



COUNCIL REPORT

Report Date: May 12, 2026
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VanRIMS No.: 08-2000-20
Meeting Date: June 2, 2026
[Submit comments to Council](#)

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: CD-1 Rezoning: 455-485 Great Northern Way, Portion of 565 Great Northern Way and 1850 Thornton Street

Recommendations

- A. THAT the application by PCI Developments, on behalf of:
- 1165767 B.C. Ltd.¹, the registered owner of 455 Great Northern Way [*PID 030-517-516; Lot 7 District Lot 264A Group 1 New Westminster District Plan EPP58103*],
 - 515-521 Great Northern Way Holdings Ltd. and 515-521 Great Northern Way Holdings (No. 2) Ltd., the registered owners of 485 Great Northern Way [*PID 029-920-060; Lot 8 District Lots 2037 and 264A Group 1 New Westminster District Plan EPP58102*],
 - 565 Great Northern Way Holdings Ltd., the registered owner of 565 Great Northern Way [*PID 029-920-078; Lot 9 District Lots 2037 and 264A Group 1 New Westminster District Plan EPP58102*], and
 - 1165772 B.C. Ltd.¹, the registered owner of 1850 Thornton Avenue [*PID 030-517-508; Lot 6 District Lots 264A and 2037 Group 1 New Westminster District Plan EPP58103*],

to rezone the lands from CD-1 (Comprehensive Development) District (402) By-law No. 8131 to a new CD-1 (Comprehensive Development) District to allow for a maximum floor area of 89,000 sq. m (957,988 sq. ft.) and maximum building height of 116 m (381 ft.), to permit a mixed-use development including a 20-storey office building, two 36-storey mixed-use buildings connected with a podium, with 572 rental units with 20% of the residential floor area for below-

¹ Represented by PCI Developments

market units, a 90-space turn-key childcare facility for City ownership and a 0.49 hectare privately-owned public open space, be approved in principle;

FURTHER THAT the draft CD-1 By-law, prepared 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 Perkins & Will, received May 24, 2024 with a resubmission received October 24, 2025;

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 the approval of the new CD-1 By-law, an amendment to remove the lands from CD-1 (402) Great Northern Way Campus By-law No. 8131 be approved, generally as set out in Appendix C;

FUTHER THAT the Director of Legal Services be instructed to bring forward the amendment to By-law CD-1(402) Great Northern Way Campus By-law No. 8131 at the time of enactment of the new CD-1 By-law.

- D. THAT subject to approval of the CD-1 By-law, the application to amend the Sign By-law to establish regulations for the CD-1, generally as set out in Appendix C, be approved.
- E. THAT subject to approval of the CD-1 By-law, the Noise Control By-law be amended to include this CD-1, generally set out in Appendix C;

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

- F. THAT Recommendations A to E be adopted on the following conditions:
 - (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
 - (ii) THAT any approval that may be granted 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.

Purpose and Executive Summary

This report evaluates an application to rezone the properties at 455-485 Great Northern Way, a portion of 565 Great Northern Way and 1850 Thornton Street to create a new CD-1 (Comprehensive Development) District.

The proposed rezoning would permit a mixed-use development, including a 20-storey office building and two 36-storey mixed-use buildings connected with a podium. The proposal includes 572 rental units with 20% of the residential floor area for below-market units, a 90-space turn-key childcare facility for City ownership, a 0.49 hectare privately owned publicly accessible open space and entry to the future Great Northern Way-Emily Carr Millenium Line Station.

In accordance with section 559.02(4) of the *Vancouver Charter*, Council is prohibited from holding a Public Hearing for a development that is consistent with all relevant official development plans including the *Vancouver Official Development Plan* and contains majority residential use.

This application is consistent with the *Vancouver Official Development Plan* and the *Broadway Plan*. The General Manager of Planning, Urban Design and Sustainability recommends approval in principle subject to conditions contained in Appendix B.

Context and Background

1. Site and Context

The site is comprised of three lots, a portion of a fourth lot and a portion of roadway, located on the northeast corner of Great Northern Way and Thornton Street, next to Emily Carr University in the Creative District of the *Broadway Plan* (see Figure 1). The site is currently the staging location for the construction of the Broadway Subway Millennium Line extension, with the new Great Northern Way-Emily Carr Station under construction within the southwestern corner of the subject site.

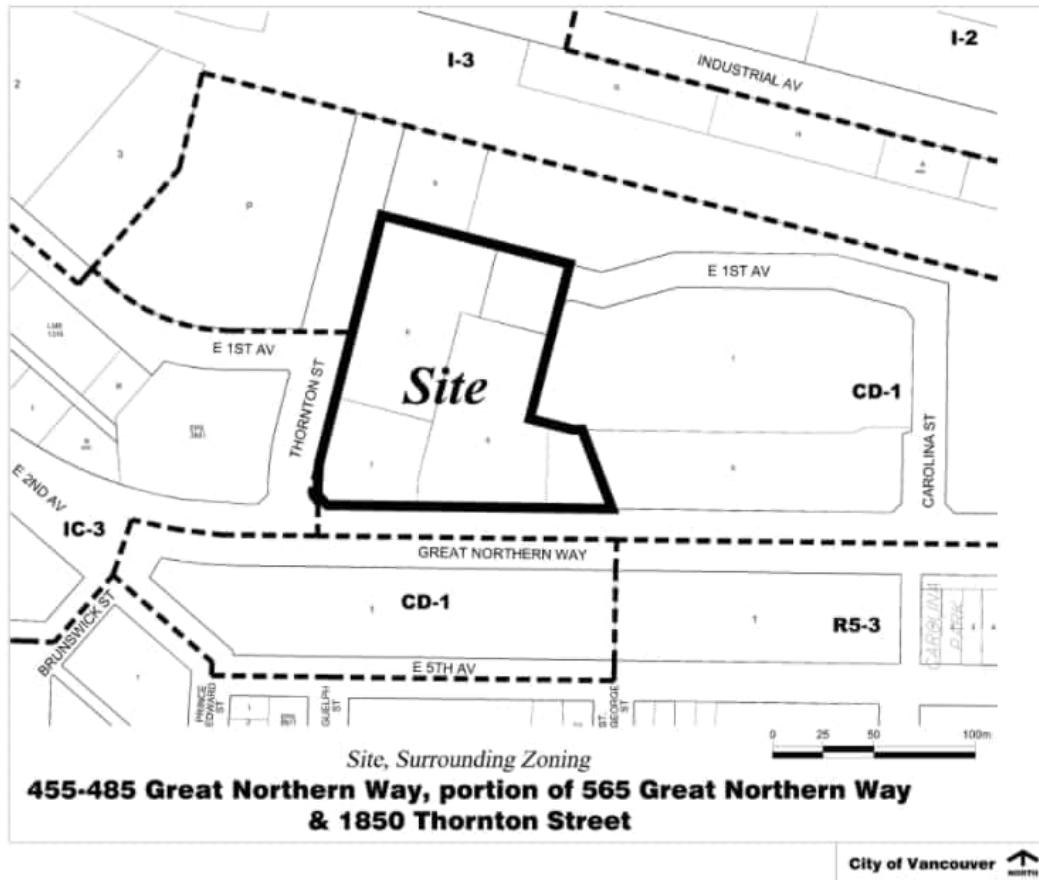
To the north of the site is the CN railyards, Emily Carr University campus is located to the east, south of the site, across Great Northern Way, is a private elementary school, St. Francis Xavier, and the properties to the west across Thornton Street are generally mid-rise residential buildings.

The site was part of a rezoning approved by Council in 1999 for the Great Northern Way Campus (CD-1(402)) and generally bounded by Foley Street, Thornton Avenue, Great Northern Way, and the CN Rail yards. Since the rezoning in 1999, the lands included in CD-1(402) have been subdivided and sold to individual owners. Owners entered into density allocation covenants allocating the density granted under CD-1(402) across the subdivided lands.

Light industrial, institutional and commercial uses are currently permitted on site. The density allocations for this portion of lands within CD-1 (402) is a maximum floor area of 37,161 sq. m

(400,000 sq. ft.). The maximum permitted height for the majority of the site is 45.72 m (150 ft.), with the eastern portion permitted to a maximum height of 18.29 m (60 ft.). The site includes legal obligations secured through the previous rezoning, including provision for the delivery of a 56-space childcare facility turnkey to the City and dedication of 0.49 ha of land intended for a park use to the City.

Figure 1: Location Map – Site and Context



2. Policy Context

- **Vancouver Official Development Plan:** The land use and height is consistent with Mixed-Use – High Rise 2 Generalized Land Use (GLU) designation, which permits high-rise commercial or mixed-use residential buildings above 26 storeys.
- **Broadway Plan:** The site is located within the Large and Unique Sites – GNW Campus (Creative District – Area D) (MCDD) sub-area of the *Plan*.

The *Plan* allows for consideration of rezoning at this location for institutional, employment and residential uses. A maximum height of 35-storeys can be considered and amenities such as new public open space near the station and childcare are required.

- **Transit-Oriented Areas (TOA) Designation By-law and Transit-Oriented Areas (TOA) Rezoning Policy:** This site is within Tier 1 of the TOA and is consistent with

the height designation. As the *Plan* allows more density, the application is being assessed under the *Broadway Plan* policies.

- **Housing Needs Report:** The *Vancouver Charter* requires that when Council amends or adopts an affordable and special needs housing zoning by-law, also known as inclusionary zoning, Council must consider the most recent housing needs report, and the housing information on which it is based. The most recent housing needs report amendment was received on January 1, 2025.
- **Rezoning Policy for Sustainable Large Developments:** This policy applies to developments with more than 8,000 sq. m (1.98 acres) site size, or more than 45,000 sq. m (484,375 sq. ft.). It requires projects to demonstrate leadership in sustainability through a variety of approaches, in site design, food systems, green mobility and water management. The proposal generally meets the intent of the policy.

Discussion

1. Proposal

The rezoning proposal is to permit a 20-storey office building and two 36-storey mixed-use buildings linked by a podium (Figure 2). This proposal includes 572 rental units with 20% of the floor area for below-market rental units; commercial space on the ground floor and in the podium levels; a total floor area of 89,000 sq. m (957,988 sq. ft.); a maximum building height of 116 m (381 ft.); a 0.49 ha publicly-accessible open space integrated with the future Great Northern Way-Emily Carr SkyTrain station; and a childcare facility (90 spaces) dedicated turn-key to the City. (see Figure 2)

Figure 2: Proposed Building Looking Northeast



2. Form of Development

In assessing urban design performance, staff considered the built form expectations outlined in the *Plan* (Large and Unique Site: GNW Campus (Creative District - Area D (MCDD))). This application is generally consistent with the built form principles of the *Plan*, including height and density.

Height and Density – The proposed height and density are consistent with the intent of the *Broadway Plan*.

Public Realm and Station Entrance – The proposal supports the *Broadway Plan* by delivering a large, contiguous central open space at the heart of the site, serving as both a gateway and place of gathering. This new public open space will contribute to the future Great Northern Way-Emily Carr SkyTrain Station (currently under construction) and function as an important transit-oriented focal point for the site and surrounding neighbourhood. A portion of the site will be secured with a Statutory Right of Way (SRW) to accommodate a Privately Owned Public Space (POPS) integrated with the station plaza and central open space. Conditions in Appendix B secure and enhance the quality of central open space and strengthen pedestrian vibrancy and connectivity around the buildings (see Figure 3).

Cultural Ribbon – The proposal aligns with the *Plan's* vision for a “Cultural Ribbon” linking East Vancouver to False Creek through the Creative District. Envisioned as a walkway that draws people to the area, it is intended to highlight Local Nation knowledge and culture through art, signage, public realm/landscape design and architecture. A rezoning condition in Appendix B recommends early engagement with the xʷməθkʷəy̓əm ([Musqueam](#) Indian Band), Sk̓wxwú7mesh Úxwumixw ([Squamish](#) Nation), and səliłwətał ([Tsleil-Waututh](#) Nation) to strengthen meaningful integration of visible cultural elements in the future development stages.

Figure 3: View of the Proposed Building Looking to Northeast from Great Northern Way



St. George Plaza – The St. George Plaza Statutory right-of-way allowing for public access, currently in place on the east portion of the subject site, along Great Northern Way, will be modified in response to the new alignment and proposed site configuration.

Urban Design Panel (UDP) – The UDP reviewed this application on August 21, 2024 and supported the proposal with recommendations Refer to the full [meeting minutes](#) for the panel’s comments and recommendations. Staff have included rezoning conditions in Appendix B to respond to the panel’s recommendations.

Refer to the rezoning [application booklet](#) for drawings and the Council agenda for application renderings. Note that these drawings and statistics are posted as-submitted by the applicant to the City. Following staff review, the final approved zoning statistics are documented within this report and final drawings are prepared for the development permit application to follow.

3. Housing

This application, if approved, would add 572 units to the City’s inventory of rental housing, including approximately 458 market rental units and 114 below-market rental units (20% of the residential floor area), which would contribute to the targets set out in the *Housing Vancouver Strategy* (see Figure 1, Appendix E).

- **Housing Mix** – The project proposes 36.4% two and three-bedroom units, thereby meeting the *Broadway Plan* which requires a minimum of 35% family units, including a minimum of 25% two-bedroom and 10% three-bedroom units. A condition of approval and a provision in the CD-1 By-law has been included to ensure the project meets the minimum unit mix requirements in both the market rental and below-market rental portions.
- **Average Rents and Income Thresholds** – The proposed market rental and below-market rental units will provide housing options that are significantly more affordable than average home ownership costs, as shown in Figure 2, Appendix E. If approved, starting rents for the below-market units will be rented at no more than city-wide average market rents at the time of initial tenancy, and upon unit turnover.

Per the *Plan*, eligibility and monitoring requirements for the below-market rental units are described in the *Rental Incentive Programs Bulletin*.

- **Security of Tenure** – All 572 units in the proposal would be secured through a Housing Agreement and Section 219 Covenant for the longer of 60 years or the life of the building. The Housing Agreement will secure not less than 20% of the residential floor area for below-market units.
- **Tenants** – The rezoning site does not currently have any existing rental residential uses and there are no eligible tenants as defined under the City’s *Tenant Relocation and Protection Policy* (TRPP).

If any eligible tenants are identified through the City’s regulatory approvals process, the applicant will be required to provide a Tenant Relocation Plan that meets the City’s *TRPP*.

5. Childcare Facility

A 90-space, turnkey childcare facility is proposed to be located on the sixth level of the podium of the 35-storey mixed-use buildings. This project would advance the public benefits strategy of the *Broadway Plan* through the delivery of a city-owned childcare facility.

Childcare Targets – If approved, the proposal will contribute to the *Broadway Plan* public benefits strategy target of securing approximately 250 new childcare spaces for 0-5 year olds on development sites by 2032.

