

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

M. Au, Development Services
M. So, Development Services
K. Spaans, Urban Design & Development Planning
M. Bird, Engineering Services

Also Present:

C. Stanford, Development Planning
S. Farmand, Landscape Planning
L. Berdahl, Development Services
M. Takeda, Planning and Park Development
JL. Borsa, Development Services

APPLICANT:

Wendy Lannard (VCC)
1155 E Broadway Street
Vancouver, BC.

PROPERTY OWNER:

Vancouver Community College
1155 E Broadway Street
Vancouver, BC.

EXECUTIVE SUMMARY

• **Proposal:**

To develop this site with an eight (8) story institutional facility over two (2) stories of underground parking with vehicular access from East 7th Avenue.

See Appendix A. Standard Conditions
Appendix B. Standard Notes and Conditions of Development Permit
Appendix C. Applicant's Design Rationale
Appendix D. Plans and Elevations
Appendix E. Text Amendment Referral Report, and
Public Hearing, Summary and Recommendation

• **Issues:**

- 1) Shadowing
- 2) Public Realm Interface
- 3) Massing & Articulation

• **Urban Design Panel:** Re-submission Recommended (6/1)

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DP-2023-00130 submitted, the plans and information forming a part thereof, thereby permitting the development with an eight (8) story institutional facility, subject to the following conditions:

1.0 Prior to submission of a complete application and a final decision, the applicant is to carry out the following;

- 1.1 design development to minimize new shadowing of China Creek North Park as much as possible, or provision of a comprehensive rationale detailing the impacts of strict compliance on project viability and/or culturally-significant design elements to better inform discretionary relaxations to solar access standards. Also refer to Parks Board condition A.1.21;

Note to Applicant: By reshaping the upper levels of the proposed building or relocating the building further to the east, the new shadowing of China Creek North Park may be minimized, and further design consideration is encouraged.

The exemptions to solar access requirements outlined in the Broadway Plan applicable to the remainder of the VCC site will be extended to this proposal on review of a rationale inclusive of:

- i. a breakdown of floor area impacted by strict compliance, with corresponding challenges to project viability resulting from redesign;
- ii. a summary of impacts to future site elements and buildings resulting from relocating the building;
- iii. a description of any side-effects redesign may have on culturally-significant site or architectural design elements, and
- iv. diagrams, drawings or perspective images as necessary to illustrate the aforementioned information.

- 1.2 design development to improve the at-grade landscaping and public realm to create a lively and well activated interface as follows:

- i. ensure frontage improvements strengthen neighborhood integration and provide a positive pedestrian experience substantially enhancing the area;

Note to Applicant: Prioritize transparency at the street level to allow for visibility into interior spaces at grade particularly in the facade along Glen Drive. Ground floor uses should address all street frontages, and on-site open spaces to strengthen connections to the community and improve the public realm. Ensure no blank facades, small fenestration, landscaping deficits, wayfinding, are presented on the primary elevations at grade. In addition consider the number and type of entries at grade, entry locations, canopy depths & canopy soffit design, building use, the amount of glazing at pedestrian level; and the public realm design;

- ii. ensure the development meaningfully contributes toward the “Cultural Ribbon” concept acting as a walkway and draw to the area, while also highlighting Coast Salish culture;

Note to Applicant: This can be achieved with the provision of additional information, reports, or diagrams that illustrate the above. This can include elements such as art, signage, public realm/landscape design and architecture. See page 262 in the Creative District, 'The Big Moves' section of the Broadway plan for additional clarification.

- iii. ensure the expression of all entrances maintain and enhance appropriate articulation, hierarchy and wayfinding;

Note to Applicant: Entries at grade may be identified by use of lighting, materiality, color, texture, projecting canopies, entry recesses or wayfinding cues. Building entrances should be clearly recognizable and appropriately scaled to the street and the neighborhood context. They should be clearly expressed with distinct signage, canopies, landscaping elements, and/or other architectural features.

- iv. establish improvements to the network of public routes across the site to more effectively connect the interior corridor breezeway space visually and physically to outdoor spaces; and,
- v. utilize colors, materials, patterns & additional mechanisms as identifiers for enhancing the pedestrian experience and contributing to a more vibrant public realm.

Note to Applicant: Additional mechanisms can include street furniture, bollards, benches, pedestrian-scale lighting, bike racks, guard rails, decorative grilles, planters etc.

Note to Applicant: Urban Design Panel discussion, materials, and minutes of 19 July 2023 to be read in conjunction with all the above requirements.

- 1.3 design development to improve the building's architectural expression, and material treatment as appropriate to landmark building as follows:

- i. strengthen the articulation of elements, and setbacks to achieve a more harmonious contextual fit consistent with best practice principles of urban design;
- ii. provide high quality, durable materials in the design particularly at grade;

Note to Applicant: Consider alternatives such as stone cladding at grade to materials such as the 'Swiss Pearl' fibre cement cladding.

- iii. create interest and character by varying the facade treatment at key points of transition; and,
- iv. explore additional colors, reflectivity, shape, proportions, and fenestration options in the expression of massing.

Note to Applicant: Urban Design Panel discussion, materials, and minutes of 19 July 2023 to be read in conjunction with the above requirements.

2.0 That the conditions set out in Appendix A be met prior to the issuance of the Development Permit.

- 3.0 That the Notes to Applicant and Conditions of the Development Permit set out in Appendix B be approved by the Board.

• **Technical Analysis:**

	1111 East 7th Avenue			Zone	CD-1			
	Permitted/Required				Proposed			
Site Size ¹					31,531.0	sm		
Cond. of use ²	From the front wall of building	7	m	Classroom/se corner	0.0	m		
Yards & Setbacks	From front wall of building	7	m	South - East 7th Ave	9.8	m		
	From the property boundary	4	m	South side/Great Northern Way	4.0	m		
Height ³	Sub-area B	42.5	m			m		
Overheight		10	%		11	%		
FSR ⁴						0.71		
Floor area ⁴								
	Area:	88,815.00	sm	Total:	22,223.43	sm		
Parking ⁵ 4.2.3.6				Total Standard:	104			
				Small Car:	30			
				Disability:	14			
				Total provided:	162			
Loading ⁶ 5.2.3	Class	A	B	C	Class	A	B	C
		0	9	0		1	2	0
	Total	0	9	0	Total	1	2	0
Bicycle ⁷ 6.2.2.3	Use		Class A	Class B	Class A		Class B	
					<u>128</u>		<u>48</u>	
	School		132	198	Locker:	0%	0	
	Total:		<u>132</u>	<u>198</u>	Horizontal:	80%	102	
	O/S	5%	7		Vertical		26	
	Lockers	10%	13		Stacked:			
	Vertical	30%	40		Vertical + Stacked:		26	
Vrt + Stack	60%	79		Over Sized:		0		
Passenger Loading	Class	A	B	C	Class	A	B	C
		0	0	0		1	0	0
	Total	0	0	0	Total	1	0	0

1 Note on Site Area: This proposal is on a full City block between East 7th Avenue and Great Northern Way (East 6th Avenue) and Glen Drive and Keith Drive. The site is 31,531 square meters in area. Vehicular access will be from East 7th Avenue. This first building of Vancouver Community College is Phase 1, sub-area B. Phase 2 is still to be determined.

2 Note on Condition of use: This proposal does not meet Section 3.2 of the CD-1 (141) as the classroom in South East corner, on the first floor, is located within 7 meters of the face of the building. Applicant is seeking a relaxation under section 3.6 of the CD-1 (141).

3 Note on Height: Section 5.6 of the CD-1 (141) permits a conditional building height of 42.5 meters in Sub-area B. Standard condition A.1.9 seeks compliance of height based on Official Building Grades. Rooftop programming exceeds the allowable 10% of the roof area on which they are located as viewed from directly above, as per Section 10.1 of the Zoning and Development By-law. Standard condition A.1.10 seeks compliance.

4 Note on FSR and floor area: The CD-1 (141) allows a total FSR of 2.82, based on the entire site. Standard condition A.1.8 seeks FSR and floor area calculations reflected on entire site by way of revised project statistics tables.

5 Note on Parking: Parking for School - University or College is to be determined by the Director of Planning in consultation with the City Engineer, as per the Parking By-law. Parking is accepted as noted.

