



## REFERRAL REPORT

Report Date: February 15, 2022  
Contact: Yardley McNeill  
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RTS No.: 14913  
VanRIMS No.: 08-2000-20  
Meeting Date: March 1, 2022

TO: Vancouver City Council  
FROM: General Manager of Planning, Urban Design and Sustainability  
SUBJECT: CD-1 Rezoning: 1477 West Broadway

### **RECOMMENDATION TO REFER**

THAT the rezoning application and plans, described below, be referred to Public Hearing together with the recommendations set out below and with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the conditions set out below;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary zoning by-laws, in accordance with the recommendations set out below, for consideration at the Public Hearing.

### **RECOMMENDATION FOR PUBLIC HEARING**

- A. THAT the application by PCI Developments LP ("PCI"), on behalf of 1489 West Broadway Nominee Corp., the registered owner of the lands located at 1477 West Broadway [PID 031-075-185; Lot 1 Block 331 District Lot 526 Group 1 New Westminster District Plan EPP98876], to rezone the lands from C-3A (Commercial) District to CD-1 (Comprehensive Development) District to permit a 39-storey mixed-use building with a maximum floor space ratio (FSR) of 12.30 and building height of 124.0 m (407 ft.), be approved in principle;

FURTHER THAT the draft CD-1 By-law, prepared for the Public Hearing in accordance with Appendix A, be approved in principle;

FURTHER THAT the proposed form of development also be approved in principle, generally as prepared by Musson Cattell Mackey Partnership, received August 12, 2021, provided that the Director of Planning may allow minor alterations to this form of development when approving the detailed scheme of development;

AND FURTHER THAT the above approvals be subject to the Conditions of Approval contained in Appendix B.

- B. THAT subject to approval in principle of the rezoning and the Housing Agreement described in Part 2 of Appendix B, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment prior to enactment of the CD-1 By-law, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services, and the General Manager of Planning, Urban Design and Sustainability.
- C. THAT, subject to approval of the CD-1 By-law, the application to amend the Sign By-law to establish regulations for this CD-1, generally as set out in Appendix C, be approved.
- D. THAT subject to approval of the CD-1 By-law, the Noise Control By-law be amended to include the CD-1, generally as set out in Appendix C;

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Noise Control By-law at the time of enactment of the CD-1 By-law.

- E. THAT Recommendations A through D 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 by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
  - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

## **REPORT SUMMARY**

This report evaluates an application to rezone 1477 West Broadway from C-3A (Commercial) District to CD-1 (Comprehensive Development) District to permit the development of a 39-storey mixed-use building. The proposal includes commercial uses at the ground level, a grocery store on the second level, office use in the podium, and 100% secured rental housing units in the tower. The residential floor area includes 223 secured rental housing units with 20% of the residential floor area as below-market rental units and will contribute towards targets within the *Housing Vancouver Strategy*. The proposal has a total floor area of 29,568.6 sq. m (318,273 sq. ft.) and a floor space ratio (FSR) of 12.30. The project site is located along the Millennium Line and includes the South Granville Station entrance which is currently under construction.

The proposal aligns with the Burrard Corridor Area of the *Metro Core Jobs and Economy Land Use Plan* (“*Metro Core Plan*”) which seeks to intensify mixed-use and residential/commercial capacity along transit investment to support job space for economic growth. The policy supports the exploration of increased height and density where appropriate. The emerging directions in Phase 2 of the *Employment Lands and Economy Review* (“*ELER*”) further reinforce the economic nature of the Central Broadway area, and encourages job generating uses.

In November 2021, the Broadway Planning Program released the Phase 3 Broadway Plan Refined Directions which considers high density housing near transit stations, with building heights from 30 to 40 storeys, in close proximity to job space, shops and services. Staff have assessed the application and conclude that it meets the intent of the *Metro Core Plan* and *ELER*, and aligns with the Broadway Plan’s Refined Directions.

The site is located in the Broadway Plan study area and is subject to the *Policy on Consideration of Rezoning Applications during the Broadway Planning Process* (“*Broadway Plan Interim Rezoning Policy*”) which restricts the consideration of rezoning applications during the Broadway Planning Program. Following a decision by Council on July 21, 2021, staff were instructed to consider a rezoning application at this site as an exception to the *Broadway Plan Interim Rezoning Policy* to mitigate construction conflicts with the Broadway Subway.

Staff recommend the application be referred to a Public Hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it in principle, subject to the Public Hearing and conditions contained in Appendix B.

### **COUNCIL AUTHORITY/PREVIOUS DECISIONS**

Relevant Council policies for this site include:

- Metro Core Jobs and Economy Land Use Plan (2009)
- Policy on Consideration of Rezoning Applications during the Broadway Planning Process (2018, amended 2021)
- Employment Land and Economy Review: Phase 2 (2020)
- Green Buildings Policy for Rezoning (2010, last amended 2018)
- Housing Vancouver Strategy (2017)
- Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available Incentives (2017, last amended 2021)
- Family Room: Housing Mix Policy in Rezoning Projects (2016)
- Rental Incentive Programs Bulletin (2012, last amended 2020)
- High Density Housing for Families with Children Guidelines (1992)
- Community Amenity Contribution Policy for Rezoning (1999, last amended 2021)
- Transportation 2040 Plan (2012)
- Public Art Policy and Procedures for Rezoned Developments (2014)
- Central Area Plan: Goals and Land Use Policy (1991)
- C-3A District Schedule (last amended 2021)
- Central Broadway C-3A Urban Design Guidelines (1976, amended 2004)
- Vancouver Development Cost Levy By-law No. 9755 (the “DCL By-law”)
- Vancouver Utilities Development Cost Levy By-law No. 12183 (the Utilities DCL By-law”)

**REPORT**

**Background/Context**

**1. Site and Context**

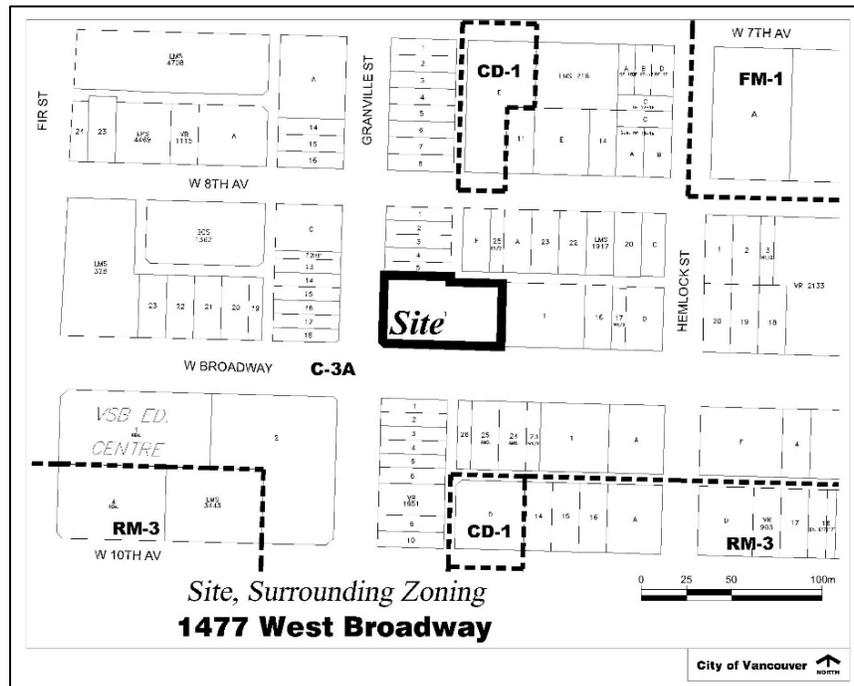
The site is currently under construction with approved 2019 development and building permits, pursuant to the existing C-3A (Commercial) zoning. These permits allow for a five-storey commercial building with six levels of underground parking and an integrated subway station entrance at the southwest corner of the site. In July 2021, Council instructed staff to consider a rezoning application on this site as an exceptional circumstance while the Broadway Planning process is underway. This site will contain the South Granville Station and entrance and related transit system infrastructure for the tunneled Millennium Line extension under Broadway extending from VCC-Clark Station to Arbutus Street.

The 2,404.1 sq. m (25,878 sq. ft.) site is located on the northeast corner of West Broadway and Granville Street. The site has a frontage of 65.5 m (215 ft.) along West Broadway and a depth of 46.3 m (152 ft.) along Granville Street.

The local area is zoned C-3A (Commercial) District and is within the Granville/Burrard Slopes Area, as seen in Figure 1.

The surrounding area contains mainly commercial and office buildings, ranging in height from two to six storeys, with taller residential buildings generally up to 12-storeys in the RM-3 zone to the south. The site is directly adjacent to frequent bus service along West Broadway and Granville Street, and within close proximity to the City’s multiple routes in the City’s cycling network.

**Figure 1: Site and surrounding context**



## 2. Policy Context/Council Decisions

**Metro Core Jobs and Economy Land Use Plan (“Metro Core Plan”)** – The *Metro Core Plan* identified a shortfall of job space and put forth zoning amendments and policy changes to meet 30-year economic growth targets. The subject site is located in the Broadway Corridor Area with policy directions to increase potential for job space and mixed-use residential/commercial capacity located on future transit investment, and exploration of increased height and density where appropriate.

**Employment Lands and Economy Review (“ELER”)** – *ELER* is a major research and stakeholder engagement initiative designed to inform the economic foundations of the Vancouver Plan process. The project includes analysis of the characteristics of Vancouver’s economy, change over time, and projections for the future including analysis of the City’s capacity to accommodate job growth over the long term under existing policy and zoning. Phase 2 of the *ELER* was presented to Council in October 2020 outlining the draft emerging directions as a basis to the Vancouver Plan

**Policy on Consideration of Rezoning Applications and Heritage Revitalization Agreements during the Broadway Planning Process (“Broadway Plan Interim Rezoning Policy”)** – The *Broadway Plan Interim Rezoning Policy* adopted by Council in June 2018 limits consideration of rezoning applications within the Broadway Plan area while the planning process is underway in order to not pre-empt or divert the process. The policy enables Council to direct staff to allow consideration of rezoning applications within the Broadway Plan study area in exceptional circumstances, at the discretion of the Director of Planning.

**Issues Report: Consideration of a Rezoning Proposal at 1477 West Broadway** – On July 21, 2021 Council approved the recommendations within an Issues Report from the Director of Planning, outlining the receipt of a rezoning enquiry for 1477 West Broadway. Council instructed staff to consider the rezoning application as an exceptional circumstance to the *Broadway Plan Interim Rezoning Policy* while the Broadway Planning process is underway. This project delivers the South Granville Station entrance and related infrastructure through a partnership between the applicant, the City and the Province. The proposal is the only development that will deliver an integrated subway station on opening day of the Broadway Subway line. By allowing this project to advance, potential access and circulation challenges on the site and surrounding area due to construction activities are mitigated ahead of the Broadway Subway opening in late 2025.

**Broadway Planning Program (the “Broadway Plan”)** – The Broadway Plan is expected to set policy direction for the next 30 years for the area along Broadway between Vine Street and Clark Drive, generally extending to 1st Avenue to the north and 16th Avenue to the south. A set of guiding principles for the Broadway Plan was adopted by Council in October 2019, including fostering a robust and diverse economy and integrating development of new job space, amenities and housing around the Broadway Subway.

In November 2021, the Broadway Planning Program released Phase 3 Refined Directions for public consultation which proposed how the area may evolve in the future including potential building heights and forms, a public realm framework, housing and job estimates, and draft directions on key policies.

For the Granville/Burrard Slopes Area where this rezoning is located, and at subway station areas, key Refined Directions included:

- a vibrant, eclectic and walkable mixed-use area close to rapid transit; and
- along Broadway, building heights of 20 to 40 storeys for rental and strata ownership housing, job space (i.e. office), and amenities; tallest buildings near the South Granville Station.

It is anticipated that streetscape improvements, active ground floor commercial uses and gathering places will foster a lively public realm and integrate with the new subway stations creating hubs of round-the-clock vitality.

The Broadway Plan is expected to be presented for Council's consideration in May 2022.

**Development Cost Levy By-laws** – Under Section 31.A of the Vancouver Development Cost Levy By-Law No. 9755 (the “DCL By-law”), projects that meet the by-laws’ definition of “for-profit affordable rental housing”, a term specifically used by the province in Section 523D(10.3)(a) of the Vancouver Charter, are eligible for a DCL waiver for the residential portion of the development. The DCL By-law establishes maximum unit sizes and maximum average rents by unit type for the project to be eligible for the waiver. Current rental rates and unit sizes are outlined in the Rental Incentives Program Bulletin and are updated on an annual basis.

Staff note that the term “for-profit affordable rental housing” as defined by the Vancouver Charter, and used in related to the DCL By-law does not necessarily create rental units that are affordable to all Vancouver residents. The DCL waiver provides opportunities for the creation of a range of rental levels, in accordance with the housing continuum objectives of the *Housing Vancouver Strategy*.

## **Strategic Analysis**

### **1. Proposal**

The application proposes a 39-storey mixed-use building with a floor area of 29,568.6 sq. m (318,273 sq. ft.) with a FSR of 12.30 and proposed building height of 124.0 m (407 ft.).

The proposal includes commercial space on the ground level and a grocery store on the second level totalling 3,066.0 sq. m (33,002 sq. ft.), office space totalling 9,477.8 sq. m (102,018 sq. ft.) in the podium, and secured rental residential floor area in the tower totalling 17,024.8 sq. m (183,253 sq. ft.). There are 223 secured rental units including 20% of the residential floor area provided at below-market rental rates. A minimum of 35% of all rental units will be two or more bedrooms.

**Figure 2: Proposed Development (View looking east along West Broadway)**



## **2. Land Use**

The rezoning application proposes a mixed-use building with commercial uses consisting of retail, service, and office uses consistent with the existing C-3A zoning. Residential use is also proposed as secured market rental units with 20% of the residential floor area as below-market units.

The subject site is located within the Broadway Corridor Area in the *Metro Core Plan* which seeks to increase mixed-use residential/commercial capacity on future transit investment. The emerging directions in Phase 2 of the *ELER* further reinforce the economic nature of the Central Broadway area, and encourage job generating uses. Staff have assessed the application and conclude that the proposed land uses meet the intent of the *Metro Core Plan* and *ELER*, and aligns with the pending Broadway Plan's Refined Directions.

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

The subject property is located at a prominent and strategically important intersection and will include the South Granville Station of the Broadway Subway. The station will be accessed from the south west corner of the subject site, giving this site even more local and regional significance as a focal point of intermodal activity in the area. Any development on this site has the potential to be an important urban placemaker for this area.