City Ownership and Facility Operation – If the rezoning is approved, the applicant is required to construct the childcare facility to the City's satisfaction. Upon completion, the facility will be delivered turn-key as a separate air space parcel to the City.

If approved, and as the project proceeds to construction, staff will seek Council approval to appoint a non-profit operator for the childcare in a subsequent report.

6. Transportation and Parking

Transportation – The site is the location of the future Great Northern Way- Emily Carr station. Access to the station will be facilitated through the proposed pavilion on the southwest of the site. Bus service is provided along Great Northern Way along with a separated bike path.

While the original *Great Northern Way Campus Structure Plan* resulted in a cul-de-sac on East 1st Avenue, the proposal includes a road dedication of 19 m (62 ft.) along the north of subject site, to enable the extension of East 1st Avenue through to Thornton Street. The cul-de-sac will be removed and an existing portion of East 1st Avenue which was previously used for the cul-de-sac is proposed to be closed and conveyed to the development. The replacement of the cul-de-sac with an extension of East 1st Avenue to Thornton Street is intended to allow for more efficient movement of people and vehicles through the site. The bike path that previously ran through the site between Thornton Street and Great Northern Way is proposed to be relocated to the north side of East 1st Avenue, extending from Thornton Street to Carolina Street.

Parking – Vehicle parking, bicycle parking and loading spaces are to be provided in accordance with the Parking By-law as the project builds out.

7. Public Input

Public notification methods for the original application included mailed postcards, site signage, and a webpage with a digital model with updates to the application webpage and site sign following receipt of the resubmission in October 2025. Public input was collected primarily using an online comment form, a question and answer (Q&A) period, and email throughout the application review process. Refer to the application webpage:

<https://www.shapeyourcity.ca/455-565-great-northern-way-and-1850-thornton-st>.

In total, approximately 96 submissions were received. Comments supported the new rental housing, the proposed building scale for given the location, and the inclusion of a childcare facility. Concerns included impacts on neighbourhood character, parking and traffic and noise. Refer to Appendix D for a full summary of the public input collected and responses to public comments.

8. Public Benefits

- **Parks and Open Space** – The site was subject to a Parks Work Agreement (PWA), registered on title, secured through the [1999 rezoning application](#). The PWA requires the site owner to create a park parcel of approximately 0.49 ha on site; design, construct, install, and complete park works; and grants the City an option to purchase the park parcel for \$1.00.

The application proposes an alternative scheme whereby instead of a delivery City-owned park, the applicant would provide a privately-owned public space (POPS) in the form of a plaza, equivalent in size to the previously anticipated park. The 0.49 ha POPS would be subject to design development approval by the City, and provision of a statutory right of way to be registered over the space for public access.

Due to anticipated high costs associated with operating and maintaining an open space to service the proposed increased density over an underground parking lot and transit hub, the Director of Planning supports the delivery of the open space as a POPS rather than a park, as it enables the project to deliver other City priorities, including housing, childcare, employment space and nearby infrastructure upgrades.

The POPS provides a 0.49 ha public open space on the site through a statutory right-of-way, equivalent to the size of the park originally envisaged. The space will be owned, operated and maintained by the applicant or future owner.

- **Development Cost Levies (DCLs):** Based on December 2025 rates, it is expected that the project will pay a DCL of \$28,400,709.
- **Community Amenity Contributions (CAC):** A negotiated CAC is applicable to this rezoning. The applicant has offered an in-kind CAC consisting of the construction and delivery of a purpose-built, 90-space childcare facility, turn-key to the City, within a fee-simple airspace parcel to be transferred to the City on completion of construction. This is 34 additional spaces above the previously secured 56-spaces. Real Estate Services staff have determined that based on the cost of securing the childcare, no additional CAC is anticipated.
- **Public Art:** The public art contribution is estimated to be \$1,733,720 based on the current (2016) rate.

Refer to Appendix F for full summary of public benefits.

Financial Implications

This project is expected to provide 572 rental units, with a minimum of 20% of the residential floor area secured at below-market rates, a 90-space childcare facility turn key to the City, DCLs as well as a public art contribution. See Appendix F for additional details.

Conclusion

The proposed land use, form of development and public benefits are consistent with the *Vancouver Official Development Plan* and the *Broadway Plan*. The General Manager of Planning, Urban Design and Sustainability recommends approval in principle of the CD-1 by-law in Appendix A subject to conditions contained in Appendix B.

* * * * *

APPENDIX A
455-485 Great Northern Way, Portion of 565 Great Northern Way and 1850 Thornton Street
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.

Designation of CD-1 District

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

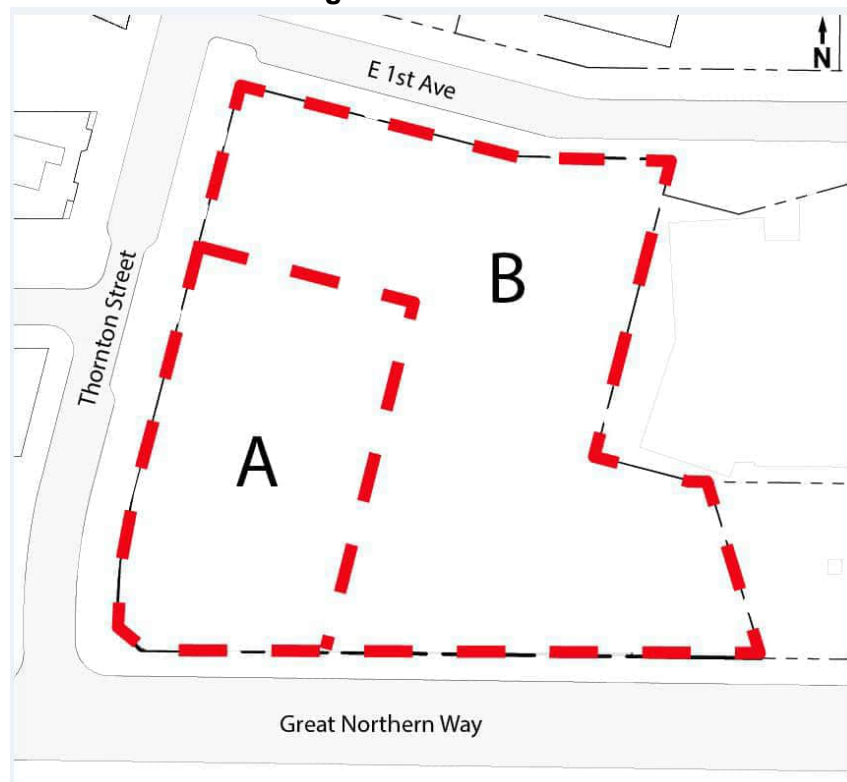
Definitions

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 6.1 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 7.4 of this by-law;
 - (b) “Below-Market Rental Dwelling Units” means dwelling units that meet the requirements of approved Council policies and guidelines for below-market rental housing, as secured by a housing agreement and registered on title to the property; and
 - (c) “SkyTrain Station” means the use of premises as a station for passengers using SkyTrain transport.

Sub-areas

4. The site is to consist of 2 sub-areas generally as illustrated in Figure 1, solely for the purposes of establishing the conditions of use, maximum permitted floor area and the maximum permitted building height for each sub-area.

Figure 1: Sub-areas



Uses

5. Subject to 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 this 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 Mixed-Use Residential Building and Multiple Dwelling;
 - (c) Institutional Uses;
 - (d) Office Uses;
 - (e) Retail Uses;
 - (f) Service Uses;
 - (g) SkyTrain Station;
 - (h) Utility and Communication Uses; and
 - (i) Accessory Uses customarily ancillary to the uses permitted in this section.

Conditions of Use

- 6.1 A minimum of 20% of the total dwelling unit area must be below-market rental dwelling units.
- 6.2 The design and layout of at least 35% of the total number of below-market rental dwelling units and at least 35% of the total number of other dwelling units must:
- (a) be suitable for family housing; and

- (b) have 2 or more bedrooms, of which:
 - (i) at least 25% of the total dwelling units must be 2-bedroom units, and
 - (ii) at least 10% of the total dwelling units must be 3-bedroom units.

6.3 All commercial uses and accessory uses must be carried on wholly within a completely enclosed building, other than the following:

- (a) display of flowers, plants, fruits and vegetables in combination with a permitted use;
- (b) farmers' market;
- (c) neighbourhood public house;
- (d) public bike share; and
- (e) restaurant,

except that the Director of Planning may vary this regulation to permit the outdoor display of retail goods, and the Director of Planning may impose any conditions the Director of Planning considers 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.

6.4 Dwelling Uses and child day care facility use are only permitted in sub-area B.

6.5 SkyTrain Station use must be provided in sub-area A.

Floor Area and Density

7.1 The total floor area permitted for all uses must not exceed 89,000 m², and the total floor area for all uses in each of the sub-areas listed below in Table 1 must not exceed the floor area set out for that sub-area.

Table 1: Maximum Floor Area

Sub-area	Maximum Permitted Floor Area (m ²)
A	2,800
B	86,200

7.2 The total floor area for Office Uses, Retail Uses, Service Uses and Utility and Communication Uses combined must be a minimum of 40,231 m².

7.3 The total floor area for child day care facility use must be a minimum of 1,045 m².

7.4 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, provided that:
 - (i) the total area of these exclusions must not exceed 12% of the permitted floor area, and
 - (ii) the balconies must not be enclosed for the life of the building;
- (b) patios and roof decks, if the Director of Planning considers the impact on privacy and outlook;
- (c) floors or portions thereof that are used for:
 - (i) off-street parking and loading located at or below base surface, provided that the maximum exclusion for a parking space does not exceed 7.3 m in length,
 - (ii) bicycle storage, and
 - (iii) heating and mechanical equipment, or uses that the Director of Planning considers similar to the foregoing;
- (d) entries, porches and verandahs if the Director of Planning first approves the design;
- (e) all residential storage area above or below base surface, except that if residential storage area above base surface exceeds 3.7 m² per dwelling unit, there will be no exclusion for any of the residential storage area above base surface for that unit; and
- (f) all storage area below base surface for non-dwelling uses.

7.5 The Director of Planning or Development Permit Board may exclude from the computation of floor area:

- (a) common amenity areas, to a maximum of 10% of the total permitted floor area,
- (b) additional floor area as required to meet licensing requirements for the Child Day Care Facility, and
- (c) floor area for the SkyTrain Station;

if the Director of Planning or Development Permit Board considers the intent of this by-law and all applicable Council Policies and guidelines.

7.6 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 below-market rental dwelling units as storage area.

Building Height

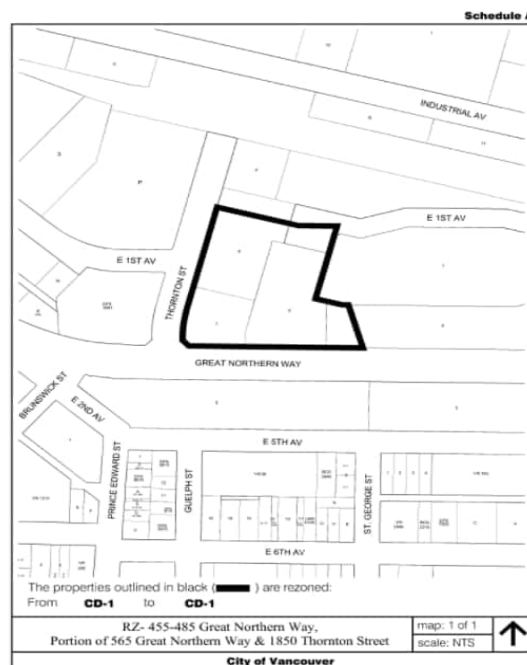
- 8.1 Building height in each sub-area must not exceed the permitted height for that sub-area, as set out in Table 2.
- 8.2 Despite section 8.1 of this by-law and the building height regulations in section 10 of the Zoning and Development By-law, the Director of Planning, after considering the impact on building placement, massing, views, overlook, shadowing and noise, may permit architectural features, common rooftop amenity space or mechanical appurtenances including elevator overrun and rooftop access structures, or any other appurtenances that the Director of planning considers similar to the foregoing, to exceed the maximum building height.

Table 2: Permitted Building Height

Sub-area	Building Height
A	19.5 m
B	116 m

Access to Natural Light

- 9.1 Each habitable room must have at least 1 window on an exterior wall of a building.
- 9.2 For the purposes of section 9.1 above, habitable room means any room except a bathroom or a kitchen.



APPENDIX B CONDITIONS OF APPROVAL

Note: Any changes to the conditions approved by Council will be contained in its decision. Applicants are advised to consult the minutes for any changes or additions to these conditions.

PART 1: CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

Note: Consideration by Council of the proposed form of development is in reference to plans prepared by prepared by Perkins & Will Architects, received May 21, 2024, with a resubmission received October 24, 2025.

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

- 1.1 To advance the design and implementation of the Cultural Ribbon, provide a two-five page report to the City of Vancouver that describes how elements of the site, in the public and private realm, were designed and implemented to elevate the cultural visibility of the Local Nations.

Contact staff at broadwayplan@vancouver.ca for further guidance.

Note to Applicant: The report will be shared with representatives from the Musqueam Indian Band, Squamish Nation and Tsleil-Waututh Nation for information. Submission of the report to the City of Vancouver will satisfy this condition.

Urban Design

- 1.2 Design development to enhance the overall public realm interface and to further strengthen the pedestrian activity throughout the site by way of the following;
 - (a) Design and finish a privately-owned public space (POPS) to the satisfaction of the General Manager of Planning, Urban Design and Sustainability, in consultation with the General Manager of Parks and Recreation, as follows:
 - (i) Provide a minimum of 0.49 hectares of contiguous POPS that is fully open to the public.

Note to Applicant: area calculation should exclude semi-private spaces such as commercial patios and transportation infrastructure (e.g. bike share stations or bike paths).
 - (ii) Design development of the POPS to:
 1. ensure amenities are generally consistent with or superior to those described in the *South Flats Public Realm Playbook* prepared by Gehl with Beasley & Associates, and

2. satisfy the intent of [Broadway Public Realm Plan Guidelines](#) for Public Spaces on Large and Unique Sites 1.5.1 to 1.5.9, in particular to ensure the plaza is inclusive and accessible, and supports a diversity of activities and users.
- (iii) Consideration for the POPS design to include parks and recreation features to support growth in the neighbourhood, including:
1. Dog-friendly space and features
 2. Skateboard-friendly features and surfacing
 3. Parkour-friendly furniture and surfacing
 4. Other dynamic features of wonder and delight that inspire adults and children to play
- (b) Improve the apparent massing of the pavilion to better integrate into the plaza space;

Note to Applicant: Refer to the UDP consensus comments, the intent of this condition is to be more subordinate to the surrounding buildings, to improve solar access, provisions of more useful and functional open space in the plaza, as well as improving views from the site.

- (i) Minimize the scale and appearance of the proposed blank wall;

Note to Applicant: Design strategies to improve the façade elements such as materiality, colour, texture, detailing, opening, signage, mural and art should be explored.