6 Note on Loading: Loading relaxation is accepted as noted.

7 Note on Bicycle: Bicycle parking relaxation is accepted as noted.

• **Legal Description**

Lot:
 Block: 95
 District Lot: 264A
 Plan: 185 and 1771

• **History of Application:**

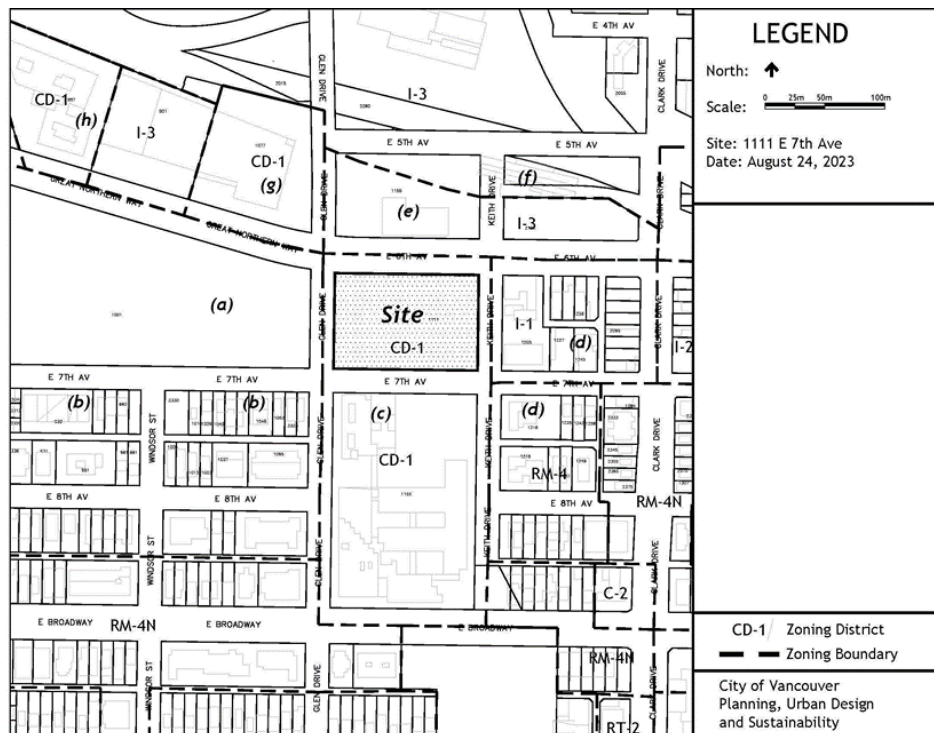
02 03 23 Complete DE submitted
 06 19 23 Urban Design Panel
 08 30 23 Development Permit Staff Committee
 09 12 23 Text Amendment Public Hearing (Appendix E)

• **Site:** The site is located at 1111 E 7th Avenue and comprises part of the VCC’s King Edward Campus. It is bordered by East 7th Avenue to the south, Keith Drive to the east, Glen Drive to the west and Great Northern Way/ East 6th Avenue to the north, a fast moving vehicular arterial route skirting False Creek Flats. The site is currently occupied by a surface parking lot accessed from East 7th Avenue, East 7th Avenue separates the VCC campus into two full block parcels. The sub area-B site slopes from South-East to North-West and has a total approximate site area of 0.98 hectares (2.42 acres) or 9,690m² (104,302 ft²). The site overall lot dimensions are 80.37m x 120.57m with the proposed building occupying 80.37m x 70.5m. This project will form the first phase of a multi-phase plan. To the West is China Creek Park that contains extensive green space including baseball diamonds, a soccer field, and a children’s playground.

• **Context:** Significant adjacent developments include:

- a) China Creek North Park to the West
- b) 2-4 storey residential to the South
- c) Vancouver Community College to the South
- d) 2-3 storey residential
- e) 2 storey commercial offices & surface car park to the North
- f) VCC Clark Skytrain Station to the North East
- g) 4 storey commercial building to the North West
- h) 6 storey commercial building to the North West

Figure 1: Context Map



• **Background:**

Pursuant to the CD-1 (141) District Schedule of the Zoning and Development By-law, development permit application was submitted on February 03, 2023 to construct an eight-storey, LEED Gold, Step Code 2, energy efficient facility located along Great Northern Way. Known as the VCC Centre for Clean Energy and Automotive Innovation (CCEAI). It will include a number of, technology-based, and academic programs such as Automotive Innovation, Clean Energy and Creative Learning, as well as spaces and services for the Broadway Campus including Student Experience, Library and Learning Centres, Indigenous Gathering Space, and Administrative offices. The proposal also represents an opportunity to celebrate the historical and cultural importance of this location and lands to the Musqueam Indian Band, the Squamish Nation and the Tsleil-Waututh Nation (MST) as part of the cultural ribbon identified in the Broadway Plan. The proposal was reviewed by the Urban Design Panel on June 19, 2023 with Re-submission Recommended by 6/1. The recommended conditions 1.1 to 1.3 reflect the considerations of the Urban Design Panel

The site is directly opposite China Creek North Park to the west. There is an existing surface car park on site and the proposed project will occupy approximately 2/3 of the overall site of the current parking lot. The remainder of the parking lot to the east will be retained and eventually used for Phase 2 of the campus relocation. No timeline has been confirmed. VCC's vision for their Broadway Campus revitalization consists of migrating the entire Broadway Campus to the north along Great Northern Way and leaving the Broadway-facing lots for future development. The new building is intended to be the 'front door' of the larger Broadway campus. It is positioned at the northwest corner of the future campus and will act as the gateway for students upon their arrival. The building intends to create is a strong and identifiable marker for the current and future VCC campus. The site is a gateway to the emerging "cultural ribbon" of GNW. The proposal is required to embody the history, traditions, and the specific cultural importance of this location. The site was at the confluence of the historical China Creek and the edge of the then extents of the False Creek flats. The salmon-bearing creek was an important draining basin into False Creek with a number of creeks and streams that made up the entire China Creek system. In terms of the larger area, the False Creek Flats along Great Northern Way has experienced significant renewal in the last two decades, with the educational precinct development by the Great Northern Way Campus trust, including Emily Carr University of Arts + Design and with major companies establishing a presence in the area, including Electronic Arts, and Lululemon. The area's character is defined by larger developments such as multi-family residential, institutional and industrial buildings. North of the site are industrial buildings and the VCC-Clark Skytrain Station, making the site easily accessible by public transit. To the South is the existing VCC Broadway Campus with Building B immediately across the street.

Form of Development

The parti for the building is of 3 conceptual volumes representing 'land', 'water' and 'canoe'. The upper volume represents the 'canoe' form and the lower podium volumes represent the 'water' and 'land'. The 'land' façade is a 'punched ope' wall with small slit windows that faces directly onto the park. The program is divided between public and private, with public programs consolidated on the Lower floors (L1 – L4) and the private student programs consolidated on the upper floors (L5-L8).

Parking and storage occupy the lower parking levels. Automotive classes were positioned on P1 level for vehicle flow and requirements for vehicle storage. Clerestory windows into the spaces on P1 is intended makes what would be an underground area into a usable learning environment. The Automotive program is also on Level 1 for increased visibility to support the idea of education on display. The Public shared campus programs – community commons, café, learning commons, and student services are positioned adjacent the public atrium. This allows the stair space to be shared and activated among all public programs and the entry. All of the public shared campus programs have a visible connection from the front entry and a direct connection to the building and campus entry. As a gateway and landmark building, the proposal must perform well with the pedestrian experience on all 4 sides of the building encouraging active uses at grade with a high degree of connectivity and transparency to the exterior. It should avoid blank walls at ground level.

The Community Commons is located on L2, and provides space for student, faculty, and community activities. The Learning Commons is located on L3. The Library, Learning Commons and Learning Centre bring together academic support, group study rooms, collaborative seating, quiet seating, and print, electronic and knowledge resources. An additional ribbon stair connects L3-L4 at the south end of the atrium. Visible from and connected to the main entry/lobby area, it provides flexible and bookable meeting/ event space available for community events, study, socializing and eating. Student Experience Services are located on L4. This area also includes the Assessment Center (both group and individual testing), consultation spaces, and the Indigenous Gathering Space.

The private student program space, including faculty administration, classrooms, learning and maker spaces, occupy the upper portion of the building. Spaces generally line the north, west and south perimeter of the floor plate to provide the learning spaces ample access to light. Breakout rooms and classroom are distributed between floors for convenience and versatility. Design and making programs were placed together on the top two levels. This is in part to utilize the rooftop for additional mechanical requirements but also placed on adjacent floors to facilitate sharing of facilities where the opportunity was available. Sound was also a factor in placing the program here as making environments can generate noise.

Materials include black aluminum metal cladding panels to the canoe portion of the building with, blue/grey glass throughout and wood cladding to the soffit areas. Grey fibre cement panels clad the 'podium' portion facing the park. The building will achieve LEED Gold and Step Code 2 utilizing strategies as green roof, comprehensive water retention, high performance building envelope minimizing thermal bridges, and triple glazed Windows.

