



## REFERRAL REPORT

Report Date: September 10, 2020  
Contact: Theresa O'Donnell  
Contact No.: 604-873-8434  
RTS No.: 14028  
VanRIMS No.: 08-2000-20  
Meeting Date: October 6, 2020

TO: Vancouver City Council  
FROM: General Manager of Planning, Urban Design and Sustainability  
SUBJECT: CD-1 Rezoning: 24 East Broadway and 2520 Ontario Street

### **RECOMMENDATION**

- A. THAT the application by Formosis Architecture., on behalf of Brontario Properties Inc., to rezone the lands at 24 East Broadway [*PID: 015-550-095; Lot 3, Except (A) Part in Reference Plan 3765 and (B) the South 20 Feet Now Lane, Block 27 District Lot 302 Plan 198*] and 2520 Ontario Street *PID: 015-550-044; Lot 1, Except Portions In Reference Plan 3765, Block 27 District Lot 302 Plan 198 and PID: 015-550-087; Lot 2, Except (A) Part in Explanatory Plan 14863 and (B) the South 20 Feet Now Lane, Block 27 District Lot 302 Plan 198*] from C-3A (Commercial) to CD-1 (Comprehensive Development) District to increase the floor space ratio (FSR) from 3.0 to 7.5 and the building height from 9.2 m (30.2 ft.) to 45.1 m (148 ft.) to permit the development of one 12-storey commercial office building with ground-floor retail with a total floor area of 11,220.7 sq. m (120,779 sq. ft.), be referred to public hearing together with:
- (i) plans prepared by Formosis Architecture, received on March 16, 2020;
  - (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 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 approval of the CD-1 By-law, the Noise Control By-law be amended to include this CD-1 in Schedule B, generally 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 new CD-1 By-law.

- D. THAT Recommendations A through 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; 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 bylaw 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 24 East Broadway and 2520 Ontario Street from C-3A (Commercial) District to CD-1 (Comprehensive Development) District to permit the development of one 12-storey office building with ground-floor retail uses. The proposal contains a building height of 45.1 m (148 ft.), total floor area of 11,220.7 sq. m (120,779 sq. ft.) and an FSR of 7.5. The application aligns with the Metro Core Jobs and Economy Land Use Plan ("Metro Core Plan") which sets out policy directions for the intensification of commercial uses to support job space for economic growth.

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 provided in Appendix B.

## **COUNCIL AUTHORITY/PREVIOUS DECISIONS**

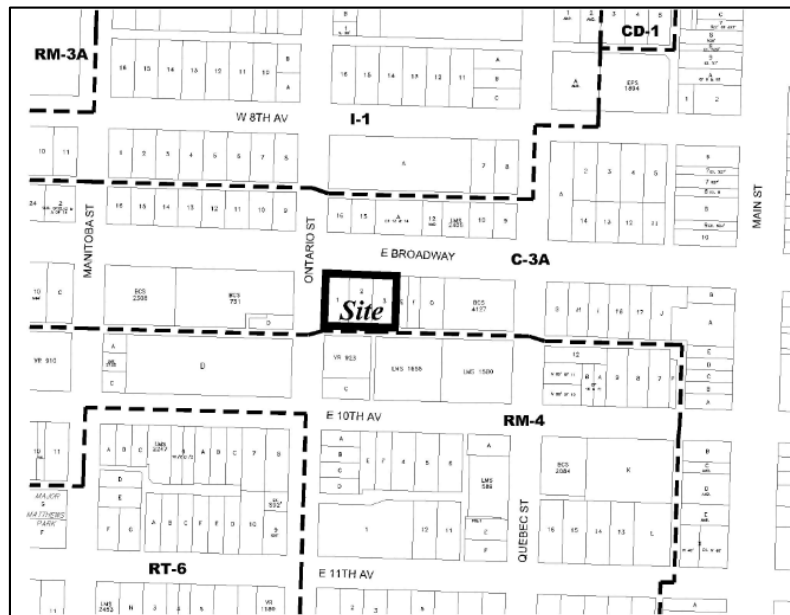
- *Metro Core Jobs and Economy Land Use Plan – Broadway Corridor: Choice-of-Use Areas (2007)*
- *Broadway Planning Program and Associated Interim Policies (2018)*
- *Broadway Plan Guiding Principles (2019)*
- *Employment Lands and Economy Review: Phase 1 and Next Steps (2020)*
- *View Protection Guidelines (1989, last amended in 2011)*
- *Central Broadway C-3A Urban Design Guidelines (1976, last amended 2004)*
- *C-3A District Schedule (2013, last amended 2020)*
- *Mount Pleasant Community Plan (2010)*
- *Tenant Relocation and Protection Policy and Guidelines (2019)*
- *Transportation 2040 Plan (2012)*
- *Development Contribution Expectations in Areas Undergoing Community Planning (2018)*
- *Community Amenity Contributions Policy for Rezoning (1999, last amended 2020)*
- *Development Cost Levy By-law (2008, last amended 2020)*
- *Vancouver Utilities Development Cost Levy By-law No. 12183*
- *Public Art Policy and Procedures for Rezoned Developments (2014)*

## **REPORT**

### **Context**

#### **1. Site and Context (see Figure 1)**

The site is located on the southeast corner of Broadway and Ontario Street in the Mount Pleasant neighbourhood. The total site area is 1,499.1 sq. m (16,136 sq. ft.) with a frontage of 45.4 m (149 ft.) along Broadway and a site depth of 33.2 m (109 ft.) along Ontario Street. There is a 3.6 m (12 ft.) slope that rises up across the site, with the highest point at the lane to the rear. Underground parking is currently accessed from Ontario Street with above-ground parking located off the lane.

**Figure 1: Site and Surrounding Context**

The site is currently developed as follows:

- **24 East Broadway** – The two-and-a-half storey Duke Residence (or Buena Vista Lodge) was built in 1906 and contains six rental units, pre-dating the C-3A zoning. This building is not listed on the Vancouver Heritage Register. The applicant's Statement of Significance from 2019 concluded that the significant renovations and lack of archival records to understand its original appearance have altered its historic value and retention is not being sought.
- **2520 Ontario Street** – This three-storey commercial building, constructed in 1959, is occupied by local services including a church, physiotherapy clinic, and bicycle shop.

A mix of building types and uses surround the site. Broadway is zoned C-3A with mixed-use buildings up to four storeys. Three blocks east of Main Street and Kingsway Avenue are taller buildings, including the seven-storey Heritage 'A' Lee Building and a 21-storey mixed-use building, the Independent.

Directly to the south of the site is zoned RM-4 and permits medium density residential. Sites west of Ontario Street are zoned RT-6 which permit the development of duplexes. The area along 10th Avenue includes a wide range of uses and varied building heights, from two-storey character homes, a 10-storey rental building, a federal government building, a church and a daycare. The stretch along 10th and 11th Avenues in Mount Pleasant are made up of older buildings that form a unique cluster of character and heritage houses. Several of these buildings were reviewed by the Vancouver Heritage Advisory Committee and were added to the Vancouver Heritage Register for their contribution to retaining the historic fabric of the area.

North of Broadway is the I-1 (industrial) zone which forms a large part of the Mount Pleasant Industrial Area. It is primarily occupied by low- and mid-rise commercial and light industrial

buildings with some remaining apartments and houses constructed prior to 1940, still in residential use.

## 2. Policy Context

**Metro Core Jobs and Economy Land Use Plan (the “Metro Core Plan”)** – The Metro Core Plan identified a shortfall of job space and put forth zoning amendments and policy changes to meet Vancouver’s 30-year economic growth needs. It also created sub-areas in the Metro Core area and developed policy directions associated with each. The subject site is located in the Broadway Corridor: Choice-of-Use Area, recognized for its importance as a major transportation corridor with the capacity for intensified office use in the area. Policy directions identified in the Metro Core Plan aim to ensure land use has the capacity to support job growth and economic activity next to transit with increased commercial density and height allowances.

**Broadway Planning Program (the “Broadway Plan”)** – This program will set out policy directions over the next 30 years for the area along Broadway between Vine Street and Clark Drive. The Broadway Plan will focus on opportunities to integrate development of new job space, amenities, and housing along the Broadway Subway alignment. A set of guiding principles for the Broadway Plan was adopted in October 2019. These include fostering a robust and diverse economy, reaffirming the importance of job space along Central Broadway, and enhancing Broadway as a ‘Great Street.’ The draft Broadway Plan is to be presented for Council’s consideration in 2021.

**Interim Rezoning Policy on Consideration of Rezoning Applications during the Broadway Planning Process (“Interim Rezoning Policy”)** – The Interim Rezoning Policy from June 2018 set out the circumstances under which new rezonings would be considered while the Broadway Planning Program was underway. This direction allowed rezonings that received a written response up to three years prior to the adoption of the Interim Rezoning Policy to be processed. This application received positive support for its use and additional job space next to future transit during the enquiry stage in 2017.

**Employment Lands and Economy Review (“ELER”)** – During Phase 1 of the ELER, a review and projection of Vancouver’s land use and economic policies were undertaken to understand the future supply of job space needed to support businesses and jobs. Forecasting showed that based on the city’s current land use capacity, 15.4 million sq. ft. of new office space would be needed between 2016 and 2051 to meet the demand for employment space. This analysis has informed the work for Phase 2 of the ELER, which anticipate new land uses and policies to improve the city’s capacity to support job growth to address the space shortage. Phase 2 is expected for completion by late 2020.

**Tenant Relocation and Protection Policy (“TRP Policy”)** – The 2019 TRP Policy sought to further mitigate the impacts of tenant displacement resulting from redevelopment, while recognizing that some renewal is necessary to maintain the health of the rental stock. The TRP Policy applies to this application and a Tenant Relocation Plan is required.

## **Strategic Analysis**

### **1. Proposal (Figure 2)**

The rezoning application is to permit the development of one 12-storey commercial office building with a height of 45.1 m (148 ft.), floor area of 11,220.7 sq. m (120,779, sq. ft.), and FSR of 7.5.

**Figure 2: Proposal Looking Southeast from Ontario Street**

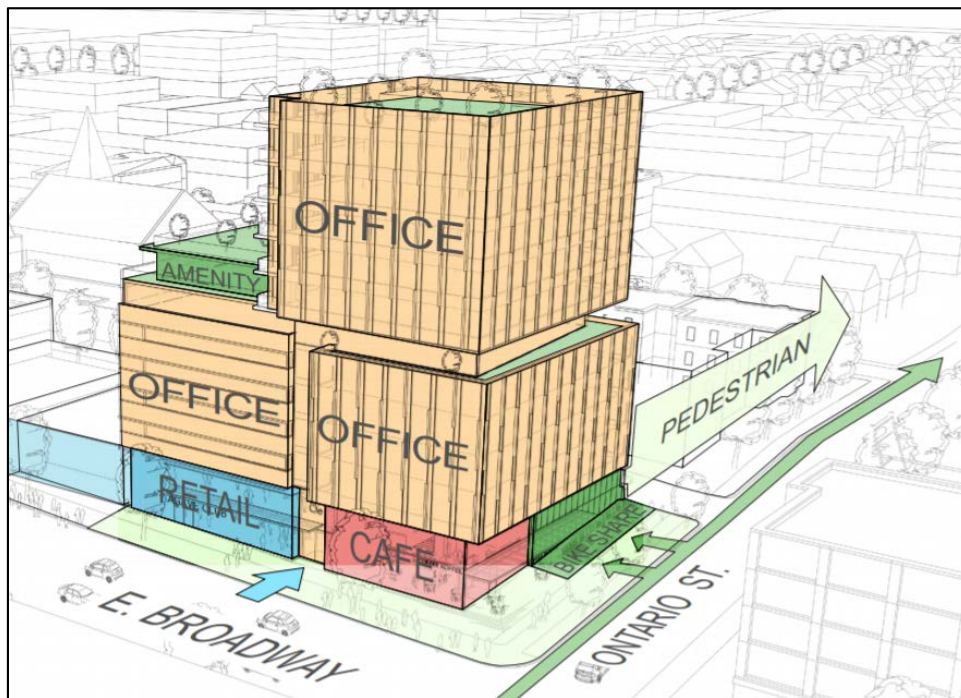


The proposal includes:

- 17,115 sq. ft. of retail space on P1, level 1, and level 2;
- 103,664 sq. ft. of office space on levels 3 to 12;
- Office amenity space on level 8 and a landscaped rooftop deck above level 12;
- A public bike share station on the western edge of the site; and
- Seven levels of underground parking accessed from the lane with 228 vehicle parking and 64 bicycle spaces.

