park Inn and Suites) with a bar and music venue (Fairview Pub). This building was built in 1971 and is not listed on the Vancouver Heritage Register. The sites along Broadway are zoned C-3A and CD-1 and contain a mix of office and retail in low-rise and tower forms. The sites on the north side of 10th Avenue are zoned CD-1 and RM-3A and consist mostly of three- to four-storey residential and office buildings. Vancouver General Hospital (VGH) is located directly south of the site half a block away on the south side of 10th Avenue.

Figure 1: Site and Surrounding Context



- | | | |
|-----|----------------------|--|
| (a) | 999 West Broadway | 9-storey office building |
| (b) | 943 West Broadway | <i>Broadway Medical</i> , 9-storey office building with commercial-retail uses at grade |
| (c) | 805 West Broadway | <i>Broadway Centre</i> , 18-storey office building with commercial-retail uses at grade |
| (d) | 777 West Broadway | 13-storey office building |
| (e) | 728 West 8th Avenue | 18-storey residential building |
| (f) | 711 West Broadway | <i>Holiday Inn</i> , 14-storey hotel building |
| (g) | 620 West Broadway | <i>Broadway Plaza</i> , 12-storey office building with commercial-retail uses at grade |
| (h) | 988 West Broadway | 11-storey office building with commercial-retail uses at grade |
| (i) | 2525 Willow Street | <i>Willow Professional Building</i> , 7-storey building comprised of commercial-retail uses at grade, three levels of above-grade parking and three levels of office |
| (j) | 750 West Broadway | <i>Fairmont Medical Building</i> , 14-storey office building with commercial-retail uses at grade |
| (k) | 675 West 10th Avenue | <i>BC Cancer Research Centre</i> , 15-storey office/laboratory building with commercial-retail use at grade |

2. Policy Context

Metro Core Jobs and Economy Land Use Plan –

Approved in 2007, the *Metro Core Jobs and Economy Land Use Plan* (“Metro Core Plan”) provides policy directions to affirm and enhance the Metro Core’s role as the region’s “downtown” by ensuring there is adequate job space for future economic growth and vitality in the Metro Core. The Broadway Uptown Office District (see image to right) is designated as the Metro Core’s “second downtown” in the 1991 *Central Area Plan*, which calls for continued development of job space in the area. The Metro Core Plan identifies opportunities for increased commercial capacity to capitalize on current and future rapid transit investment.



Interim Hotel Development Policy – Approved in 2018, the *Interim Hotel Development Policy* reaffirms the importance of hotels and their related meeting facilities to the city’s economy and establishes a policy objective that there should not be a net loss of hotel rooms in Vancouver, and encourages the consideration of opportunities for new hotel supply and the replacement of hotel rooms when a hotel site is being redeveloped.

Policy on Consideration of Rezoning Applications and Heritage Revitalization

Agreements during Broadway Planning Process – The subject site is within the study area of the Broadway Plan, which is currently underway. The policy for considering rezoning applications during planning allows for applications which were in process to continue to be considered. This application qualifies under this provision.

Strategic Analysis

1. Proposal

This application proposes two mid-rise commercial towers over a three-storey podium consisting of commercial-retail use at grade and hotel use, over six levels of underground parking with access at the lane (see Figure 2). The west tower (11 storeys) is intended for short-term stays and contains 272 standard hotel rooms (including rooms on level 3 of the podium). Recognizing the proximity to VGH, the east tower (13 storeys) is intended for long-term stays and contains 165 hotel rooms with kitchenettes, including some suite units with bedrooms.

Existing businesses are anticipated to remain on site, including a car rental business and the beer and wine store. A pub space has been included in the proposal, however it is undetermined at this time whether it will remain as the Fairview Pub.

Figure 2: Proposed Development (View Looking Southwest from Broadway)

2. Land Use

The application proposes a total of 33,834.4 sq. m (364,202.3 sq. ft.) of commercial floor area, consisting of commercial-retail and hotel uses. This is consistent with the Metro Core Plan's directions to increase commercial density in order to strengthen the primarily commercial character of the Broadway Uptown Office District. Demand for job space is anticipated to continue as a result of major investment in VGH and related facilities, and the expansion of rapid transit.

Hotel use is a conditional approval use in the C-3A district and is supported by the *Interim Hotel Development Policy*, which emphasizes the importance of existing and new hotel rooms in the City Core (area north of 16th Avenue between Arbutus Street and Clark Drive) and ensures no net loss in the city's hotel-room stock until new targets are brought forward to Council for consideration. The existing Park Inn and Suites currently has 117 hotel rooms and the proposal will increase the total to 437 hotel rooms, a net increase of 320 rooms.

3. Density, Height and Form of Development

(see application drawings in Appendix E and project statistics in Appendix G)

The application proposes two mid-rise commercial towers at 11 storeys and 13 storeys over a three-storey podium at a total density of 8.96 FSR (7.99 FSR above grade) and building height of 42.3 m (138.8 ft.).

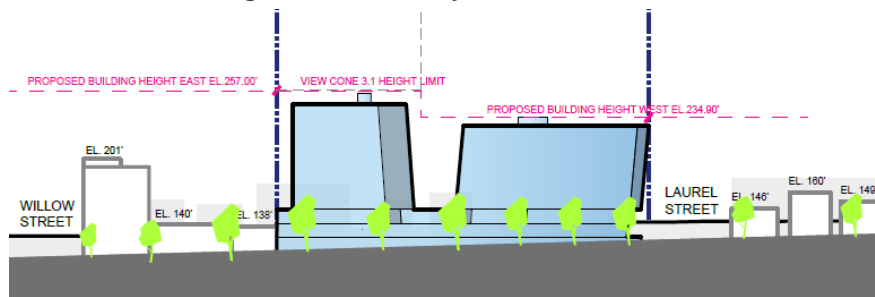
Existing Zoning – The site is currently zoned C-3A (Commercial) District, which permits a maximum density of 3.00 FSR. The *Central Broadway C-3A Urban Design Guidelines* generally anticipates building heights of 120 ft. in the Fairview Slopes sub-area.

Density – The submitted application proposed an overall density of 8.38 FSR (8.20 FSR above grade). In response to comments from Urban Design Panel, the applicant has provided an addendum showing revised massing, which proposes an overall density of 8.96 FSR (7.99 FSR above grade) resulting in a reduction of the above grade massing. The applicant is proposing to

increase floor area below grade to allow for more programmed space for hotel uses. This is significantly higher than the conditional density supported by the current zoning. The proposed development, which is being considered under a rezoning policy without detailed form of development guidance, has been evaluated against the objectives of *the Central Broadway C-3A Urban Design Guidelines*, as well as in the context of the intensified office, hotel and hospital development of the surrounding area. The proposed density, as expressed through the proposed form of development, is supported given the non-residential nature of this segment of Central Broadway (Fairview Slopes sub-area, east of Oak Street) and the City objectives to add to the supply of hotel accommodation.

Height – The proposed overall building heights conform to a combination of view cone height limits and helicopter flight path requirements for helicopters accessing the VGH emergency heliport. These maximum heights range from elevations of 78.3 m (257 ft.) (View Cone 3.1 height limit) for the easterly portion of the development and 71.6 m (234.9 ft.) (helicopter path permissible elevation) for the westerly portion (see Figure 3). The final heights of the development may require minor adjustments with further transportation and survey analysis of the helicopter routes.

Figure 3: Broadway Street Elevation



Form of Development – The proposed hotel is located on a site with three frontages (two streets and one lane). The form of development is comprised of a three-storey podium base and two mid-rise massing elements on top of the podium. The podium contains retail, restaurant and hotel uses. The mid-rise towers house the hotel rooms including standard short-term stay rooms in the west tower and longer-term stay rooms and suites in the east tower. Additional usable floor area is proposed below grade (e.g. entertainment venues) along with parking. The top of the podium is landscaped to provide open spaces for hotel use.

- **Public Realm** – The proposed development will activate the public realm along Broadway, Laurel Street and the lane with a variety of commercial frontages and lobby entries. The ground-level design also incorporates a small plaza at the corner of Broadway and Laurel Street that addresses the significant grade change on Laurel Street and enhances the visual and spatial experience of pedestrians leaving and approaching Broadway.
- **Site and Functional Planning** – The proposed development locates the parking and loading access points on the lane away from the intersection with Laurel Street. A drop-off area for hotel guests is also provided along the lane. Pedestrian access to the hotel lobbies is provided from both Broadway and the lane. Retail units and entertainment venues are accessed from Broadway.

- **Massing** – The proposed massing, with its podium and above-podium elements, addresses the objectives of the *Central Broadway C-3A Urban Design Guidelines* in a number of ways. The podium expression along Broadway is consistent with guidelines that encourage an approximately 30 ft. high continuous streetwall. The arrangement of the above-podium massing elements, which gathers the floor area into two distinct masses spaced along the Broadway frontage, supports sun penetration to Broadway, views through the site from the south and enhanced privacy between facing hotel rooms. To achieve these advantages, as well as accommodate the proposed floor area, the two massing components are relatively deep in the north-south direction. The applicant has suggested a number of articulation strategies, as described below, to enhance the experience of the proposed development from the public realm and surrounding development.
- **Articulation** – A number of design techniques intended to reduce the scale impact of the proposed development have been advanced by the applicant in sketch plans submitted April through October, 2019. Included are: expression of both vertical and horizontal forms; in-setting of a portion of the podium façade along Broadway; angled and/or stepped façade planes and roof parapets; varied façade styles including a combination of geometric and more organic forms; and, use of screening to provide areas with more façade depth. These strategies will provide for a more sculptural form that feels “dematerialized” by the changing play of light on its surfaces. As a condition of approval, staff recommend that these approaches be maintained, enhanced and/or further implemented through design development, including the addition of angled planes on the east façade of the east massing component, which will be highly visible from the surrounding area.
- **Livability** – The proposed hotel is expected to support both short- and long-term stay guests due to its close proximity to VGH. To enhance the livability for the long-term stay guests, staff recommend that a number of conditions be met by the development, which include: provision of kitchenette facilities in all of the hotel rooms/suites in the east tower; provision of a minimum of two “suite units” per floor in the east tower (e.g. units with a separate bedroom); and, provision of indoor and outdoor common amenity spaces for long-term guests.
- **Urban Design Panel Review** – The Urban Design Panel reviewed the application on August 8, 2018 and supported the project with recommendations (see Appendix D). The Panel’s consensus on key aspects needing improvement included enhancement of the massing on all façades, review of sun penetration and privacy on the courtyard, livability issues on the east façade, quality of the public open space and the potential exploration of treating the two buildings with different appearances as they are meant for different clientele.

Based on the proposed form of development, staff have concluded that the overall proposal is generally consistent with the objectives of the evolving Central Broadway area (i.e. office, hotel and hospital precinct) and support this application, based on the addendums, subject to the conditions outlined in Appendix B.

4. Transportation and Parking

Parking for the existing hotel and Fairview Pub is currently accessed off Broadway. Vehicle, loading and passenger parking in the proposed development will be accessed from the lane with six levels of underground parking. Parking By-law standards have been applied to hotel, restaurant and retail use. A total of 487 vehicle parking spaces are proposed, comprised of 423 spaces for hotel and 64 spaces for retail-service. The proposed parking plan is exceeding

the minimum by-law requirements in order to accommodate standards applied by the future hotel operator and future parking for car rentals and VGH. Loading consists of five Class A spaces, four Class B spaces and seven Class A passenger spaces, which is not currently in compliance with the by-law. Parking, loading and bicycle spaces must be provided and maintained in accordance with the requirements of the Parking By-Law. Engineering conditions are included in Appendix B.

5. Environmental Sustainability and Natural Assets

Green Buildings – The *Green Buildings Policy for Rezoning*s requires that rezoning applications satisfy either the near zero emissions buildings or low emissions green buildings conditions within the policy. This application is pursuing the low emissions green buildings requirements. The low emissions green buildings pathway represents City priority outcomes, establishing limits on heat loss, energy use, and greenhouse gases, and drawing on industry best practices to create more efficient, healthy and comfortable homes and workplaces. The applicant has submitted preliminary energy modeling analysis detailing building performance strategies to meet the energy use intensity, greenhouse gas and thermal demand targets.