● **Applicable By-laws and Guidelines:**

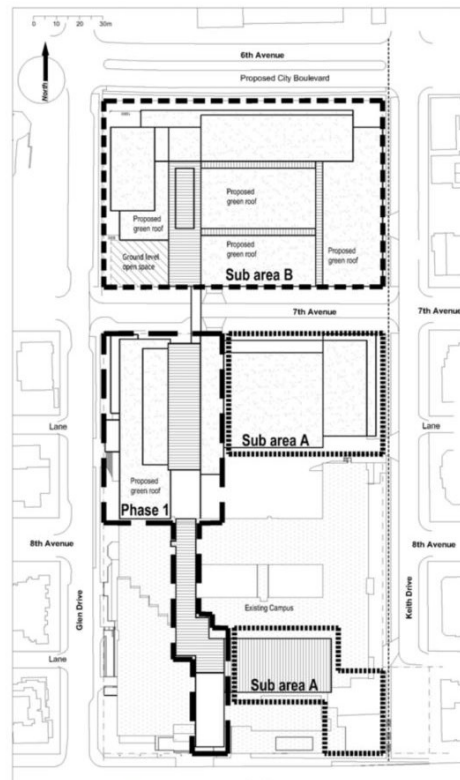
- CD-1 (141) Vancouver Community College (1155 East Broadway) By-law No. 5407
- Broadway Plan (2022)
- Vancouver Community College King Edward Campus Policy Statement (2004)

● **Response to Applicable By-laws and Guidelines:**

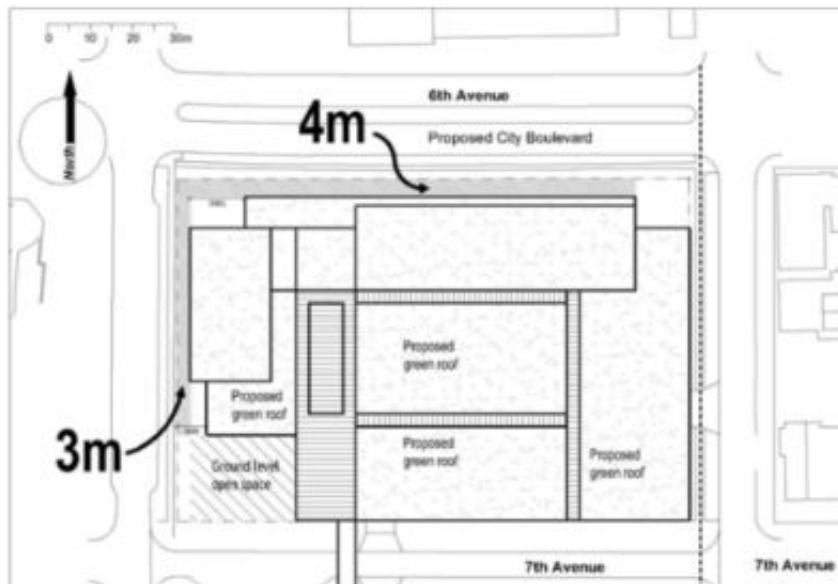
The governing form of development guidance and policy context for the site primarily includes the CD-1 (141), the Broadway Plan, and the Vancouver Community College King Edward Campus Policy Statement. The Broadway plan enables a new masterplan for this site via rezoning and these discussions are ongoing. This development permit application predates the finalization of any future revised masterplan. The below paragraphs will provide a summaries of each of these documents.

CD-1 (141)

The CD-1 allows a maximum of 2.82 FSR (88, 815m²) across 3 sub areas on the site (named Phase 1, Sub Area A, & Sub Area B). The application proposes a 1.88 FSR (59, 137m²) development in one sub area leaving 0.94 FSR for the remaining 2 sub areas. The application is consistent with allowable use. The permitted height under the CD-1 is 42.5m (139 ft.) and the application is non-conforming with a proposed height of 43.7m/ 143 ft.



With regard to setbacks in 'Sub-area B', the setback of any portion of a building must be:
(a) No more than 3m from the property boundary adjoining the west side of Keith Drive; and,
(b) At least 4m from the property boundary adjoining the south side of Great Northern Way (E 6th Ave)
The applicant is non-conforming on setbacks. The applicant is providing a 0.56m setback along Glen Drive in lieu of the 3m required setback. The development's upper levels (Level 5 to Roof) also project beyond required setback on E 6th Avenue by approximately 3.2m. See the below diagrams from the CD-1 for reference.



In addition to the above there is a required institutional use related setback at grade only in section 3 of the CD-1 of a 10.7m setback on East 7th Avenue from the front wall of the building. The applicant was non-conforming at time of submission providing 9.73m in lieu of the required 10.7m. They subsequently submitted a text amendment, see Appendix E., to the CD-1 zoning to Council on Sept 12, 2023. This reduced the requirement to 7m.

Broadway Plan (2022)

The VCC's Campus encompassing the application site is designated as a unique and large site within the creative district area G or MCDG under section 10.34 of the Broadway Plan. It should be reiterated that the application is being submitted under the existing CD-1 (141) zoning and not under the Broadway Plan which would allow much greater height. The strategic intent of the Broadway plan however is taken into consideration particularly on public realm items and reconciliation as part of the larger policy framework.

The Broadway Plan notes Vancouver Community College (VCC) Broadway Campus as a vital post-secondary institution in the Broadway Plan area, offering a wide variety of academic and vocational programs with over 15,000 students and 1,100 employees and a key contributor to Vancouver's current and future workforce. The intent of the plan is to support the long term expansion of the College as a hub for innovation with a broader range of uses serving the student population and larger community.

Height & Density

The Plan notes that building heights should be varied throughout the site with the tallest buildings focused toward the south side of the campus near Broadway. Academic buildings should be concentrated toward the north side of the campus toward or along Great Northern Way/East 6th Avenue. Create a North-South spine through the campus that links the various buildings on the campus and also helps connect to Great Northern Way/E 6th Avenue and Broadway. It supports varied building heights, generally up to 25 storeys via the rezoning process. It may consider increased height and density, as well as amendments to the Vancouver Community College King Edward Campus Policy Statement (2004), to help meet the College's long term institutional space needs. Where possible and aligned with the City's and College's objectives, key directions of the policy statement should be retained.

Public Realm

It recommends enhancing 7th Avenue with public realm improvements, encouraging continuous active ground floor uses, open spaces for socializing, gathering, and a mix of activity should be provided throughout the campus, varying in size and use. Development on the campus should create strong connections to the rest of the Creative District to the north, as well as VCC-Clark Station. Development should also meaningfully contribute toward the "Cultural Ribbon" concept, described in the "Big Moves" for the Creative District. This is described in the "Big Moves" for the Creative District as being a walkway that acts as a draw to the area, highlighting Coast Salish knowledge and culture through elements such as art, signage, public realm/landscape design and architecture.

Shadowing

The application shadows China Creek North Park to the West of the site during the morning hours. The Broadway plan states below on solar access:

"Proposed new development should not create new shadow impact on parks and public school yards from the spring to fall equinoxes between 10AM and 4PM. Solar access requirements in the Broadway Plan area apply to parks, public school yards, and village shopping streets/plazas existing or in development at the time of adoption of the Broadway Plan."...."In the following circumstances, exceptions to the policy objectives will be considered: For 100% social housing developments and Vancouver Community College, each development will be assessed on a case-by-case basis"

There isn't a specific statement in the Broadway plan to support the position that shadowing on the park is not a concern but does specify this site as subject to exception. It does not provide precise details on evaluating exceptions and therefore must be read in the wider policy context and options available to the

applicant. The applicant have stated in their materials that *‘the site placement of buildings is to open up the central pedestrian spine but also to limit the extent of shadowing on China Creek Park by centering it on the site’*. According to applicant materials the design team used the automotive layout as a starting point for the building’s design. These requirements influenced the building form, adjacent spaces, structural grids, and building systems. The applicant noted at UDP that the location of the building was also related to cost performance, and to accommodate the grades across the site.

Cultural Ribbon

The Plan stipulates in ‘The Big Moves’ section on the Creative District to establish a “Cultural Ribbon” that spans the Creative District and forms a link from East Vancouver towards False Creek. The Cultural Ribbon will be a walkway that acts as a draw to the area, highlighting Coast Salish knowledge and culture through elements such as art, signage, public realm/landscape design and architecture. Prior to colonization, the Creative District was a critical estuary that was home to sturgeon, oolichan, flounder, salmon, crab, mussels, and clams. The area was known as Skwáchá’y s to the Squamish Nation, the site of a water spring that held deep spiritual connection and Indigenous knowledge. The process of reclaiming Musqueam, Squamish and Tsleil-Waututh knowledge and sharing it throughout the Creative District including the Cultural Ribbon is key. Vancouver is a City of Reconciliation, and the Cultural Ribbon will provide an opportunity to actualize the many reconciliation goals. The Cultural Ribbon will make Musqueam, Squamish and Tsleil-Waututh Nations’ history, culture, and spiritual connections visible, and its development should reflect intergenerational learnings. New developments in the Creative District should meaningfully integrate, reflect, and advance the Cultural Ribbon in consultation with the Host Nations and led by Musqueam, Squamish and Tsleil-Waututh peoples.

Vancouver Community College King Edward Campus Policy Statement

This policy statement covers a number of urban design principles pertinent to the site which are summarized below. Staff have included specific items from the statement that reference the issues identified in the project and the policy context requirements for those issues.

Section 5.1 - General Goals and Principles

Selected principles which are relevant to this development and its issues include the requirements:

- (c) - To establish a form of development that respects and **responds to the existing and planned future neighborhood context**.
- (d) - To preserve views across the site to the Downtown Skyline and North Shore mountains from Broadway whilst improving the College’s presence on Broadway.
- (g) - To **enhance the streetscape** around the site and to contribute to the pedestrian environment of both the neighborhood and campus with active pedestrian-oriented uses which provide interest, comfort, and security.

Section 5.2 - Campus Precinct Urban Design Principles

- (a) - To develop a campus precinct by integrating 7th Avenue as an **important pedestrian environment** for both the College and the local community with facilities and activities which serve the needs of, and provide a meeting place for, the College and wider neighbourhood.