### **2. Land Use**

The existing C-3A zoning permits a wide range of uses, including commercial, residential, institutional, retail, office, and cultural and recreational. The site is located in the Broadway Corridor: Choice-of-Use Area under the Metro Core Plan and within the study area of the Broadway Plan. Both plans anticipate commercial intensification for the site. Shown in Figure 3, the application proposes 120,779 sq. ft. of floor area consisting of commercial retail and office uses, which aligns with policy direction and draft principles to intensify job space next to transit, specifically to support the Skytrain expansion.

**Figure 3: Proposed Uses**

Under the proposal, retail is provided on three levels: below-grade, ground floor, and second floor. The 6,900 sq. ft. of below-grade retail provides additional employment space for businesses and local shops to serve the neighbourhood. The average floor plate size of the office space on levels 3 to 12 is 10,475 sq. ft., typical of an office tower. An outdoor amenity space is provided on Level 8 and a landscaped rooftop above Level 12. A public bike share station is provided on the western edge of the site, adjacent to the Ontario Street Greenway.

In keeping with the intent of C-3A and the plans, the draft CD-1 allows for a wide range of non-residential uses, including cultural and institutional uses, to ensure opportunities for commercial and employment intensification.

### **3. Density, Height, and Form of Development** (refer to drawings in Appendix D)

**Density** – The site is currently zoned C-3A (Commercial District) which permits a density up to 3.0 FSR. With a proposed floor area of 120,779 sq. ft., the density would increase to 7.5 FSR.

**Height** – The Central Broadway C-3A Urban Design Guidelines anticipates a streetwall height of 30 ft. in the Mount Pleasant Slopes sub-area, aligning with the maximum overall building height provided for in the sub-area. Height increases may be considered at the discretion of the Director of Planning. Both plans consider exploration of building heights up to the underside of public view cones for this site. The proposed height of 148 ft. comes in under the Queen Elizabeth view cone, ensuring that public views of the North Shore mountains are preserved from Queen Elizabeth Park.

Further, the eight-storey podium is limited in height to preserve sunlight onto public spaces, in accordance with the C-3A guidelines and emerging directions from the Broadway Plan. Current



and future directions have placed an importance on ensuring adequate solar access for pedestrian and businesses on the north side of Broadway. As such, the eight-storey podium is limited to 80 ft. in height. The applicant's shadow studies, shown in Appendix D confirm that the podium height maintains sunlight on the north sidewalk between 10 am and 2 pm at the spring and fall equinoxes.

**Form, Massing, and Contextual Response** – The proposal is expressed as a tower-and-podium office building that is made up of four distinct masses: three towers blocks plus a recessed glass connector block. The overall impression is a series of articulated boxes that are positioned to reduce the building's sense of scale.

The upper mass is set back from the west property line to ensure that views from Ontario Street to the North Shore Mountains are retained (see Figure 4). The mass is sited toward the north property line to maximize the distance between the building's tallest component and mid-scale residential context behind the site. The 25 ft. tower setback plus the 20 ft.-wide lane creates a 45 ft. distance between the tower and residential buildings to the south. Design conditions 1.3 and 1.4 require further development of the architectural expression and massing to be more compatible with the unique character of the Mount Pleasant area.

**Figure 4: Proposed Building and View of the North Shore from Ontario Street**



Staff are generally supportive of the overall scale of the building, which has addressed shadow impacts to the north side of Broadway, however, staff believe there are still opportunities to reduce the apparent height of the building without negatively impacting the development potential of the site. This includes further setbacks of the roof level glass guards and other similar design strategies.

**Public Realm and Landscape** – The building expression marks the importance of the northwest corner of the site, further articulated by a covered plaza connected to a CRU. The building design proposes exterior stairs; however, the slope on the site creates potential



accessibility issues with these stairs. A design condition is provided to ensure greater accessibility and resolve the misalignment.

The building incorporates an active public realm by ensuring retail continuity and pedestrian connectivity. However, the expression of the westerly tower fronting the public realm is more typical of those seen for large commercial retail stores than for pedestrian-friendly, smaller scale developments that characterize the neighbourhood. Urban Design condition 1.1 enhances the proposal for a more active and finer-grained public realm.

**Figure 5: Ground Floor Viewed from Broadway and Ontario Street**



Along Ontario Street is a 1.5 m (5 ft.) statutory right-of-way (SRW) with a corner plaza that extends to the public bike share station. Given the significant north-south slope and the impacts to below-grade parking access, active uses for the southerly two-thirds of this frontage are limited. Underground parking is from the rear lane on the west side of the property.

Planting areas and landscape features such as benches and seating areas are proposed, including an intensive green roof on level 12 and outdoor amenity areas on levels 7 to 9.

**Urban Design Panel** – The proposal was supported (5-3) by the Urban Design Panel on June 24, 2020 (see Appendix E) with recommendations. Recommendations were to: (i) enhance the corner retail unit, (ii) review potential safety conflicts with the bikeway, and (iii) evaluate the functionality of the building fins as elements of the overall sustainability response.

**Summary** – Staff support the overall form of development subject to further design development conditions in Appendix B to better respond to the unique character of the Mount Pleasant neighbourhood. Conditions include improving the contextuality of the architectural expression, material palette, and at-grade treatment.

#### 4. Office Development

The Metro Core Plan and ELER have identified a citywide shortage of employment space. For this segment of Broadway, directions within the Metro Core Plan were to increase commercial capacity in order to provide needed office space. Figure 6 below shows an increase in major office developments since 2016.

**Figure 6: Major Office Developments Built, Under Construction, or with Approved Development Permits or Rezoning Applications since 2016**

	<b>Downtown</b>	<b>Rest of Metro Core</b>	<b>Rest of City</b>	<b>Grand Total</b>
<b>Completed</b>				
Sq. ft.	567,100	374,300	86,600	1,028,100
Jobs (estimated)	2,360	1,560	360	4,280
Number of Sites	6	7	2	15
<b>Approved Development Permit or Rezoning Application</b>				
Sq. ft.	971,800	1,665,600	61,100	2,698,600
Jobs (estimated)	4,050	6,940	250	11,240
Number of Sites	5	6	1	12
<b>Under Construction</b>				
Sq. ft.	3,448,300	679,500	37,600	4,165,400
Jobs (estimated)	14,370	2,830	160	17,360
Number of Sites	13	13	1	27
<b>Grand Total</b>				
Sq. ft.	4,987,300	2,719,400	185,300	7,892,100
Jobs (estimated)	20,780	11,330	770	32,880
Number of Sites	24	26	4	54

The total new job space under the “Approved Development Permit or Rezoning Application” for the Rest of Metro Core is 1,665,600 sq. ft. This is a substantial increase from the five-year period prior to the policy changes when very little office space, particularly for stand-alone office buildings that the business community favours, was built due to high land costs resulting from residential speculation. If this application is approved, approximately 120,779 sq. ft. would be added to this total, bringing the city closer to closing the gap for needed office space.

#### 5. Tenant Relocation and Protection for Existing Tenants

**Existing Tenants** – The six residential rental units currently on site (at 24 East Broadway) would be demolished to make way for redevelopment of the commercial office building proposed by the application. Approval of this rezoning will require relocation of the existing

tenants. Since the Rental Housing Stock Official Development Plan does not apply to C-3A zoned sites, no rental replacement units are required.

**Tenant Protection** – The Tenant Relocation and Protection (TRP) Policy applies to this site. The applicant's draft Tenant Relocation Plan has been approved for compliance with the TRP Policy. An Interim Tenant Relocation Report will be required prior to Demolition Permit issuance and a Final Tenant Relocation Report will be required prior to issuance of an Occupancy Permit.

At the time of rezoning application submission, all six residential units were tenanted. Of those, three tenancies commenced less than one year prior to the rezoning application being received. These three tenancies do not qualify for protection under the TRP Policy as they do not meet the minimum length of stay requirements. The remaining three tenancies do qualify for tenant protection. Among the three qualifying tenancies, the average length of tenancy has been three years and the longest tenancy is close to five years. Rents range from \$1,385 to \$1,680 per month for an average of \$1,570 per month.

Under the TRP Policy, eligible tenants must receive at least four months of free rent based on length of tenancy, a flat rate payment towards moving expenses (or retention of an insured mover), and assistance finding three alternate accommodation options that best meet the tenants' identified priorities. All tenancies are also protected under the BC Residential Tenancy Act, which governs how residential properties are rented, and includes specific provisions for ending tenancies.

## **6. Parking and Transportation**

**Parking** – Underground parking is currently accessed off Ontario Street with above-grade parking entrance located off the lane. The proposal will move all access to parking and loading so it is accessible from the lane.

The proposed seven levels of underground parking includes 228 vehicle spaces and 64 bicycle parking spaces—all accessed by a vehicular ramp from the rear lane. The applicant is expected to meet the Parking By-law at the development permit stage which requires an additional 12 Class B bicycle parking spaces and one Class A passenger space and a reduction in the small car parking from the proposed 98 spaces to meet the by-law maximum of 91 spaces.

**Nearby Transportation Infrastructure** – The site is bound by connections to rapid transit and bicycle networks. Located along Broadway, one of the busiest streets in Vancouver, the site is well served by the 99 B-line for frequent bus service along Broadway. The Broadway Corridor will also accommodate the future extension of the Broadway Subway, with the planned station to be located two blocks east at Main Street for a major transit node. The subway will be a 6.0 km tunneled extension of the Millennium Line from VCC-Clark Skytrain Station to Arbutus Street. Construction is expected to begin in fall 2020 and services to start in 2025.

The two cross streets adjacent to the site are also two of the city's most well-used cycling networks. The Ontario Greenway is one of the busiest north-south cycling routes and the 10th Avenue bikeway extends east and west, linking key destinations such as Vancouver General Hospital and Commercial Drive. The Ontario Greenway will see upgrades to ensure safety for pedestrian and cyclists. Potential changes include maintaining and enhancing traffic calming measures and modifying on-street parking to ensure comfortable passing distances between drivers and cyclists. The 10th Avenue bikeway will also see improvements for safety and ease as an all ages and abilities (AAA) cycling route. The provision of a full-sized public

bike share facility on the development site further compliments the sustainable transportation options given its connection to citywide cycling networks.

Conditions in Appendix B require design improvements to enhance safety, specifically for vehicular traffic to and from the lane onto the Ontario Street bicycle route.

## **7. Environmental Sustainability and Natural Assets**

**Green Buildings** – The Green Buildings Policy for Rezoning requires that rezoning applications satisfy either the near zero emission buildings or low emissions green buildings conditions within the policy.

This application has opted to satisfy the low emissions green buildings requirements. The low emissions green buildings pathway establishes limits on heat loss, energy use, and greenhouse gases, drawing on industry best practices for more efficient, healthy and comfortable homes and workplaces. The applicant has submitted a preliminary energy modeling analysis detailing building performance strategies to meet the energy use intensity, greenhouse gas and thermal demand targets. For developments with non-residential buildings, the policy also requires they achieve LEED Gold certification, and the applicant has submitted a preliminary LEED scorecard indicating they are on track for LEED Gold certification.

**Green Assets** – The Urban Forest Strategy seeks to preserve, protect and strengthen Vancouver's urban forest and tree canopy. The Protection of Trees By-law aims to maintain a healthy urban forest by requiring permission be sought to remove trees that meet certain conditions. The intent is to retain and protect as many healthy, viable trees as possible, in the context of development, housing priorities and densification.

