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ARCHITECTS DESIGNERS PLANNERS

1489 W Broadway
(at Granville)

RBC BUILDING
Project No. 211004.1 – 1.6.1.1
January 21, 2011

**SUMMARY OF CENTRAL BROADWAY C-3A URBAN DESIGN GUIDELINES
UPDATED JULY 2004, ORIGINALLY ADOPTED BY COUNCIL MARCH 1976**

Part One: Central Broadway within the City

1. In 1974, Broadway, as a City sub-centre with 2.6 million square feet of office, 12% of downtown total.
2. South Granville as a node of activity.
4. Broadway as a major east-west arterial.
6. Granville and 16th is a Gateway to downtown, with views opening up. The views should not be blocked substantially.
7. Development within Broadway should not detract from views towards downtown buildings, the Lions, Grouse Mountain.

Part Two: Central Broadway Zone

1. Encourage a variety of uses. Office buildings should provide public-oriented retail at grade.
5. Lane closures should be planned according to needs for the whole block. Any project requesting a lane closure should provide an equivalent area in the project for public use, either as open space or skylight covered open space.
7. Buildings on the north side slope of Broadway should be sized and shaped to minimize shadow effect on adjacent communities to the north.
8. For ground floor continuity, new development should encourage a variety of street level activities to occur. Points of entry should open onto street, encourage narrow shop-front widths (20' – 25').
9. New development should complement and strengthen the character – scale, materials, colour, form. Encourage a gradient of height for tall buildings.

Part Three: South Granville Sub-Area

Granville Street at 16th Avenue serves as an arrival point or gateway to downtown. At Broadway, the topography falls off such that views begin to open up.

Half the buildings are significant older buildings and newer additions. The remaining buildings, for the most part, could be replaced by new construction that respects the existing design characteristics, street scale, and continuity.

1. The location of banks, trust companies, insurance agents and other uses that cater to a selective public should be discouraged from corners. New office development should be local in character and scale.
2. On street open spaces in this area, tend to interrupt the retail and pedestrian continuity. Lanes are currently used for off-street loading and should be retained by all new development. Over the sidewalk loading need not be discouraged.

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3. Street wall Height – New development should match existing adjacent structure up to three stories. Floors above this height up to six stories should be set back for greater sun penetration to the street.

Public access to uses on corners should occur at corner. Encourage development on Broadway to extend the character of South Granville to Fir and Hemlock. The construction of buildings terracing up the slopes with the highest structures at the high points (Hycroft at 16th, Royal Bank of Canada at Broadway).

RL:eer

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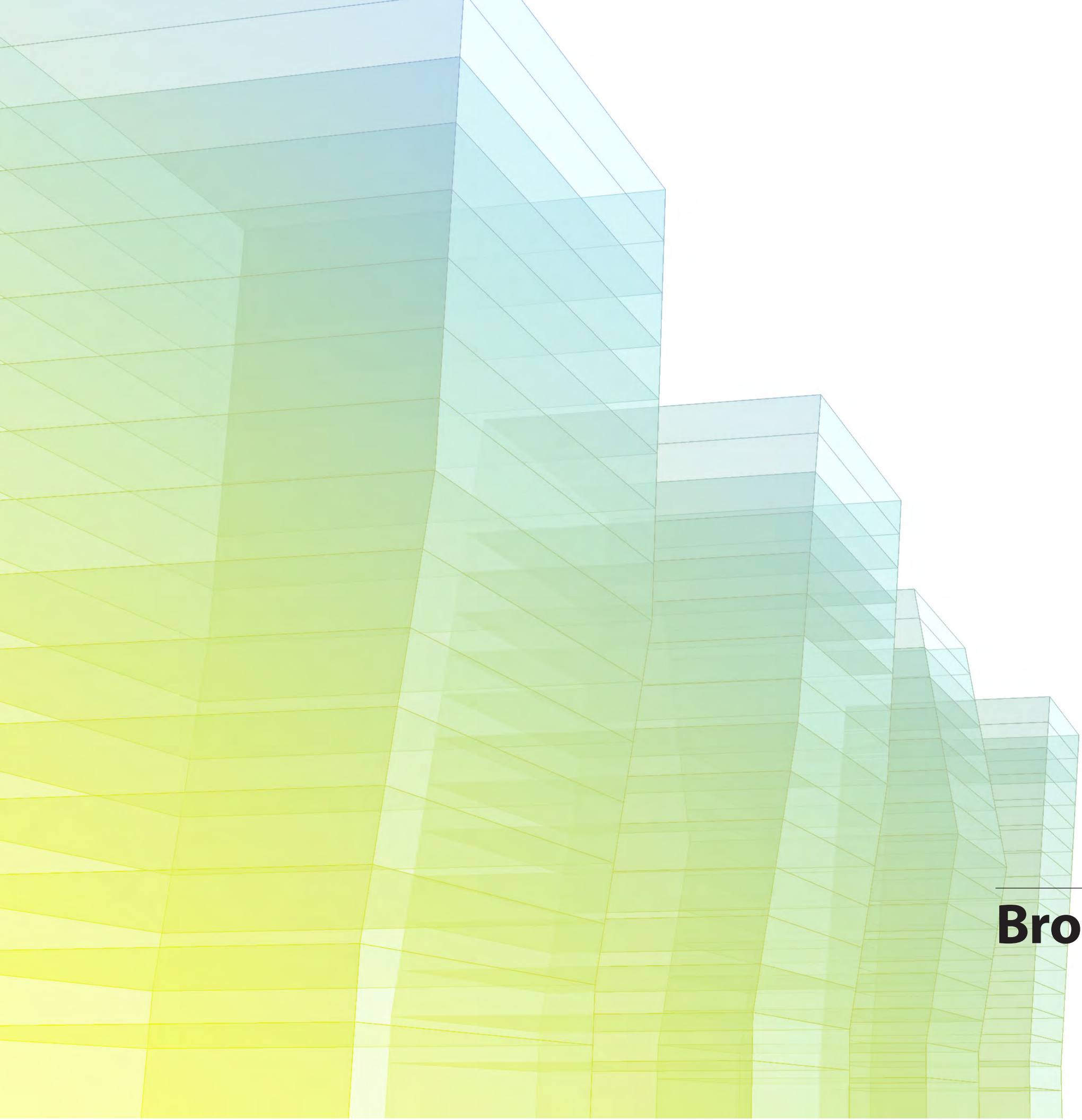
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**BROADWAY &
GRANVILLE**

Project #
211004

Sept
2012

Broadway & Granville

Sept 2012

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September 7, 2012

City of Vancouver
City Hall, East Wing, 4th Floor
2675 Yukon Street
Vancouver, BC V5Y 3P9

Attention: **Mr. Brian Jackson**
General Manager of Planning & Development

Dear Sir:

RE: 1489 WEST BROADWAY (BROADWAY & GRANVILLE)
OUR PROJECT #211004 – 1.6.1.1
LETTER OF ENQUIRY

With this letter we enquire regarding the ability to develop the site at 1489 West Broadway, as an office / retail development in keeping with the policy for this zone through a rezoning that will see an increase in density from 3 to an FSR of 9.5 to 10.

The documents that follow summarize our studies to date. This includes analysis of the context, views, zoning, sun / shadow impacts, and transit / traffic connections. This is followed by functional planning and massing studies including statistics which demonstrate the potential to redevelop this site in a significant gateway location as a mixed-use retail and office project.

The context of the site is predominantly commercial with the other three corners of the Granville and Broadway intersection occupied by, respectively, a 2-storey heritage commercial building a significant mixed use office tower with retail podium and a mid-rise office retail development to the west across Granville. Immediately adjacent to the site to the north is a small mixed use building and to the east a lane. Further east along Broadway are low-rise commercial buildings.

The site has an exceptional location at the intersection of two of the major urban arteries of Vancouver – Granville Street and Broadway. Intensified development of this site will enhance the formal “gateway” nature of the site, evidenced by available views of the site from the west along Broadway and from the north along Granville.

The site, approximately 15,000 sq. ft. in area, is currently zoned C3A with a density of 3 FSR and a height limit of 120 feet. No view corridors restrict the height. Views are available in all directions with predominant views to the north and west.

The proposed site to be redeveloped is occupied by an existing office building, which given the emerging new policy directions currently being considered for the Broadway Corridor, transit planning for Broadway and its strategic corner location, is an underutilization of the site.



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The City of Vancouver’s ongoing study of the Broadway Corridor is responding to the need for increased job space, with the desire for better public realm and the need to accommodate future transit infrastructure. Feedback has been received that higher densities and taller buildings can be accommodated, especially on exceptional sites such as this. It is within this emerging new context that this enquiry is proposed.

A number of massing options are demonstrated, which outline our investigations into massing as it responds to proximity, the proposed at-grade setbacks and the relationship to the surrounding context and skyline.

The general massing of this proposal consists of:

- Floorplates of approximately 10,000 sq. ft. each over a 2-storey retail base that is laminated to its north property line and setback on the south and west at grade.
- Above grade the office portion recaptures the setback space and leans to provide visual interest on the skyline.

Our preferred direction, Option 4 provides a directionality to the composition – with most visual interest to the north-south direction while still providing optimal planning parameters within the office floorplate.

These scenarios are similar in terms of density, providing approximately 120,000 sq. ft. of office and retail space. Our recommended option provides a higher level of urban fit within an optimal response to office design parameters for the Broadway Corridor.

Parking is proposed to follow the downtown parking ratios as this site is envisaged to attract significant future transit growth with possibility of rapid transit along Broadway and a more urban density.

We would welcome the opportunity to meet with you and your staff to review this enquiry and look forward to your timely response. Please contact me if you have any questions.

Sincerely,

MUSSON CATTELL MACKEY PARTNERSHIPS
ARCHITECTS DESIGNERS PLANNERS

Mark Thompson, Mark E. B. Thompson Architect Ltd., Partner
Architect AIBC, MRAIC, MAA, ANZIA, LEED AP BD + C

MT:pt

cc: Michael Naylor, Planning Department
michael.naylor@vancouver.ca

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Context Aerial Plan



Context Aerial Photograph



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Context
Aerial
Photograph



Site Plan



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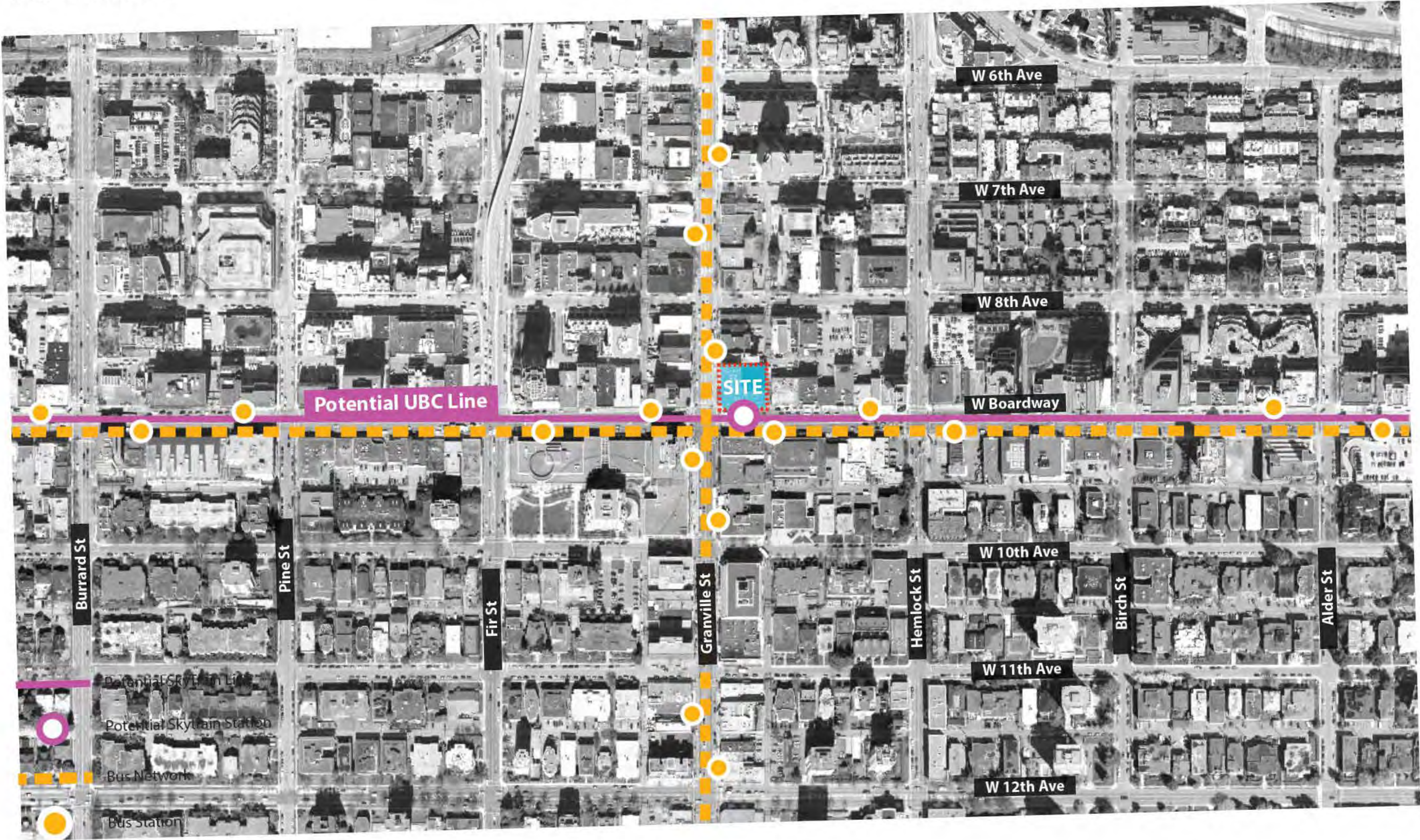
Site Plan



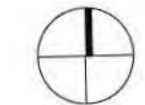
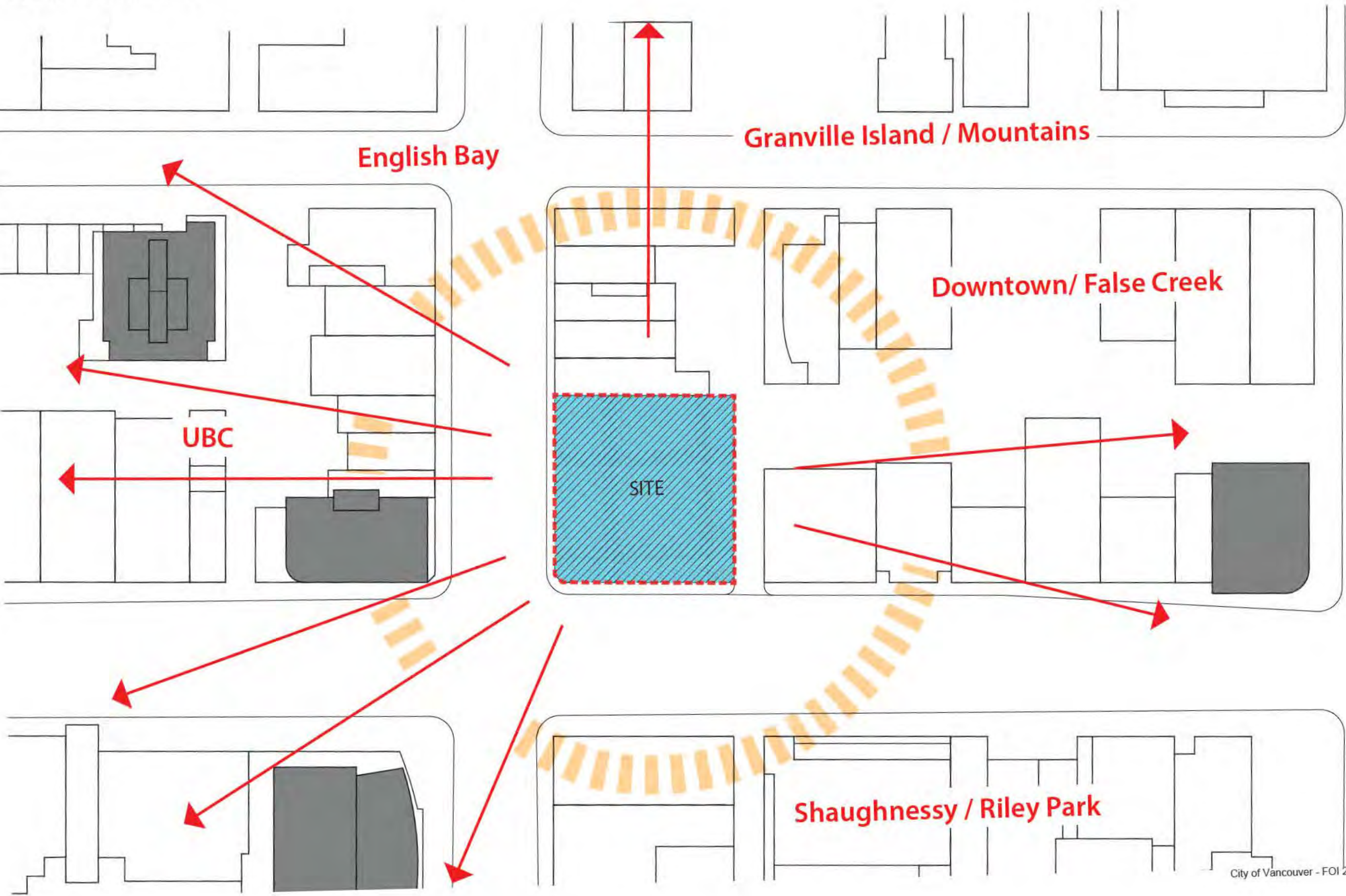
Context Land Use Diagram



Mass Transit



View From Site



Site Context Photographs



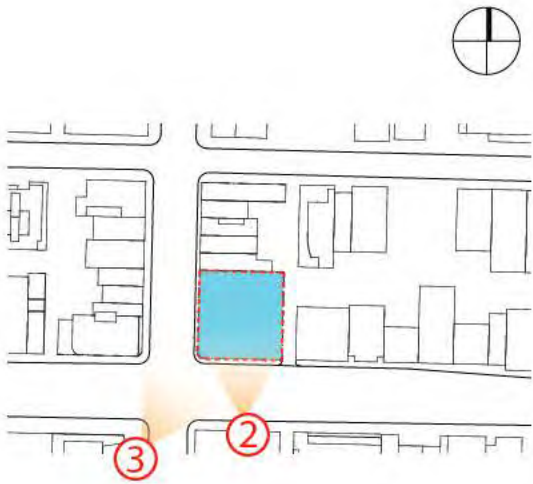
1.



2.



3.



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Site Context
Photographs

Site Context Photographs



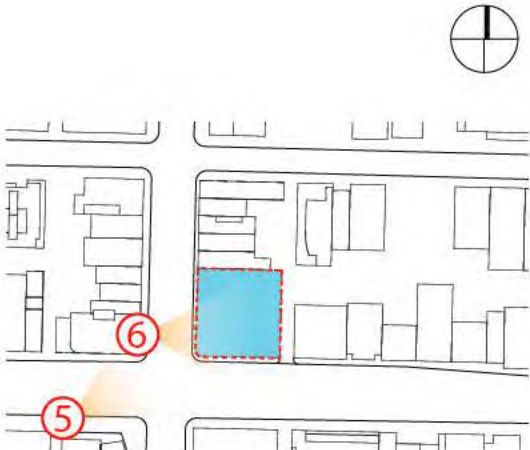
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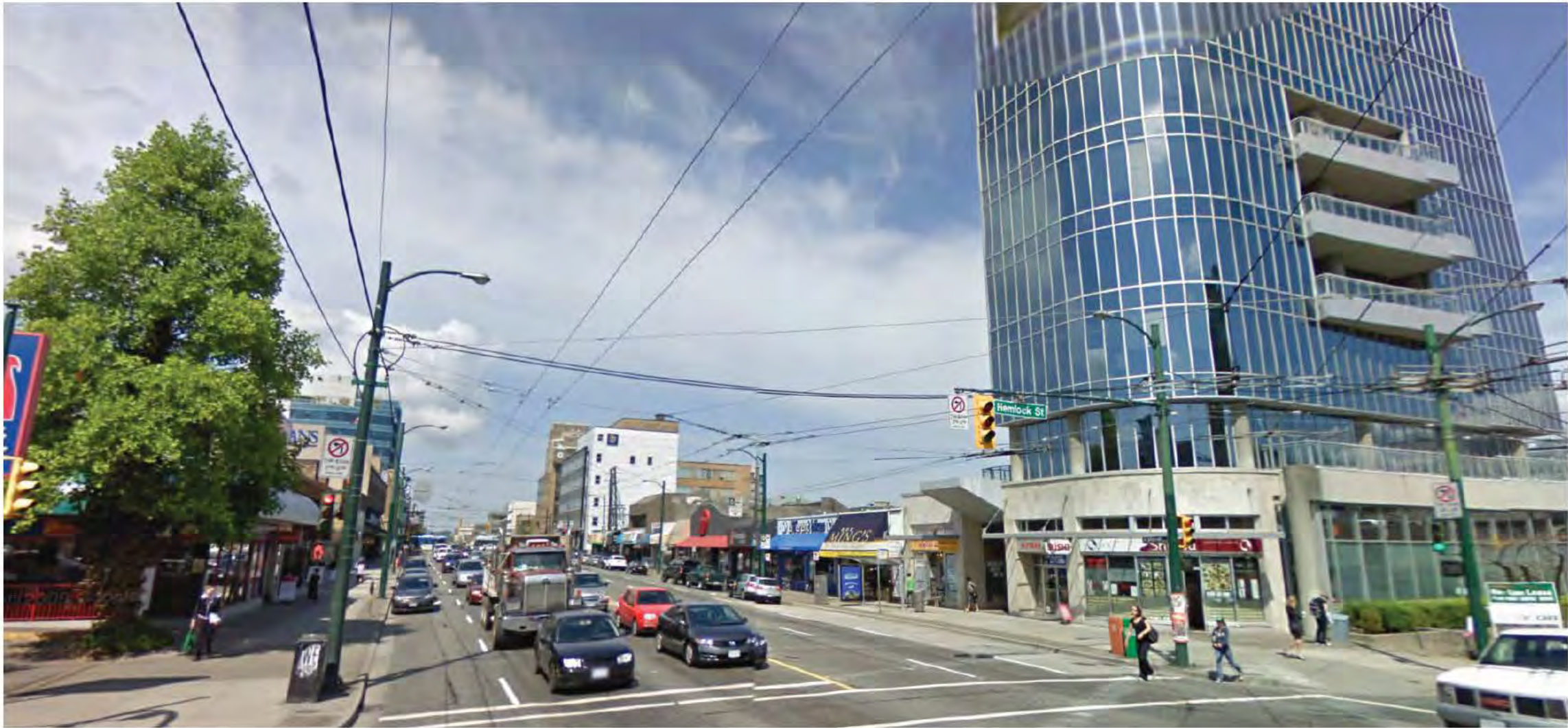
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Site Context Photographs



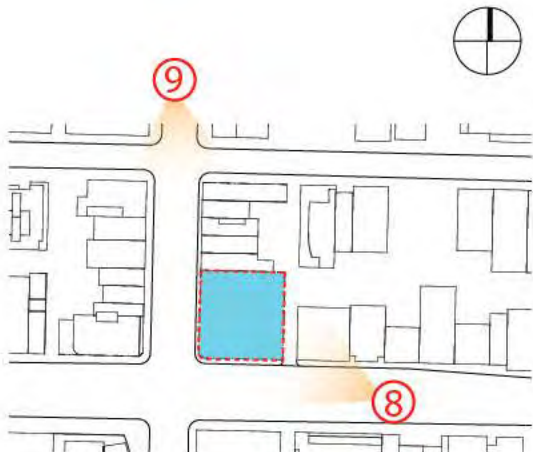
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Site Context
Photographs