**Figure 3: View looking NE along Granville St.**

**Form of Development** – The building is proposed as a rectangular tower located on the western edge of the site atop an 8-storey podium. Setbacks at the east side of the upper levels of the tower and the podium scale the building down to the adjacent context along West Broadway. An office lobby, commercial spaces, and an entry into a second floor grocery store are located along West Broadway. Benches, large sliding windows, and a residential lobby entry animate the Granville Street frontage. The South Granville Station entry, sited in accordance with Broadway Subway design requirements, is accessed from a single point of entry off of a covered corner plaza.

When the initial development permit (“DP”) application was reviewed, the importance of the subway station entrance plaza and the treatment of the building massing above it was recognized as being a critical consideration. Subsequently, City staff prepared DP conditions of approval requiring further design development to increase the visual prominence and / or volumetric proportion of the plaza when viewed from multiple aspects of the public realm. A feature soffit, presenting as an angled slice at the

corner, was proposed by the applicant and ultimately approved by City staff. The Development Permit was subsequently issued based on this design response, with construction currently underway.

With this application, the applicant is proposing removal of the angled corner feature, presenting instead a flat soffit enclosing the building massing overtop the station entrance plaza (Figure 4). Staff recommend further design development to the building in recognition of the significance of this corner in establishing a new urban character for this area, enhancing the entry to the station entrance and noting the increase in density and height proposed

As the building will be one of the tallest on the south side of False Creek, visible from many significant public places on the Downtown peninsula, the manner by which the tower massing concludes at the uppermost storeys is an important design consideration. While staff recognize the attractive grid pattern of the façade treatment with balconies adding articulation, further design development is recommended to the make for an architecturally distinctive feature on the emerging Broadway skyline.

**Figure 4: Expression over transit plaza as approved (DP) (left) vs. rezoning application (right)**



**Density** - Current C-3A zoning (established in 1976) permits a density up to 3.0 FSR. Emerging directions for the *Broadway Plan* seek to support higher densities and height for housing and services at station areas. The proposed floor area is 29,568.6 sq. m (318,273 sq. ft.) with a density of 12.30 FSR, and is a departure from current zoning.

Locating higher density mixed-use development around centrally-located transit stations, such as South Granville, provides convenient access to mass transit for the highest number of people and attracts more services contributing to the walkability of the area. This is reflected in the Refined Directions of the *Broadway Plan*, which anticipates intensified jobs space, housing, retail, and service uses concentrated with greater density within the station areas. As the proposal is consistent with the objectives of the Refined Directions and related policies including the *Metro Core Jobs & Economy Land Use Plan*, staff support the density as proposed subject to the Conditions of Approval in Appendix B.

**Height** - Per the *C-3A District Schedule* and the *Central Broadway C-3A Urban Design Guidelines*, the maximum height currently permitted at the subject site is 21.3 m. (70.0 ft.). This application proposes a 39-storey tower with a height of 124.0 m (407 ft.) to top-of-parapet, commensurate with the proposed density.

Staff have assessed the shadow analysis provided by the applicant and confirm the proposed building will shadow neighbouring properties during the spring and fall equinoxes, however no major public parks or plazas are shaded by this development. Shadowing along Granville Street between West Broadway and West 7th Avenue will occur from 10:30 am to just after 12:00 pm on the spring and fall equinoxes (see Appendix D).

The proposed height is consistent with the Refined Directions of the *Broadway Plan* which stipulates heights up to 30 to 40 storeys in station areas. Staff support the height proposed given the intentions for the area, and that the site is inclusive of a transit station, affordable housing and jobs space.

**Broadway Subway Design Requirements** - The design requirements of the Broadway Subway Stations are dictated by both TransLink's facility design standards as well as the Provincial Project Agreement. These design requirements inform all aspects of the station including its configuration and the required critical dimensions that govern the placement of

vertical circulation elements, fare control, ticketing equipment, system infrastructure, and signage as well as the overall station layout, volume and materiality.

All station entrances, including the one located at 1477 West Broadway, were designed by a consortium of consultants selected by the Province to deliver the Broadway Subway Project. The Broadway Subway Project was reviewed through a Design Advisory Process (DAP) and the City of Vancouver's parallel development review process for rapid transit projects. More information on the DAP process can be found [here](https://vancouver.ca/files/cov/broadway-subway-project.pdf) (vancouver.ca/files/cov/broadway-subway-project.pdf). The portion of the parcel where the station entrance is situated will be converted into a volumetric statutory right of way with ownership retained by British Columbia Rapid Transit Company Ltd. (BCRTC) on behalf of the Province.

Given the relatively small size of the original development parcels and the significant building program accommodated on-site, the applicant purchased (and subsequently closed) the existing north-south lane as well as additional property east of the lane. This additional land will accommodate the station program while ensuring necessary development considerations met. The City's Rapid Transit Office was involved throughout the process to ensure that the station placement did not preclude a future development proposal for the site that would address building setbacks and open space at grade.

Through the development review process, the applicant has made significant efforts to accommodate and integrate required transit system infrastructure within their property, such as additional seating, weather protection, and enhanced material choices to better integrate the transit plaza with the sidewalk. Staff are confident that the setbacks have been optimised given the set design criteria of the station.

**Urban Design Panel** – The Urban Design Panel (UDP) reviewed this application on December 8, 2021 and supported the proposal with recommendations (see Appendix E). The Panel shared supportive comments on the proposed height and density. Design recommendations included improvements to the public realm with a specific focus on overhead projections including the covered plaza, canopies and other weather protection, reconsideration of the grocery store access, and at grade accessibility considerations within the plaza including revision to the tapered stairs. The Panel's recommendations have been incorporated in to the design conditions in Appendix B.

#### 4. Housing

The *Housing Vancouver Strategy (Housing Vancouver)* and associated *3 Year Action Plan* is the culmination of a year-long process of gathering, synthesizing and testing new ideas and approaches to addressing housing affordability in Vancouver. The addition of new moderate income units and market rental units to the City's inventory contributes towards the *Housing Vancouver* target as shown in Figure 5.

New market rental and moderate income rental units are important parts of the housing continuum which help reduce pressure on the existing rental stock. Additional moderate income rental units ensure that more rental housing options are created that meet the affordability needs of those annually earning between \$30,000 and \$80,000 and restricts market access to these units through the use of eligibility criteria.

**Vacancy Rates** – Vancouver has exhibited historically low vacancy rates in the last 30 years. Between 2017 and 2019, prior to the COVID-19 pandemic, the average vacancy rate for

purpose built apartments in the South Granville/Oak area, based on the Canadian Mortgage and Housing Corporation (CMHC) Market Rental Survey, was approximately 0.6%. The vacancy rate in 2020 for the South Granville/Oak area was 2.4%, and is anticipated to return to the typical average rate post COVID, when the building is ready for occupancy. A vacancy rate between 3% and 5% is considered to be a balanced rental market.

**Figure 5: Progress Towards 10 Year *Housing Vancouver* Targets for Purpose-Built Market and Developer-Owned Below-Market Rental Housing as of December 31, 2021**

Housing Type	CATEGORY	10-YEAR TARGETS	Units Approved Towards Targets
<b>Purpose-Built Market Rental Housing Units</b>	Market Rental	16,000	8,275 (52%)
	Developer-Owned Below Market Rental	4,000	660 (17%)
	Total	20,000	8,935 (45%)

*Note that tracking progress towards 10-year Housing Vancouver targets began in 2017  
Unit numbers exclude the units in this proposal, pending Council's approval of this application*

**Housing Mix** – On July 13, 2016, Council adopted the *Family Room: Housing Mix Policy for Rezoning Projects* that requires a minimum of 35% of units to be suitable for families with children. These units are to be designed in accordance with the *High Density Housing for Families with Children Guidelines*.

This application provides for a broad cross section of household types and would deliver 80 family units (36%) across the project, thereby meeting the family unit requirements. A condition is included in Appendix B requiring that the proposal meet the 35% family unit requirements in both the market rental and moderate income rental portions of the proposal. The unit mix is illustrated in Figure 6, and generally complies with the unit mix guidelines in the *Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available Incentives* for the moderate income and market rental units.

**Figure 6: Proposed Unit Mix**

Unit Type	Market Units and Moderate Income Units
Studio	60 (26.9%)
One-bedroom	83 (37.2%)
Two-bedroom	61 (27.3%)
Three-bedroom	19 (8.5%)
Total	<b>223</b>

**Proposed Rents and Income Thresholds** – In 2016, the median household income in the Fairview neighbourhood was \$69,337. The applicant must provide only 100% secured rental units with a minimum of 20% of residential floor area as moderate income units. This application would deliver approximately 174 market rental units with 49 units to be rented at rates that meet the affordability requirements of moderate income households under the MIRHP Program, as illustrated in Figure 7.

**Figure 7: Comparable Average Moderate Income and Market Rents (Westside)**

	Proposed Average Unit Size (sq. ft.)	Moderate Income Units		Newer Market Rental Buildings – Westside	
		Average Starting Rents	Average Household Income Required <sup>1</sup>	Average Market Rent <sup>2</sup>	Average Household Income Required
Studio	434	\$950	\$38,000	\$1,832	\$73,280
1-bed	504	\$1,200	\$48,000	\$1,975	\$79,000
2-bed	690	\$1,600	\$64,000	\$2,804	\$112,160
3-bed	966	\$2,000	\$80,000	\$3,349	\$133,960

1. As per CMHC, affordable housing is defined as shelter costs equal to less than 30% of total before-tax household income, and these values represent the average minimum household income required for the average unit according to the CMHC definition. The actual rents and income required will be a range.
2. Data from the October 2020 CMHC Rental Market Survey for apartments in purpose-built rental buildings completed in the year 2011 or later on the Westside of Vancouver.

To be eligible for moderate income rental housing, a household must have a gross annual income that meets the requirements for the specific unit type, and there must be at least one household member per bedroom. The eligibility requirements are described in further detail in the *Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available Incentives* document. All residents in the building will have equal access to common indoor and outdoor amenities and facilities illustrated in the architectural drawings in Appendix D.

The market rental housing component will provide options that are significantly more affordable than home ownership as illustrated in Figure 8.

**Figure 8: Home-Ownership Costs of a Median-Priced Unit (Westside)**

	Monthly Costs Associated with Purchase of Median Priced Unit - Westside	Average Household Income Required to Afford Costs of Ownership	20% Down Payment Amount
Studio	\$2,569	\$102,776	\$99,050
1-bed	\$3,191	\$127,654	\$124,600
2-bed	\$4,812	\$192,492	\$186,600
3-bed	\$7,809	\$312,350	\$309,000

1. Based on the following assumptions: median of all BC Assessment apartment sales prices in Vancouver Westside in 2020 by unit type, 20% down payment, 5% mortgage rate (in line with Bank of Canada conventional rate), 25-year amortization, \$150 to \$250 monthly strata fees and monthly property taxes at \$2.92 per \$1,000 of assessed value (2020 assessments and property tax rate).

**Security of Tenure** – All 223 units in the project will be secured as rental through a Housing Agreement and a Section 219 Covenant for the longer of 60 years and the life of the building. The agreement is to be enacted by Council by by-law and registered on title to secure starting rents for the moderate income units (as per Figure 7), and will prohibit the stratification and separate sale of individual units. The agreement will also limit the rates at which rents for the moderate income units may be increased, even on a change in tenant. Annual reporting on the operation of the moderate income units will be required and will contain information including rents and verification of tenant eligibility. The addition of new moderate income units and market

rental units contributes towards *Housing Vancouver* targets. Conditions related to securing the units are contained in Appendix B.

**Existing Tenants** – As there are no existing residential units on the site, a Tenant Relocation Plan is not required.

## 5. Transportation and Parking

Vehicle and bicycle parking are provided on six levels of underground parking, accessed from the existing rear lane. The application proposes 285 vehicle parking spaces, 507 bicycle spaces, and 7 loading spaces. The approved development permit included parking and loading to accommodate the requirements of this rezoning application. The proposal has not changed from the approved development permit with regards to the parking provision. Conditions included in Appendix B require the proposal meet the requirements of the Parking By-law.

**Nearby Transportation Infrastructure** – The site is well-served by rapid transit and existing bicycle networks, and will be integrated with the South Granville Station. The subway will be a 6 km tunnelled extension of the Millennium Line from VCC-Clark Station to Arbutus Street. Construction on the extension has begun with the South Granville Station set to open in 2025. West Broadway and Granville Street also have frequent bus service along the corridors.

The site is located two blocks south of the 7th Avenue bikeway and one block north of the 10th Avenue bikeway, connecting the site to the protected bikeways along Burrard Street, Arbutus Street and the False Creek seawall.

## 6. Environmental Sustainability and Natural Assets

**Green Buildings** – The *Green Buildings Policy for Rezoning*s 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 *Green Buildings Policy for Rezoning*s under the low emissions green buildings requirements. The low emissions green buildings pathway represents City priority outcomes, establishing limits on heat loss, energy use, and greenhouse gases, and drawing on industry best practices to create more efficient, healthy and comfortable homes and workplaces. The applicant has submitted preliminary energy modelling analysis detailing building performance strategies to meet the energy use intensity, greenhouse gas and thermal demand targets.

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

There are no existing trees on the site or on City property adjacent to the development. See Appendix B for landscape and tree conditions.

**Public Input**

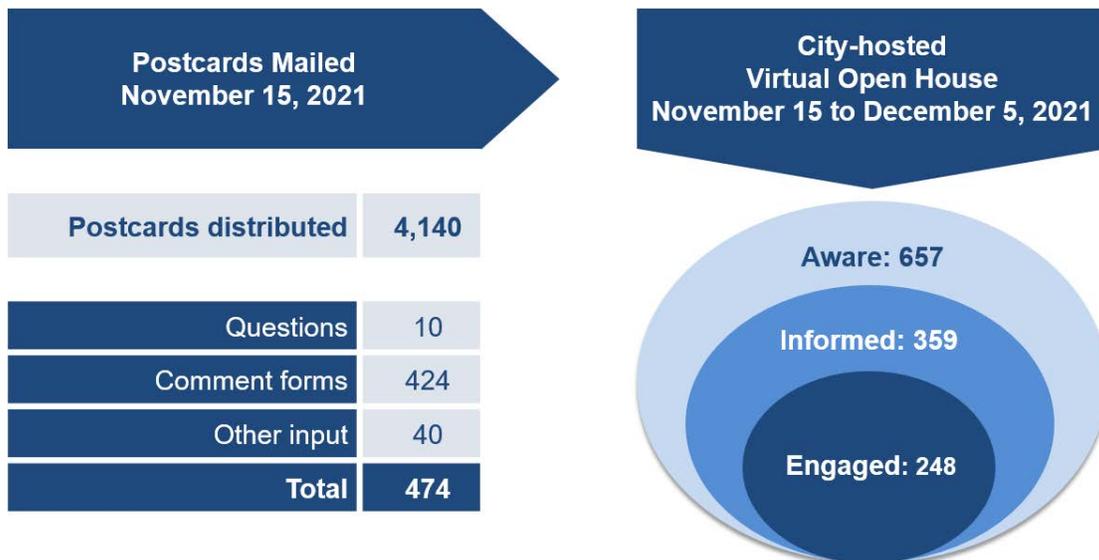
**Public Notification** – A rezoning information sign was installed on the site on September 21, 2021. Approximately 4,140 notification postcards were distributed within the neighbouring area on or about November 15, 2021. Notification and application information, as well as an online comment form, was provided on the City’s new digital engagement platform *Shape Your City Vancouver* ([shapeyourcity.ca/](https://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 November 15, 2021 to December 5, 2021 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. A total of 474 submissions was received. A summary of all public responses may be found in Appendix F.