There are no existing trees on the site; however, landscape improvements are proposed in and around the site. The landscape design aims to enhance the streetscape with more open space for new trees, landscaping, and seating, along with additional urban agriculture components on the outdoor amenity space and rooftop deck. See Appendix B for landscape conditions.

## ***PUBLIC INPUT***

**Pre-Application Community Consultation** – The applicant held a pre-application open house on February 25, 2020 at the subject site; approximately 25 people attended. Nine written comments were received; six of those comments expressed support for the height, density and use, and three of them had concerns about height, uses and an oversupply of parking.

**Public Notification** – A rezoning information sign was installed on the site on April 22, 2020. Over 3,200 notification postcards were distributed within the neighbouring area on or about April 7, 2020 providing notification of the rezoning application, with an additional postcard distributed on or about June 15, 2020 providing notification of the virtual open house. Notification and application information, as well as an online comment form, was initially provided on the Rezoning Centre's applications webpage ([vancouver.ca/rezapps](http://vancouver.ca/rezapps)) and subsequently re-directed to the City's new digital engagement platform, *Shape Your City Vancouver* ([shapeyourcity.ca](http://shapeyourcity.ca)).

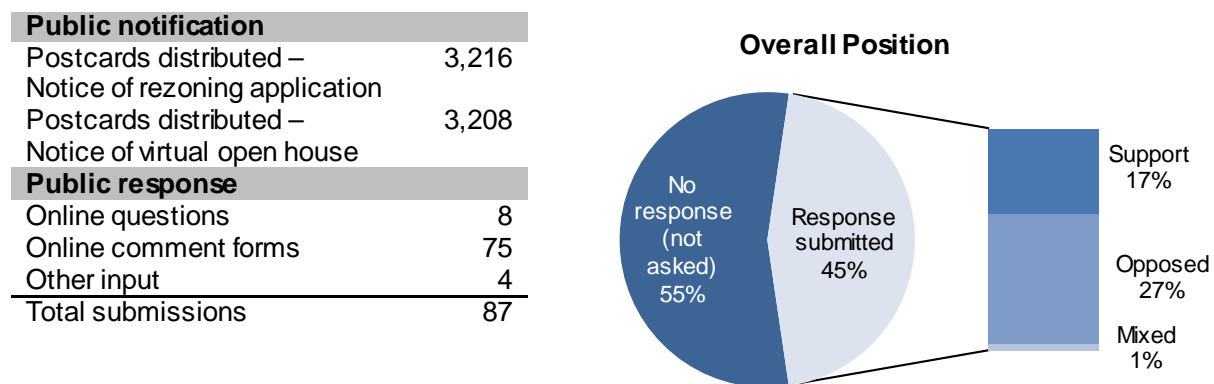
**Virtual Open House** – In-person open houses were put on hold based on the provincial health authority's restrictions for public gatherings due to the COVID-19 pandemic. In lieu of an in-

person event, a virtual open house was held from June 15, 2020 to July 5, 2020 on the Shape Your City platform. The virtual open house consisted of an open-question online event where questions were submitted and posted with a response over a period of three weeks. Digital presentations from the City and the applicant were posted for online viewing, along with a digital model representation of the proposed application.

Due to the pandemic, a virtual engagement strategy was put in place to ensure the City's process for public discussion and obtaining feedback was maintained. This virtual approach allowed people to access materials online and engage at different levels at a time and location of their choosing. An extended virtual open house period allowed people to ask questions regarding the proposal, which staff actively monitored and responded to publicly.

**Public Response and Comments** – Public input was received throughout the application process through online questions and comment forms, and by email and phone. Shown in Figure 7, a total of 87 submissions were received. Of the 75 online comment forms submitted, 34 had responded through Shape Your City, which included an optional question asking for an overall position on the application.

**Figure 7: Overview of Notification, Responses and Overall Position**



*Note: All reported numbers above are approximate.*

Note: Providing an overall position is an optional question and may not directly reflect the qualitative feedback received. Due to the submittal of online comment forms taking place on different platforms, the majority of respondents were not asked to provide an overall position on the application.

Below is a summary of public feedback by topic and ordered by frequency:

Comments of support fell in the following areas:

- **Neighbourhood context and job space:** The proposal would create more office space and employment opportunities.
- **Building height and massing:** Support for greater height and density given the site's proximity to a major transit route.
- **Building design:** Appreciate the building overhang and proposed art work.

Comments of concern fell into the following areas:

- **Building height and massing:** The proposal is too tall for the area and would block sunlight, views, and impact liveability.
- **Neighbourhood character:** The development takes away the neighbourhood character, history, and natural environment by incorporating glass towers.
- **Parking and cycling safety concerns:** Concerns for the number of parking spaces along a major transit route, creating potential safety issues for pedestrians and cyclists.
- **Need for office space:** Concern that there was already an oversupply of office space, and that the need was declining with more people working from home as a result of the pandemic.

A detailed summary of public comments is provided in Appendix E.

### Response to Public Comments

*Height and Massing* – Some community members expressed that the building height was out of context with its surroundings. The building height at 148 ft. responds to directions within the Metro Core Plan and Broadway Plan that permit building heights to reach the underside of the view cone. As such, the project does not encroach into the Queen Elizabeth View Cone while the eight-storey podium has been limited to a height that does not shadow the north sidewalk of Broadway at 10 am and 2 pm during the spring and fall equinoxes.

Further, the height is supportable under the Metro Core Plan which set out directions for additional office and retail space for employment next to rapid transit. Taller buildings with additional floor area can achieve more job space.

*Neighbourhood Character* – Feedback was received regarding the incompatibility of the proposed building material with its surrounding context. There was concern that the use of glass within an area containing brick and wood buildings would be out of context with the historic and cultural buildings. A design development condition has been applied to require the applicant to incorporate materials that better coordinate with the historic fabric of Mount Pleasant.

*Parking and Cycling Safety Concerns* – Concerns were expressed that the 230 vehicle parking spaces was too high for a site within close proximity to rapid transit. The proposed non-residential parking spaces do not exceed the Parking By-law maximum. However, the applicant will need to reduce the small car spaces from 98 proposed to a maximum of 91 spaces, per the by-law. Respondents also stated that additional vehicle traffic would create conflicts and safety issues with pedestrians and cyclists along the Ontario Greenway. The City is improving the Ontario Greenway with enhanced safety measures such as traffic diverters, street closures for traffic calming, protected bike lanes, and access for local residents only.

*Need for Office* – Respondents questioned whether office space was still needed since the COVID-19 pandemic saw more people work from home. There remains a shortage of office space in the Metro Core area, specifically for triple-A office space, which is proposed within this application. Given the additional floor area of the proposal, the project could generate employment space for not only office workers but that the 20,000 sq. ft. of retail space could



accommodate retail jobs. The applicant is also exploring design features in response to the pandemic, including touchless sensors, keyless entries, and design configurations that would lend itself to physical distancing within the building.

## ***PUBLIC BENEFITS***

**Development Cost Levies (DCLs)** – Development Cost Levies (DCL) collected from new development help pay for facilities made necessary by growth including parks, childcare facilities, replacement housing and various engineering infrastructure.

The site is subject to the City-wide DCL and the Utilities DCL on the proposed 120,779 sq. ft. of floor area. Based on rates in effect as of September 30, 2020, total DCLs of approximately \$2,472,347 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 that 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 rezonings with a floor area of more than 9,290 sq. m (100,000 sq. ft.) contribute public art or provide 80% cash in lieu as a condition of rezoning. Public art budgets are based on a rate of \$1.98 per sq. ft. With 120,779 sq. ft. of floor area proposed, a public art budget of approximately \$239,142 (or \$191,314 (80% cash in lieu) is anticipated. The Public Art rate is finalized at the development permit stage and is subject to Council approval of periodic adjustments to address inflation.

**Commercial Linkage Contribution** – Within the context of the City's financing growth framework, it is anticipated that an applicant offers a public benefit contribution to address the impacts of rezoning. The City's Community Amenity Contribution Policy applies a commercial linkage contribution on the net additional floor area for commercial-only rezonings in the Metro Core area for leasehold commercial space.

In 2018, Council approved the Development Contribution Expectations in Areas Undergoing Community Planning to curb land speculation for areas undergoing planning, including the Broadway Plan. Under this policy, commercial-only projects in the C-3A (Outside Uptown) sub-area such as this project would apply the same per square foot rate as the commercial linkage contribution under the Community Amenity Contributions Policy for Rezonings.

The applicant has offered a cash CAC of \$757,343 based on the net increase in floor area of 72,612 sq. ft. at the target CAC rate of \$10.43 per sq. ft., in effect as of September 30, 2020.

Staff recommend that the offering be accepted and allocated towards childcare and/or affordable housing in and around the Metro Core area, in accordance with Council direction for commercial linkage contributions. See Appendix G for a summary of the public benefits for this application.

**FINANCIAL IMPLICATIONS**

Based on rates in effect as of September 30, 2020, approximately \$2,472,347 in DCLs would be expected from this development. The applicant will be required to provide new public art on site at an estimated value of approximately \$239,142 or make a cash contribution for off-site public art for 80% of that amount.

As a commercial linkage contribution, the applicant has offered a cash contribution of \$757,343 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 24 East Broadway and 2520 Ontario Street for a 12-storey commercial office building with ground-floor retail uses and conclude that the height, density, and land uses are consistent with the Metro Core Jobs and Economy Land Use Plan. If approved, the project will contribute to increasing job space and to advancing the City's economic development objectives.

The General Manager of Planning, Urban Design and Sustainability recommends that the application be referred to Public Hearing together with a draft CD-1 By-law as generally shown in Appendix A and with a recommendation that these be approved, subject to the Public Hearing, along with the conditions of approval listed in Appendix B, including approval in principle of the form of development as shown in plans included as Appendix D.

\* \* \* \* \*

**24 East Broadway and 2520 Ontario Street**  
**DRAFT CD-1 BY-LAW PROVISIONS**

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

**Zoning District Plan Amendment**

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

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

**Designation of CD-1 District**

2. The area shown within the heavy black outline in 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 the 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;
  - (b) Institutional Uses;
  - (c) Office Uses;
  - (d) Retail Uses;
  - (e) Service Uses; and
  - (f) Accessory Use customarily ancillary to any use permitted by this section 3.

**Floor Area and Density**

- 4.1 Computation of floor space ratio must assume that the site consists of 1,499.1 m<sup>2</sup> being the site size at the time of the application for the rezoning evidenced by this By-law, prior to any dedications.
- 4.2 The floor space ratio must not exceed 7.5.
- 4.3 Computation of floor area must include all floors, 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.

- 4.4 Computation of floor area must exclude:
- (a) patios and roof gardens, if the Director of Planning first approves the design of sunroofs and walls; 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.
- 4.5 Computation of floor area may exclude, at the discretion of the Director of Planning or Development Permit Board:
- (a) amenity areas, except that the total exclusion must not exceed, in aggregate, 1,000 m<sup>2</sup> of the permitted floor area; and
  - (b) unenclosed outdoor areas underneath the building overhangs, at grade level, except that such areas must remain unenclosed for the life of the building.
- 4.6 The use of floor area excluded under sections 4.4 and 4.5 must not include any use other than what which justified the exclusion.

### **Building Height**

- 5.1 Building height, measured from base surface to top of parapet, must not exceed 45.1 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.

### **Zoning and Development By-law**

6. Sections 2 through 14 of the Zoning and Development By-law apply to this CD-1.

\* \* \* \* \*

**24 East Broadway and 2520 Ontario Street**  
**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 by staff prior to the hearing will be noted in the Summary and Recommendations. Any further changes to the conditions approved by Council will be contained in its decision. Please consult the hearing minutes.*

**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 Formosis Architecture, received on March 16, 2020, provided 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 to improve the interface of with the public realm as follows:

- (a) Provide improved universal access and pedestrian experience at the northwestern-most commercial retail, mitigating as much as possible the need for stairs in the public realm. This may be achieved by lowering either all or part of the floor slab of the commercial retail unit to align with the building grade, modifying the design of the pedestrian plaza, or a combination of design strategies.
- (b) Express a finer grain of architectural detail along the entire breadth of the north frontage. This may be achieved by way of the following design strategies, and may be reflected in the development permit application drawings:
  - (i) Clearly punctuate the office entry as an architecturally distinctive and highly legible component of the building frontage.
  - (ii) Design the frontage of the large northeastern commercial retail unit to read as narrower discrete retail units.