- (ii) Reduce the roof overhang to the walkway; and

- (iii) Consider improving the universal access;

Note to Applicant: The proposed plaza space should be inclusive and accessible, supports a diversity of activities and users, and has clear, welcoming and intuitive wayfinding from the various locations.

- (c) Further improvements along East 1st Avenue;

Note to Applicant: Refer to UDP commentary, this could be achieved by the following;

- (i) Provision of a pocket plaza or any types of usable open space along this street frontage;

Note to Applicant: This plaza can be enhanced through introducing placemaking elements such as street furniture, public art, landscaping, planters, and bike racks to create a sense of place and identity.

- (ii) Further design considerations to active the street frontages; and

Note to Applicant: The intent of this condition is to engage pedestrians and enliven the urban environment. Provisions of retail, dining, cultural, or other commercial uses at ground level to create a vibrant and inviting streetscape.

- (iii) Consider increasing the width of the pedestrian connection from plaza to East 1st Avenue.

- (d) Enhance the quality of public realm and landscape design throughout the site;

Note to Applicant: Refer to the UDP consensus comments, this may be achieved by providing more welcoming and pedestrian friendly retail frontage and open space. This could be achieved through the following design strategies.

- (i) Ensure all public spaces and pedestrian walkways are suitable for all users particularly for persons with disabilities;

Note to Applicant: Any public realm design components including paving, furniture, sight lines, fixtures, and planting should encourage accessible travel through the plaza and pedestrian routes. All the pedestrian and bike routes should also be safe particularly at parking and loading connections.

- (ii) Distributing pedestrian activity and encouraging round-the-clock activity around the site;
- (iii) Improve the visibility and physical presence of the activities between interior spaces and at-grade outdoor areas;
- (iv) Introducing greenery, plants, and urban furniture including sitting areas; and

Note to Applicant: Designing the space to encourage social interaction and relaxation, bring people together, and foster a sense of community.

- (v) Prioritizing pedestrian-oriented activation in the design of lane-facing building elements.

- 1.3 Design development to enhance the tower and podium expression and improve overall neighbourhood fit by;

- (i) Further refinement to the podium design to respond sensitively to the surrounding context, including neighboring buildings, streetscapes, and urban landmarks that is distinguished from the tower above;

Note to Applicant: Ensure that proportion, modulation, architectural styles, materials, and design features enhance pedestrian experience and complement the character of the existing built environment.

- (ii) Improve the prominence of residential entrances with provisions of a better wayfinding strategy;

Note to Applicant: Consider relocating the residential entrances to improve the legibility with a high degree of permeability from the proposed plaza space and capitalize on the distinct place making nature of the Cultural Ribbon of its programming.

- (iii) Provide additional at-grade landscape features, green roofs, and vertical gardens into the podium design to soften its edges and add visual interest;

- (iv) Shaping the form of tower in a way that complements the surrounding environment, enhances the urban skyline, and fosters a sense of place.

Note to Applicant: Design considerations to the repetitive expression of residential towers to better emphasize the character of the building such as exploring a variety of materials, finishes, and textures to add depth and visual interest to the tower façade, differentiating the balcony size in different levels, and incorporating horizontal and vertical reveals.

- (v) Attention to ensuring a proper way finding through the area especially the pedestrian passageway between residential and the office; and

- (vi) Ensure maintain a high degree of architectural detailing, variety, and quality as proposed through future stages of design development;

Note to Applicant: Particular attention should be given to ensuring that the building detailing and materiality present as highly resolved when viewed from plaza, all streets, and wherever pedestrians are in close proximity to the building face. Intent is to maintain the proposed quality in all aspects, including but not limited to appearance, durability and energy performance.

Crime Prevention through Environmental Design (CPTED)

- 1.4 Provision of a Crime Prevention Through Environmental Design (CPTED) Plan that incorporates CPTED principles.

Landscape Design

1.5 Design development to enhance the public realm to create a memorable gateway experience and inviting meeting place with varied programming that appeals to a wide range of users. This may be achieved by, but not limited to, the following:

- (a) demonstrate alignment with the landscape design and place-making goals in Section 3 of the *South Flats Public Realm Playbook*, including:
- incorporate an interactive and dynamic focal point water feature or landscape element that is seamlessly integrated into the public plaza;
 - enhanced programming of the publicly-accessible green roof atop the station entrance to better encourage social interaction and year-round activity;

- (b) improve the public interface with retail frontages through programming, site furnishings, pedestrian amenities, and high-quality materials with visual interest;

Note to Applicant: Consider integrating a ground-level play area as recommended in the UDP consensus comments.

- (c) incorporate immersive and interactive natural landscape features that increase biodiversity, habitat and ecosystem services and include drought-tolerant, native and adaptable species;

- (d) maximize tree growing medium and planting depths for trees and shrubs to ensure long term viability of the landscape;

Note to Applicant: Structural slabs need to be designed to handle loads and ensure adequate depth and continuous soil volumes. The use of soil cells or modular systems is strongly encouraged to promote tree health and increased canopy cover in urban environments, as structural soil may not be the most effective solution due to its limited usable soil volume.

- (e) ensure the public realm is designed to promote equitable access and serve all users including persons with disabilities;

- (f) Note to Applicant: All public realm elements should meet accessibility standards. Clearly delineate pedestrian and cycle routes to limit conflicts with vehicles, particularly near parking and loading areas. Provide detailed grading information with a DP application and consider presenting the DP application to the Persons with Disabilities Advisory Committee for feedback. Refer also to Urban Design condition 1.2 (d);

- (g) provide referenced cross-sections through the outdoor amenity areas and corridors between the development and Emily Carr University, demonstrating the design intent in relation to the existing Art & Design Building and plaza;

Note to Applicant: refer to *Broadway Plan* section 10.31, the Sustainable Large Developments Policy, UDP consensus items and Urban Design Condition 1.2;

- 1.6 Design development to incorporate into each building adequate soil volume for all plantings, intensive and/or extensive green roofs on all available roof space where possible that include edible plantings, garden plots, children’s play areas, and a dog relief area;

Note to Applicant: refer to the *Rezoning Policy for Sustainable Large Developments*.

- 1.7 Provision of the following plans and documents at time of development permit application:

- (a) A written program brief that informs the spatial and functional design of on-site public spaces;

Note to Applicant: this document should address key functions of the plaza and the green roof amenity above the station entrance, a study indicating the capacity of the plaza to support a range of events, a ratio of hardscape to softscape treatments, an overview of proposed site furniture and pedestrian amenities, a lighting plan and nighttime activation strategy. Refer also to Urban Design condition 1.1.

- (b) A public space management plan outlining near and long-term commitments for governance, programming and operations, ensuring the highest level of access for all members of the public;

Note to Applicant: refer to and build on strategies outlined in the Public Realm Playbook submitted with the rezoning application.

- (c) 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.

- (d) A 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.

- (e) a soil depth overlay sheet;

Note to Applicant: soil volumes for tree planting, growing mediums and planting depths must exceed CSLA standards.

- (f) a vegetative cover calculation sheet;

Note to Applicant: include the percentage of vegetative cover relative to overall site area and total building roof area.

Sustainability

- 1.8 All new buildings in the development will meet the requirements of *the Green Buildings Policy for Rezonings* (amended July 25, 2023) located here:
<https://guidelines.vancouver.ca/policy-green-buildings-for-rezonings.pdf>

Note to Applicant: Refer to the most recent bulletin *Green Buildings Policy for Rezonings – Process and Requirements*.

Housing

- 1.9 The proposed unit mix, including 108 studio units (18.9%), 256 one-bedroom units (44.8%), and 152 two-bedroom units (26.6%), 56 three-bedroom units (9.8%) is to be revised in the development permit drawings to achieve at least 10% three-bedroom units and 25% two-bedroom units, separately in both the market rental and below-market portions.

Note to Applicant: Any changes in the unit mix from the rezoning application may be varied under the discretion of the Director of Planning or Development Permit Board provided that it does not go lower than 35% of the market rental units and 35% of the below-market rental units, designed to be suitable for families with children, of which at least 25% must be two-bedroom units and at least 10% must be three-bedroom units.

- 1.10 The development should be designed in accordance with the *High-Density Housing for Families with Children Guidelines*, including the provision of:
- (a) an outdoor amenity area to include areas suitable for a range of children's play activities and urban agriculture appropriate in size for the scale of the project and situated to maximize sunlight access (S. 3.3.2, 3.4.3);
 - (b) a minimum of 2.3 sq. m (24.7 sq. ft.) of bulk storage for each dwelling unit (S. 4.4.2);
 - (c) a multi-purpose indoor amenity space appropriate in size for the scale of the project, with a wheelchair accessible washroom and kitchenette. Consider positioning this adjacent to the children's play area to enable parental supervision from the amenity room (S. 3.7.3); and
 - (d) a balcony for each unit with 1.8 by 2.7 m minimum dimensions (S. 4.3.2).

Note to Applicant:

- (i) The guidelines prescribe a set of performance criteria for common indoor and outdoor amenity spaces to sufficiently contribute towards livability. If a ratio of minimum 2.0 sq. m (21.5 sq. ft.) per dwelling unit for outdoor amenity space, and at least 1.4 sq. m (15 sq. ft.) per unit for indoor amenity space, is provided, staff will consider those performance criteria to have been met.
- (ii) Bulk storage should be designed in accordance with the *Bulk Storage and In-suite Storage – Multiple Dwelling Residential Developments Bulletin*.

- 1.11 The below market units should be designed to the same standards of livability as the market rental units.

Note to Applicant: Clearly label the proposed below market units and market rental units on the architectural drawings.

Childcare Facility

- 1.12 Construction and delivery of a turnkey and fully fit, furnished, equipped and supplied 90-space childcare facility. Design development to ensure that the 90-space childcare centre is licensable by Vancouver Coastal Health's Community Care Facilities Licensing (CCFL) and meets the intent of the City's Childcare Design Guidelines and Facilities Standard Manual including Appendix II Childcare Technical Guidelines, to the satisfaction of the General Manager of Arts, Culture and Community Services, and the General Manager of Real Estate and Facilities Management.

Note to Applicant: 90-space childcare facility is comprised of two 12-space programs for 0-3 year olds, two 25-space programs for 3-5 year olds, and one 16-space program for 3-5 year olds.

- 1.13 Based on the City's Childcare Design Guidelines, a 90-space childcare centre will require minimum gross programmable indoor area of 1,045 sq. m (11,248 sq. ft.) and no less than 1,179 sq. m (12,691 sq. ft.) of outdoor space.

Note to Applicant: For indoor space, a net to gross ratio of 1 to 1.3 should be allowed at the initial planning stage.

The total programmable indoor area excludes elevators shafts, lobbies, stairwells, service/utility rooms, garbage & recycling room, vehicle parking, bicycle parking, etc.

Provide area table calculations broken down by childcare programs and area calculations in plan drawings at pre-development permit; refer to Childcare Design Guidelines Tables 2 and 4. Indicate in contrasting colour all exclusive-use and non-exclusive spaces within the childcare facility air space parcel.

- 1.14 Each licensed program within the childcare centre must have its own separate and dedicated outdoor play space including covered space, with direct and contiguous access between indoor and outdoor program space.

Note to Applicant: The outdoor areas for 0-3 programs may be combined and reduced by up to 25% if criteria in the Childcare Design Guidelines are met.

- 1.15 Provide shadow studies to demonstrate that the outdoor play areas for each program receive a minimum of three hours of direct sunlight per day on February 1. Include known shadow impacts of adjacent buildings.

- 1.16 Design development to ensure that the indoor and outdoor spaces of the childcare centre are designed to maximize opportunities for healthy child development while ensuring an operationally sustainable facility for the non-profit operator.

Note to Applicant: Pre-development permit, the provision of detailed design of the indoor and outdoor childcare areas is strongly encouraged. Detailed indoor and outdoor design will be required prior to development permit issuance.

- 1.17 Design development to ensure that all major indoor activity spaces used by children have a direct source of natural light from a minimum of 10% of the wall area of the room.

Note to Applicant: Natural light is also preferred for staff offices and other rooms, while support areas such as washrooms, kitchens, and storage rooms do not require natural light.

- 1.18 Design development to include Passenger spaces, Class A and Class B bicycle parking, and Accessible parking to meet the City of Vancouver Parking Bylaw. A 90-space childcare facility requires:

- (a) 11 Passenger spaces,
- (b) 1 Class A bicycle parking space,
- (c) 15 Class B bicycle parking spaces, and
- (d) 1 Accessible parking space.

Note to Applicant: Design development to ensure that the location of parking and drop-off stalls are safe and in proximity to the childcare centre elevator. Parking should avoid the need for parents and children to cross a drive aisle as much as possible.

- 1.19 Design development of the building above the childcare facility outdoor area to minimize balconies and employ strategies to mitigate the potential risk of items falling off balconies and openable windows onto the play space below.

- 1.20 Design development of the childcare facility with effective signage at the parking level and ground level entrances to ensure clear wayfinding to the childcare facility.

Note to Applicant: Ground floor entrance for childcare to have clear visual identity and accessibility with prominent identification and signage, particularly for transit users. The childcare entrance must be directly accessible from the plaza, to facilitate access from the transit station.

- 1.21 Design development to provide a dedicated elevator for the childcare facility and guaranteed unfettered access to an additional non-exclusive use elevator in the event of the childcare facility elevator's incapacity, such as servicing or breakdown.

Note to Applicant: A legal agreement securing such non-exclusive use arrangement for the additional elevator will be required as a condition for an occupancy permit. Refer to Childcare Technical Guidelines for elevator requirements.

- 1.22 Provide separate building systems and secured exclusive use utility/service rooms to safely accommodate the mechanical, electrical, garbage/recycling and similar equipment servicing the childcare facility.

- 1.23 Design development to limit the height of the childcare facility to a maximum of seven storeys or 25 m (82 ft) above grade, whichever is lower in elevation.

Note to Applicant: The height of the childcare facility above grade must not be raised any higher than what is currently proposed. CCFL cannot confirm that this project will be licensable at this stage, and the proposed capacities and heights will require thorough reviews at Development Permit.

Social Policy - Food Assets

- 1.24 Fulfill, to the satisfaction of the Director of Social Policy, the Sustainable Food Systems requirements of the *Rezoning Policy for Sustainable Large Developments*. Based on the rezoning application material, the applicant has proposed the development to provide edible landscaping, urban agriculture provided as community gardens, shared garden plots, and community learning gardens, and a third asset still to be determined.

Note to Applicant: Staff encourage the applicant to reach out to further discuss and revise the food assets prior to the development permit submission (foodpolicy@vancouver.ca).

- 1.25 Design development to include sufficient allocation of edible landscaping throughout the site consistent with the City's *Sustainable Large Developments Administrative Bulletin* and *Urban Agriculture Guidelines for the Private Realm*, in addition to the following requirements to optimize impact:
- (a) To the extent possible, increase the amount of edible landscaping in publicly accessible areas.
 - (b) Prioritize edible and medicinal plants with cultural, spiritual, and medicinal value particularly as it relates to Indigenous communities.