Option 1



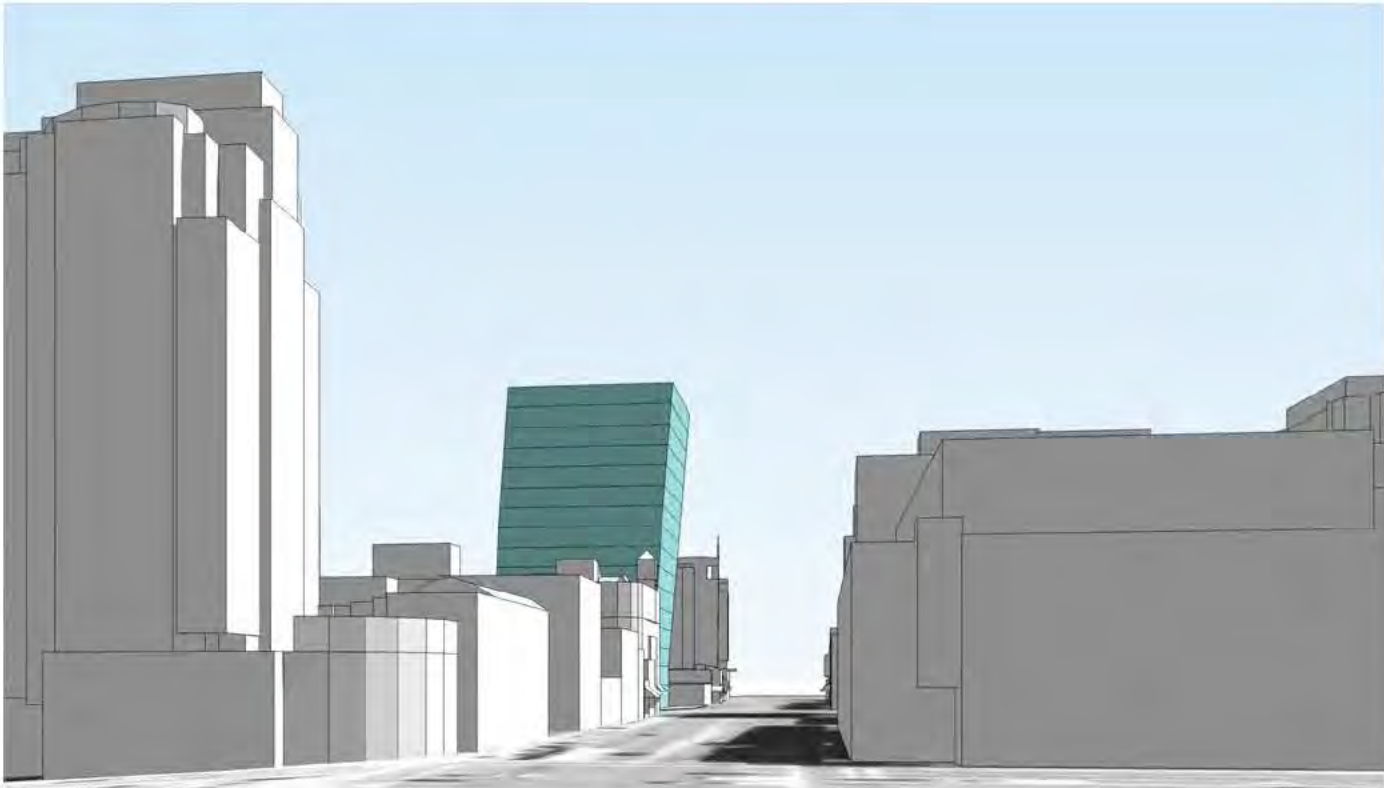
Option 2



Option 3



Option 4



Option 1



Option 2



Option 3



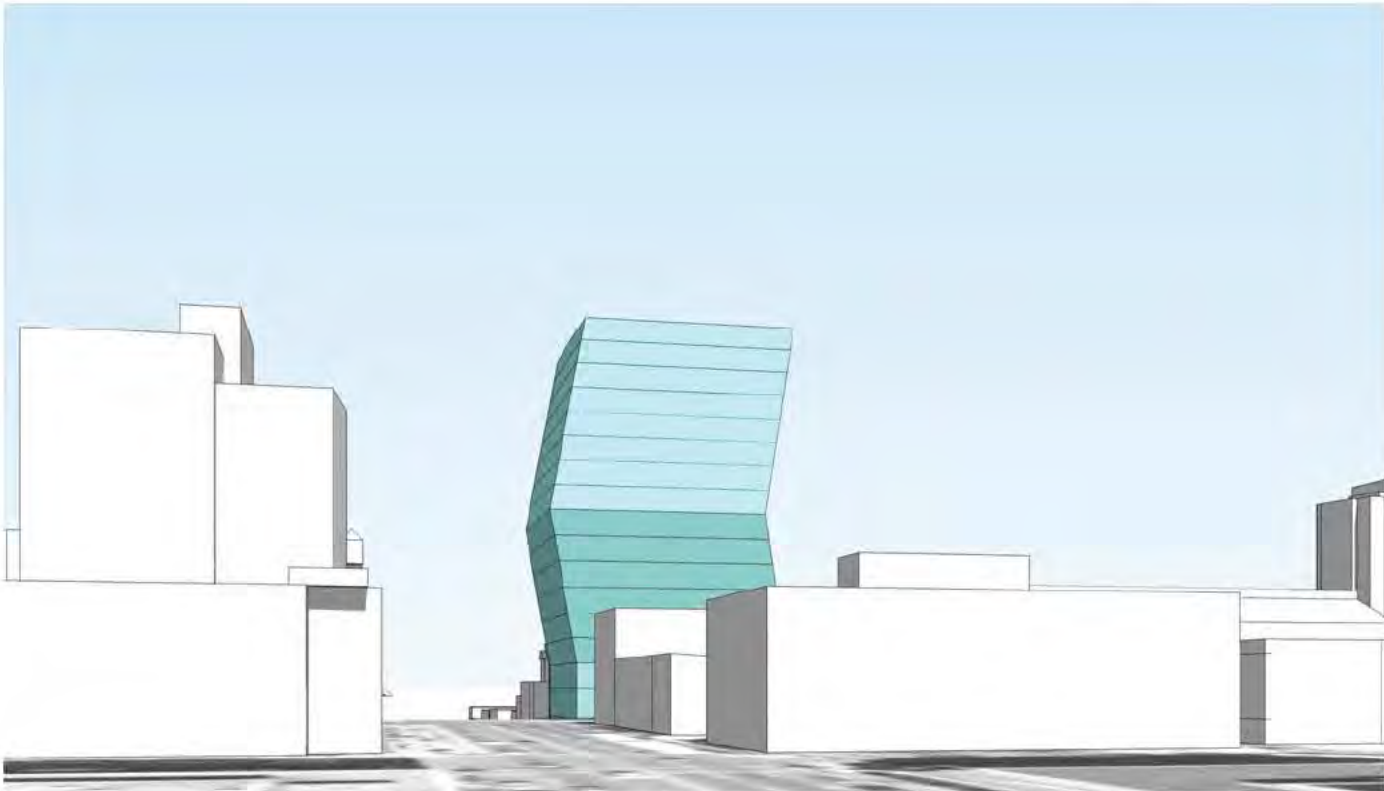
Option 4



Option 1



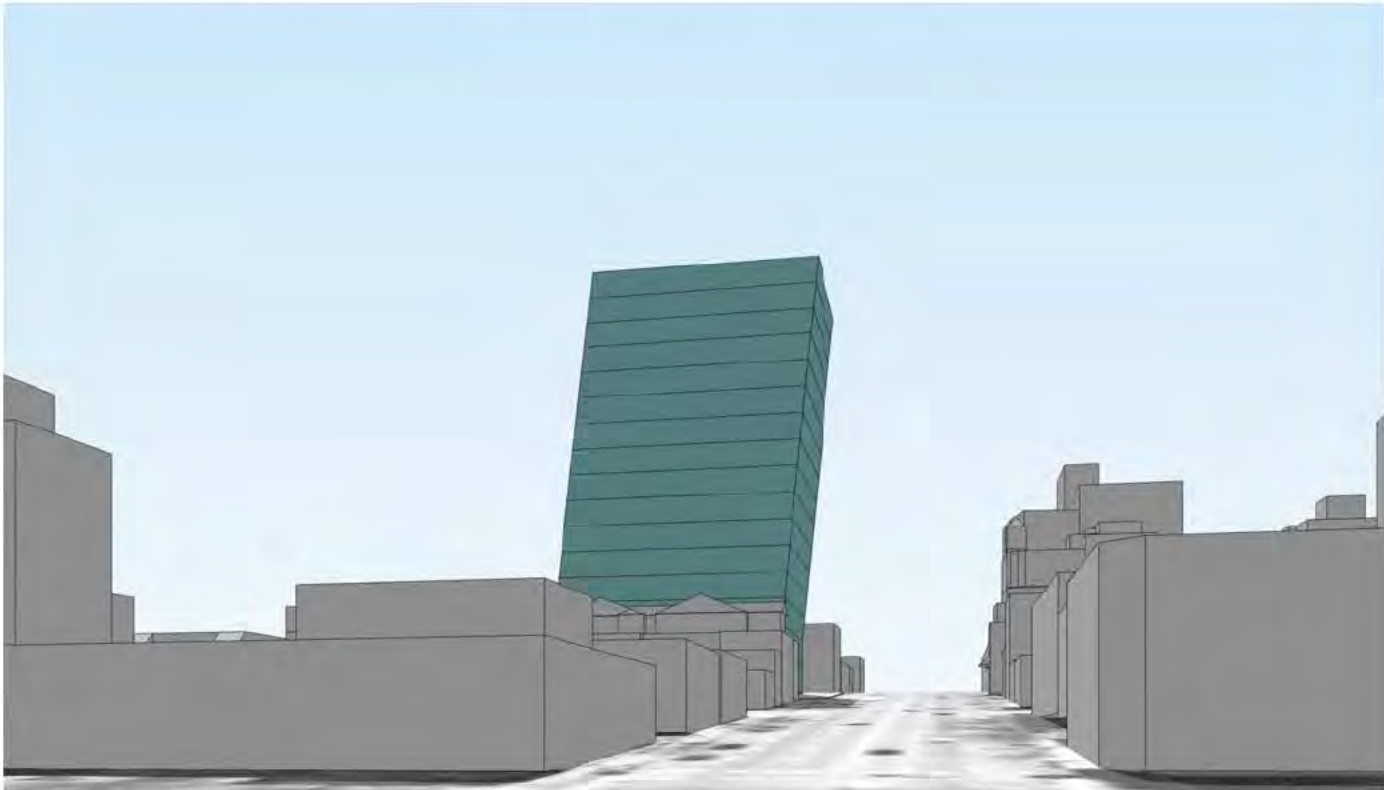
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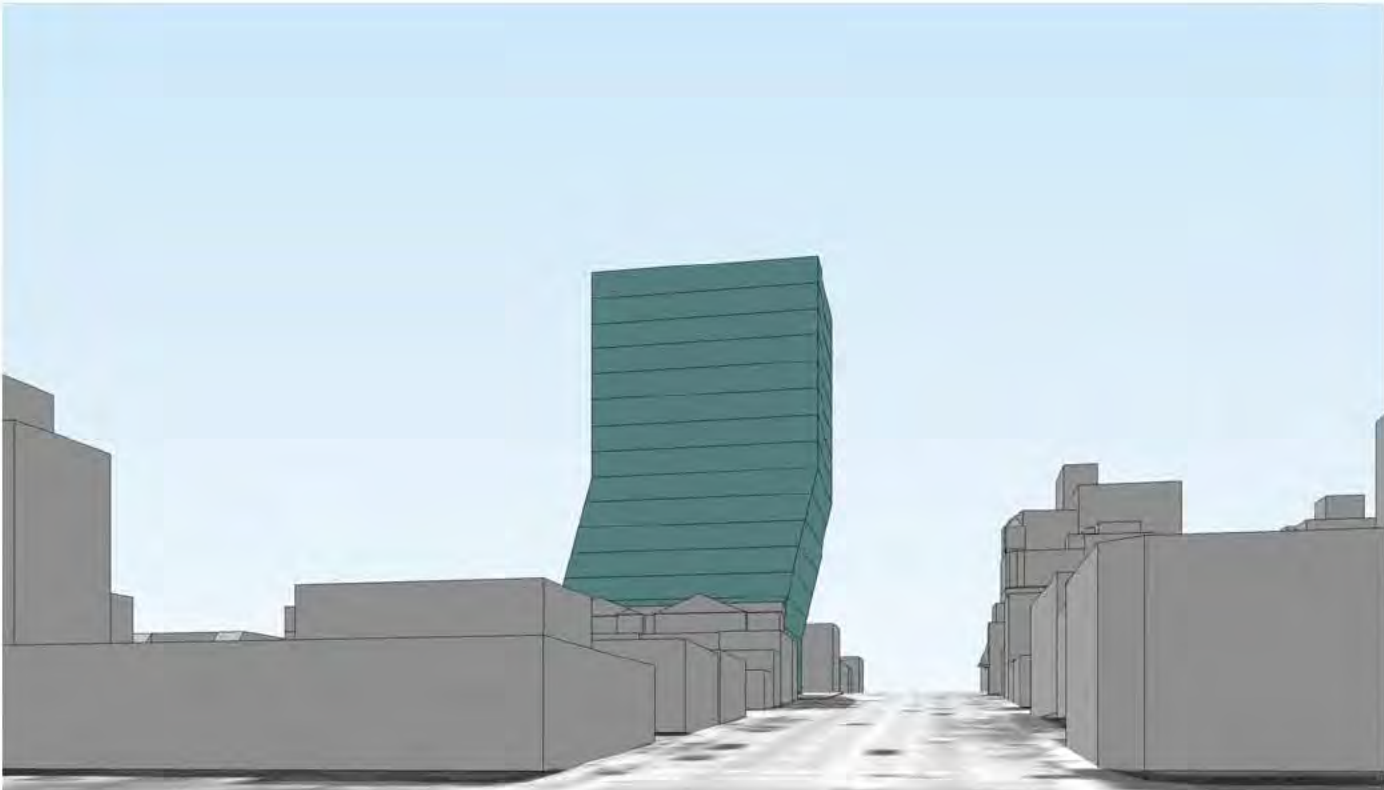
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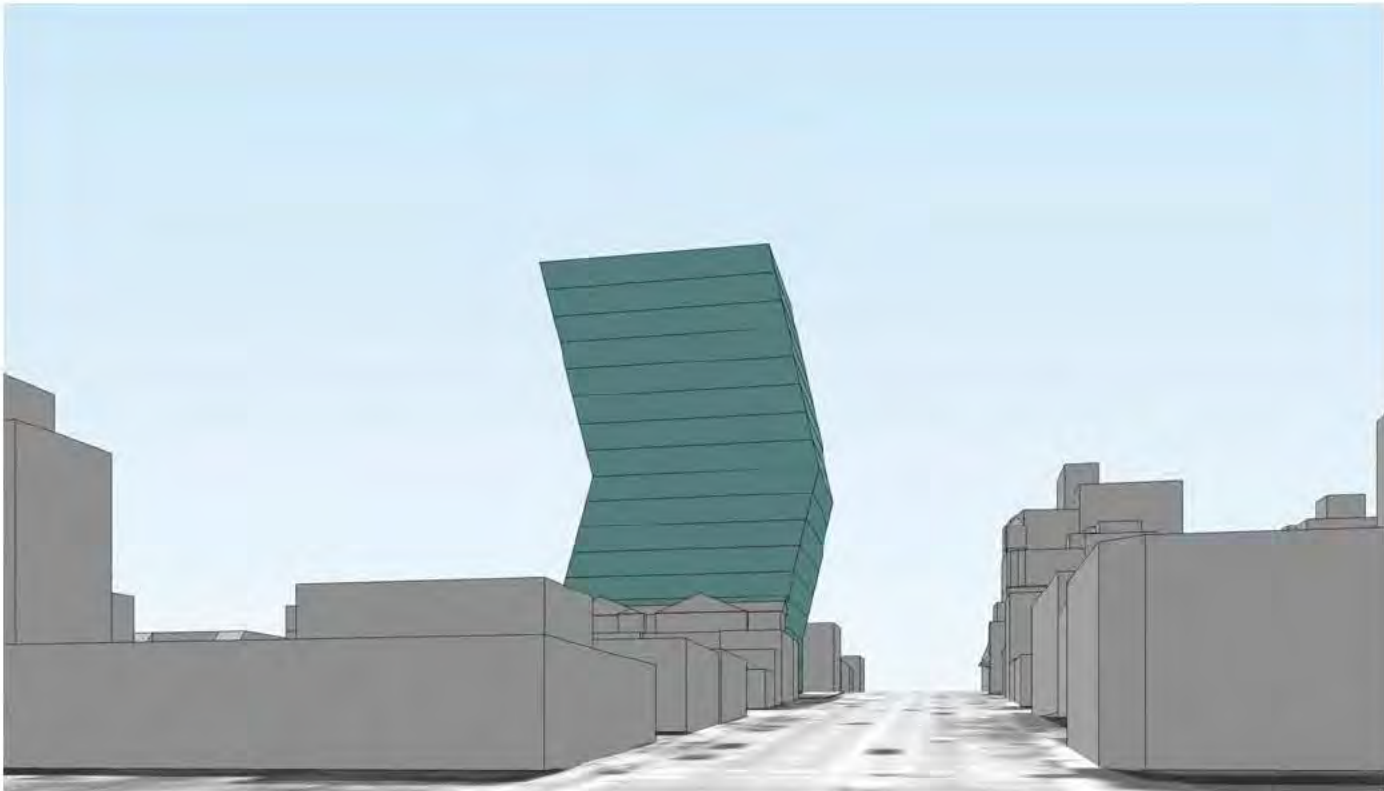
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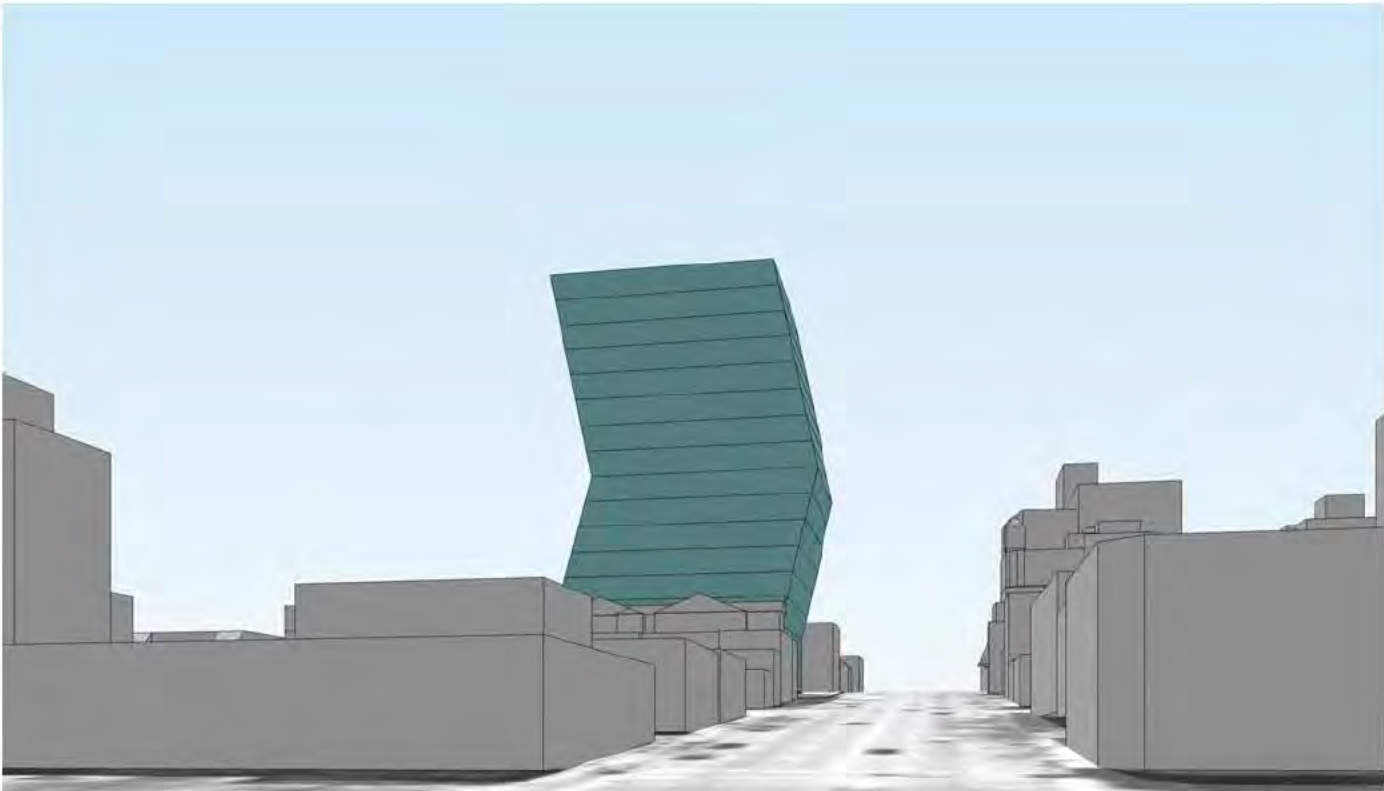
Option 1



Option 2



Option 3



Option 4

Model Photographs



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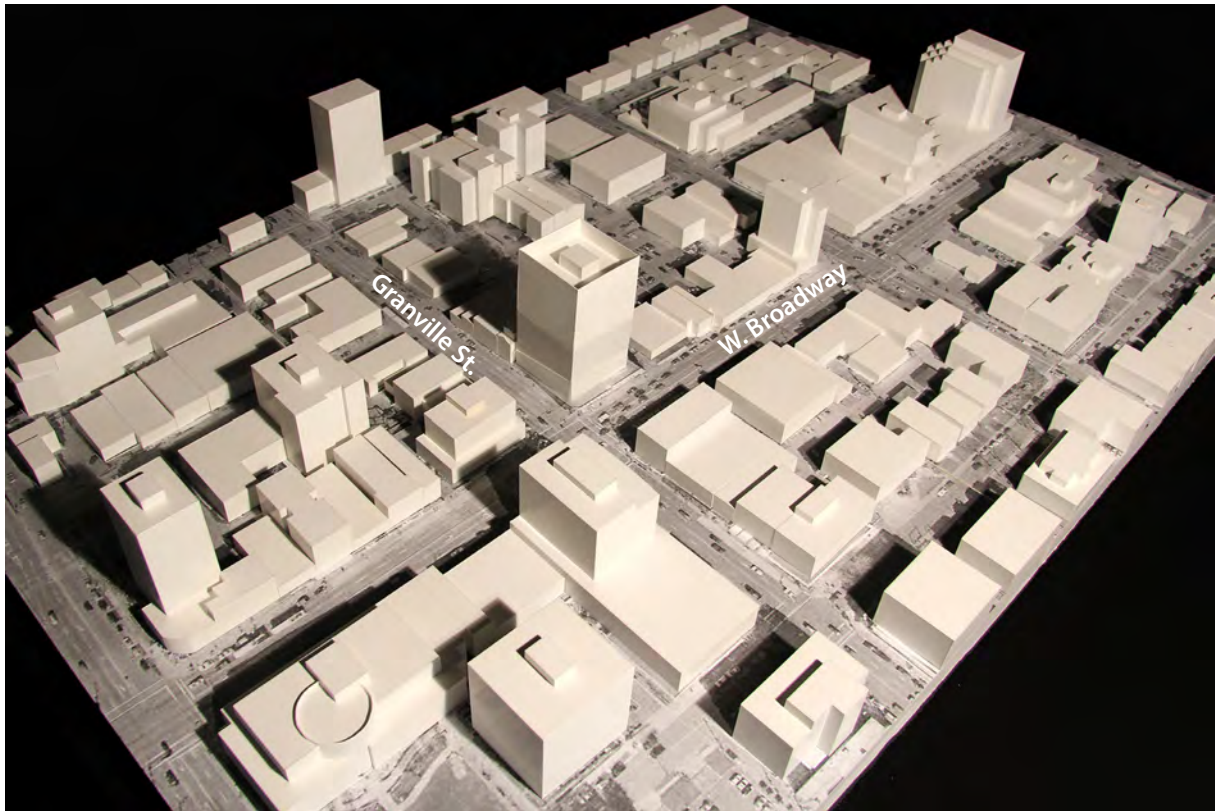
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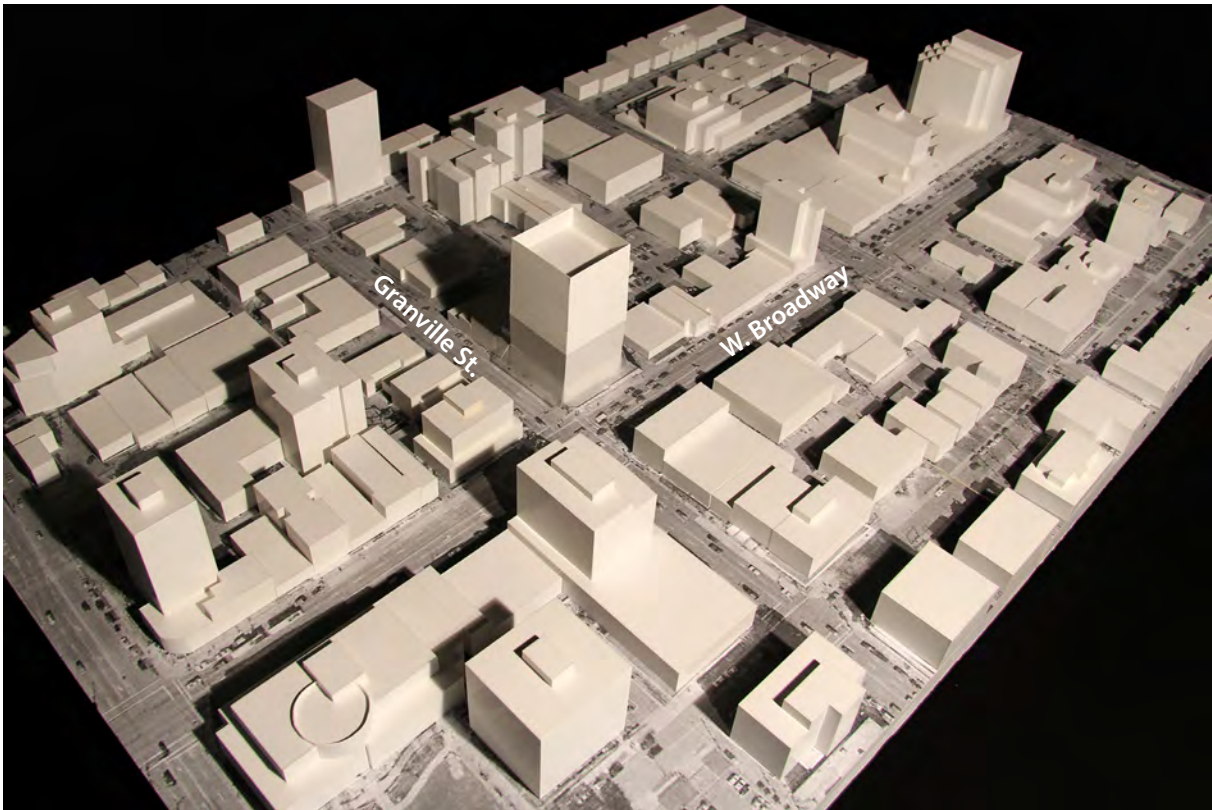
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Photographs



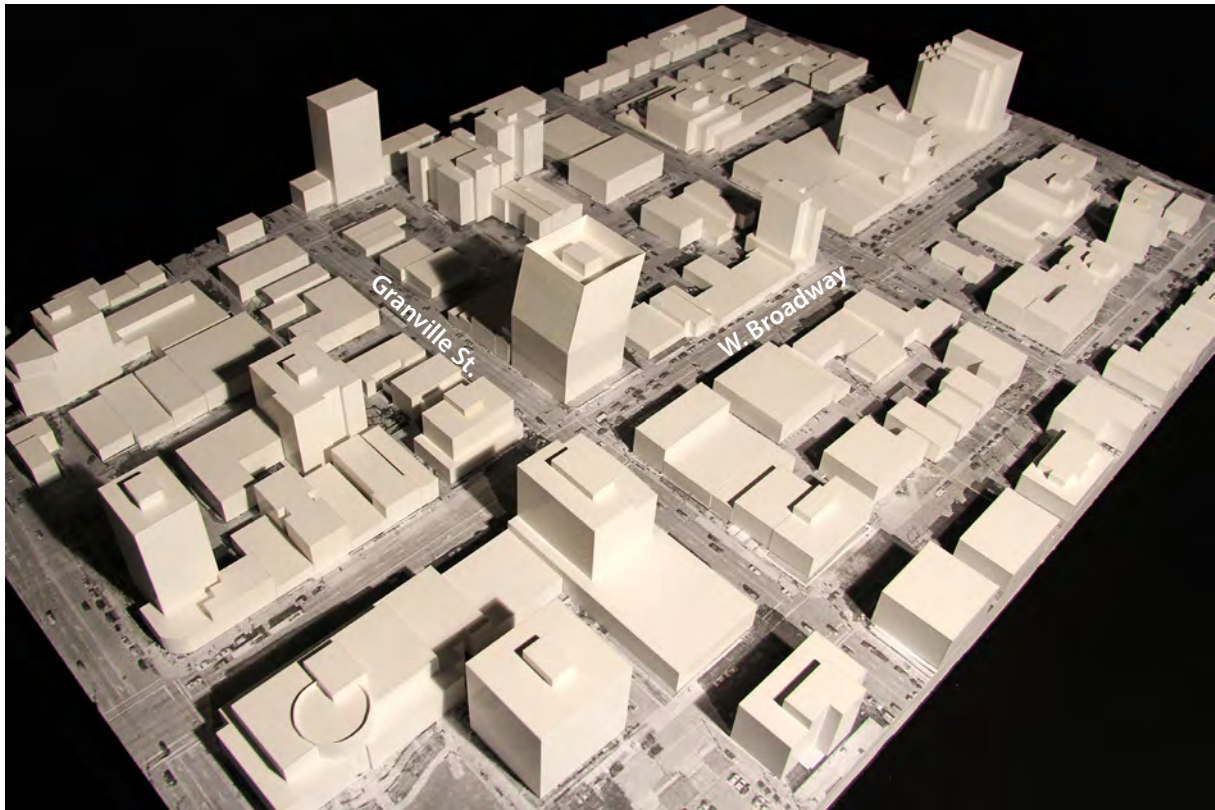
Option 1



Option 2



Option 3



Option 4

Model Photographs



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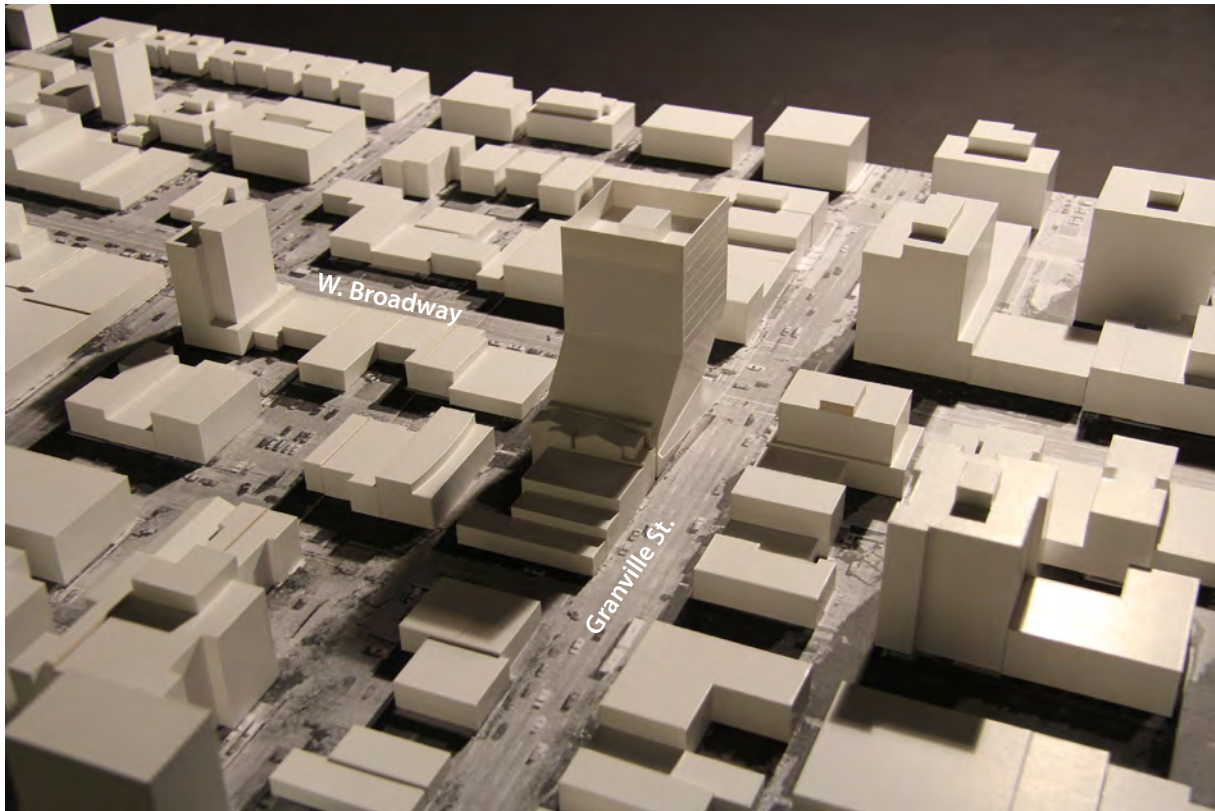
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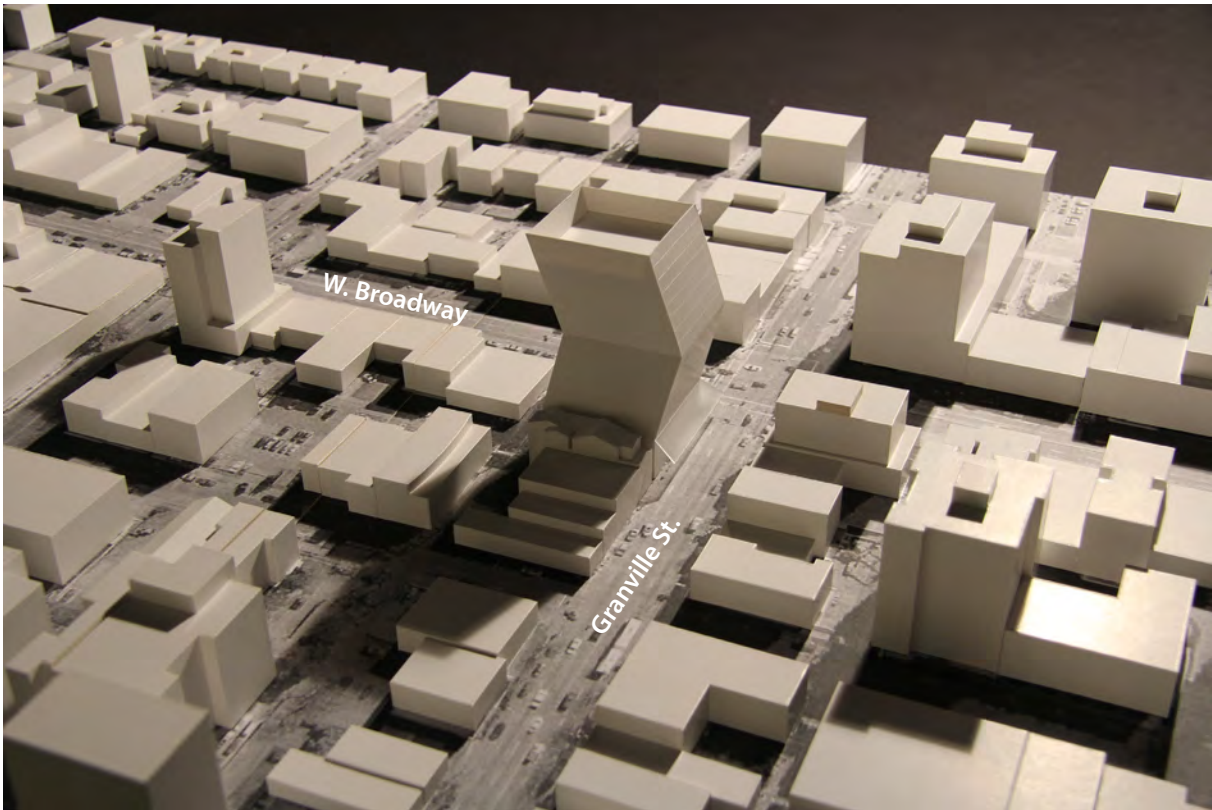
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Photographs



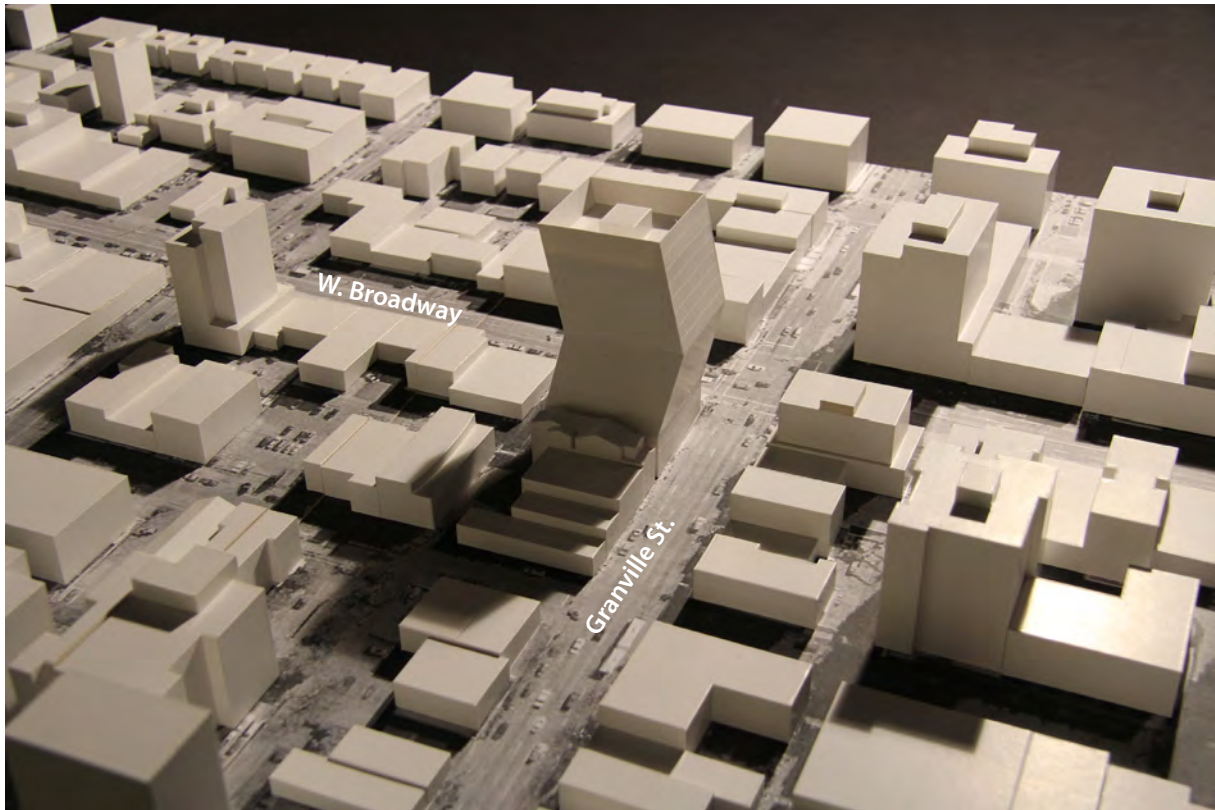
Option 1



Option 2



Option 3



Option 4

Model Photographs



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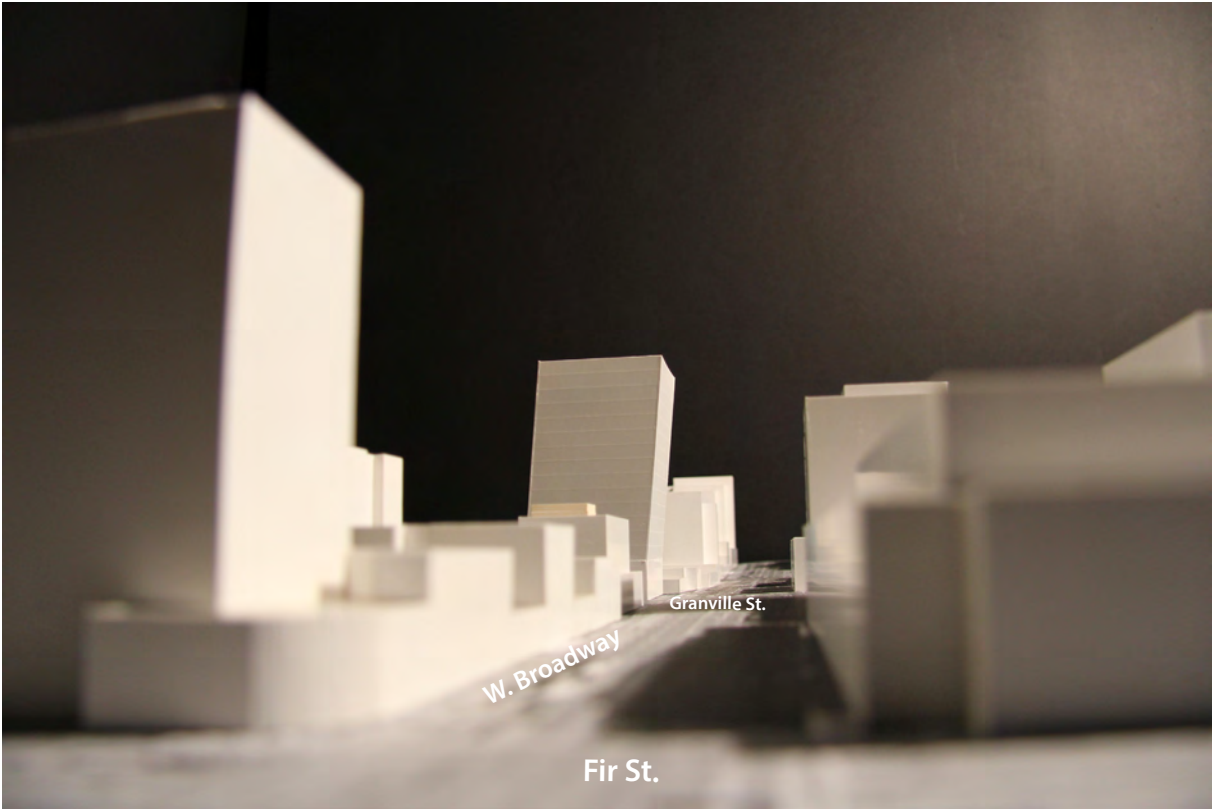
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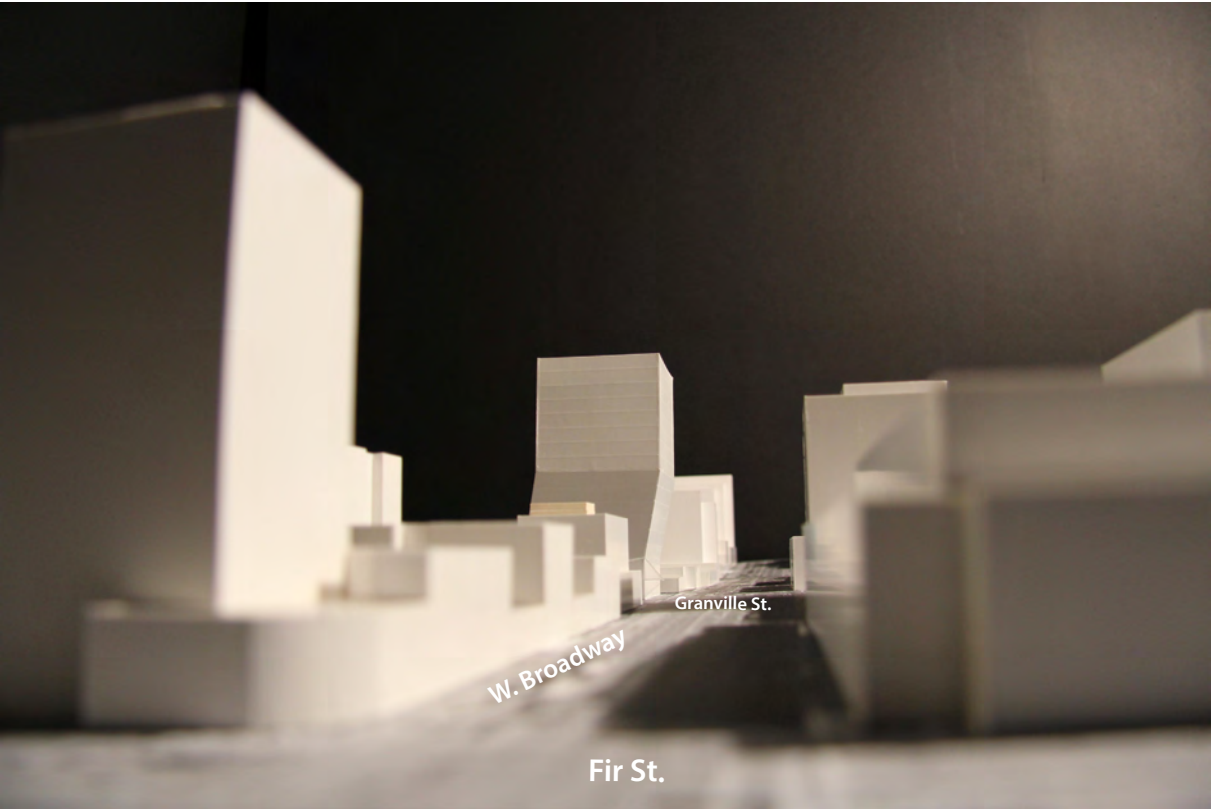
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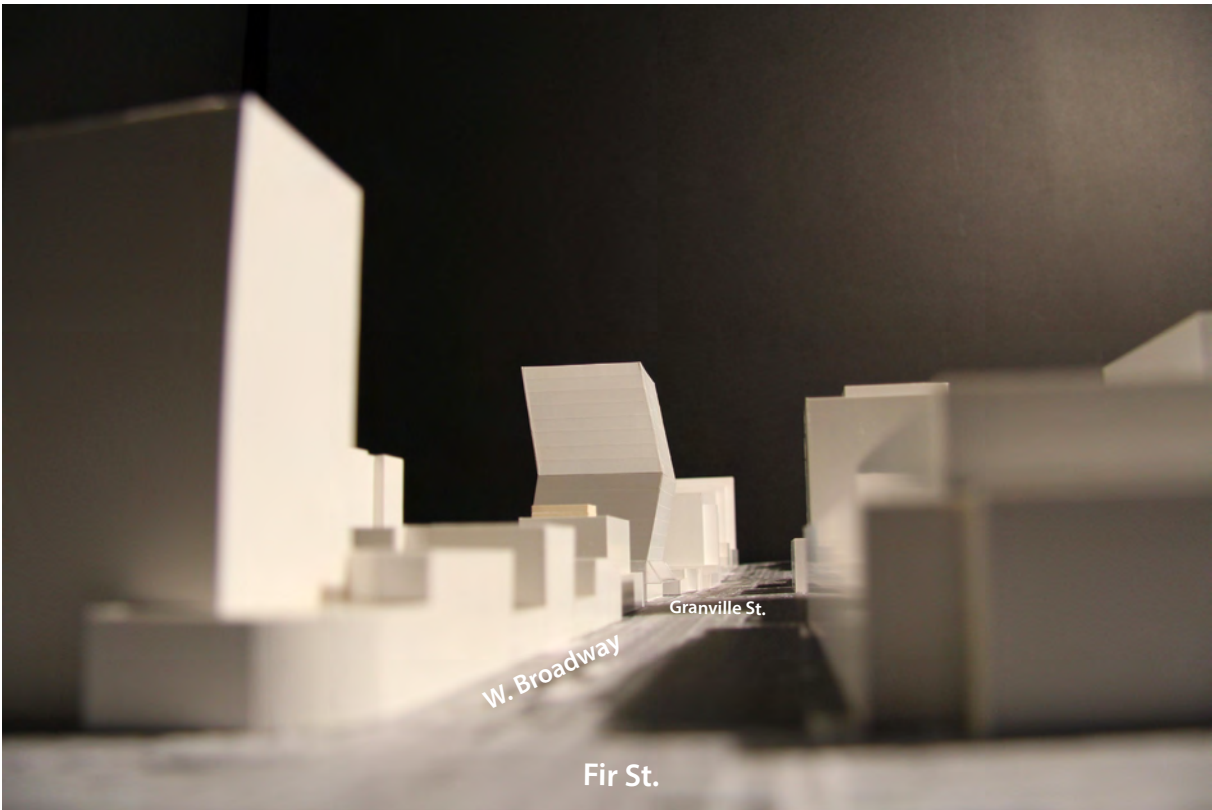
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Photographs