Note to Applicant: Continuous, singular retail frontages can result in long areas of inactive public realm that challenge the permeability of the building. Rigorous site and building design, including superior materiality, architectural lighting, and landscape elements should be explored to ensure a high-quality pedestrian experience.

- (iii) Ensure that the corner commercial retail unit is designed with a superior level of light transference to secure a high degree of visual access, thereby contributing to a sense of activity at all hours.

Note to Applicant: “Restaurant – Class 1” use is recommended at this location to ensure a more active public realm.

- (c) At the unarticulated wall adjacent to the Public Bike Share (PBS) station on Ontario Street, consider opportunities for public art such as murals, a prominent feature of the Mount Pleasant neighbourhood.

- 1.2 Design development to reduce as much as possible the apparent height of the building. This may be achieved by deleting any architectural elements or appurtenances, such as guardrails, that align with the outside face of the building and extend beyond the height of the uppermost roof slab.

Note to Applicant: Every effort should be made to reduce the apparent mass of the building, particularly when viewed from the adjacent streets in the heritage neighbourhood to the south of the development. Any elements constructed above the roof line, such as guards or elevator penthouses, must be designed as architecturally integral with the overall expression of the building, but should be located so that they are not easily visible from the adjacent neighbourhood.

- 1.3 Design development to more formally unify the building massing elements and reduce as much as possible the apparent ‘glass tower’ effect of the tallest mass.

Note to Applicant: The building should set the architectural framework for the future evolution of the 0 block of East Broadway as a distinct part of the community that supports and strengthens the character of Mount Pleasant. Building form and expression, including window/wall ratio, should be carefully considered through the lens of contextuality.

- 1.4 Design development to introduce a shoulder setback of at least 2.1 m (7 ft.) at the east side of Level 7 to reduce the overall height of the exposed party wall, and better define the six-storey streetwall when viewed from the northeast.

Note to Applicant: If permitted by limiting distance regulations in the Vancouver Building By-law, glazing units should be added to the stepped back eastern wall. Plantings similar to those provided on other levels should be provided within this setback. This design development may result in a minor reduction to the achievable floor area and will reduce or eliminate the accessible area of the east side of the Level 8 amenity area.

- 1.5 Design development to improve the sustainable design of the building envelope with the following design strategies:
  - (a) Relocate and refine the functionality of vertical fins, and/or introduce other building elements intended to provide solar shading.
  - (b) Consider increasing the wall to window ratio, particularly on the north and west elevations.

Note to Applicant: Also refer to Urban Design condition 1.3.



- 1.6 Provision of a material palette that relates the building more closely to the character of the adjacent heritage neighbourhood to reflect the unique qualities of the Mount Pleasant context.

Note to Applicant: Considerations should be given for light brown or buff coloured brick that is unique and characteristic of the high profile buildings in the Mount Pleasant neighbourhood, such as Heritage Hall, the Algonquin, and others.

- 1.7 Identify on the architectural and landscape drawings of any built features intended to create a bird-friendly design.

Note to Applicant: Refer to the City of Vancouver's Bird Friendly Design Guidelines for examples of built features that may be applicable, and provide a design rationale for the features noted.

### **Crime Prevention through Environmental Design (CPTED)**

- 1.8 Design development to provide for CPTED with particular regard for:

- (a) Provision of measures to increase real and perceived safety in underground parking.

Note to Applicant: Measures should include specifying white finish for walls and slab soffits, a rigorous lighting strategy, designing structural systems and demising walls to avoid alcoves, and other design strategies. These may be demonstrated as annotations on the parkade plans at the time of development permit application.

- (b) Encourage natural visual surveillance by ensuring a high degree of visual access between interior and exterior spaces, and locate active uses on the outer edges of the buildings.

Note to Applicant: Particular consideration should be given to providing a strong sense of overlook, activity, and visual access facing the lane.

- (c) Maximize visibility at doors, lobbies, stairs and other access routes.

- (d) Provision of a site and architectural lighting strategy at the time of the Development Permit application that provides for enhanced safety and security along the rear lane.

- (e) Specify graffiti and vandalism resistant materials and avoid large unarticulated wall planes at grade.

### **Landscape Design**

- 1.9 Design development to visually enhance the lane by:

- (a) Adding vines to blank wall façades and ensuring the vine support is sturdy and low maintenance by avoiding high maintenance modular "green wall" systems;

and/or

- (b) Providing planting beds with tall evergreen shrubs/hedges to screen the walls.

Note to Applicant: Landscape features are intended to screen the walls and improve greenery at the ground level.

- 1.10 Provision of a detailed Landscape Plan illustrating soft and hard landscaping.

Note to Applicant: The plans should be a minimum of 1/8": 1 ft. scale. 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, pad-mounted transformers (PMT)/vista transformers and public utilities such as lamp posts, hydro poles, and fire hydrants.

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

Note to Applicant: The sections should illustrate slab design, location, 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.

- 1.12 Provision of a "Tree Management Plan."

- 1.13 Coordinate 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 Services (Streets Design Branch) at 604-871-6131 to confirm tree planting locations and Park Board at 3-1-1 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 ft. long and 18 inches in. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion."

- 1.14 Provision of 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.

- 1.15 Provision of an outdoor Lighting Plan.

## **Sustainability**

- 1.16 All new buildings in the development will meet the requirements of the Green Buildings Policy for Rezoning (amended May 2, 2018), including all requirements for Near Zero Emissions Buildings (e.g., Passive House certified or alternate near zero emissions standard approved by the Director of Sustainability), or Low Emissions Green Buildings. The requirements for Low Emissions Green Buildings are summarized at <http://guidelines.vancouver.ca/G015.pdf>.

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**

- 1.17 Water Sustainability Act: Construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a provincial Approval or License. Applications for provincial Approvals or Licenses 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.

For more information, see <https://www2.gov.bc.ca/gov/content/environment/air-land-water/water/water-licensing-rights/water-licences-approvals>.

- 1.18 The owner or representative is to contact Engineering to acquire the project's permissible street use. Applicant to prepare a mitigation plan to minimize street use during excavation and construction (e.g., 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.
- 1.19 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.
- 1.20 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 your 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. Please contact Engineering Services for details.

- 1.21 Submission of a letter confirming acknowledgement that this application falls within the area with potential impacts due to the Broadway Subway Project construction and that you have contacted the Rapid Transit Office for more detailed information.

Note to Applicant: Please contact the City of Vancouver Rapid Transit Office (rapidtransitoffice@vancouver.ca) for more information on impacts to access and street use for your project.

Impacts will include:

- (a) Restricted street use along Broadway during Broadway Subway Project construction.
  - (b) Limitations on soil anchors into street right-of-way particularly fronting Broadway.
  - (c) Potential restriction for crane swing over Broadway.
  - (d) At this location, the tunnel is relatively shallow and the plans show a basement depth of approximately 26 m. There is the potential for conflict requiring deviation from a standard shoring plan for the development.
- 1.22 Show City-supplied building grades on architectural and landscape drawings. Building grades are yet to be finalized, pending approval of geometric. Final building grades need to be supplied by the City prior to development permit issuance.
- 1.23 Provision of generous and continuous weather protection.
- 1.24 Provision of a finalized Transportation Assessment and Management Study (TAMS) to the satisfaction of the General Manager of Engineering Services with the following updates:
- (a) Commentary on changes to the development plan as part of the development permit application, as well as any required analysis.
  - (b) Updated maneuvering diagrams for the parking and loading that shows accurate column placements and demonstrates maneuvering on site without conflicts.

Note to Applicant: Class B loading spaces are to have independently maneuvering access to and from the Class B loading spaces.

- 1.25 Provision of a finalized Transportation Demand Management (TDM) Plan to the satisfaction of the General Manager of Engineering Services. Provide TDM Plan as a separate package with complete information on TDM measures proposed, including the following clarifications:

- (a) ACT-07 – Public Bike Share Space: Illustrate the size and location of the PBS space being provided, and how the development project is meeting the requirements as specified by City staff on plans.
- 1.26 Subject to the acceptance of an approved TDM Plan, entry into a TDM agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, which:
- (a) Secures provision of funding towards long-term TDM monitoring fund in the amount of \$280 per parking space waived.
  - (b) Secures the provision of TDM measures on the site.
  - (c) Permits the City to access and undertake post occupancy monitoring of the TDM measures proposed.
  - (d) Agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.
- 1.27 Design development to improve access and design of bicycle parking and comply with the Bicycle Parking Design Supplement with:
- (a) Provision of a minimum 5% oversized Class A bicycle parking spaces as per By-law.
  - (b) Provision of automatic door openers for all doors leading to the Class A bicycle parking spaces.
  - (c) Provision of a shared use bicycle elevator for all bicycle spaces located below the first underground level.
- Note to Applicant: The elevator is to be a freight style elevator with durable finishes to comfortably accommodate two people with two bicycles and provide minimum interior dimensions of 5 ft. 6 in. x 6 ft. 8 in. and 3 ft. 6 in. wide doors. 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.
- 1.28 Design development to improve access and design of loading spaces and comply with the Parking and Loading Design Supplement.
- (a) Elimination of column encroachments and/or obstructions into loading spaces.
  - (b) Provide a standard widened loading throat to facilitate maneuvering for the Class B loading spaces.
  - (c) Provision of additional loading bay width for the second and subsequent loading spaces.

Note to Applicant: Please see the Parking Stall Guidelines in Appendix A of the Parking By-law.

- (d) Design development to provide the required Class A loading and passenger loading space to be no lower than the P1 level.
- 1.29 Design development to improve the parkade layout and access design and comply with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services, including the following:
- (a) Provision of improved two-way flow for vehicles on the ramp and in the parking areas.
    - (i) Improve two-way traffic flow at through provision of a minimum (1.5 m x 1.5 m) corner cut for all parking levels.
    - (ii) Provide increased width through the curved section of the parking ramp to enable two vehicles to pass unobstructed. The column reduces overall width.
    - (iii) Elimination of column encroachments in the maneuver aisle, parking stalls, and parkade ramps.
    - (iv) Improve visibility for two-way vehicle movement at all corners by providing parabolic mirrors.
    - (v) Provision of minimum 2.3 m to and from all accessible spaces.

Note to Applicant: The following information is required for drawing submission at the development permit stage to facilitate a complete transportation review:

- (1) A complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided.
- (2) All types of parking and loading spaces individually numbered, and labelled on the drawings.
- (3) Dimension of column encroachments into parking stalls.
- (4) Show all columns in the parking layouts.
- (5) Dimensions for typical parking spaces.
- (6) Dimensions of additional setbacks for parking spaces due to columns and walls.
- (7) Dimensions of manoeuvre aisles and the drive aisles at the parkade entrance and all gates.



- (8) Section drawings with elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates. These clearances must consider mechanical projections and built obstructions.
- (9) Coordinated match lines for the main parkade ramp or a plan drawing showing the entire length of the ramp.
- (10) Areas of minimum vertical clearances labelled on parking levels.
- (11) 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.
- (12) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable.
- (13) Existing street furniture including bus stops, benches, etc. to be shown on plans.
- (14) The location of all poles and guy wires to be shown on the site plan.

- 1.30 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 eight 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. Please contact Engineering, Development Services and/or your Engineering, Building Site Inspector for details."

Note to Applicant: Landscape drawings to include:

- (1) Correct materials legend on L-2.0.
- (2) Include all City standard street tree notes.
- (3) Surface treatment on the SRW to be standard concrete.

- 1.31 Provision of a draft final Rainwater Management Plan (RWMP) prior to development permit issuance. As it is acknowledged that not all design components are advanced fully at this stage, placeholders will be accepted in this resubmission with the expectation the final report will include all relevant details.