Note to Applicant: Appendix C identifies the urban agricultural plots as contributing towards the edible landscaping; however, these are two distinct food assets. Therefore, a larger proportion of edible landscaping is needed to ensure there is sufficient allocation throughout the site.

The application notes edible plantings will have significant cultural value for Indigenous Peoples. At the development permit stage, the applicant should confirm which Indigenous communities will be engaged and how they will benefit from these plantings (e.g. urban Indigenous groups and communities or local Nations). If urban Indigenous organizations, service providers, or community members are the intended beneficiary, the applicant should also outline how the local Nations will be benefit from this food asset.

- 1.26 Design development to include urban agriculture (specifically, community garden plots, shared garden plots, and community learning gardens) and support facilities consistent with the City's *Sustainable Large Developments Administrative Bulletin* and *Urban Agriculture Guidelines for the Private Realm*, or any other applicable policy at the time of development permit, including criteria related to siting and access, and the number, size, and design of the plots.

Note to Applicant: At the development permit review stage, the applicant will need to:

- Confirm the location of support facilities for the community garden (e.g., composting, hose bibs, etc.).
- Delineate which agricultural spaces are intended for community garden plots, shared garden plots, and community learning gardens.

- Provide a plan for how the shared garden plots and community learning gardens will retain their intended use and avoid being converted to passive landscaping features.

The applicant is encouraged to incorporate infrastructure to support educational and programmatic opportunities as it relates to the educational garden on the Lot 7 rooftop (e.g., covered seating, signage, washroom, and water access, etc.). The Applicant is also encouraged to engage with local organizations to inform the design and activation of the garden. For example, a non-profit organization currently manages nearby gardens that grow botanical materials, including edible plantings, for community environmental art engagement. Staff can support with making connections via foodpolicy@vancouver.ca.

Note to Applicant: Staff encourage the applicant to contact foodpolicy@vancouver.ca to discuss potential food assets they are considering prior to development permit submission. Given the location of the project, the applicant could consider providing infrastructure to support Indigenous food sovereignty, space for a non-profit food recovery organization, or another food asset to the satisfaction of the City.

Rail Proximity

- 1.27 Provision of the following documents, prepared by a qualified professional, in response to the development site's proximity to freight rail facilities:
- (a) Noise Study;
 - (b) Vibration Study

Note to Applicant: Refer to the [Development in Proximity to Rail Facilities Bulletin](#) and the [Guidelines for New Development in Proximity to Railway Operations](#) (FCM-RAC 2013) for further details. Noise studies should also account for future SkyTrain noise, refer to the [Noise Assessment Technical Data Report](#) (2019) prepared for the Broadway Subway Project. These reports are necessary to fulfill the title agreements outlined in Part 2.

This site falls within the Vibration (75 metre) and Noise (300 metre) Area of Influence, measured from rail property PL/ROW. This site does not fall within the Physical Safety Area of Influence (30 metres), however, a safety berm has not been provided between the site and the rail yard property line and therefore does not appear to meet the standard mitigations outlined in the FCM-RAC Guidelines. Modernized Railway Proximity Guidelines are currently being developed and may provide revised guidance relevant to this application.

Confirm current and future operations to use for determining mitigating measures with both owner and operators of all rail facilities within 300 metres.

CN typically requests the following:

- Applicant team (qualified professional) should reach out to CN to obtain the correct base assumptions (data, parameters and methodology) from CN at the project onset. This will reduce the likelihood of having to repeat technical studies and reports and limit costly redesign due to incorrect base assumptions;

- submission of the proposed crash wall design (if applicable) to AECOM for technical review. AECOM will liaise directly with CN to ensure that the design parameters are correct; and
- submission of the Acoustic Report for peer review by CN's Engineer.

The following additional studies may be required at Development Permit:

- Fugitive Emissions and Air Quality Report;
- Stormwater Management and Drainage Plan;
- Protective Action Plan;

Engineering

- 1.28 Submission of a letter confirming acknowledgment 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: Developer is required to submit a signed letter acknowledging restricted street use (for Broadway Corridor) during construction before issuance of development permit due to Broadway Subway Project construction. Contractor must develop the traffic plans in coordination with the City, considering Broadway Subway Project existing street use plans. City will require min. 10 days to review the traffic plan.

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

- 1.29 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (City of Vancouver's Design Guidelines and Construction Standards and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site prior to building permit issuance.

Note to Applicant: 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 occupancy permit issuance. Please contact Engineering Services at shoringreview@vancouver.ca for details.

<https://vancouver.ca/streets-transportation/street-design-construction-resources.aspx>
<https://vancouver.ca/home-property-development/construction-street-use-permits.aspx#shoring-and-excavation>

Note to Applicant: Review of anchor placement with respect to the Broadway Subway tunnel will be required. Developer must follow the standard shoring guidelines developed by the City and share the shoring plans for the City to review placement of anchors with respect to the BSP proposed tunnel and underground infrastructure.

- 1.30 The owner or representative is advised to contact Engineering Services at StreetUseReview@vancouver.ca to acquire the project's permissible street use after building permit issuance.

Note to Applicant: Prepare a mitigation plan to minimize street use during excavation and construction (i.e., consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60-day lead time is required for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.

<https://vancouver.ca/home-property-development/construction-street-use-permits.aspx>

- 1.31 Confirmation of TransLink Real Estate Adjacent and Integrated Development (AID) Coordination.

Note to Applicant: The applicant is to work with TransLink's Facility Design Group to satisfy any and all conditions that would enable the applicant in providing and constructing the station overbuild. For further information in this regard, please contact TransLink Real Estate Adjacent and Integrated Development (AID) program (aidreview@translink.ca). Until the Broadway Subway Project is open and operating the Applicant should also work with the Ministry of Transportation (raymond.louie@gov.bc.ca) on the coordination of station delivery and overbuild.

- 1.32 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.
- 1.33 Provision of a lighting simulation to support all offsite lighting upgrades to City standards and IESNA recommendations.
- 1.34 Provision of a crossing design applications to the satisfaction of the General Manager of Engineering Services, prior to development permit issuance.

Note to Applicant: Submission of a crossing application is required. Please review the City's construction and design manuals and show typical commercial crossing design on the plans and indicate if any existing street furniture, poles street trees or underground utility is impacted by the crossing design and location.

<https://vancouver.ca/streets-transportation/street-design-construction-resources.aspx>

- 1.35 Gates/doors are not to swing more than 0.3 m (1 ft.) over the property lines or into the SRW area.
- 1.36 Provision of a canopy application may be required should the encroaching structure(s) meet the specifications set out in Section 1.8.8 of the Vancouver Building By-Law.

Note to Applicant: Canopies must be fully demountable and drained to the buildings internal drainage systems. Please submit a copy of the site and elevation drawings of the proposed canopy for review at development permit application stage.

Ornamental Projections may be considered if it adheres to Section 1.8.6.3. of the Vancouver Building By-law, subject to an encroachment agreement.

1.37 Provision of vehicle spaces, per [Parking By-law Section 4](#) and the [Design Supplement](#), including:

- (a) Minimum 5.0m (16.4ft) width plus, 5.5m (18ft) length and 2.3m (7.5ft) vertical clearance for van accessible spaces sharing access aisles; and
- (b) Provision of additional maneuvering aisle width for spaces 87,88,195,196,197 to maneuver out without backing out or remove the spaces.

1.38 Provision of Loading spaces, per the [Parking By-law Section 5](#) and the [Design Supplement](#).

- (a) minimum 1.3 m (4.3 ft) side clearance for Class B spaces; and

Note to Applicant: Council approved amendments to the Parking Bylaw for loading rates and design requirements. These requirements will apply to site development permits following this rezoning.

Provision of Loading spaces, per the [Parking By-law Section 5](#) and the [Design Supplement](#).

- (b) minimum 1.3 m (4.3 ft) side clearance for Class B spaces.

Note to Applicant: Council approved amendments to the Parking Bylaw for loading rates and design requirements. These requirements will apply to site development permits following this rezoning.

1.39 Provision of the following general revisions to architectural plans, including:

- (a) All types of parking, loading, bicycle, end-of-trip facilities and passenger loading spaces individually numbered, and labelled on the drawings;
- (b) Dimension of columns and column encroachments into parking spaces;
- (c) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and to the underside of raised security gates considering mechanical projections and built obstructions;
- (d) Design elevations at all breakpoints on both sides of ramps, drive aisles, loading and passenger loading spaces, accessible spaces, and entrances;
- (e) Removal of proposed portions of canopy/structural cantilever that is shown encroaching over City Streets (See sheets RZ-A107 and RZ-A108) unless validated by way of an encroachment agreement; and

Note to Applicant: Refer to condition 1.36 for more information.

- (f) Removal of portions of proposed below grade foundation walls that are shown encroaching onto City property (see sheets RZ-A101 – A105 and RZ-301 – A303).

1.40 Provision of updated architectural and landscape plans to reflect the Public Bike Share (PBS) space in compliance with the [Design Standards for Public Bike Share](#) to the satisfaction of the General Manager of Engineering Services, including:

- (a) Minimum 43.0 m by 4.0 m (141 ft by 13 ft) (linear) or 18.0 m by 8.0 m (59 ft by 26 ft) (back-to-back) station fully on private property near the intersection of Great Northern Way and Thornton Street;

Note to Applicant: The proposal to split the PBS space into two separate smaller sections (one section on site along the Thornton Street frontage, and one section off site east of parcel site along East 1st Avenue) is not acceptable. A single continuous space for PBS is to be provided on-site near the intersection of Great Northern Way and Thornton Street.

- (b) Relocation of building elements and/or landscaping in conflict with the station;
- (c) Relocate all utilities (i.e. vents, drains, access points etc.) outside of the station footprint and show an uninterrupted broom finished saw-cut concrete surface;
- (d) Maximum 3% cross-slope and 5% grade along the length of the station;
- (e) Minimum 5.0 m (16.4 ft) vertical clearance; and
- (f) On-site electrical connection to the station.

1.41 Provision of minimum 34 publicly accessible bike stalls within an enclosed parkade integrated with the Great Northern Way – Emily Carr Skytrain station as per the integration agreement between PCI and the Province. Specifications for the bike parkade is listed under Section 10.7.7 in the Broadway Subway Project Agreement that have been provided to PCI.

Note to Applicant: Design development to ensure additional requirements including proximity to the GNW Station entrance, operating hours, cost to users, accessibility, wayfinding and other operational consideration to the satisfaction of General Manager of Engineering Services. The publicly accessible bike stalls noted in this condition are independent from the standard provisions of the Vancouver Parking Bylaw.

1.42 Provision of a landscape and site plan that reflects the improvements to be provided as part of the Services Agreement.

Note to Applicant: Drawings must indicate that the off-site designs submitted as part of the development permit application are preliminary, and that the drawings will be revised according to the off-site geometric design which will be provided by the City of Vancouver through the development permit process.

1.43 Submission to Engineering of an updated landscape plan reflecting all the public realm changes, including demonstration of:

(a) Display of the following note(s):

- (i) "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 and Major Projects and/or your Engineering, Building Site Inspector for details."
- (ii) "Tree species, final spacing, quantity and location 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 volumes. Installation of Engineered Soil may be required to obtain appropriate soil volumes based on site conditions. Root barriers shall be of rigid construction, 8 feet long and 18 inches deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Planting depth of root ball must be below sidewalk grade. Contact Park Board at pbdevelopment.trees@vancouver.ca for inspection after tree planting completion".
- (iii) "Off-site assets are to be constructed to the satisfaction of the General Manager of Engineering Services and as per the approved City geometric design, with the final design and location to be determined once the City geometric is received."

Note to Applicant: Drawings submitted as part of the development permit application will be preliminary with appropriate placeholders, and the final off-site geometric design will be provided by the City of Vancouver. An Engineering Project Coordinator will engage the Developer to facilitate the delivery of any City design after development permit issuance.

- (iv) "The required Green Infrastructure improvements on 455 Great Northern Way will be as per City-issued design."

Note to Applicant: Callouts must be included along with the note.

For further information, contact Green Infrastructure Implementation Branch, ESRGGIIDL@vancouver.ca

(b) Existing locations of:

- (i) Street furniture; and

Note to Applicant: For drawings with existing street furniture displayed, a note must be added stating:

“All removals, relocations, reinstallations and replacements of street furniture must be carried out by the City Street Furniture Contractor in coordination with the City Street Furniture Coordinator.”

- (ii) Poles and guy wires.

Note to Applicant: Poles and guywires that are to be removed or relocated must be called out and the existing and proposed locations shown. Letters must be provided from the appropriate public utility companies that confirm that pole relocation proposed is possible.

- (c) Deletion of:

- (i) Proposed rain garden on Thornton Street due to conflict of infiltration above water distribution main; and

Note to Applicant: Callouts must be included along with the note.

For further information, contact Green Infrastructure Implementation Branch, ESRGGIDL@vancouver.ca

- (ii) Proposed non-standard unit pavers from the City boulevard along Great Northern Way and Thornton Street.

Note to Applicant: Surface treatments in hardscape areas of the boulevard and plaza are to be in standard concrete only.

1.44 Provision of the following general revisions to architectural plans, including:

- (a) Delete any portions of building structure, parkade exhaust vents, raised planters, or class B bicycle parking proposed at-grade within the existing SRW area along Great Northern Way.

Note to Applicant: This SRW must remain clear obstructions for pedestrian movement.

1.45 This development will be required to provide on-site rainwater management in accordance with Building By-law requirements (Book II, Division B, Article 2.4.2.5).

Note to Applicant: The applicant will be required to demonstrate compliance with these requirements at the plumbing permit application stage. See www.vancouver.ca/rainwater for more information.

1.46 Provision of a Final Hydrogeological Study, to the satisfaction of the General Manager of Engineering Services and the Director of Planning, which addresses the requirements outlined in the Groundwater Management Bulletin, including but not limited to:

- (a) An updated Groundwater Management Plan which includes:
- (i) Construction-related and permanent groundwater management, including anticipated groundwater discharge rates for City approval; and

Note to Applicant: The Final Hydrogeological Study should be updated to:
1) be consistent with submitted architectural drawings with respect to development depth; 2) include consideration for proposed connection to the adjacent parkade; 3) provide a revised long-term groundwater seepage estimate taking into account that the Broadway Subway and stations are intended to be fully tanked and that dewatering is not intended to continue following construction; 4) include a sensitivity analysis for seepage modelling related to the initial groundwater table elevation; and 5) provide an updated Groundwater Management Plan that reduces post-construction groundwater discharge from site to less than 15 L/min.
 - (ii) Provision that every effort will be made to prevent or limit the long-term discharge of groundwater to the sewer system, with the details reflected in the Groundwater Management Plan.
- (b) An updated Impact Assessment which achieves the following objective:
- (i) Analysis to confirm that there are no significant risks from groundwater extraction/diversion; and

Note to Applicant: Any groundwater discharges to City infrastructure must be in compliance with the City's Sewer and Watercourse Bylaw, Metro Vancouver bylaws, and all applicable Provincial and Federal legislation. A waste discharge permit may be required, and a City Engineer will approve an authorized rate of discharge to the sanitary sewer.
 - (ii) Provision that peat will not be dewatered due to the associated risk of offsite settlement.