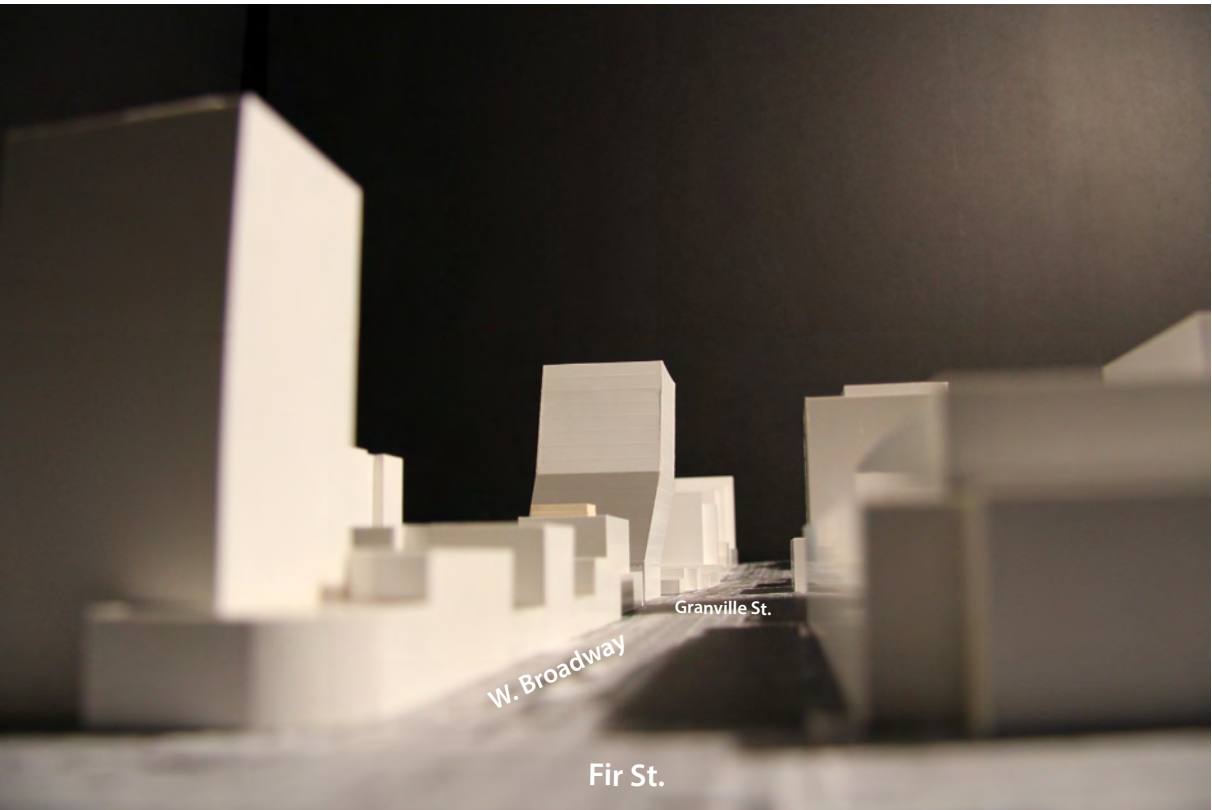
Option 1



Option 2



Option 3



Option 4

Model Photographs



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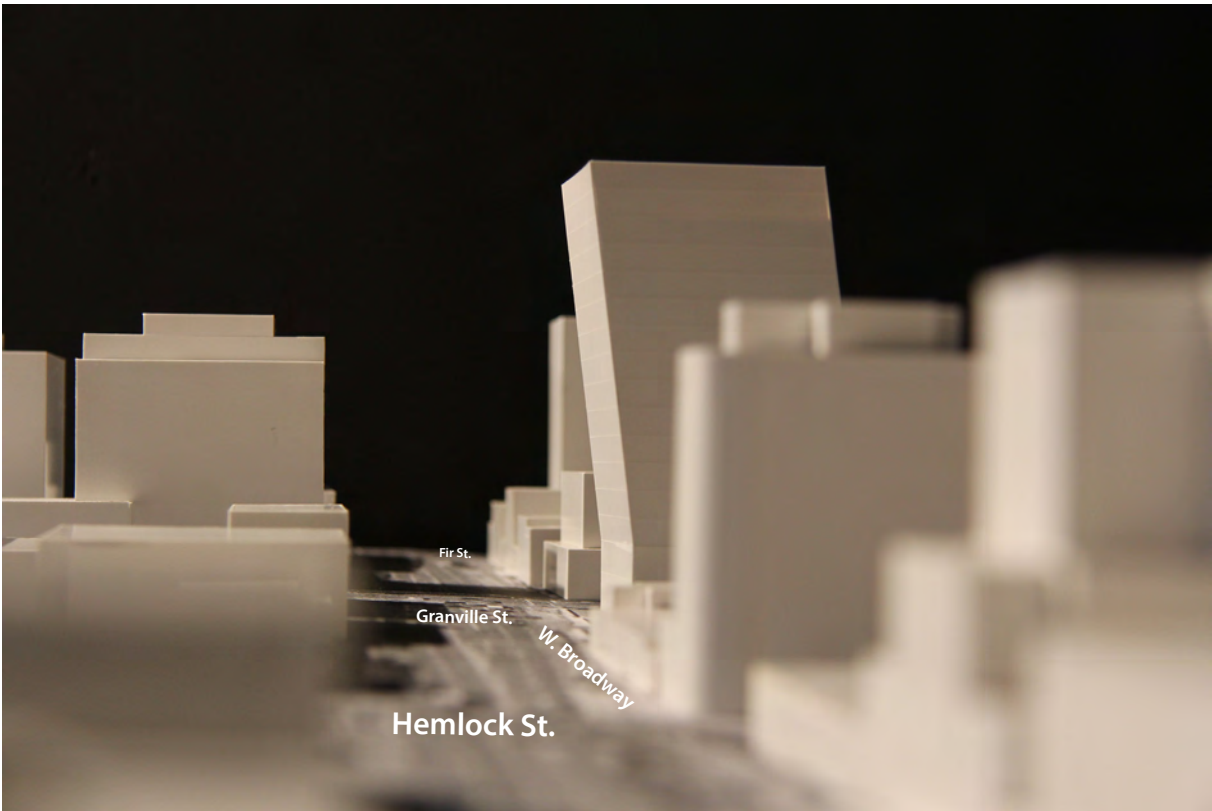
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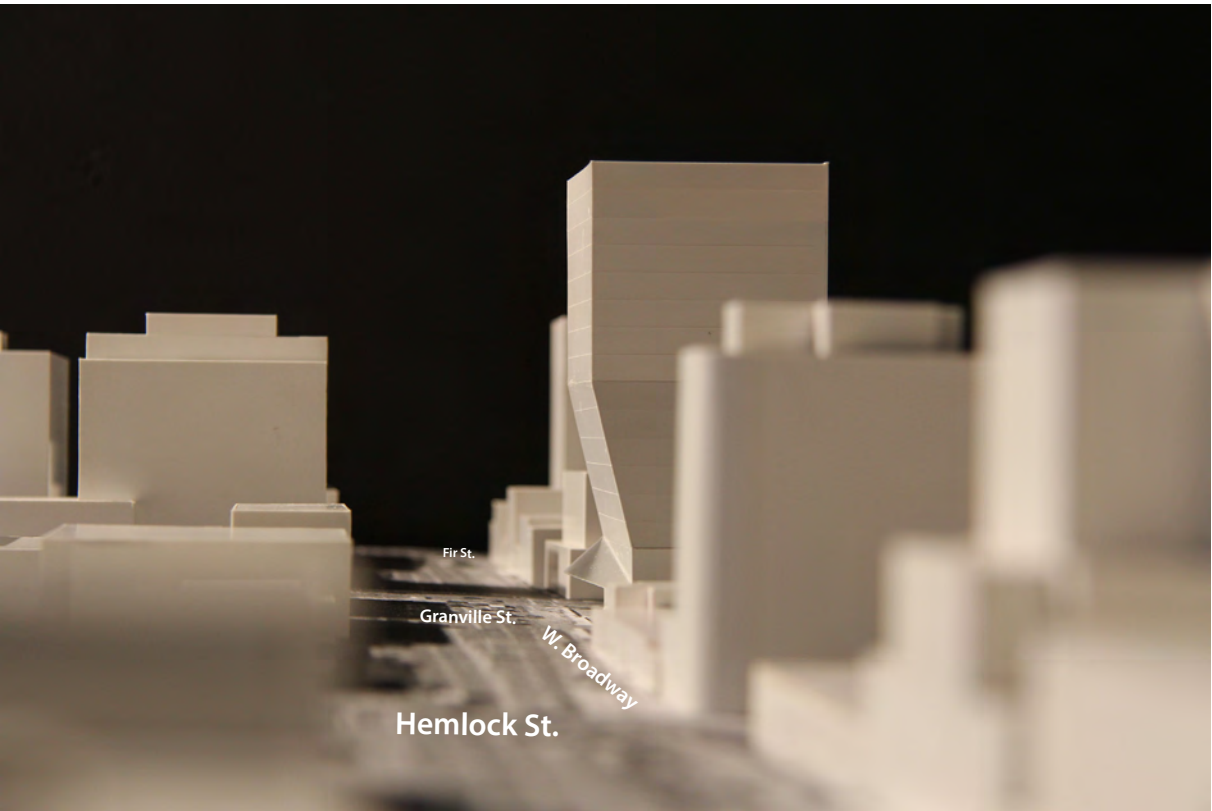
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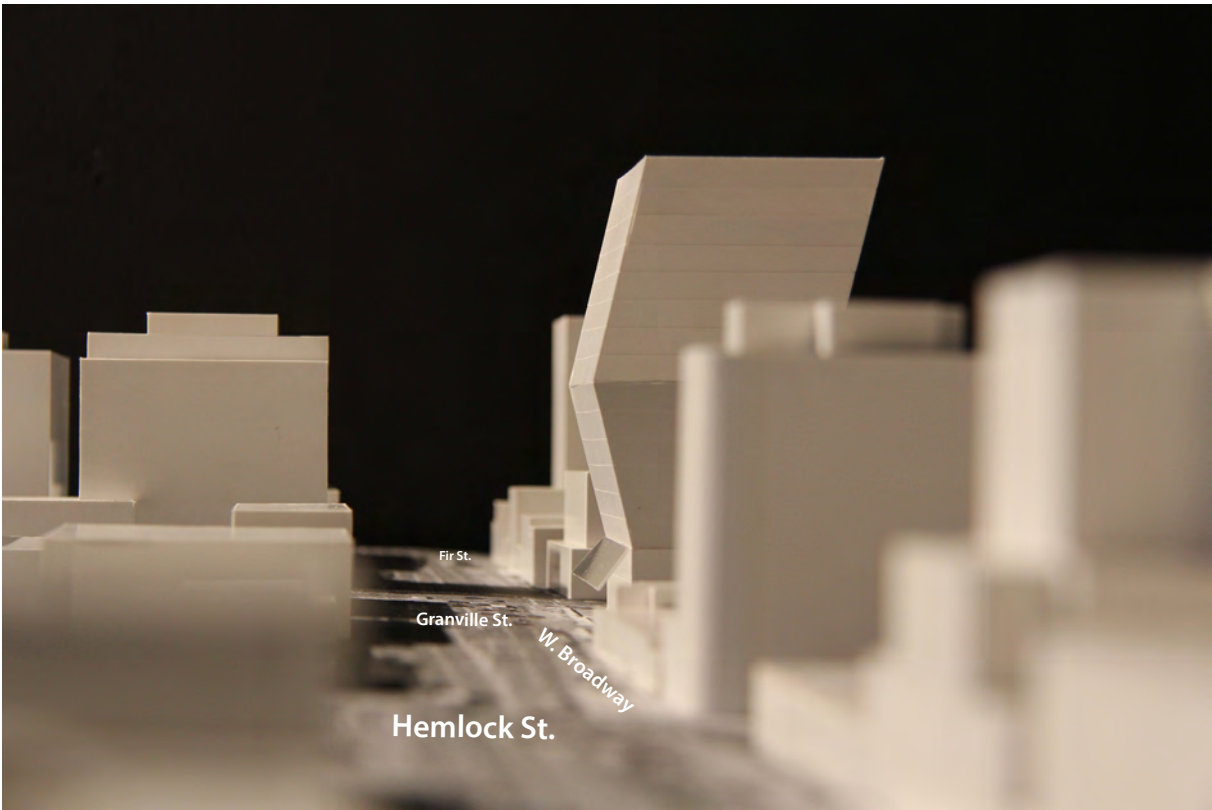
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Photographs



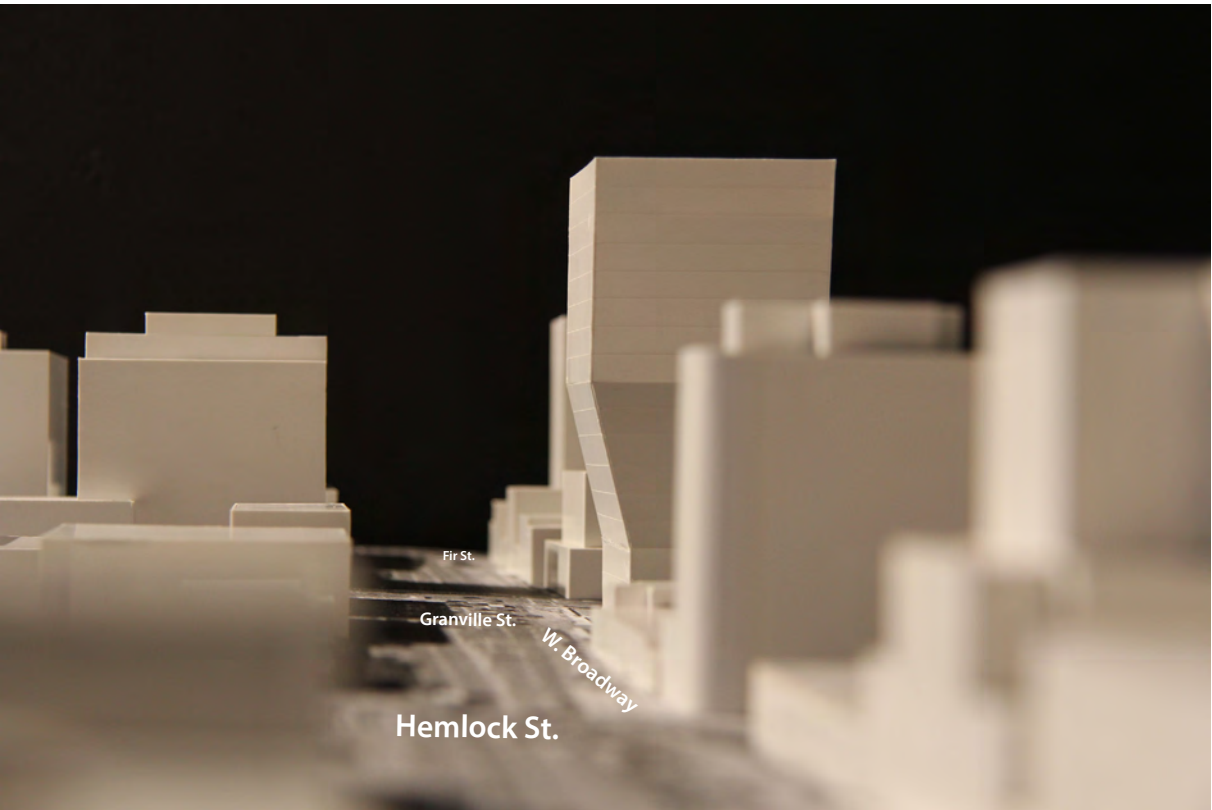
Option 1



Option 2



Option 3



Option 4

Shadow Analysis



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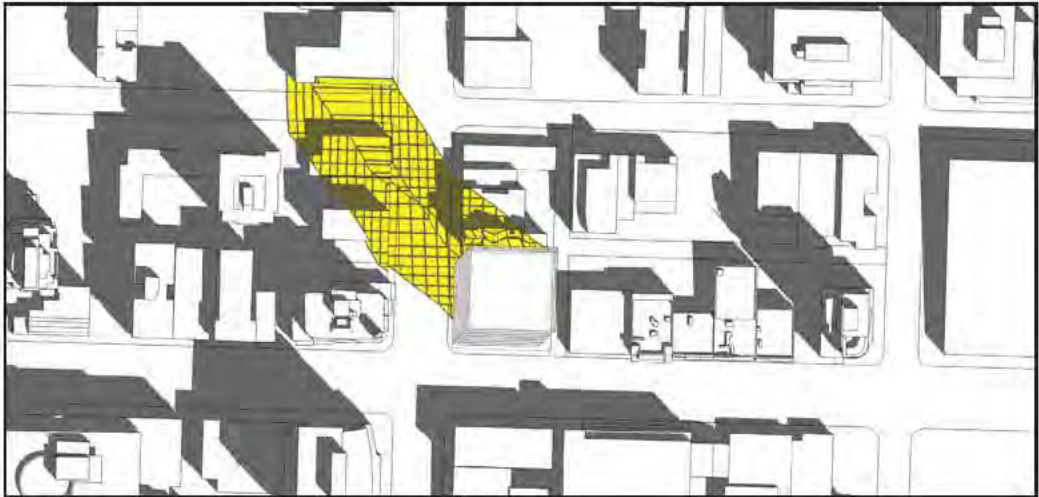
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Shadow
Analysis



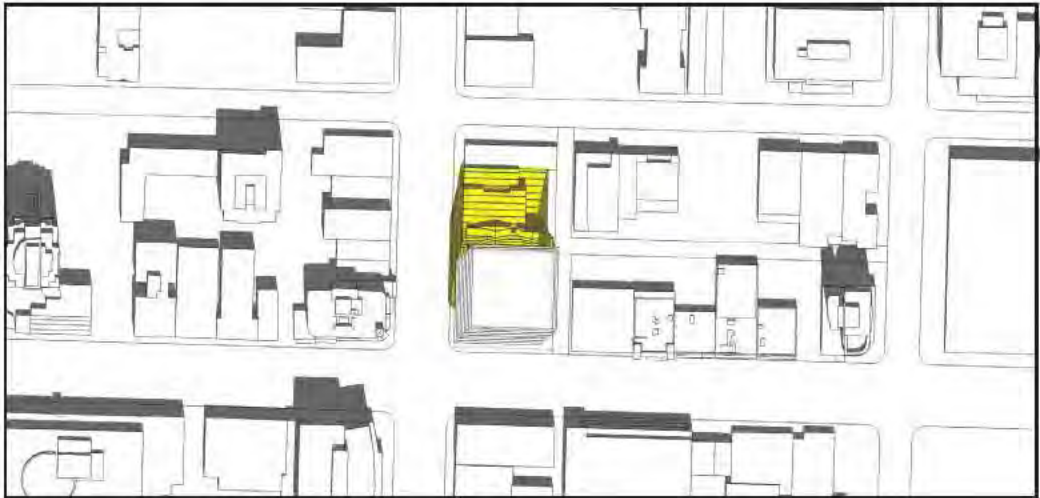
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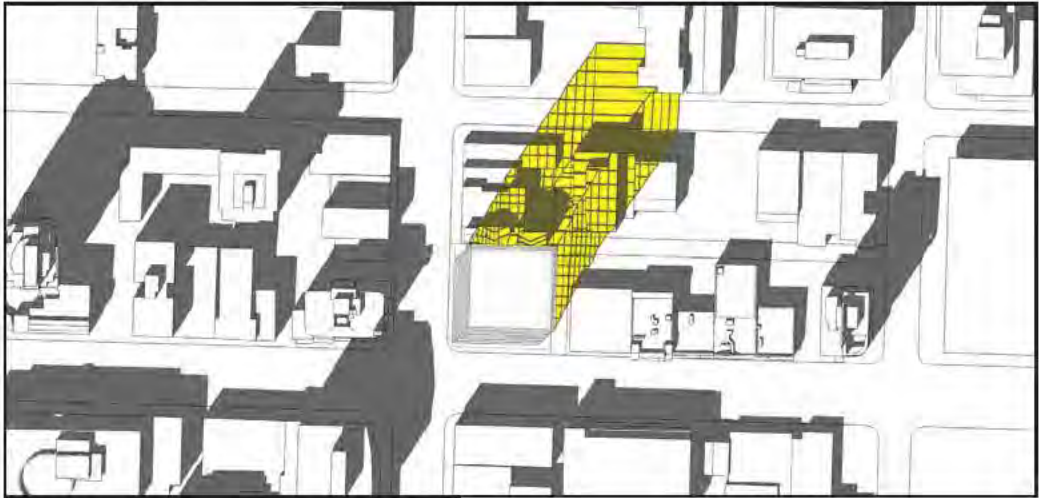
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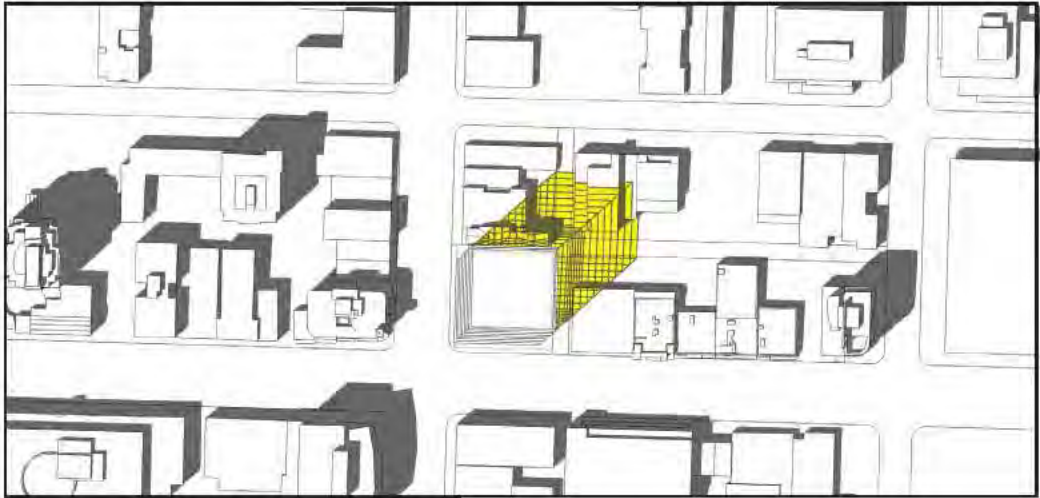
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June 21st 12:00



March 21st 14:00



June 21st 14:00



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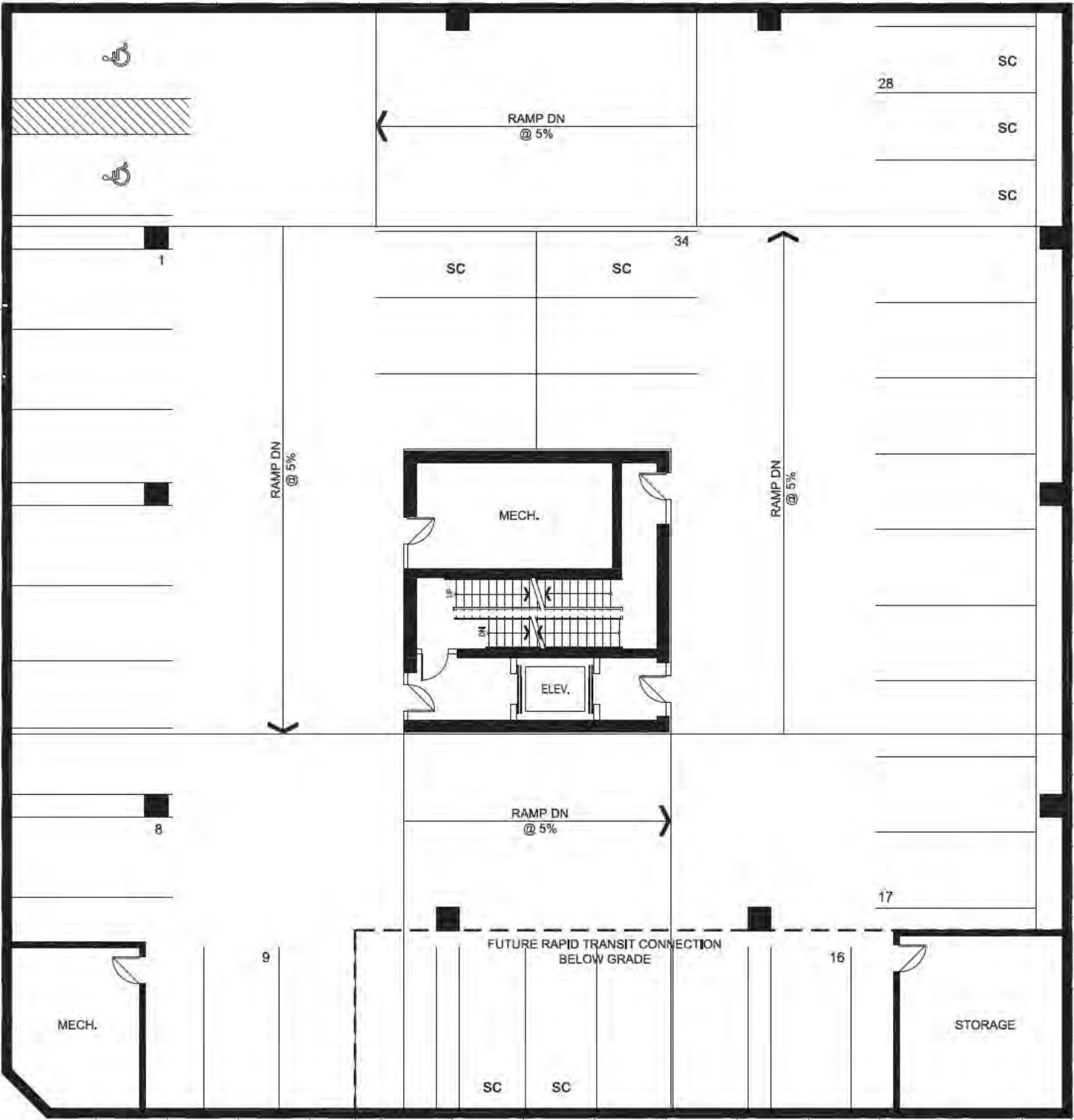
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Architectural
Drawings

Architectural Drawings

Level P2-P5
15,000 sq. ft.
34 Stalls / floor



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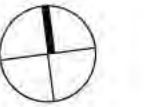
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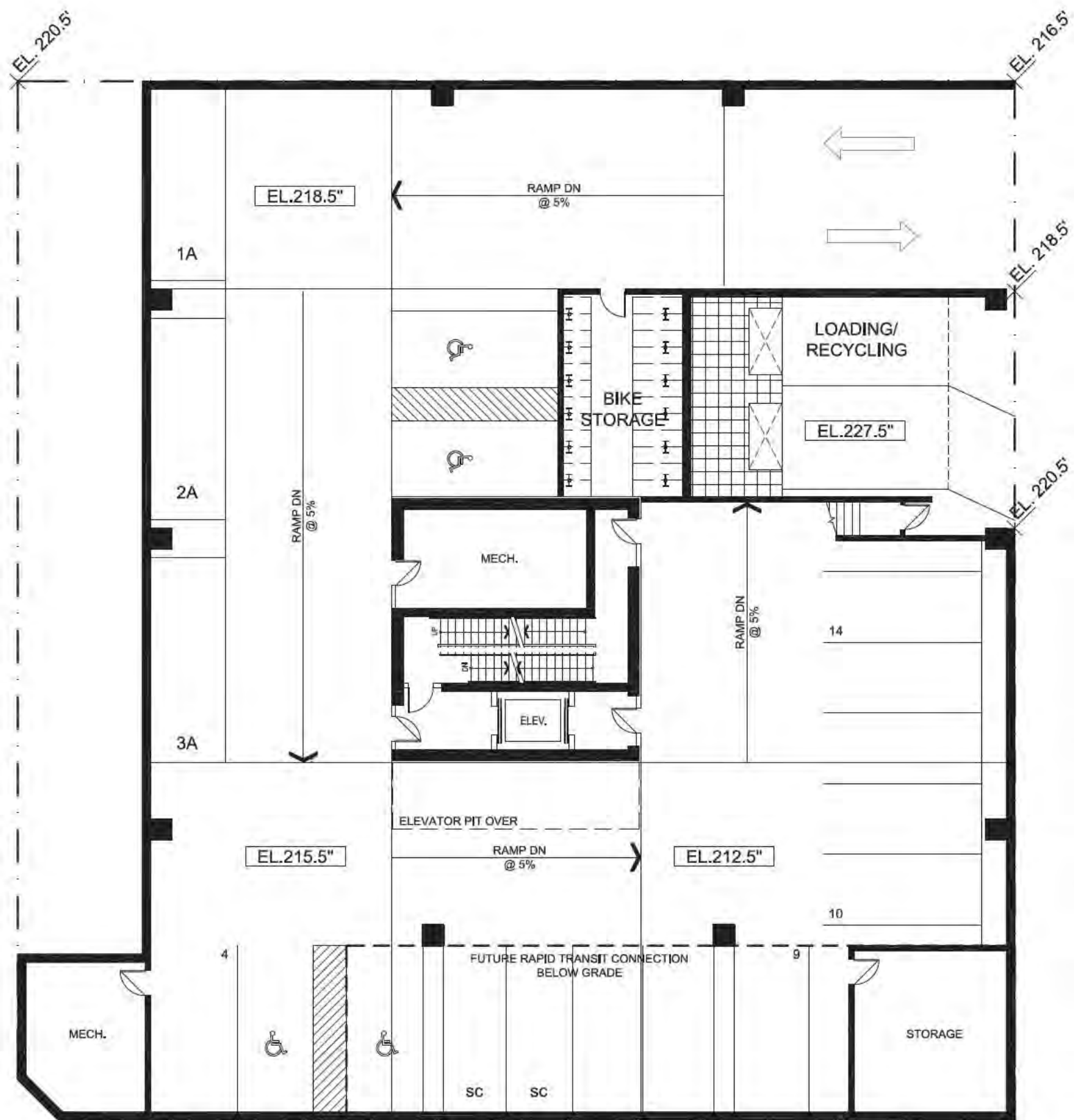
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Level P2-P5



1/16"=1'-0"

Level P1
12,500 sq. ft.
14 Stalls



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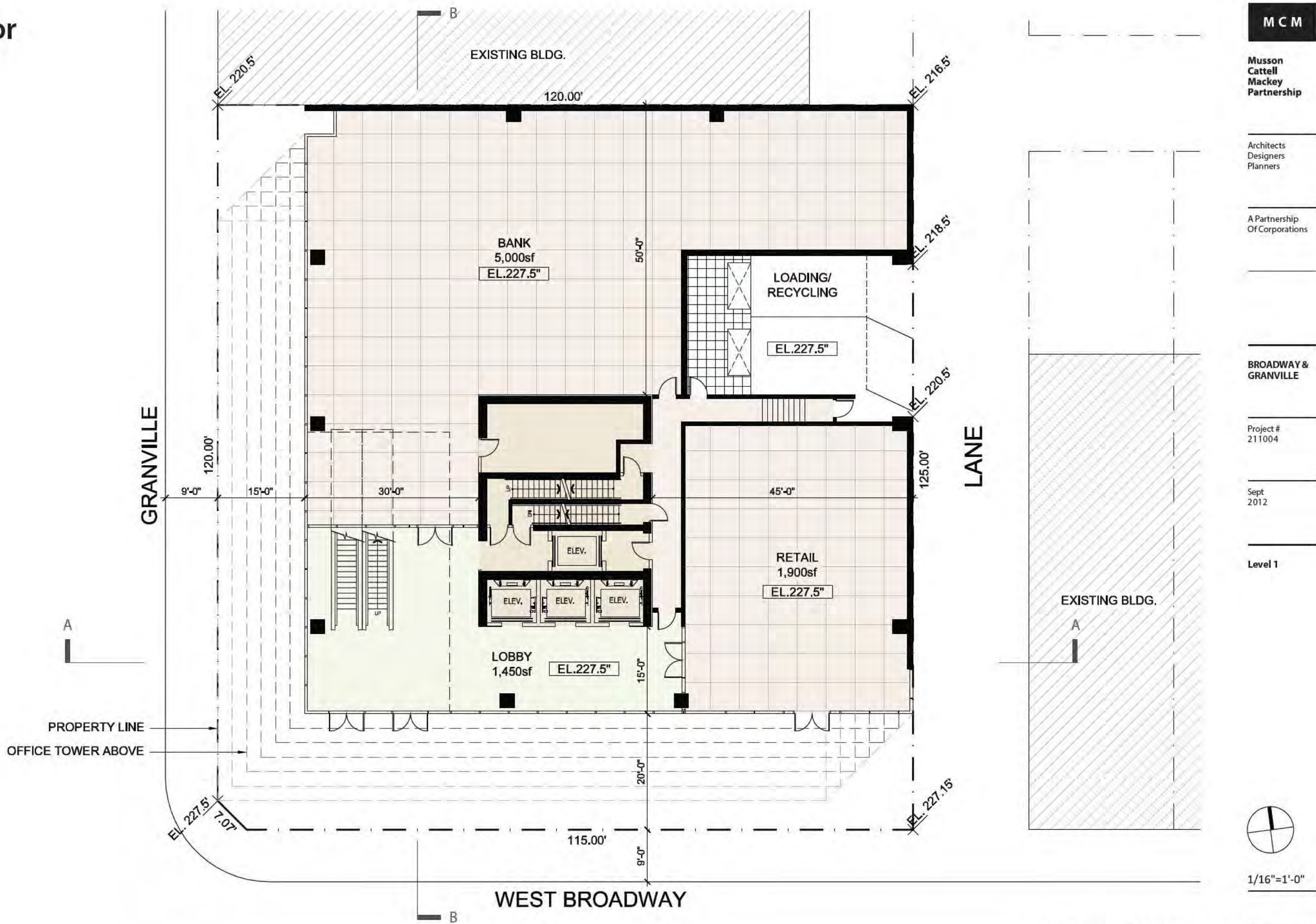
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Level P1



1/16"=1'-0"

Ground Floor
10,000 sq. ft.