**Figure 9: Overview of Notification and Engagement**



Below is a summary of feedback received from the public by topic and ordered by frequency.

Generally, comments of support fell within the following areas:

- **Building height, massing, density and context:** The building height, massing, density and context is appropriate for this location on a busy arterial and future Skytrain station. The project will be in close proximity to Vancouver General Hospital, City Hall as well as the Downtown core, residents will also have direct access to transit. This type of project is a great addition to the Broadway Corridor and South Granville that will make the area more vibrant.
- **Rental and affordable housing:** Additional rental housing units being built in the City is much needed. Having 20% of units at below market rates will benefit moderate income earners find affordable accommodation without having to relocate outside the City.
- **Transit oriented development:** Building directly on top of the Skytrain station is good use of limited land resources. Increased density at or around transit stations or hubs is much needed as it tackles the climate emergency by creating more walkable neighbourhoods with less reliance on motor vehicles as well as address the ongoing housing crisis.
- **Retail space:** The inclusion of retail is a welcome addition to this development as well as the South Granville area, especially the proposed grocery store.
- **Office space:** Creation of more office space outside the Downtown core is needed to generate more employment opportunities especially around the Broadway Corridor.

Generally, comments of concern fell within the following areas:

- **Building height, massing, density and context:** Too much density and height proposed. This project will affect views, create shadowing to neighbouring buildings and streets as well as create wind tunnels. The proposed building does not fit with the surrounding neighbourhood context and will contribute to the loss of the current neighbourhood character.
- **Process:** Lack of transparency on the Broadway Plan process, having rezonings being considered before the Plan is completed is a concern, as there is a lack of proper consultation.
- **Parking:** The amount of parking proposed is a concern as it hinders the project from achieving more affordable below market units. The amount of parking is also unnecessary, as there is direct access to transit. The lack of available street parking is a growing concern for neighbouring residents and the increase in density will only exacerbate this issue further.
- **Community Amenities:** The surrounding schools, community centers and other neighbourhood amenities are at capacity and will not be able to accommodate more people. The developer is not doing enough to address these capacity issues.

## Response to Comments

**Height, Density and Neighbourhood Fit** – The proposed height is aligned with the Broadway Plan Phase 3 Refined Directions where building heights of 20 to 40 storeys for rental and strata ownership housing, job space, and amenities are anticipated, with the tallest buildings near the South Granville Station.

As confirmed through internal shadow analyses, shadowing along Granville Street between West Broadway and West 7th Avenue will occur from 10:30 am to just after 12:00 pm on the spring and fall equinoxes. No major public parks or plazas are shaded by this development at the equinoxes.

**Process** – In July 2021, Council instructed staff to consider the rezoning application as an exceptional circumstance while the Broadway Planning process is underway.

**Parking** – Rezoning conditions in Appendix B require that the project meet the requirements of the Parking By-law.

**Amenities** – As the surrounding community grows, there will be a need for the renewal, replacement and expansion of amenities and infrastructure to meet the residents' daily needs. The Broadway Plan will include a public benefits strategy (PBS) for the delivery of amenities and infrastructure in the plan area. The PBS will have a 10-year capital strategy that aligns current and future service needs with funding sources such as developer contributions (i.e. development cost levies and community amenity contributions), partner contributions from senior governments and non-profits, and city contributions through property tax, utility fees and user fees.

## PUBLIC BENEFITS

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

The application is subject to the Community Amenity Contributions Policy for Rezonings with CACs based on a negotiated contribution. The proposal includes 100% of the residential floor area as rental housing comprised of 223 residential units of secured market rental housing (non-stratified) for the longer of 60 years and the life of the building. Of the total rental residential floor area, 20% will be provided as below-market rental housing at moderate income rental rates with rents capped at the RTA annual allowable rental increase regardless of a change in tenancy.

The public benefit achieved for this application is the 100% rental residential floor area with a provision of 20% below-market rental housing. Real Estate Services staff have reviewed the applicant's development pro forma and concluded that no cash CAC contribution is required.

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

The site is currently subject to City-wide and Utilities DCL. DCLs are payable at building permit issuance based on rates in effect at that time and the floor area proposed at the development permit stage.

The applicant has requested a waiver of the City-wide DCL attributed to the residential floor area qualifying as “for-profit affordable rental housing”, as permitted under Section 3.1A of the DCL By-law. A review of how the application is expected to meet the waiver criteria is provided in Appendix G.

The DCL By-law requires that where rents are determined under section 3.1A(d), they are to apply at initial occupancy. A final rent roll that sets out the initial monthly rents will be required prior to issuance of the occupancy permit in order to ensure compliance with the DCL By-law. The City will ensure that average unit sizes do not exceed the maximum thresholds set out by DCL By-law through the Development Permit application process.

Based on the DCL by-laws in effect as of September 30, 2021 and the proposed 183,253 sq. ft. of residential floor area and 135,020 sq. ft. of commercial floor area, \$4,652,617 of DCLs would be expected from this development. The value of the waiver of the City-wide DCLs for the residential floor area is approximately \$3,342,535.

Note that the 2019 approved development and building permits are expected to be replaced with revised building and development permits on the proposed rezoning, if the rezoning application is approved. Previously received DCL payments for those permits would be expected to be credited to the revised DCL balance.

DCL by-laws are subject to future adjustments by Council, including annual inflationary rate adjustments. 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 application is subject to the *Public Art Policy and Procedures for Rezoned Developments* as the proposed floor area meets the minimum 9,290 sq. m (100,000 sq. ft.). Applicants may elect to provide on-site artwork or cash-in-lieu (at 80% of the public art budget), which must be discussed with Public Art staff before by-law enactment.

The public art budget will be calculated on the floor area proposed at the development permit stage. Based on the 2016 rate, the public art budget is estimated to be \$630,181. As a condition of by-law enactment, a legal agreement is required to be registered on title to specify and define all obligations with respect to the elected option.

See Appendix H for a summary of all of the public benefits expected from this application.

### **FINANCIAL IMPLICATIONS**

As noted in the Public Benefits Section, the public benefit for this application is the 100% rental residential floor area with 20% of the floor area providing below-market rental units, secured by a Housing Agreement. No cash CAC contribution is applicable.

The 223 units of secured rental housing, including approximately 49 moderate income units, will be privately owned and operated, secured by a Housing Agreement and Section 219 Covenant for 60 years or the life the building.

Based on the DCL by-law and rates in effect as of September 30, 2021, it is estimated that the project will pay \$4,652,617 in DCLs. The project is expected to qualify for a waiver of the City-wide DCLs for the residential floor area of approximately \$3,342,535. As noted in the Public Benefits section of the report, previous DCL payments would be expected to be credited to the revised DCL balance.

If the rezoning application is approved, the applicant will be required to provide new public art on site at an estimated value of approximately \$630,181 or make a cash contribution for off-site public art for 80% of that amount.

### **CONCLUSION**

Staff have reviewed the application to rezone 1477 West Broadway from C-3A to CD-1 to permit development of a 39-storey mixed-use building. Staff conclude that the application is consistent with the objectives of the Metro Core Jobs and Economy Land Use Plan and the Employment Lands and Economy Review. This application is in alignment with the Phase 3 Refined Directions which is expected to be brought forward to Council as part of the Broadway Plan. If approved, this application would contribute 223 secured rental residential units to the City's rental housing stock serving households with a range of incomes.

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

\* \* \* \* \*

**1477 West Broadway  
PROPOSED CD-1 BY-LAW PROVISIONS**

Note: A By-law to rezone an area to CD-1 will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

**Zoning District Plan Amendment**

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan 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 on Schedule A is hereby designated CD-1 (\_\_\_).

**Definitions**

3. Words in this by-law have the meaning given to them in the Zoning and Development By-law, except that:
  - (a) for the purpose of calculating the total dwelling unit area for section 5.1 of this By-law, "Dwelling Unit Area" is the floor area of each dwelling unit, measured to the inside of all perimeter walls excluding any floor area as required by section 6.4 of this By-law; and
  - (b) "Moderate Income Rental Housing Units" means dwelling units that meet the requirements of approved Council policies and guidelines for Moderate Income Rental Housing, as secured by a housing agreement registered on title to the property.

**Uses**

4. Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 (\_\_\_) and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
  - (a) Cultural and Recreational Uses;

- (b) Dwelling Uses, limited to Dwelling Units in conjunction with any of the uses listed in this section;
- (c) Institutional Uses;
- (d) Office Uses;
- (e) Retail Uses;
- (f) Service Uses;
- (g) Transportation and Storage Uses; limited to Transit Station;
- (h) Utility and Communication Uses; and
- (i) Accessory Uses customarily ancillary to the uses permitted in this section.

### **Conditions of Use**

- 5.1 A minimum of 20% of the total dwelling unit area must be moderate income rental housing units.
- 5.2 The design and layout of at least 35% of the total number of moderate income dwelling units and at least 35% of the total number of other dwelling units must:
  - (a) be suitable for family housing; and
  - (b) include two or more bedrooms.
- 5.3 No portion of the first storey of a building to a depth of 10.7 m from the front wall of the building and extending across its full width may be used for residential purposes except for entrances to the residential portion.
- 5.4 All commercial uses and accessory uses must be carried on wholly within a completely enclosed building except for:
  - (a) Farmers' Market;
  - (b) Neighbourhood Public House;
  - (c) Public Bike Share;
  - (d) Restaurant; and
  - (e) Display of flowers, plants, fruits and vegetables in conjunction with a permitted use.
- 5.5 The Director of Planning may vary the use conditions of section 5.4 to permit the outdoor display of retail goods, and may include such other conditions as the Director of Planning deems necessary, having regard to the types of merchandise, the area and

location of the display with respect to adjoining sites, the hours of operation and the intent of this By-law.

### **Floor Area and Density**

- 6.1 Computation of floor area must assume that the site area is 2,404.1 m<sup>2</sup>, being the site area at the time of the application for the rezoning evidenced by this By-law, prior to any dedications.
- 6.2 The floor space ratio for all uses combined must not exceed 12.30.
- 6.3 Computation of floor area must include all floors having a minimum ceiling height of 1.2 m, both above and below base surface, measured to the extreme outer limits of the building.
- 6.4 Computation of floor area and dwelling unit area must exclude:
- (a) balconies and decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:
    - (i) the total area of all such exclusions must not exceed 12% of the floor area being provided for dwelling uses and 8% of the floor area being provided for all other uses; and
    - (ii) the balconies must not be enclosed for the life of the building;
  - (b) patios and roof decks, if the Director of Planning first approves the design of sunroofs and walls;
  - (c) unenclosed outdoor areas underneath the building overhangs at grade, and under canopies providing weather protection at grade and at building entrances, except that such areas must remain unenclosed for the life of the building;
  - (d) 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; and
  - (e) all residential storage area above or below base surface, except that if residential storage area above base surface exceeds 3.7 m<sup>2</sup> for a dwelling unit, there will be no exclusion for any of the residential storage area above base surface for that unit.
- 6.5 Computation of floor area may exclude, at the discretion of the Director of Planning or Development Permit Board, amenity areas accessory to a residential use, to a maximum of 10% of the total floor area being provided for dwelling uses.

- 6.6 Where floor area associated with residential storage area is excluded, a minimum of 20% of excluded floor area above base surface must be located within the moderate income rental housing units as storage area.

### **Building Height**

- 7.1 Building height, measured from base surface to top of parapet, must not exceed 124.0 m.
- 7.2 Despite the provisions of section 7.1 of this By-law and of section 10.18 of the Zoning and Development By-law, if the Director of Planning permits common indoor rooftop amenity space, the height of the portion of the building used for the common indoor rooftop amenity space must not exceed 128.6 m.
- 7.3 Despite sections 7.1 and 7.2 of this By-law and section 10.18 of the Zoning and Development By-law, the Director of Planning may permit a greater height than otherwise permitted for roof top appurtenances such as stairs, elevators, elevator machine rooms, mechanical screens, a vestibule accessing a green roof, or similar features, as well as trellises or shading structures that are part of a rooftop outdoor amenity space, if the Director of Planning first considers:
- (a) siting and sizing in relation to views, overlook, shadowing, and noise impacts; and
  - (b) all applicable policies and guidelines adopted by Council.

### **Horizontal Angle of Daylight**

- 8.1 Each habitable room must have at least one window on an exterior wall of a building.
- 8.2 The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24.0 m.
- 8.3 Measurement of the plane or planes referred to in section 8.2 must be horizontally from the centre of the bottom of each window.
- 8.4 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement if:
- (a) the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council, and
  - (b) the minimum distance of unobstructed view is not less than 3.7 m.
- 8.5 An obstruction referred to in section 8.2 means:
- (a) any part of the same building including permitted projections; or

(b) the largest building permitted under the zoning on any adjoining site.

8.6 A habitable room referred to in section 8.1 does not include:

(a) a bathroom; or

(b) a kitchen whose floor area is the lesser of:

(i) 10% or less of the total floor area of the dwelling unit; or

(ii) 9.3 m<sup>2</sup>.

### Acoustics

9. A development permit application for dwelling uses must include an acoustical report prepared by a registered professional acoustical engineer demonstrating that the noise levels in those portions of the dwelling units listed below will not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq24) sound level and will be defined simply as noise level in decibels.