Note to Applicant: The applicant is to schedule a meeting with the Integrated Water Management (IWM) Branch prior to submission of the development permit application. Please contact [rainwater@vancouver.ca](mailto:rainwater@vancouver.ca).

Note to Applicant: The resubmission at development permit must include the following amendments:

- (1) A landscaping and grading/routing plan (with soil volumes and area captures) to support the proposal of any landscaping capture on levels 7, 8, 9, and 12.
  - (2) Justifications for not prioritizing the Tier 1 practice of Rainwater Harvesting & Reuse.
  - (3) An updated site map detailing the different surface types and how rainwater will be directed or retained in each area. Include the following:
    - (i) All routing of water throughout the site.
    - (ii) Buildings, patios and walkway locations.
    - (iii) Underground parking extents.
    - (iv) Location of any proposed detention tank, water quality treatment and flow control system with connections to the sewer system.
    - (v) Area and depth of landscaping to support the claim of absorbent landscaping as a rainwater capture method.
  - (4) Calculation of the detention tank volume to equal the greater of either the pre-development peak flow storage volume or the amount of the 24 mm rainfall not captured in Tier 1 and Tier 2 practices. As this site does not have a pre-development peak flow storage volume due to the post-development flow < Pre-development flow, then the tank must be sized to capture the Tier 3 amount of 8.9 m<sup>3</sup>. Determine the most appropriate release rate to detain the Tier 3 volume for a minimum of 24 hrs.
  - (5) Clarification that any Water Quality System proposed treats the runoff that leaves the site to a standard of 80% TSS removal by mass and meets either the Washington State Department of Ecology's Technology Assessment Protocol (TAPE) or ISO 14034 ETV certification. Provide details of the water treatment system being proposed including but not limited to dimension, inverts, and approximate location.
- 1.32 Provision of a Final RWMP prior to the issuance of any building permit for the construction of any building, submitted to the satisfaction of the Director of Planning and City Engineer.

Note to Applicant: A legal agreement (Section 219 Covenant) related to Rainwater Management may be required prior to issuance of a development permit.

## **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, the General Manager of Engineering Services and the General Manager of Arts, Culture and Community Services, (or successors in function), as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

## **Engineering**

- 2.1 Consolidation of Lot 1, Except Portions in Reference Plan 3765; Lot 2, Except (A) Part in Explanatory Plan 14863 and (B) the South 20 Feet Now Lane; and Lot 3, Except (A) Part in Reference Plan 3765 and (B) the South 20 Feet Now Lane; all of Block 27, District Lot 302, Plan 198 to create a single parcel.
- 2.2 Release of Easement & Indemnity Agreement 296781M (commercial crossing) 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 for zoning enactment.

- 2.3 Provision of a building setback and Statutory Right of Way (SRW) for public pedestrian use of an expanded sidewalk over the area of the site adjacent to East Broadway to achieve 5.5 meter distance measured from the back of existing City curb. The SRW area will be free of any encumbrance, including items such as vents, structure, stairs, planter walls, benches, bicycle parking, and plantings at grade (but will accommodate the underground parking structure within the subsurface SRW area).
- 2.4 Provision of a surface Statutory Right of Way to accommodate space for a Public Bike Share (PBS) station.

The PBS space as shown on A102, measuring 16 m x 4 m on private property at the southwest corner of the site is acceptable provided the following requirements are met:

- (a) **Size:** At a minimum, a 16 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 and accessible 24 hours a day, 7 days a week. The preferred location is near the intersection of Ontario Street and East Broadway to allow easy access to the street.

Note to Applicant: The proposed PBS location along the Ontario Street frontage near the lane south of East Broadway is acceptable.

- (c) **Access:** Consideration for placement of building elements (e.g., fire department connections, HVAC vents, hose bibs, 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.

Note to Applicant: Applicant to confirm there are no fire department connections on the building face along the length of the PBS station.

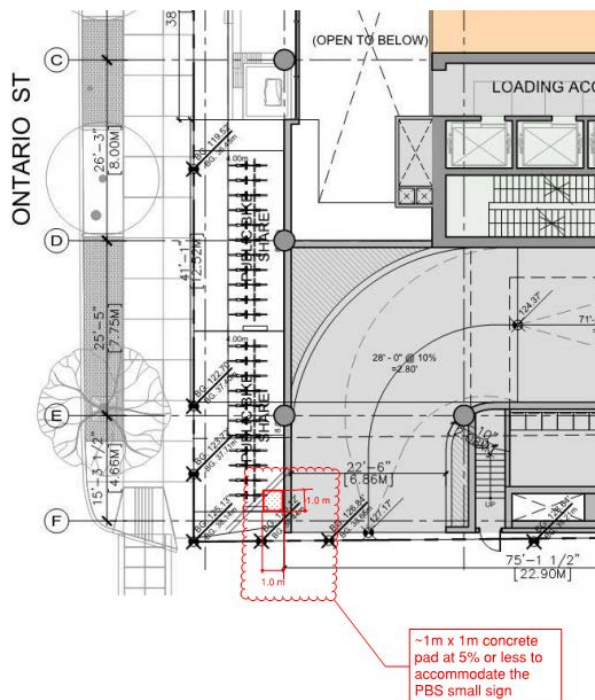
Two building columns are shown to be located within the PBS space. This is acceptable provided these columns continue to be sized as shown on drawing A102 and do not encroach any further into the PBS space.

- (d) Surface treatment: A hard surface, cast in place (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.

Note to Applicant: Applicant to confirm there are in-ground utility access points within the PBS space including vents, drains, etc.

- (e) Grades: The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (e.g., 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.

Note to Applicant: Applicant to provide spot elevations at four corners of the PBS space. The grade along the length of the PBS space exceeds the maximum slope requirement of 5% and is closer to 10%. This is manageable for most of the station however, an approximate 1 m x 1 m portion of the PBS pad at the south end must be adjusted/built up to accommodate the max 5% slope required for the PBS small sign. See below.



- (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 five hours of direct sunlight a day.

- (g) Power: Provision of an electrical service and electrical power is to be available in close proximity to the PBS station. Show power source connection on the landscape and site plans.

2.5 Provision of a Services Agreement to detail the on 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 March 9, 2020, no water main upgrades are required to service the development.

Note to Applicant: Should the development’s Fire Underwriter’s Survey Required Fire Flow calculation change as the building design progresses, a resubmission to the City of Vancouver Waterworks Engineer is required for re-evaluation of the Water System.

- (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.

Note to Applicant: Development to be serviced to the 250 mm SAN and 450 mm STM sewers in East Broadway.

Note to Applicant: Groundwater requirements are not currently an immediate concern at this site. The City may require a Hydrogeological Study, Groundwater Management Plan, and/or Impact Assessment if dewatering rates are significant or concerning, to the City’s discretion. The developer is advised to undertake adequate investigations to understand the site groundwater conditions early on in the planning and design process.

- (c) Provision of street improvements along Broadway adjacent to the site and appropriate transitions that follow the Mount Pleasant Public Realm Plan including the following:

- (i) Min. 1.22 m (4 ft.) wide front boulevard with street trees where space permits.
- (ii) Min. 3.05 m (10 ft.) wide broom finish saw-cut concrete sidewalk.

- (iii) Hard surface treatment between the sidewalk and the building.
  - (iv) Upgraded street lighting (roadway and sidewalk) adjacent to the site to current City standards and IESNA recommendations.
  - (v) Curb ramps.
  - (vi) Adjustment to all existing infrastructure to accommodate the proposed street improvements.
- (d) Provision of street improvements along Ontario Street adjacent to the site and appropriate transitions that follow the Mount Pleasant Public Realm Plan, including the following:
  - (i) Minimum 1.22 m (4 ft.) wide front boulevard with street trees where space permits.
  - (ii) Broom finish saw-cut concrete sidewalk between the edge of the front boulevard and the property line.
  - (iii) Raised asphalt protected bike lane, geometric changes, or traffic calming (as determined by the City), including any required new curb and gutter and road reconstruction, to upgrade the existing bikeway adjacent to the site to all ages and abilities (AAA) standards.
  - (iv) Upgraded street lighting (roadway and sidewalk) adjacent to the site to current COV standards and IESNA recommendations.
  - (v) Curb ramps.
  - (vi) Removal of the existing driveway crossing and reconstruction of the boulevard, sidewalk, and curb to current standards.
  - (vii) Adjustment to all existing infrastructure to accommodate the proposed street improvements including any transitions from protected bike lanes to adjacent street network and replacement or modification of related traffic signal equipment.

Note to Applicant: The City will provide a geometric design for any required improvements to the Ontario Street bikeway.

- (e) Provision of improvements at the intersection of Ontario Street and East Broadway including:
  - (i) Upgrades to the existing pedestrian signal to a full signal.
  - (ii) Accessible pedestrian signal (APS).
  - (iii) Upgraded intersection lighting to current City standards and IESNA recommendations.



- (iv) Associated enabling works and adjustments to all existing infrastructure to accommodate the proposed street improvements, including any transition from protected bike lanes to adjacent street network and replacement or modification of related traffic signal equipment.
- (f) Provision of new or replacement duct banks adjacent to 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 which includes photographic and measured evidence of the installed number of conduits, their final locations and depths.

- (g) Provision of a new standard concrete pedestrian lane crossing, new curb returns and curb ramps at the existing lane crossing on Ontario Street adjacent to the site.
- (h) Provision for mill and regrade to centerline the northern half of the lane south of East Broadway to accommodate the City's supplied building grades adjacent to the site.
- (i) Provision of 50 mm mill and pave to the southern half of the laneway along the property frontage.
- (j) Provision of lane lighting on standalone poles combined with underground ducts. The ducts should be connected to the existing City street lighting infrastructure.
- (k) Provision of new pad mounted service cabinet/kiosk.
- (l) Provision of street trees where space permits. Final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. Tree species to the approval of the City Arborist. Street tree planting to include appropriate soil volumes and approved root barriers of rigid construction, 8 ft. long and 18 in. deep, center on each street tree adjacent to the sidewalk and any off street bike facility.
- (m) Provision for the installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.

2.6 Engineering Services will require all utility services to be underground for this "conditional" development. 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 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. The applicant shall provide written confirmation from BC Hydro that all required electrical plant is provided for on-site.

This proposed development is adjacent to existing BC Hydro electrical works. The applicant shall submit a surveyed clearance drawing to BC Hydro showing all BC Hydro plant and dimensioned clearances from the plant to the development. The applicant shall provide written confirmation from BC Hydro that all required clearances from BC Hydro plant have been satisfied. See BULLETIN 2015-002-EL - Clearances from Existing BC Hydro High Voltage Overhead Conductors and Transformers for more information (<https://vancouver.ca/files/cov/2015-002-clearances-from-the-existing-bc-hydro-high-voltage-overhead-conductors-and-transformers.pdf>).

Note to Applicant: Submission of a Key Plan to the City for review and approval prior to submission of any third party utility drawings. The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan (<https://vancouver.ca/files/cov/2015-002-clearances-from-the-existing-bc-hydro-high-voltage-overhead-conductors-and-transformers.pdf>). All third party service lines to the development shall be shown on the plan (e.g., BC Hydro, Telus, Shaw, etc.). The review of third party utility service drawings will not be initiated until the Key Plan is defined.

For questions, contact Utilities Management Branch at 604-829-9447 or [umb@vancouver.ca](mailto:umb@vancouver.ca).