Note to Applicant: A revised version of the Groundwater Management Bulletin was released on November 1, 2024. All RZ and DP applications for developments with 1 or more levels of below-ground structure (but excluding lower density residential buildings with 8 or fewer units) located in an area of concern for groundwater will have to meet the requirements of the revised Bulletin. Further information on requirements can be found here: <https://guidelines.vancouver.ca/bulletins/bulletin-groundwater-management.pdf>
- (c) Provision of immediate notification to the City of any changes that may be material to the City's review of the submitted final hydrogeological study (e.g. if the proposed excavation depth increases); and

Note to Applicant: Email the City at groundwater@vancouver.ca.

- (d) Submission of the anticipated start date for excavation, and the contact details for the professional services that have been retained to conduct the discharge flow monitoring prior to building permit issuance for excavation.

Note to Applicant: The monitoring must include daily average flow rates and be submitted monthly to groundwater@vancouver.ca. A hold will be placed on the issuance of a building permit for excavation. To remove the hold, provide an anticipated start date for excavation, and the contact details for the professional services that have been retained to conduct this monitoring, to groundwater@vancouver.ca.

- 1.47 Design development to ensure sufficient horizontal and vertical space around the existing storm sewer to facilitate access, maintenance, and eventual replacement of the existing 1200/1350 mm stormwater main (STM) asset, to the satisfaction of General Manger of Engineering Services

Note to Applicant: The Storm Sewer Trunk Relocation SRW was established to accommodate the 1200/1350 mm stormwater main (STM) conveying flow from Great Northern Way to Thornton Street, which does not currently permit any encroachments. Further review by Sewer Design Operations team will be necessary to ensure design can accommodate access and maintenance needs for the existing storm main on-site. An amendment of the existing easement would be required to allow for the development of any permanent infrastructure within the SRW area.

- 1.48 Provision of a sewer abandonment plan by the Developer's Engineer that details the following:

- (a) Abandonment or removal of all existing storm, sanitary, and combined connections to the development site.
- (b) Abandonment or removal of all existing storm, sanitary, and combined sewer mains that are no longer in use due to the development of the site.

- 1.49 As the above-referenced Rezoning application of 455 Great Northern Way satisfies the site size requirement for large developments, it must show leadership in waste minimization and waste diversion as per the *Rezoning Policy for Sustainable Large Developments*. Section F of the Policy outlines a list of zero waste requirements which must be met for this site, including:

- (a) Adequate space for collection bins and zero waste initiatives in buildings (F.3.1).
Mandatory requirements for Zero Waste Initiatives:

- (i) Solid waste storage amenity should be located at grade (ground level) and adjacent to the area where collection vehicles are allowed access to the amenity. If at grade amenity is not permissible, the amenity should be placed no more than one level down from grade. They must be designed to ensure all waste collection day activities occur on-site, as opposed to placing bins onto City property for collection;

- (ii) The size of storage rooms must be in compliance with the guidelines set out in the *Garbage and Recycling Storage Amenity Design Supplement* allowing a sufficient number of carts/containers to meet the needs of every building;
 - (iii) The space allotted must exceed the minimum set out in the guidelines to allow for waste diversion programs to ensure items banned from garbage are not put in garbage (e.g. electronics, foam packaging); and
 - (iv) There must be an infrastructure and maintenance plan to maintain a litter-free environment in exterior areas (e.g. public sidewalks and paths).
- (b) Occupant/Public communication and education program required (F.3.2), including minimum of three items from Occupant/Public Education and Outreach Actions list under the Sustainable Large Developments Admin Bulletin.
 - (c) Additional Zero Waste Actions: Recycling, Organics and Waste Collection Systems (F.3.3). Buildings must incorporate zero waste efforts beyond the provision of standard recycling bins. The applicant must show how they plan to meet this objective by choosing and implementing as least seven initiatives from a list of 18 items under the Bulletin.
 - (d) Post Occupancy Plan Implementation Report Plan (F.3.4). The applicant must acknowledge intent to provide a Plan Implementation Report post-occupancy, with details regarding who will be responsible for submitting. Prior to DP issuance the applicant must agree to the terms and conditions set out in the Solid Waste Reporting Covenant.

1.50 Provision of the following solid waste conditions:

- (a) Separate waste rooms should be provided for each individual building use (residential, childcare, retail and office);
- (b) Per staff calculation, depending on collection frequency the weekly waste generation volume in the residential, office and retail units may exceed the capacity of the waste rooms. Pending information on the planned collection frequency of each waste stream, staff may recommend that the developer consider either:
 - (i) An increase to the size of the waste rooms and the number or capacity of containers; or
 - (ii) An increase in collection frequency.
- (c) Applicant to provide a waste management plan at the development permit application stage. The plan should include the following:
 - (i) Types of waste streams to be provided;

- (ii) Number and size of containers to be provided for each stream;
- (iii) Collection frequency for each stream; and
- (iv) Clear indication of waste staging locations on the architectural drawings.

- 1.51 Provision of a Distribution Piping System (DPS) Relocation Plan for the Neighbourhood Energy Utility (NEU) piping and infrastructure that conflicts with the proposed northern extent of Lots 6 and 8(N), prior to issuance of Development Permit.

Note to Applicant: The Applicant is responsible for all associated costs for relocating the NEU distribution pipe (including soft costs), which may include the provision of a temporary energy plant to ensure uninterrupted 24/7 heating service to existing customers.

The Rezoning Application Large Scale Architectural Drawings (RZ-A004, RZ-A006, RZ-A101-A107) indicate that the proposed Lot 8(N) property line and the zero-offset building setbacks for Lots 6 and 8(N) create a significant conflict with existing NEU piping and infrastructure. The Applicant must work with NEU staff to outline, draft, and finalize a detailed DPS Relocation design. Once the design is finalized, the applicant must provide a detailed schedule in advance of pipe installation outlining sufficient time for procurement, and construction and considerations to minimize interruptions to operations. The DPS Relocation Plan must be prepared by the original Engineer-of-Record for the pipeline design and installation and, at a minimum, address the following:

- (a) Maintenance of NEU's 24/7 continuous heating service;
 - (b) Compliance with NEU design standards and specifications;
 - (c) Appropriate pipe sizing;
 - (d) Provision of adequate space and accommodations for access and serviceability;
 - (e) Evaluation of possible pipe routing options, including an exploration of relocating NEU service to Great Northern Way;
 - (f) Assessment of any required service rights-of-way; and
 - (g) Timeline for infrastructure relocation works, ensuring that work shall occur during summer months and are coordinated with other required utility work.
- 1.52 Provision of the building(s) heating and domestic hot water system which shall be designed to be compatible with the NEU system to supply all heating and domestic hot water requirements, if deemed feasible by the General Manager of Engineering Services prior to issuance of development permit.

Note to Applicant: The Applicant shall refer to the [Energy Utility System By-law No. 9552](#) and [Neighbourhood Energy Utility Connectivity Guidelines & Requirements](#) for specific design requirements, which include provisions related to the location of the mechanical room(s), centralization of mechanical equipment, pumping and control strategy, other hydronic heating and domestic hot water system minimum requirements, etc. The

Applicant is encouraged to work closely with Staff to ensure adequate provisions for NEU compatibility are provided for in the heating and domestic hot water system design.

- 1.53 Provision of NEU access to the building(s) chilled water loop(s) to utilize waste heat from the cooling systems.
- 1.54 Coordination on the Campus Energy Plan, including space, access, servicing, interface and design provisions required to preserve or enable the identified NEU service approach, prior to issuance of a development permit, to the satisfaction of General Manager of Engineering Services.

Note to Applicant: The Applicant shall participate in and provide all information reasonably required by the General Manager of Engineering Services to support the development of a Campus Energy Plan optimized for NEU service to meet the energy needs of the development and surrounding area. The Campus Energy Plan shall address the proposed approach to site heating and, where applicable, cooling, including potential integration of on-site thermal energy storage and waste heat recovery across the campus.

Staff are supportive of exploring the creation of a lower temperature NEU node for this campus, designed to optimize heat recovery and energy sharing across buildings. The Campus Energy Plan shall define the heating and cooling requirements of the site as well as electric service demand of building. The plan will need to evaluate opportunities for lower temperature heating systems and shall assess waste heat recovery opportunities for NEU utilization, including but not limited to, heat recovery from commercial refrigeration systems, data centres, industrial processes, and the Great Northern Way-Emily Carr Skytrain Station. The Campus Energy Plan shall also explore the integration of thermal energy storage (i.e., large water storage tanks and integration with building systems) in under-utilized spaces across the site or integrated with public spaces/art. For further information in this regard, please contact Neighbourhood Energy neighbourhood.energy@vancouver.ca.

- 1.55 Compliance with the following design provisions related to NEU compatibility, all to the satisfaction of the General Manager of Engineering Services, prior to issuance of Development Permit:
 - (a) Provide for an adequate and appropriate dedicated Energy Transfer Station (ETS) Room, estimated 80 m² floor area based on four (4) ETS' to service the site, located on the highest below-grade level along an exterior wall adjacent to existing/future NEU distribution piping and free of any other equipment or obstructions, for connection to the NEU. Please refer to the [NEU Connectivity Guidelines & Requirements \(Section 6.1\)](#) for complete set of ETS Room requirements that must be demonstrated. Applicant must coordinate with City Staff to ensure proposed ETS room location is acceptable;
 - (b) Confirm the dedicated ETS Room and its access route shall facilitate a minimum 1.83 m wide clear continuous pathway from the exterior of the development to the ETS Room, including double doorway entry (outward swing) where required, to accommodate installation of the pre-fabricated, skid-mounted ETS; and

Note to Applicant: Typical ETS skids are approximately 4m x 1.8m and approximately 1,800 kg. Sufficient space along access route is required to allow installation/maneuverability of ETS skids.

- (c) The building mechanical system shall utilize the NEU system for all the space heating and domestic hot water requirements for the development and must not incorporate any prohibited heat production equipment in accordance with Energy Utility System By-law No. 9552 Section 5.2.

1.56 Provision of adequate and appropriate dedicated NEU Room located along the relocated NEU piping infrastructure, developed in consultation with staff. The NEU Room shall be designed and provisioned for peaking and low carbon energy generation, sized to meet the campus load and provide capacity to the network (estimated 5-8 MW of electric service to be refined during Rezoning and detailed design). The NEU Room shall be made available at the earliest phase of the development to accommodate NEU heat producing equipment (e.g., heat pumps, boilers) and ancillaries. Preliminary specifications of the NEU Room and required services/provisions to be delivered by the Applicant includes the following:

- (a) Estimated 150 m² floor area (aspect ratio not narrower than 3:1);
- (b) 4.5 m clear height at minimum;
- (c) At least one outside wall adjacent to existing/future NEU distribution piping;
- (d) Drive-in access and appropriate structural capacity along drive-in route;
- (e) Adequate supply of electric power up to 5-8 MW at 600V/3ph power delivered into the NEU Room with dedicated revenue meter;
- (f) Adequate ventilation and ducting systems for room air and/or combustion air;
- (g) Appropriate makeup water and drainage systems;
- (h) Adequate floor and ceiling structural capacity;
- (i) Adequate life safety systems including but not limited egress routes, sprinkler systems, fire alarm devices, emergency lighting; and
- (j) Adequate telecommunications provisions into NEU Room to enable monitoring/control and facilitate connectivity for operations and safety.

Note to Applicant: The NEU Room location as provided on RZ-A105 appears to be in an appropriate central location but final location to be confirmed following completion of the DPS Relocation Plan. The Applicant is encouraged to work closely with staff to determine the building(s) electric service demand to optimize the electrical service connection for both the building(s) and NEU Room. Final supply of electric power into NEU Room will depend upon building electric service demand and other considerations

such as those of administration and practicality. Please confirm NEU Room size, location and room requirements are incorporated to detailed design.

- 1.57 Written confirmation that existing registered agreements CA6946131-36 (Lot 7) and CA5790094-99 (Lot 8) to remain registered on title.

Note to Applicant: The current proposal (RZ-A006, SRW Constraints Plan) does not refer to registered agreements for NEU infrastructure purposes, which runs through Lot 7 and 8. Confirm the preservation of these registered agreements and the ability to maintain an NEU utility corridor through Lots 7 and 8.

- 1.58 Provision of a detailed design review of the building HVAC and mechanical heating system must be completed to ensure compliance with NEU design and technical requirements prior to the issuance of building permit.
- 1.59 Provision of Connection Levy (Bylaw 9552) and any costs associated with an approved alternate location for the ETS room (if applicable), prior to the issuance of building permit.
- 1.60 Provision of a DPS Relocation Plan for the NEU piping and infrastructure that conflicts with the proposed northern extent of Lots 6 and 8(N) to be approved prior to the issuance of occupancy permit.
- 1.61 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. Provision of written confirmation that all required electrical plants will be provided within private property.

Note to Applicant: 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.

For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at umb@vancouver.ca.

- 1.62 A Key Plan shall be submitted by the applicant and approved by the City prior to any third-party utility drawing submissions, and third-party utility service drawings will not be reviewed by the City 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>; and
 - (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.

- (c) 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.

<https://vancouver.ca/files/cov/Key%20Plan%20Process%20and%20Requirements.pdf>

- 1.63 Show all City supplied building grades and entranceway design elevations on the architectural and landscape plans, while ensuring any topographic survey used for design purposes is derived from a benchmark with elevations consistent with those denoted on the City issued building grade plan.

Note to Applicant: When providing additional property line elevations for proposed entrances, interpolate a continuous grade between the elevations provided on the City supplied building grade plan.

Building Grade design is in the preliminary state. Finalized building grades are required prior to development permit application.

For more information, please contact Engineering, Streets Design Branch at building.grades@vancouver.ca or call 604-871-6373.