Green Sites – The *Urban Forest Strategy* was developed to find ways to help preserve, protect and strengthen Vancouver’s urban forest and tree canopy for the future. In 2014, Council amended the *Protection of Trees By-law* to maintain a healthy urban forest by requiring permission to be granted to remove trees that meet certain conditions. The intent is to retain and protect as many healthy, viable trees as possible, while still meeting the challenges of development, housing priorities and densification. This is in keeping with City goals to achieve resilient and healthy natural systems in our urban areas.

For this project, a total of six on-site trees, two off-site (neighbouring) trees, five City boulevard trees and 13 City shrubs were assessed. All off-site and City boulevard trees are proposed to be retained and protected if necessary. All on-site trees (along the lane) and City shrubs (along Laurel Street) are proposed for removal as they are in poor condition. The on-site trees are partially growing over top of the existing underground parking and demolition of the parkade will require their removal. Park Board permission will be required to remove City shrubs. Replacement trees are proposed and will be finalized at the time of development permit.

Public Input

Public Notification – A rezoning information sign was installed on the site in July 2018. Approximately 4,000 notification postcards were distributed within the neighbouring area on or about July 9, 2018. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps).

Community Open House – A community open house was held on July 23, 2018 at the Holiday Inn. Staff, the applicant team, and a total of approximately 28 people attended.

Public Comments – Staff received a total of 10 responses regarding the rezoning application (see Figure 4). There was general support for the proposal and building design, noting the benefit to hospital patients, parking requirements being met with access off lane, and good treatment of Laurel Street and amenity area. Some concerns were raised regarding the loss of the Fairview Pub music venue. One respondent did not support the additional density and height nor the building design, and one respondent stated that the proposal should be revised to

increase the density and maximize the number of hotel rooms by removing the tower separation, in order to meet the need for short-term accommodations near VGH.

Figure 4: Notification and Public Response

Total notifications	4,000
Open House attendees	28
Open House comment sheets	9
Online/other feedback	1

Note: All reported numbers above are approximate.

Response to Public Comments – It is undetermined at this time whether the Fairview Pub will return on site, however, the applicant has planned for a “pub space” in the proposal. The additional density and height is supported at this location recognizing the need for hotel space, particularly due to its close proximity to VGH and a future transit station. Staff consider the proposed increase in rooms to be significant in addressing the city’s hotel room shortage, but also recognize the benefits of the central courtyard separating the two mid-rise elements from an urban design perspective, liveability and overall clientele experience.

PUBLIC BENEFITS

In response to City policies concerning changes in land use and density, this application addresses public benefits as follows:

Required Public Benefits

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

This site is subject to City-wide DCLs and City-wide Utilities DCLs on the proposed 33,834.4 sq. m (364,202.3 sq. ft.), of commercial floor area. Based on rates in effect as of September 30, 2019, total DCLs of approximately \$7,517,135 would be anticipated from this development.

DCL rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at this time. A development may qualify for 12 months of in-stream rate protection from DCL rate increases, provided that an application has been received prior to the rate adjustment. See the City’s [DCL Bulletin](#) for details on DCL rate protection.

Public Art Program – The *Public Art Policy for Rezoned Developments* requires that rezoning applications involving a floor area equal to or greater than 9,290 sq. m (100,000 sq. ft.) allocate

a portion of their construction budgets to public art or provide cash in lieu as a condition of rezoning. Public art budgets are based on a formula (2016) of \$21.31 per sq. m (\$1.98 per sq. ft.) for areas contributing to the total FSR calculation. Based on the proposed new floor area of 33,834.4 sq. m (364,202.3 sq. ft.), a public art contribution of approximately \$721,120 is anticipated. The Public Art rate is finalized at the development permit stage and is subject to periodic adjustments to address inflation.

Offered Public Benefits

Commercial Linkage Contribution – Within the context of the City's Financing Growth Policy, an offer of a Community Amenity Contribution (CAC) to address the impacts of rezoning can be anticipated from the owner of a rezoning site. CAC offers are typically made through the provision of either on-site amenities or a cash contribution towards other public benefits and take into consideration community needs, area deficiencies and the impact of the proposed development on City services.

In 2017, Council amended the *Community Amenity Contributions — Through Rezoning* policy to streamline commercial rezoning applications in the Metro Core areas. The amendment included the removal of site-by-site CAC negotiations on commercial-only rezoning applications (except for rezoning applications proposing stratified commercial space and large site developments as per the *Rezoning Policy for Sustainable Large Developments*) and introduced interim commercial linkage targets in the Metro Core area.

In 2018, Council approved the *Development Contribution Expectations in Areas Undergoing Community Planning* policy to curb land value speculation in areas undergoing planning such as the Broadway Corridor. This policy affirmed the existing CAC policy as the Development Contribution Expectation (DCE) for commercial-only projects seeking additional density in the Uptown Office C-3A focus area in which this project is located.

The applicable target contribution rate is \$107.64 per sq. m (\$10.00 per sq. ft.); this equates to a contribution of \$2,423,390 for the 22,513.3 sq. m (242,339.1 sq. ft.) of additional floor area.

Staff recommend that the offering be accepted and that it be allocated toward funding of childcare facilities and/or affordable housing in and around the Metro Core consistent with Council direction for commercial linkage contributions.

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

FINANCIAL IMPLICATIONS

The site is subject to both the City-wide DCL and City-wide Utilities DCL. Based on rates in effect as of September 30, 2019, it is anticipated that the project will generate approximately \$7,517,135 in DCLs from the commercial floor area.

The applicant will be required to provide new public art on site or make a cash contribution for off-site public art, at an estimated value of approximately \$721,120.

As a commercial linkage contribution, the applicant has offered a cash contribution of \$2,423,390 to be allocated towards childcare facilities and/or affordable housing in and around the Metro Core area.

Approval and timing of specific projects will be brought forward as part of the Capital Plan and Budget processes.

CONCLUSION

Staff have reviewed the application to rezone the site at 878-898 West Broadway from C-3A to CD-1 to permit the development of two mid-rise commercial towers at 11 storeys and 13 storeys over a three-storey podium, with commercial-retail use at grade and hotel use, and conclude that the application is consistent with the *Metro Core Jobs and Economy Land Use Plan* and the *Interim Hotel Development Policy*. Staff further concludes that the proposed form of development is an appropriate urban design response to the site and its context, and is supportable.

The General Manager of Planning, Urban Design and Sustainability recommends that the rezoning application be referred to public hearing, together with a draft CD-1 By-law as generally shown in Appendix A. Further it is recommended that, subject to the public hearing, the application including the form of development, as shown in the plans in Appendix E, be approved in principle, subject to the applicant fulfilling the conditions of approval in Appendix B.

* * * * *

**878-898 West Broadway
PROPOSED CD-1 BY-LAW PROVISIONS**

Note: A By-law to amend Zoning and Development By-law No. 3575 to rezone an area to CD-1 will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

Zoning District Plan Amendment

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan 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 a public hearing, Schedule A will be included with the draft by-law that is prepared for posting.]

Designation of CD-1 District

2. The area shown within the heavy black outline on Schedule A is hereby designated CD-1 ().

Uses

3. Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 (), and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
 - (a) Cultural and Recreational Uses, limited to Arcade, Artist Studio, Arts and Culture Indoor Event, Billiard Hall, Bowling Alley, Club, Community Centre or Neighbourhood House, Fitness Centre, Hall, Library, Museum or Archives, and Theatre;
 - (b) Institutional Uses, limited to Child Day Care Facility and Social Service Centre;
 - (c) Office Uses;
 - (d) Retail Uses, limited to Farmers' Market, Furniture or Appliance Store, Grocery or Drug Store, Grocery Store with Liquor Store, Liquor Store, Public Bike Share, Retail Store, and Secondhand Store;
 - (e) Service Uses, limited to Animal Clinic, Auction Hall, Barber Shop or Beauty Salon, Beauty and Wellness Centre, Cabaret, Catering Establishment, Hotel, Laundromat or Dry Cleaning Establishment, Neighbourhood Public House, Photofinishing or Photography Studio, Photofinishing or Photography Laboratory, 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, and Wedding Chapel;

- (f) Accessory Uses customarily ancillary to the uses listed in this section 3.

Conditions of Use

4. All commercial uses and accessory uses listed in this By-law shall be carried on wholly within a completely enclosed building except for the following:
- (a) Farmers' Market;
 - (b) Neighbourhood Public House;
 - (c) Public Bike Share;
 - (d) Restaurant; and
 - (e) Display of flowers, plants, fruits and vegetables in conjunction with a permitted use.

Floor Area and Density

- 5.1 Computation of floor space ratio must assume that the site consists of 3,777.4 m², being the site size at the time of the application for the rezoning evidenced by this By-law, prior to any dedications.
- 5.2 The floor space ratio for all uses must not exceed 8.96.
- 5.3 Computation of floor area must include all floors of all buildings, including earthen floor, above and below ground level, having a minimum ceiling height of 1.2 m, measured to the extreme outer limits of the building.
- 5.4 Computation of floor area must exclude:
- (a) patios and roof gardens, if the Director of Planning first approves the design of sunroofs and walls; and
 - (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 that are at or below base surface, except that the exclusion for a parking space must not exceed 7.3 m in length.
- 5.5 The use of floor area excluded under section 5.4 must not include any use other than that which justified the exclusion.

Building Height

6. Building height, measured from base surface to top of roof slab, must not exceed 42.3 m, except that no part of the development shall protrude into the approved view corridors, as set out in the City of Vancouver View Protection Guidelines.

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**878-898 West Broadway
CONDITIONS OF APPROVAL**

Note: If the application is referred to a public hearing, these Conditions of Approval will be referenced in the Summary and Recommendations included in the hearing agenda package. Any changes to the conditions approved by Council will be contained in its decision. Applicants are advised to consult the hearing minutes for any changes or additions to these conditions.

PART 1: CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

Note: Consideration by Council at the public hearing of the proposed form of development is in reference to plans prepared by Arno Matis Architecture, received May 9, 2018 and addendum received October 15, 2019, and provides that the Director of Planning may allow minor alterations to this form of development when considering the detailed scheme of development submitted with the development application.

THAT, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the Director of Planning who shall have particular regard to the following:

Urban Design

- 1.1 Design development of the massing, including all façade elements to achieve, where reasonable, a minimum 5 ft. setback along the lane and to implement additional measures to mitigate impact on neighbouring properties' enjoyment of space and privacy.

Note to Applicant: Consideration should be given to increasing setbacks above the podium to improve the sky view and enhance privacy for hotel rooms.

- 1.2 Design development to conform to all height restrictions applicable to each tower including:
- (a) View cones; and
 - (b) Final helicopter flight path requirements.
- 1.3 Design development of the massing to improve sun penetration to Broadway, views through the site and privacy for hotel rooms, including:
- (a) Reconfigured angling of the two massing blocks on the east- and west-facing facades;
 - (b) Reduced width of the west massing block facing Broadway;
 - (c) Increased separation between mid-rise massing components; and
 - (d) Enhanced privacy for east-facing hotel rooms in east block through façade angling.

- 1.4 Design development of the massing to provide for more detailed massing articulation including provision of:
 - (a) Façade angling of the east façade of the east block consistent with the sculptural expression of all the above-podium massing;
 - (b) Increased stepping and articulation of the podium-level façade along Broadway to add visual and spatial interest to the streetscape and to distinguish the podium and above-podium massing elements;
 - (c) Façade definition (stepping, screening and varied materials) that establishes more vertical and finer grain expression/rhythm along the Broadway and lane frontages; and
 - (d) Innovative façade design with high-quality materials and detailing to achieve enhanced visual interest and “dematerialization” objectives.
- 1.5 Design development of east façade of the east block to enhance hotel room privacy through the window orientation and screening.
- 1.6 Design development of the west and east block hotel room level plans to minimize the number of rooms with sole orientation to the lane.
- 1.7 Design development of the east block hotel room plans to provide all rooms with kitchenettes and to provide for a minimum of two suite units per floor (with bedrooms).
- 1.8 Design development to provide for indoor and outdoor common amenity space(s) for the use of the long-term stay guests.
- 1.9 Design development to address CPTED principles.
- 1.10 Provide all information deemed necessary to clarify the establishment of a satisfactory code compliance strategy in relation to the party wall on the east demising property line and its relationship with the neighboring property.

Note to Applicant: This condition is an information only condition and could be satisfied with a letter from a code consultant.