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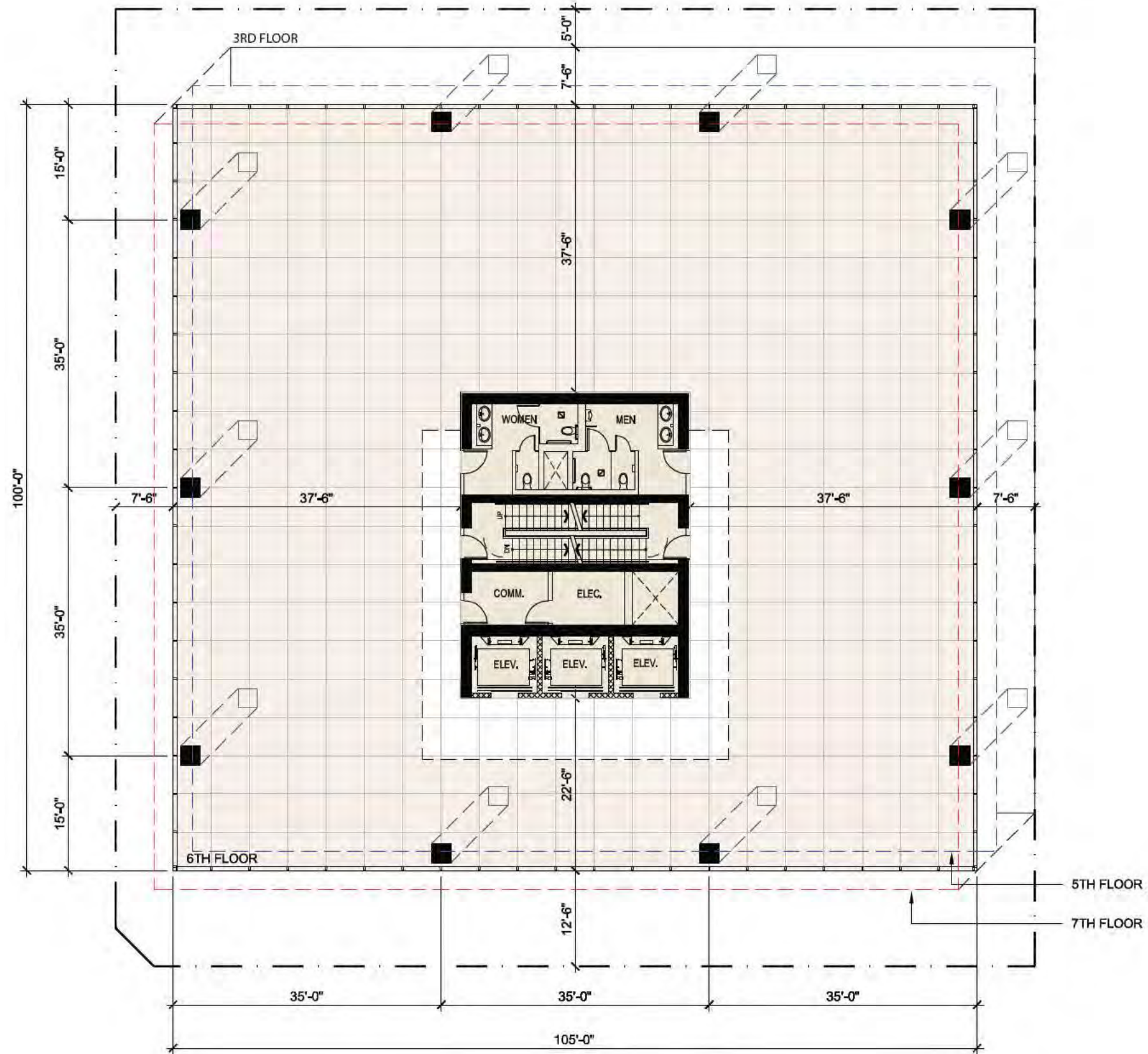
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Level 1

1/16"=1'-0"

Level 6
10,500 sq. ft.

10,500 sq. ft.



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Level 6


$$1/16'' = 1' - 0''$$

Level 9
10,500 sq. ft.



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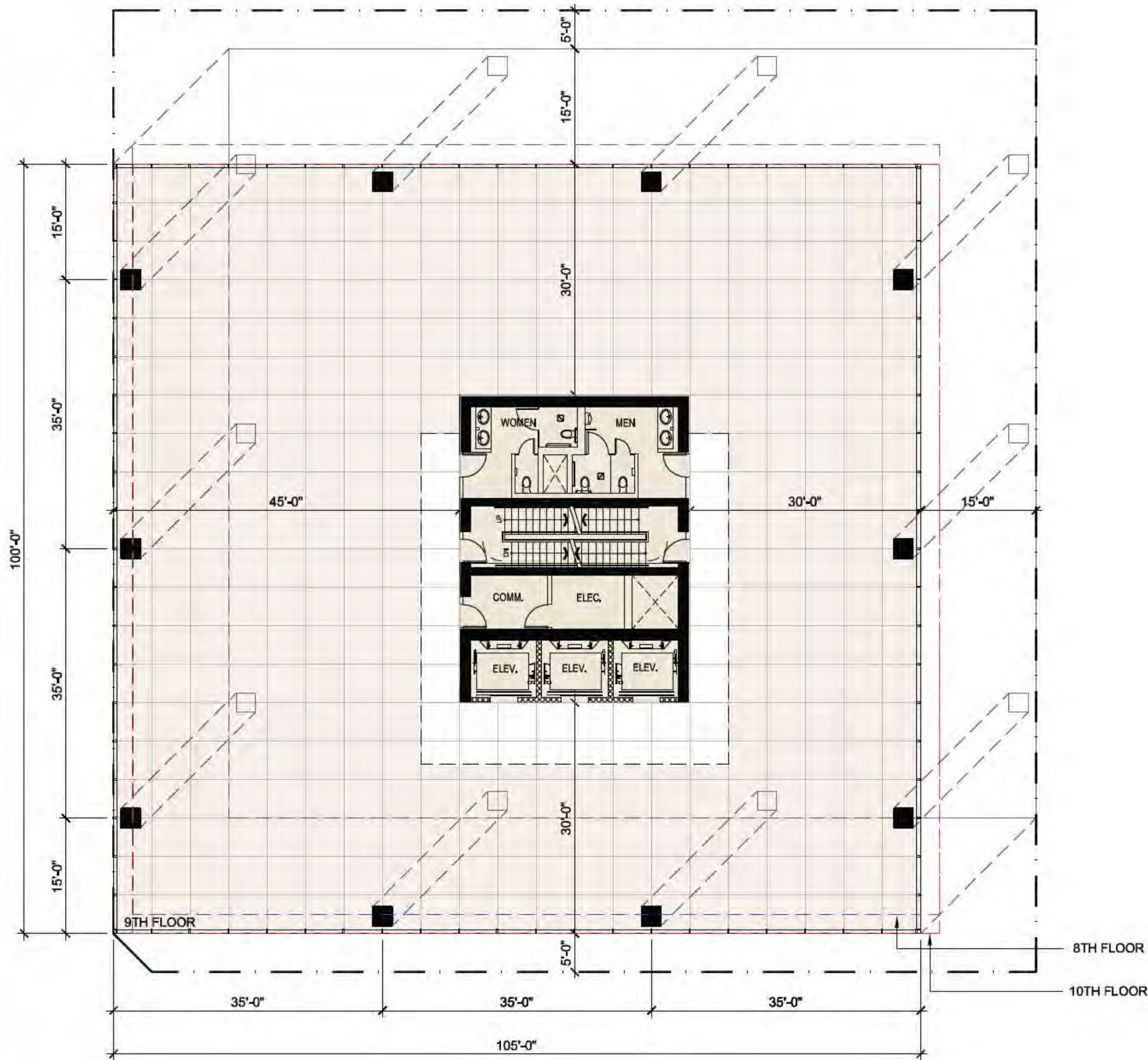
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Level 9



1/16"=1'-0"

Level 11
10,500 sq. ft.



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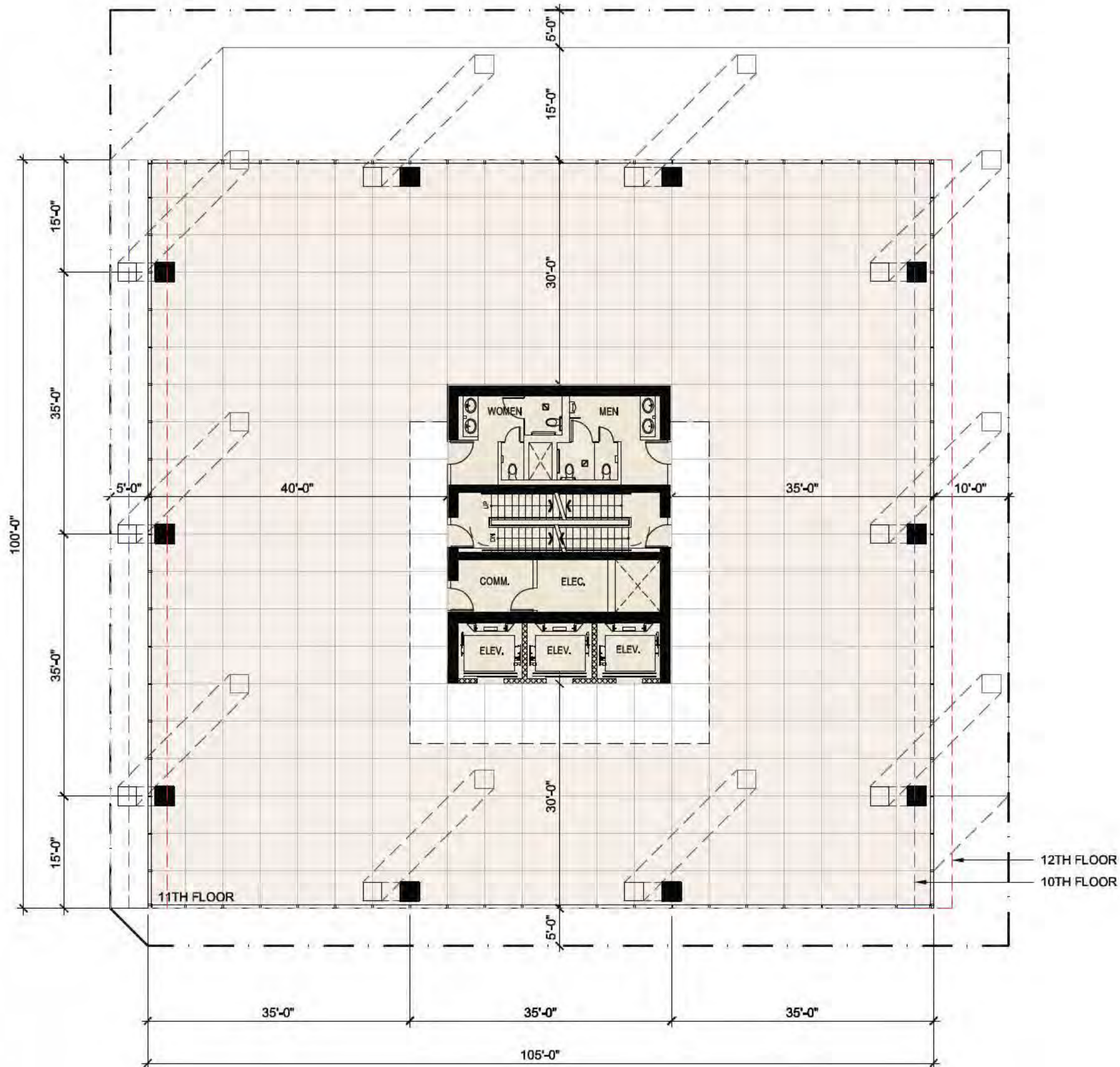
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Level 11



1/16"=1'-0"

Level 13
10,500 sq. ft.



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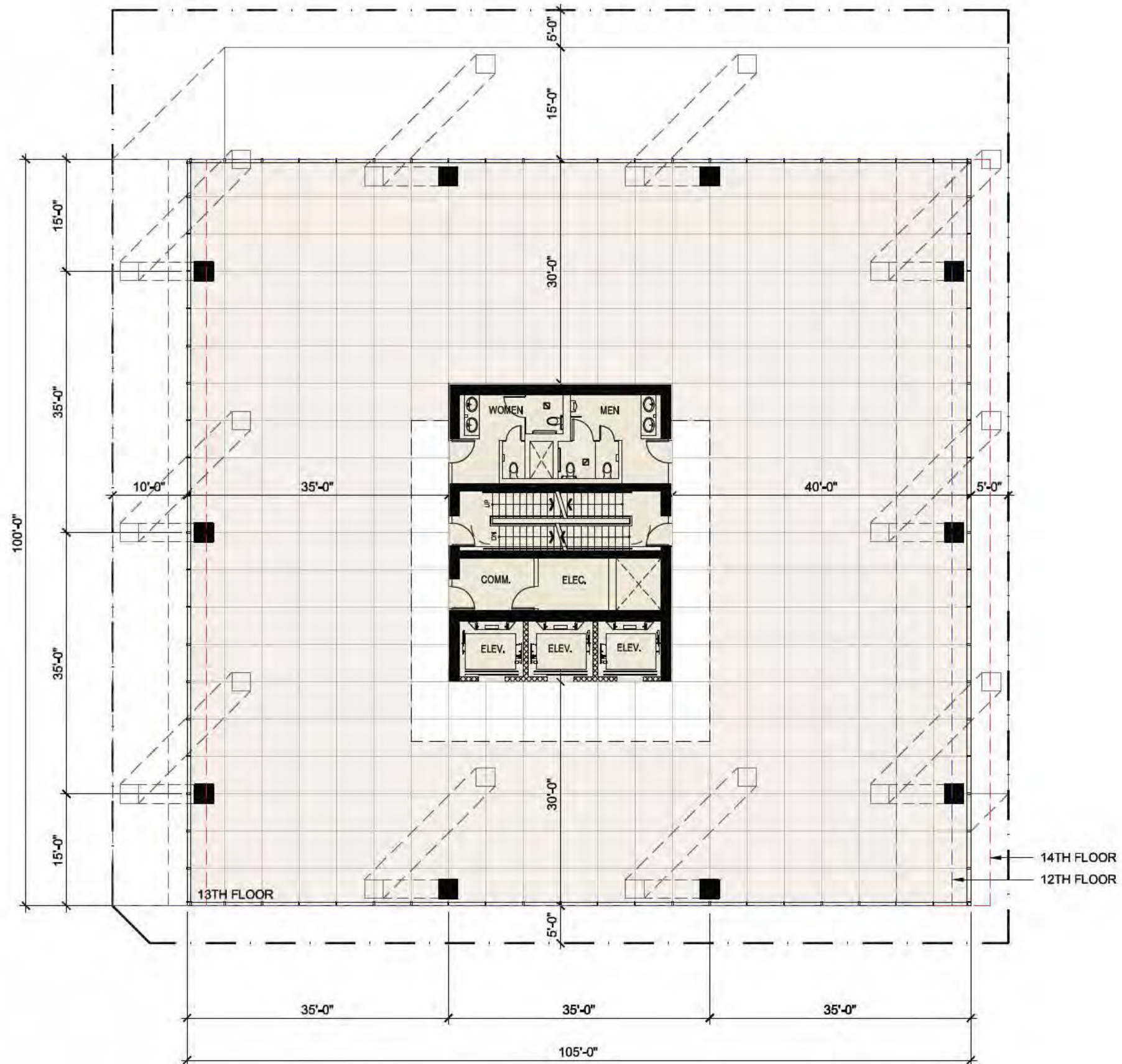
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Level 13



1/16"=1'-0"

Level 14
10,500 sq. ft.



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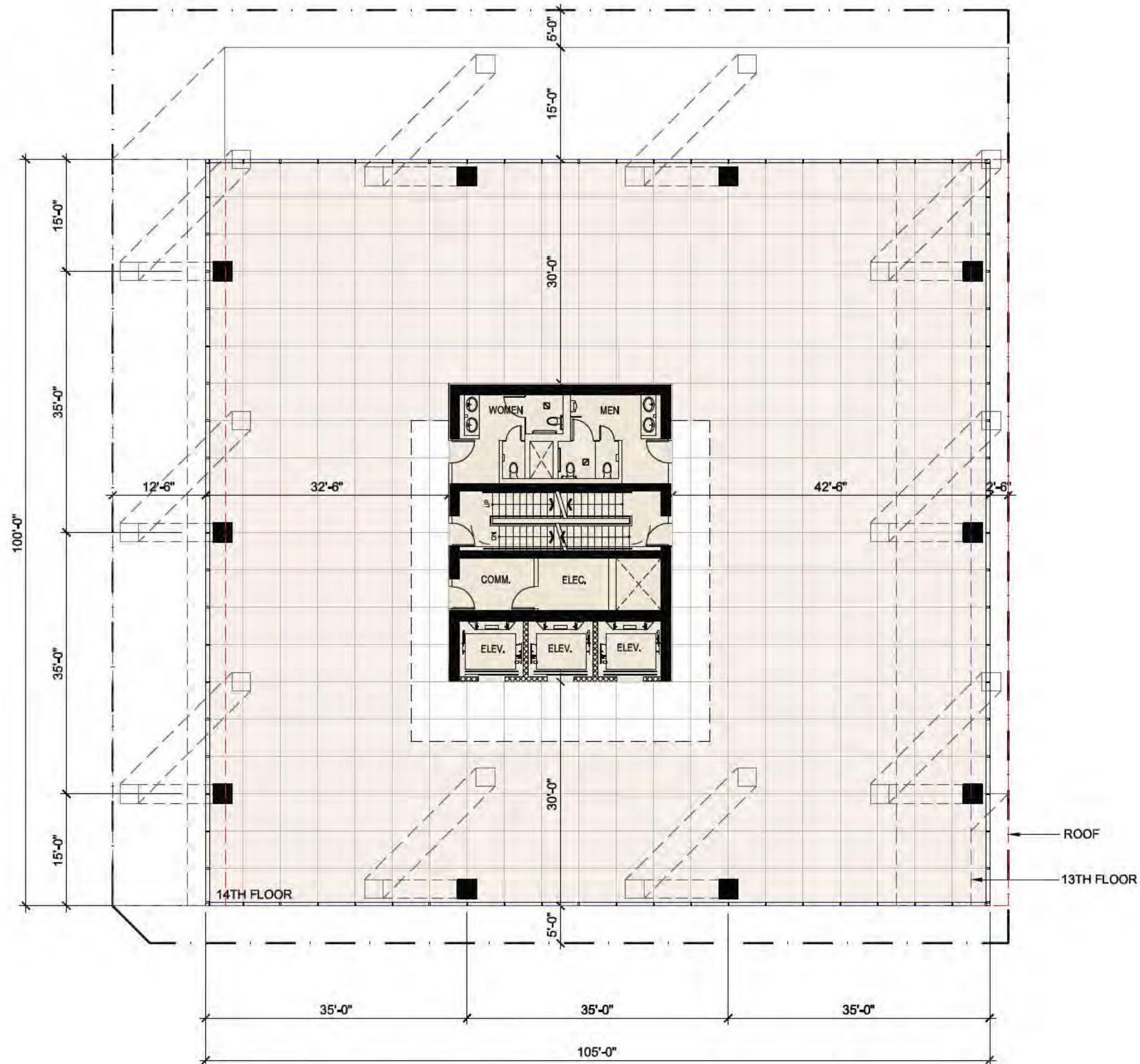
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Level 14



1/16" = 1'-0"

Section Study Diagram | Option 1



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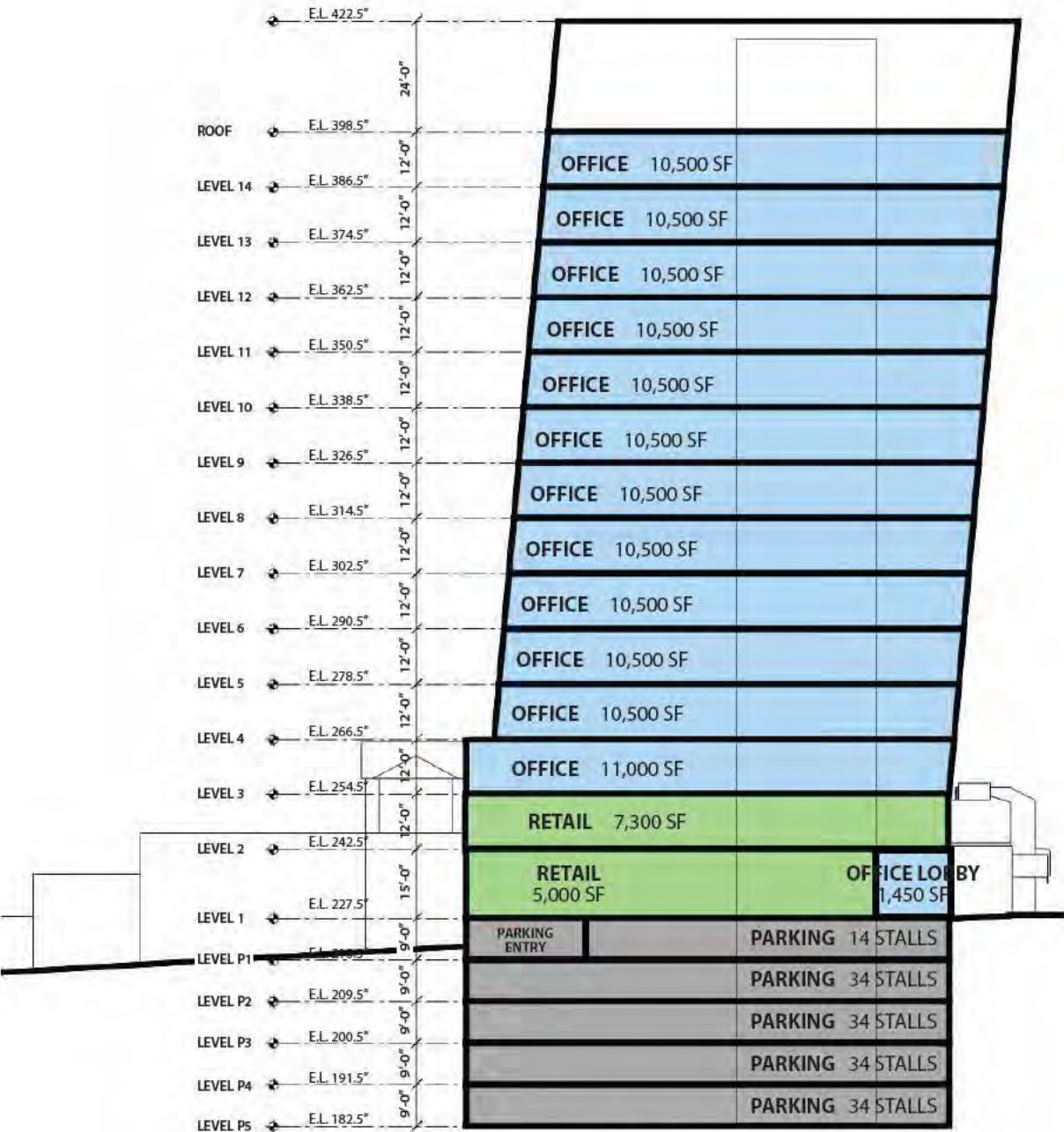
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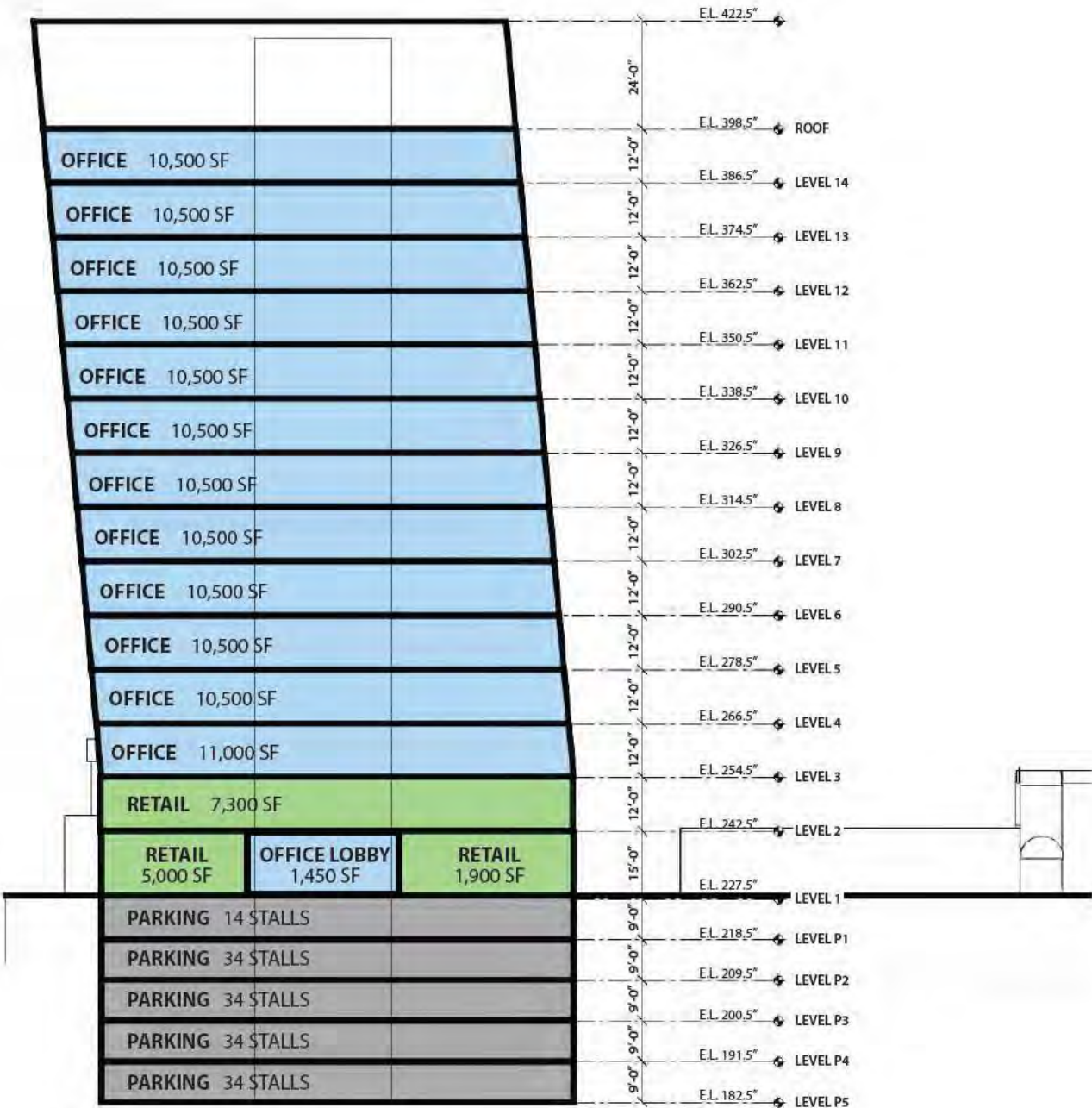
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Section Study
Diagram



Section A-A



Section B-B

Section Study Diagram | Option 2



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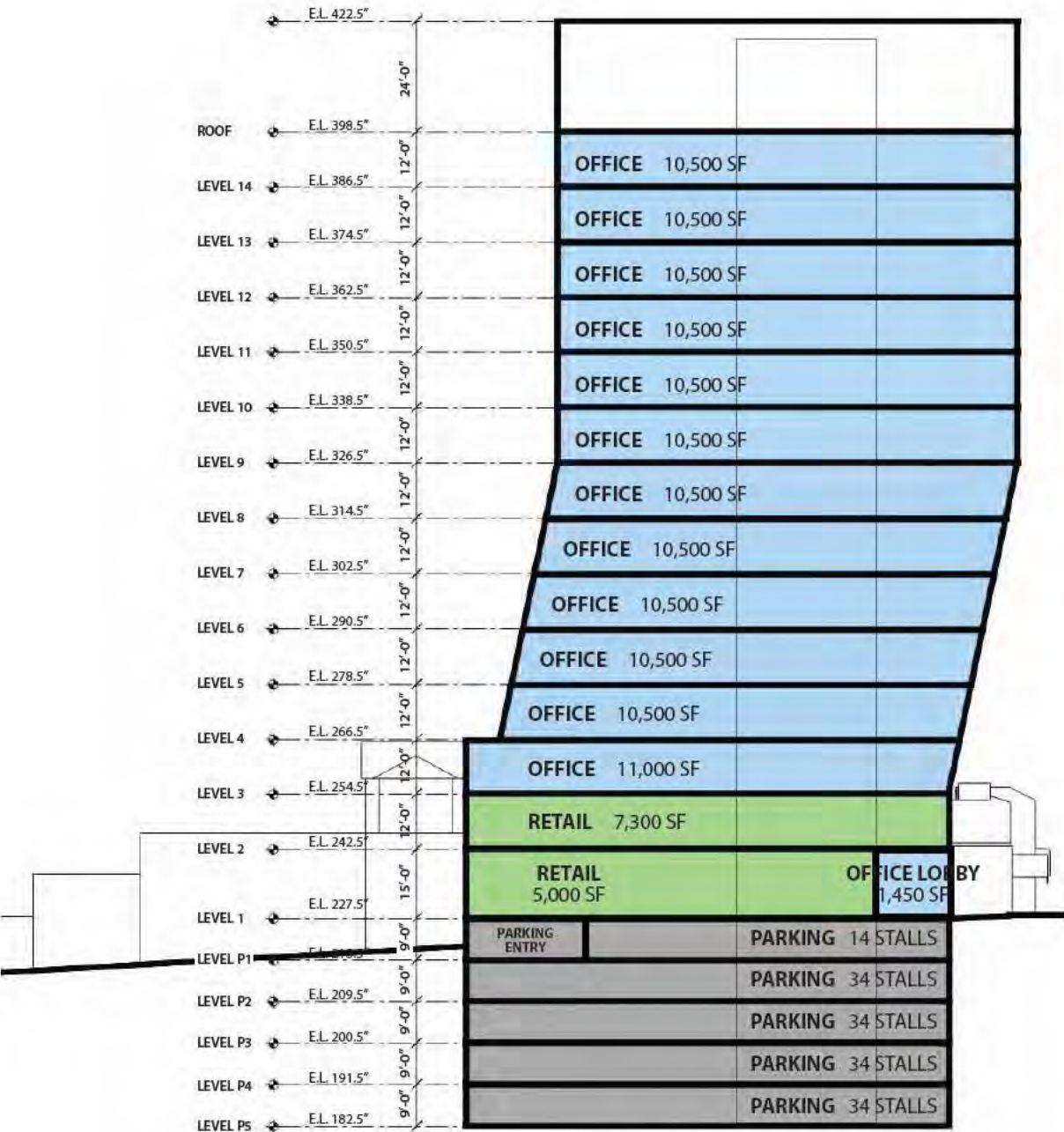
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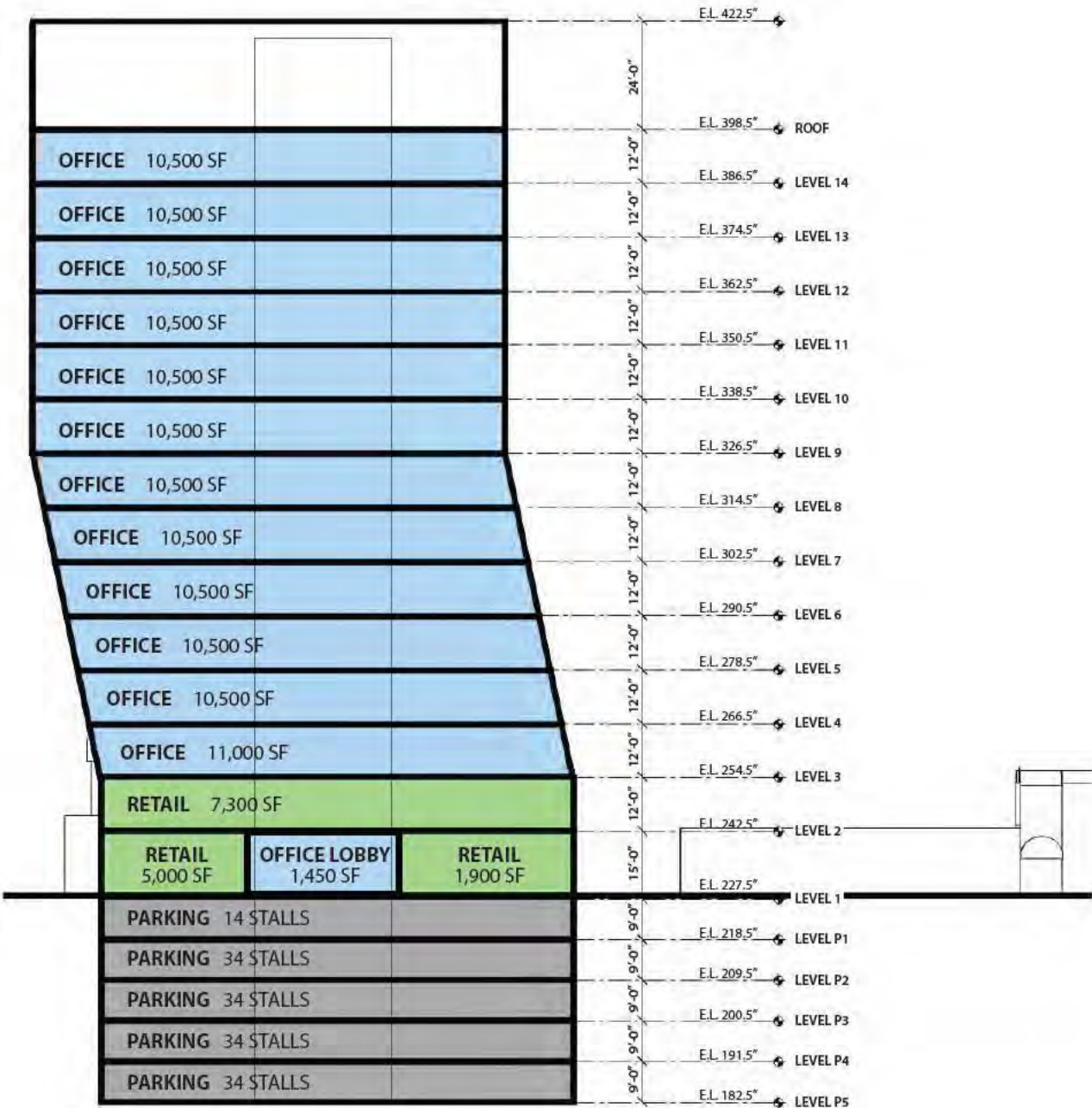
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Section Study
Diagram