Section 5.3 - Built Form & Massing Urban Design Principles

- (b) - *Additional building height, within the site, can be supported with **appropriate setbacks** that will **mitigate the building mass along the Keith and Glen Drive frontages**.*
- (c) - *New buildings should be set back along Glen Drive to accommodate an **enhanced pedestrian environment** and respect the residential context. Public realm elements such as street trees, generous sidewalks, landscaping and seating should be accommodated.*
- (g) - *Large and/or long building mass should be articulated to **minimize its overall scale and bulkiness**.*
- (h) - *Building height and massing should be organized to **minimize overshadowing of streets, buildings and spaces both within and adjacent to the campus**.*

(i) - An overly institutional **uniformity in edge and massing treatments should be avoided.**

Section 5.4 - Views

Council's 1980 rezoning approval for the development of the campus was conditional on preserving long distance public views across the site from Broadway. The subsequently approved form of development enables two key views from Broadway, as follows:

- (a) - A view to the north-west of the Downtown skyline from the south-eastern corner of the site.
- (b) - Views north across the site to the North Shore mountains. The view to the Downtown Skyline is the highest priority and no further intrusion should be supported.

Figure 3: View corridors diagram



One of the conditions of the CD-1 (141) rezoning was that the detailed scheme of development be first approved by the Director of Planning, having due regard to view preservation to preserve street views across the site to the Downtown Skyline and North Shore mountains from Broadway whilst improving the College's presence on Broadway. Staff have identified these views may already be partially or fully blocked by existing buildings. The applicant may comply with this requirement by submission of a rationale and view study demonstrating this issue.

Section 5.5 – Open Space

Open space provided should seek to complement existing open space in the neighbourhood and address the needs of the student population and staff. Buildings should be adequately set back from open space and principle facades kept in scale to ensure that people feel welcome to use a space. Active, publicly oriented uses should be located adjacent to open spaces to ensure animation.

- (c) - Open spaces should be located to aid wayfinding, strengthen the circulation network of the campus, and articulate principal entry points.
- (d) - Within the campus, **access to open space, including utilization of roof surfaces as green open spaces, should be maximized to ensure a high degree of 'livability' and access to sunlight.**
- (e) - Building forms and uses should help **define and animate new open spaces.**

Section 5.7 – Public Realm & Linkages

This campus is situated on two large sites and the anticipated program requirements would utilize the full extent of both sites. Therefore, it is important that the campus achieves a high degree of permeability and avoids inactive, blank edges. Pedestrian oriented animation to the public pathway system around the principle routes of the site should be maximized with a high degree of transparency to interiors of interest. Physical and visual links to the major internal circulation route(s) should be maximized.

- (d) - Animation of the principal pedestrian routes around and within the campus should be achieved using **active uses and transparent facades.**
- (e) - To **enhance Glen Drive as an important pedestrian link between Broadway and the neighbourhood to the south and the future False Creek Flats to the north**

The above sections read in conjunction with the Urban Design Panel commentary and recommendations illustrates the issues of concern. These include the importance of sensitive contextual siting, high quality pedestrian friendly public realm, activated frontages and excellent open space in the design of this site.

• **Conclusion:**

The application as submitted is mainly consistent with the policy framework direction with some non-confirming CD-1 height and setback requirements as well as public realm concerns such as the shadowing of a public park. The Urban Design panel identified issues with the quality of the public realm interface provided on all sides of the building, the minimal open space provided, the architectural expression of the building and the quality of material finishes as being insufficient for such an important institutional building. As such the UDP made a recommendation for re-submission. Staff have concluded therefore, that the proposed building represents an important community facility with the potential to contribute positively to the character of this neighborhood subject to the improvements contained in the conditions of the report.

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on July 19, 2023, and provided the following comments:

EVALUATION: Re-submission Recommended (6/1)

Planner's Introduction:

Carl Stanford, Development Planner, introduced the project with a brief description of the existing site context, followed by an overview of the anticipated context. Carl concluded the presentation with a description of the site and a summary of the development permit proposal.

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

1. Does the proposal achieve a sensitive transition to the park and a harmonious contextual fit in accordance with best practice principles of urban design?
2. Does the proposal achieve a successful public realm interface on all sides of the building providing a lively, well activated, and pedestrian friendly realm?
3. Does the proposal satisfactorily address the "Cultural Ribbon" walkway concept?
4. Does the proposal achieve successful architectural expression / articulation of massing appropriate to a landmark building and consistent with the intended conceptual parti?

Applicant's Introductory Comments:

The applicant, Eleonore LeClerc, Stantec Architecture noted the design objectives for the site and gave a general overview of the project. Brian Porter & Chris Mramor of PFS Studio then presented the landscape strategy.

The planning team then took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement:

Having reviewed the project, it was moved by KAI HOTSON and seconded by STEFAN AEPLI and was the decision of the Urban Design Panel:

THAT the Panel Recommends Re-submission with the following recommendations summarized below:

- Design development on the transition and relationship to the park to be addressed by either moving building to the east or locating the cultural ribbon to the west side.
- Design development to reconsider materials such as the 'Swiss Pearl' material to better reflect the 'land' Parti metaphor.
- Design development on the public realm giving greater consideration for views into the automotive spaces and to celebrate the automotive spaces below to help animate the public realm.
- The public realm at the courtyard is considerably lacking at the south end beyond the stairs and requires design development.
- Design development to reconsider the orientation of the building onto Glen Drive.
- Design development to reinforce references to the conceptual metaphor of 'canoe', 'water', and 'land' while also reinforcing the references to innovation and clean energy.
- Design development to provide more articulation to reinforce the Parti proposed.
- Design development to reconsider the location of the cultural ribbon so it provides greater public benefit.
- Design development to consider greater sustainability initiatives.

Summary of Panel Commentary:

- In general, the Panel felt shadowing onto the China Creek North Park is an issue.
- Most Panelists felt on such a large site the building could shift eastwards improving the issues of shadowing and the insufficient public realm interface.
- Most Panelists appreciated the complexity of the project, its challenges and the density of the program described by the applicant.
- Most Panelists felt the public realm interface was unsuccessful with insufficient setbacks. The West and North side public realm in particular are not successful.
- They further noted the Glen Drive transition to China Creek North Park is a hard wall and disengages too much. The small fenestration there is not successful.
- Some Panelists noted you should be able to look down into automotive spaces with a glazed elevation. Visibility is a must.
- Some Panelists noted accessibility issues along north-west corner with the ground floor of the building not matching the grade of the street.
- Some Panelists noted the interior corridor breezeway is a space that needs to be connected to the park and external spaces.
- A Panelist noted the building is giving nothing back to the public apart from a minor public realm.
- Most Panelists felt the 'Cultural Ribbon' north-south connection should be widened, and enhanced. It should be more accessible meeting the sidewalk at grade and designed to be less challenging for the mobility impaired, wheelchair users, or elderly to use.
- Some Panelists note the 'Cultural Ribbon' north-south connection may be in the wrong place on the site. The creek is on the west side of the site and not the centre of the site. Opposite the park may provide a better public open space.
- A Panelist noted wonderful 'Cultural Ribbon' landscaped courtyard just ends in a stairs which seems inadequate for such an important space.
- A Panelist noted the North south connection is undersized for the volume of anticipated pedestrian traffic. Cultural ribbon is more successful inside the building.
- Some Panelists noted the material treatment of the 'Land' Parti elements were not entirely successful and that fibre cement cladding was not a strong association with 'land' like stone cladding might be.
- Some Panelists noted the execution of its Parti concept is tenuous. It should reinforce or reconsider the Parti concept 'Land' is normally associated with rock or stone not fibre cement. The wetland shore line denotes soft or green materials. Water is fluid but the building doesn't flow and feels rectilinear. The 'Canoe' element could be more elegant and curved and that is not what we have here because of the dense and heavy program. Don't have to abandon the parti. This unique and important building should speak more to its culture and programs. The weakest moment is where the 3 parti elements interlock.
- A Panelist noted the building could reference its automotive function with contemporary elegant rectangular massing reflective of the program.
- A Panelist noted the architectural expression works well enough but the North and south facades glazed in 'canoe' portion is a little 'corporate'. The cladding could wrap north and south ends.
- A Panelist noted the building layout has problems and is too narrow.
- Some Panelists noted sustainability features are not very ambitious for a clean energy and innovation building. It is a missed opportunity for such an important building and needs to be better.
- A panelist noted that a double row of existing trees have been removed in the proposal even on the edges. There's a lot of tree removal. The best impact for climate change and resilience is to connect to green spaces and trees. This project has done the opposite.
- A Panelist noted the dead landscaped spaces on route to the main entrance.
- A Panelist noted that it is an otherwise great project.
- The Chair summarized the consensus items as their design development recommendations.

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

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

The recommendations of CPTED are contained in the prior-to conditions noted in Appendix A attached to this report.

LANDSCAPE SERVICES

The recommendations of Landscape Services are contained in the prior-to conditions noted in Appendix A attached to this report.

PARKS BOARD

The recommendations of Parks and Recreation Services are contained in the prior-to conditions noted in Appendix A attached to this report.

ENGINEERING SERVICES

The recommendations of Engineering Services are contained in the prior-to conditions noted in Appendix A.2 attached to this report.

ENVIRONMENTAL SERVICES

The recommendations of the Environmental Services are contained in the prior-to conditions noted in Appendix A.3 attached to this report

BUILDING REVIEW BRANCH

This Development Application submission has not been fully reviewed for compliance with the Building By-law. The applicant is responsible for ensuring that the design of the building meets the Building By-law requirements. The options available to assure Building By-law compliance at an early stage of development should be considered by the applicant in consultation with Building Review Branch staff.