Landscape

- 1.11 Design development to the ground level public realm interface to achieve a friendly and identifiable orientation, as follows:
 - (a) Align and improve connection of public realm with entries.
 - (b) Provide some planting fronting Broadway.
 - (c) Provide some planting at the lane edge.
 - (d) Provide programming and articulation fronting Laurel St by including a variety of uses, which encourage common gathering.

- (e) Provide planting that is flush with grade, rather than in raised planters, by lowering the parkade below.
- 1.12 Design development to the central courtyard at Level 3, as follows:
- (a) Improve solar orientation by widening the courtyard space.
 - (b) Expand programming to include a variety of open spaces which encourage common gathering, including children's play.
- 1.13 Design development to improve the sustainability strategy, by the following:
- (a) Explore providing intensive and extensive green roofs on all available flat rooftops, to be commonly accessible and usable and to provide open spaces with improved solar orientation.
 - (b) Add substantially more landscaping around all entry areas, to accent and soften them.
 - (c) Add vines to any blank wall facades, ensuring the vine support is sturdy and low maintenance (avoid high maintenance modular "green wall" systems).
 - (d) Add planters with overarching shrubs to common upper level decks, to be visually accessible from below, softening the edges and consisting of woody evergreen plant material for year-round presence.
 - (e) Add edible plants, which can be used as ornamentals as part of the landscape design, in addition to urban agriculture plots.
- 1.14 Design development to the landscape treatment to increase the volume of soil, tree canopy cover and planting on slab, by lowering the slab for planting on the main level to the greatest extent possible, rather than planting in raised planters.
- Note to Applicant: Wherever possible, planted landscapes on slab should be designed to maximize soil depths. This will require integration of the landscape design and the structural plan. Soil depths should exceed CSLA Landscape Standard. At the perimeter of the building the slab can be angled downward (1 m across and 1.2 m down) to maximize contiguous soil volumes.
- 1.15 Design development to locate, integrate and fully screen parking garage vents in a manner which minimizes their impact on the architectural expression and the project's open space and public realm.
- 1.16 Design development to the Integrated Rainwater Management Strategy to explore opportunities for onsite rain water infiltration and soil absorption, as follows:
- (a) Maximize natural landscape best management practices.
 - (b) Minimize the necessity for hidden mechanical water storage.
 - (c) Increase the amount of planting to the rooftop areas, where possible.
 - (d) Consider linear infiltration bio-swales along property lines, at lower site areas.
 - (e) Use permeable paving.
 - (f) Employ treatment chain systems (gravity fed, wherever possible).
 - (g) Use grading methods to direct water to soil and storage areas.

Note to Applicant: Refer to the *Citywide Integrated Rainwater Management Plan (IRMP)*, [Volume I](#) and [Volume II](#) for further information. A consulting engineer (subject matter expert) will need to be engaged and early phase soil analysis will be needed. Further comments may be outstanding at the development permit stage.

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

- (a) Detailed storm water report with calculations describing how the various best management practices contribute to the quality and quantity targets.
- (b) A separate soil volume overlay plan with schematic grading indicating intent to direct rainwater to infiltration zones.
- (c) An overlay plan that shows amount and ratio of vegetative cover (green roof), permeable/impermeable hardscaping and notations describing the storage location of rainwater falling on each surface, including roofs.

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

1.18 Provision of a full-size, to scale and dimensioned Tree Management Plan, coordinated with survey and arborist report.

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

1.20 At the time of Development Permit application, provision of:

- (a) A detailed Landscape Plan illustrating soft and hard landscaping.

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

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

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

- (c) A Tree Management Plan.

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

- (d) An arborist “letter of undertaking” to include signatures by the owner, contractor and arborist.

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

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

Note to Applicant: New street trees to be shown and confirmed on the development permit plans. Contact Engineering (604-871-6131) to confirm tree planting locations and Park Board (604-257-8587) for tree species selection and planting requirements. Provide a notation on the plan as follows: "Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6 cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches deep. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion."

- (f) High efficiency irrigation for all planted areas and hose bibs for all patios and common areas greater than 100 sq. ft.

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

- (g) An outdoor Lighting Plan.

Sustainability

- 1.21 All new buildings in the development will meet the requirements of the [Green Buildings Policy for Rezoning](#) (amended February 7, 2017), including all requirements for Near Zero Emissions Buildings (i.e., Passive House certified or alternate near zero emissions standard approved by the Director of Sustainability), or Low Emissions Green Buildings.

Note to Applicant: The applicant will be required to demonstrate that the development is on track to achieve the above requirements at each stage of permit. For more detail on the above requirements and what must be submitted at each stage, refer to the most recent bulletin [Green Buildings Policy for Rezoning – Process and Requirements](#) (amended April 28, 2017 or later).

Engineering Services

- 1.22 Consideration of design development to accommodate within the building design a tunnel connection to the future Laurel and Broadway subway station.

Note to Applicant: Legal arrangements may be required, such as amendments to the Owner's Works in the Services Agreement and Statutory Rights of Way, subject to confirmation of final design proposed.

- 1.23 Provision of letter confirming acknowledgement of Street Use Impacts – Broadway Corridor, and that the Rapid Transit Office has been contacted for more detailed information.

Note to Applicant: This application falls within the area with potential impacts due to the Broadway Subway Project (BSP) construction. From 2019 to 2025, street use along Broadway and adjacent arterial roads will be significantly restricted; contact the City of Vancouver Rapid Transit Office (rapidtransitoffice@vancouver.ca) for more information on potential impacts to access and street use for your project.

- 1.24 The owner or representative is advised to contact Engineering Services to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation and construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.

- 1.25 Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.

- 1.26 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent the site. Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. Detailed confirmations of these commitments will be sought at the building permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to building occupancy. Provision of written acknowledgement of this condition is required. Contact Engineering Services for details.

- 1.27 Construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a provincial Approval or Licence. Applications for provincial Approvals or Licences can be completed online. The application will be received and accepted into the province's online system, and the provincial authorizations team strives for 140 days to get the approval to the applicant. The approval holder must be able to produce their approval on site so that it may be shown to a government official upon request. Dewatering before this approval is granted is not in compliance with the provincial Water Sustainability Act. Provide a letter confirming acknowledgement of the condition.

- 1.28 The following statement is to be placed on the landscape plan: 'This plan is "NOT FOR CONSTRUCTION" and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and

related permits are issued. Contact Engineering, Development Services and/or your Engineering, Building Site Inspector for details.'

- 1.29 Design development to provide all required loading and passenger loading spaces as per By-law with access from the lane.

Note to Applicant: Two (2) Class C passenger loading spaces required; one (1) provided. Access from Laurel St for Class C passenger loading is not supported. One (1) Class C loading space required; not provided. Engineering recommends providing a lay-by from the lane to achieve this.

- 1.30 Provision of Class B bicycle spaces to be located at grade.

Note to Applicant: Class B spaces shown in Class A bicycle storage room on the P1 parkade level. Class B bicycle spaces are to be provided for short-term transient parking for persons who are not patrons or employees of the building.

- 1.31 Design development to locate a Public Bike Share Station pad within the surface Statutory Right of Way, including design and servicing of the pad as required, to the satisfaction of the General Manager of Engineering Services, including the following:

- (a) Station pad to be located east of the sidewalk on Laurel St outside of the 5.5 m SRW.
- (b) Elevation of the western edge of the PBS pad is to be consistent with, and follow, the sidewalk along Laurel St.
- (c) Label and show the electrical connection.
- (d) Remove all images and depictions of the station, including the bicycles, docks, or any other station equipment on the drawings. Show the station as a bold or dashed outline with required 19 m x 4 m dimensions shown on plans.

- 1.32 Parking ramps must be designed to position vehicles perpendicular to the lane to facilitate ease of vehicle ingress and egress from either direction of travel in the lane.

Note to Applicant: Engineering suggests providing a "jug handle" ramp design or further separating the ramp from the South PL at a minimum depth of 7.3 m (24 ft.) to achieve this.

- 1.33 Design development to avoid conflicts in the lane.

Note to Applicant: The parking entry, loading and pick-up/drop-off are located in close proximity. Driveways should be combined or further separated to avoid conflicts in the lane.

- 1.34 Provision of a Loading Management Plan to show:

- (a) How the loading facility will operate.
- (b) Management of the facility, including on-site loading manager.

- (c) Size of the largest delivery vehicle delivering to the site and the expected frequency of all of the deliveries.
- (d) Specify routing of the trucks from the arterial streets to and from the loading spaces.
- (e) Clarify the largest truck that the loading spaces are design to accommodate and provide all vehicle dimensions.

Note to Applicant: Shared Loading Agreements may be required prior to DP issuance.

- 1.35 Provision of updated TAMS to include turn tracks and vehicle swaths for vehicles accessing Class C loading and passenger loading spaces by way of Laurel St and Willow St within the lane.

Note to Applicant: Analysis to account for existing/future curbside parking regulations.

- 1.36 Provision of generous and continuous weather protection on Broadway frontage.

- 1.37 Street horticulture:

- (a) All planting on street Rights of Way shall be maintained by the adjacent property owner.
- (b) No permanent irrigation system shall be installed in the street Right of Way.
- (c) Plant material adjacent to lane within 10 m from the corner of an intersection, pedestrian crossing, entrance to a driveway or other conflict areas, where sightlines need to be maintained for safety reasons, shall not exceed a mature height of 0.6 m, measured from the sidewalk.
- (d) Plants shall be planted in such a way as to not encroach on the sidewalk, street, lane, and/or bike lane. Provide minimum 45 cm buffer of low groundcover in planting beds adjacent to sidewalks.

Note to Applicant: Refer to [Boulevard Gardening Guidelines](#) for more information on boulevard planting.

- 1.38 Provision of updated plan A.205 to show existing utility poles in the lane.

Note to Applicant: There appear to be conflicts with existing utility poles in the lane. Provide existing poles on plan. Include notes on plans regarding potential relocation of utilities to underground.

- 1.39 Provision of updated plans to clarify the location of proposed columns at the lane.

Note to Applicant: Drawings A.205 and L01.01 show conflicting column placement.

- 1.40 Provision of an additional section drawing to show the entire length of the main parkade ramp.

- 1.41 Confirm if additional overhead gates are required to separate restaurant and commercial parking from hotel parking.

- 1.42 Provision of all columns and column setbacks into parking spaces to be dimensioned on parkade drawings and to respect the 1.2 m (4 ft.) maximum limit from the end of the stall.

Note to Applicant: Column encroachments of 1.5 m (5 ft.) shown on plans. Column encroachments into single stall modules not permitted. Reference section II.A of the [Parking and Loading Design Supplement](#).

- 1.43 Provision of parabolic mirrors at 90 degree jogs in access ramps and where opposing motorist cannot readily view each other.
- 1.44 Provision of automatic door openers for all doors leading to Class A bicycle storage rooms and to be noted on drawings.
- 1.45 Provision of a dedicated bicycle elevator for all bicycle spaces located below the first underground level.

Note to Applicant: The elevator is to have doors on both ends to allow bicycles to easily roll in from one end and roll out the other. The elevator to be a freight style elevator with durable finishes to comfortably accommodate two people with two bicycles and provide minimum interior dimensions of 5'-6" x 6'-8". A separate bicycle call button is to be provided on all floors requiring bicycle access to allow users to call the bicycle elevator directly. Accommodation of oversized bicycles within this elevator may increase requirements.

- 1.46 At the development permit stage, provision of the following is required for drawing submission to facilitate a complete Transportation review:
- (a) A complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided.
 - (b) All types of parking and loading spaces individually numbered, and labelled on the drawings.
 - (c) Dimension of column encroachments into parking stalls.
 - (d) Show all columns in the parking layouts.
 - (e) Dimensions for typical parking spaces.
 - (f) Dimensions of additional setbacks for parking spaces due to columns and walls
 - (g) Dimensions of manoeuver aisles and the drive aisles at the parkade entrance and all gates.
 - (h) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates. These clearances must consider mechanical projections and built obstructions.
 - (i) Areas of minimum vertical clearances labelled on parking levels.