Section A-A



Section B-B

Section Study Diagram | Option 3



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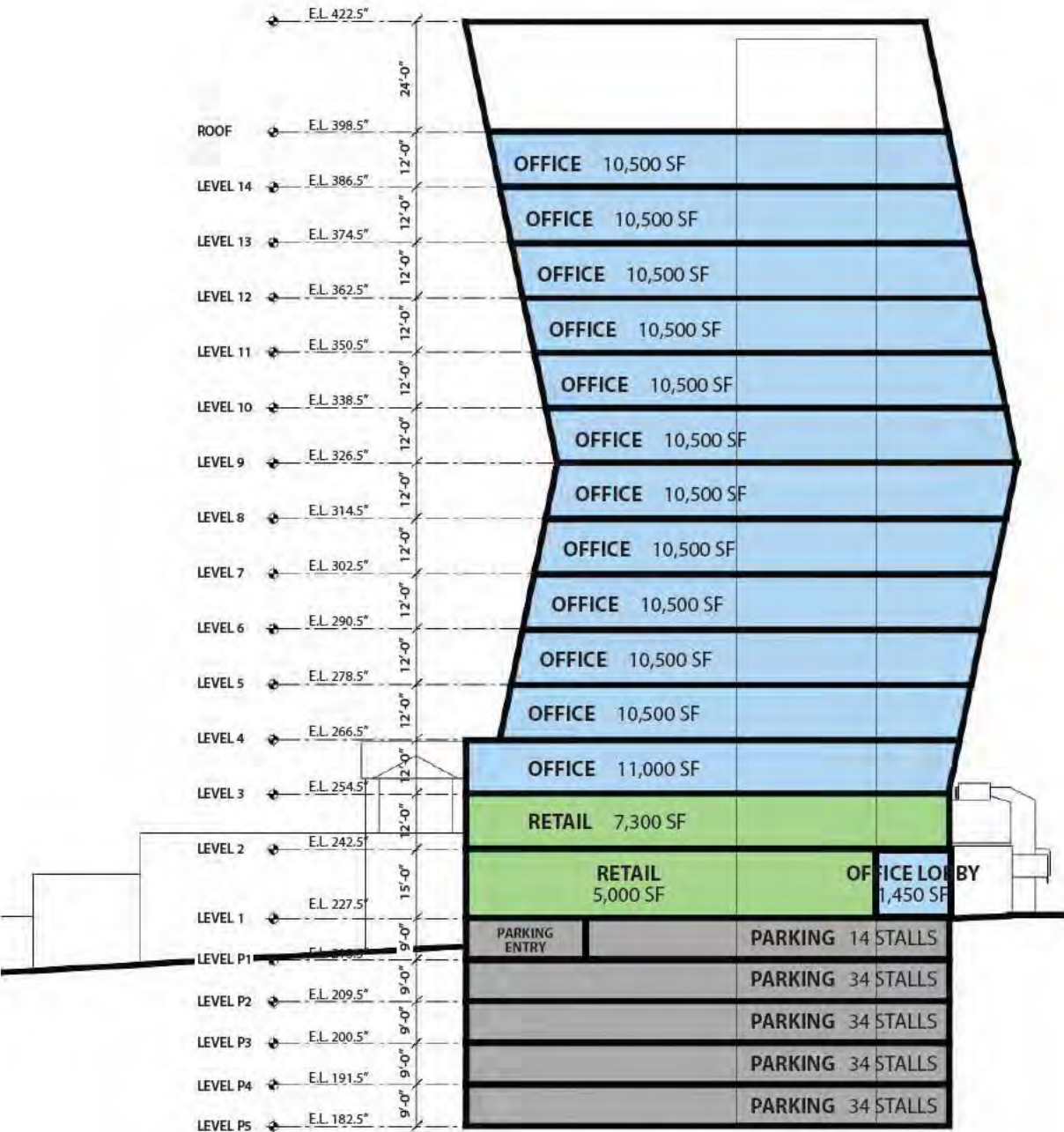
A Partnership
Of Corporations

BROADWAY &
GRANVILLE

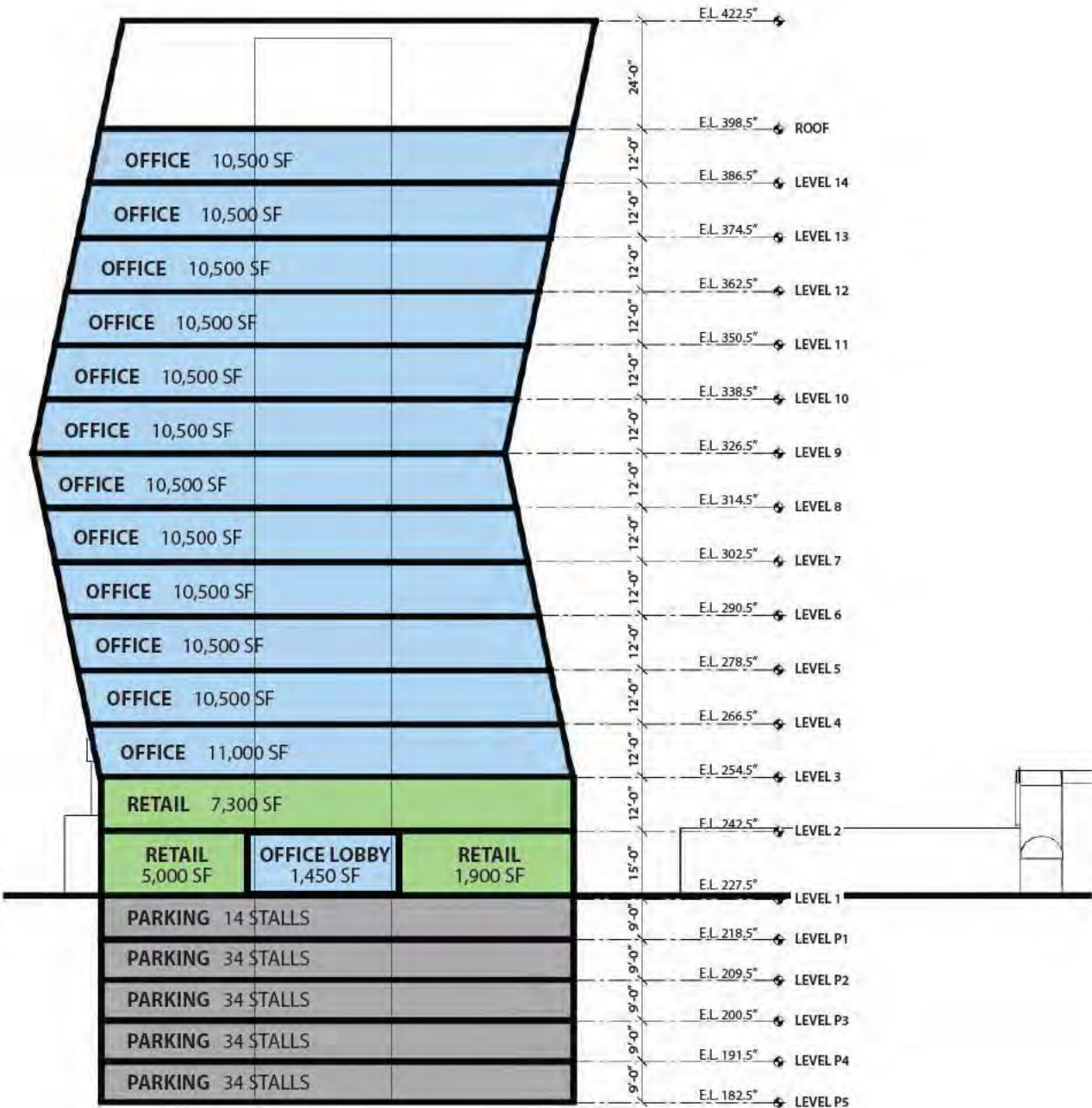
Project #
211004

Sept
2012

Section Study
Diagram



Section A-A



Section B-B

Section Study Diagram | Option 4



Musson
Cattell
Mackey
Partnership

Architects
Designers
Planners

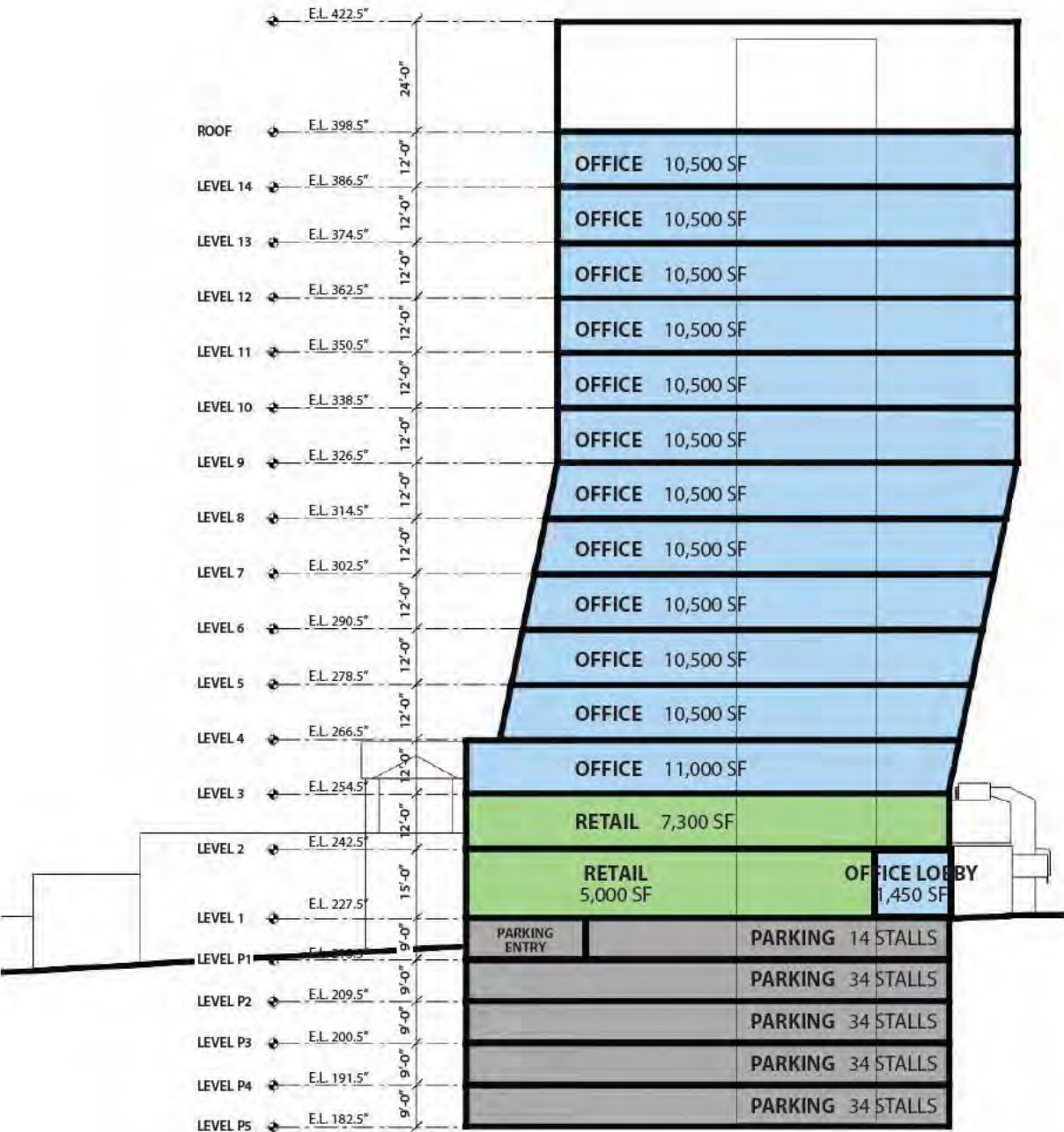
A Partnership
Of Corporations

BROADWAY &
GRANVILLE

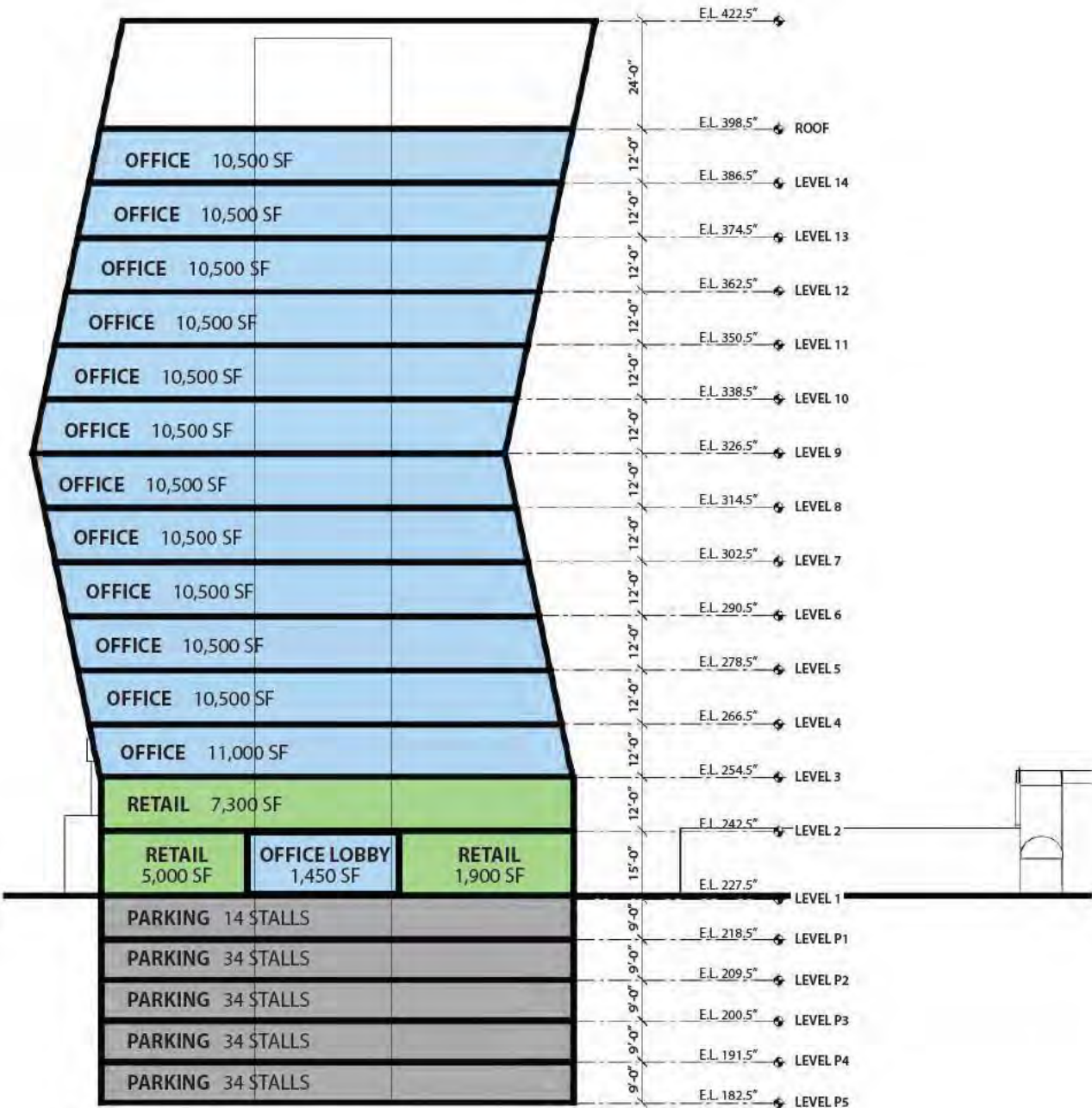
Project #
211004

Sept
2012

Section Study
Diagram



Section A-A



Section B-B

M C M

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BROADWAY &
GRANVILLE

Project #
211004

February
2013

Addendum - February 2013
BROADWAY & GRANVILLE

Context Aerial Plan



Context Aerial Photograph



Site Context Photographs



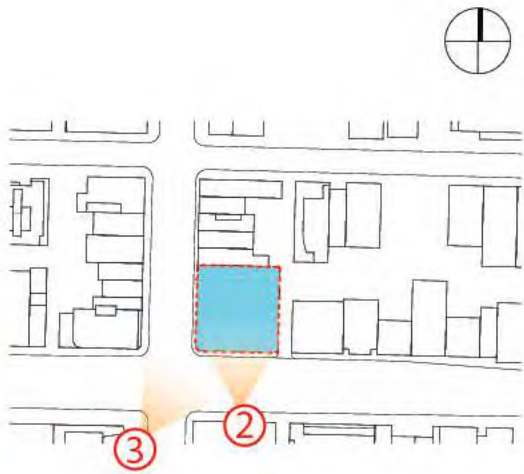
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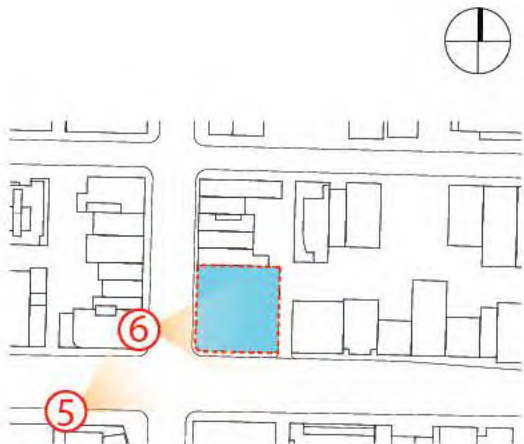
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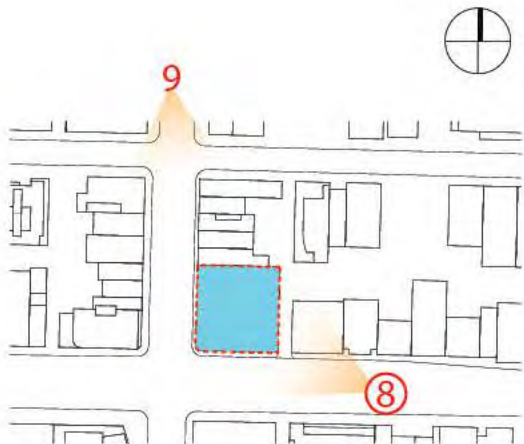
3.



Site Context Photographs



Site Context Photographs



Context Renderings - option A



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Mackey
Partnership

Architects
Designers
Planners

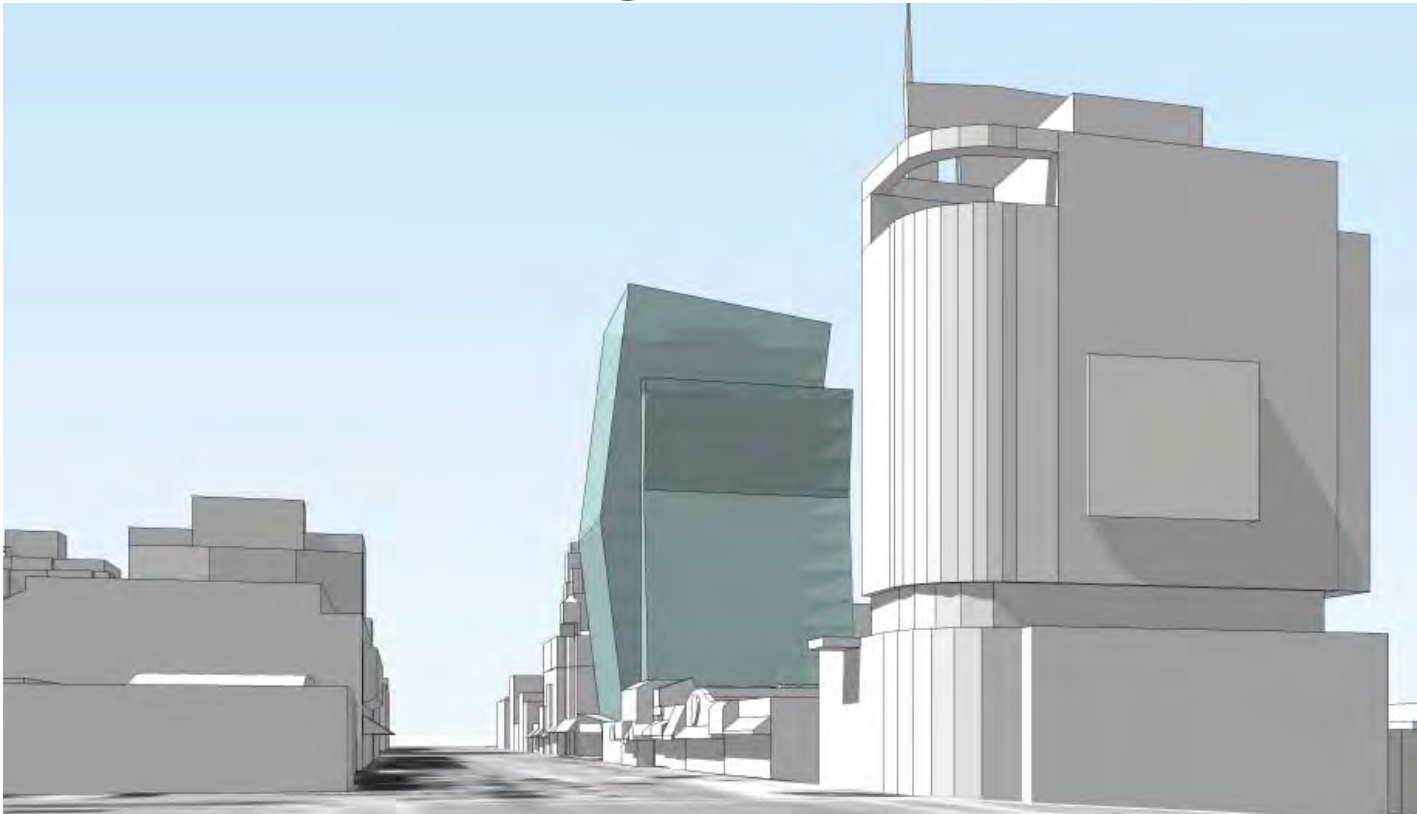
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BROADWAY &
GRANVILLE