## Housing

- 2.7 Enter into a Section 219 Covenant and/or such other agreements as the General Manager of Arts, Culture and Community Services and the Director of Legal Services determine are necessary to require the applicant to:
- (a) Provide a Tenant Relocation Plan to the satisfaction of the General Manager of Arts, Culture and Community Services as per the Tenant Relocation and Protection Policy that is effective at the time of submission of the Development Permit Application.
  - (b) Provide a notarized declaration that demonstrates that each tenant has been given written notice of the intent to redevelop the property. This is to indicate the number of units occupied on the date of the notice and includes copies of a letter addressed to each tenant summarizing the Tenant Relocation Plan offer and signed as received by each tenant.
  - (c) Provide an Interim Tenant Relocation Report to the satisfaction of the General Manager of Arts, Culture and Community Services prior to issuance of the demolition permit. The Report must outline the names of any tenants who have ended their tenancy; the reason for its end (e.g., tenant decision or mutual agreement to end tenancy); the outcomes of their search for alternate accommodation (if assistance was requested by the tenant); the names of tenants still remaining in the building; the status of the applicant's search for relocation options (if assistance was requested by the tenant) and/or additional assistance rendered, as required through their Tenant Relocation Plan.

Note to Applicant: If a long period of time elapses between Public Hearing and before issuance of Demolition Permit, the City may request an additional Interim Tenant Relocation Report be submitted.

- (d) Provide a Final Tenant Relocation Report to the satisfaction of the General Manager of Arts, Culture and Community Services prior to issuance of the occupancy permit. The Report must outline the names of tenants; indicate the outcome of their search for alternate accommodations; summarize the total monetary value given to each tenant (moving costs, rents, any other compensation); and include a summary of all communication provided to the tenants.

### **Sustainability**

- 2.8 The applicant will enter into an agreement with the City, on terms and conditions acceptable to the Director of Sustainability and the Director of Legal Services, that requires the owner, and all future owners of the building, to report energy use data, on an aggregated basis, for the building as a whole and certain common areas and building systems. Such an agreement will further provide for the hiring of a qualified service provider to assist the building 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.

### **Commercial Linkage Contribution**

- 2.10 Pay to the City a contribution of \$757,343 which the applicant has offered to the City. Payment is to be made prior to enactment of the CD-1 By-law, at no cost to the City, and in a form and on terms and conditions satisfactory to the Director of Legal Services. The contribution is to be allocated toward childcare facilities and/or affordable housing in and around the Metro Core area.

### **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.

### **Environmental Contamination**

- 2.12 If applicable:
  - (a) Submit a site profile to Environmental Services (Environmental Protection);

- (b) As required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into agreements deemed necessary to fulfill requirements of Section 571 (B) of the Vancouver Charter; and
- (c) 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 satisfactory to the Manager of Environmental Services, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until separate Certificates of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, are provided to the City.

Where the Director of Legal Services deems appropriate, the agreements noted in this Appendix are to be drawn, not only as personal covenants of the property owners, but also as Covenants pursuant to Section 219 of the Land Title Act.

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as 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 associated 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.

\* \* \* \*

**24 East Broadway and 2520 Ontario Street**  
**DRAFT CONSEQUENTIAL BY-LAW 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**

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

"24 East Broadway & 2520 Ontario Street	[CD-1 #]	[By-law #]	C-3A"
--	----------	------------	-------

**DRAFT AMENDMENTS TO THE NOISE CONTROL BY-LAW**

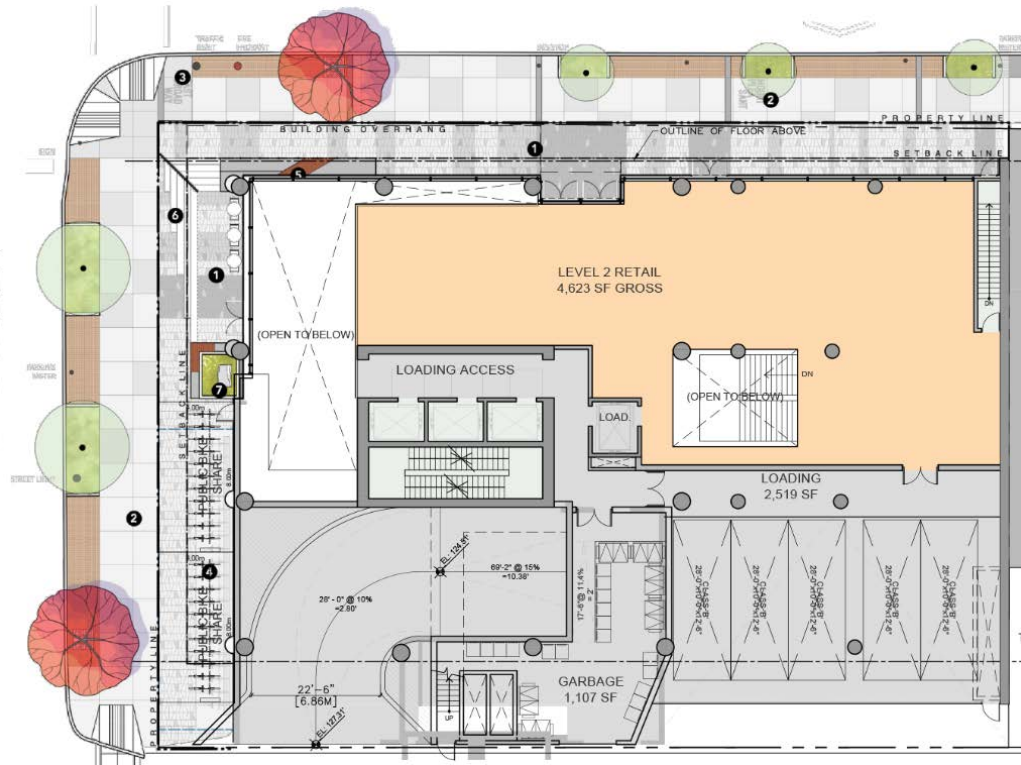
Amend Schedule B (Intermediate Zone) by adding the following:

"[CD-1#]	[By-law #]	24 East Broadway & 2520 Ontario Street"
----------	------------	--