To ensure that the project does not conflict in any substantial manner with the Building By-law, the designer should know and take into account, at the Development Application stage, the Building By-law requirements which may affect the building design and internal layout. These would generally include: spatial separation, fire separation, exiting, access for physically disabled persons, type of construction materials used, fire fighting access and energy utilization requirements.

NOTIFICATION

A development permit information sign was installed on site June 20, 2023.

On June 20, 2023, 526 notification postcards were mailed to the neighboring property owners advising them of the application and offering additional information on the City's development applications website.

<https://www.shapeyourcity.ca/1111-e-7-ave>

Summary of Public Comments

Throughout the notification period a total of 10 emails were received, off which nine (9) were supportive.

“The proposed development would be a transformational addition to a transit-oriented area with tremendous potential to serve the City's most pressing objectives in the near term - a critical component being expansion and improvement of post-secondary educational facilities”

Staff Response to Public Comments

“The “clean” side of this building’s development is completely washed out by how unclean the entire operation will be. Many students are online now as well and the many areas of the current building are completely unused. Why not use the building across the way where EB Games lives. Collaboration between areas will create a better community.”

Staff Response: Staff note the sustainability concerns of construction activity as well as the shifting environment of remote working / learning. However the decision to submit a development permit application is to the discretion of the applicant based on their needs, and outside the purview of staff. Staff must review an application based on its compliance with the policy framework and applicable zoning.

DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

The Staff Committee has considered the approval sought by this application and concluded that with respect to the Zoning and Development By-law and Official Development Plan it requires decisions by both the Development Permit Board and the Director of Planning.

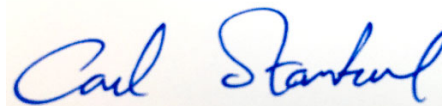
With respect to the decision by the Development Permit Board, the application requires the Development Permit Board to exercise discretionary authority as delegated to the Board by Council.

It also requires the Board to consider a By-law relaxation for Conditions of Use per Section 3.6, Height per Section 5.6, Loading and Parking per Section 7, of CD-1 (141). The Staff Committee supports the relaxations proposed.

The Staff Committee supports the application with the conditions contained in this report.



M. So
Development Permit Staff Committee



C. Stanford
Development Planner



L. Berdahl
Project Coordinator

for

Project Facilitator: JL. Borsa

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

The following is a list of conditions that must also be met prior to issuance of the Development Permit.

A.1 Standard Urban Design Conditions

- A.1.1 provision a of an improved universally accessible public realm mitigating potential trip hazards steps, and stairs and encouraging flush grades;

Note to Applicant: Refer to in particular the accessibility issues with the ground floor of the building not matching the grade of the street. Note that cultural ribbon should meet sidewalk at grade. Urban Design Panel discussion, materials, and minutes of 19 July 2023 to be read in conjunction with the above requirements.

- A.1.2 demonstrate due regard to view preservation to preserve street views across the site to the Downtown Skyline and North Shore mountains from Broadway is satisfied;

Note to Applicant: This can be achieved with the provision of additional information, reports, or diagrams that illustrate the above is not impacting the view or worsening any existing impact on the view. Photographic matching, 3d studies, in a comprehensive measurable format demonstrating mitigation of the issue is acceptable.

- A.1.3 incorporate continuous weather protection at grade that is integrated with the building design, demountable and effectively provides pedestrian comfort while exploring additional opportunities and mechanisms to more effectively utilize the plaza as a gathering and public space in inclement weather;

- A.1.4 ensure all setbacks, step-backs, separation distances, shadowing requirements or other form of development considerations as per the subject sites governing CD-1 and wider policy framework exigencies are reflected in the articulation of the proposal and clearly indicated in the drawings.

- A.1.5 confirm integration of all rooftop mechanical equipment, including elevator override service volumes, photovoltaic panels, window washing infrastructure, cell tower, antennae elements or any other service equipment within the proposed mechanical enclosure and to ensure service equipment does not protrude beyond the allowable height.

Note to Applicant: The roof should remain uncluttered, as proposed, with all equipment being housed in the appurtenances. Where possible, enclosures should be of non-opaque materials and contribute to the overall architecture of the building.

- A.1.6 provide large scale architectural details sufficient to fully reflect the articulation of the proposal and clarify the high quality of detailing implied as necessary to execute the proposed design aesthetic including but not limited to the following items:

- i. feature elements;
- ii. main entrances;
- iii. balcony and guardrails;
- iv. gutter and weather protection details at building edges; and,
- v. items pertinent to the discharge of conditions.

Standard Crime Prevention from Environmental Protection Conditions

A.1.7 design development to respond to CPTED principles, having particular regards for:

- i. defensibility and reducing opportunities for loitering;
- ii. theft in the underground parking; and
- iii. mitigation of alcoves or vandalism opportunities, such as graffiti;

Standard Conditions

A.1.8 provision of updated data summary table including a clear breakdown per floor, showing (1) gross area, (2) each type of excluded area and (3) net area, in relation to the entire site area;

Note to Applicant: The CD-1 (141) refers to site area being 31,531 square meters and a maximum FSR of 2.82. Provide FSR and floor area calculations based on entire site by way of revised project statistics tables.

A.1.9 compliance with Section 5.6 – Height, of the CD-1 By-law by ensuring maximum height does not exceed 42.5m;

Note to Applicant: Provide official building grades on roof plan and interpolated building grades (IBG) to be calculated to the lowest building corner, to the parapet, guard and roof deck. Interpolated Building Grades (IBG) spot elevations to be calculated from Engineering grades and added to the site plan, roof plan and elevations, demonstrating the calculation of critical height points at the greatest height condition for the building;. Height is calculated to the most restrictive points on the site and confirmation of compliance should be provided. The IBG to be calculated to the lowest building corner, to the parapet, guard and roof deck access.

- i. interpolated Building Grades (IBG) spot elevations to be calculated from Engineering grades and added to the site plan, roof plan and elevations, demonstrating the calculation of critical height points at the greatest height condition for the building;

A.1.10 confirmation of compliance with Section 10.1 – Height – Building, of the Zoning and Development By-law;

Note to Applicant: In order for proposed mechanical screening and elevator overrun to be excluded from height calculations, they cannot in total cover more than 10% of the roof area on which they are located as viewed from directly above.

A.1.11 compliance with Section 6 – Off-street Bicycle Spaces Regulations, of the Parking By-law;

Note to Applicant: The proposal requires 132 Class A and 198 Class B bicycle spaces.

A.1.12 provision of the following dimensions and additional information on the drawings:

- i. consistent and continuous dimension line hierarchy to be provided on the site plan, floor plans and overlays, in the following order:
 - a. overall building width, depth, height;
 - b. changes in building planes/projections;
 - c. offset from gridlines;
 - d. any other specific building features, units, walls, etc., as needed;

- ii. setback dimensions to locate building corners in relation to property line corners;

Note to Applicant: Setback dimensions and gross building measurements are to be to the exterior face of the cladding.

- iii. dimensions for building floor heights, height envelop references and geodetic elevation references to top of parapet, guards, and roof deck accesses for all building and floors;
- iv. existing and proposed grade elevations at major building corners added to the site plan, main floor plan and elevations;

A.1.13 provision of the following notations on the submitted plans:

- i. "The acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations";
- ii. "The design of the parking structure regarding safety and security shall be in accordance with Section 4.13 of the Parking By-law";
- iii. "A minimum of one electrical receptacle shall be provided for each two Class A bicycle spaces";
- iv. "The design of bicycle spaces (including bicycle rooms, compounds, lockers and/or racks) regarding safety and security measures shall be in accordance with the relevant provisions of Section 6 of the Parking By-law";
- v. "Mechanical equipment (ventilators, generators, compactors, and exhaust systems) will be designed and located to minimize noise impacts on the neighbourhood and comply with Noise By-law No. 6555";
- vi. "All proposed yards, setbacks and building dimensions are measured to the outside of cladding";

Standard Landscape Conditions

A.1.14 provide greater public realm improvement along the South side of the property;

Note to Applicant: The Broadway Plan identifies this portion of the site as an active transportation corridor with associated public realm improvements. The Broadway Plan identifies this portion of the site as an active transportation corridor with associated public realm improvements. These may be achieved by retaining existing healthy trees along E 7th Ave, and providing the following within the "South Plaza": New large specimen shade tree with seating underneath; increased planting areas; a drinking fountain; garbage receptacles, and any other site furnishings and fixtures that help would allow cyclists and pedestrians a place for respite.

A.1.15 provision of the following to achieve a cohesive and successful tree retention strategy:

- i. coordination between arborist report, landscape plan and site plan to retain as many trees as possible per the Protection of Trees Bylaw;

Note to Applicant: Sheet L1.01 shows Trees #135, 136, 137, 139, 158 to 166 as retained whereas the Arborist Report is showing them as removed. Trees in the "future phase" area should be retained. Trees below bylaw size are still protected trees since these trees are part of the originally approved DP landscape plans.

- ii. exploration of means for retaining Trees #105 and #106 while repairing noted “pavement or curb damage”;

These trees are amongst the largest trees on site whose retention does not conflict with this proposal. Their retention should be explored more carefully.