Portions of dwelling units	Noise levels (Decibels)
Bedrooms	35
Living, dining, recreation rooms	40
Kitchen, bathrooms, hallways	45

\* \* \* \* \*

**1477 West Broadway  
CONDITIONS OF APPROVAL**

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

**PART 1: CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT**

*Note: Consideration by Council at the Public Hearing of the proposed form of development is in reference to plans prepared by Musson Cattell Mackay Partnership, received August 12, 2021 and provides that the Director of Planning may allow minor alterations to this form of development when considering the detailed scheme of development submitted with the development application.*

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

**Urban Design**

- 1.1 Design development to improve the performance of the southwest corner of the podium over the transit entrance plaza as a pedestrian-oriented, visually accessible, and distinctive urban placemaker by way of the following:
  - (a) Removing the building massing directly overtop of the entrance plaza up to the underside of Level 4, or, introducing a visually significant architectural feature that measurably increases the volumetric area of the entrance plaza and distinctively mark the corner when viewed from multiple aspects;

Note to Applicant: the volumetric area and design of the transit entrance should be proportional to the significant mass, height, and density of the podium and tower. This may result in minor impacts to the floor area of the above grade grocery store. The flat soffit over this important public realm is not supported. Exploring the removal of the large column at the corner as a means to open up the plaza is encouraged.
  - (b) Extending the feature column at the corner to the underside of Level 4, and providing at the time of the development permit application detail drawings demonstrating the architectural and material qualities of the column independent of a future public art piece;
  - (c) Note to Applicant: as the provision of public art on the column will not be secured until the conclusion of the discretionary City of Vancouver Public Art Process, and it may be resolved by way of this process that public art is not supported at this location, the column must be designed to a high architectural standard integral to the overall architectural concept of the building. A standard concrete column is not appropriate for this high profile location. The column should be designed as a distinctive architectural feature, must be clad in a durable high-quality material or finish to mitigate intentional damage, and should include accommodations for the

easy installation of public art in the future with minimal disruption to the performance of the entrance plaza. Also refer to Urban Design condition 1.5 (b), CPTED condition 1.6 (d), and Public Art condition 2.11.

- (d) Giving consideration to relocating the entrance to the proposed grocery store from the east side of the site to a location directly off of the entrance plaza in place of the CRU proposed, with interior space at grade designed to augment the transit crush space function of the plaza;

Note to Applicant: the grocery store represents an important and needed commercial amenity to the neighbourhood and is strongly supported. Providing access directly off of the entrance plaza will maximize the strategic adjacency of a grocery store with a high-volume transit station. If the applicant determines not to pursue this redesign, a rationale should be provided at the time of the development permit application. Also refer to Urban Design condition 1.5(c).

- (e) Giving consideration to using the massing and expression of the upper levels of the podium and the tower to architecturally hallmark the corner of the site when seen from near views and more distant aspects, and;

Note to Applicant: the high profile nature of this corner site affords this building significant opportunities to be a landmark on the skyline. A design that more comprehensively responds to its corner condition from base to top of building is recommended. Also refer to Urban Design condition 1.2.

- (f) Giving consideration to design strategies that more clearly denote at an architectural scale the intended use of Level 3 without relying on large architectural signage.

Note to Applicant: suggested design strategies include introducing large operable windows or semi-enclosed patio spaces with displays of fresh produce, flowers, or outdoor seating particularly toward the northwest corner; orienting customer service or checkout areas near glazing units; or, other high-quality interior design features reflective of the prospective tenant's corporate image which visually enhance the public realm. Large commercial signage directly above the transit entrance is not supported as it detracts from the importance of the corner plaza and the architecture of the building. Given the high pedestrian and passenger volumes anticipated for the site, pedestrian scale signage that provides visual interest at the public realm level must be provided.

- 1.2 Design development to significantly improve the performance of the tower as an architecturally distinctive element of the Broadway skyline. This may be achieved by way of the following design strategies:

- (a) Introducing additional stepping from the north at the tower's uppermost levels;

Note to Applicant: this may impact achievable residential density. Consideration may be given to relocating residential density to above the podium.

- (b) Introducing architectural elements to the roof level intended to visually “crown” the top of the building;
- (c) More clearly referencing the strong gridded shadow-box expression of the podium façades up the height of the tower, and refining the expression of the podium so that the two building elements better correlate;
- (d) Using balcony projections to reinforce the overall architectural concept;

Note to Applicant: as proposed, the arrangement of the balconies appears to conflict with the overall architectural design strategy of the façades, and adds to visual mass.

- (e) Adding a rooftop common amenity room in keep with the provisions in the CD-1 By-law, with substantial landscape features visible from multiple aspects, and/or;

Note to Applicant: the building will be highly visible from multiple public viewpoints on the downtown peninsula and particular attention must be given to the unique role it will play in shaping the south-of-False Creek skyline for decades to come. Also refer to Urban Design condition 1.5(a) and Landscape condition 1.10.

- (f) Other similar architectural design strategies intended to add visual interest and articulation to the uppermost storeys of the building.

Note to Applicant: the building will be highly visible from multiple public viewpoints on the downtown peninsula and particular attention must be given to the unique role it will play in shaping the south-of-False Creek skyline for decades to come. Also refer to Urban Design condition 1.5(a) and Landscape condition 1.10.

- 1.3 Design development to the Level 9 mechanical floor to present a more sympathetic interface with West Broadway and Granville Street by way of the following suggested design strategies:

- (a) Relocating all mechanical ventilation to facades oriented toward the lane;
- (b) Treating mechanical louvers visible from the public realm as high-quality, intentional design elements integral with the architectural expression of the building, and/or;
- (c) Exploring alternative locations for the mechanical plant with less potential visual impact to the public realm.

Note to Applicant: while the complexity of the functional program of the building may necessitate a large mechanical plant at a lower level, it can negatively impact the overall urban design performance of the building. Particular design rigour is required to ensure this floor is designed as an intentional architectural design element that reinforces the overall concept of the building. Relocating all mechanical louvers away from the public realm is strongly encouraged.

- 1.4 Confirmation that the design of the proposed development will remain sympathetic to the station entrance design through all stages of the approvals process with respect to the following considerations:

- (a) Form and massing of the overbuild to ensure a continuous streetwall along the Broadway frontage, with no perceptible gaps so that the development overall presents as a singular, cohesive building;
- (b) Glazing and cladding systems, including all required components (mullions, clips, trim, etc.), consistent with regard to colour, tint, coating, finish selections as well as spacing and module size;
- (c) Paving treatment, with respect to colour, finish, module and placement, within the transit plaza immediately outside the station entrance to complement and correspond to the flooring selection within the enclosed station entrance;
- (d) Transit supportive sites amenities, such as, seating, cycling facilities, weather protection and other site furnishings;
- (e) Transit system infrastructure, such as fire and life safety equipment, ventilation grates, signage, lighting and bollards to be accommodated by the development and integrated into the building design overall so as to not encumber but rather enhance the public realm; and
- (f) Secondary station entrance door including provision for future structural, electrical and other systems requirements.

1.5 Provision at the time of the development permit application of the following:

- (a) Perspective images taken from key points along the False Creek seawall, including from adjacent George Wainborn Park and the Hornby Street Aquabus dock, demonstrating the proposed tower's visual contribution to the skyline of West Broadway;
- (b) An architectural lighting strategy intended to provide for visual interest from multiple aspects, and pedestrian comfort at the public realm at all hours;
- (c) A proposed floor layout of the above-grade grocery store demonstrating that due consideration has been given to maintaining a high level of visual access from the public realm into the interior of the store;

Note to Applicant: the grocery store will add a welcome level of physical and visual activity to the area at all hours. To reinforce this, street-facing edges of the grocery store should generally be free of shelving or other store fixtures that block views from and into the store. Additional consideration should be given to the potential impacts of light pollution generated by large areas of commercial down-lighting often used in grocery stores on the performance of the public realm at night. An architecturally integral approach to mitigating glare from commercial down-lighting is strongly encouraged;

- (d) Space planning of the grocery store to place activities of visual interest near glazing, such as displays, food preparation, flowers, etc.; and

- (e) Confirmation that the high-quality and distinctive material palette proposed at the time of the rezoning application will be maintained through all stages of design development, approvals, and construction.

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

- 1.6 Design development to respond to CPTED principles, having particular regard for:
  - (a) Theft in the underground parking;
  - (b) Residential break and enter;
  - (c) Mail theft; and
  - (d) Intentional damage such as vandalism.

### **Transit Interface**

- 1.7 Confirmation that the design of the proposed development will remain sympathetic to the station entrance design through all stages of the approvals process with respect to the following considerations:
  - (a) Form and massing of the overbuild to ensure a continuous streetwall along the Broadway frontage, with no perceptible gaps so that the development overall presents as a singular, cohesive building;
  - (b) Glazing and cladding systems, including all required components (mullions, clips, trim, etc.), consistent with regard to colour, tint, coating, finish selections as well as spacing and module size;
  - (c) Paving treatment, with respect to colour, finish, module and placement, within the transit plaza immediately outside the station entrance to complement and correspond to the flooring selection within the enclosed station entrance;
  - (d) Transit supportive sites amenities, such as, seating, cycling facilities, weather protection and other site furnishings;
  - (e) Transit system infrastructure, such as fire and life safety equipment, ventilation grates, signage, lighting and bollards to be accommodated by the development and integrated into the building design overall so as to not encumber but rather enhance the public realm; and
  - (f) Secondary station entrance door including provision for future structural, electrical and other systems requirements.

### **Landscape Design**

- 1.8 Design development to enhance the public realm treatment.

Note to Applicant: This can be achieved by addition of landscape planting which soften the edges and enhance visual interest.

- 1.9 Design development to enhance the presentation to the lane by:
- (a) Adding vines to blank wall facades, 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 screening the walls improve greenery at the ground level.

- 1.10 Design Development to improve sustainability and visual interest of the tower by the provision of a usable outdoor amenity space and substantial green roof on the roof top level, with further opportunities for communal gathering;

Note to Applicant: Refer to Urban Design condition 1.2(e).

- 1.11 Design development to the Integrated Rainwater Management Strategy to explore opportunities for onsite rain water infiltration and soil absorption, as follows:

- (a) Maximize natural landscape best management practises;
- (b) Minimize the necessity for hidden mechanical water storage;
- (c) Increase the amount of planting to the rooftop areas, where possible;
- (d) Use permeable paving;
- (e) Employ treatment chain systems (gravity fed, wherever possible); and
- (f) Use grading methods to direct water to soil and storage areas.

Note to Applicant: Refer to the City of Vancouver Integrated Rainwater Management Plan (I.R.M.P), Vol.1 & 2 for further information. A consulting engineer (subject matter expert) will need to be engaged and early phase soil analysis will be needed. Further comments may be outstanding at the development permit stage.

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

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

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

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

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

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

- 1.15 Provision of a "Tree Management Plan".

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

Note to Applicant: New street trees to be shown and confirmed on the development permit plans. Contact Engineering 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 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches in. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion*".

- 1.17 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.

- 1.18 Provision of an outdoor Lighting Plan.

## Housing

- 1.19 The unit mix to be included in the Development Permit drawings, includes 26.9% studios, 37.2% one-bedroom units, 27.3% two-bedroom units, and 8.5% three-bedroom

units, should generally comply with the unit mix guidelines in the Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available Incentives for the moderate income and market rental units, and must include a minimum of 35 percent family units (two-bedroom and three-bedroom units) for the moderate income and market rental units.

Note to Applicant: The unit mix may only be varied under the discretion of the Director of Planning or Development Permit Board.

- 1.20 The moderate income rental units to be distributed throughout the building to the greatest extent possible, while taking into consideration the required family unit mix and financial constraints of the building, to the satisfaction of the General Manager of Planning, Urban Design and Sustainability.
- 1.21 The development should be designed in accordance with the High-Density Housing for Families with Children Guidelines, including but not limited to the provision of:
- (a) Common outdoor amenity area to include areas suitable for a range of children's play activities and urban agriculture, and situated to maximize sunlight access;
  - (b) A minimum of 2.3 sq. m (24.7 sq. ft.) of bulk storage for each dwelling unit, with in suite storage highly encouraged for all family units;
  - (c) Multi-purpose indoor amenity spaces to allow for the greatest range of uses, and should include a wheelchair accessible washroom and kitchenette; and
  - (d) A private open space (e.g. balcony) for each unit which is a minimum of 1.8 m deep by 2.7 m wide.

### Sustainability

- 1.22 All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezoning*s (amended May 2, 2018), including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or alternate near zero emissions standard approved by the Director of Sustainability), or Low Emissions Green Buildings. 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*s – *Process and Requirements* (amended April 28, 2017 or later).

## Engineering

- 1.23 Confirmation of whether the proposed development impacts the Major Road Network (MRN), as defined under the South Coast British Columbia Transportation Authority Act (<https://www.translink.ca/plans-and-projects/projects/roads-bridges-and-goods-movement> [translink.ca]). In the event it is confirmed the proposed development impacts the MRN, a Construction Management Plan shall be submitted directly to TransLink (MRN@translink.ca) with a copy of the correspondence provided to the City of Vancouver.

Note to Applicant: The City of Vancouver and TransLink have authority over the MRN as it relates to carrying out construction works on a City Street that is designated as a MRN.

- 1.24 Submission of 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: Construction of the Broadway Subway Project (BSP) has begun and street use around the BSP construction sites (mostly along Broadway and along Great Northern Way/2nd/6th Ave, but may include side streets such as Hemlock St) will be severely restricted; and access to and from your project site and availability of street use for construction will be impacted. This includes street use over sidewalk and/or travel lanes, as well as underground encroachment into City street right-of-way (e.g. shoring anchor). At this point, we do not yet have specific details on the restrictions; however, we would like to provide advance awareness, such that this is considered during early stages of your project. As the Broadway Subway project construction plans are developed further, we will be able to provide greater detail on how it could affect your property. If you have any further questions, please do not hesitate to contact us. You may find more information and sign up for regular email updates on the Province's website at <https://engage.gov.bc.ca/broadwaysubway>.