- (j) Design elevations on both sides of the ramps and drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances. The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings.
 - (k) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable.
 - (l) Existing street furniture including bus stops, benches etc. to be shown on plans.
 - (m) The location of all poles and guy wires to be shown on the site plan.
- 1.47 Provision of a detailed response toward the Citywide Integrated Rainwater Management Plan (IRMP) requirements outlined in the [Green Buildings Policy for Rezonings](#), and the following:
- (a) Provide a Rainwater Management Plan (RMP) that details how the rainwater management system meets the IRMP requirements for retention, cleaning and safe conveyance, prepared by a subject matter expert (Engineer) and signed by same, subject to review. The applicant should take into account the following:
 - (i) Runoff from the first 24 mm of rainfall from all areas, including rooftops, paved areas, and landscape must be treated and retained or reused on site (landscapes over native subsoils with appropriately sized topsoil meets the 24 mm retention requirement);
 - (ii) Surfaces designed for motor vehicle use and other high pollutant generating surfaces require an additional 24 mm of treatment beyond the first 24 mm retained (for a total of 48 mm treated).
 - (iii) Water quality volume (24 mm for low pollutant generating surfaces like roofs and 48 mm for high pollutant generating surfaces like driveways) that leaves the site must be treated to a standard of 80% TSS removal by mass by using either individual BMPs that meet the standard or treatment trains of BMPs that, when combined, meet the standard. For proprietary treatment devices:
 - a. Provide product information for all treatment practices.
 - b. Products need to be certified by TAPE - The Technology Assessment Protocol – Ecology Program, Washington State Department of Ecology’s process for evaluating and approving emerging rainwater treatment BMPs. The applicant may propose other technologies but must provide supporting information that shows the technology meets the standard.
 - (b) Prioritize methods of retention according to the three tiers below. Justification must be provided for using a lower tier retention option. The tiers are as follows:
 - (i) 1st tier priority green infrastructure practices: Provide volume reducing green infrastructure practices. For example, rainwater can be kept on site for rainwater harvesting for re-use, green roofs, and soil infiltration.

- (ii) 2nd tier priority green infrastructure practices: Provide treatment and retention in non-infiltrating landscapes. For example, rainwater can be directed to absorbent landscape on slab, closed bottom planter boxes, and lined bioretention systems.
 - (iii) 3rd tier priority green infrastructure practices: Provide treatment and detention as per the rate control requirement.
- 1.48 At the development permit stage, provision of the following is required for drawing submission to facilitate a complete Green Infrastructure review:
 - (a) Pre-development site plan showing orthophoto and existing drainage areas and appurtenances.
 - (b) A proposed site plan that delineates drainage areas, including the area measurements for pervious/impervious areas, and identifies appropriately sized green infrastructure practices for each of those areas.
 - (c) Geotechnical study that evaluates the potential and risks for onsite rainwater infiltration.
 - (i) Infiltration testing at likely locations for infiltration practices and a proposed design infiltration rate;
 - (ii) Soil stratigraphy;
 - (iii) Depth to bedrock and seasonally high groundwater; and
 - (iv) Assessment of infiltration risks such as slope stability and soil contamination.
 - (d) Hydrologic and hydraulic analysis prepared by a qualified professional in the area of rainwater management showing how the site will meet the requirements of the Policy.
 - (e) If lower tier green infrastructure options are chosen, then justifications must be included in the RMP report.
 - (f) Include supplementary documentation for any proprietary products that clearly demonstrates how they contribute to the targets.
 - (g) The plan and report must demonstrate that access has been provided for maintaining the rainwater management system, such as providing truck access for pumping out sediment traps.
 - (h) Maintenance and operation guide for the rainwater management system that will be provided to the eventual owner or party responsible for maintenance.

PART 2: CONDITIONS OF BY-LAW ENACTMENT

THAT, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning,

Urban Design and Sustainability and the General Manager of Engineering Services, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering Services

- 2.1. Arrangements are to be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the consolidation of Lots 1 to 6 and the West ½ of Lot 7, Block 357, DL 526, Plan 590 to create a single parcel.

Note to Applicant: The elevation drawings indicate façade treatments with elements (wood glass louvers) which appear to encroach onto Laurel St, Broadway, City lane and the neighbouring property. Clarification is required as to their purpose. Remove these elements; or if intended to function as sunshades, they must be lightweight and demountable and an application must be made to the City Surveyor providing rationale of their utility. Arrangements (legal agreements) will be required with the owner of the neighbouring site for any encroachment onto that site.

- 2.2. Arrangements are to be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for release of Easement & Indemnity Agreement BN246495, SRW BN246496 and Equitable Charge BN246497 (pertaining to a building encroachment onto Laurel St) prior to building occupancy.

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

- 2.3. Provision of a 5.5 m offset distance measured from the back of the existing curb for widened sidewalks along Laurel St, to be achieved through a building setback and surface statutory right of way (SRW), for public pedestrian use over a portion of the site. The SRW will be free of any encumbrance such as vents, structure, stairs, planter walls, benches, bicycle parking, and plantings at grade (and is to accommodate the underground parking structure within the SRW agreement).
- 2.4. Enter into such agreements as the General Manager of Engineering Services and the Director of Legal Services determine are necessary to require the owner to prepare a detailed Transportation Demand Management (TDM) Plan for the approval of the General Manager of Engineering Services prior to Development Permit issuance, including a requirement to enter into a further legal agreement to ensure that the owner of the lands will construct, install, operate and continuously maintain the TDM measures in the approved TDM Plan.
- 2.5. Provision of a Services Agreement to detail the 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 all necessary street dedications and rights of way for the services are provided. No development permit for the site will be issued until the security for the services are provided.
 - (a) Provision of adequate water service to meet the fire flow demands of the project.

Based on the confirmed Fire Underwriter’s Survey Required Fire Flows and domestic flows submitted by Core Concept Consulting Ltd. dated October 25, 2018, no water main upgrades are required to service the development.

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.

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

The post-development 10-year flow rate discharged to the storm sewer shall be no greater than the 10-year pre-development flow rate. The pre-development estimate shall utilize the 2014 IDF curves, whereas the post-development estimate shall utilize the 2100 IDF curves to account for climate change.

Development to be serviced to the 300 mm sanitary sewer in Laurel St.

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 sewer system upgrading that may be required.

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

Note to Applicant: As-constructed documentation will be required that includes photographic and measured evidence of the installed number of conduits, their final locations and depths.

- (d) Provision of streets infrastructure improvements, including:
- (i) Minor signal modifications at the intersection of Broadway and Laurel St to include LED lighting and an Accessible Pedestrian Signal (APS).
 - (ii) Provision of new service cabinet/kiosk for Broadway and Laurel St traffic signal, existing street lighting circuits fed from SL SP 0825WE, proposed roadway, sidewalk and lane lighting.
 - (iii) New conduit upgrades on the north frontage of the development site along Broadway for fibre network.
 - (iv) Curb ramp improvements at the intersection of Broadway and Laurel St, at all corners, to City standard.
 - (v) A 1.22 m (4'-0") exposed aggregate front boulevard and light broom finish saw cut concrete sidewalk, extending from the future curb line (to be determined through the Broadway Planning process) to the property line on Broadway frontage.
 - (vi) A new curb and gutter along Broadway as per City standard with additional 50 mm gutter thickness for transit route.

- (vii) A rainwater tree trench on Broadway to manage 90% of average annual rainfall or a 48 mm – 24 hr event from the right-of-way frontage of the site while also providing the street trees with minimum tree root soil volumes. The rainwater tree trench will be the full length of the property frontage, approximately 90 m.
- (viii) A 1.22 m (4'-0") hardscaped front boulevard and light broom finish saw cut concrete sidewalk to property line on Laurel St frontage.
- (ix) Removal of existing driveway crossings on Broadway and Laurel St and provision of new curb and gutter as per City standard.
- (x) A standard concrete lane crossing including new curb returns and curb ramps on both sides of the lane entry on Laurel St as per City standard.
- (xi) A full width asphalt lane as per City standard within property frontage limits.
- (xii) Provision of upgraded street lighting adjacent to the site to current standards including a review of the existing lighting to determine its adequacy and a lighting design as required.
- (xiii) Removal and subsequent re-installation of street furniture during construction as required.

Note to Applicant: Removal and reinstallation of street furniture to be confirmed and coordinated with the Street Furniture Coordinator within the Street Activities Branch. A minimum of four (4) weeks' notice is required for the removal/reinstallation of street furniture.

- (xiv) Installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: The Services Agreement may require provision of funding to the City for the services or a component thereof.

- 2.6. 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 plant, which include but not limited to System Vista, Vista switchgear, pad mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features.

In addition, 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.

Note to Applicant: In your consultation with B.C. Hydro, ensure that an area has been defined within the development footprint to accommodate such electrical plant. Confirm that this space has been allocated and agreement between both parties has been met.

- 2.7. Provision for a surface Statutory Right of Way and pad to accommodate space for a Public Bike Share (PBS) Station meeting the following requirements:

- (a) Size: At a minimum, a 19 m x 4 m sized station shall be accommodated. The full length of the space is to be continuous. The physical station with docked bicycles is 2 m wide and has a required bicycle maneuvering zone of 2 m for a total width of 4 m.
- (b) Location: The station must be fully located on private property while still clearly visible to the public with 24/7 public access. The preferred location is near the intersection of Laurel St and Broadway to allow easy access to the street.
- (c) Access: Consideration for placement of building elements (e.g. fire department connections, HVAC vents, etc.) and landscaping that require frequent access and maintenance directly adjacent to the PBS space. These elements shall not be in conflict or cause frequent disruption to the PBS station, including fire connections.
- (d) Surface Treatment: A hard surface, CIP concrete (saw cut or broom finished) is required with no utility access points (including vents, drains, etc.) within the PBS station footprint (except as noted below). Any utility access point within 1 m of the PBS space is to be identified and shown in a detailed drawing submitted. Other firm, paved materials are subject to approval.
- (e) Grades: The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At minimum, spot elevations at the four corners of the station must be provided.
- (f) Sun Exposure: There must be a minimum of 5 m vertical clearance above the PBS space in order to maximize sun exposure as station operates on solar power. Ideally the station should receive 5 hours of direct sunlight a day.
- (g) Power: Provision of sufficient electrical service and electrical power in close proximity to the PBS station.

Sustainability

- 2.8. Enter into such agreements as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services determine are necessary that require the owner to report energy use data, on an aggregated basis, for the building as a whole and for certain common areas and building systems. Such agreement or agreements will also provide for the hiring of a qualified service provider to assist the owner for a minimum of three years in collecting and submitting energy use data to the City.

Public Art

- 2.9. Execute an agreement satisfactory to the General Manager of Arts, Culture and Community Services and the Director of Legal 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: Contact Karen Henry, Public Art Program Manager at 604-871-8282 to discuss your application.

Environmental Contamination

2.10. If applicable:

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

Non-stratification Covenant

- 2.11. Enter into a Covenant pursuant to Section 219 of the Land Title Act prohibiting both the separate sale and the strata subdivision of the property.

Commercial Linkage Contribution

- 2.12. Pay to the City a cash contribution of \$2,423,390 to be allocated toward childcare facilities and/or affordable housing in and around the Metro Core area, which the applicant has offered to the City. Payment is to be made prior to enactment of the CD-1 By-law in the form of a bank draft, certified cheque or wire transfer, at no cost to the City and on terms and conditions satisfactory to the Director of Legal Services.

Note to Applicant: Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as 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 sites as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-laws.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, letters of credit and withholding of permits, as deemed necessary by and in a form satisfactory to the Director of Legal Services. The timing of all required payments, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

**878-898 West Broadway
PROPOSED CONSEQUENTIAL AMENDMENTS**

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

DRAFT AMENDMENTS TO THE SIGN BY-LAW NO. 11879

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

“878-898 West Broadway [CD-1 #] [By-law #] C-3A”

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

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

“[CD-1#] [By-law #] 878-898 West Broadway”

* * * * *

**878-898 West Broadway
ADDITIONAL INFORMATION**

1. Urban Design Panel

The Urban Design Panel reviewed the application on August 8, 2018.

EVALUATION: Support with Recommendations

Introduction:

Development Planner, Karen Campbell, described the project base-zone as C3-A and the project subarea as Fairview Slopes Area within the C3-A Design Guidelines. The Fairview Slopes area of C3-A anticipates the following urban design objectives for new developments: a) maximization of sun penetration and views to the North, b) limiting shadowing on the North sidewalk of Broadway. City Staff ask that panel members keep these objectives in mind in consideration of this proposal.