- iii. coordination with, and approval from, Park Board for proposed work related to Trees B to I;

Note to Applicant: Street trees B and C are noted as removal for “civic utilities per the client”. This requires approval from Park Board. Park Board also has to review proposed parkade excavation work that impacts street Trees D to I, and potential conflict with their retention and required utilities work, noted in the arborist report. Contact Park Board via email at pbdevelopment.trees@vancouver.ca to obtain any special instructions, and update application document accordingly.

- iv. provision of dimensioned tree protection barriers and “arborist inclusion” notes recommended by the arborist to be included in the landscape drawing package;

Note to Applicant: Add notes and annotations on the applicable Landscape and architectural drawings to confirm vertical shoring and arborist supervision near Trees D to I, as noted in the arborist report, if these trees are being retained. Also include all other relevant information that can be graphically shown related to tree retention from the arborist report and its tree management plan.

- A.1.16 coordination between the landscape plan and architectural plans to accurately depict all green roof areas;

Note to Applicant: The extent of green roof area at the Southeast of sheet DP107 does not match what is shown on sheet L2.02. Sheet DP111 shows an “approx. extent of student accessible roof top area” but this is not shown on the Landscape Plans. If this roof-top accessible area is meant for student amenity space, further design development is recommended to make this space more inviting.

- A.1.17 provision of confirmed trenching locations for utility connections, avoiding conflict with tree root zones and addition of the following note:

“Trenching for utility connections to be coordinated with Engineering Department to ensure safe root zones of retained trees. Methods of tree protection for street trees to be approved by Park Board”.

Note to Applicant: Methods of tree protection for street trees (as approved by Park Board) to be shown on plan. Relocation of trenching locations are required if in conflict with tree protection. Two separate applications must be applied for: A commercial water permit and another commercial sewer permit. Please contact Engineering services as soon as possible to begin the process for confirming the trenching locations for Sewer and for Water.

- A.1.18 coordination of new proposed street trees with Engineering and the Park Board, confirming quantities, species, sizes and locations, and addition of the following note on the plans:

“Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, installed with approved root barriers and appropriate soil. Root barriers shall be of rigid construction, 8 feet long and 18 inches in depth. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion”

Note to Applicant: The applicant must contact Park Board and Engineering prior to final DP submission and ensure this information is included on the Plant Schedule.

A.1.19 provision of a letter of assurance for arborist supervision;

Note to Applicant: Arborist supervision is necessary when any work is required within a minimum root protection zone of a retained tree. The arborist should discuss the details of any supervision requirements within the arborist report, particularly if the plans depict any work that encroaches into a minimum root protection zone. Typically, an assurance letter will outline the critical construction points where the arborist shall be contacted to attend the site. The Letter must be signed and dated by the owner, arborist and contractor.

A.1.20 consideration to provide additional green surface cover, trees, or planting areas on site where spaces allows

Note to Applicant: In support of City policies that seek to mitigate stormwater volumes and heat island effect, consider providing a whole or partial extensive green roof. If this is not feasible, explore adding additional planting areas and/or trees on-site wherever possible and demonstrate compliance with other sustainability strategies outlined in the applicable policies, such as the “Broadway Plan” and the “Vancouver Community College King Edward Campus Policy Statement”.

PARKS BOARD

A.1.21 design development to minimize new shadow impact on China Creek North Park from the spring to fall equinoxes between 10am and 4pm;

Note to Applicant: This can be achieved by locating the proposed building on the east side of the site. Given the Broadway Plan area’s limited number of existing parks and open spaces, limited opportunities to create new parks and open spaces, and an increasing intensity of people using these parks and open space, it is important to protect existing spaces in the public realm that have access to sunlight. Exceptions to solar access policy may be considered pending provision of supportable rationale. Refer to the Broadway Plan and Urban Design condition 1.1.

A.1.22 consideration to improve presentation to street, enhance connectivity between the existing park and campus building, and create a sense of expanded public space by provision of a publicly accessible, ground level open space on Glen Drive;

A.2 Standard Engineering Conditions

A.2.1 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.

Note to Applicant: No development permit for the site will be issued until the security for the services are 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. The Services are not excess and/or extended services and the applicant is not entitled to a Latecomer Agreement;

i. street improvements along E 6th Avenue adjacent to the site and appropriate transitions including the following:

a) broom finish saw-cut concrete sidewalk within the SRW area;

- ii. street improvements along E 7th Avenue adjacent to the site and appropriate transitions including the following:
 - a) minimum 1.22 m wide front boulevard (measured from the back of the existing curb) with street trees where space permits;
 - b) minimum 2.44 m wide broom finish saw-cut concrete sidewalk;
 - c) curb ramps; and
 - d) removal of the existing unused driveway crossing and reconstruction of the boulevard, sidewalk, and curb to current standards;
- iii. improvements at the mid-block crosswalk in the 1100 block of E 7th Avenue including the following:
 - a) upgrades to the existing street lighting to meet current COV standards and IESNA recommendations.
 - b) provision of a raised crosswalk with signage and pavement markings;
 - c) provision of double bulges at the crosswalk location;
- iv. improvements at the intersection of Glen Drive and E 7th Avenue including the following:
 - a) a marked crosswalk on the north leg with the required signage and pavement markings;
 - b) upgrades to the existing intersection lighting to meet current standards; and
 - c) provision of new curbs ramps as required.

Note to Applicant: City to provide approved geometric design.

- v. improvements at the intersection of Clark Drive and E 7th Ave including the following:
 - a) installation of a north bound left turn restriction through signage;
- vi. new or replacement duct bank along E 7th Avenue, that meets current City's standards. Duct banks are to consist of electrical and communication ducts and cables, and connected to existing electrical and communication infrastructure.

A.2.2 provision of a building setback and SRW for public pedestrian use over a portion of the site, adjacent to E 6th Avenue, to achieve a 2.5 m offset distance from the property line. The SRW to be free of any encumbrance such as structures, mechanical vents, stairs, and planter walls at grade and is to accommodate the underground parking structure within the SRW agreement.

A.2.3 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for a natural watercourse agreement.

Note to Applicant: Records indicate a natural watercourse passes through this site, a legal agreement ensuring that should the watercourse be discovered or impacted during development and beyond that its flow will not be obstructed.

A.2.4 provision of a finalized large site Transportation Demand Management (TDM) Plan, to the

satisfaction of the General Manager of Engineering Services. A TDM Plan with a minimum of 30 points is required to achieve the proposed vehicle parking reduction;

Notes to Applicant: Subject to the acceptance and approval of the finalized TDM plan, the development is eligible for the following reductions to minimum vehicle parking requirements:

- i. OTHER LAND USE – 30% reduction.

The proposed plan achieves 30 points. Refer to Schedule B of the TDM policy for detailed requirements for each measure. Provide TDM Plan as a separate package. An update TDM Plan and architectural plans are required to provide the following additional information and clarifications:

- i. ACT-01 – Additional Class A bicycle parking:
 - a. updated TDM Plan/Architectural plans to clearly identify of the number and location of additional Class A bicycle spaces. Additional Class A bicycle parking spaces must meet the standards and minimums identified in the Parking By-law, and/or applicable Design Guidelines.
- ii. ACT-02 – Improved Access to Class A bicycle Parking:
 - a. design development to include a physical separation between bicycles and vehicles on the main ramp.
- iii. ACT-05 – Bicycle Maintenance Facilities:
 - a. updated the TDM Plan/Architectural plans to note and dimension the location of facilities; and
 - b. bicycle maintenance facilities to be located with convenient access to/from Class A bicycle spaces.
- iv. ACT-06 – Improved End-of-Trip Amenities:
 - a. updated TDM Plan/Architectural plans to identify the location, number and type of end-of-trip amenities being provided.
- v. COM-02 – Car Share Vehicles and Spaces:
 - a. updated TDM Plan/ Architectural plans to identify/note/dimension car share spaces; and
 - b. spaces to be located with convenient, public access at-grade, or on P1.
- vi. SUP-01 – Transportation Marketing Services:
 - a. a description of the services to be provided.
- vii. PKG-02 – Parking Supply:
 - a. updated TDM Plan/Architectural plans to identify of the number, location, design, and dimensions of spaces that are intended for Building A & B.

A.2.5 Subject to the acceptance of the finalized TDM Plan, entry into a TDM agreement, to the

satisfaction of the General Manager of Engineering Services and the Director of Legal Services, which identifies the following:

- i. secures provision of funding towards long-term TDM monitoring funding the amount of \$2 per square meter of gross floor area;
- ii. secures the provision of TDM measures on the site:
 - a. ACT-01;
 - b. ACT-02;
 - c. ACT-05;
 - d. ACT-06;
 - e. COM-02;
 - f. SUP-01; and
 - g. PKG-02.
- iii. permits the City to access and undertake post occupancy monitoring of the TDM measures proposed; and
- iv. agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.