- 1.25 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: <https://www2.gov.bc.ca/gov/content/environment/air-land-water/water/water-licensing-rights/water-licences-approvals>

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

- 1.27 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.
- 1.28 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.
- 1.29 Provision of a landscape and site plan that reflect the improvements to be provided as part of the Services Agreement.
- 1.30 Provision of a signed, sealed and finalized Transportation Assessment and Management Study (TAMS), to the satisfaction of the General Manager of Engineering Services.
- 1.31 Provision of a Loading Management Plan (LMP), including the following:
  - (a) Clarification of how the loading facility will operate;
  - (b) Management of the facility, including on-site loading manager;
  - (c) Size of the largest delivery vehicle delivering to the site and the expected frequency of all of the deliveries;
  - (d) Specification of the routing of trucks from the arterial streets to and from the loading space;
  - (e) Clarification of the largest truck that the loading space(s) are designed to accommodate and provision of all vehicle dimensions;
  - (f) An expected Schedule of Loading Activity table for all uses;
  - (g) Identification of loading bays that can be used for unscheduled loading deliveries;
  - (h) Loading Management and Communications Protocol for all tenants; and
  - (i) Details of wayfinding and signage used for the Class A loading proposed in the underground parking.
- 1.32 Subject to acceptance of an approved Loading Management Plan (LMP), arrangements shall be made, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, requiring the Owner's compliance with the LMP.
- 1.33 Provision of a Shared Use Loading Agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the Class B loading spaces between the commercial and residential uses and labelling of the spaces as 'Residential and Commercial Loading'.

- 1.34 Design development to improve access and design of bicycle parking and demonstrate compliance with the Bicycle Parking Design Supplement by performing the following:
- (a) Provision of an alcove for the bike room access off the vehicle parking ramp and maneuvering aisle;
  - (b) Provision of automatic door openers for all doors providing access to bicycle storage rooms; and
  - (c) Provision of a minimum 1.2 m (4 ft) wide access route between the bicycle parking spaces and the outside.
- 1.35 Note on all ground level and parking level plans “Loading layout approved, subject to compliance with approved Loading Management Plan.”
- 1.36 Provision of the following information as part of the drawing submission at the development permit stage to facilitate a complete Transportation review:
- (a) All types of parking and loading spaces individually numbered and labelled;
  - (b) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates;
- Note to Applicant: These clearances must consider mechanical projections and built obstructions.
- (c) Details on the ramp/parkade warning and/or signal systems and locations of lights, signs and detection devices to be shown on the plans;
  - (d) Areas of minimum vertical clearances labelled on parking levels; and
  - (e) Indication of the stair-free access route from the Class A bicycle spaces to reach the outside.
- Note to Applicant: Stair ramps are not generally acceptable.
- 1.37 Provision of a draft final Rainwater Management Plan (RWMP) which includes the following:
- (a) General Requirements
    - i. Provide a summary of all catchment areas in a tabular form which includes the required capture and treatment, any direct capture and treatment achieved from adjacent surfaces, and storage capacities for that catchment. Catchments must be shown in a proposed site plan drawing or figure as part of the Final Rainwater Management Plan Report.
    - ii. Distinguish between Phase 1 and Phase 2 on the proposed site plan(s) and describe how staging of works as it relates to the proposed rainwater management system.

(b) Volume Reduction

- i. Provision of design specifics and details of all best management practices (BMP) to support the design claim for meeting target requirements. Coordinate with the landscape architect on the details specific to the landscape portion, such as proposed growing medium depth and grading of hardscapes into adjacent landscaping.
- ii. Prioritize methods of capture by Tier 1 best management practices. Opportunity for provision of a rainwater harvesting and reuse system was not detailed and exclusion was not justified. It is unclear why the total direct area capture from Tier 2 practices (landscaping) only account for 17% of the Volume Reduction requirement. Appropriate justifications must be stated to determine if exemptions may be granted for proposal of lower Tiers.

Note to Applicant: As Large Sustainable Development, there are additional requirements that need to be met above and beyond other rezoning applications such as the Potable Water Management and preliminary assessment indicate that it would be more than enough non-potable water demands from the proposed development to fully utilize over 70% of the average annual rainfall volume. An example Rainwater Harvesting Water Budget Spreadsheet may be provided for reference upon request.

- iii. Explore the feasibility of repurposing the proposed detention tank from phase 1 for rainwater reuse purposes or for the detention system to be augmented by a rainwater retention system to satisfy estimated non-potable water demands.

(c) Release Rate

- i. Update the peak flow calculations to use the 1:10 year return period with a minimum inlet time of 5 minutes. Travel time to be estimated by applicant. Ensure that the pre-development calculation uses the 2014 IDF curve values and the post-development calculation uses the 2100 IDF curve values.

Note to Applicant: The post-development calculations in Appendix D specified a 5-year, 10-minute event.

- ii. Use appropriate runoff coefficients for different surface types and ensure consistency in % imperviousness estimates for all relevant calculations.

Note to Applicant: The runoff coefficient for permeable patios over slab should be increased to reflect similar runoff potential of other hardscape surfaces and the increased runoff potential compared to landscaping on-slab. Currently the runoff coefficient for areas with permeable pavers is assumed to be even less than landscaping over-slab in Appendix C.

Note to Applicant: 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 RWMP will include all relevant details.

Please contact the City of Vancouver's Rainwater Management Review group for any questions or concerns related to the conditions or comments prior to resubmission with the DP application. A meeting may be scheduled upon request by contacting [rainwater@vancouver.ca](mailto:rainwater@vancouver.ca).

- 1.38 Provision of a Rainwater Management Agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services registered prior to issuance of a Development Permit.
- 1.39 Provision of a final RWMP, which includes a written report, supporting calculations, computer models and drawings to the satisfaction of the General Manager of Engineering Services and the City Engineer prior to the issuance of any building permit.
- 1.40 Provision of a final Operations and Maintenance (O&M) Manual for the rainwater management system to be included as an appendix in the RWMP Legal Agreement, to the satisfaction of the General Manager of Engineering Services and the City Engineer prior to the issuance of any building permit.
- 1.41 Submission of a Key Plan to the City for review and approval prior to submission of any third party utility drawings is required. The review of third party utility service drawings will not be initiated until the Key Plan is defined and achieves the following objectives:
  - (a) 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/engineering-design-manual.PDF>;
  - (b) All third party service lines to the development is to be shown on the plan (e.g., BC Hydro, Telus, Shaw, etc.) and the applicant is to provide documented acceptance from the third party utilities prior to submitting to the City.

Note to Applicant: Use of street for temporary power (e.g., temporary pole, pole mounted transformer or ducting) is to be coordinated with the city well in advanced of construction. Requests will be reviewed on a case by case basis with justification provided substantiating need of street space against other alternatives. If street use for temporary power is not approved, alternate means of providing power will need to be proposed. An electrical permit will be required.

- 1.42 When submitting Landscape plans, please place the following statement on the landscape plan; this plan is "NOT FOR CONSTRUCTION" and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Please contact Engineering, Development Services and/or your Engineering, Building Site Inspector for details.

## **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 and to the General Manager of Planning and Development, the General Manager of Arts, Culture and Community Services, the General Manager of Engineering Services, the Director of Facility Design and Management and the

Approving Officer, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

### **Engineering**

- 2.1 The new property line is labelled incorrectly as 'setback line' on some of the drawings. The property line should be properly denoted on the plans and all encroaching elements removed from all levels. It looks like there are some exterior building elements (Brise Soleil - Page 40) on the office levels that are encroaching into the 2' portion that was dedicated as lane on EPP98876 (see A212-A215). The lane bulge SRW (EPP99187) must remain clear of all obstructions – there appears to be some sort of compactor within this area shown on Level 1 adjacent to the loading area.
  
- 2.2 Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the Rezoning 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 all to the satisfaction of the General Manager of Engineering Services. No development permit for the Rezoning Site, or any portion thereof, or for any building or improvements thereon will be issued until the letter of credit, as security for the Services, is provided. The timing for the delivery of the Services shall be determined by the General Manager of Engineering Services in his sole discretion and holds shall be placed on such permits as deemed necessary in his sole discretion. Except as explicitly provided for in condition 2.3(a), the Services are not excess and/or extended services and the applicant is not entitled to a Latecomer Agreement.
  - (a) Provision of adequate water service to meet the fire flow demands of the project.
    - i. Based on the confirmed Fire Underwriter's Survey Required Fire Flows and domestic flows submitted by R.F. Binnie & Associates Ltd. dated July 22, 2021, no water main upgrades are required to service the development.
    - ii. Note to Applicant: The main servicing the proposed development is 300 mm along W Broadway or 300 mm along Granville St. The maximum size of the connection is 300 mm.
    - iii. 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 for the installation of a fire hydrant fronting the development per the City of Vancouver Building Bylaw. The principle entrance of the development must be within 90 m of a hydrant without crossing a major arterial roadway.
  - (c) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project.
    - i. Implementation of development(s) at 1477 W Broadway does not require any sewer upgrades.

a) Developer's Engineer to submit a sewer abandonment plan to the City that details the following:

- The abandonment or removal of all existing storm, sanitary, and combined connections to the development site
- The abandonment plan is required to be reviewed and accepted by the City Engineer prior to issuance of the Sewer Permit.

Note to Applicant: Development to be serviced to the existing 300 mm STM and 200 mm SAN sewers in lane east of Granville St.

Note to Applicant: Provision of Easement(s) or Right(s) of Way may be required based on servicing strategy

ii. 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. This shall be demonstrated by preparation of a Rainwater Management Plan with all necessary supporting calculations and drawings prior to the issuance of the development permit.

(d) Provision of street improvements along West Broadway and Granville Street adjacent to the site and appropriate transitions including the following:

- i. Minimum 4.0 m (13.12 ft) wide sidewalks to current City standards;
- ii. Curb ramps where necessary; and
- iii. Removal of the existing lane entry where the lane has been stopped up and closed and reconstruction of the boulevard, sidewalk, and curb to current standards.
- iv. New curb and gutter on Granville St along the development site's frontage.

(e) Provision of improvements at the intersection of Granville Street and Broadway including:

- i. Upgrades to the existing traffic signal including accessible pedestrian signals (APS).

Note to Applicant: The applicant will be responsible to fund alternate detection devices and traffic controller upgrade to support the new hardware at actuated signal intersections if and when the vehicle detector loops are damaged during construction.

(f) Provision of upgraded street lighting (roadway and sidewalk) adjacent to the site to current City standards and IESNA recommendations;

(g) Provision of upgraded lane lighting adjacent to the site to current City standards and

IESNA recommendations;

- (h) Provision of removal and replacement of 125 mm thickness of asphalt from the existing laneway along the development site's frontage. Maintain center valley cross section.; and
- (i) Provision for the installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.

2.3 Provision of one or more Latecomer Agreements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following works, which constitute excess and/or extended services:

- (a) improvements at the intersection of Granville Street and Broadway per condition 2.2(e).

Note to Applicant: The benefiting area for these works are the properties adjacent the four corners of the intersection

Note to Applicant: An administrative recovery charge will be required from the applicant in order to settle the latecomer agreement. The amount, which will be commensurate with the costs incurred by the City to administer the latecomer scheme, will be provided by the City and specified in the latecomer agreement.

2.4 Provision of all third party utility services (e.g., BC Hydro, Telus and Shaw) to be underground. BC Hydro service to the site shall be primary.

BC Hydro System Vista, Vista switchgear, pad mounted transformers, low profile transformers and kiosks as well as telecommunications kiosks are to be located on private property with no reliance on public property for placement of these features. Submission of a written confirmation from BC Hydro that all these items will be located on the development property.

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

## **Housing**

2.5 Make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services to enter into a Housing Agreement and a Section 219 Covenant to secure all residential units as secured rental housing units, excluding Seniors Supportive or Assisted Housing, including at least 20 per cent of the residential floor area that is counted in the calculation of the dwelling unit area per the CD-1 By-law secured as moderate income units subject to the conditions set out below for such units and in accordance with the requirements set out in the Moderate Income Rental Housing Pilot Program, for a term equal to the longer of 60 years and the life of the building, and such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may require.

The applicant has advised that it is electing to seek a waiver of the Development Cost Levies pursuant to Section 3.1A of the DCL By-law and the agreement or agreements will include but not be limited to the following terms and conditions:

- (a) A no separate sales covenant;
- (b) A no stratification covenant;
- (c) A provision that none of such units will be rented for less than one month at a time;
- (d) All rental units will be secured as rental for a term of 60 years or the life of the building, whichever is greater;
- (e) That a rent roll be provided indicating the agreed initial monthly rents for each moderate income rental unit, when the Housing Agreement is entered into prior to development permit issuance, prior to building permit issuance and prior to occupancy permit issuance all to the satisfaction of the General Manager of Planning Urban Design or Sustainability and the Director of Legal Services;
- (f) That the average initial starting monthly rents for each moderate income rental housing unit, which comprise at least 20% of the residential floor area that is counted in the calculation of the floor space ratio, will be at or below the following rents, not subject to adjustment prior to the issuance of an Occupancy Permit (unless otherwise permitted under the DCL By-law),, as set out in section 3.1A (d) of the Vancouver Development Cost Levy By-law and section 2a of the Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements And Available Incentives Administration Bulletin:

<b>Unit Type</b>	<b>Proposed Average Starting Rents</b>
Studio	\$950
1-bed	\$1,200
2-bed	\$1,600
3-bed	\$2,000

- (g) That the average size of each unit type is at or below the limit as contemplated by the Vancouver Development Cost Levy By-law:

<b>Unit Type</b>	<b>Maximum Average Unit Size</b>
Studio	42 sq. m (450 sq. ft.)
1-bed	56 sq. m (600 sq. ft.)
2-bed	77 sq. m (830 sq. ft.)
3-bed	97 sq. m (1,044 sq. ft.)

- (h) That rent increases after the issuance of an Occupancy Permit for the moderate income units will be capped at the Residential Tenancy Act maximum annual allowable increase, as published by the Province of British Columbia, regardless of a change in occupancy;
- (i) The applicant will verify eligibility of new tenants for the units secured at moderate income rates, based on the following:

- i. For new tenants, annual household income cannot exceed 4 times the annual rent for the unit (i.e. at least 25% of household income is spent on rent); and
  - ii. There should be at least one occupant per bedroom in the unit.
- (j) The applicant will verify the ongoing eligibility of existing tenants in the units secured at moderate income rates every five (5) years after initial occupancy:
- i. For such tenants, annual household income cannot exceed 5 times the annual rent for the unit (i.e. at least 20% of income is spent on rent); and
  - ii. There should be at least one occupant per bedroom in the unit.
- (k) On an annual basis, or at the request of the City, the applicant will report to the City of Vancouver on the operation of the moderate income rental housing units which will ensure that the City can confirm that the units are being operated as agreed, and will include a rent roll for the moderate income units, and a summary of the results of eligibility testing for these units; and

Such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may require in their sole discretion.

#### **Non-stratification Covenant**

- 2.6 Enter into a Covenant pursuant to Section 219 of the Land Title Act prohibiting both the separate sale and further strata subdivision of the Office leasehold portion of the property on floors 2 through 8.

#### **Sustainability**

- 2.7 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 future owner 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.