The Proposal is for two hotel towers with a 3 storey podium. The taller east tower is 13 storeys high and the wider tower on the west is 11 storeys. There is proposed ground-floor retail fronting along Broadway and restaurants along the North elevation at Level 2. Due to the sloping nature of the site, parking access is from Level 2 along the Lane (centre of the site). There is a proposed hotel drop-off from Laurel (on the west) that connects to the Lane.

The hotel program proposes traditional hotel rooms for short stays in the west building (along Laurel) and hotel rooms for long-term stays (include kitchenettes) in the east building. Amenity space is proposed on L3, L4 as well as on the roof.

The project has a proposed FSR OF 8.38; C3-A anticipates a maximum of 3.0 FSR (in C3-A density is earned if, according to the Director of Planning, the height/massing and bulk are appropriate for the context, and if an ample amount of open space is provided). The proposed height is 142ft for the taller east building, and approximately 115ft for the west building; this compares to the maximum of 120ft maximum height anticipated in this area of C3-A. The height is also constrained by flight path for the VGH helicopter.

The west (11 storey) shorter building is 150ft long & the 13 storey building ranges from 70ft in length along Broadway to 90ft along the lane. The tower widths proposed are longer than anticipated in C3-A Fairview slopes region which proposes slimmer towers that are widely spaced to help maximize sun penetration.

The 3 storey street wall height (podium) is also taller than anticipated in C3-A (which anticipates a maximum 30ft two storey podium) to limit shadowing on the North Sidewalk of Broadway. The proposed podium height is approximately 33ft along Laurel and increases too approximately 41ft on the east.

Separation between the towers varies from approximately 50ft at the narrowest point with an average separation of approximately 60ft. There is no minimum tower separation listed in the C3-A base zone for non-residential use, however, as mentioned above, the base zone does limit tower width in relation to site length.

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

1. Do you support the form of development (density, overall height/ and massing)?
2. Do you support the tower widths and street wall height as proposed?
3. Do you believe the proposed tower separation is adequate to accommodate livability requirements of the long-term stay units.
4. Please comment on the quality of the public open space, specifically along Laurel.

The planning team then took questions from the panel.

Applicant's Introductory Comments:

The hotel that exists on the current site serves the VGH clientele, the new proposal is to provide an expanded hotel service to the VGH.

The entire thinking around hotel is providing accommodation that would benefit the hospital patient or out of town family member. The actual room count was generated carefully working with hotel operators. Number of rooms presented has to do with creating a viable hotel without the 5 star price ranges.

The room count constraint with the height restraint became more challenging when discovering the existing helicopter equipment is not as modern which added to the height limit.

The reason why one building is higher than the other because under the flight path study there is a trajectory that needs to be obtained, therefore the study allowed for slightly greater height in one zone for taking off of the heliport.

Tried to create two tower mid-rise building blocks on top of a podium which conforms with the 30ft C3A guidelines. In terms of building separation, there are some newer projects along Broadway that have been built along the 16 ft. tightness. There is a 20 foot set back on Laurel that is required by engineering to increase the sidewalk width.

Presently the Park inn has parking access facing Broadway; it is a hostile street front with a driveway entrance crossing over Broadway. This will all be pushed back up onto the lane, this will allow for a new replaced street edge. The street edge will be a combination of a lower lobby and office space which ties up to an upper lobby and commercial retail frontage.

Level 3 includes a café terrace, well supported by interior programming, a gym and media room. There is an outdoor dining space and urban gardens. Level 3 fronts onto west Broadway.

Level 4 includes a garden edge on the east side. The hotel units and patios front the gardens. The idea is to create a wellness/nature path to contribute to the theme of health and wellness. Additionally there is a children's play area and scented gardens/small forest. The hotel units off on the east side have deep patios. The rooftop also provides a Wellness path.

Off of Broadway there will be new street trees right up onto the CRU units. On the ground floor some planting along the edge acts as a buffer. There is a bike share, left a bit of buffer space on the lane to organize the circulation.

Trying to achieve a well and Leed certification which layers on top of the sustainability standards. The forward thinking is on wellness and health, contributes to the additional outdoor amenity spaces and cleaner water and air.

Sustainability going with option B which is energy efficient building. It is a simple skin with a mix of sun shading, panel spandrels, and vision glass. The idea is to keep the skin simple and express a sun shading element on the façade.

The applicant team then took questions from the panel.

Panel's Consensus on Key Aspects Needing Improvement:

Having reviewed the project it was moved by Mr. Sharma and seconded by Mr. Jerke and was the decision of the Urban Design Panel:

THAT the Panel SUPPORT the project with the following recommendations to be reviewed by City Staff:

- Look at enhancing the massing on all facades, especially on the east façade to deal with major privacy issues;
- Review sun penetration and privacy of the gap on the courtyard;
- Review major livability issues on the east façade;
- Increase the quality of public open space, major improvements required for Laurel, Broadway and the lane;
- Explore the potential of two different buildings.

Related Commentary:

In general the concept was well received with short term and long stay close to Vancouver General Hospital. The concept of the project was felt to be much needed and under-utilized.

The parti is strong, however still needs resolution to how it will respond to the sun orientation. The roof space did not have enough detail. The use of cedar on the wellness building for revitalization was much appreciated; however the design detail is still lacking, and appears more of an old hotel.

There were mixed comments about proposed density amongst the panel, some members were comfortable and others did not see justification at present time to increase from a 3 to 8 FSR. A panelist noted the buildings were overshadowing Broadway.

The panel was not so much concerned about the height but with the enhancement of the massing and how it will affect the density. Especially on the East façade there is already privacy issues and on Laurel St and Broadway, it is rather relentless in terms of massing along the frontage and above it. Broadway is an un-walkable stretch. Laurel is presently aggressive, struggling with the two curve cuts down on the street. It could benefit from some better articulation; a panelist felt this would improve the livability especially on the east façade. Panelists noted the east façade major privacy issues, most probably needs to be a solid wall. Moving forward more detail analysis is needed.

There was a suggestion to angle to the north side wall to face north.

A panelist noted their support for the major circulation on the lane however should have more of a presence on Broadway. Additionally, would be nice to see if there is a way to do it so crossings aren't on Laurel St.

More design development was needed on the long term space. It is challenging to take care of someone when you feel you are in a glass box, if designing a glass box, should look at different

orientations carefully especially with the Sustainability. Look for a feature that can contribute to the façade shading and good ventilation (i.e. Juliet balconies).

There were some comments about the potentiality of two different buildings. The two different buildings should look different as it is meant for different clientele. Presently the two buildings are similar.

The tower separation is less about the distance but more about the amenities for the long term stay. Think about the courtyard for the long term amenity space if this is what will stay. Perhaps more attention to the public open space on Laurel could lead to hotel lobby on back.

The lobby on the corner should be in the middle of the building and incorporated more with the landscape. The exit stairs of one of the tower carries onto the main floor, ensure to deal with the exiting.

A panelist noted concern about sun penetration with the gaps in the courtyard. Increase the quality of the public open space, felt like it was a good start but need major improvements. Presently there are little outdoor amenities for the public. Project needs to have better contribution to the public there are many missed opportunities to provide to the public, especially all along the Broadway and Laurel frontage.

The building will benefit from an elegant weather protection at street level and it would be good to get the public engaged in the base of the building. A panelist noted it was unfortunate the City was requiring having a bike share

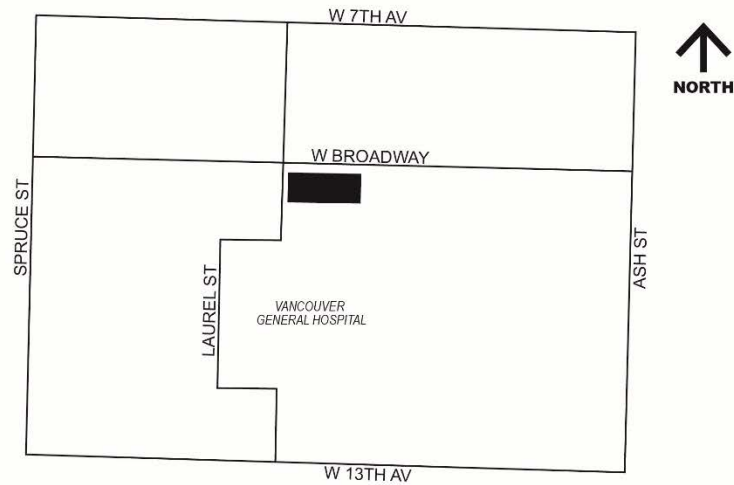
Applicant's Response: The applicant team thanked the panel for their comments.

2. Public Consultation Summary

Pre-application Open House – A pre-application open house was held on April 3, 2018. A total of 5,001 notifications were distributed within the neighbouring area on or about March 15, 2018. There were 69 participants and comments included support for the architectural and landscape design but some preferring a slimmer and tall tower design or a design with more enduring character. The majority supported the proposed height and density but a few respondents had concerns about the overall size of the proposal. The major concern was over the loss of the Fairview Pub with a preference to see the pub retained or a new live music venue included in the proposal. Some concerns were raised regarding traffic and construction impacts.

Public Notification – A rezoning information sign was installed on the site in July 2018. Approximately 4,000 notifications were distributed within the neighbouring area on or about July 9, 2018 (See Figure 1). In addition, notification and application information, as well as an online comment form, was provided on the City's Rezoning Applications webpage (vancouver.ca/rezapps).

Figure 1: Notification Area



Community Open House – A community open house was held on July 23, 2018 at the Holiday Inn. Staff, the applicant team, and a total of approximately 28 people attended.

Public Comments – Staff received a total of 10 responses regarding the rezoning application (see Figure 2). Detailed comments are as follows:

Figure 2: Notification and Public Response

Total notifications	4,000
Open House attendees	28
Open House comment sheets	9
Online/other feedback	1

Note:

All reported numbers above are approximate.

Each comment form or online response can include a number of comments which may reference points in support, potential concerns and questions or neutral/general statements. Therefore, staff focus on qualitative theming of comments, and overall percentages are not provided.

Some duplication of responses may result where respondents chose to provide feedback to a rezoning application more than once using a number of mediums (open house comment sheet, online feedback, form letter, petition, etc.).

Support:

- Generally like proposal; neighbourhood could use facelift and this looks good
- Good proposal
- Looks good so far, area should have more development
- Like project, great for area
- All looks good
- Good for hospital patients
- Beautiful design – support use, massing, density and height
- Glad meets minimum parking requirements and would support less
- Glad parkade access is from lane
- Love treatment of laurel street and overhang
- Great amenity area
- Looks good, in favour – nice design and architecture

Concerns:

Fairview Pub

- Closing of Fairview Pub – great live music venue enjoyed by people all over the city
- What will become of Fairview Pub; should be aware of recent Music BC report on the viability of the music industry
- Fairview Pub will be missed by so many people from all over Vancouver

Density

- Large increase in number of hotel rooms – seems too much of an increase
- Vancouver is in desperate need for hotel space and area is right beside hospital, which is highly desirable for short term accommodation; need as many hotel rooms as possible and this will greatly benefit the public – request that this application be sent back and revised:
 - Increase the density to the maximum possible given the height limitations
 - Note there is a large gap between the towers and understand the push to maintain a green space, but can put that on the top or just use the giant green space at the hospital
 - Suggest increasing both the rooms and parking spaces

Height

- Proposal granting 20% increase

Building Design

- Proposed building design to be toned down a bit; some aspects are good and interesting

Traffic

- Worry about traffic disruptions but used to it

General:

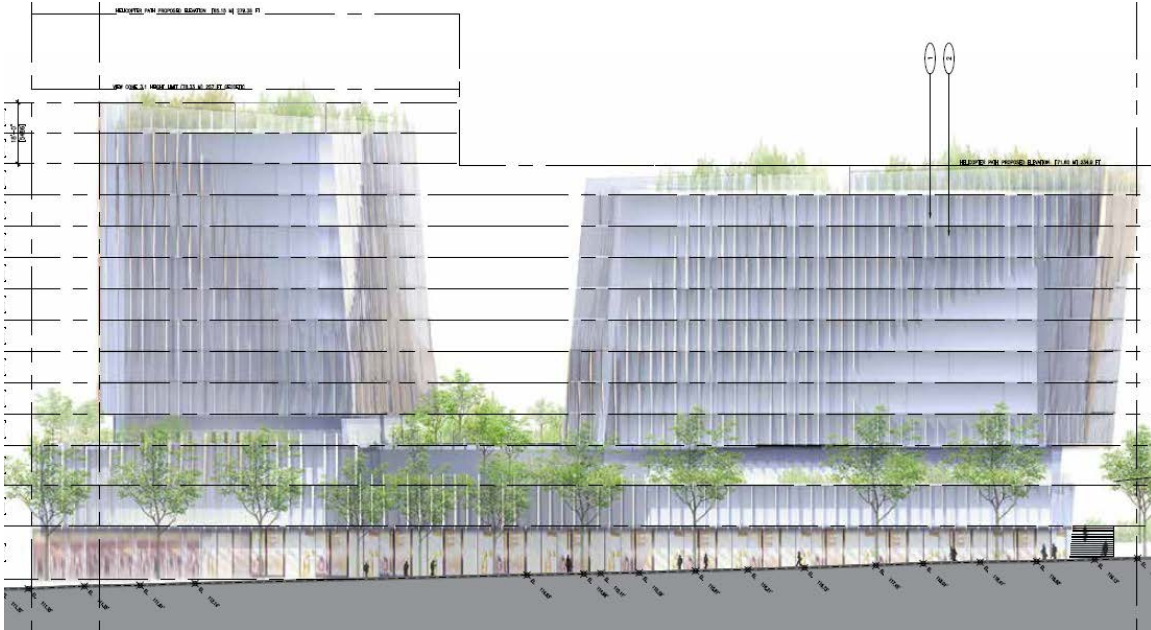
- Will kill the Avis car rental as they park vehicles on top of Fairview Pub
- Loss of liquor store

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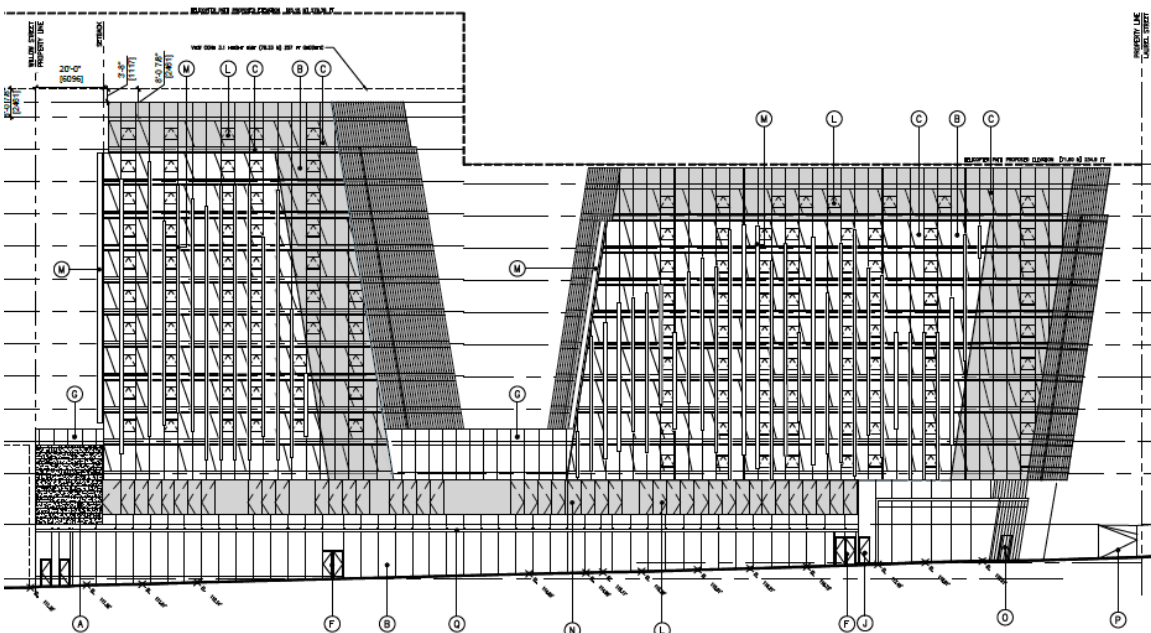
878-898 West Broadway
FORM OF DEVELOPMENT