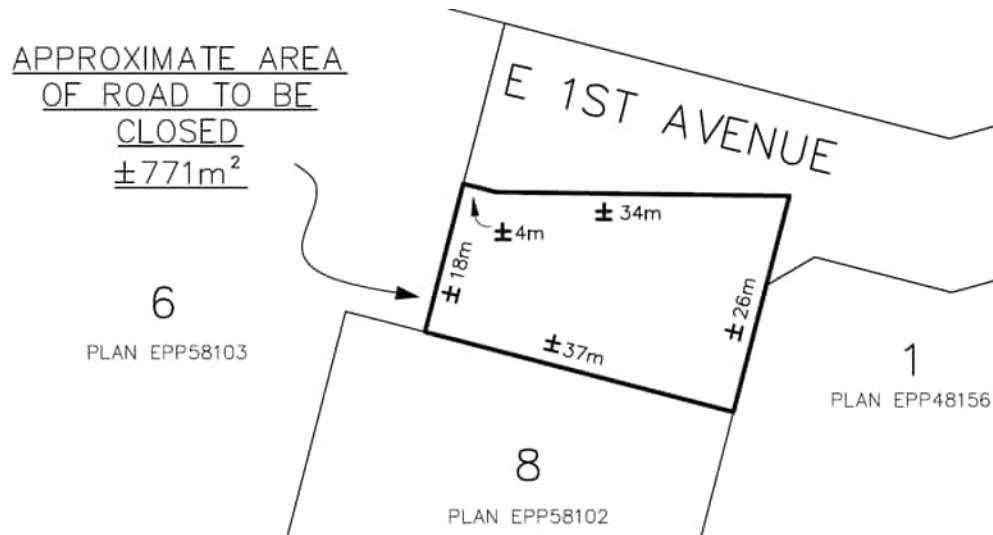
<https://vancouver.ca/home-property-development/building-grades-for-sidewalk-and-street-elevation.aspx>.

PART 2: CONDITIONS OF BY-LAW ENACTMENT

THAT, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning, Urban Design and Sustainability, the General Manager of Engineering Services and the General Manager of Arts, Culture and Community Services, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

- 2.1 Make arrangements for the closing, stopping up and conveyance of the portion of road dedicated by the deposit of plan EPP48156 as shown in the figure below; and the relocation or decommissioning of any utilities within the area.



Note to Applicant: An application to the City Surveyor is required to initiate and evaluate the proposed road/lane closure. City Council approval will be required prior to the issuance of a development permit. The closing and disposing of streets and lanes is facilitated under the provisions of the *Vancouver Charter*.

- 2.2 Make arrangements to the satisfaction of the General Manager of Engineering Services, the Director of Legal Services and the Approving Officer for the consolidation of Lots 6 and 7, Plan EPP58103; Lot 8 and a portion of Lot 9, Plan EPP58102; and the portion of the closed road discussed above; all of District Lots 2037 and 264A, Group 1, New Westminster District and the portion of closed road; to create a single parcel and subdivision of that site to result in the dedication of the north 62.24 feet (18.976 metres) for road purposes

Note to Applicant: A subdivision plan and application to the Subdivision and Strata Group is required. For general information see the subdivision website at:
<http://vancouver.ca/home-property-development/apply-to-subdivide-or-join-properties.aspx>

- 2.3 Provision of a statutory right-of-way (SRW) for public pedestrian use over a portion of the site, adjacent to Thornton Street, to achieve a 1.4 m offset distance from the property line. The SRW will be free of any encumbrance such as structure, stairs, planter walls, and mechanical vents at grade and is to accommodate the underground parking structure within the SRW agreement.
- 2.4 Provision of statutory right-of-way (SRW) to provide a 43.0 m by 4.0 m (141 ft. by 13 ft.) (linear) or 23.0 m by 8.0 m (75 ft. by 26 ft.) (back-to-back) Public Bike Share Station on private property at the intersection of Great Northern Way and Thornton Street to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services;
- 2.5 Make arrangements for the modification or replacement of Storm Sewer Trunk Relocation Statutory Right-of-Way CA4605259-62, to accommodate potential

encroachments over the existing stormwater main, to the satisfaction of General Manager of Engineering Services and the Director of Legal Services.

Note to Applicant: The Storm Sewer Trunk Relocation SRW was established to accommodate the 1200/1350 mm stormwater main (STM) conveying flow from Great Northern Way to Thornton Street, which does not currently permit any encroachments. An amendment of the existing easement would be required to allow for the development of any permanent infrastructure within the SRW Area easement. Various engineering and legal requirements will be needed to facilitate this. The Developer is to work with Engineering Staff to ensure there is sufficient horizontal and vertical space around the existing storm sewer to facilitate access, maintenance, and eventual replacement of the asset.

- 2.6 Make arrangements for the modification of the St. George Plaza and Eastern Spine Statutory Right-of-Way (CA5433120-27) to exclude the area of Lot 9, Plan EPP58102 which will form part of the rezoning site, to the satisfaction of General Manager of Engineering Services and the Director of Legal Services.

Note to Applicant: This SRW will continue to provide public access to any at-grade open space adjacent to the proposed building.

- 2.7 Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the site (collectively called the “Services”) such that they are designed, constructed, and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site, or any portion thereof, or for any building or improvements thereon will be issued until the letter of credit or such other form of alternative security that may be acceptable to the City in its sole discretion, 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 2.8, the Services are not excess and/or extended services, and the applicant is not entitled to a Latecomer Agreement.

Note to Applicant: The existing Services Agreements registered on the titles of development lots in relation to the subject proposal, may need to be amended, released or replaced.

For general Latecomer Policy information refer to the website at <https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect>

- (a) Provision of adequate water service to meet the fire flow demands of the project. Based on the domestic flows submitted by Jensen Hughes Inc. dated February 6, 2024 (revised on January 8, 2026), and City’s minimal fire flow requirements, no water main upgrades are required to service the development.

Note to Applicant: The City disagrees with the Fire Underwriter’s Survey (FUS) Required Fire Flows calculations by Jensen Hughes. The decrease to the fire flow demand from automatic sprinkler protection is 75% in the calculation, which exceeds the maximum 50% decrease as per the FUS. Water analysis is completed based on City’s minimum fire flow requirement. No resubmission is required at this time, but 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 using the correct values is required for re-evaluation of the Water System.

The mains servicing the proposed development are 200 mm on East 1st Avenue, 300 mm on Thornton Street and 450 mm on Great Northern Way. Should the development require water service connections larger than the servicing main, the developer shall upsize the existing main to the satisfaction of the General Manager of Engineering Services. The developer is responsible for 100% of the cost of the upgrade. The maximum water service connection size is 300 mm.

As per the City of Vancouver Building Bylaw, the principal entrance must be within 90m of a fire hydrant. Should the final design of the building change such that this requirement is no longer satisfied, provision of a new hydrant to be installed in accordance with the aforementioned bylaw will be required. The developer is responsible for 100% of the cost of this upgrade.

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

Note to Applicant: Implementation of development(s) at 455 Great Northern Way does not require any sewer upgrades. Development to be serviced to the existing 250 mm SAN and 525 mm STM sewers in East 1st Avenue.

The City of Vancouver Council has approved a Vancouver Building Bylaw change effective January 1, 2026. The onsite rainwater release rate requirement has been updated to the following: The post-development 10-year flow rate discharged from the site shall be no greater than 25 L/s/Ha of site area, and the first 15 mm of rainfall over areas not covered in landscaping shall be controlled to 5 L/s/ha. The post-development estimate shall utilize the 2100 IDF curves to account for climate change. Acceptable calculation methods will also be specified. This site will be required to comply with these requirements. More information is available at vancouver.ca/rainwater.

The existing 300/1000/1050 mm STM that conveys flow on the site from catch basins between Lot 8 to 1350mm STM on site is anticipated to be abandoned by others. If sewers are found to not be abandoned, applicant is to confirm that the sewers are no longer required and follow the notes relating to sewer abandonment.

Easement(s) or Right(s)-of-Way north of the site boundary is required to be established for the existing 525 mm STM that conveys flow on E 1st Avenue. The proposed public utility easement is to enclose the entirety of the existing 525 mm STM couples with associated structures. The proposed easement is to be north of the site boundary, approximately 10 m offset from the exterior edge of pipe wall of the existing 525 mm STM. The width is approximate and subject to a detailed survey. Please coordinate with the City to ensure the local servicing plan and clearance with the proposed structure are reviewed.

- (c) Provision of street improvements, and appropriate transitions, along Great Northern Way adjacent to the site, including:

- (i) Minimum 2.0 m wide front boulevard with street trees, including a rainwater tree trench and a catch basin at the east end of the street;

Note to Applicant: Green Infrastructure (GI) should be used to manage rainwater from the street right-of-way as required in the Rain City Strategy. The retention standard for the right-of-way is to treat and retain 90% of average annual rainfall where possible. These design standards are applied to the prescribed GI measures listed above.

These improvements generally include placement of street trees, structural soil or soil cell and perforated pipe sub drain connected to the sewer system under proposed bike lane to provide the minimum soil volume storage for street trees as per the Engineering Design Manual. Selected tree species to be coordinated with Urban Forestry, Streets and Transportation.

- (ii) Minimum 4.0 m wide broom finish saw-cut concrete sidewalk;
- (iii) Minimum 3.0 m wide raised asphalt bi-directional protected bike lane;
- (iv) Type E curb or boulevard between the sidewalk and bike lane;
- (v) Protected intersection corner at the northeast corner of Great Northern Way and Thornton Street; and
- (vi) Corner curb ramp.

Note to Applicant: The City will provide a geometric design for street improvements. Final design of these street improvements should also follow the upcoming Broadway Public Realm Plan. Coordination with the Broadway Subway project will be required.

- (d) Street improvements, and appropriate transitions, along Thornton Street adjacent to the site, including:
 - (i) Minimum 2.0 m wide front boulevard with street trees;
 - (ii) Minimum 4.0 m wide broom finish saw-cut concrete sidewalk;
 - (iii) Minimum 3.0 m wide raised asphalt bi-directional protected bike lane;
 - (iv) Type E curb or boulevard between the sidewalk and bike lane;
 - (v) Curb and gutter, including road reconstruction if/as required to accommodate the curb and gutter;
 - (vi) Protected intersection corners at Great Northern Way and the East 1st Avenue extension east of Thornton Street;
 - (vii) Protected intersection on the east side of the intersection with the west leg of East 1st Avenue; and

- (viii) Corner curb ramps.

Note to Applicant: The City will provide a geometric design for street improvements. Final design of these street improvements should also follow the upcoming Broadway Public Realm Plan. Coordination with the Broadway Subway project will be required.

- (e) Street improvements, and appropriate transitions, along both sides of East 1st Avenue (from property line to property line) adjacent to the site, including:
 - (i) Minimum 2.0 m wide front boulevards with street trees on both sides of the street, including a rainwater tree trench and a catch basin at the east end of the street;

Note to Applicant: Green Infrastructure (GI) should be used to manage rainwater from the street right-of-way as required in the Rain City Strategy. The retention standard for the right-of-way is to treat and retain 90% of average annual rainfall where possible. These design standards are applied to the prescribed GI measures listed above.

These improvements generally include placement of street trees, structural soil or soil cell and perforated pipe sub drain connected to the sewer system under proposed bike lane to provide the minimum soil volume storage for street trees as per the Engineering Design Manual. Selected tree species to be coordinated with Urban Forestry, Streets and Transportation.

- (ii) Minimum 3.0 m wide broom finish saw-cut concrete sidewalk on the south side;
- (iii) Minimum 3.0 m wide raised asphalt bi-directional protected bike lane on the north side;
- (iv) Type E curb between the bike lane and future sidewalk on the north side;
- (v) Curb and gutter, including road reconstruction if/as required to accommodate the curb and gutter;
- (vi) Protected intersection corner at the intersection of Thornton Street; and
- (vii) Corner curb ramps.

Note to Applicant: The City will provide a geometric design for street improvements. Final design of these street improvements should also follow the upcoming Broadway Public Realm Plan. Coordination with the Broadway Subway project will be required.

- (f) Provision of street improvements and final grading on the north side of East 1st Avenue between the eastern boundary of the site and Carolina Street, as required to provide a AAA (all ages and abilities) protected cycling facility to replace the existing Central Valley Greenway (CVG) cycling connection through

the site which will be removed and connect East 1st Avenue walking, cycling and driving facilities to Carolina Street, including:

- (i) Minimum 1.5 m wide front boulevard;
- (ii) Minimum 3.0 m wide raised asphalt bi-directional protected bike lane;
- (iii) Type E curb between the bike lane and future sidewalk;
- (iv) Curb and gutter, including road reconstruction if/as required to accommodate the curb and gutter;

Note to Applicant: Regrading of East 1st Avenue will require coordination with Great Northern Way Trust, who is responsible for undertaking necessary design and reconstruction works, pursuant to the existing Site Modification Agreement over Lot 1, to ensure that the finished grades, ramps, entrances, etc. within Lot 1 meet the final grades along the property line.

- (g) Provision of improvements at the intersection of Thornton Street and Great Northern Way including:

- (i) Design and installation of a new full traffic signal;
 - i. Installation of a left turn bay and left turn arrows for eastbound traffic; and
 - ii. Entire intersection lighting upgrade to current City standards and IESNA recommendations.

Note to Applicant: The City has collected a cash contribution of \$600,000 from development sites within the immediate vicinity for the purposes of helping fund the delivery of this intersection improvement. These funds are expected to cover a portion of the costs and will be available until the asset is fully delivered. The City to provide the funds upon completion and acceptance of the signal improvements to the developer who delivers the asset first, to the satisfaction of the General Manager of Engineering services.

These works constitute excess and/or extended services and will be subject to a latecomer agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services.

- (h) Provision of a new concrete driveway crossing along East 1st Avenue;

Note to Applicant: Submission of a crossing application is required;

- (i) Provision of upgraded street lighting (roadway, sidewalk and bikeway) to current City standards and IESNA recommendations;
- (j) Provision of new or replacement duct bank that meets current City standard;

Note to Applicant: Duct banks are to consist of electrical, communication ducts and cables, and connect to existing electrical and communication infrastructure.

A Development and Major Projects construction coordinator will contact the Applicant in the development permit stage and coordinate the submission of the detailed electrical design. The detailed electrical design is required prior to the start of any associated electrical work and is to conform with the current City Engineering Design Manual, Construction Specifications, Standard Detail Drawing, Canadian Electrical Code, and the Master Municipal Construction Documents.

- (k) Provision of street trees where space permits; and

Note to Applicant: Final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. Tree species to the approval of the City Arborist. Street tree planting to include appropriate soil volumes and approved root barriers of rigid construction, 8' long and 18" deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Installation of Engineered Soil under new sidewalks may be required to obtain appropriate soil volumes based on site conditions.

- (l) Provision for the installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.

2.8 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) Intersection improvements at the intersection of Thornton Street and Great Northern Way including:
 - (i) Design and installation of a new full traffic signal as per condition 2.7(g)

Note to Applicant: The benefiting area for these works is under review.

An administrative recovery charge will be required from the applicant 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. For general Latecomer Policy information refer to the website at: <https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect>

2.9 Provision of a Section 219 No Development Permit covenant to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the minimum 34 publicly accessible bike stalls within an enclosed parkade integrated with the Great Northern Way – Emily Carr Skytrain station as per the integration agreement between PCI and the Province.