A.2.6 Entry into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of 5 two-way Shared Vehicle(s) and the provision and maintenance of 5 Shared Vehicle Parking Space(s) for use exclusively by such Shared Vehicle(s), on terms and conditions satisfactory to the General Manager of Engineering Services and the Director of Legal Services, including the following:

- i. provision of 5 two-way Shared Vehicle(s) to the development for a minimum period of 3 years;
- ii. entry into an agreement with a two-way Shared Vehicle Organization satisfactory to the General Manager of Engineering Services to secure the operation and maintenance of the Shared Vehicle(s);
- iii. provision and maintenance of the Shared Vehicle Parking Space(s) for use exclusively by such shared vehicles;
- iv. arrangements to allow members of the Shared Vehicle Organization access to the Shared Vehicle Parking Space(s);
- v. provision of security in the form of a Letter of Credit for \$50,000 per Shared Vehicle;
- vi. registration of the Shared Vehicle Agreement against the title to the development, with such priority as the Director of Legal Services may require and including a covenant under section 219 of the Land Title Act of British Columbia, a statutory right of way, or other instrument satisfactory to the Director of Legal Services, securing these conditions; and
- vii. a letter of intent from a two-way car share company indicating their willingness to supply car share vehicles on the site at building occupancy. The letter is to also indicate acceptance of the general location, configuration and accessibility of the shared vehicle spaces.

A.2.7 registration of a Rainwater Management Agreement to the satisfaction of the General Manager

of Engineering Services and the Director of Legal Services prior to the issuance of the Development Permit.

Note to Applicant: The legal agreement restricts the issuance of a building permit until the final Rainwater Management Plan (RWMP) and Operations & Maintenance (O&M) Manual have been accepted by the City. The rainwater management system shall be inspected as necessary during and after construction. A Registered Professional is to inform the City by letter bearing their professional seal to confirm the system has been constructed as per the accepted RWMP prior to occupancy.

A.2.8 provision of a complete RWMP achieving the following conditions.
Ensure that all information expected in a complete RWMP as described in the appendix of the Rainwater Management Bulletin is included in the submission:

- i. provide a RWMP report along with the RWMP drawing provided in the first submission.

Note to Applicant: Confirm how the Phase 2 area will be addressed for rainwater management requirements in the future. It is acceptable for this area to be addressed once the Phase 2 development application moves forward if all Phase 2 rainwater management will be contained within the Phase 2 area. However, if the Phase 2 development will rely on Phase 1 rainwater management systems for treatment, the Phase 1 rainwater management systems should be sized to allow for this future development area. If Phase 2 will be dealt with separately in the future, clearly identify this in the RWMP report.

- ii. C.1. Outline the rainwater management approach proposed to meet the volume reduction requirement. The approach shall include descriptions of each rainwater management practices/BMPs. BMPs proposed to meet the volume reduction requirement shall be classified as either Tier 1, 2, or 3.

Note to Applicant: Provide more details on the proposed Permavoid passive irrigation system proposed including locations on the RWMP and landscape drawings, receiving hardscape areas, storage volumes, receiving landscape areas, and receiving landscaping soil water storage capacities.

If the proposed Permavoid passive irrigation systems will capture 24mm event volumes in excess of the receiving landscaping soil water storage capacity, provide annual water balance calculations to demonstrate that there is sufficient irrigation demand throughout the year to sufficiently utilize the captured volume.

Indicate the location of the proposed green roof/blue-green roof on the post-development RWMP drawing.

If the Phase 2 area will be collected by the Phase 1 rainwater management systems, indicate how this area will be captured and provide supporting annual water balance calculations to demonstrate that there is sufficient irrigation demand within the Phase 1 landscaped areas to utilize the Phase 2 capture area.

Clearly indicate the proposed Permavoid system locations and include details for their connection to landscaping areas for passive irrigation.

Confirm the proposed green roof soil depth. Landscape Drawing L2.02 indicates that the Level 5 green roof will have a soil depth of 9-12", however the green roof cross-section detail on L10.01 shows a green roof soil depth of 150-200mm.

Note to Applicant: Green roof areas are considered as Tier 1 volume capture but lined rain gardens and landscaping on slab areas are considered Tier 2 for the purposes of the volume reduction summary.

- iii. C.2. Outline the rainwater management approach proposed to meet the water quality requirement. The approach shall include descriptions on how the water quality requirement is to be achieved on site and include supporting calculations and specifications necessary to demonstrate adequate design.

Note to Applicant: It is acceptable to address water quality through Tier 1&2 capture or filtration through vegetated systems, however if sufficient Tier 1&2 capture is not provided, a proprietary system may be required to address water quality requirements.

- iv. C.3. Outline the rainwater management approach proposed to meet the release rate requirement. The approach should include descriptions on how the release rate requirement is achieved on site and specify the peak flow rates at both pre-development and post-development site conditions, as well as the designed release rate. Ensure that the pre-development calculation uses the 2014 IDF curve values and the post-development calculation uses the 2100 IDF curves.

Note to Applicant: The post-development 10-year flow rate discharged to the storm sewer shall be no greater than the 5-year pre-development flow rate for this site within the Broadway Plan area. The pre-development estimate shall utilize the 2014 IDF curves, whereas the post-development estimate shall utilize the 2100 IDF curves to account for climate change.

Ensure that any pre-development landscaped areas are accounted for in the pre-development runoff coefficient calculation. It appears that there are some landscaped surfaces within the existing parcel but the pre-development runoff coefficient assumes 100% impervious area.

Ensure consistent runoff coefficient values between pre and post-development conditions for hardscape surfaces. It is noted that the pre-development hardscape runoff coefficient is higher than the post-development hardscape coefficient, even for the parking lot area to remain.

Ensure consistent runoff coefficients between pre and post-development surfaces for landscaped surfaces or provide justifications for the assumed values. It is noted that the pre-development landscape area runoff coefficient is at the high end of the typical range, while the post-development landscape coefficient was assumed at the low end of the typical range.

Confirm the landscape area label at the top of the RWMP drawing. This label indicates the same area and runoff coefficient as roof area and may need to be updated.

Include any expected long-term groundwater discharge in the post-development release rate calculations.

- v. C.6. Provide a pre-development site plan that includes the following: orthophoto, delineated catchment(s), area take off for all different surface types, and onsite and downstream offsite drainage appurtenances.
- vi. C.7. Provide post development site plan(s) that includes the following: building location/footprint; underground parking extent; proposed service connections to the municipal sewer system; location and labels for all proposed rainwater management practices; area

take off for all different land use surface types within the site limits; and delineated catchments to demonstrate BMPs are appropriately sized.

- vii. C.8. Provide a schematic sketch or detail demonstrating how the overall rainwater management system is hydraulically connected with each other and the proposed tie-in to the municipal service connection.

Note to Applicant: Indicate the preliminary storm connection location and invert on the drawing along with the preliminary locations, inverts and connectivity of any other proposed rainwater management systems.

- viii. D.2. Provide a summary of all the catchment areas in a tabular form that include the required capture and treatment, any direct capture and treatment achieved from adjacent surfaces, and storage capacities of the proposed rainwater practices. All area catchments must be shown in the proposed site plan drawing or figure in the document.

Note to Applicant: Clearly summarize the volume capture provided by each rainwater management system and demonstrate that the 24mm site capture target is met.

- ix. D.5. Provide detailed drawings of all proposed rainwater management systems including, but not limited to: locations, geometric properties (including footprint, volume, and depth), method of flow control (including orifice size and control structure configuration), emergency bypass, inverts, stage-storage-discharge table, design criteria and all assumptions. Relevant drawings from other disciplines or design professionals such as landscaping or mechanical plans should be provided as part of the submission package.
- x. D.10. Provide a written response clearly indicating how each of the Prior-To-Letter conditions relevant to Rainwater Management below are addressed in the updated submission.
- xi. D.11. Provide a completed Rainwater Management Project Summary Form as a PDF in a separate file to the RWMP. For a fillable copy of the form, refer to the [rainwater management webpage](#).

Note to Applicant: Contact the City of Vancouver's Rainwater Management Group for any questions or concerns related to the conditions or comments prior to resubmission with the DP application. A meeting may be scheduled upon request by contacting rainwater@vancouver.ca.

Rainwater management requirements are proposed to move from the Zoning & Development By-law to the Vancouver Building By-law effective January 1, 2024. If council approved, this change would affect the rainwater management review process, submission requirements, as well as the number of developments requiring rainwater management controls. Please find more information in the memo available on the City's [website](#).

- A.2.9 provision of correct building grades (BG) shown on plans;

Note to Applicant: it does not appear that a building grade application has been submitted to date. Apply for building grades prior to your next drawing submission and add approved BG's to the drawings in the locations as outlined in the building grade letter.

- A.2.10 design elevations (DE) interpolated between approved building grades are required along property line across:

- i. middle of: entrances, stairs, utility access, pathways, etc.

- ii. corners of: driveways, individual parking stalls, plazas, retaining wall, planters;

Note to Applicant: See building grade letter, once issued, for further details

A.2.11 provision of improved access and design of the parkade layout and compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services, including the following:

- i. improved two way flow for vehicles on the ramp and in the parking areas through provision of the following:
 - a) improved visibility, including convex mirrors, for two-way vehicle movement on the main ramp and throughout parkade; and
 - b) parking must be laid out such that it does not require a vehicle to back up for more than 10 m.

- ii. modification of grades on the ramp and in parking areas to ensure the following:

- a) ramp slopes serving Class B loading spaces must not exceed 10%;

Note to Applicant: Applicant to demonstrate satisfaction of condition including design implications before relaxation can be considered.

- iii. improved access to vehicle spaces to ensure the following:

- a) provision of 5.0m width, 5.5m length, and 2.3m vertical clearance for van accessible spaces;

- iv. design development to improve accessibility and function of the proposed shared vehicle spaces through the following:

- a) a 2.9 m stall width for shared vehicle parking spaces.