North Elevation

Application received May 9, 2018

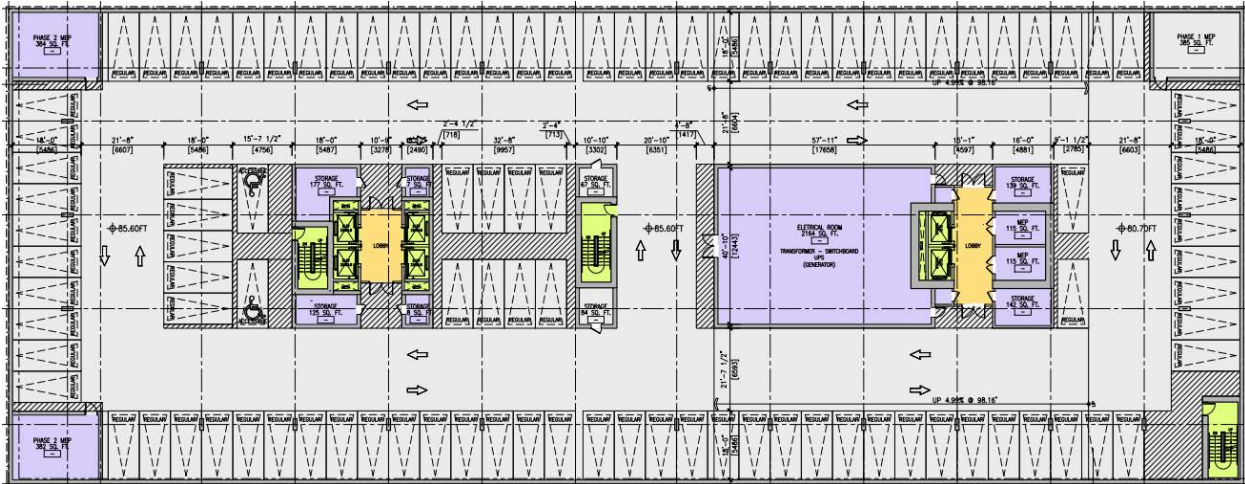


Addendum received October 15, 2019

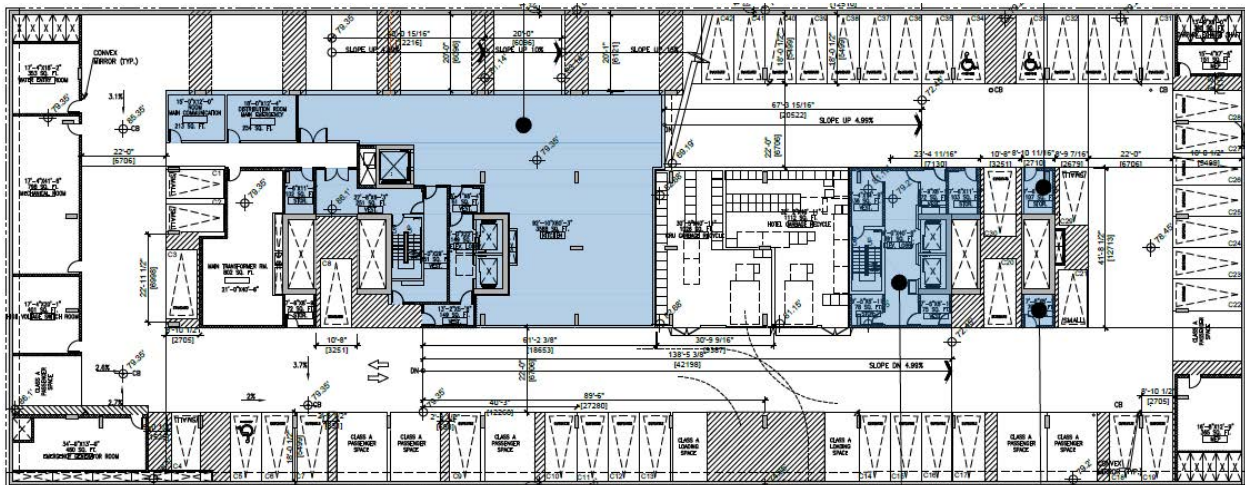


Parking Plan Level P2

Application received May 9, 2018

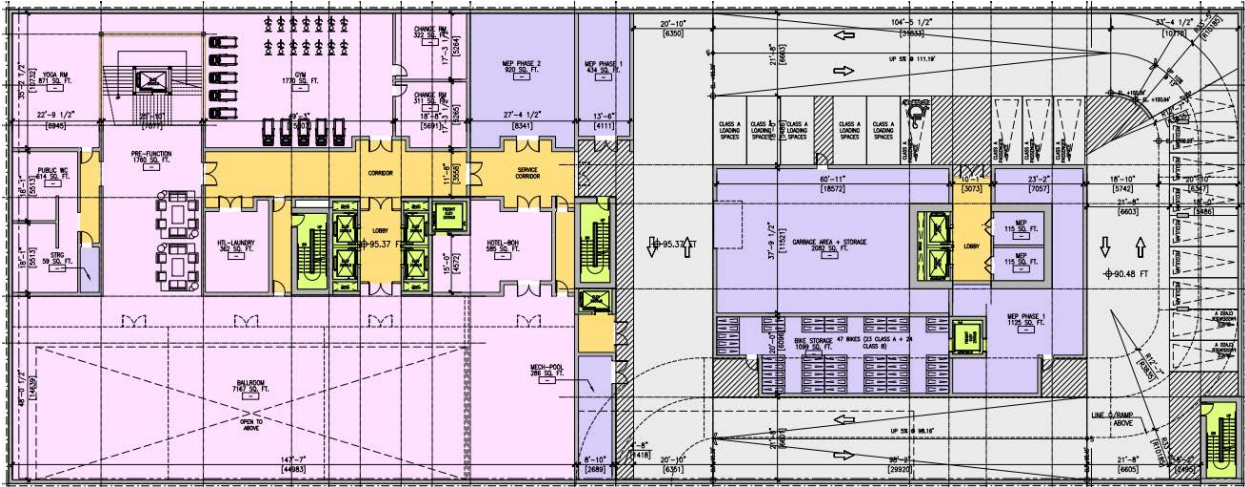


Addendum received October 15, 2019

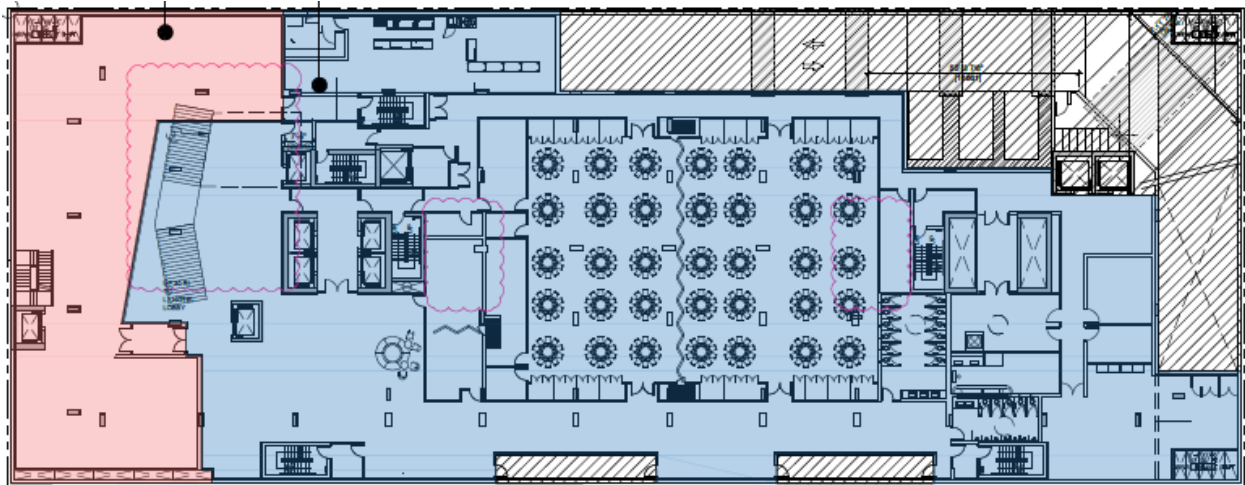


Level P01 Floor Plan

Application received May 9, 2018

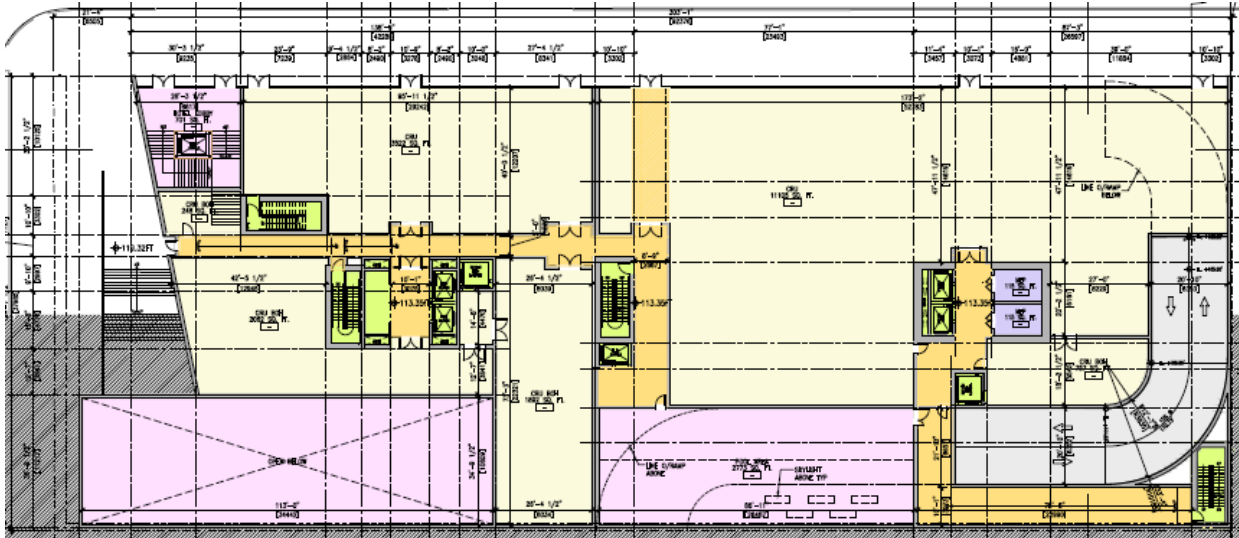


Addendum received October 15, 2019

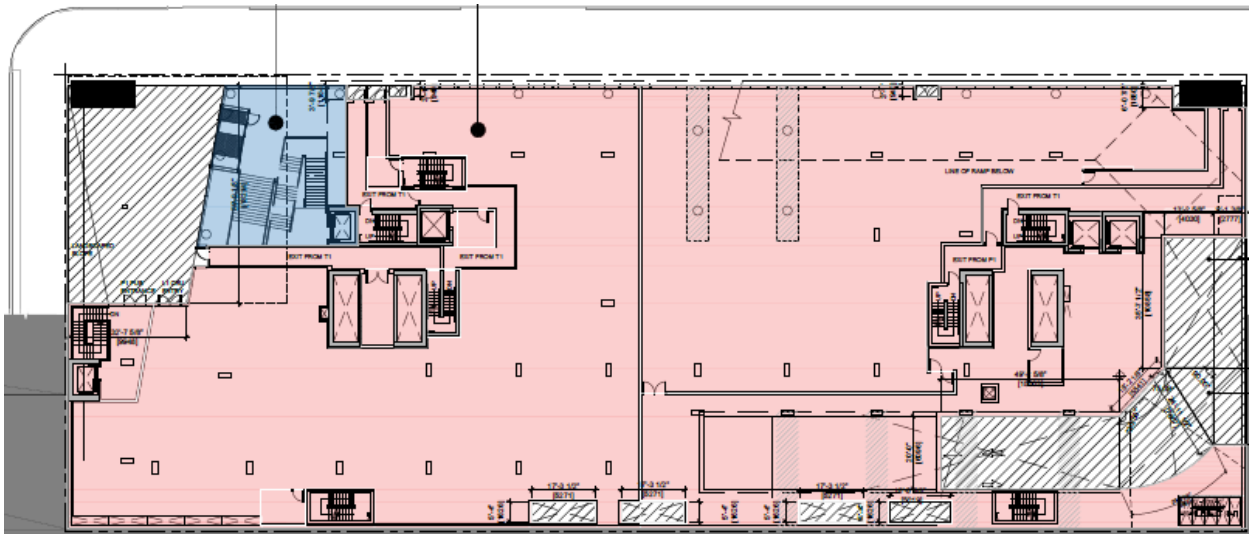


Level 01 Floor Plan

Application received May 9, 2018

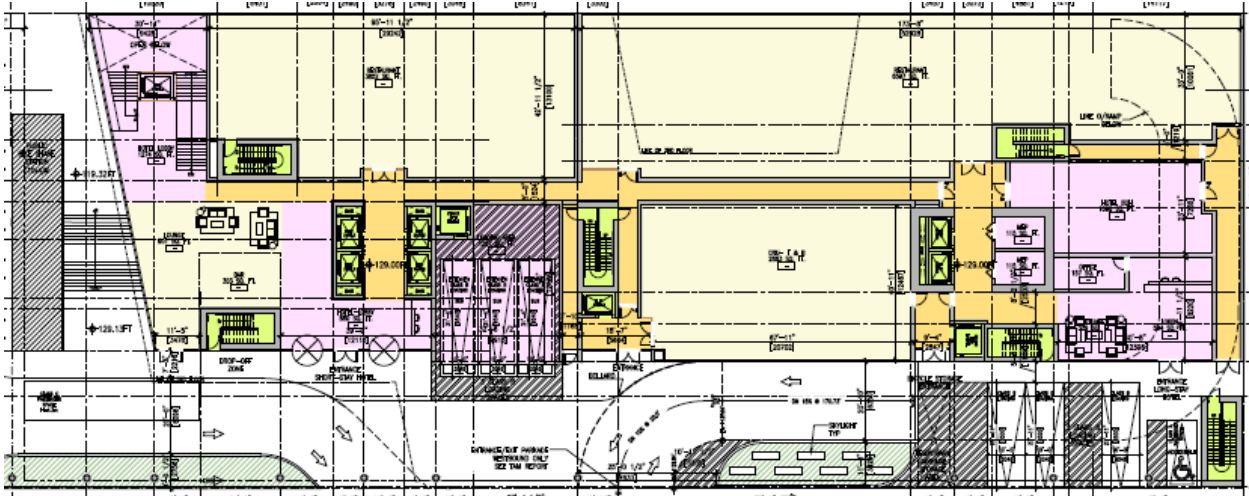


Addendum received October 15, 2019

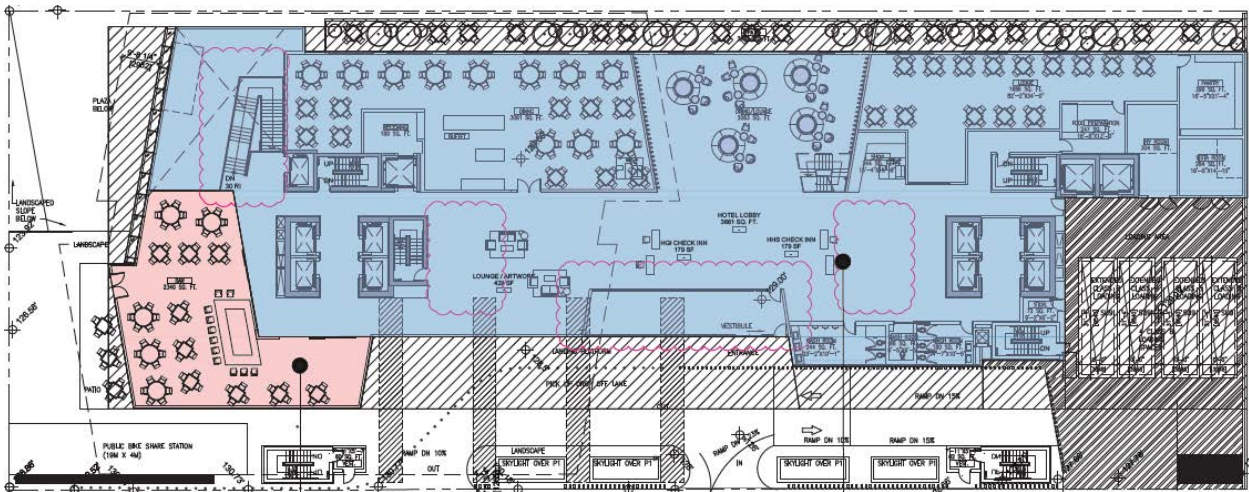


Level 02 Floor Plan

Application received May 9, 2018

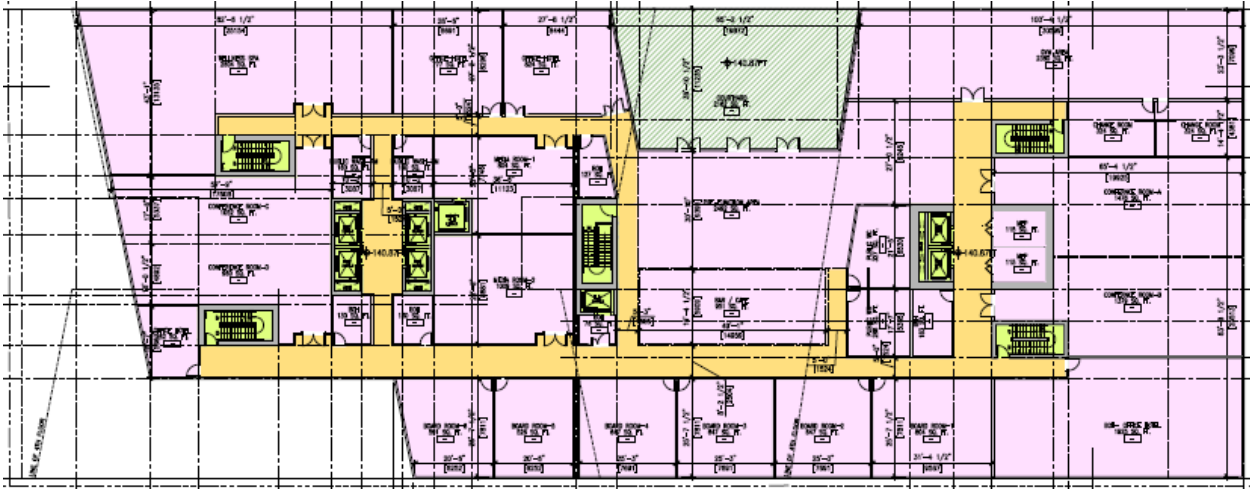


Addendum received October 15, 2019

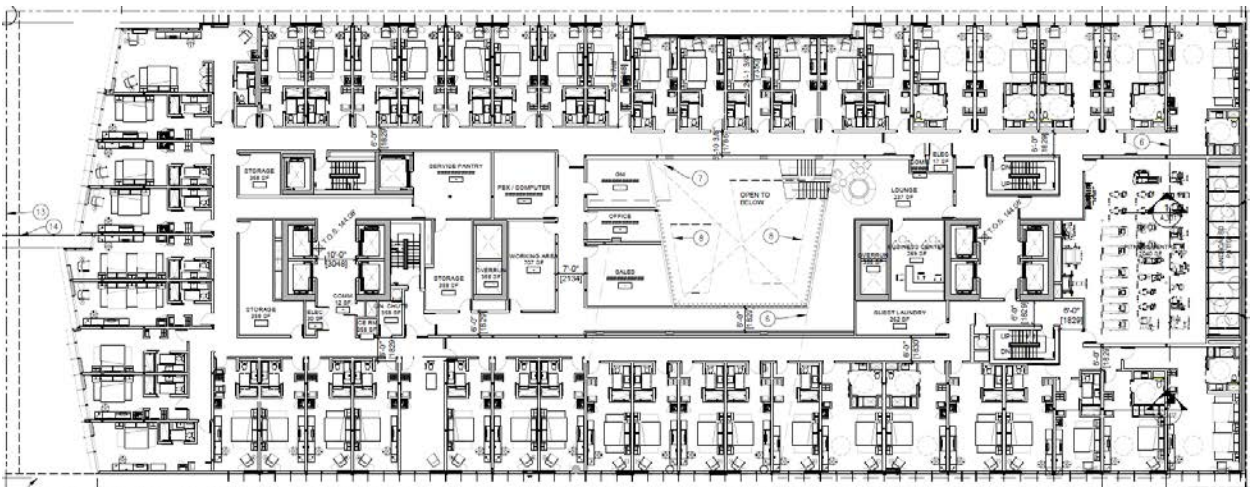


Level 03 Floor Plan

Application received May 9, 2018

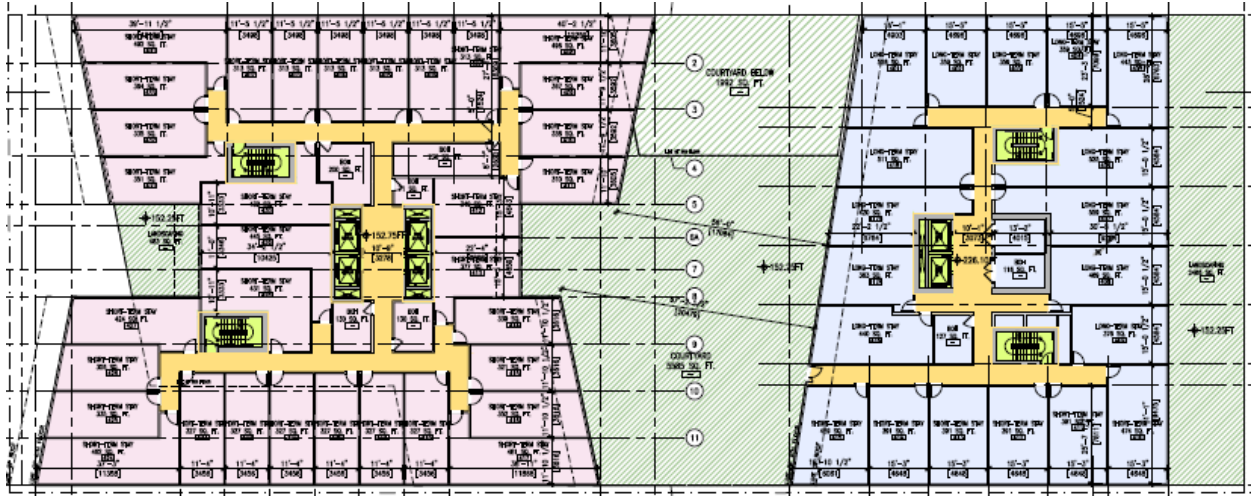


Addendum received October 15, 2019

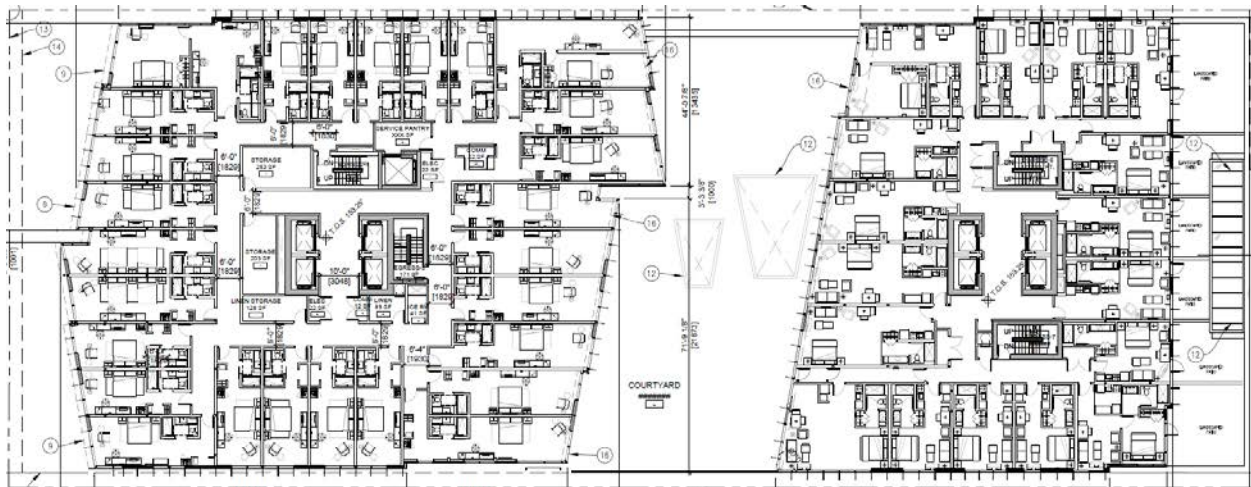


Level 04 Floor Plan (Levels 05 to 11 similar)

Application received May 9, 2018

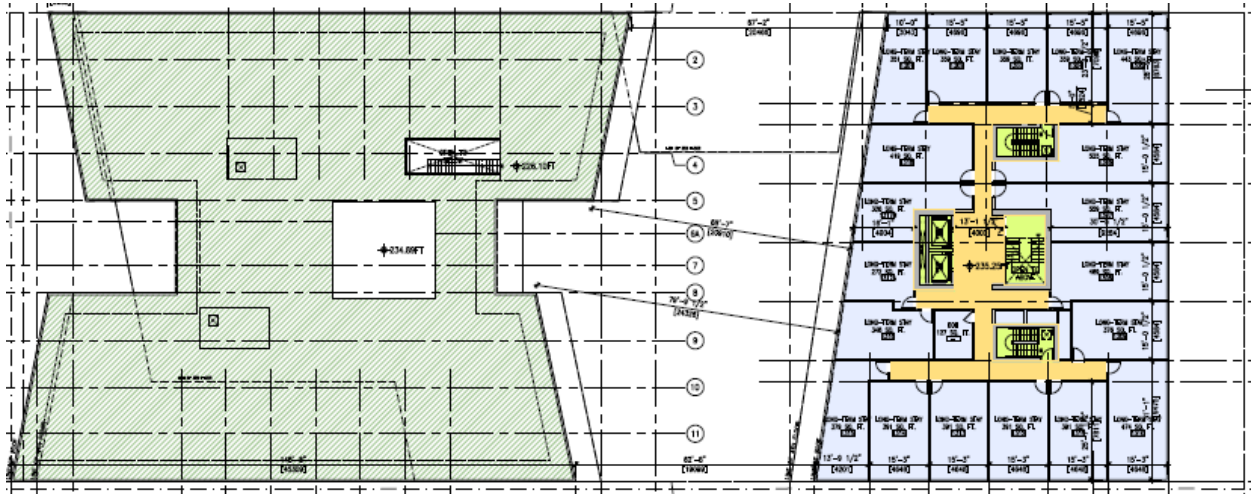


Addendum received October 15, 2019

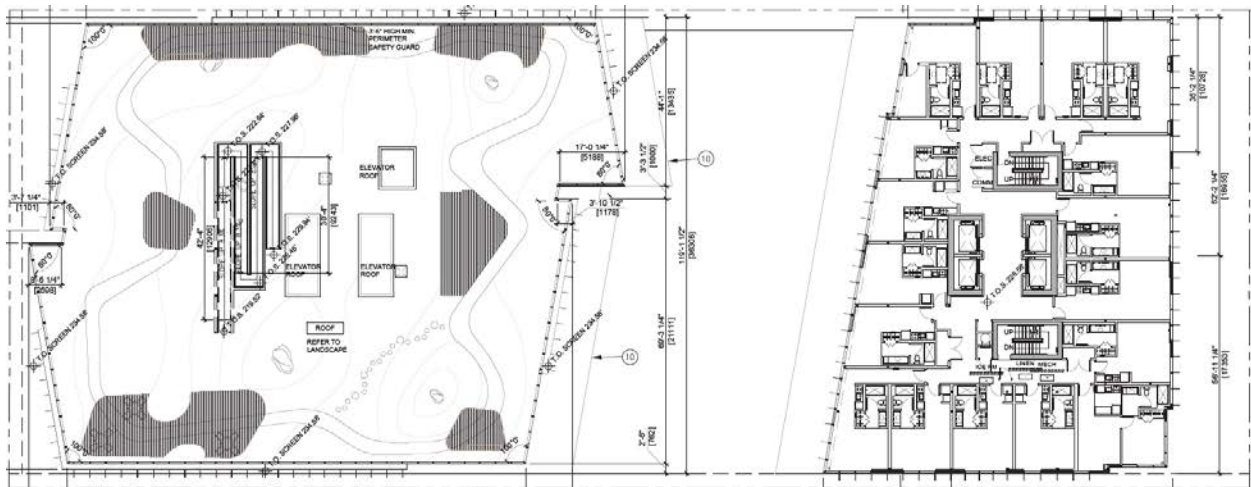


Level 12 Floor Plan (Level 13 similar)

Application received May 9, 2018



Addendum received October 15, 2019



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**878-898 West Broadway
PUBLIC BENEFITS SUMMARY**

Project Summary:

Two mid-rise commercial towers at 11 storeys and 13 storeys over a three-storey podium with commercial-retail use at grade and hotel use.

Public Benefit Summary:

The proposal would increase the supply of hotel rooms on site, ensuring no net loss in the stock of hotel rooms in the city and provide a commercial linkage contribution, to be allocated towards childcare facilities and/or affordable housing in and around the Metro Core area.

	Current Zoning	Proposed Zoning
Zoning District	C-3A	CD-1
FSR (site area = 40,660.9 sq. ft.)	3.00	8.96
Floor Area (sq. ft.)	121,983	364,202.3
Land Use	Commercial/Residential	Commercial

Summary of Development Contributions Expected Under Proposed Zoning:

City-wide DCL ¹	5,586,863
City-wide Utilities DCL ¹	1,930,272
Public Art ²	721,120
Commercial Linkage Contribution ³	2,423,390
TOTAL	\$10,661,645

Other Benefits (non-quantified):