#### **Environmental Contamination**

- 2.8 Submit a site disclosure statement to Environmental Services;
- 2.9 As required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and
- 2.10 If required by the Manager of Environmental Services and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Services, the General Manager of

Engineering Services and 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 BC Ministry of Environment and Climate Change Strategy, have been provided to the City.

**Public Art**

- 2.11 Execute an agreement satisfactory to the Director of Legal Services and the Managing Director of Cultural Services for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials; and provide development details to the satisfaction of the Head of Public Art Program.
- 2.12 Provide a Public Art Checklist confirming the selection of Option A, Art on Site, or Option B, 80% cash-in-lieu of art.

Note to Applicant: Please contact the Public Art Program to discuss your application, Tamara.Tosoff@vancouver.ca

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

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

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

\* \* \* \* \*

**1477 West Broadway**  
**DRAFT CONSEQUENTIAL AMENDMENTS**

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

**DRAFT AMENDMENTS TO THE SIGN BY-LAW**

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

“1477 West Broadway                      [CD-1 #]                      [By-law #]                      C-3A”

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

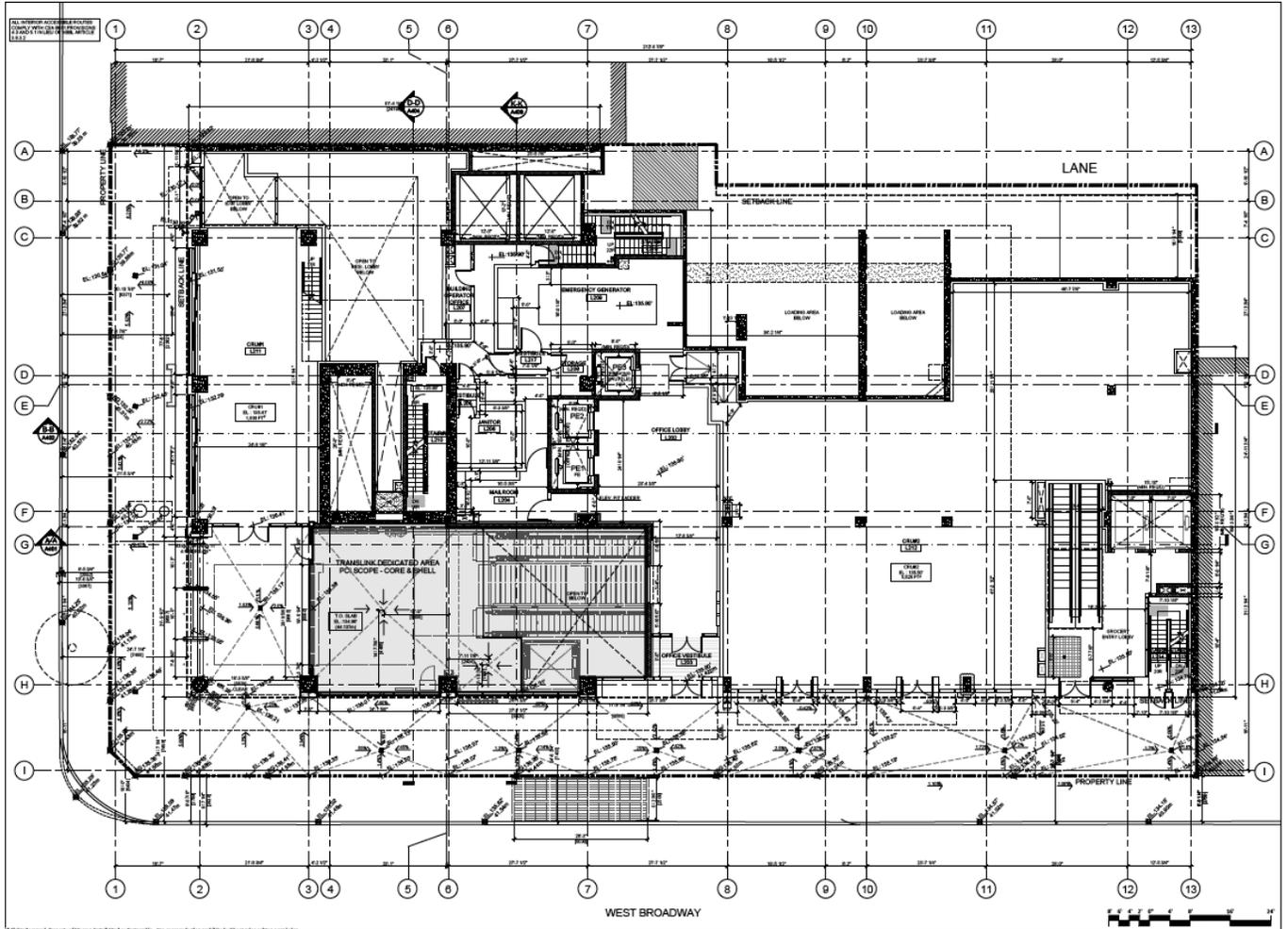
Amend Schedule B (Intermediate Zone) by adding the following:

“[CD-1 #]                      [By-law #]                      1477 West Broadway”

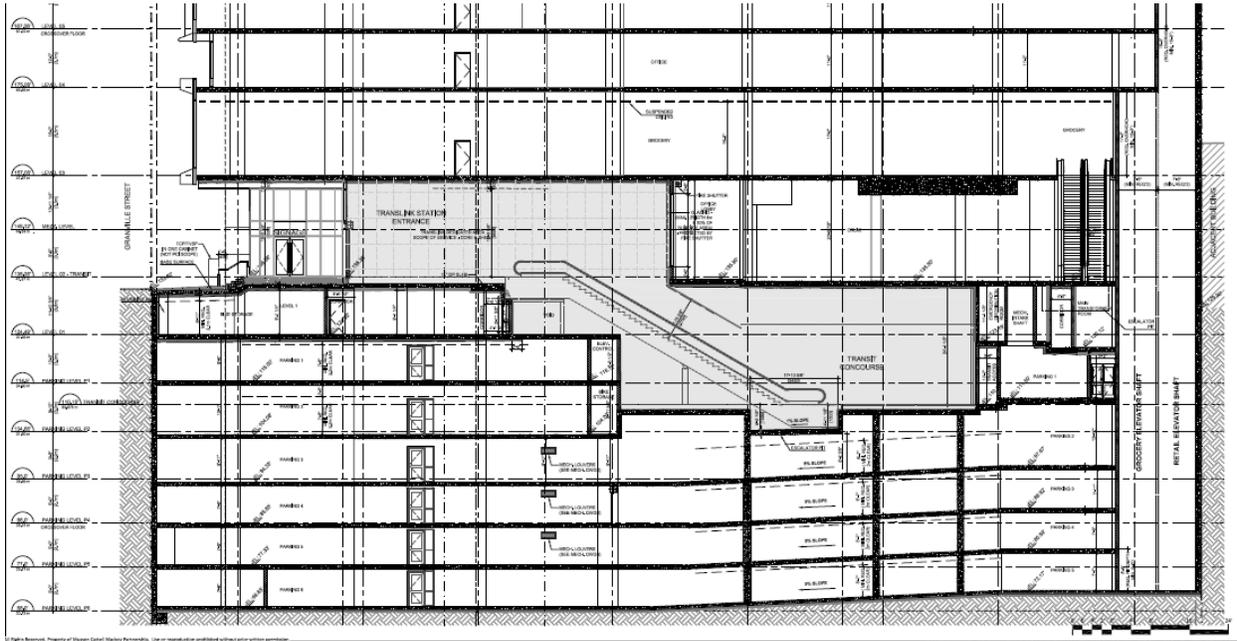
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1477 West Broadway  
FORM OF DEVELOPMENT DRAWINGS

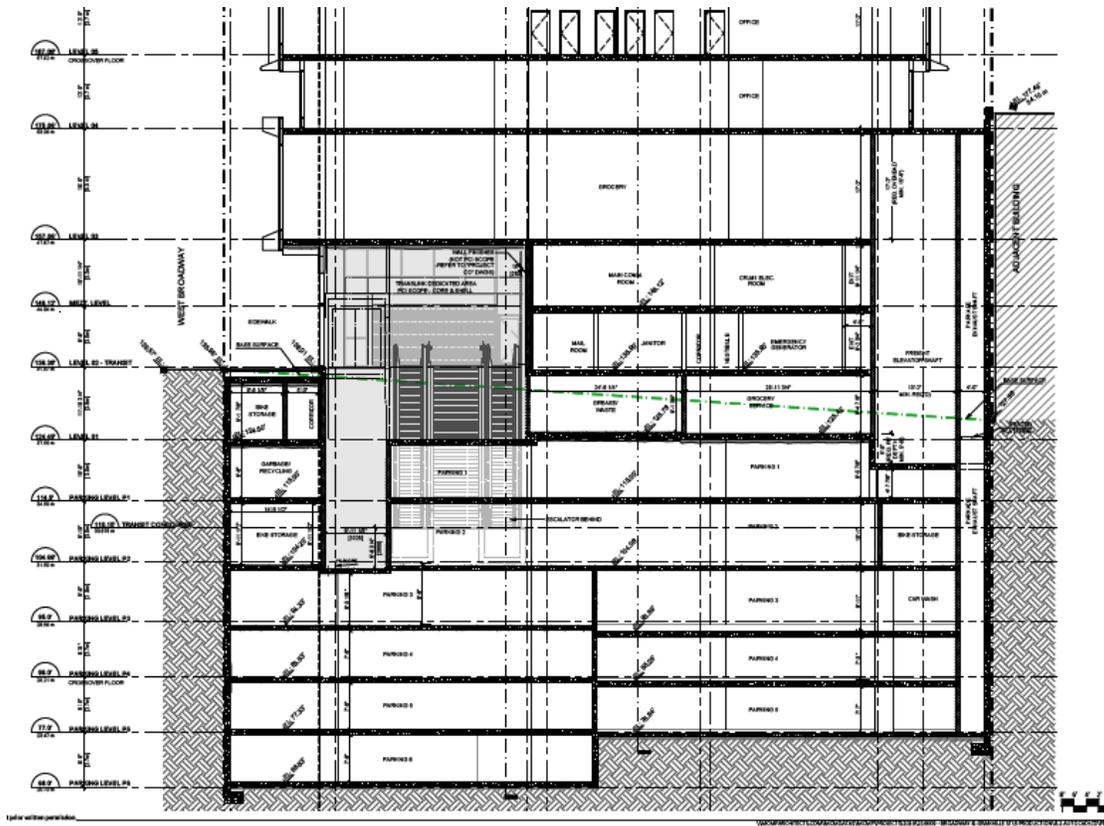
Site Plan / Ground Floor Plan



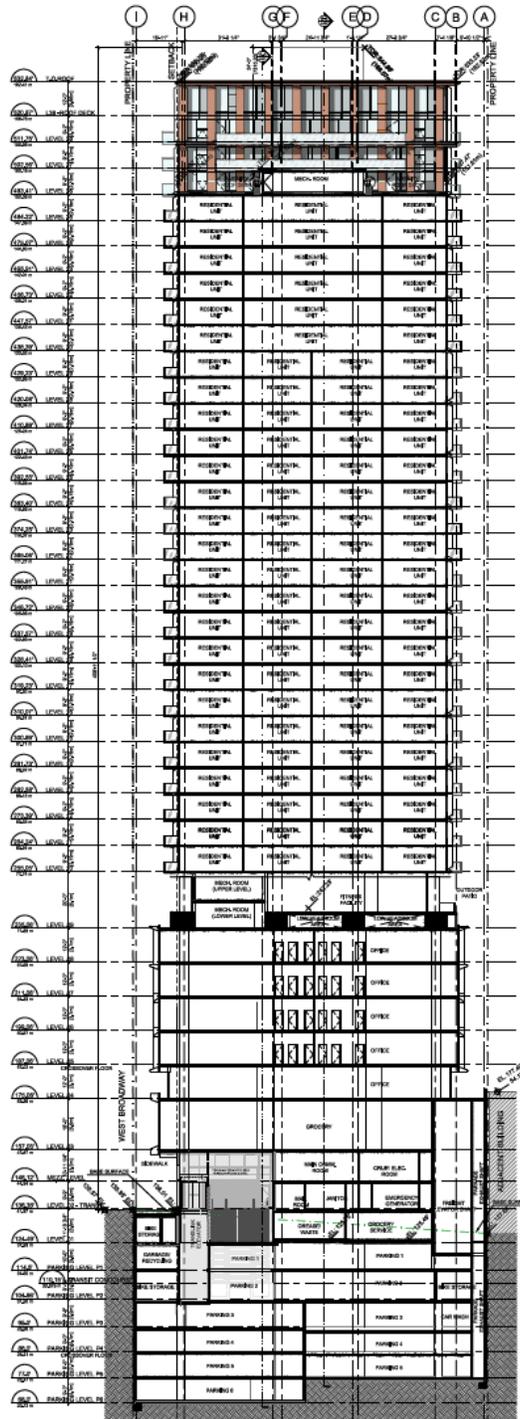
### Transit Concourse Section (looking North)