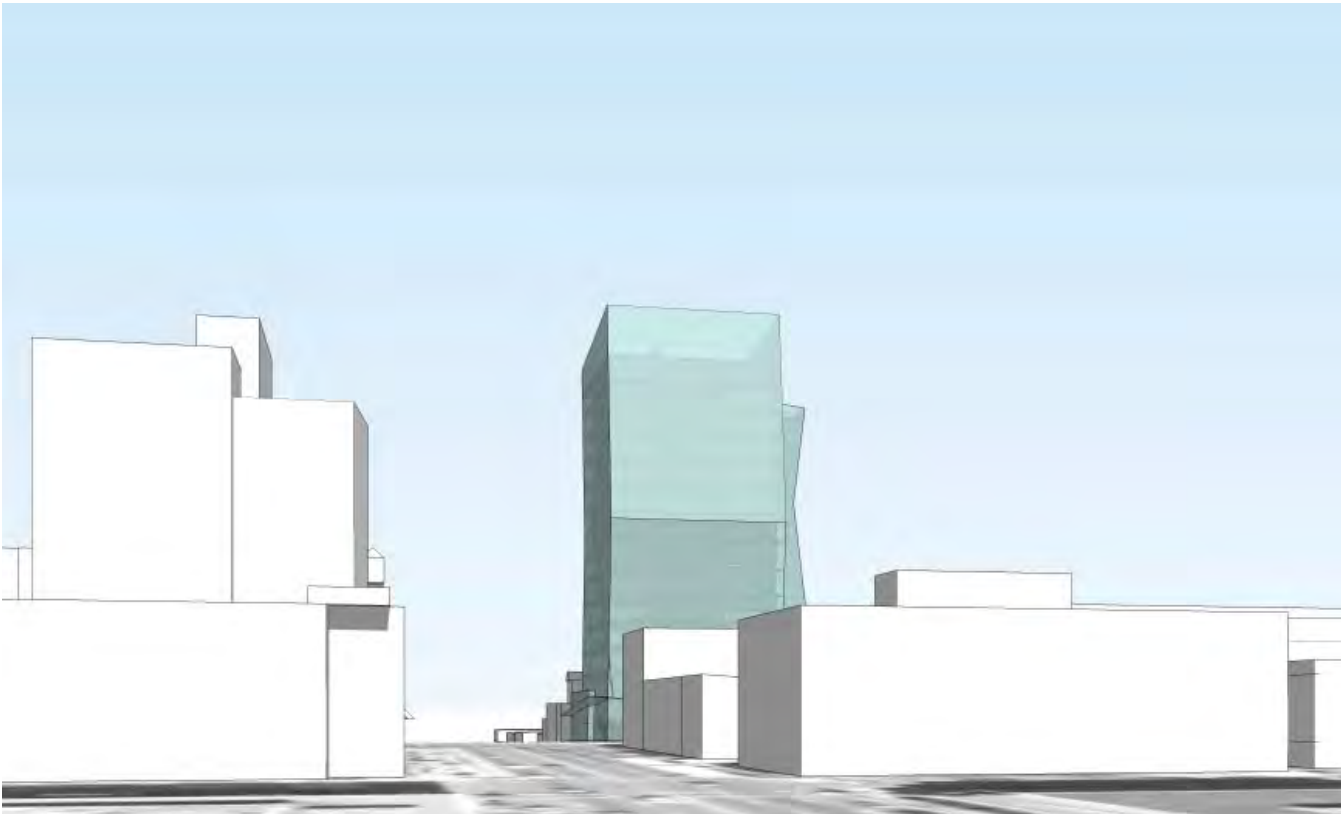
Project #
211004

February
2013

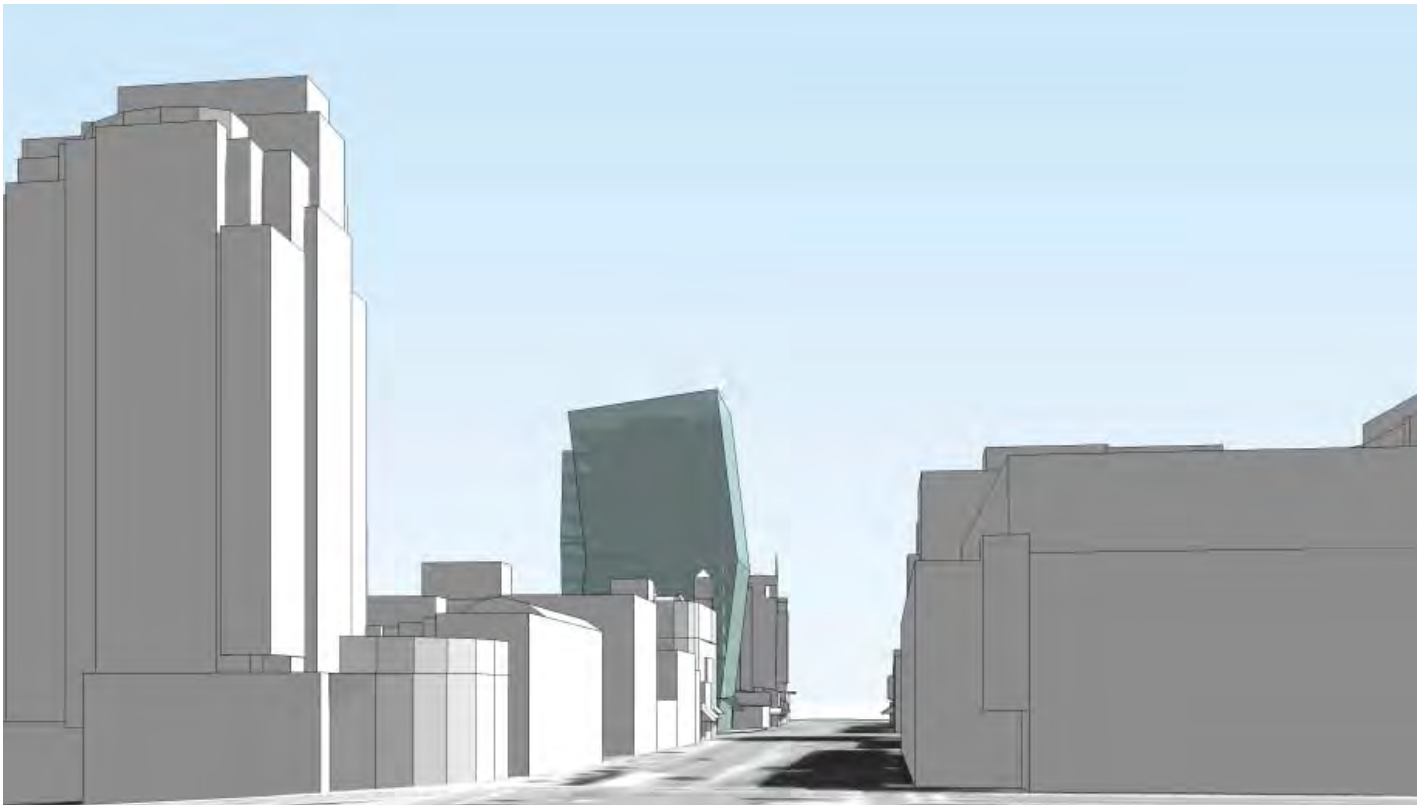
Context
Renderings



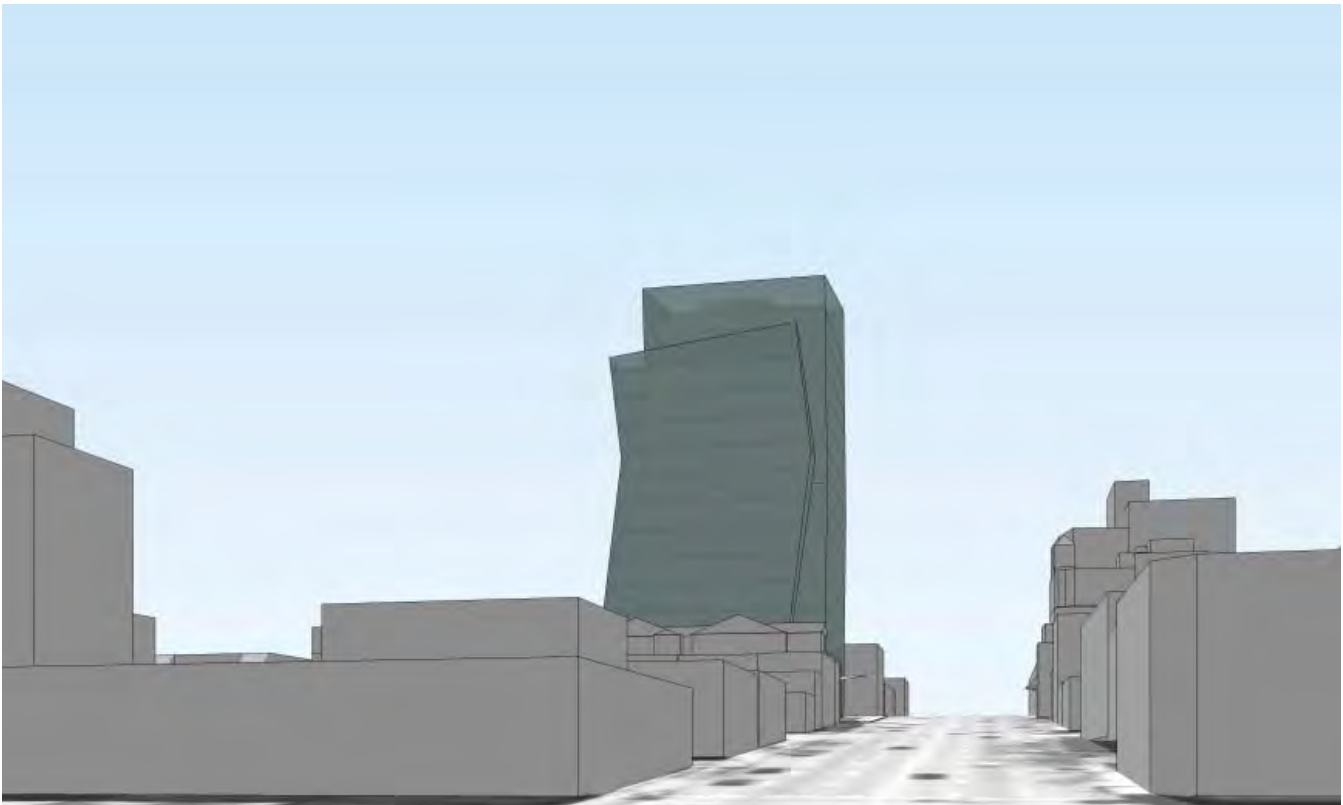
Hemlock St. & W. Broadway



W. 10th Ave. & Granville St.



Fir St. & W. Broadway

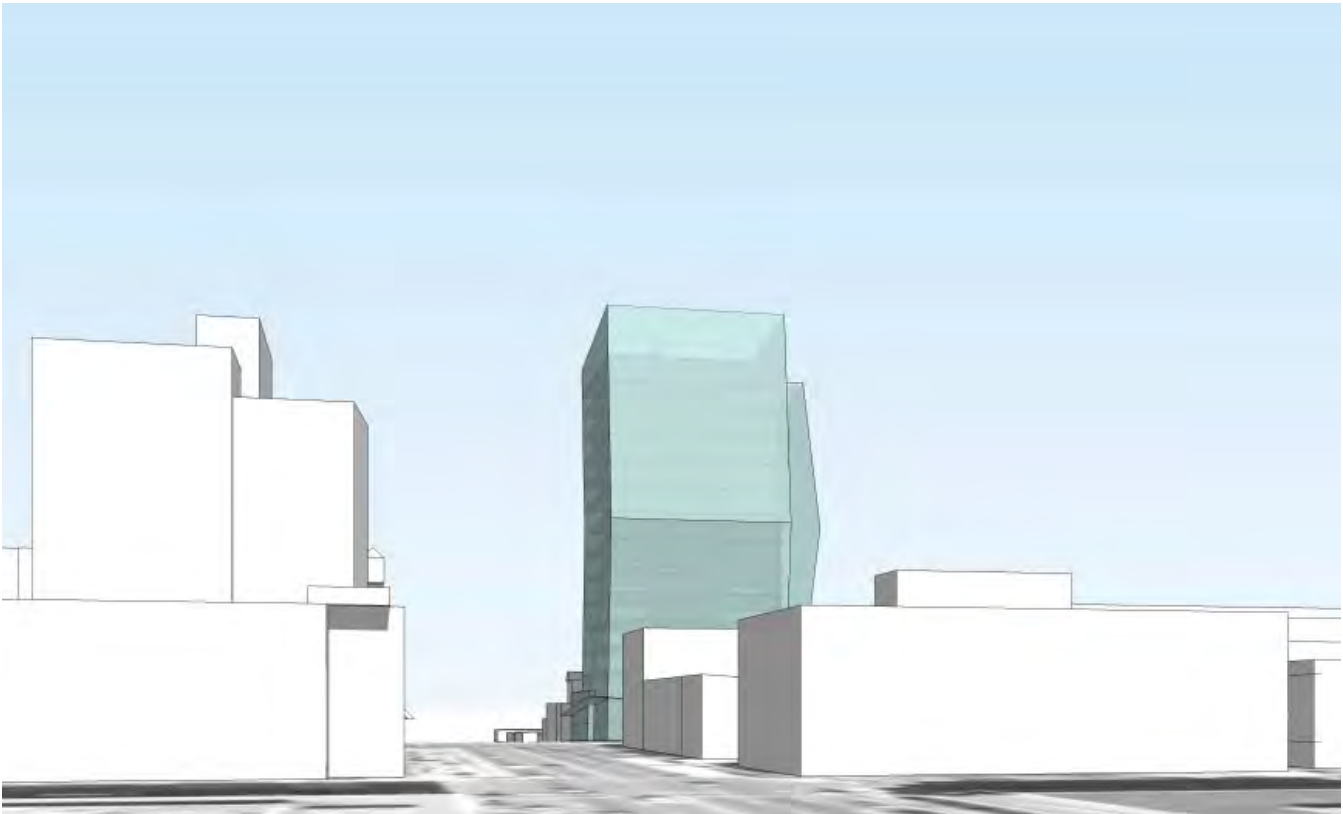


W. 7th Ave. & Granville St.

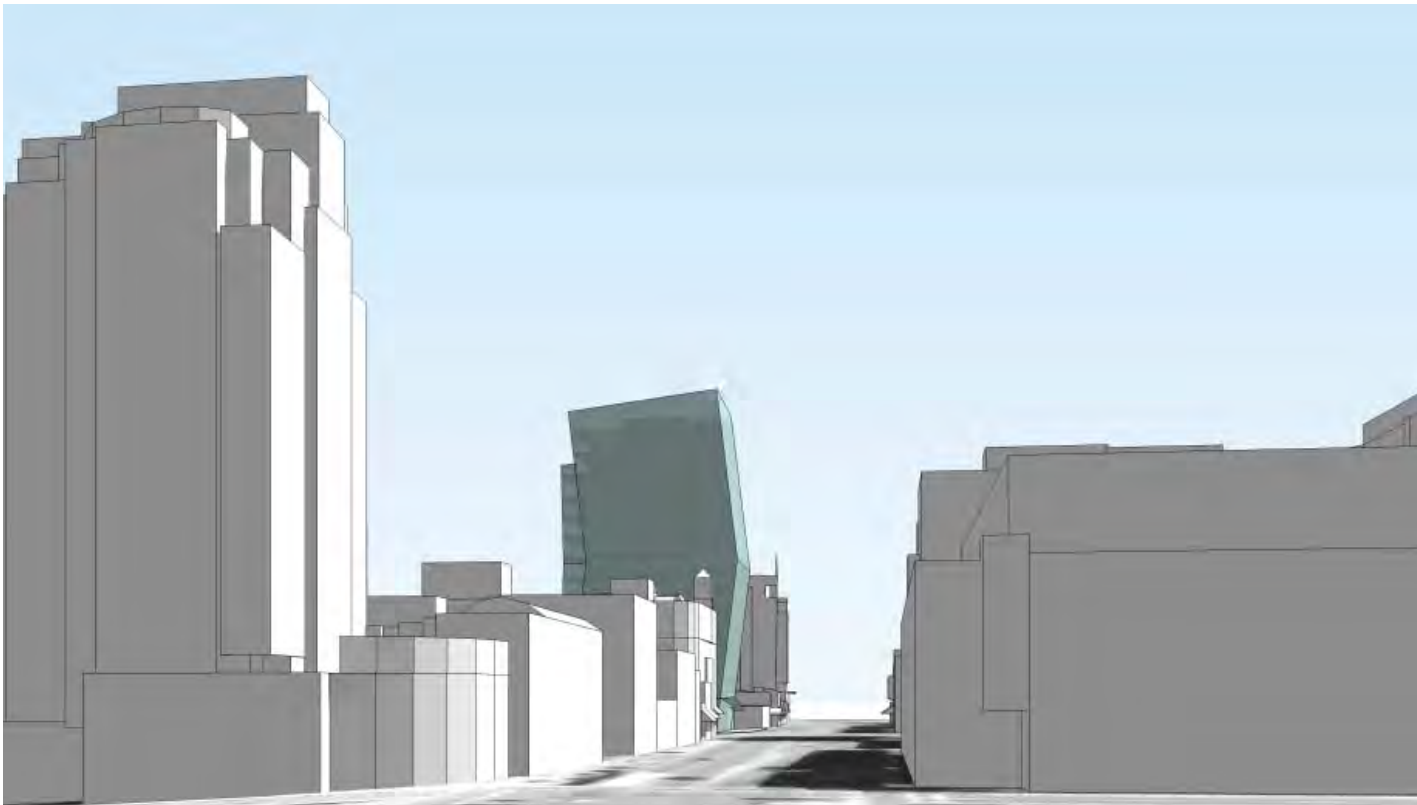
Context Renderings - option B



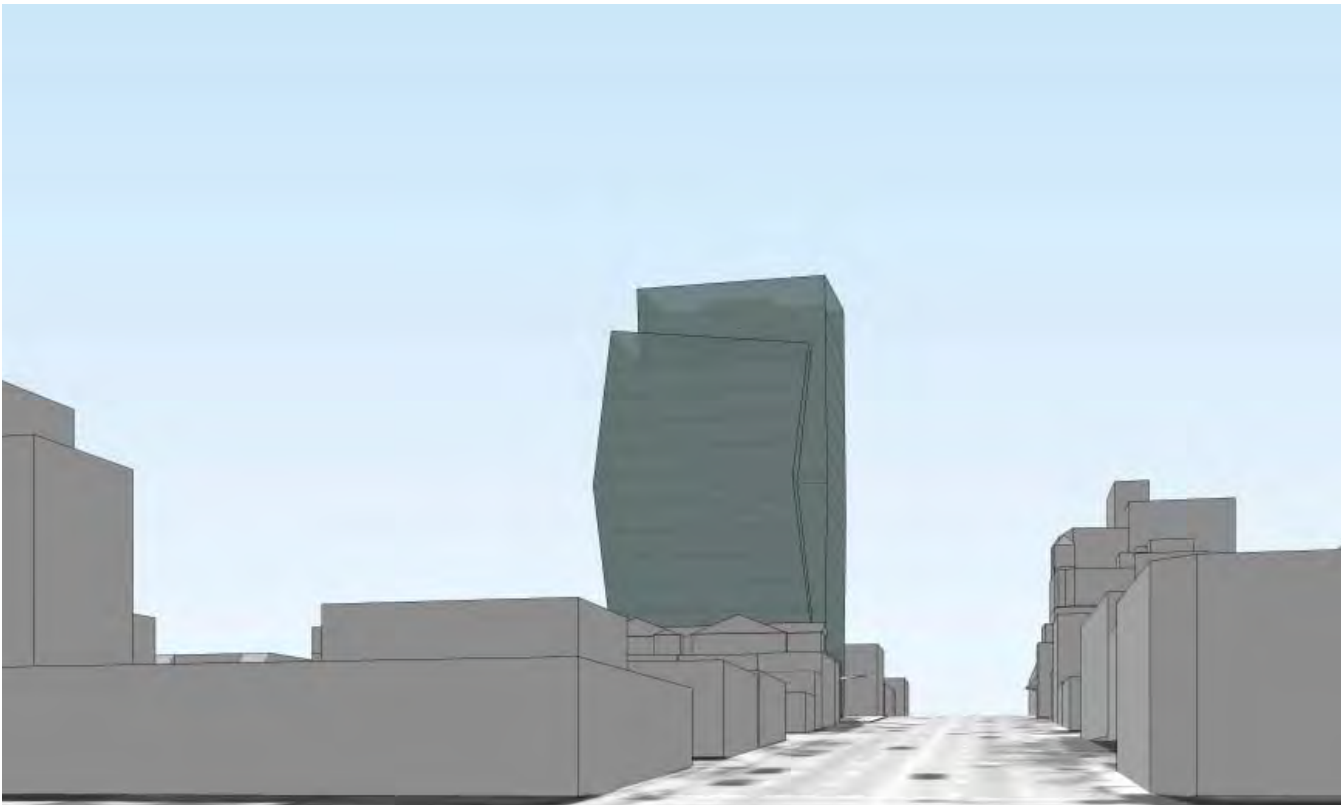
Hemlock St. & W. Broadway



W. 10th Ave. & Granville St.

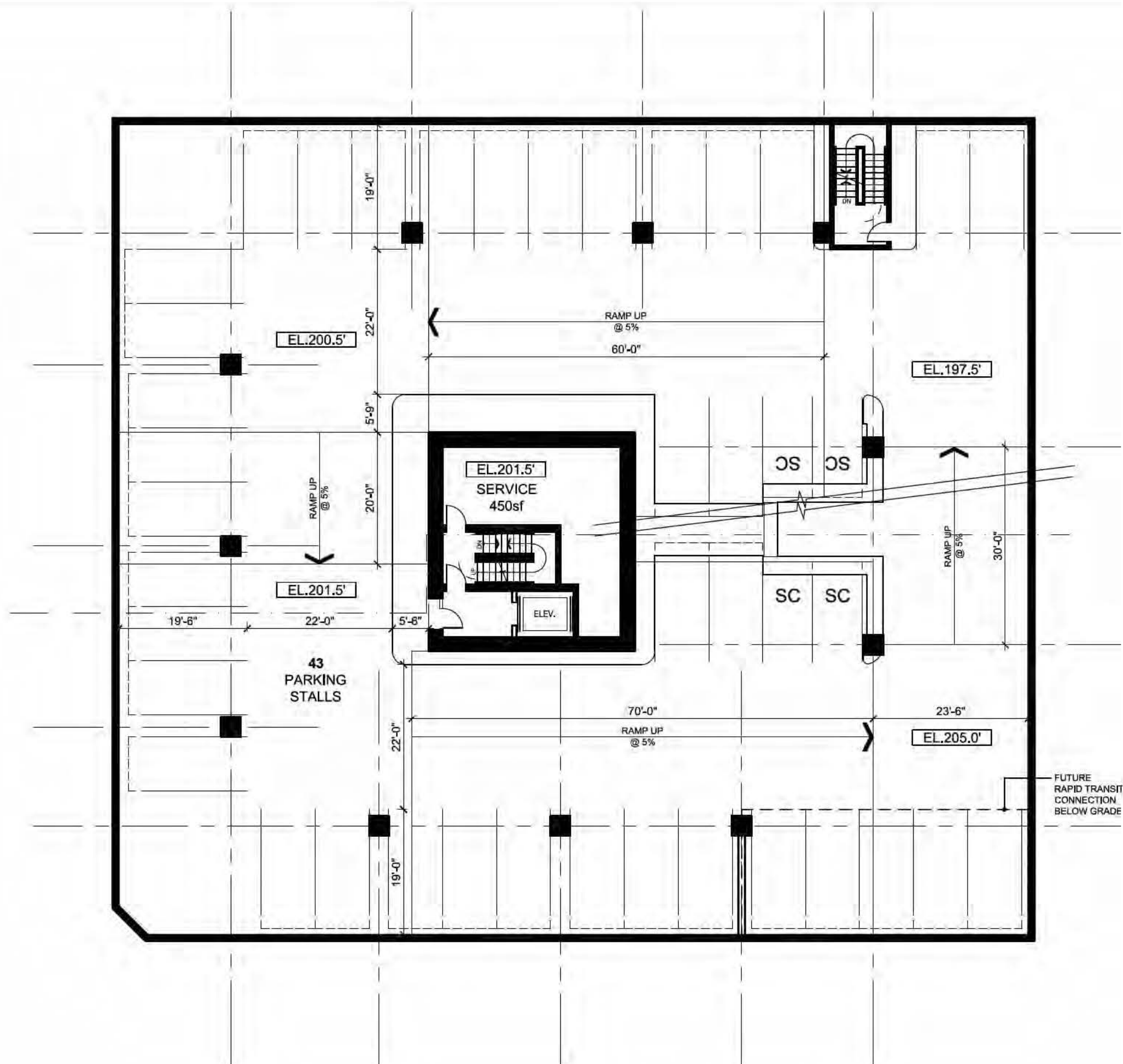


Fir St. & W. Broadway

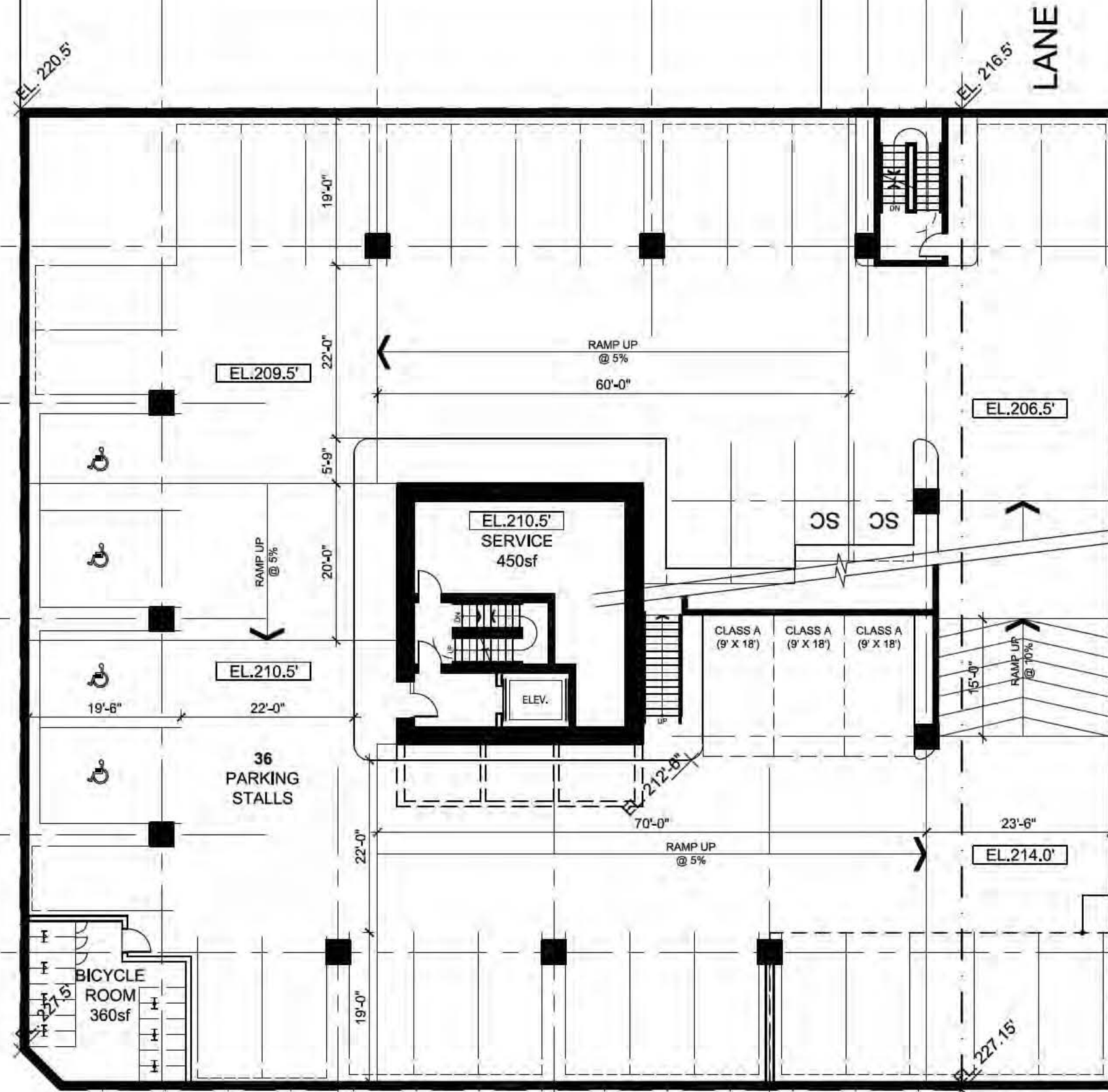


W. 7th Ave. & Granville St.

Architectural Drawings



GRANVILLE

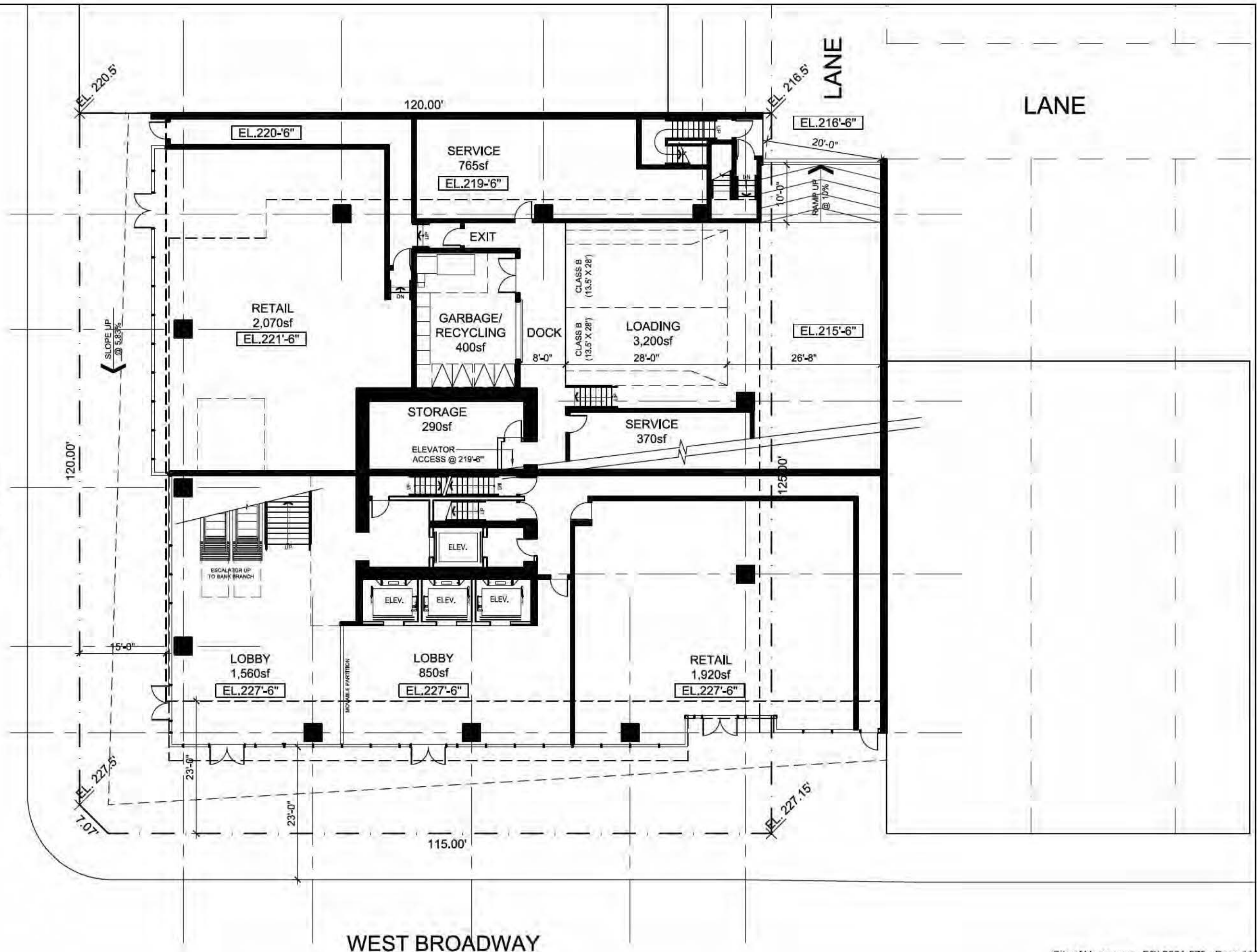


WEST BROADWAY

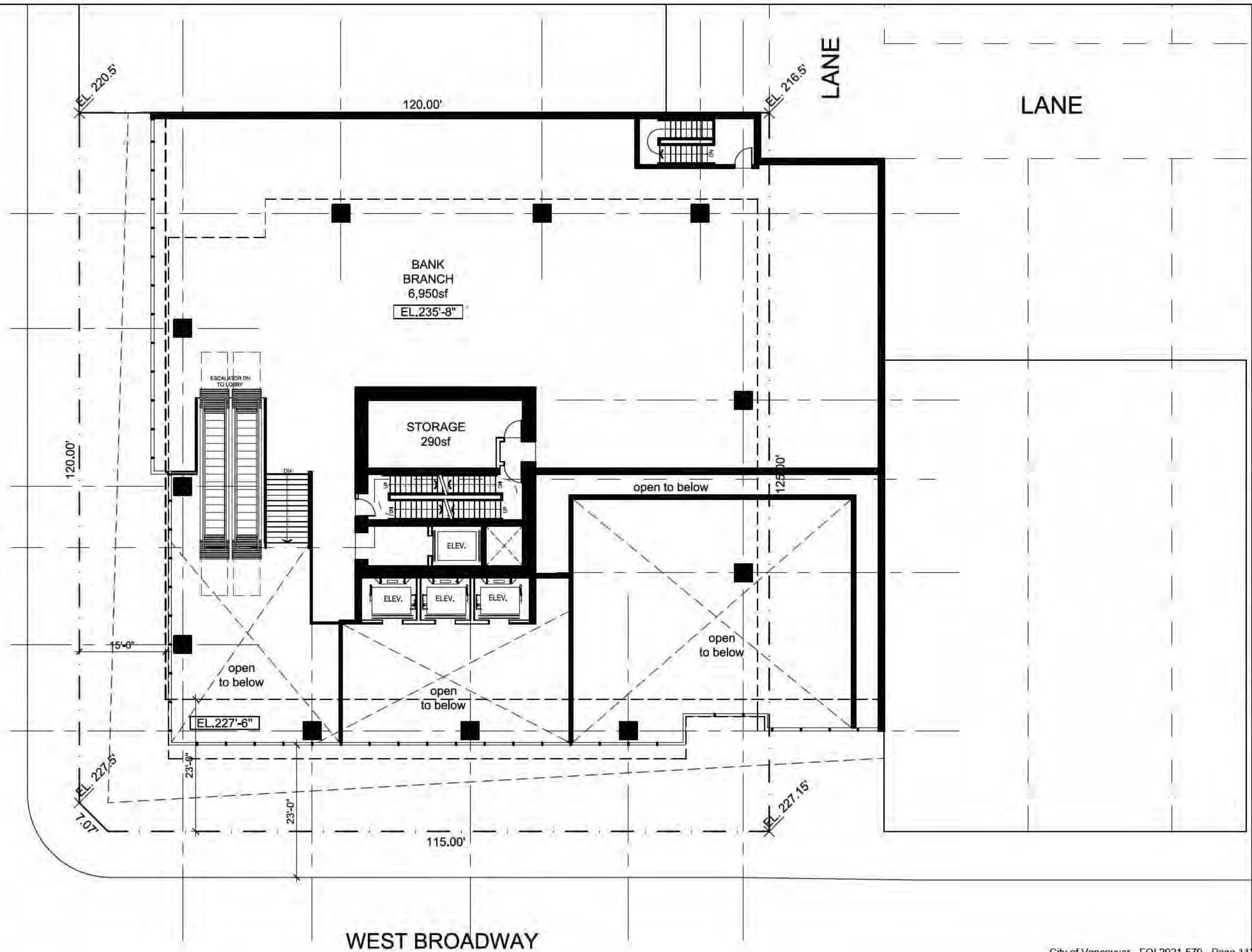
LANE

LANE

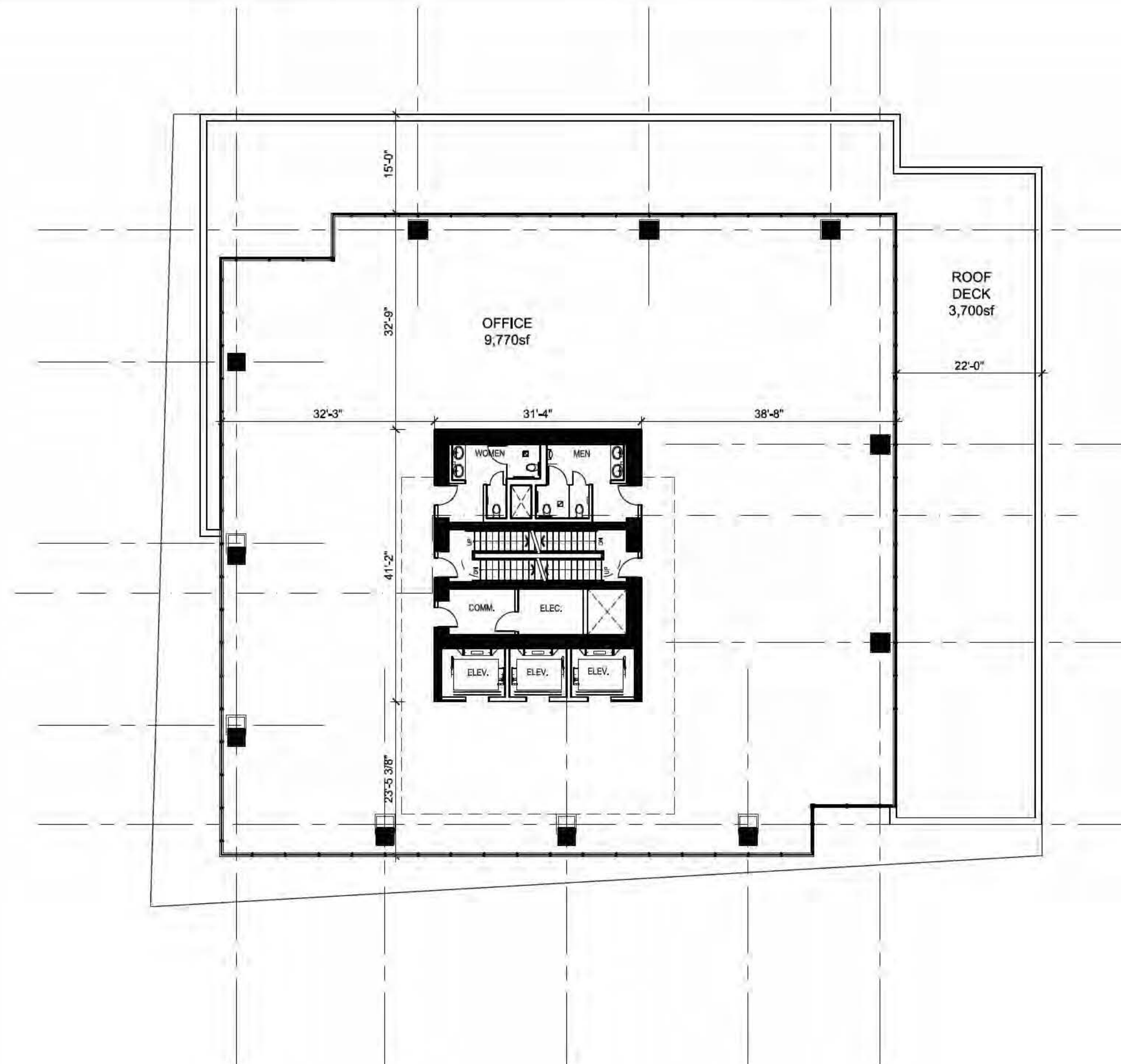
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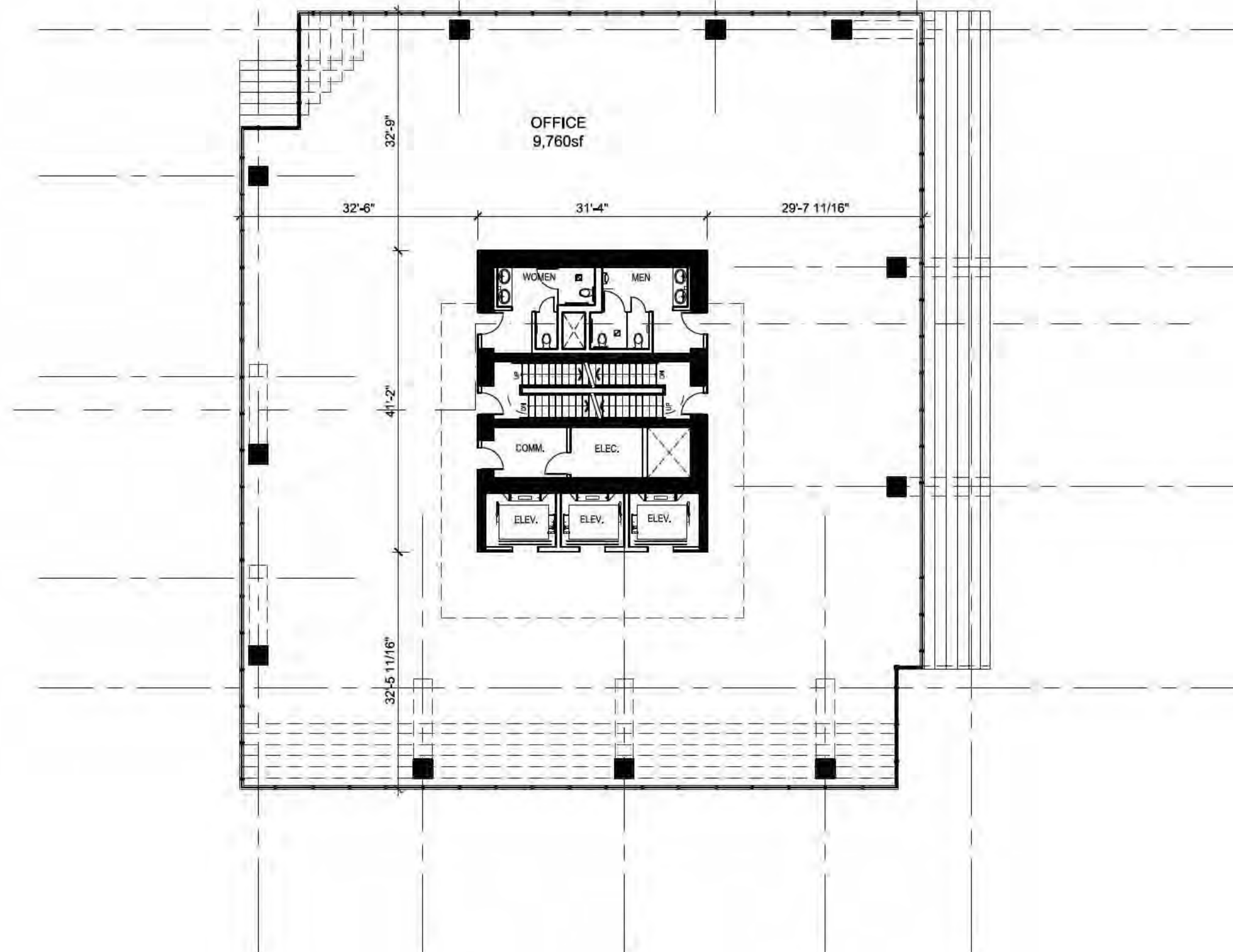