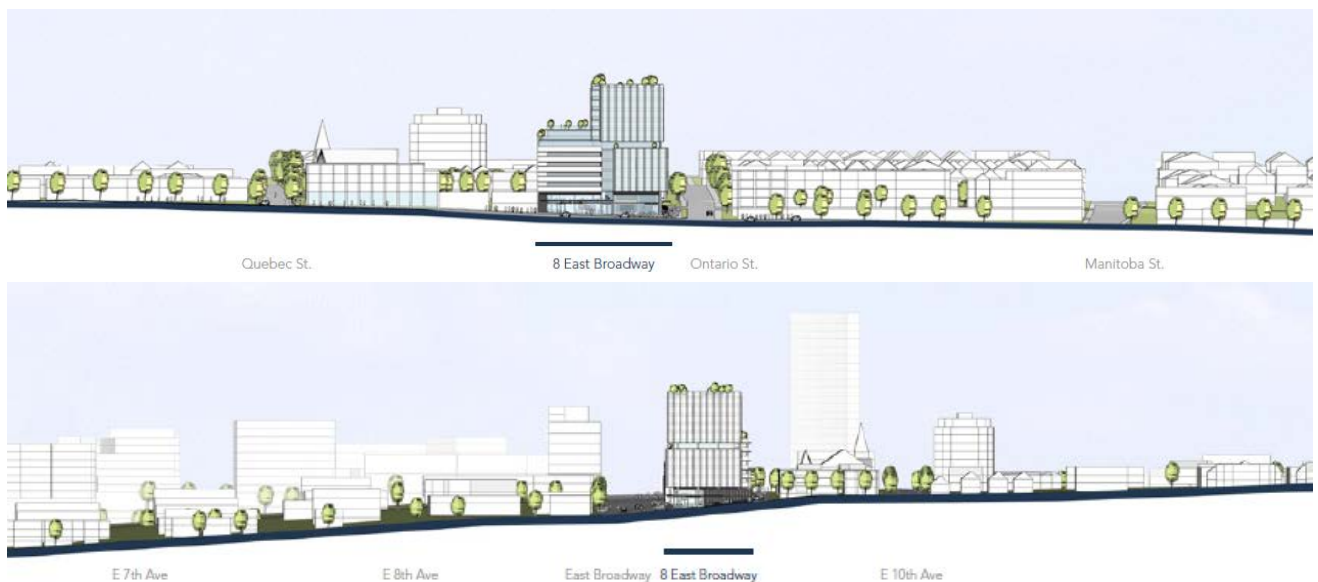
\* \* \* \* \*

**24 East Broadway and 2520 Ontario Street  
FORM OF DEVELOPMENT DRAWINGS**

**Site Plan**

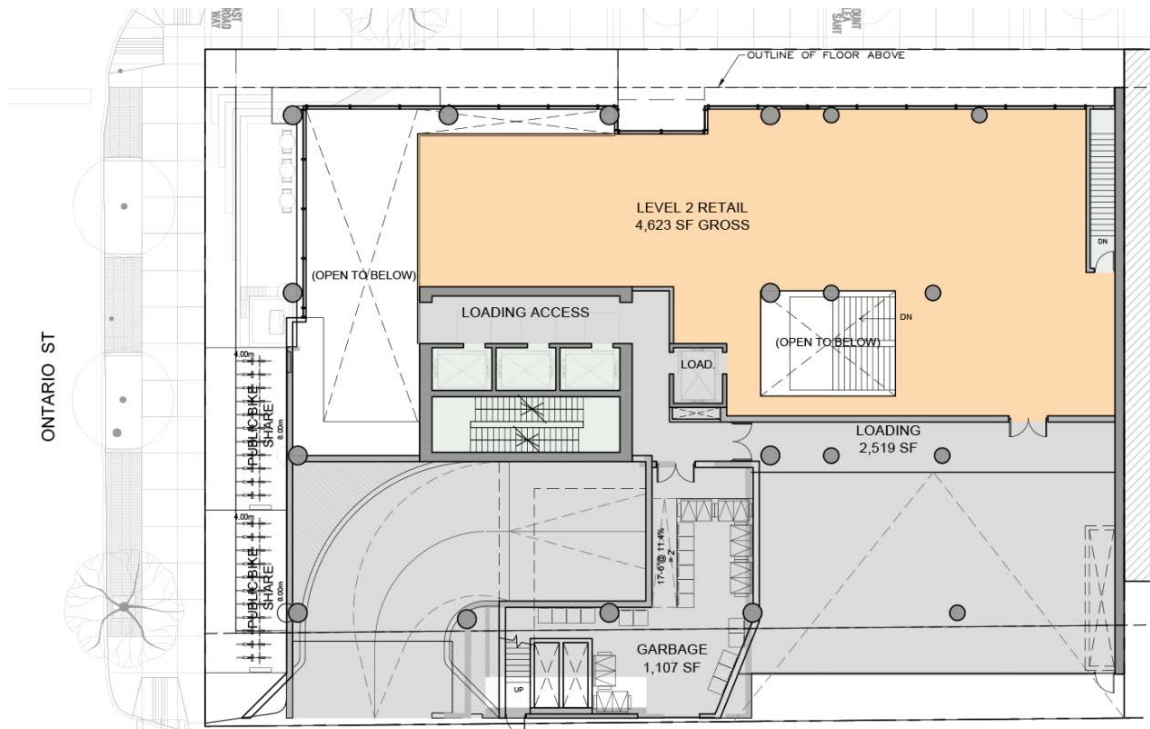


**Streetscape as Viewed South from Broadway (Top)  
and East from Ontario Street (Bottom)**

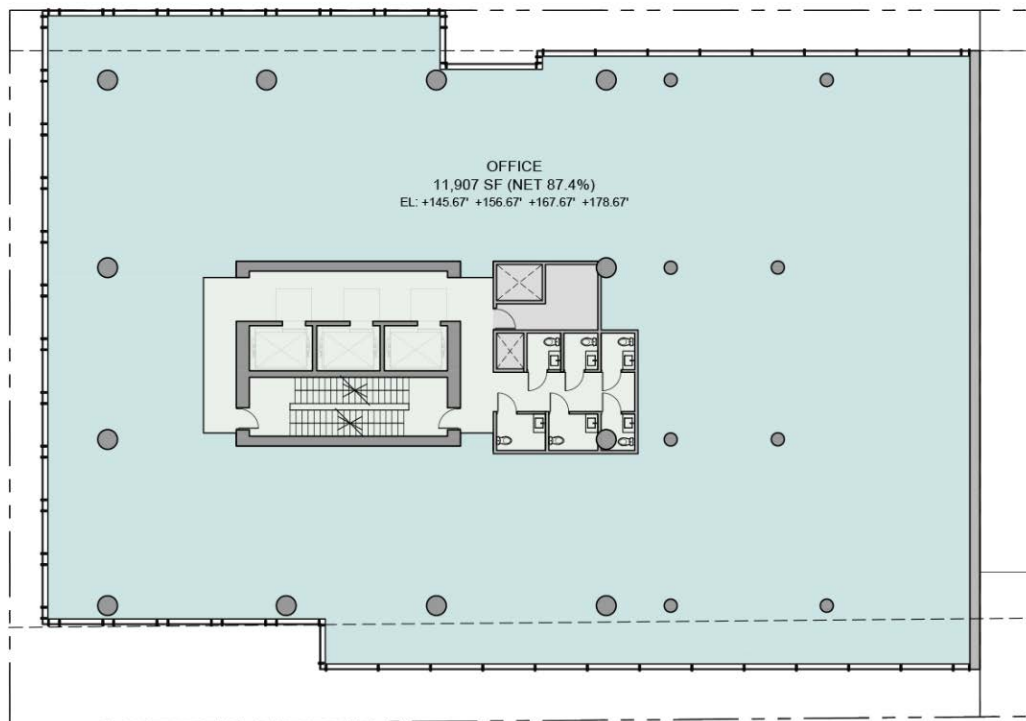




### Level 2 Floor Plan with Retail

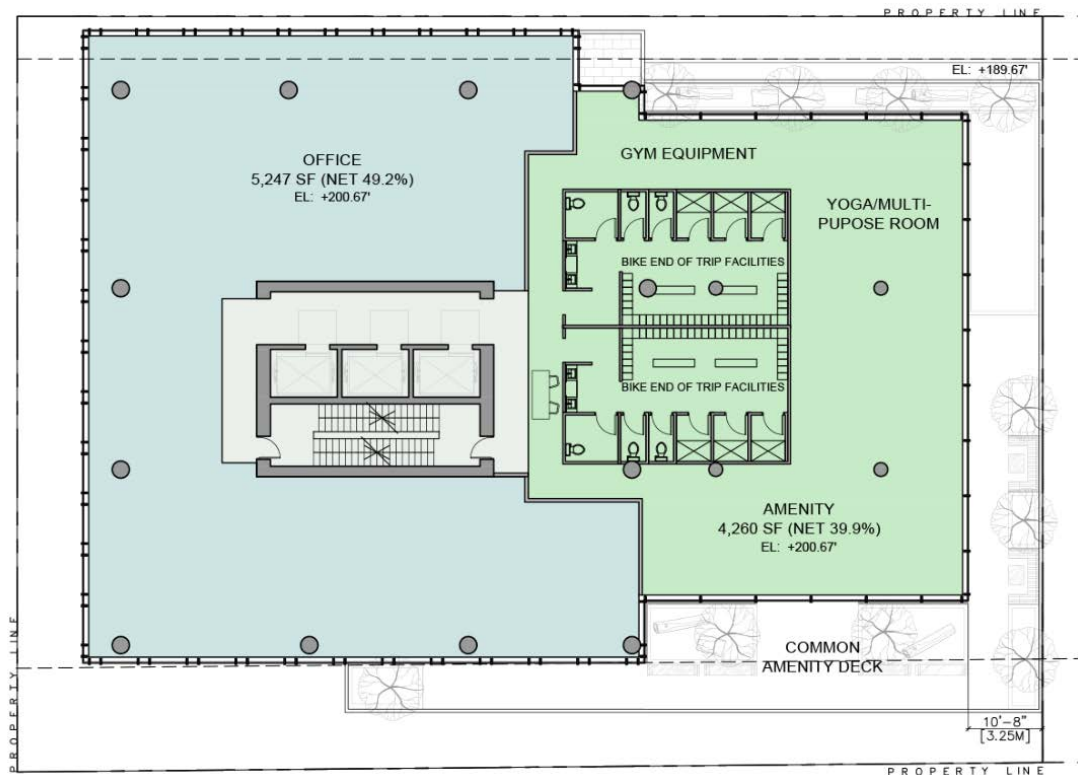


### Level 3 to Level 6 Office Floor Plan

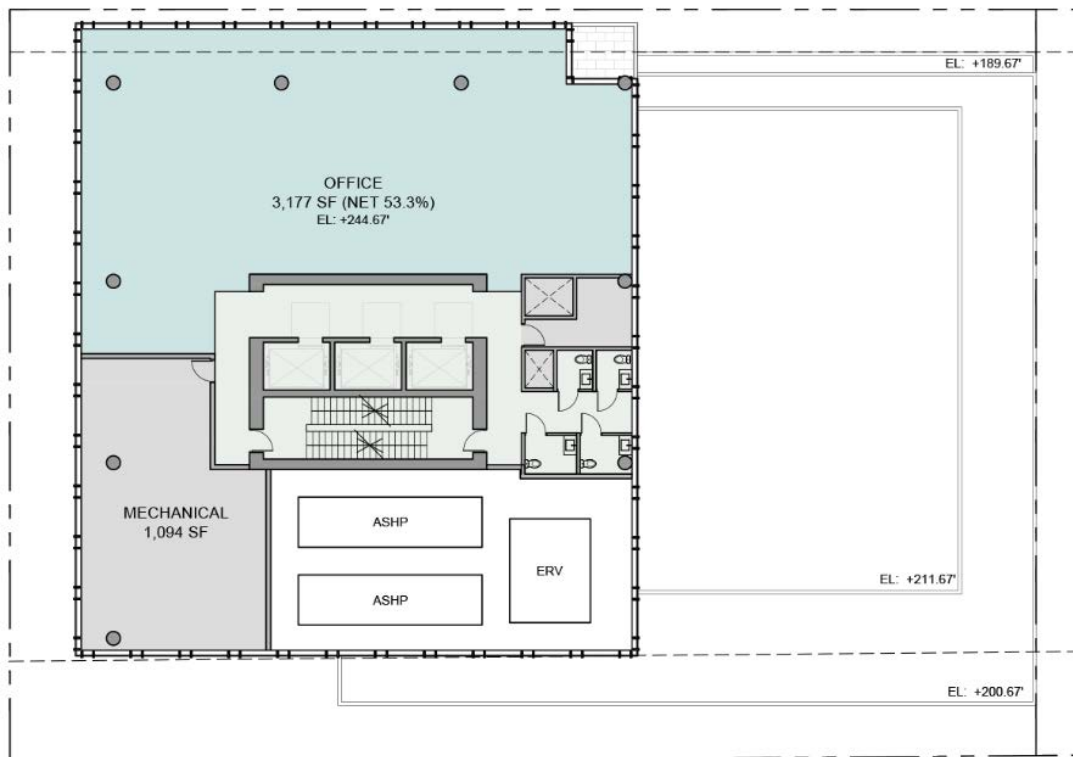




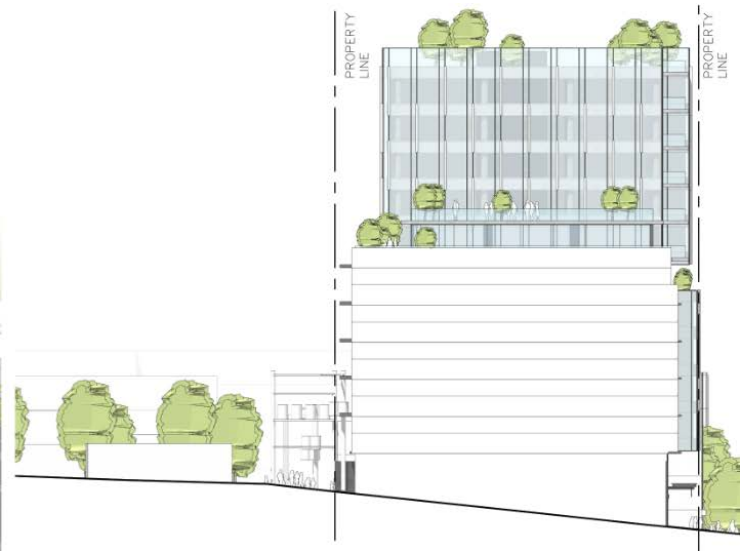
### Level 8 Office Floor Plan with Indoor Amenity Space



### Level 12 Office Floor Plan



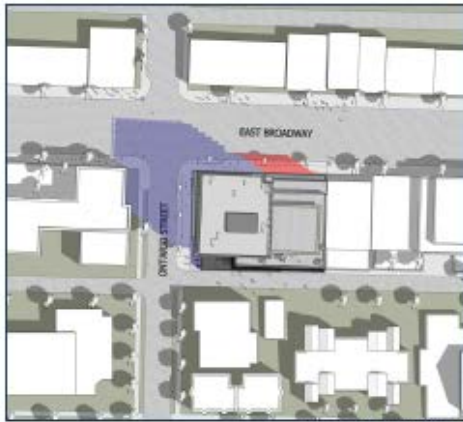
**North and East Elevation**



**West and South Elevation**



Shadow Studies at 10 am, 12 pm, and 2 pm at the Spring and Fall Equinoxes



June 21 10:00AM



September/March 21 10:00AM



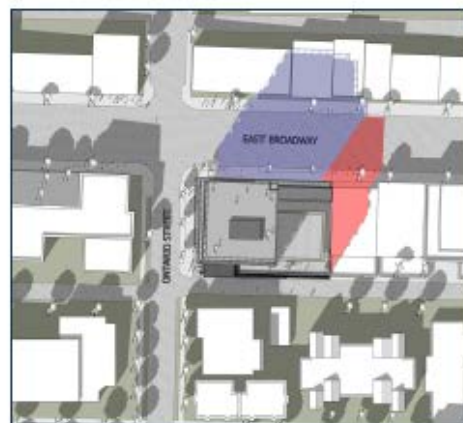
June 21 12:00PM



September/March 21 12:00PM





June 21 2:00PM



September/March 21 2:00PM

Legend

-  Tower Shadow
-  Podium Shadow

\* \* \* \* \*

**24 East Broadway and 2520 Ontario Street**  
**ADDITIONAL INFORMATION**

**1. Urban Design Panel Meeting Minutes**

On June 24, 2020, the Panel reviewed the project and resolved the following:

**EVALUTION: Support with recommendations (5-3)**

Minutes can be found at <https://vancouver.ca/your-government/urban-design-panel.aspx>.

**2. Public Consultation**

This section contains:

- List of engagement events, notification, and responses;
- Map of the notification area;
- Analysis of all comments received.