Note to Applicant: This covenant can be discharged upon entering into an operational agreement, including arrangements as deemed necessary to secure the use and access provisions, between PCI and the Province/TransLink, to accommodate the design and access of the bike parkade during the development permit process.

- 2.10 Provision of legal agreements as the General Manager of Engineering Services and the Director of Legal Services determine are necessary for connecting to and securing adequate space for the Neighbourhood Energy Utility (NEU), which may include but are not limited to agreements which:
- (a) Grant the City Engineer, and other employees of the City, access to the building mechanical system, thermal energy system-related infrastructure, and suitable space required for the Energy Transfer Station within the development for the purpose of enabling NEU connection and operation; and
 - (b) Grant the City Engineer, and other employees of the city, use of and access to suitable space required for the NEU Room for the purpose of heat production and distribution, and waste heat recovery to the satisfaction of the General Manager of Engineering Services.
- 2.11 Make arrangements to the satisfaction of the Director of Planning, the General Manager of Engineering Services and/or the Director of Legal Services to modify, replace or discharge such registered or unregistered legal agreements as the City deems fit in relation to the proposed development, and any costs resulting from the requirements of any such modifications or replacements (including relocations of utilities or other facilities) of such agreements will be borne solely by the applicant.

Social Policy - Food Assets

- 2.12 Fulfill, to the satisfaction of the Director of Social Policy, the Sustainable Food Systems requirements of the *Rezoning Policy for Sustainable Large Developments* by delivering a minimum of three food assets. To secure this condition, the applicant may be required to enter into one or more agreements with the City, all to be satisfied at no cost to the City and to the City's satisfaction, which agreement(s) may include, but not limited to, the following provisions and requirements:
- (a) Certain permit holds subject to completion of the design, construction, and satisfactory acceptance of the food assets.
 - (b) Covenants regarding the installation and maintenance of the food assets and statutory rights of way to secure public access thereto.
 - (c) Such other terms and conditions as the Director of Legal Services, in consultation with the General Manager of Arts, Culture and Community Services, may in their sole discretion require.

Housing

- 2.13 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 Class A for profit affordable rental housing, excluding Seniors Supportive or Assisted Housing, and including at least 20% of the residential floor area that is counted in the calculation of the dwelling unit area per the CD-1 By-law to be secured as below-market rental dwelling housing units, and the remaining units to be secured as market rental units, subject to the conditions set out below for such units, subject to the conditions set out below for such units and in accordance with the requirements set out in the *Broadway Plan*, 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 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 the units will be rented for less than one month at a time;
- (d) That the average initial starting monthly rents by unit type for the below-market rental housing dwelling units in the project will not exceed the city-wide average monthly market rent for all private rental apartments as published by the most recent Canada Mortgage and Housing Corporation in the Rental Market Survey Data Tables for Vancouver at the time when the occupancy permit is issued;
- (e) That a rent roll indicating the agreed maximum average initial monthly rents for the below-market rental housing dwelling units will be required prior issuance of an occupancy permit, to the satisfaction of the General Manager of Planning, Urban Design or Sustainability (or successor in function) and the Director of Legal Services;
- (f) Following initial occupancy, on a change in tenancy for a below-market rental housing dwelling unit, the starting rent for such new tenancy will not exceed the city-wide average monthly market rent for all private rental apartment units city-wide as published by the Canada Mortgage and Housing Corporation in the most recent Rental Market Survey Data Tables for Vancouver for that unit type at the time of the change in tenancy;
- (g) That the applicant will verify eligibility of new tenants for the below-market rental housing dwelling units, based on the following:
 - (i) For new tenants, annual household income cannot exceed (4) four 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.
- (h) That the applicant will verify the ongoing eligibility of existing tenants in below-market rental housing dwelling units 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.
- (i) 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 below-market rental housing dwelling 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 below-market rental housing dwelling units, and a summary of the results of eligibility testing for these units; and
- (j) Such other terms and conditions as the General Manager of Planning, Urban Design or Sustainability (or successor in function) and the Director of Legal Services may require in their sole discretion.

Note to Applicant: This condition will be secured by a Section 219 Covenant and a Housing Agreement to be entered into by the City by by-law enacted pursuant to section 565.2 of the *Vancouver Charter* prior to enactment of the rezoning by-law.

Childcare Facility

2.14 Make arrangements to the satisfaction of the Director of Legal Services, in consultation with the General Manager of Real Estate and Facilities Management and the General Manager of Arts, Culture and Community Services, for the provision, at no cost to the city, of a 90-space childcare facility, all within a fee-simple air space parcel that meets the City's specifications and programming requirements. To secure this condition the applicant will enter into one or more agreements with the City which include, but may not be limited to, the following requirements, all to be satisfied at no cost to the City:

- (a) Design, construction and delivery of a turnkey and fully fit, furnished, equipped (FF&E) and supplied 90-space childcare facility with two 12-space programs for 0-3 year olds, two 25-space programs for 3-5 year olds, and one 16-space program for 3-5 year olds within a fee simple air space parcel, all of which is licensable by CCFL (Community Care Facilities Licensing or its successor in function) and meets the City's Childcare Design Guidelines and Facilities Standard Manual including Appendix II Childcare Technical Guidelines.

Note to Applicant: For information purposes, the FF&E is estimated at minimum \$4,500 per childcare space to be provided to the childcare operator. Exact costs may vary based on the operator's needs at the time of facility occupancy.

- (b) The childcare facility will have indoor area of not less than 1,045 sq. m (11,248 sq. ft.) on one level at a height of not less than 8 ft. clear finished ceiling height, a dedicated adjacent outdoor space of no less than 1,179 sq. m (12,691 sq. ft.), dedicated parking stalls, amenity and storage spaces.
- (c) The fee-simple air space parcel with the childcare facility will, in addition to the childcare's programmable indoor and outdoor areas, have the following accessory use spaces: a dedicated entrance with a street presence, dedicated elevator, dedicated garbage and recycling area(s), dedicated mechanical, electrical, data, communications and similar utility/service rooms, dedicated parking spaces, dedicated bike spaces, dedicated stroller storage, dedicated storage room(s), uninterrupted 24/7 access to and shared use of the secondary elevator and a shared Class B loading space, and all with convenient, universally-accessible and safe access to the childcare entrance;
- (d) Transfer to the City at no cost an air space parcel in fee simple containing the childcare facility, together with the appropriate rights and obligations applicable to the ownership and operation of this legal parcel including reciprocal easements and indemnities, repair and maintenance, cost sharing, insurance and other applicable legal obligations.
- (e) The construction and delivery of the facility is to be secured by a Letter of Credit (LC), or other security acceptable in the sole discretion of the City, provided to the City prior to building permit issuance, the amount of which will be settled as part of the agreements required prior to rezoning enactment; all security must be in compliance with and in the form set out on the City's Letter of Credit Policy: <https://policy.vancouver.ca/ADMIN032.pdf>.

- (f) The applicant will grant the City an option to purchase, for a nominal purchase price, the childcare facility air space parcel, exercisable upon completion of the childcare facility and registration of the related air space plan.
- (g) An occupancy hold on the buildings to be constructed on the site subject to the completion of the design and construction of the childcare facility and satisfactory acceptance of the childcare facility by the General Manager of Real Estate and Facilities Management and the General Manager of Arts, Culture and Community Services.
- (h) Agreement to grant a perpetual right in favour of the City and the users of the childcare facility in the form of an easement, for access to and use of the dedicated elevator, garbage and recycling area(s), mechanical, electrical, data, security and similar utility rooms, dedicated parking spaces, end of trip facilities, dedicated bicycle parking, and required loading spaces as per Parking By-law on this site.
- (i) Minimize the obligations of the childcare facility toward contributions to the common area costs of the overall development, to reflect those costs which are deemed to be directly attributable to the childcare facility or which are related to any part of the development for which the users or invitees of the childcare facility may (from time to time) have the use of and/or access to.
- (j) Such other terms and conditions as the Director of Legal Service, in consultation with the General Manager of Real Estate and Facilities Management and the General Manager of Arts, Culture and Community Services may in their sole discretion require.
- (k) Provision of a Shared Use Loading Agreement to the satisfaction of the General Manager of Arts, Culture and Community Services and the Director of Legal Services for one Class B loading space to be used between the childcare facility and commercial.

Urban Design

- 2.15 Provision of a 0.49 ha statutory right-of-way (SRW) to the satisfaction of the Director of Planning and Director of Legal Services over the proposed privately owned public space (POPS) for public use;

Note to Applicant: Statutory right-of-way is required for the proposed plaza in the southwest of the site. The SRW can be comprised of at grade and elevated elements and does not include semi-private spaces such as commercial patios and transportation infrastructure (e.g. bike share stations or bike paths). After enactment of the CD-1, the above agreement at the Land Title Office, the Park Works Agreement previously secured and registered against title to Lot 6, Plan EPP58103 will be discharged.

- 2.16 Entry into a section 219 covenant to the satisfaction of the General Manager of Engineering Services, Legal Services and Planning Urban Design & Sustainability, that includes:
- (a) a covenant under section 219 of the Land Title Act to construct the proposed mitigation measures identified in the required reports outlined in Condition 1.27

- prior to issuance of an occupancy permit for the proposed development, and thereafter to maintain and replace those mitigation measures as deemed necessary;
- (b) an acknowledgement that the site is located adjacent to an active rail line, which may result in an increased risk to the development; and
 - (c) a release and indemnity in favour of the City in respect of any costs, damages, claims or expenses that may be incurred by the City as a result of a breach of the covenant under paragraph a., the issuance of any City permit in connection with the proposed development, or the use or development of the Lands, if such loss arises from adjacent rail operations, whether typical or atypical.
 - (d) such other terms and conditions as the Director of Legal Services, in consultation with the General Manager of Engineering Services, may in their sole discretion require.
- 2.17 Provision of a legal agreement that requires the owner of the Lands to give notice to all rental tenants that their residence is in proximity to a rail line.
- 2.18 Provision of written notification by the applicant to all relevant rail authorities, including the owners of a rail facility and any rail operators making use of the facility, of the complete application package and reports. Prior to enactment, the applicant will provide the City with the written acknowledgment(s) from each relevant rail authority confirming receipt of the complete application and reports from the applicant.

Note to Applicant: Relevant rail authorities includes both owner and operator for all freight rail facilities within 300m of the rail property PL/ROW. This acknowledgment must be issued on company letterhead, addressed to the City of Vancouver, and include the relevant permit application number.

Community Benefit Agreement (Optional)

- 2.19 As per the City of Vancouver's Community Benefits Agreement Policy, the applicant can decide to opt into a Community Benefits Agreement, which will commit the Applicant and its development partners to:
- (a) Strive for an overall target of 10% of all labour (including that for contractors, subcontractors and other possible vendors) are local and from equity seeking groups; including women and gender-diverse individuals, Indigenous Peoples, racialized communities, and others facing barriers to opportunity due to discrimination, exclusion and stigmatization. They must provide best efforts to achieve this target by prioritizing new and entry-level hires through a First Source Hiring Program, in consultation with community stakeholders and a third party monitor.
 - (b) Demonstrate best efforts to procure a minimum of 10% of material goods and services from third party certified social impact and/or equity seeking businesses and social enterprises, across the entire lifecycle of the development site, prioritizing Vancouver-based ventures but extending through supply chains regionally and outside the Province and the country where and when required. This Includes, where applicable, post-occupancy and ongoing service needs;

- (c) Demonstrate best efforts to procure a minimum of 10% of materials, goods and services from Vancouver companies or companies located in Metro Vancouver or British Columbia. These may or may not also be equity seeking 3rd party certified businesses as defined in the policy;
- (d) In order to monitor and evaluate these compliance targets, the following must be complete as part of the prior-to conditions before development permit issuance.
 - (i) Connect with the social planners responsible for the CBA conditions to review the CBA Policy and process.
 - (ii) Send a high level construction schedule, including estimates on # of workers on site, and amount of procurement activity.
 - (iii) Retain the services of an independent third party to the satisfaction of the City in order to assist in monitoring and reporting on the progress towards reaching these goals on an agreed upon timeline with the City of Vancouver during and upon completion of the project and its various development phases. This may include, where applicable and where possible, post-occupancy and ongoing service needs; and;
- (e) Participate in a Project Specific Implementation and Monitoring Working Group with City staff, industry and training and skill development bodies, employment services organizations, and community representatives with knowledge of social procurement, social hiring, and community economic development.

Note to Applicant: Agreeing to these conditions as per the City of Vancouver CBA Policy does not preclude the applicant from entering into any additional agreements with communities including ones geographically located nearby the development site, or sites, or with local First Nations. Please ask to be connected with the Planner on the CBA Policy implementation for more information, questions, and support, as this condition may impact any early procurement processes for this development.

Please connect with the CBA planners for more information about the CBA Policy (harris.watt@vancouver.ca, alisha.masongsong@vancouver.ca) and visit our CBA website for more information. <https://vancouver.ca/people-programs/community-benefit-agreements.aspx>.

Public Art

- 2.20 Execute an agreement satisfactory to the Director of Legal Services and the Arts, Culture and Community Services Deputy General Manager, Arts, Culture & Tourism (ACT) for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials; and provide development details to the satisfaction of the Public Art Program Manager.

Note to Applicant: Provide development details to the satisfaction of the Head of Public Art (a checklist will be provided) confirming the selection of Option A, Art on Site, or B1 (time limited), 60% cash-in-lieu of art.

Please contact Public Art staff at publicart@vancouver.ca to discuss your application.

Environmental Contamination

2.21 If applicable:

- (a) Submit a site disclosure statement to Environmental Services (Environmental Protection).
- (b) As required by the Manager of Environmental Services and the Director of Legal Services, in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the 2.
- (c) If required by the Manager of Environmental Services and the Director of Legal Services, in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site 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 constructed on the site 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.

Agreements

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 registerable charges pursuant to 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-law and at no cost to the City.

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.