A.2.12 provision of improved access and design of loading spaces and compliance with the Parking and Loading Design Supplement, including the following:

- i. a standard widened loading throat to facilitate maneuvering;
- ii. a clear unloading area or raised rear dock, minimum 1.8 m (5.9 ft.) wide, with suitable access to facilitate goods loading/unloading.

A.2.13 provision of improved access and design of bicycle parking, including the following:

- i. an alcove for the bike room access off the vehicle parking ramp and maneuvering aisle; and
- ii. provision of 0.9m width, 2.4m length, and 1.9m vertical clearance for oversized bicycle spaces;
- iii. provision of [0.6m width, 1.0m length, 1.9m vertical clearance] for vertical bicycle spaces
- iv. update drawings to include the required bicycle lockers; and
- v. automatic door openers for all doors providing access to Class A bicycle storage;

A.2.14 notation of the following on all ground level and parking level plans:

- i. *“Parking, loading, bicycle spaces, and passenger loading plans shall be in compliance with the Parking Bylaw and the Parking and Loading Design Supplement.”*
- ii. *“Accessible parking spaces shall be held in common ownership and not be assigned to any strata lot.”;*
- iii. *“Vehicle parking layout approved, subject to compliance with approved Transportation Demand Management (TDM) Plan”;* and
- iv. *“End of Trip Facilities layout approved, subject to compliance with the Vancouver Parking By-law and the Vancouver Building By-law.”*

A.2.15 Provision of the following information as part of the drawing submission to facilitate a complete Transportation review:

- i. a complete tech table showing the calculations for the minimum required parking, loading, bicycle spaces and end-of-trip facilities, passenger loading and the number of spaces being provided;
- ii. all types of parking and loading spaces individually numbered, and labelled on the drawings;
- iii. dimension of columns and column encroachments into parking stalls;
- iv. section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates. These clearances must consider mechanical projections and built obstructions; and
- v. show or note all automatic door openers required for access to Class A bicycle storage;

A.2.16 provision of an updated landscape and site plan to reflect the public realm changes including all of the off-site improvements sought for this development permit, and shall include the following items and notes:

- i. Clearly note the following statement on the Landscape Plan:
 - *‘This plan is “NOT FOR CONSTRUCTION” and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive “For Construction” approval and related permits are issued. Please contact Engineering, Development Services and/or your Engineering, Building Site Inspector for details.’*
 - *“Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, installed with approved root barriers and appropriate soil. 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 in depth. Planting depth of root ball must be below sidewalk grade. Contact Park Board at pbdevelopment.trees@vancouver.ca inspection after tree planting completion”.*

- ii. delete reference to city of Richmond on L0.01 note 7 Layout and Materials General Notes.
- iii. existing two street trees along Glen Drive north of E. 7th Avenue to remain.
- iv. relocate all of the at-grade parkade vents proposed within the SRW along E 6th Avenue to outside the SRW area;

Note to Applicant: The SRW area is required to provide a universally accessible public sidewalk. The at-grade mechanical vents must be relocated to outside of the SRW area in order to provide a walking surface that is comfortable for all users.

- v. delete the concrete sidewalk proposed along Great Northern Way.

Note to applicant: The existing asphalt multi-use path must remain, or be replaced like for like. Concrete sidewalk is required within the SRW area only.

- vi. delete the reference to “vehicular drop-off in boulevard space”, concrete paving proposed in the front boulevard, and new curb cut and let down on Glen Drive (near the corner of E 7th Avenue);

Note to applicant: The *Broadway Plan* identifies this portion of Glen Drive as a future greenway. Transportation does not support establishing a designated permanent drop off space along Glen Drive as it may conflict with future improvements to this identified greenway, as well as will result in the removal of two street trees.

A.2.17 provision of crossing design to the satisfaction of the General Manager of Engineering Service.

- i. show Commercial Driveway Crossing standard detail C 7.2 on the landscape drawings
- ii. dimension driveway flairs as per commercial crossing detail; and
- iii. clearly show any existing trees, lamp posts or utility poles adjacent to proposed crossing which may be in conflict

Note to Applicant: final dimensioned crossing design is to be clearly noted on the landscape drawings prior to development permit issuance.

A.2.18 submission of a commercial crossing application for the proposed driveway crossing is required

Note to Applicant: complete the provided application and provide with next submission.

A.2.19 provision of a letter of commitment stating that all impacted utility companies will be contacted and notified of the following requirements:

- i. all utility services (e.g., BC Hydro, Telus and Shaw) shall be underground;
- ii. BC Hydro service shall be primary with pad mounted transformer (PMT or LPT) installed on private property; and
- iii. all required electrical plants (e.g., PMT, LPT, Vista, etc.) provided for entirely within private property.

Note to Applicant: The review of third party utility service drawings (e.g., BC Hydro, Telus and Shaw) will not be initiated until all drawings have been received by the Utilities

Management Branch (UMB). For questions on this requirement, please contact the Utilities Management Branch at umb@vancouver.ca.

A.2.20 indicate garbage / recycling container outlines in the Garbage & Recycling storage area on P1 in accordance with the Garbage and Recycling Facility Storage Amenity Design Supplement: https://vancouver.ca/files/cov/Garbage_and_Recycling_Storage_Facility_Supplement.pdf

A.2.21 submission of a written clarification of garbage pick-up operations.

Note to Applicant: Submission of a written confirmation that a waste hauler can access and pick up from the location shown without reliance of the lane for extended bin storage. If this cannot be confirmed then an on-site garbage bin staging area is to be provided adjacent the lane

A.2.22 confirmation from Park Board for removal of existing trees on City property.

Note to Applicant: Contact the Park Board 604-257-8587 or pbdevelopment.trees@vancouver.ca for coordination with tree removals, payment of ISA tree values, and cost of removal before DP issuance.

A.3 Standard Licenses & Inspections (Environmental Protection Branch) Conditions:

A.3.1. The property owner shall:

- i. Submit a Site Disclosure Statement to Environmental Services;
- ii. As required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter and Section 85.1(2)(g) of the Land Title Act, if applicable;
- iii. 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 therefrom on terms and conditions satisfactory to the Manager of Environmental Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this development, until a Certificate of Compliance for each of the on-site contamination and the dedicated lands, if any, have been issued by the Ministry of Environment and provided to the City.

Note to Applicant:

- a. (i) Condition has been met.
- b. (ii) Condition has been met.
- c. (iii) Based on information provided in the site disclosure statement, a remediation agreement will not be required.

B.1 Standard Notes to Applicant

- B.1.1 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **April 30, 2024**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.2 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.3 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.4 A new development application will be required for any significant changes other than those required by the above-noted conditions.

B.2 Conditions of Development Permit:

- B.2.1 A Key Plan shall be submitted by the applicant, and approved by the City prior to any third party utility drawing submissions. It is highly recommended that the applicant submit a Key Plan to the City for review as part of the Building Permit application. Third party utility service drawings will not be reviewed by the City until the Key Plan is defined and achieves the following objectives:
- i. the Key Plan shall follow the specifications in the City of Vancouver Key Plan Process and Requirements Bulletin
<https://vancouver.ca/files/cov/Key%20Plan%20Process%20and%20Requirements.pdf>;
and;
 - ii. all third party service lines to the development are 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.

For questions on this requirement, please contact the Utilities Management Branch at umb@vancouver.ca.

- B.2.2 Provision of a final signed and sealed RWMP, which includes a written report, supporting calculations, computer models and drawings to the satisfaction of the General Manager of Engineering Services prior to the issuance of any building permit.
- B.2.3 Provision of a final signed and sealed standalone rainwater Operations and Maintenance (O&M) Manual to the satisfaction of the General Manager of Engineering Services prior to the issuance of any building permit.
- B.2.4 Construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a Provincial Approval or License.

Note to Applicant: Applications for provincial Approvals or Licenses can be completed online. The application will be received and accepted into the province’s online system, and the provincial authorizations team strives for 140 days to get the approval to the applicant. The approval holder must be able to produce their approval on site so that it may be shown to a government official upon request. Dewatering before this approval is granted is not in compliance with the provincial Water Sustainability Act.”

- B.2.5 The detailed Electrical Design will be required prior to the start of any associated electrical work to the satisfaction of the General Manager of Engineering Services, and, in conformance with current COV Engineering Design Manual, Construction Specifications, Standard Detail Drawing, Canadian Electrical Code and the Master Municipal Construction Documents.
- B.2.6 Provision of immediate notification to the City of any changes that may be material to the City’s review of the study (e.g. if the proposed excavation depth increases). Email the City at groundwater@vancouver.ca.
- B.2.7 construction-related discharge to the sewer must be measured, and reported to the City. This 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.
- B.2.8 Submission of written acknowledgment that detailed confirmations will be submitted at building permit stage for construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site.

Note to Applicant: Detailed confirmations of these commitments will be sought at the building permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to building occupancy. Please contact Engineering Services for details.

- B.2.9 The owner or representative is advised to contact Engineering to acquire the project’s permissible street use.

Note to Applicant: Prepare a mitigation plan to minimize street use during construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection/removal or slab pour that requires additional street use beyond the already identified project street use permissions. No tower crane permitted on street.

- B.2.10 This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.**