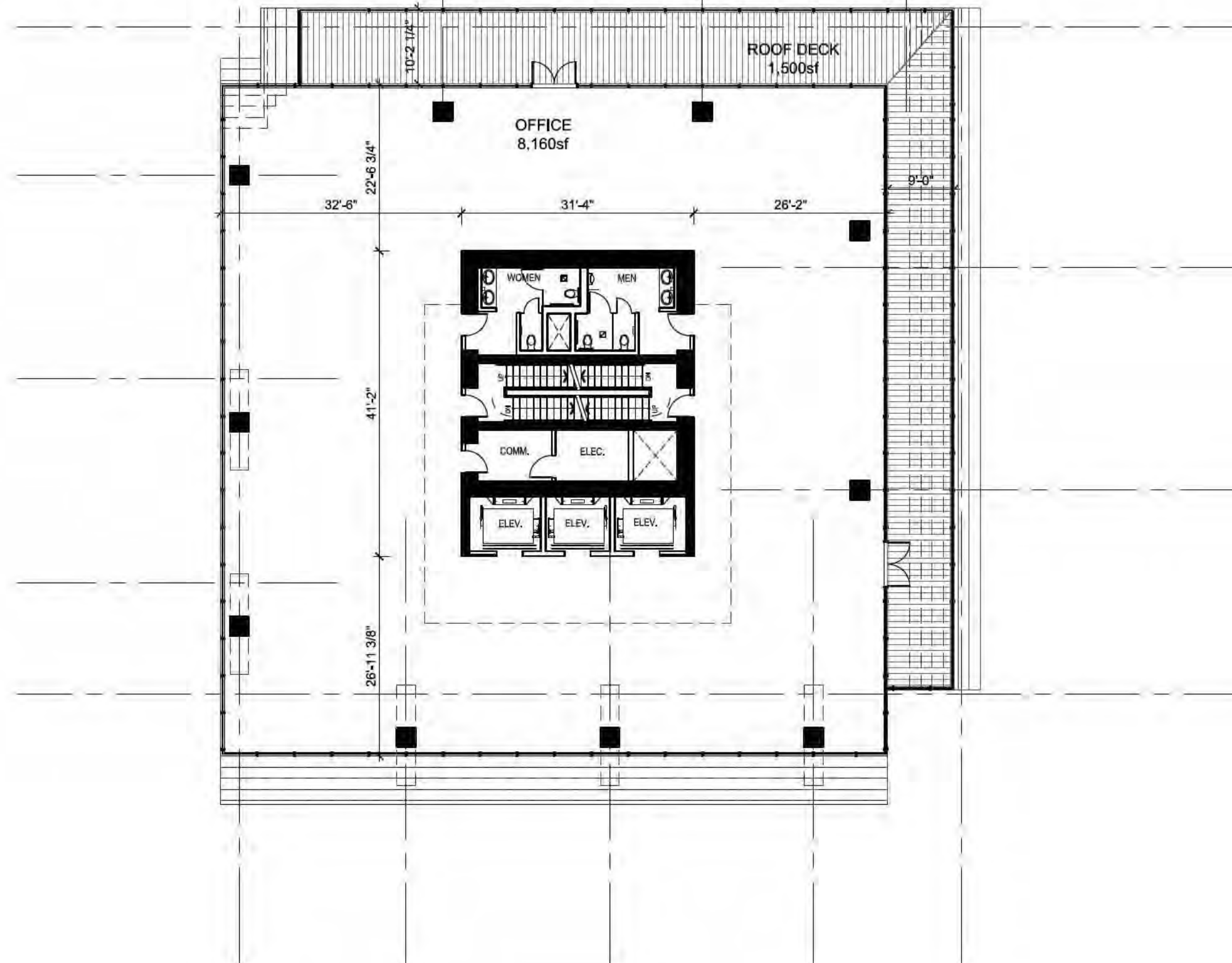
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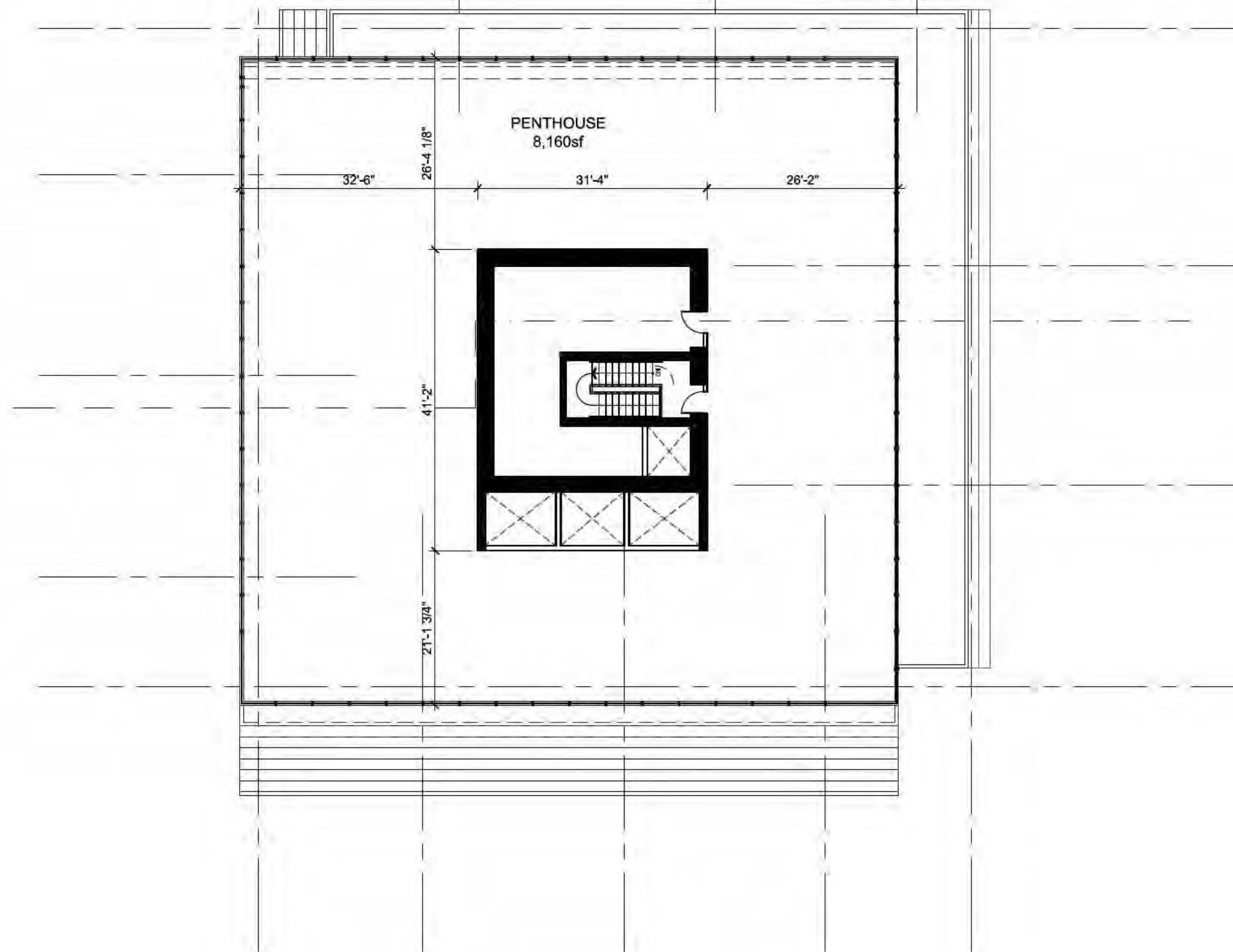


WEST BROADWAY

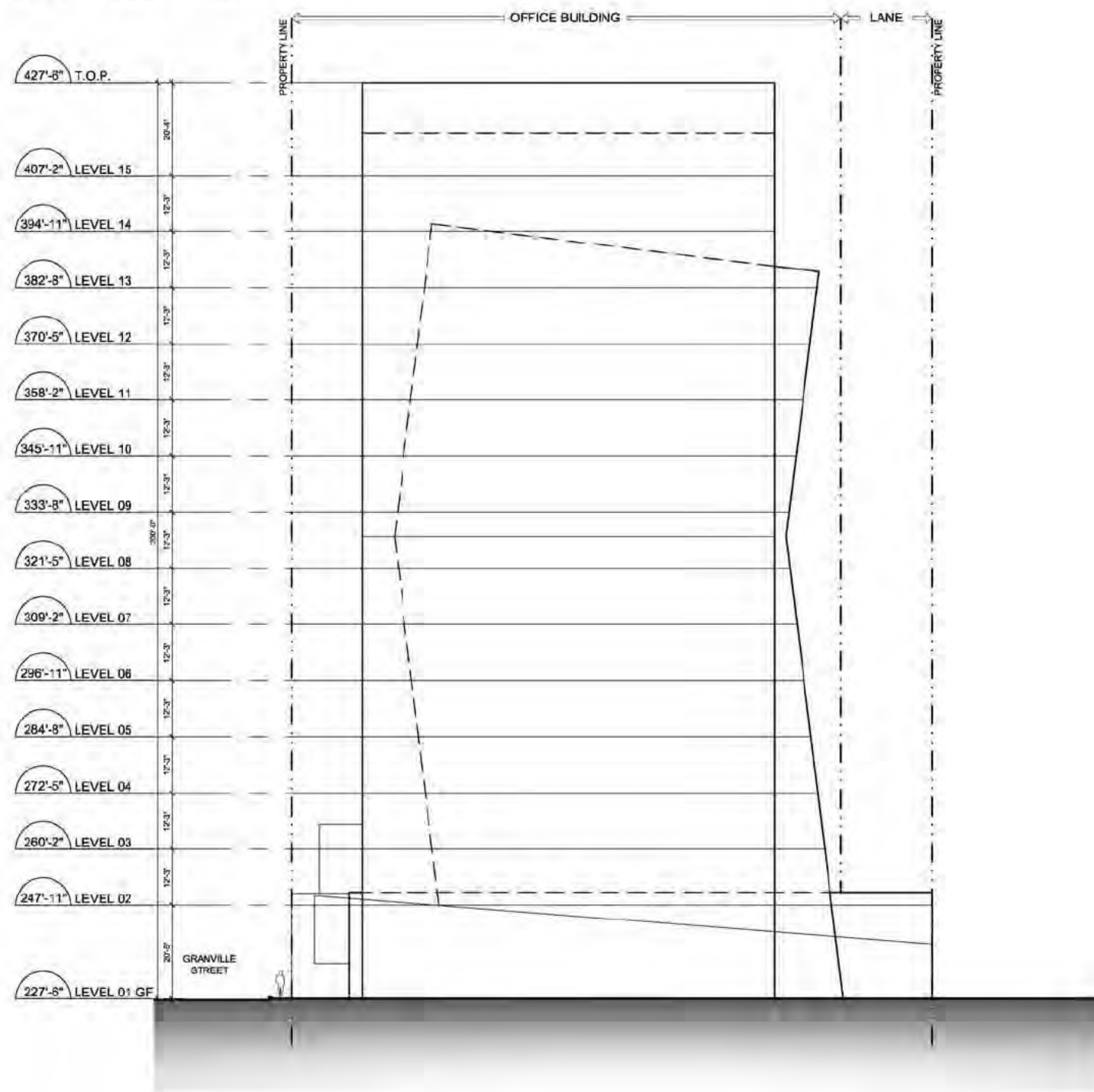




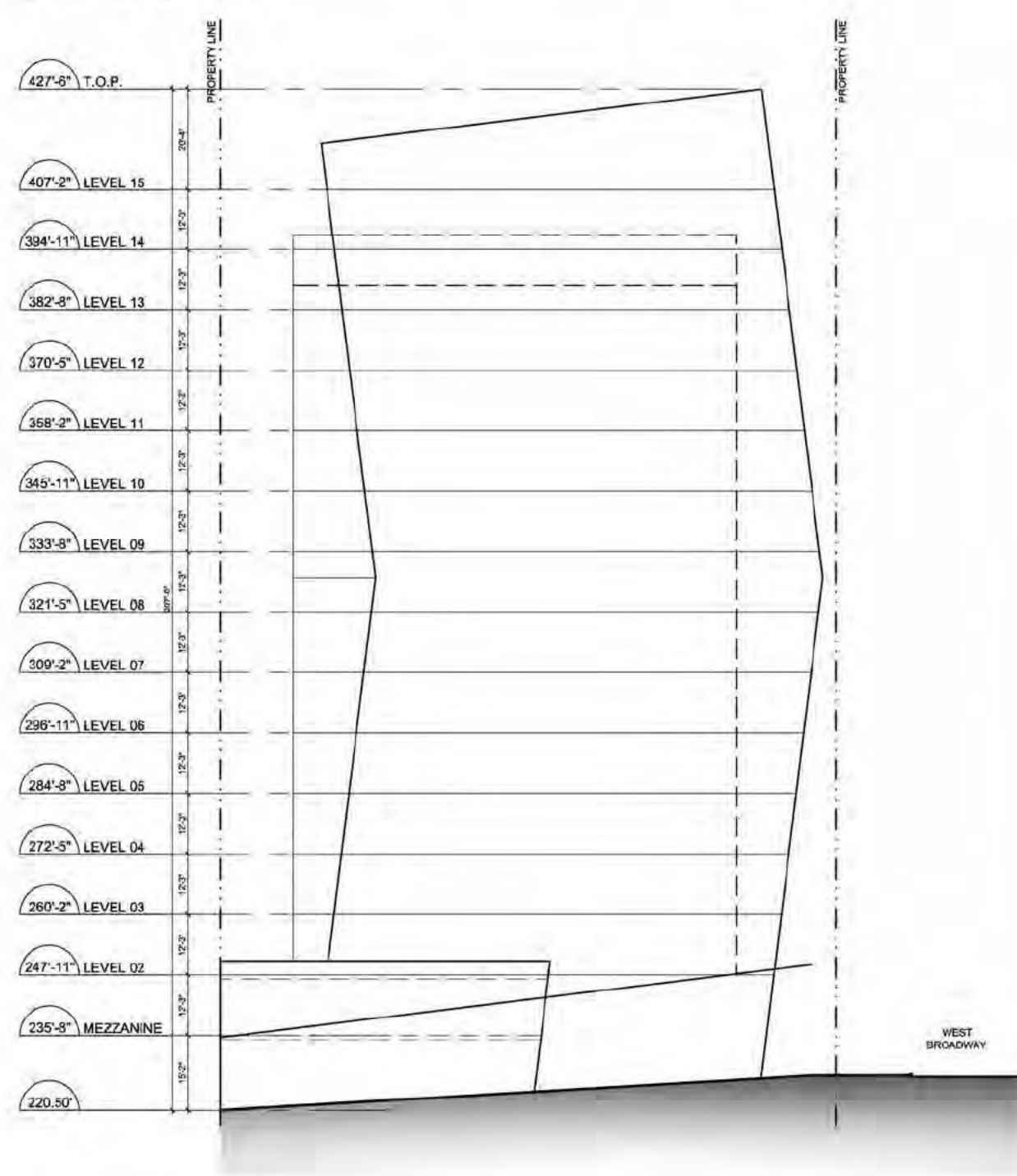


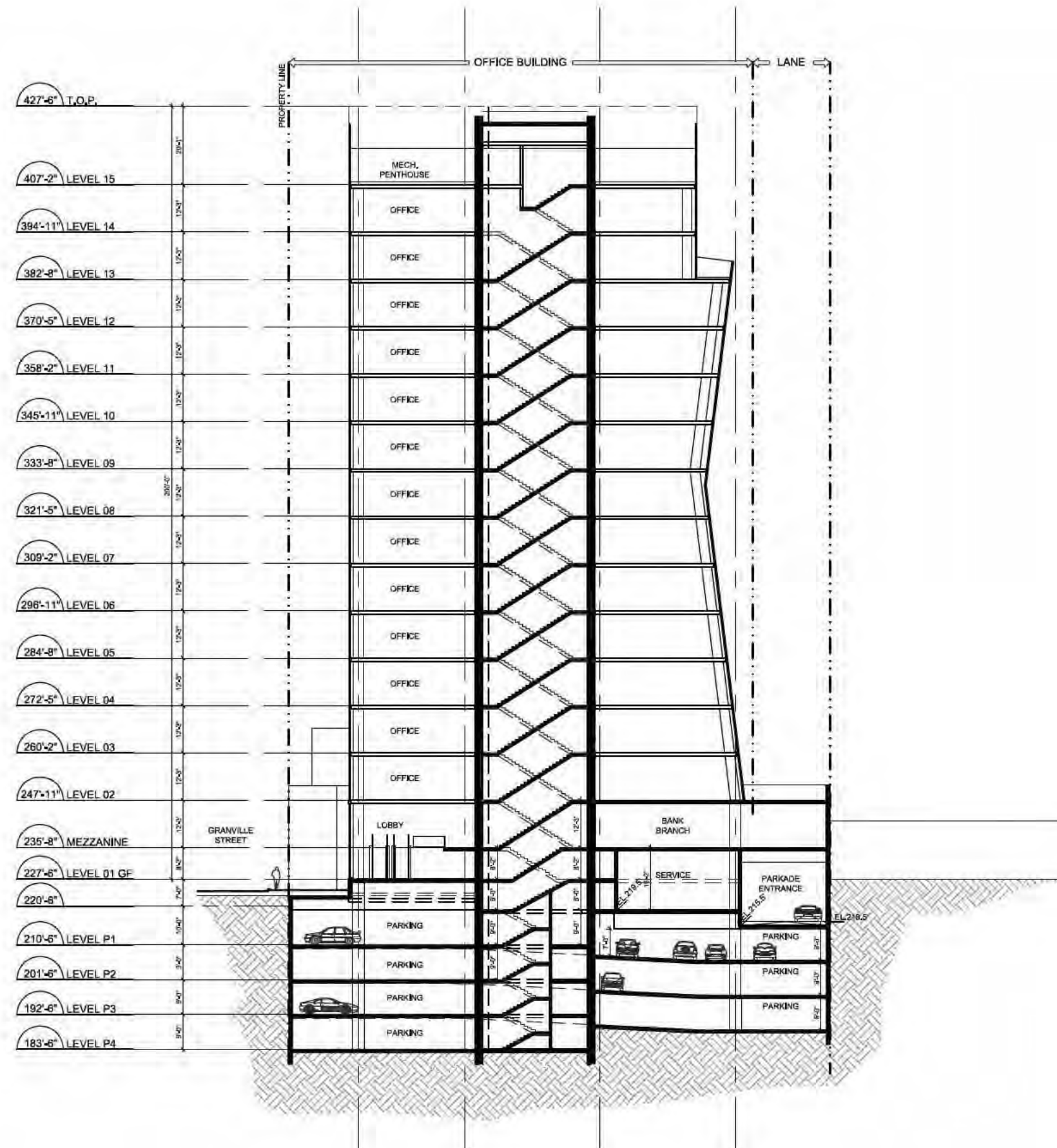


SOUTH ELEVATION



WEST ELEVATION





April 8, 2013

Mr. Mark Thompson
Musson Cattell Mackey Partnerships
1600 - 2 Bentall Centre
555 Burrard Street, Box 264
Vancouver, B.C.
V7X 1M9

Dear Mr. Thompson:

RE: Rezoning Enquiry – 1489 West Broadway

Thank you for your rezoning enquiry for the above-noted site dated September 7, 2012. I have discussed your most recently submitted set of drawings (February 2013) with senior staff and I can offer the following advice.

Site

The site is located at the intersection of West Broadway and Granville Street. The Broadway frontage is 135 ft., the Granville frontage is 120 ft. and the site area is 17,327 sq.ft. (All figures are approximate.) These figures include the existing lane to the east, the incorporation of which has received preliminary support from City staff. The property is currently developed with a 4-storey commercial building that is listed on the Recent Landmarks Inventory (heritage).

Proposal

The most recent set of drawings, dated February 4, 2013, shows a 14-level, faceted glass tower with a high one-storey (ground level plus mezzanine) base. The base is set back from both Broadway and Granville to accommodate pedestrian circulation and is to contain retail on the ground level and a bank on the mezzanine. The tower, with a floorplate of approximately 10,000 sq.ft., will have office uses. The tower lobby is accessed from Granville Street and the bank lobby is located at the street corner. The proposed height is 200 feet from ground level at the intersection. The proposed FSR is 8.0.

1489 West Broadway - Enquiry Response.docx

Parking and loading are accessed from the lane with 2 loading bays at grade and 3-4 levels of parking below grade. It is proposed that parking be based on the downtown parking standards.

Policy Context

In considering your proposal, staff have reviewed the following documents:

- C-3A District Schedule and the Central Broadway C-3A Urban Design Guidelines, Granville South Sub-Area
- The Metro Core Jobs and Economy Land Use Plan (2007) (including the Broadway Choice of Use section)
- The Green Buildings Policy for Rezoning
- Transportation 2040 Plan

Staff Advice

Rezoning

Use, Density and Height — Given the significance of this intersection to the overall experience of the city, as well as the policy objective of increased commercial development in the Metro Core, staff can offer preliminary support for the rezoning of this site to accommodate a commercial building with significantly more density and height than permitted under the current zoning.

Heritage

Recent Landmarks Inventory — Before considering a rezoning proposal for the property, the City requests that a Statement of Significance (SOS) assessing the existing building's heritage value be prepared by a heritage consultant. Depending on the outcome, the SOS may require the study of options that would include retention of the existing building.

Transportation

Broadway Corridor Transit — This location will likely be required for a transit station related to the anticipated Broadway line. The detailed design of a transit station should be discussed with staff as the project proceeds. Any space designated for future transit use may be used for retail until it is needed for transit.

Form of Development

Height — Because this is a key civic intersection, additional height (beyond the 200 feet proposed) may be appropriate and should be seriously considered. Noting that this will be an important commercial building adjacent to an important transit hub, a height of 300 feet is suggested as an upper limit for further design exploration. That being said, the view impacts of the proposed tower on the residential neighbourhood to the south, the increased shadowing of sidewalks and housing to the north and the guideline-identified gateway view cone at Granville and 16th, should be investigated. (Please note, the suggested increase in

height is intended to result in increased job space and is not intended for the addition of housing to the building.)

Ground-Level Plane – To accommodate a future transit station, the ground-level plane should be redesigned to provide adequate space for an entrance area and circulation to the below-grade platforms. The additional pedestrian circulation space needed on Granville and Broadway will be accommodated by a combination of the building setbacks you have shown and the existing boulevard.

Podium Form (Street Wall) – The height of the podium relative to its adjacent and future context, as well as to the tower itself, should be increased.

Tower Form – Because this is a small site, the tower form appears to be less slender than a tower with a similar floorplate would in a different context. Adding height to the tower would improve the proportions. Staff do understand that a floor plate of 10,000 sq.ft. or more is required for efficient office layouts.

Parking, Loading and Streets

Parking – A rationale for the use of the downtown parking standards should be provided.

Lane Closure – Preliminary support for a lane closure has been received, noting that a standard application procedure must be followed. Please contact the City Surveyor to initiate the process.

Infrastructure

Sewer Connection – Arrangements to provide a new sewer connection to 1465 West Broadway will be required.

Sustainability

LEED – The City's current Green Buildings Policy for Rezoning requires that buildings participate in the LEED Program and commit to a minimum of LEED Gold with at least six optimize energy performance points, one water efficiency point and one stormwater point.

Applicants are required to register their project with the CaGBC and to submit proof of application for certification. The entire policy can be reviewed at:

<http://former.vancouver.ca/commsvcs/guidelines/G015.pdf>.

Applicants are strongly encouraged to provide a deconstruction strategy for demolition of existing buildings to divert at least 75% of demolition waste from the landfill. A deconstruction strategy may be submitted at the time of development permit application.

Next Steps

Process – If you wish to proceed with a rezoning application, please contact me to set up a meeting with City staff as part of the pre-application process. In the pre-application phase, further design development will be required taking into account the advice provided in this letter. We will also review submission requirements. At the pre-application phase, provision of the Statement of Significance will help staff assess whether options including retention of the existing building will be necessary.

When you make your formal application, we recommend that you also apply for a Sign By-law amendment to ensure your CD-1 is added to Schedule E of the Sign By-law.

Public Consultation – In addition to the consultation and information open house that the City will undertake during the application process, staff strongly recommend that you hold a pre-application open house. For a cost of \$100, we can provide mailing labels of surrounding property owners for invitations to go out on your own letterhead. Please discuss a date for an open house with me to ensure that staff is able to attend.

Rezoning and Other Fees – When you make your formal application, the 2013 fee to create a new CD-1 District on a site outside the Downtown area will be \$31,100 per Schedule 2, Section 3(b) of the Zoning and Development Fee By-law. The 2013 fee for the Sign By-law amendment will be \$158 per Section 13.5.1 (c) (i) of the Sign By-law. The total fee, which can be paid with one cheque, will be \$31,258.

We look forward to working with you on this project. Please do not hesitate to contact me if you have questions on the advice or the process.

Yours truly,



Janet Digby, Architect AIBC LEED AP BD+C
Rezoning Planner

453 West 12th Avenue, Vancouver, BC V5Y 1V4
tel: 604.871.6656
fax: 604.873.7060
janet.digby@vancouver.ca

JD/

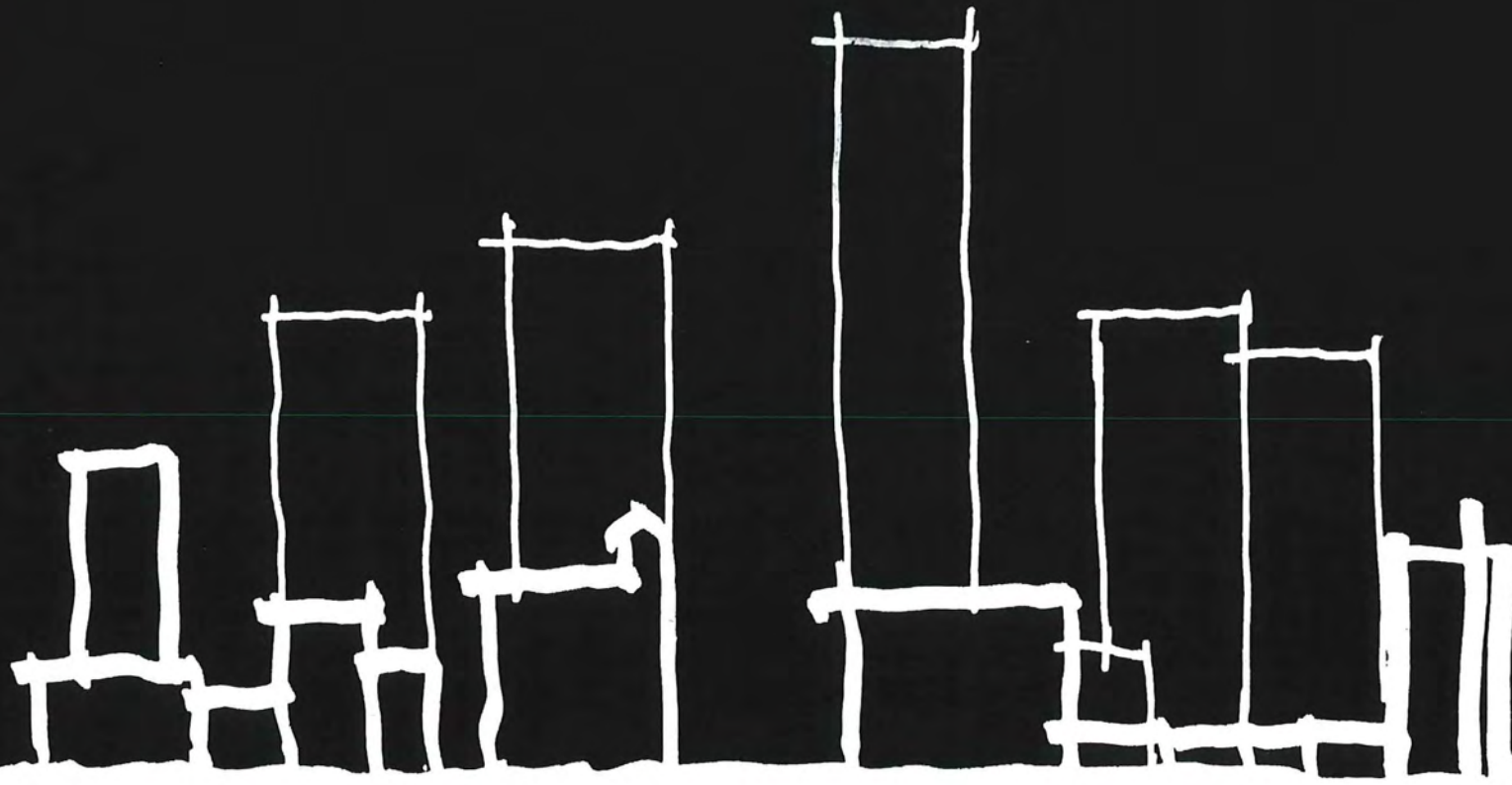
Encl.

cc: A. Molaro, Senior Planner, Urban Design and Development Planning Centre
M. Gordon, Senior Planner, Central Area Planning
M. D'Agostini, Senior Heritage Planner, Heritage Group

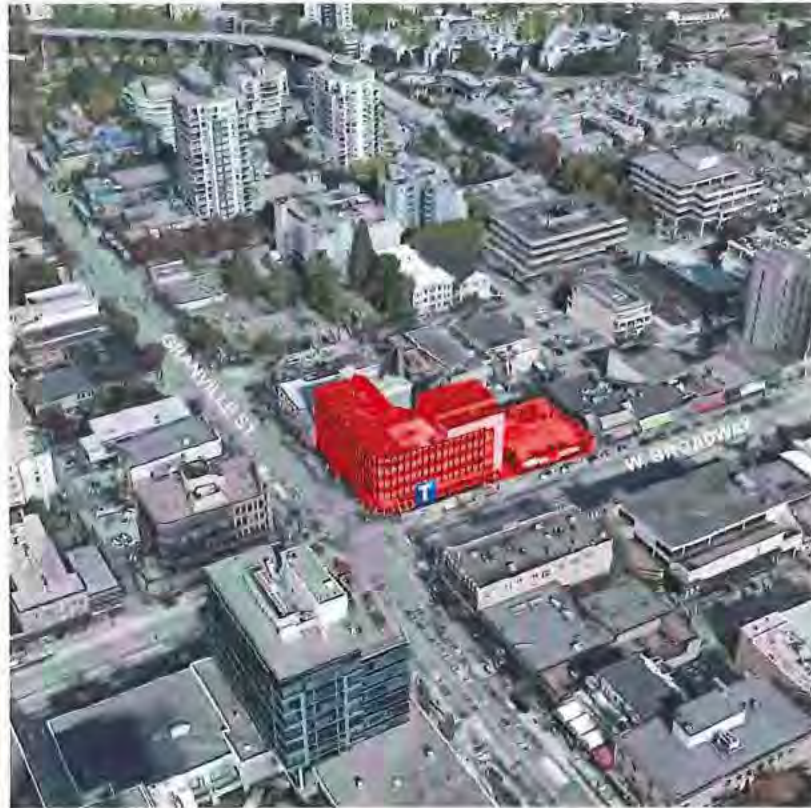
1489 W BROADWAY

Application for Rezoning Advise

December 2018
PCI Developments



LETTER OF INQUIRY



PCI Developments is seeking guidance from the Director of Planning and the City Council for the potential redevelopment of 1489 W Broadway and to proceed with rezoning in advance of Broadway Planning Process due to exceptional benefit to MLBE transit project.

This proposal is based on an exceptional circumstance: the ability of the site at 1489 W Broadway to integrate within the proposed development an important transit station for the Broadway Transit Line at Granville St in close proximity to bus stops with the appropriate setbacks at street level and prominent entry from the corner. In order for this to occur the development must proceed through the rezoning, development permit, and building permit processes ahead of construction of the transit line in order that integrated station infrastructure can be built by PCI and tower construction is sufficiently advanced ahead of transit station opening, integrating structural, mechanical, electrical, and fire and life safety systems. Through working closely with the province and city rapid transit teams over past several months, the following preliminary designs have been developed to demonstrate the viability of a transit station at this important corner.

CONTEXT

The site is located at the northeast corner of one of the most significant intersections within the Broadway Corridor. Granville St is one of two main entries into the City from the south which provides access from various municipalities, the airport, ferries, and the US. This intersection acts as the gateway to downtown as one approaches from W 16th Ave.

From the north, the site lies at the top of the hill, ascended by Granville St beginning at the foot of the Granville St bridge. At that point, the South Granville shopping district is entered with numerous shops and restaurants that extend 10 blocks from W 6th Ave to W 16th Ave, complemented similarly to the east and west on W Broadway. Within a 5 to 15 minute walk, there are many green spaces (such as Granville Loop Park, 6th and Fir Park, the Arbutus Greenway, Ron Basford Park, Granville Park and Charlson Park), schools (such as Lord Tennyson Elementary, False Creek Elementary, and L'Ecole Bilingue) and the False Creek Community Centre.

Development in the area is characterized by a strong retail base surmounted by either office or residential; much of it 2 to 3 stories along with residential and office towers at 6 to 18 floors. There is strong potential for redevelopment of the many older lower structures.

The site is well served by transit, with numerous bus lines on Granville St which have access to downtown and on W Broadway Ave, serving UBC to the west. With the advent of the Broadway Transit Line, the site will be unsurpassed in ability to directly access transit.

The site is essentially level along W Broadway Ave but falls to the north along Granville St 6.725ft (5.3%) and from W Broadway to the east-west lane it falls 10ft (8.5%).

LETTER OF INQUIRY

PROPOSAL

The site is currently occupied by the 4-storey Royal Bank Building, an adjacent lane and single storey retail on the 75 ft property to the east, the latter two properties to be acquired as part of the development process. This anticipated site amalgamation was arrived at in consultation with transit, the city and adjacent property owners in order to create the critical mass of site area necessary to accommodate the Granville St transit station below ground with access at street level.

The proposal seeks to rezone the property from C-3A to CD in order to maximize the opportunity of an integrated transit station with job space and rental residential above. While the uses proposed conform to the existing zoning, an increase in density from 3.0 FSR to approximately 11.1 FSR is sought in order to establish approximately 15,000sf of retail at ground 90,000sf of office in the next 7 levels and 185,000sf of rental residential over 30 floors above. C-3A allows an increase in height above 9.2m conditionally. The development envisaged would be approximately 400ft in height.

In consultation with city and provincial transit teams, the station has been located parallel to W Broadway approximately 235 ft below ground to coincide with the platform. Stairs, escalators and an elevator bring it to ground level approximately 80ft from Granville St in a weather protected zone to allow ease of movement to cross the streets or to access bus stops along Granville St. Continuous retail and residential or office lobbies occupy the remainder of the ground floor frontage. Building setbacks of 24.5ft from curb (7.5m) on both streets demarcate this site as a "station block."

Service uses are accommodated in the lane 10ft below the street level including loading, parking access and BC Hydro requirements.

Both height and density are sought to establish this site, at this important intersection, as a transit hub and the centre of this developing precinct within the Broadway Corridor, identifiable on the approaches to / from downtown and from the east and west. A slender tower form will orient people to this intersection and site. Density is leveraged by providing over 200 units of rental residential and approximately 90,000sf of job space directly adjacent to multiple forms of transit, and in walking distance to services and amenities.

The office levels are massed to step up to the tower form creating multiple floor plate sizes addressing different potential tenant programs. Over time, other towers may be developed, shaping the skyline to this high front, appropriately focused at rapid transit station.

Tower shadows are diagrammed at both 300ft and 400ft for comparison. The incremental difference between the impact of 300ft / 400ft on Granville St are accented in red and are gone by 1 pm. With very minimal shadowing impacts, we feel the proposed height of 400ft is appropriate given the significance of the intersection and enables the project to provide both job space and rental residential. In its current form, a reduction of height to 300ft would eliminate 80 units of rental housing (28 of which would be family units).



APPLICABLE POLICIES AND GUIDELINES

AFFORDABLE HOUSING FOR FAMILIES

The proposed project includes a high density residential development providing approximately 245 suites comprised of a mix of one, two and three bedroom suites. All of the suites will be market rental suites, supporting the City's goal in the **Housing and Homelessness Strategy 2012-2021** to increase the supply of rental housing. Increasing the stock of housing will provide more accessible and affordable housing for Vancouver residents.