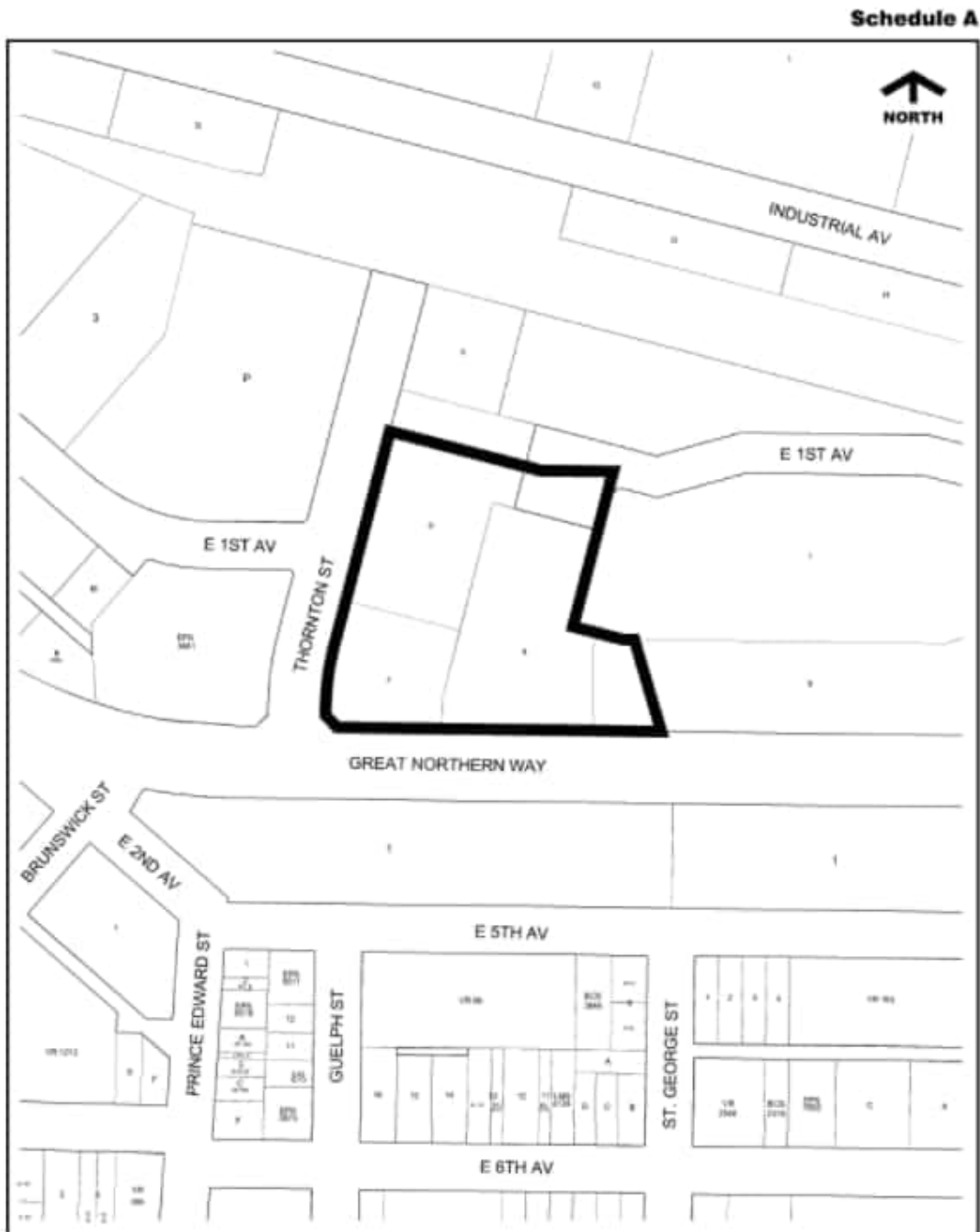
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APPENDIX C PROPOSED CONSEQUENTIAL BY-LAW AMENDMENTS

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

DRAFT AMENDMENT TO CD-1 (402) GREAT NORTHERN WAY CAMPUS BY-LAW NO. 8131

1. This By-law amends the indicated provisions of By-law No. 8131.
2. In Section 4.1, Council removes from Diagram 1 the area shown within the heavy black outline on Schedule A to this By-law.
3. In Section 4.2, Council removes from Diagram 2 the area shown within the heavy black outline on Schedule A to this By-law.
4. In Section 5.1, Council subtracts 37 160 m² from the number of square metres set out in that section.
5. In Table 1 of Section 5.2, Council:
 - (a) in row 1:
 - (i) subtracts 11 612 m² from the number under the column titled “3A+3B Combined”, and
 - (ii) subtracts 11 612 m² from the number under the column titled “Maximum Total Floor Area”;
 - (b) in row 2:
 - (i) subtracts 20 903 m² from the number under the column titled “3A+3B Combined”, and
 - (ii) subtracts 20 903 m² from the number under the column titled “Maximum Total Floor Area”; and
 - (c) in row 4:
 - (i) subtracts 4 645 m² from the number under the column titled “3A+3B Combined”, and
 - (ii) subtracts 4 645 m² from the number under the column titled “Maximum Total Floor Area”.
6. In Schedule A, Council removes the area shown within the heavy black outline on Schedule A to this By-law.



SIGN BY-LAW No. 11879

In Schedule A (CD-1 Zoning Districts regulated by Part 9) of the Sign By-law add:

“455-485 Great Northern Way, Portion of [CD-1 #] [By-law #] C-2”
565 Great Northern Way and 1850
Thornton Street

NOISE CONTROL BY-LAW No. 6555

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

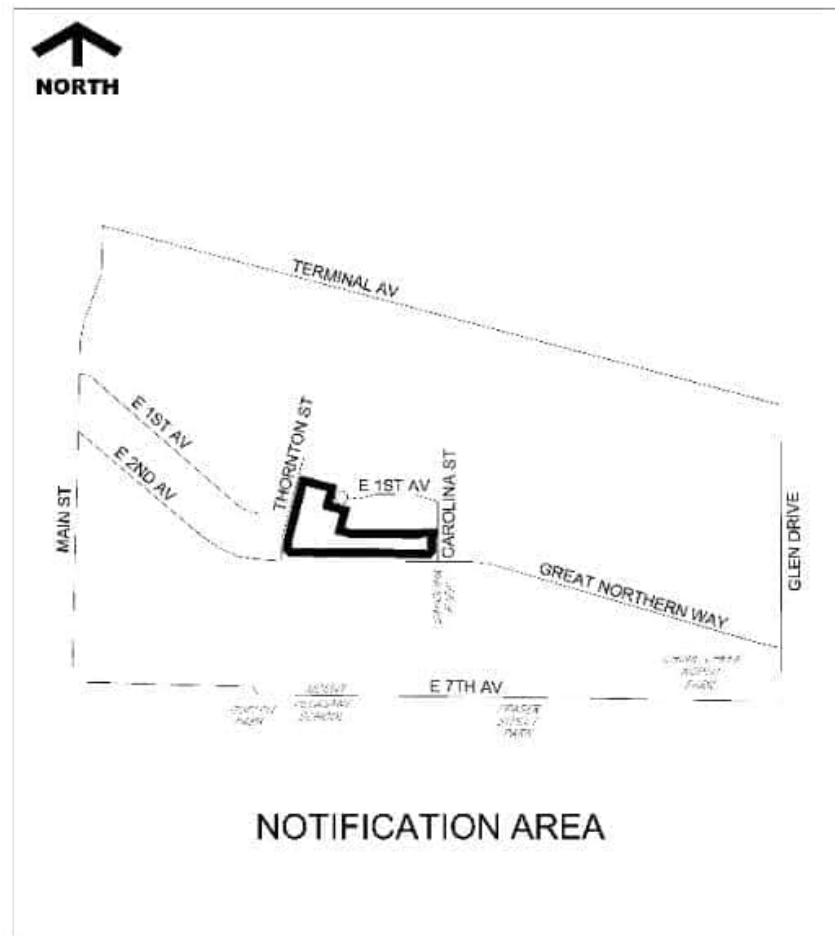
“[CD-1 #]	[By-law #]	455-485 Great Northern Way, Portion of 565 Great Northern Way and 1850 Thornton Street”
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**APPENDIX D
PUBLIC CONSULTATION SUMMARY**

Event	Dates	Details
Webpage published	June 18, 2024	https://www.shapeyourcity.ca/455-565-great-northern-way-and-1850-thornton-st
Postcard mailed	June 28, 2024	4,085 notices mailed (approximate)
Site sign installed	June 2024	
Online comment form	June 2024 to March 2026	91 submissions <ul style="list-style-type: none"> • 32 responses support • 43 responses opposed • 16 responses mixed
Question and Answer (Q&A) period (2 weeks)	July 3 to 16, 2024	6 submissions
Resubmission Notification (Webpage & site sign update)	October 2025	
Other input (phone calls, direct emails, etc.)	June 2024 to March 2026	0 submission
Total webpage views	June 2024 to March 2026	2,671 page views
Total Submissions (Comments submitted + questions asked + other input methods)		91 submissions

Map of Notification Area



A summary of public input is provided below, organized by topic.

Areas of support:

- **Height, density, and location:** The height and density for this proposal are appropriate for the area as it is near transit. The proposal is also in alignment with the *Broadway Plan*.
- **Rental housing:** More rental housing around transit areas and in the City is greatly needed.
- **Childcare:** The proposed childcare is needed and an excellent addition to the project.
- **Location:** The site will help revitalize the area by adding retail and office spaces.

Areas of concern:

- **Height, density, and massing:** The height and density are not appropriate for this area and will block sunlight and views for nearby neighbours. The proposal will also ruin the existing neighbourhood character.
- **Parking:** There is not enough parking proposed for this development. Parking is already a concern for neighbouring residents where there is a lack of street parking.
- **Construction and noise:** The existing noise from the subway construction along with the construction noise from this development will be unbearable for residents in the area.

Response to Public Comments

- **Height, density and massing:** the proposed height and density is in line with the *Broadway Plan*.
- **Parking:** Parking is to be provided in accordance with the Parking By-law at the time of development permit.
- **Construction and noise:** Construction noise and any noise associated with the development after occupancy will be regulated by the City's Noise Control By-law.

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APPENDIX E HOUSING

Figure 1: Progress Towards 10 Year Housing Vancouver Targets (2024-2033) as of March 31, 2026

Housing Type	Category	10-year Targets ^{1, 2}	Units Approved Towards Targets ³
Purpose-Built Rental Housing Units³	Market Rental	30,000	19,996 (67%)
	Developer-Owned Below Market Rental	5,500	2,892 (53%)
	Total	35,500	22,888 (64%)

1. New 10-year targets were adopted in 2024, with tracking starting from January 1st, 2024.
2. Previous targets established in 2017 included 20,000 purpose-built rental, market and below-market combined, with tracking starting in 2017. As of December 31st, 2023, 87% of the previous targets had been reached.
3. Unit numbers exclude the units in this proposal, pending council's approval of this application.

Figure 2 – Below-Market Unit Average Rents, Market Rents in Newer Buildings, Cost of Ownership and Household Incomes Served

		Below-Market Rental Units		Newer Rental Buildings Eastside		Monthly Costs of Ownership for Median-Priced Apartment – Eastside (with 20% down payment)		
	Proposed Average Unit Size	2026 Starting Rents ¹	Average Household Income Served ⁴	Average Market Rent ²	Average Household Income Served ⁴	Monthly Costs of Ownership ³	Average Household Income Served ⁴	Downpayment at 20% ³
Studio	361 sq. ft.	\$1,705	\$68,200	\$1,965	\$78,600	\$2,573	\$102,925	\$91,000
1-bed	425 sq. ft.	\$1,860	\$74,400	\$2,224	\$88,960	\$3,236	\$129,437	\$117,540
2-bed	630 sq. ft.	\$2,647	\$105,880	\$2,979	\$119,160	\$4,478	\$179,120	\$163,440
3-bed	1,061 sq. ft.	\$3,616	\$144,640	\$3,420	\$136,800	\$6,342	\$253,678	\$237,767

1. Starting rents shown are calculated based on city-wide average market rents as published by CMHC in the October 2025 Rental Market Report and set in the Rental Incentive Programs Bulletin for the year 2025.

2. *Data from October 2024 CMHC Rental Market Survey for buildings completed in 2015 or later on the Eastside of Vancouver.*
3. *Based on the assumptions: Median of all BC Assessment strata apartment sales prices in Vancouver Eastside in 2021 by unit type, 20% down payment, 5% mortgage rate (in line with qualifying rate), 25-year amortization, \$250-\$350 monthly strata fees and monthly property taxes at \$2.92 per \$1,000 of assessed value (2021 assessments and property tax rate).*
4. *Incomes are estimated based on rents or monthly ownership costs at 30% of income.*

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**APPENDIX F
PUBLIC BENEFITS**

City-wide DCL ¹	\$19,125,210
Utilities DCL ¹	\$9,275,499
CAC: Turn-key 90-space childcare facility	\$5,993,000 ³
Public Art ²	\$1,896,813
TOTAL	\$36,290,522

Other Benefits (non-quantifiable components):

- 572 rental housing units, of which 20% of the residential floor area would be rented at below-market rates, secured for the greater of 60 years and the life of the building.
- 0.49 Ha privately owned public space (plaza) with entry access to transit future station.

¹ Based on rates in effect as of December 10, 2025 and the proposed 48,769 sq. m (524,945 sq. ft.) of residential floor area and 40,231 sq. m (433,043 sq. ft.) of commercial floor area.

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. DCL By-laws are subject to future adjustment by Council including annual inflationary adjustments. A development may qualify for 12 months of in-stream rate protection. See the City’s [DCL Bulletin](#) for more details.

² The Public Art Policy and Procedures for Rezoned Developments requires rezoning proposals having a floor area of 9,290 sq. m (100,000 sq. ft.). Based on rates in effect as of 2016. Rates are subject to adjustments, see Public Art Policy and Procedures for Rezoned Developments for details.

³ The value reflects only the 34 additional childcare spaces provided as a result of this rezoning application, in addition to the previously secured 56-spaces as part of the CD-1(402) rezoning. Real Estate services estimates the value of the 90-space facility at \$15,900,000.

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APPENDIX G REZONING APPLICATION SUMMARY

PROPERTY INFORMATION

Address	Parcel Identifier (PID)	Legal Description	Registered Owners
455 Great Northern Way	030-517-516	Lot 7 District Lot 264A Group 1 New Westminster District Plan EPP58103	1165767 B.C. Ltd.
485 Great Northern Way	029-920-060	Lot 8 District Lots 2037 and 264A Group 1 New Westminster District Plan EPP58102	515-521 Great Northern Way Holdings Ltd. 515-521 Great Northern Way Holdings (No. 2) Ltd.
Portion of 565 Great Northern Way	029-920-078	Portion of Lot 9 District Lots 2037 and 264A Group 1 New Westminster District Plan EPP58102	565 Great Northern Way Holdings Ltd.
1850 Thornton Avenue	030-517-508	Lot 6 District Lots 264A and 2037 Group 1 New Westminster District Plan EPP58103	1165772 B.C. Ltd.

APPLICANT INFORMATION

Developer	PCI Development
Architect	Perkins & Will

SITE STATISTICS

Site Area	13,843 sq. m (149,005 sq. ft.)
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DEVELOPMENT STATISTICS

	Permitted Under Existing Zoning	Proposed
Zoning	CD-1(402)	CD-1
Land Use	Light Industrial Commercial Institutional	Residential Commercial Institutional
Maximum Height	45.72 m (150 ft.)	116 m (381 ft.)
Floor Area	37,161 sq. m (400,000 sq. ft.)	89,000 sq. m (957,988 sq. ft.)
Unit Type	-	108 studio units (19%) 256 1-bedroom units (45%) 152 2-bedroom units (26%) 56 3-bedroom units (10%)
Parking and Bicycle Spaces	As per Parking By-law	As per Parking By-law