¹ Based on rates in effect as of September 30, 2019; rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection, see the City's [DCL Bulletin](#) for details.

² Based on rates in effect as of 2014; rates are subject to periodical adjustments to reflect increases in local construction costs. See [Public Art Policy and Procedures for Rezoned Developments](#) for details.

³ Contributions are payable prior to rezoning enactment. See [Community Amenity Contributions – Through Rezoning](#) policy for details.

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**878-898 West Broadway
PROPERTY, APPLICANT AND DEVELOPMENT PROPOSAL INFORMATION**

Property Information

Address	Parcel Identifier	Legal Description
878 West Broadway	PID: 004-184-220	Lot 1, Block 357, District Lot 526, Plan 590
888 West Broadway	PID: 004-184-254	Lot 2, Block 357, District Lot 526, Plan 590
898 West Broadway	PID: 004-184-262	Lot 3, Block 357, District Lot 526, Plan 590
	PID: 004-184-297	Lot 4, Block 357, District Lot 526, Plan 590
	PID: 004-184-343	Lot 5, Block 357, District Lot 526, Plan 590
	PID: 004-184-394	Lot 6, Block 357, District Lot 526, Plan 590
	PID: 004-184-459	The West ½ of Lot 7, Block 357, District Lot 526, Plan 590

Applicant Information

Applicant/Architect	Arno Matis Architecture
Registered Owner	Centennial Hotel Ltd. / 339742 B.C. Ltd. / 339743 B.C. Ltd.

Development Proposal Information

	Permitted Under Existing Zoning	Proposed Zoning		Staff Recommendation (based on Addendum)	
Site Area	3,777.4 sq. m (40,660.9 sq. ft.)				
Zoning	C-3A	CD-1		CD-1	
Land Use	Commercial / Residential	Commercial		Commercial	
FSR	3.00	8.38		8.96	
Floor Area	11,332 sq. m (121,983 sq. ft.)	31,675.9 sq. m (340,968 sq. ft.)		33,834.4 sq. m (364,202.3 sq. ft.)	
Height	36.6 m (120 ft.)	43.4 m (142 ft.)		East Tower: 42.3 m (138.8 ft.) West Tower: 34.6 m (113.3 ft.)	
Parking Spaces	Per Parking By-law	Required		As provided	
		Hotel	219		423
		Retail/Service	52		64
		Total	271		487
Loading Spaces	Per Parking By-law	Required		Provision of: 2 Class B 1 Class C	
		Class A	2		5
		Class B	6		4
		Class C	1		0
Passenger Spaces	Per Parking By-law	Required		Provision of: 1 Class A 2 Class C	
		Class A	8		7
		Class C	2		0
Bicycle Spaces	Per Parking By-law	Required		As per Parking By-law	
		Class A	26		0
		Class B	12		0
Natural Assets	6 on-site trees 5 City trees 13 City shrubs	5 City trees to be retained Replacement trees proposed		5 City trees to be retained Replacement trees proposed	