### Transit Concourse Section (looking West)



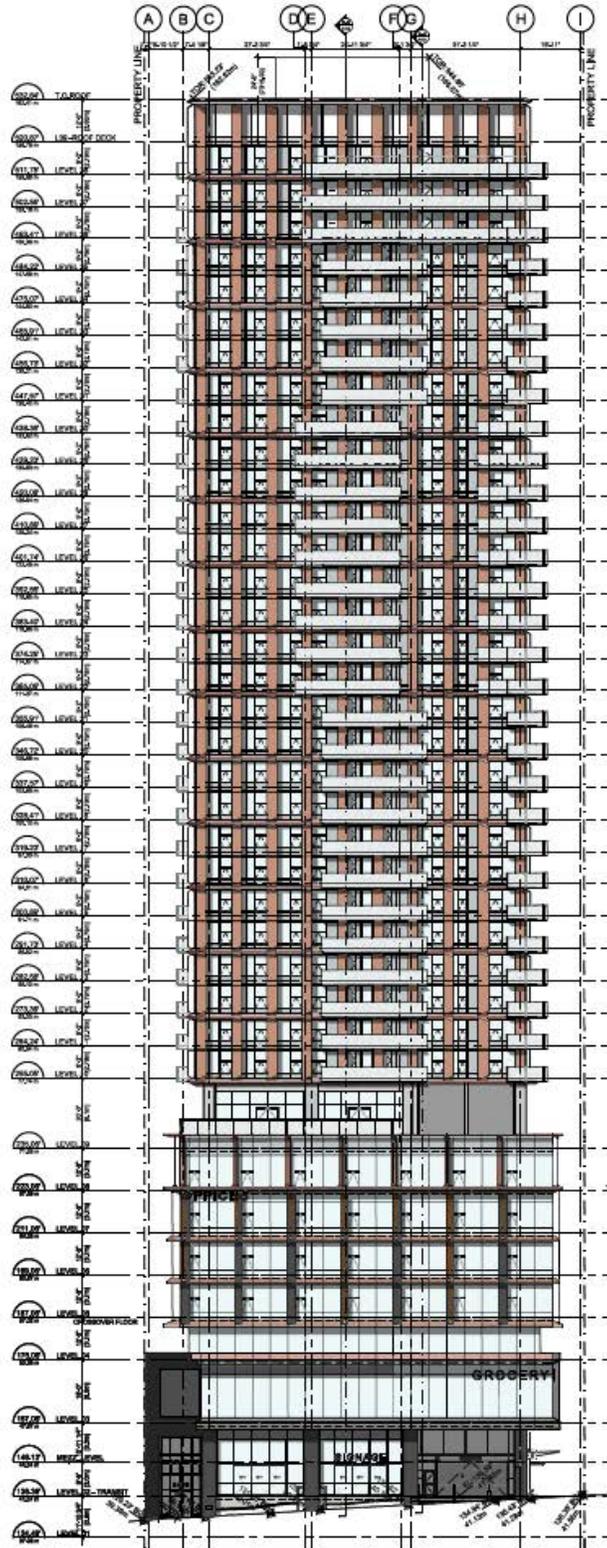
### Section Showing Proposed Development with Integrated Transit Station (Level P6 to Level 39)



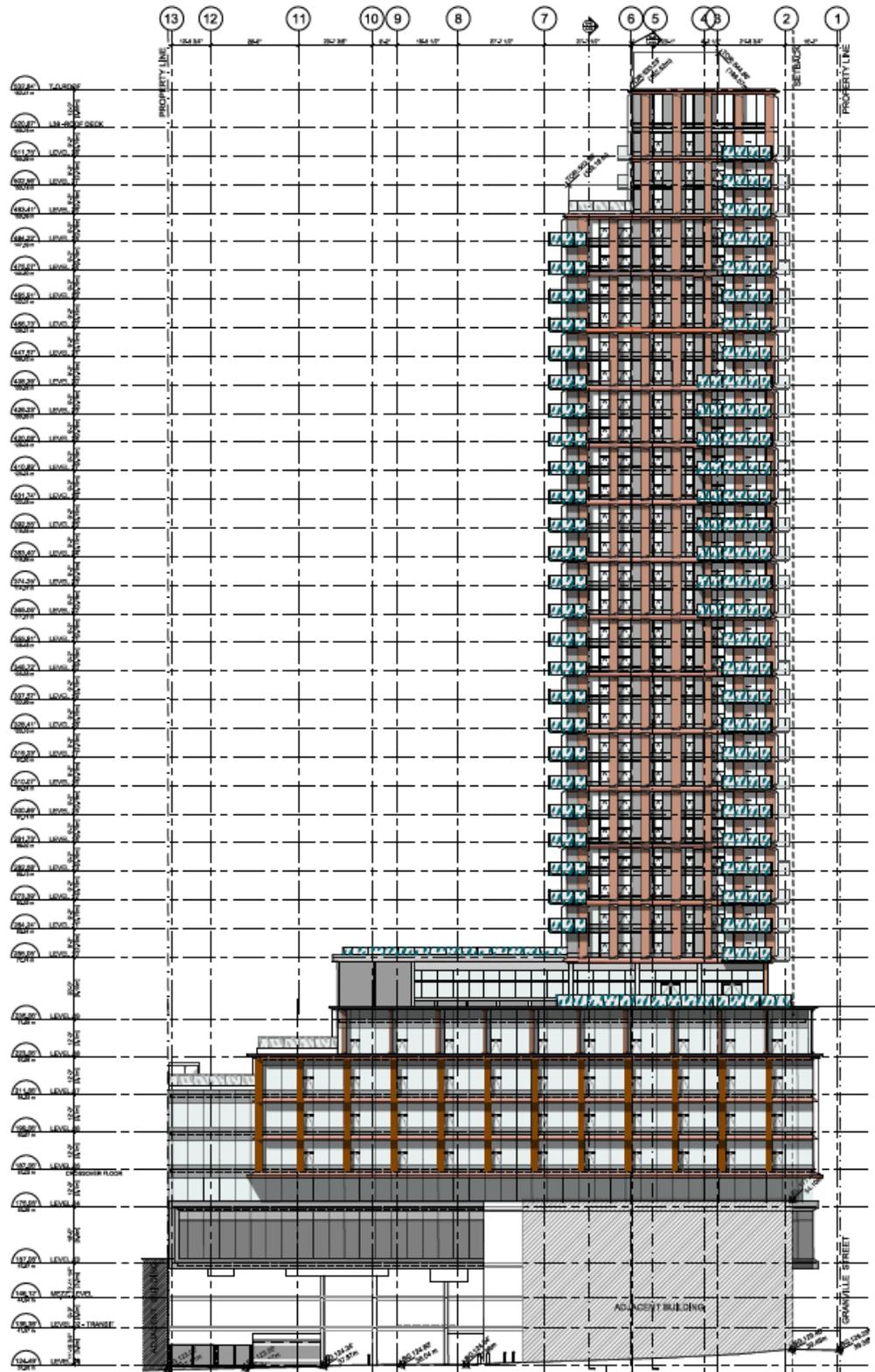
Note: Transit station entrance components, both above and below grade are not under review as part of the rezoning application. The Broadway Subway Stations underwent a parallel City of Vancouver Design Advisory Process (DAP).



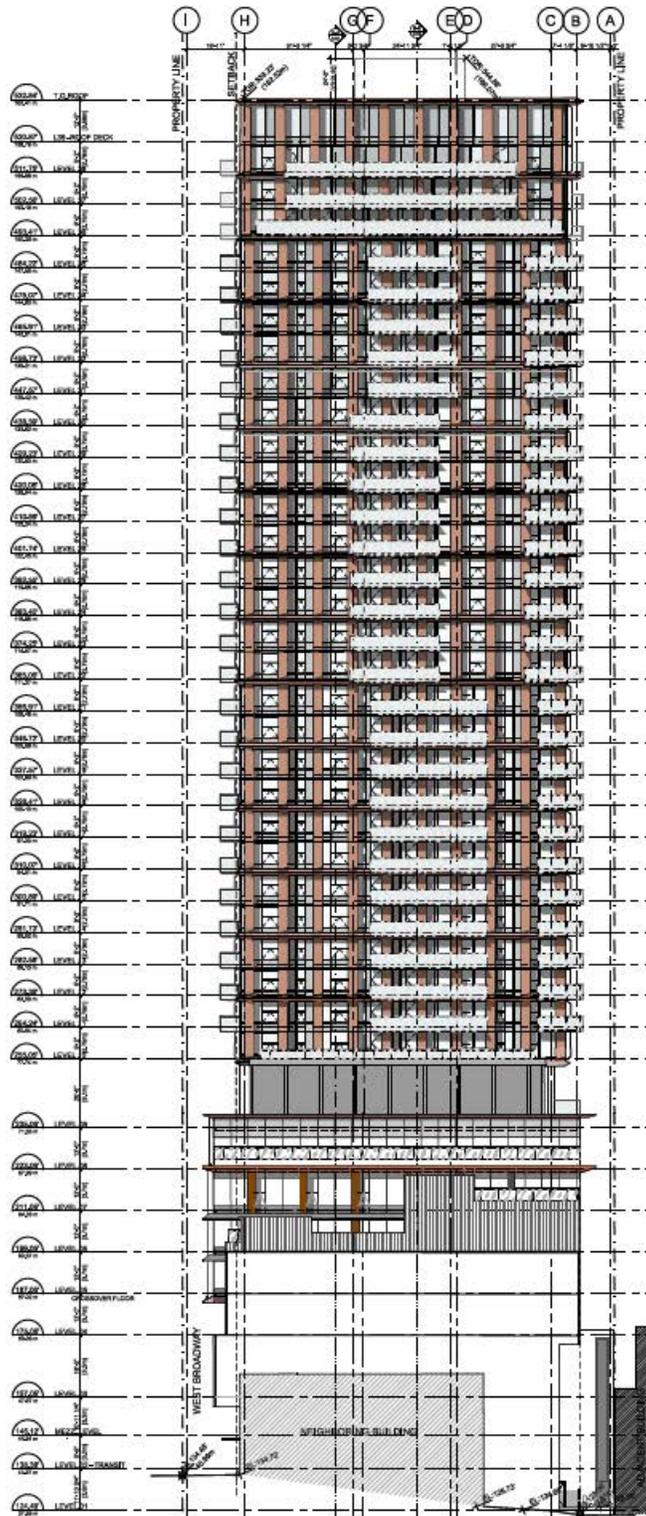
### West Elevation



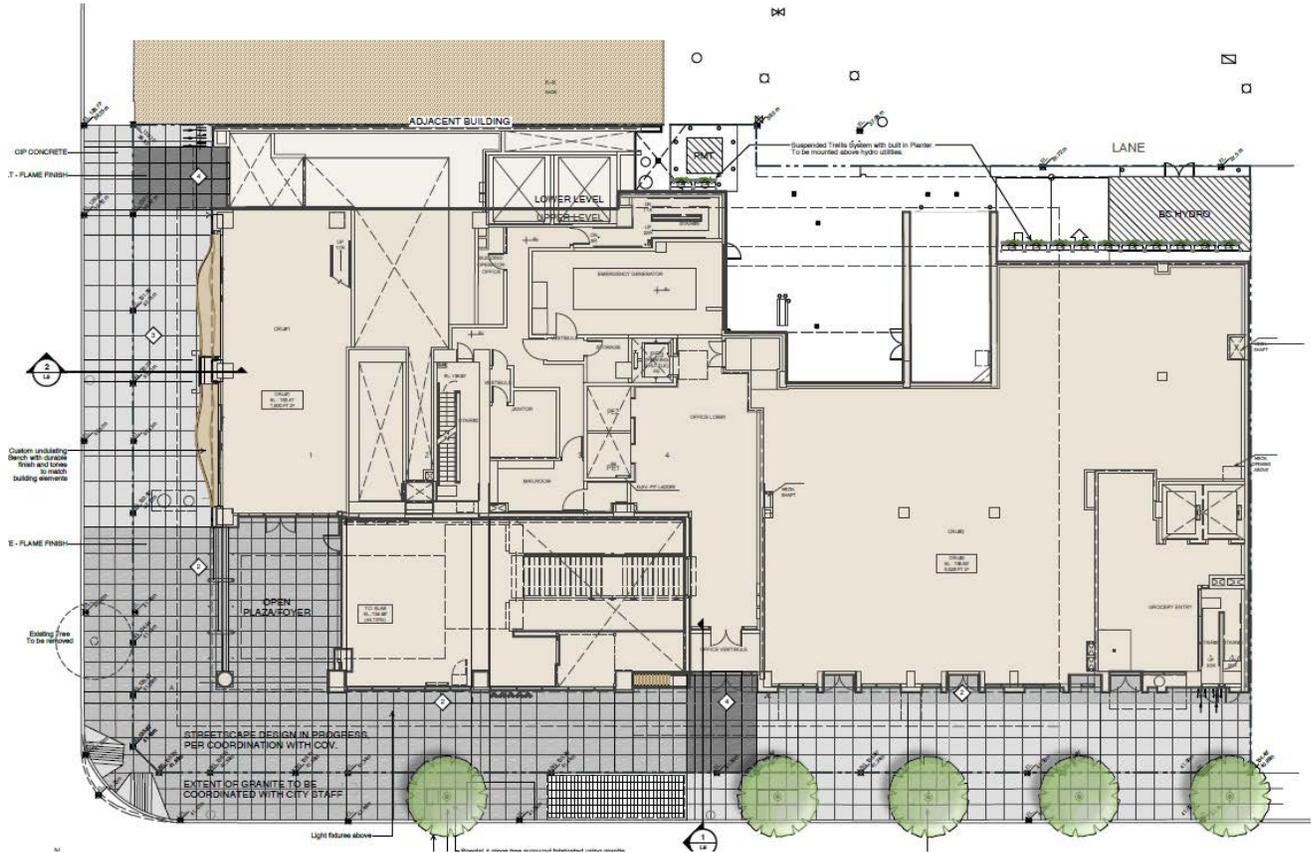
North Elevation



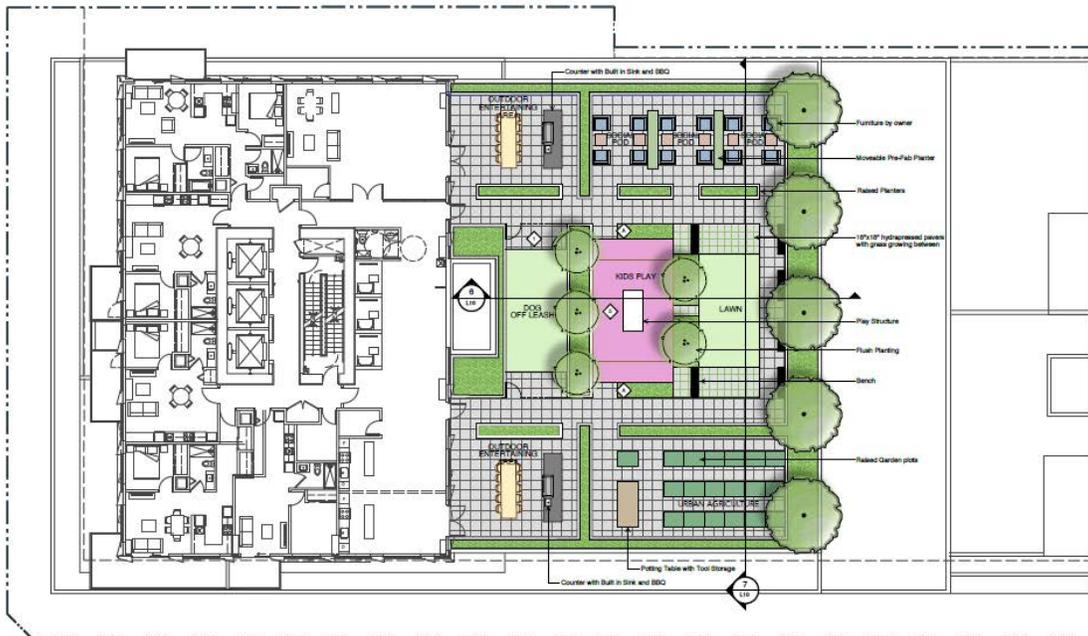
### East Elevation



### Ground Level Landscape Plan



### Level 6 Landscape Plan



### Shadow Studies

EQUINOX (MARCH 20 / SEPTEMBER 23)



SUMMER SOLSTICE (JUNE 21)



\* \* \* \* \*

**1477 West Broadway  
URBAN DESIGN PANEL**

Urban Design Panel Minutes – December 8, 2021

Address: 1477 West Broadway

Permit No. RZ-2020-00048

To develop a 39-storey, mixed-use building above the future South Granville Station, including 223 rental residential units, 20% of the floor space at below-market rates, commercial space on the first and second storeys, including a grocery store, 5-storeys of office space within the podium, and rooftop amenity space for residential and office access; all over 6 levels of parking with 285 vehicle parking spaces and 507 bicycle spaces. The floor space ratio (FSR) is 12.16, the total floor area is 29,240 sq. m (314,732 sq. ft.), the building height is 125 m (410 ft.). The application is being considered under the Metro Core Jobs and Economy Land Use Plan and the Interim Rezoning Policy for the Broadway Plan Study Area.