List of Engagement Events, Notifications, and Responses

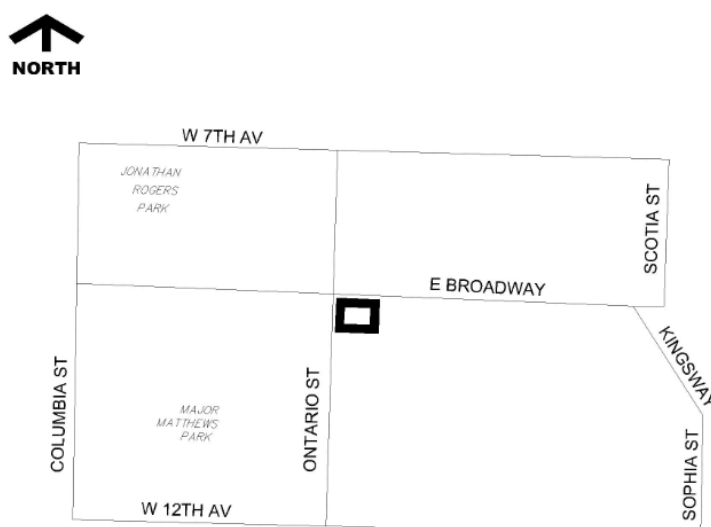
	Dates	Results
<b>Events</b>		
Pre-application open house (applicant led)	February 25, 2020	25 attendees
Virtual open house (City led)	June 15 – July 5, 2020	191 participants (aware)* <ul style="list-style-type: none"> <li>• 108 informed</li> <li>• 35 engaged</li> </ul>
<b>Public Notifications</b>		
Postcard – Notice of Rezoning Application	April 7, 2020	3,216 notices mailed
Postcard – Notice of Virtual Open House	June 15, 2020	3,208 notices mailed
<b>Public Responses</b>		
Pre-application comment forms	February 25, 2020	9 submittals
Online questions	June 15 – July 5, 2020	8 submittals
Online comment forms <ul style="list-style-type: none"> <li>• via Rezoning Centre webpage</li> <li>• via Shape Your City platform</li> </ul>	April – June, 2020 June – August, 2020	41 submittals 34 submittals
Overall position <ul style="list-style-type: none"> <li>• support</li> <li>• opposed</li> <li>• mixed</li> </ul>	June – August, 2020	34 submittals <ul style="list-style-type: none"> <li>• 13 responses</li> <li>• 20 responses</li> <li>• 1 response</li> </ul>
Other input	April – August, 2020	4 submittals
<b>Online Engagement – <i>Shape Your City Vancouver</i></b>		
Total participants during online engagement period	June – August, 2020	285 participants (aware)* <ul style="list-style-type: none"> <li>• 143 informed</li> <li>• 36 engaged</li> </ul>

*Note: All reported numbers above are approximate.*

\*The Shape Your City platform allows staff to capture more nuanced levels of engagement associated with the rezoning application, categorized as:

- **Aware:** Number of unique visitors to the webpage that viewed only the main page.
- **Informed:** Visitors who viewed documents or the video/photo gallery associated with the application; *informed* participants are a subset of *aware* participants.
- **Engaged:** Visitors that submitted a comment form or asked a question; *engaged* participants are a subset of *informed* and *aware* participants.

#### Map of Notification Area



#### Analysis of All Comments Received

Below is an analysis of all public feedback by topic and ordered by frequency.

Generally, comments of support fell in the following areas:

- **Neighbourhood context and job space:** The development would create more office space along the Broadway Corridor, allowing for more job opportunities and residents to move into the area.
- **Building height and massing:** Greater height and density should be allowed due to the location of the development along a major transit route.
- **Building design:** Appreciate the building overhang and proposed art work as it would add a positive element to the design.

Generally, comments of concern fell into the following areas:

- **Building height, density, and massing:** The height of the proposal would be too tall in an area that only has low to mid rise developments. Density in Mount Pleasant would not be preferred as well.
- **Sunlight and views:** The proposed development would block neighbouring apartments' sunlight and views of mountains and downtown.
- **Neighbourhood character:** The development takes away the neighbourhood character, history, and natural environment by incorporating glass high rises. The project would also not provide any value to the community.
- **Parking within the development:** There are too many parking spaces within the proposal given it is along a major transit route, contributing to climate change. The access location of the underground parking is also too close to narrow bike lanes which can cause safety concerns. One respondent noted that an increase in bicycle spaces should be considered to increase opportunities for active transportation.
- **Resident liveability:** Liveability would be negatively impacted as residents are surrounded by a large development. Respondents also cited that changes to neighbourhood walkability and cycling connectivity as a result of the proposal are concerning.
- **Neighbourhood traffic and safety:** The increase in traffic due to a large development would further impact congestion, pedestrian and cyclist safety.
- **Office space and job creation:** There is already enough office space in the area and their demand in use is declining. Job growth should also be kept down the hill of Broadway rather than in a residential area.
- **Building design:** The proposed building design is not attractive, while the glass material would cause an increase in the temperature.
- **Property values:** The proposal would result in a decline in property values.
- **Setting precedence:** This project would set a height precedence in the area.
- **Existing zone:** The existing zone is designed to protect neighbourhoods and keep an appropriate building height.
- **Local businesses:** Mount Pleasant should remain an area for small local businesses rather than large retail. A respondent also highlighted that the development would be detrimental to small businesses.
- **Light pollution and noise:** Construction and light pollution of the new building would negatively impact the area.

The following miscellaneous comments were received from the public (note: these were topics that were not ranked as highly as above).

*General comments of support:*

- Project would bring in much needed investment along the Broadway Corridor.
- General support despite the large number of proposed parking spaces.
- Is a suitable location for the development along the Broadway Corridor due to the area's walkability.

*General comments of concern:*

- Building of this size would be better located in other areas that have existing high density buildings, such as downtown.
- Renderings appear quite tall compared to other neighbouring buildings.
- Development would create a tunnel-like atmosphere of the Broadway Corridor.
- Residents feel they have a lack of agency in their own neighbourhood.
- Poor building design.
- Project would place greater stress on public transit.
- Proposed building would result in fewer street parking spaces.
- City needs more housing and cultural spaces, rather than retail and office spaces.
- Development would result in limited greenspace for residents.
- Long-term residents would be displaced due to new investments in the area.
- Rental cost in the neighbourhood would increase due to this proposed development.
- Landscape plan is the only acceptable component of the project.

*Neutral comments/suggestions/recommendations:*

- Consider placing affordable housing units on the top floor if the height cannot be lowered.
- View Protection Guidelines should be relaxed to allow taller buildings to meet future demands.
- Would like to see two lanes on Broadway converted to add a larger public realm after the completion of the subway.
- An alternative community amenity would serve the community better rather than relocating the existing bike share station.

\* \* \* \* \*

**24 East Broadway and 2520 Ontario Street**  
**SUMMARY OF TENANT RELOCATION PLAN TERMS**

<b>Tenant Relocation and Protection Requirements</b>	<b>Tenant Relocation Plan Offer</b>
<b>Financial Compensation</b>	<ul style="list-style-type: none"> <li>• Compensation in the form of free rent, a lump sum payment, or a combination of both, will be available for each unit eligible for Tenant Relocation Plan according to the following schedule: <ul style="list-style-type: none"> <li>- 4 months' rent for tenancies up to 5 years;</li> <li>- 5 months' rent for tenancies over 5 years and up to 10 years;</li> <li>- 6 months' rent for tenancies over 10 years and up to 20 years;</li> <li>- 12 months' rent for tenancies over 20 years and up to 30 years;</li> <li>- 18 months' rent for tenancies over 30 years and up to 40 years; and</li> <li>- 24 months' rent for tenancies over 40 years</li> </ul> </li> </ul>
<b>Notice to End Tenancies</b>	<ul style="list-style-type: none"> <li>• Landlord to provide regular project updates to tenants throughout the development approvals process.</li> <li>• A minimum of four months' notice to end tenancy after all permits are issued is required (e.g. all development, building, and demolition permits in place).</li> </ul>
<b>Moving Expenses (flat rate or arrangement of an insured moving company)</b>	<ul style="list-style-type: none"> <li>• Arrangement, at the choice of the applicant, for an insured moving company or a flat rate payout for moving expenses as follows: <ul style="list-style-type: none"> <li>- \$750 for bachelor and one-bedroom units; and</li> <li>- \$1,000 for two or more bedroom units</li> </ul> </li> </ul>
<b>Assistance in Finding Alternate Accommodation (three options)</b>	<ul style="list-style-type: none"> <li>• City staff will administer a tenant needs assessment survey. The survey will inform the Applicant's relocation assistance with respect to tenants' needs and preferences.</li> <li>• Applicant has committed to monitor rental market and provide tenants requesting assistance with three options in Vancouver that best meet the tenants' identified priorities.</li> </ul>
<b>Additional Support for Low Income Tenants or Tenants Facing Other Barriers to Appropriate Housing</b>	<ul style="list-style-type: none"> <li>• For low income tenants and tenants facing other barriers to housing, as defined in the TRP Policy, the applicant has committed to assisting in securing permanent, suitable affordable housing.</li> </ul>

\* \* \* \* \*



**24 East Broadway and 2520 Ontario Street**  
**PUBLIC BENEFITS SUMMARY**

**Project Summary:**

Proposal for a 12-storey building containing commercial-retail and office use.

**Public Benefit Summary:**

The proposal will provide a DCLs, a public art contribution, and a commercial linkage contribution allocated towards childcare facilities and/or affordable housing in and around the Metro Core area.

	<b>Current Zoning</b>	<b>Proposed Zoning</b>
Zoning District	C-3A	CD-1
Floor Space Ratio	3.0	7.5
Buildable Floor Space	4,497.3 sq. m (48,408 sq. ft.)	11,220.7 sq. m (120,779 sq. ft.)

**Summary of Development Contributions Expected Under Proposed Zoning**

City-wide DCL*	\$1,837,049
City-wide Utilities DCL*	\$635,298
Public Art**	\$239,142
Commercial Linkage Contribution	\$757,343
<b>TOTAL</b>	<b>\$3,468,832</b>

**Other Benefits (non-quantified):** N/A

\*Based on rates in effect as of September 30, 2020. 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 per the City's [DCL Bulletin](#).

\*\*Based on rates in effect as of 2014. Rates are subject to periodical adjustments to reflect increases in local construction costs, per the [Public Art Policy and Procedures for Rezoned Developments](#).

\* \* \* \* \*

## 24 East Broadway and 2520 Ontario Street APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

### Applicant and Property Information

<b>Owner</b>	Brontario Properties Inc.
<b>Architect</b>	Formosis Architecture
<b>Address</b>	24 East Broadway and 2520 Ontario Street
<b>Property Identifier (PID) and Legal Descriptions</b>	<p>24 East Broadway: PID: 015-550-044; Lot 1, Except Portions In Reference Plan 3765, Block 27 District Lot 302 Plan 198</p> <p>2520 Ontario Street: PID: 015-550-095; Lot 3, Except (A) Part in Reference Plan 3765 and (B) the South 20 Feet Now Lane, Block 27 District Lot 302 Plan 198; and</p> <p>PID: 015-550-087; Lot 2, Except (A) Part in Explanatory Plan 14863 and (B) the South 20 Feet Now Lane, Block 27 District Lot 302 Plan 198.</p>
<b>Site Area</b>	1,499.1 sq. m (16,136 sq. ft.)

### Development Statistics

	<b>Permitted Under Existing Zoning</b>	<b>Proposed Development</b>	<b>Recommended (Other than Proposed)</b>
<b>Zoning District</b>	• C-3A	• CD-1	
<b>Land Uses</b>	• Commercial • Residential	• Commercial	
<b>Buildable Floor Area</b>	• 4,497.3 sq. m (48,408 sq. ft.)	• 11,220.7 sq. m (120,779 sq. ft.)	
<b>Max. FSR</b>	• 3.0	• 7.5	
<b>Max. Height</b>	• 9.2 m (30.2 ft.)	• 45.1 m (148 ft.)	
<b>Parking</b>	• Per Parking By-law	<ul style="list-style-type: none"> <li>• Non-residential is 228</li> <li>• Small car is 98</li> <li>• Disability spaces is 12</li> </ul>	• Meet Parking By-law by ensuring small care spaces do not exceed 91
<b>Loading Spaces</b>	• Per Parking By-law	<div style="display: flex; justify-content: space-between;"> <div>                     General Office Retail Store Total                 </div> <div style="font-size: 2em;">}</div> <div style="text-align: right;">                     Class A    Class B   <math>\frac{2}{2}</math>    <math>\frac{5}{5}</math> </div> </div>	
<b>Bicycle Spaces</b>	• Per Parking By-law	<div style="display: flex; justify-content: space-between;"> <div>                     General Office Retail Store Total                 </div> <div style="font-size: 2em;">}</div> <div style="text-align: right;">                     Class A    Class B   <math>\frac{64}{64}</math>    <math>\frac{0}{0}</math> </div> </div>	• Meet Parking By-law with additional 12 Class B bicycle parking spaces

Passenger Spaces	Per Parking By-law	General Office Retail Office Total	Class A 0 0	• Meet Parking By-law with additional 1 general office passenger space
Natural Assets	• 0 existing on-site by-law trees or City trees	• 5 new street trees, on-site trees, landscaping, urban agriculture plots, and edible landscaping		

\* \* \* \* \*