Zoning: C-3A to CD-1

Application Status: Rezoning

Application Review: First

Architect: Musson Cattell Mackay Partnership

Staff: Desiree Drewitt, Kevin Spaans & Michelle Lee-Hunt

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EVALUATION: Support with recommendations

Panel's Consensus on Key Aspects Needing Improvement:

Having reviewed the project it was moved by MS. LONG and MS. KHOEN and was the decision of the Urban Design Panel:

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

1. Recommend the applicant work with staff to open up and significantly increase the public realm and increase the weather protection;
2. Reconsider the grocery store access; and
3. Address the tapered stairs.

**Panel Commentary**

There was general support from the Panel regarding the height density and massing but panelists reminded the applicants that this needs to be considered in context with what the City may enable through the upcoming Broadway Plan.

A panelist encouraged the applicant to defer their application until Council had made a decision on the Broadway Plan. Panelists commended the applicant team for an architecturally attractive building, and for recognizing the role of the development as a gateway landmark building.

A panelist noted there could more continuity of between the building elements, suggesting that design of the building makes the different uses appear very separate.

A panelist noted the proportions of the building on the Granville Street side are not as logical or successful as on the West Broadway side.

A panelist strongly recommended providing more large 2/3 bedroom family units.

Panelists noted that more consideration needed to be given to providing weather protection over the public realm, particularly at the bus stop on Granville Street.

Regarding the station entrance plaza, some panelists noted that this area does not present as an open public plaza, rather looking like a porch that people pass through.

A panelist noted that the public realm appears that it may feel very tight for such a busy pedestrian area along the Broadway corridor, suggesting that they may consider decreasing the overall density of the building in order to provide for more space at grade for the public realm.

Panelists noted that the subway station appears lost in the design of the building and is not prominently marked in the architectural expression of the building.

Panelists suggested raising the grocery store floor level up in order to increase the volume of the public realm.

A panelist noted that the grocery store entry would be more successful at the entrance plaza.

A panelist noted that the articulation of exits and entrances is successful.

Panelists recognized the copper material palette as being distinctive and successful.

A panelist noted that the design of common building amenities were successful.

A panelist recommended that provision of sustainable HVAC systems for the building, including the residential tower, should be explored.

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

\* \* \* \* \*

1477 West Broadway  
PUBLIC CONSULTATION SUMMARY

1. List of Engagement Events, Notification, and Responses

	Date	Results
<b>Event</b>		
Virtual open house (City-led)	November 15, 2021 – December 5, 2021	657 participants (aware)* <ul style="list-style-type: none"> <li>• 359 informed</li> <li>• 248 engaged</li> </ul>
<b>Public Notification</b>		
Postcard distribution – Notice of rezoning application and virtual open house	November 15, 2021	4,140 notices mailed
<b>Public Responses</b>		
Online questions	November 15, 2021 – December 5, 2021	10 submittals
Online comment forms <ul style="list-style-type: none"> <li>• Shape Your City platform</li> </ul>	September, 2021 – January, 2022	424 submittals
Overall position <ul style="list-style-type: none"> <li>• support</li> <li>• opposed</li> <li>• mixed</li> </ul>	September, 2021 – January, 2022	424 submittals <ul style="list-style-type: none"> <li>• 196 responses</li> <li>• 207 responses</li> <li>• 20 responses</li> </ul>
Other input	September, 2021 – January, 2022	40 submittals
<b>Online Engagement – Shape Your City Vancouver</b>		
Total participants during online engagement period	September, 2021 – January, 2022	1,163 participants (aware)* <ul style="list-style-type: none"> <li>• 614 informed</li> <li>• 391 engaged</li> </ul>

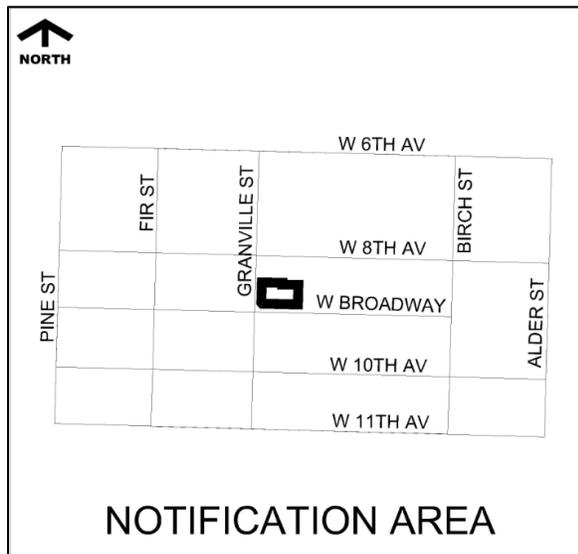
Note: All reported numbers above are approximate.

\* 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 application 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.

## 2. Map of Notification Area



## 3. Analysis of All Comments Received

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

Generally, comments of support fell within the following areas:

- **Building height, massing, density and context:** The building height, massing, density and context is appropriate for this location on a busy arterial and future Skytrain station. The project will in close proximity to Vancouver General Hospital, City Hall as well as the Downtown core, residents will also have direct access to transit. This type of project is a great addition to the Broadway Corridor and South Granville that will make the area more vibrant.
- **Rental and affordable housing:** Additional rental housing units being built in the City is much needed. Having 20% of units at below market rates will benefit moderate income earners find affordable accommodation without having to relocate outside the City.
- **Transit oriented development:** Building directly on top of the Skytrain station is good use of limited land resources. Increased density at or around transit stations or hubs is much needed as it tackles the climate emergency by creating more walkable neighbourhoods with less reliance on motor vehicles as well as address the ongoing housing crisis.
- **Retail space:** The inclusion of retail is a welcome addition to this development as well as the South Granville area, especially the proposed grocery store.

- **Office space:** Creation of more office space outside the Downtown core is needed to generate more employment opportunities especially around the Broadway Corridor.

Generally, comments of concern fell within the following areas:

- **Building height, massing, density and context:** Too much density and height proposed. This project will affect views, create shadowing to neighbouring buildings and streets as well as create wind tunnels. The proposed building does not fit with the surrounding neighbourhood context and will contribute to the loss of the current neighbourhood character.
- **Process:** Lack of transparency on the Broadway Plan process, having rezonings being considered before the Plan is completed is a concern, as there is a lack of proper consultation.
- **Parking:** The amount of parking proposed is a concern as it hinders the project from achieving more affordable below market units. The amount of parking is also unnecessary, as there is direct access to transit. The lack of available street parking is a growing concern for neighbouring residents and the increase in density will only exacerbate this issue further.
- **Community Amenities:** The surrounding schools, community centers and other neighbourhood amenities are at capacity and will not be able to accommodate more people. The developer is not doing enough to address these capacity issues.

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:*

- Well designed feels very sleek and modern.
- The choice of material and colours will make the building stand out in a positive way.
- The green roof and other green infrastructure are a welcomed design feature.

*General comments of concern:*

- The design is not aesthetically pleasing or interesting and lacks character.
- The sizes of the 3-bedroom units are way too small to accommodate families.
- Not enough below market rental proposed.
- The below market rates will still be too expensive for moderate income earners.
- Lack and loss of green space is an increasing concern.
- Large, high and dense tower building forms require more energy and is not environmentally friendly.
- Property values in the surrounding area will increase along with property taxes and rents.

*Neutral comments/suggestions/recommendations:*

- As a future transit hub, this project should be allowed to facilitate more height and density.

- The height of this building should be reduced considerably to match the buildings in the surrounding area.
- More colours should be added to the building's exterior.
- Consider widening the sidewalks around Broadway and Granville.
- Include more street trees and greenery.
- Public bathrooms without fare gates should be considered in this area.
- All developments along Granville Street should have a retail component on the street level.
- More bicycle parking and storage should be included as the biking infrastructure should be integrated with the transit station.
- More affordability and social housing units should be considered in this area of the Broadway Corridor
- The in kind CAC of turnkey city owned rental housing needs to be a requirement for new developments such as this one.

\* \* \* \* \*

**1477 West Broadway  
DEVELOPMENT COST LEVY WAIVER ANALYSIS**

To qualify for waiver of the Development Cost Levy (DCL) for the residential floor space, the application must meet the criteria set out in the relevant DCL By-law under section 3.1A. This application qualifies as outlined below.

- (a) All dwelling units proposed in the building will be secured as rental through the Housing Agreement called for in the Conditions of Approval (Appendix B).
- (b) None of the proposed dwelling units will be strata units, as required through the Housing Agreement.
- (c) The average size of all the proposed dwelling units will not be greater than specified in the DCL By-law.

Unit Type	No. units proposed	DCL By-law maximum average unit size	Proposed average unit size
Studio	60	42 sq. m (452 sq. ft.)	40.3 sq. m (434 sq. ft.)
1-bedroom	83	56 sq. m (603 sq. ft.)	46.8 sq. m (504 sq. ft.)
2-bedroom	61	77 sq. m (829 sq. ft.)	64.1 sq. m (690 sq. ft.)
3-bedroom	19	97 sq. m (1,044 sq. ft.)	89.7 sq. m (966 sq. ft.)

- (d) The average initial rents for all proposed moderate income units do not exceed rents specified in section 3.1A(d) of the DCL By-law and are not subject to adjustment (unless otherwise permitted in the DCL By-law):

Unit Type	No. units proposed*	DCL By-law maximum average unit rent
Studio	<i>TBC</i>	\$950
1-bedroom	<i>TBC</i>	\$1,200
2-bedroom	<i>TBC</i>	\$1,600
3-bedroom	<i>TBC</i>	\$2,000

\*Unit mix for moderate income units to be confirmed at the Development Permit stage.

By way of the Housing Agreement, the tenure of the housing will be secured as rental for the longer of the life of the building and 60 years, and the initial rents at occupancy will be secured to meet the averages set out under (d) above and are not subject to adjustment (unless otherwise permitted in the DCL By-law).

\* \* \* \* \*

**1477 West Broadway  
PUBLIC BENEFITS SUMMARY**

**Project Summary:**

Proposal for a 39-storey mixed-use building, containing 223 rental residential units. Commercial use is proposed on the ground level and the podium.

**Public Benefit Summary:**

The proposal will deliver 223 secured rental housing units through a Housing Agreement for the longer of the life of the building and 60 years, with at least 20% of the residential floor area secured for below-market rental units at rental rates and operating requirements in accordance with the City's *Moderate Income Rental Housing Program*.

	<b>Current Zoning</b>	<b>Proposed Zoning</b>
Zoning District	C-3A	CD-1
FSR (site area = 1,124 sq. m / 12,906 sq. ft.)	3.0	12.30
Floor Area (sq. ft.)	77,632 sq. ft.	318,273 sq. ft.
Land Use	Commercial	Residential Commercial

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

City-wide DCL <sup>1,2,3</sup>	\$2,077,958
Utilities DCL <sup>1,3</sup>	\$2,574,659
Public Art <sup>4</sup>	\$630,181
<b>TOTAL</b>	<b>\$5,282,798</b>

**Other Benefits** (non-quantified): 223 secured rental housing units through a Housing Agreement for the longer of the life of the building and 60 years, with at least 20% of the residential floor area secured as below-market rental units at moderate income rates.

<sup>1</sup> Based on DCL by-laws and rates in effect as at September 30, 2021; by-laws are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection, see the City's [DCL Bulletin](#) for details.

<sup>2</sup> The applicant has requested a waiver of the City-wide DCL attributed to the residential floor area qualifying as "for-profit affordable rental housing", as permitted under Section 3.1A of the DCL By-law. Compliance with DCL waiver requirements will continue to be assessed through the development permit stage up to occupancy permit issuance, ensuring that maximum average unit sizes are not exceeded and a final rent roll that sets out the initial monthly rents is submitted. Based on DCL by-laws and rates in effect as of September 30, 2021, the value of the City-wide DCL waiver on the residential floor area would be approximately \$3,342,535.

<sup>3</sup> As noted in the Public Benefits section of the report, previous DCL payments would be expected to be credited towards the revised DCL balance.

<sup>4</sup> Based on 2016 rates; rates are subject to adjustments, see [Public Art Policy and Procedures for Rezoned Developments](#) for details.

**1477 West Broadway**  
**APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION**

**APPLICANT AND PROPERTY INFORMATION**

<b>Street Address</b>	1477 West Broadway
<b>Property Identifier (PID) &amp; Legal Description</b>	PID 031-075-185; Lot 1 Block 331 District Lot 526 Group 1 New Westminster District Plan EPP98876
<b>Property Owner</b>	1489 West Broadway Nominee Corp.
<b>Architect</b>	Musson Cattell Mackay Partnership

**SITE STATISTICS**

<b>Site Area</b>	2404.1 sq. m (25,878 sq. ft.)
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**DEVELOPMENT STATISTICS**

	<b>Permitted Under Existing Zoning</b>	<b>Proposed</b>
<b>Zoning</b>	C-3A (Commercial)	CD-1
<b>Uses</b>	Commercial	Residential Commercial
<b>Max. Density</b>	3.0 FSR	12.30 FSR
<b>Floor Area</b>	7,212.3 sq. m	29,568.6 sq. m
<b>Height</b>	9.2 m	124.0 m
<b>Parking, Loading and Bicycle Spaces</b>	Per Parking By-law	Parking 285 Bicycle Parking 507 Loading Spaces 7
<b>Natural Assets</b>	0 existing on-site by-law trees or City trees	Landscaping

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