SUSTAINABILITY

The **Greenest City 2020 Action Plan** aims to make Vancouver the greenest city in the world by 2020 and to prepare the city for the impacts of climate change. The plan intends to reduce energy use, waste and water, and to increase food assets and access to green spaces. The proposed project is within a five-minute walk of Granville Loop Park and the Arbutus Greenway at 6th and Fir Park, achieving the plan's access to nature goal. Another goal of the plan is to reduce the average distance driven per resident and to increase travel by foot, bicycle, and public transit. The proposal supports the green transportation goal by creating high density office and residential close to many amenities and services on the South Granville High St, and its location above a Broadway Line transit station, adjacent to buses on both Granville St and W Broadway Ave. A rezoning application for this proposal would comply with the **City of Vancouver's Green Buildings Policy for Rezoning**.

TRANSIT ORIENTED

The **Transportation 2040 Plan** for the City of Vancouver aims to reduce the amount of vehicle traffic and increase walking, cycling, and public transit use. The plan encourages high density developments and a diverse mix of services, amenities, and housing types to be in close proximity to transit services. The proposed

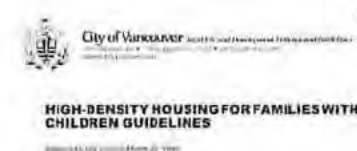
development is located above a Broadway Line transit station, adjacent to buses on both Granville St and W Broadway.

HIGH DENSITY HOUSING FOR FAMILIES WITH CHILDREN

The proposal will comply with the **High Density Housing for Families with Children Guidelines**. The development is sited within a 5 to 15 min walk to essential family services and amenities, such as, schools, community centres, recreational amenities, outdoor play areas, and public transit stops. In addition, the residential building will have access to both indoor and outdoor amenity spaces to allow for a range of activities and to foster community interactions within the development. The residential portion of the proposal will have accessible and secure entrances and parking.

SECURED MARKET RENTAL HOUSING POLICY

With a growing population, limited increases in income and limited new supply of purpose-built rental housing in recent decades, the **Secure Market Rental Housing Policy, Rental 100** aims to deal with the need for suitable housing choices. The proposed project fits the City of Vancouver's definition of the Policy 1.2: Residential Rental Projects Requiring a Rezoning for Projects where 100% of the Residential Floor Space is Rental. Therefore, the project could be eligible for the following incentives: Additional floor area; Parking relaxations; Relaxation of unit size to a minimum 320 sf. Provided that the design and location of the unit provides satisfactory living accommodation; and potential concurrent processing (Rezoning and Development Permit applications).



APPLICABLE POLICIES AND GUIDELINES

POLICY ON REZONING DURING BROADWAY PLANNING PROCESS

Generally rezonings will not be considered in the Broadway Plan Study area while the Broadway Plan process is underway, in order to not pre-empt or divert the planning process with rezonings which set new directions or preclude options that could emerge during the process.

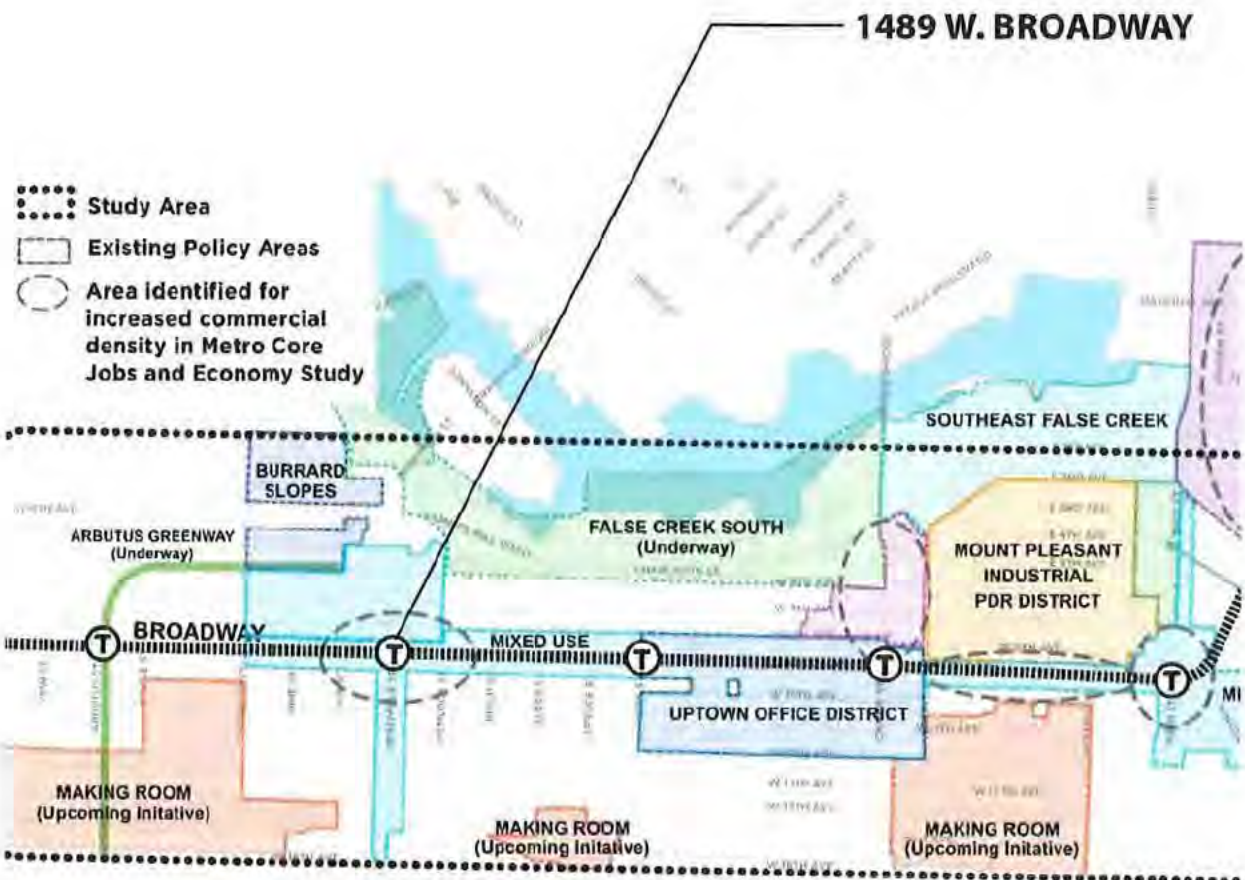
The policies below will govern any exceptions that allow consideration of applications for rezoning advice (enquiries), rezoning applications, and development applications with Heritage Revitalization Agreements, during the Broadway planning process. Once adopted, the policy will apply until such time as the Broadway Plan is approved by Council.

Policy 1: Where, at the time of adoption of this rezoning policy, there is an active rezoning application or where a recent application for rezoning advice has been received, and the applicant has received a written response stating that a rezoning application would be considered (within the past three years), the application will be considered.

Policy 2: Rezoning applications will be considered for projects involving 100% social and supportive housing, or community care facilities or group residences.

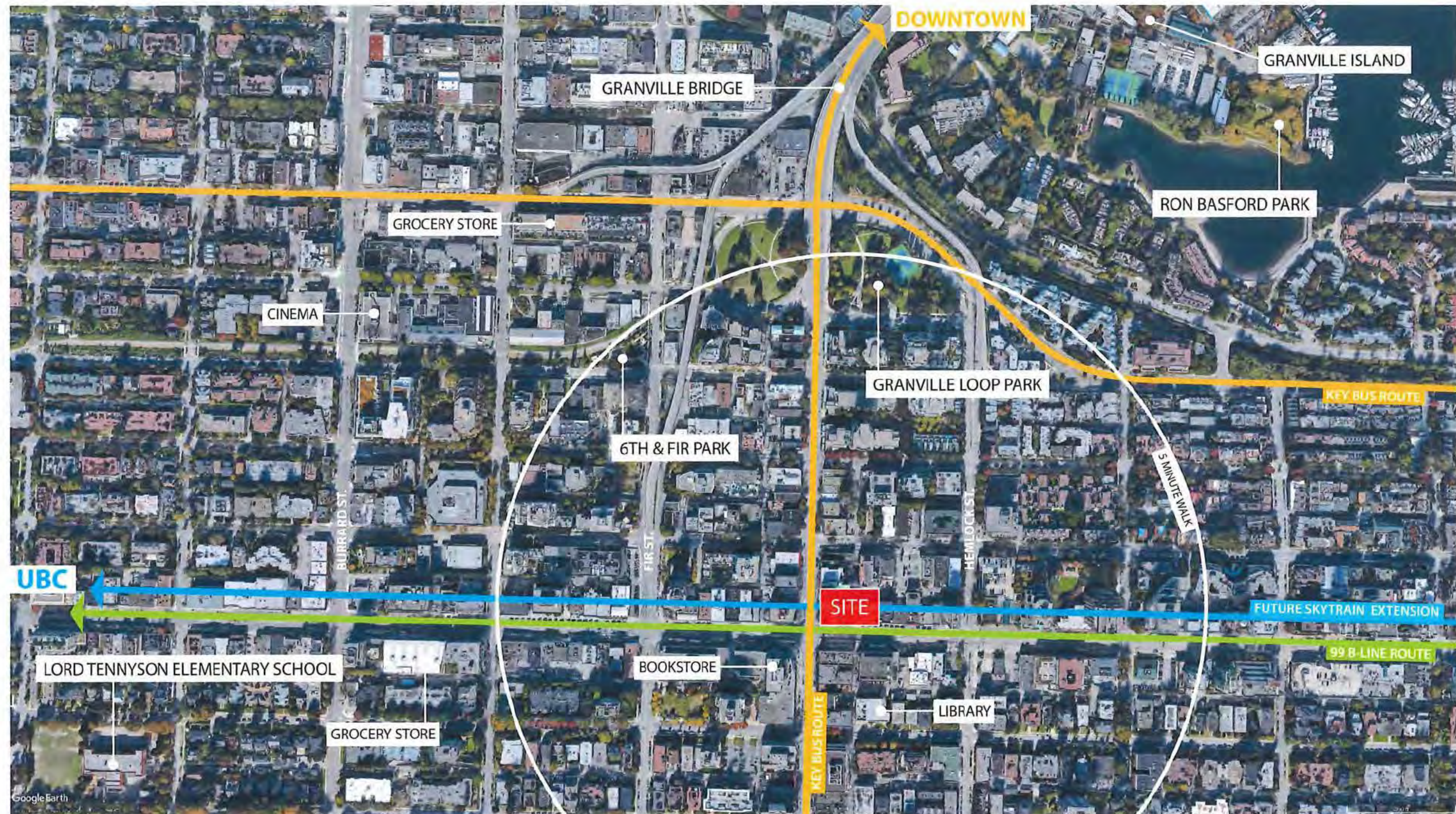
Policy 3: Rezoning applications which seek relief from any of the terms of this rezoning policy may be considered under exceptional circumstances once reported to Council for direction, at the discretion of the Director of Planning.

This proposal is based on an exceptional circumstance: the ability of the site at 1489 W Broadway to integrate within the proposed development an important transit station for the Broadway Transit Line at Granville St in close proximity to bus stops with the appropriate setbacks at street level and prominent entry from the corner. In order for this to occur the development must proceed through the rezoning, development permit, and building permit processes ahead of construction of the transit line in order that integrated station infrastructure can be built by PCI and tower construction is sufficiently advanced ahead of transit station opening, integrating structural, mechanical, electrical, and fire and life safety systems. Through working closely with the province and city rapid transit teams over past several months, the following preliminary designs have been developed to demonstrate the viability of a transit station at this important corner.



CONTEXT

CONTEXT PLAN



CONTEXT PHOTOS

PCI

1489
W Broadway
AveApplication for
Rezoning
AdviceDec
2018

VIEW NORTH GRANVILLE ST FROM W16TH AVENUE



VIEW TO SOUTH GRANVILLE BRIDGE



VIEW EAST AT W BROADWAY AVE AT MAPLE ST



VIEW WEST AT W BROADWAY AVE AT BIRCH ST

CONTEXT PHOTOS

MCM

Musson
Cattell
Mackey
Partnership

PCI

1489
W Broadway
Ave

Application for
Rezoning
Advice

Dec
2018



VIEW NORTH ON GRANVILLE ST



VIEW SOUTH ON GRANVILLE ST



VIEW EAST ON W BROADWAY AVE



VIEW WEST ON W BROADWAY AVE

SITE PLAN



BLOCK PLAN



PLANS

STATISTICS

CIVIC ADDRESS

1489 W Broadway
1465 W Broadway
Vancouver, BC

LEGAL ADDRESS

LOTS 6 TO 9 BLOCK 331 DISTRICT LOT 526 PLAN 590
LOT 10 EXCEPT PART IN EXPLANATORY PLAN 10757 BLOCK 331
DISTRICT LOT 526 PLAN 590

CURRENT ZONING

C3-A

PROPOSED ZONING

CD

SITE AREA

26,115 SF

PROPOSED DENSITY

290,000 SF

EXISTING FSR

3.0

PROPOSED FSR

11.1

PROPOSED BUILDING HEIGHT, NEW BUILDING

400 FT.

DENSITY SUMMARY

RETAIL	15,000 SF
OFFICE	90,000 SF
RESIDENTIAL	185,000 SF
TOTAL	290,000 SF

DENSITY SUMMARY

TYPE	#	AVERAGE SIZE	UNIT MIX %
STUDIO/ 1 BED	160	440 SF	65%
2 BED	60	700 SF	25%
3 BED	25	960 SF	10%
TOTAL	245 units		

PARKING CALCULATIONS

RENTAL RESIDENTIAL 147 CARS
0.6 spaces per unit
245 X 0.6 =147 cars

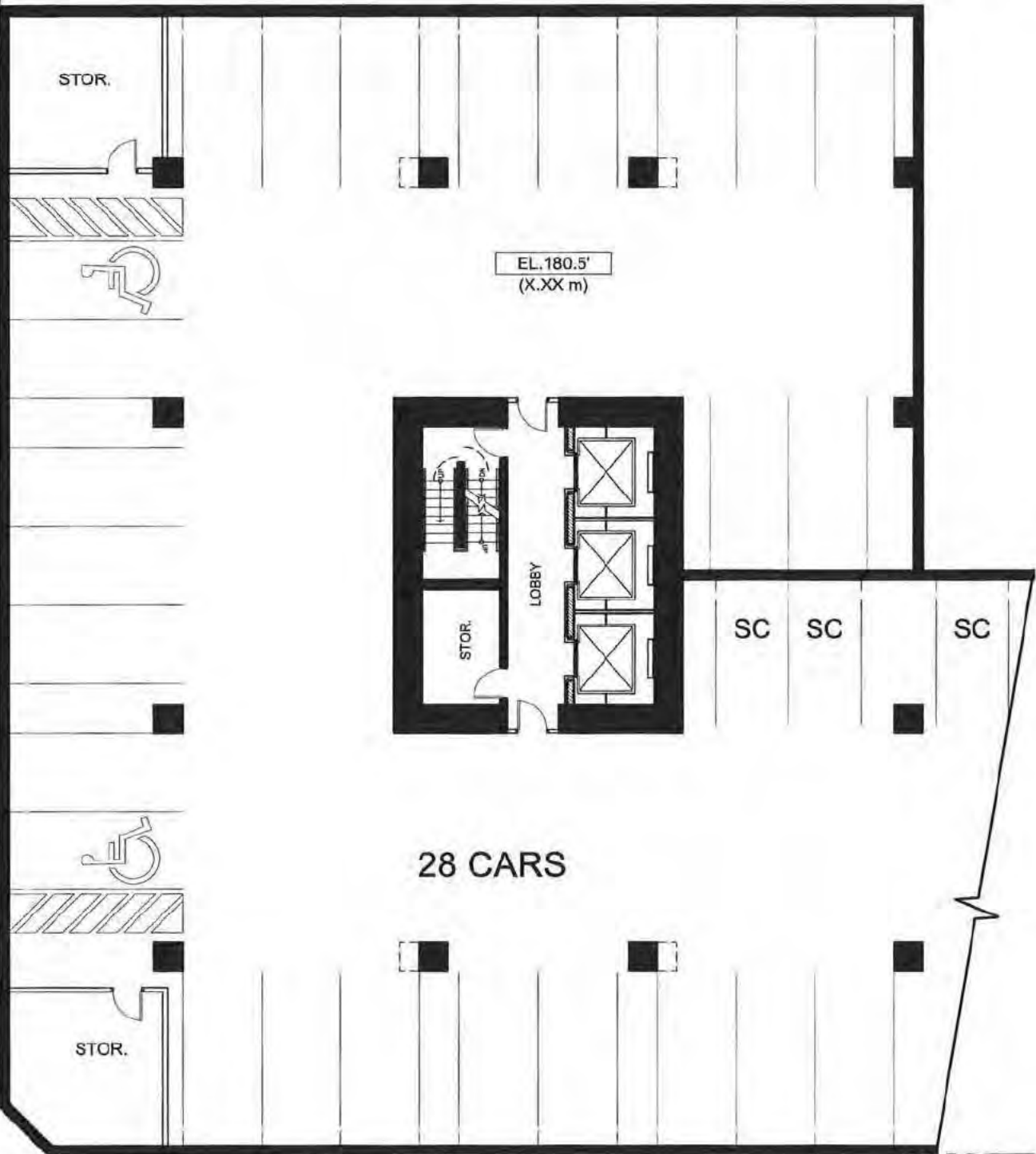
OFFICE
1 per 1000 sf =90 cars 90 CARS

TOTAL 237 CARS

BICYCLE CALCULATIONS

0.5 spaces per dwelling unit
0.5 x 245=122 bikes

TOTAL 122 SPACES



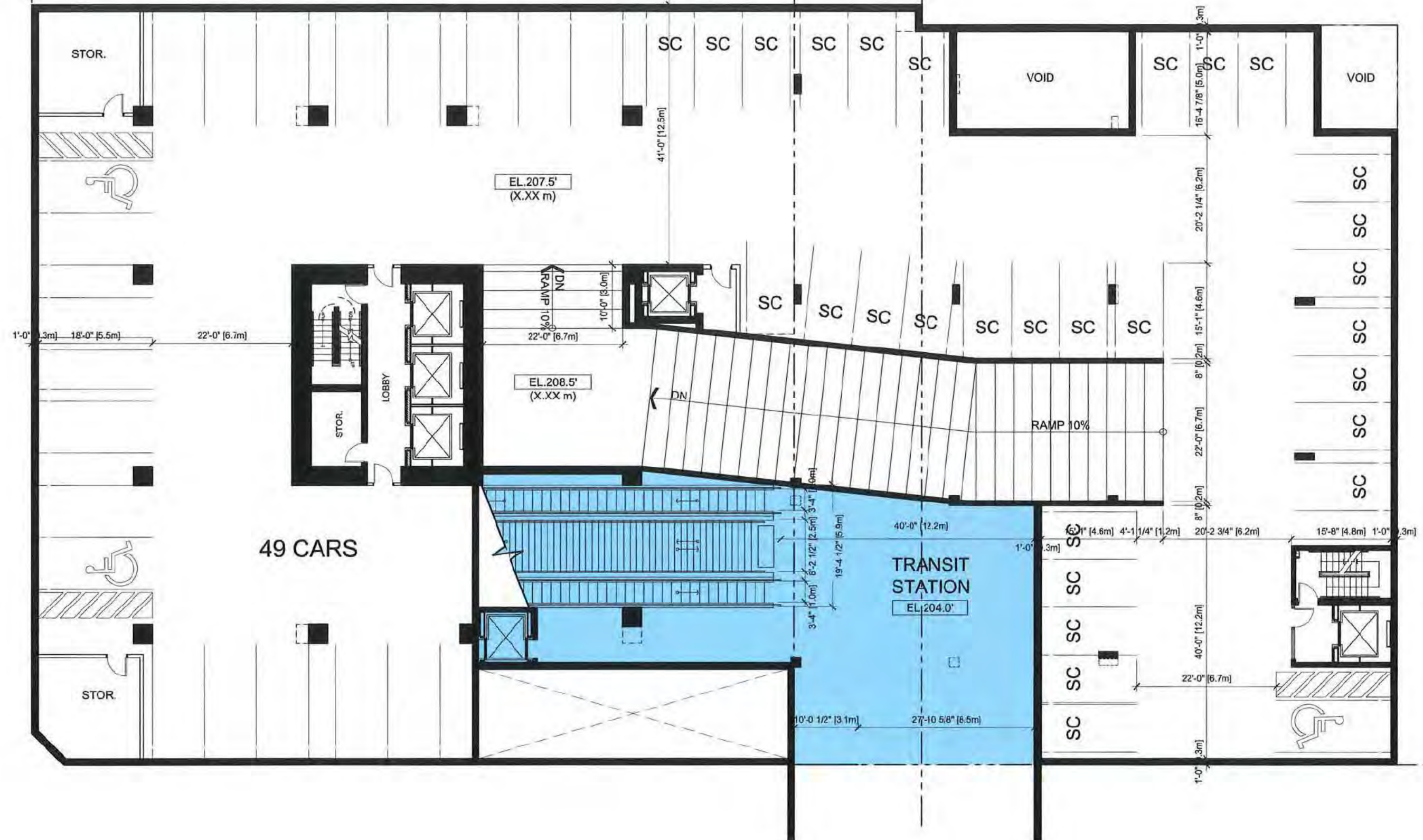
PARKING

LOWER GROUND	16
P1	49
P2	70
P3	74
P4	28

237 CARS











GRANVILLE STREET

LANE

LANE

BLDG. OVER

HYDRO BELOW

GAS METER BELOW

HYDRO BELOW

ROOF

EL. 226.5'
(63.04 m)

MEZZ. OVER

EL. 239.5'
(72.99 m)
4125sf

RETAIL

EL. 227.5'
(69.26 m)
4737sf

OFFICE LOBBY

EL. 227.25'
(69.26 m)
1492sf

RETAIL

EL. 226.5'
(63.04 m)
6120sfTRANSIT
STATION

SEC. GRILLE

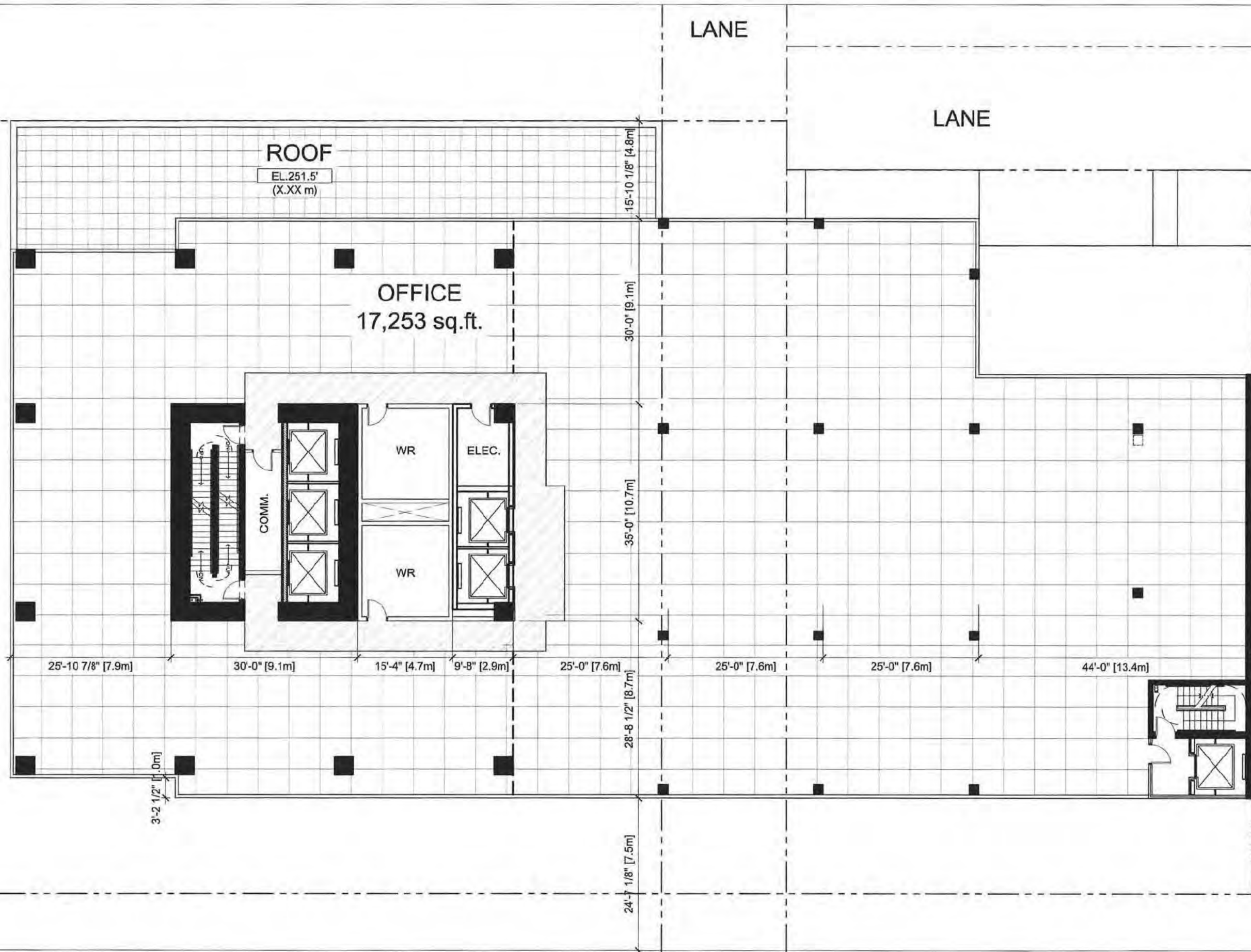
BLDG. OVER

CANOPY OVER

W BROADWAY AVE

GRANVILLE STREET

W BROADWAY AVE



M C M

Musson
Cattell
Mackey
Partnership

Architects
Designers
Planners

A Partnership
Of Corporations

PCI

GRANVILLE &
BROADWAY

Project #
216063.01

05 DEC 2018

OFFICE
LEVEL 2 ALT B

1/16" = 1'-0"

A207

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\\MCM\ARCHITECTS\COM\MCM\DATA\51\MCM\PROJECTS\2018\216063 - GRANVILLE & BROADWAY\7 PRODUCTION\7.1 AUTOCAD\216063_A207_LEVEL 2 ALT B.DWG | 05 Dec 2018 - 3:36 PM | JPARK

GRANVILLE STREET

LANE

LANE

OFFICE
14,240 sq.ft.

ROOF

EL. 263.5'
(X.XX m)

W BROADWAY AVE

MCM

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PCI

GRANVILLE &
BROADWAY

Project #
216063.01

05 DEC 2018

TYPICAL
OFFICE ALT B
LEVEL 3-4

1/16" = 1'-0"



A208

GRANVILLE STREET

LANE

LANE

OFFICE
11,925 sq.ft.

ROOF

EL.287.5'
(X.XX m)

COMM.

WR

ELEC.

WR

25'-10 7/8" [7.9m]

30'-0" [9.1m]

15'-4" [4.7m]

9'-8" [2.9m]

25'-0" [7.6m]

25'-0" [7.6m]

25'-0" [7.6m]

30'-0" [9.1m]

35'-0" [10.7m]

28'-8 1/2" [8.7m]

W BROADWAY AVE

M C M

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Cattell
Mackey
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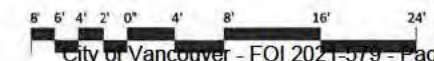
GRANVILLE &
BROADWAY

Project #
216063.01

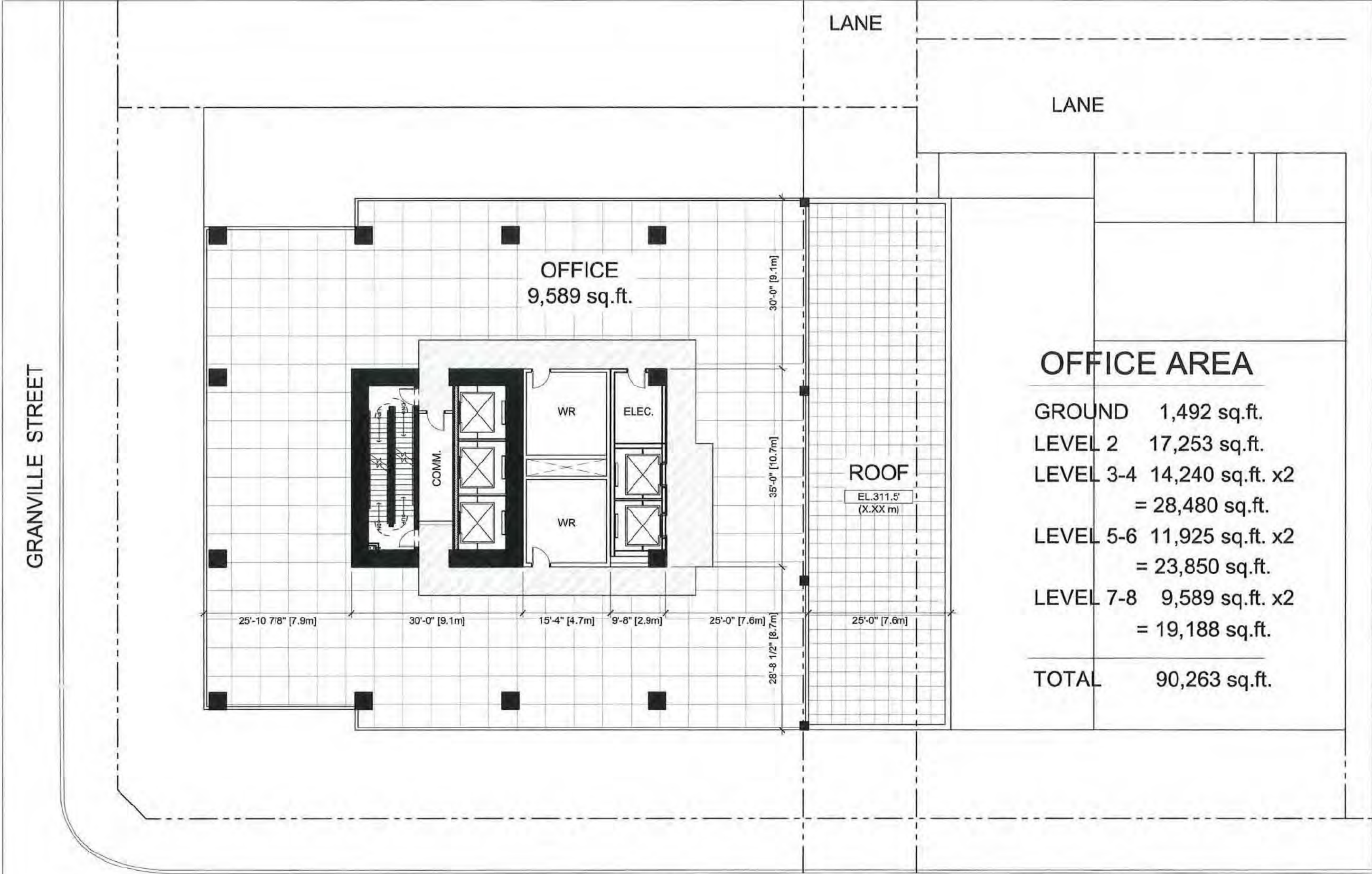
05 DEC 2018

TYPICAL
OFFICE ALT B
LEVEL 5-6

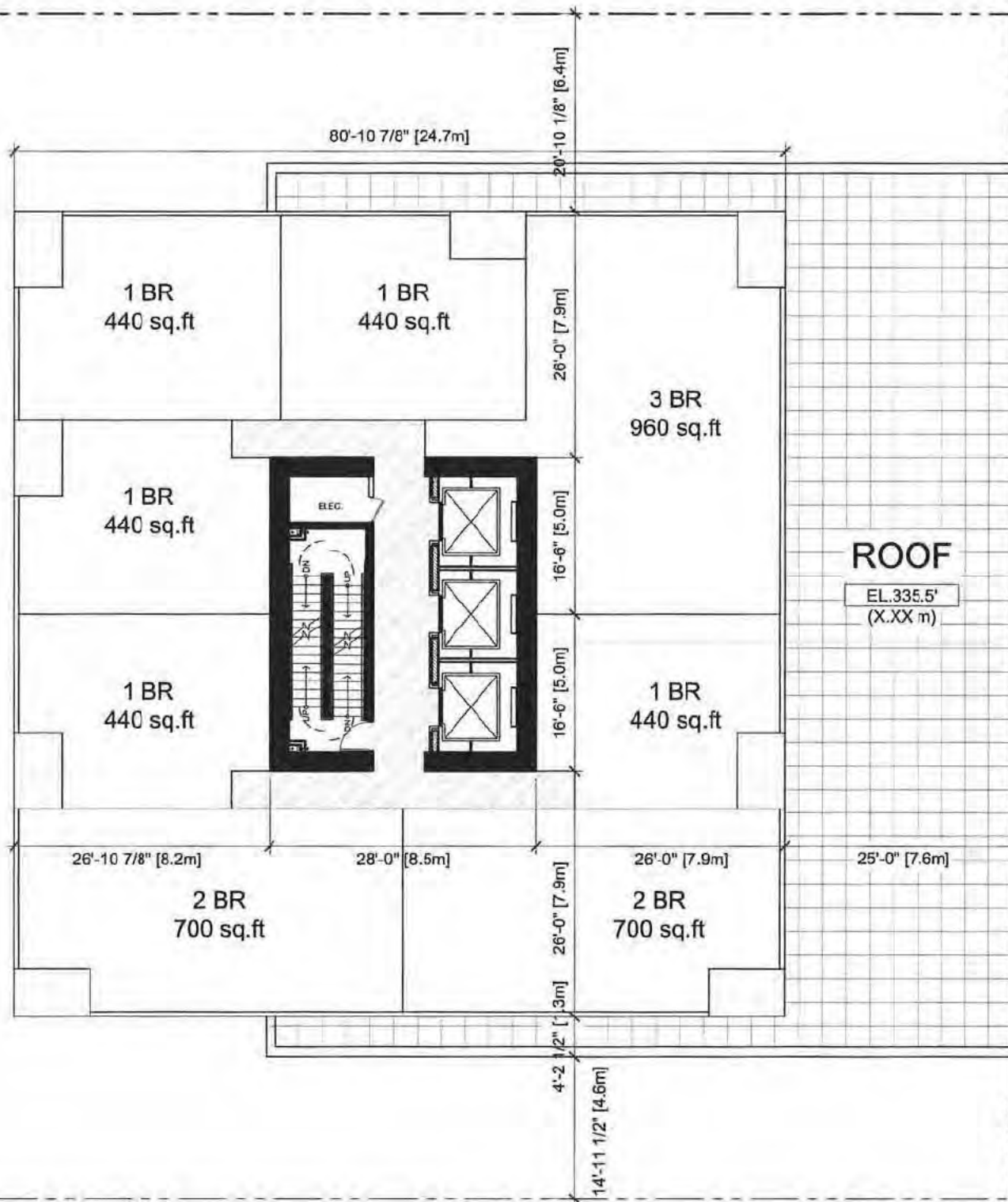
1/16" = 1'-0"



A209



TYPICAL RESIDENTIAL PLAN 6,557 SQ.FT.



LANE

LANE

GRANVILLE STREET

W BROADWAY AVE

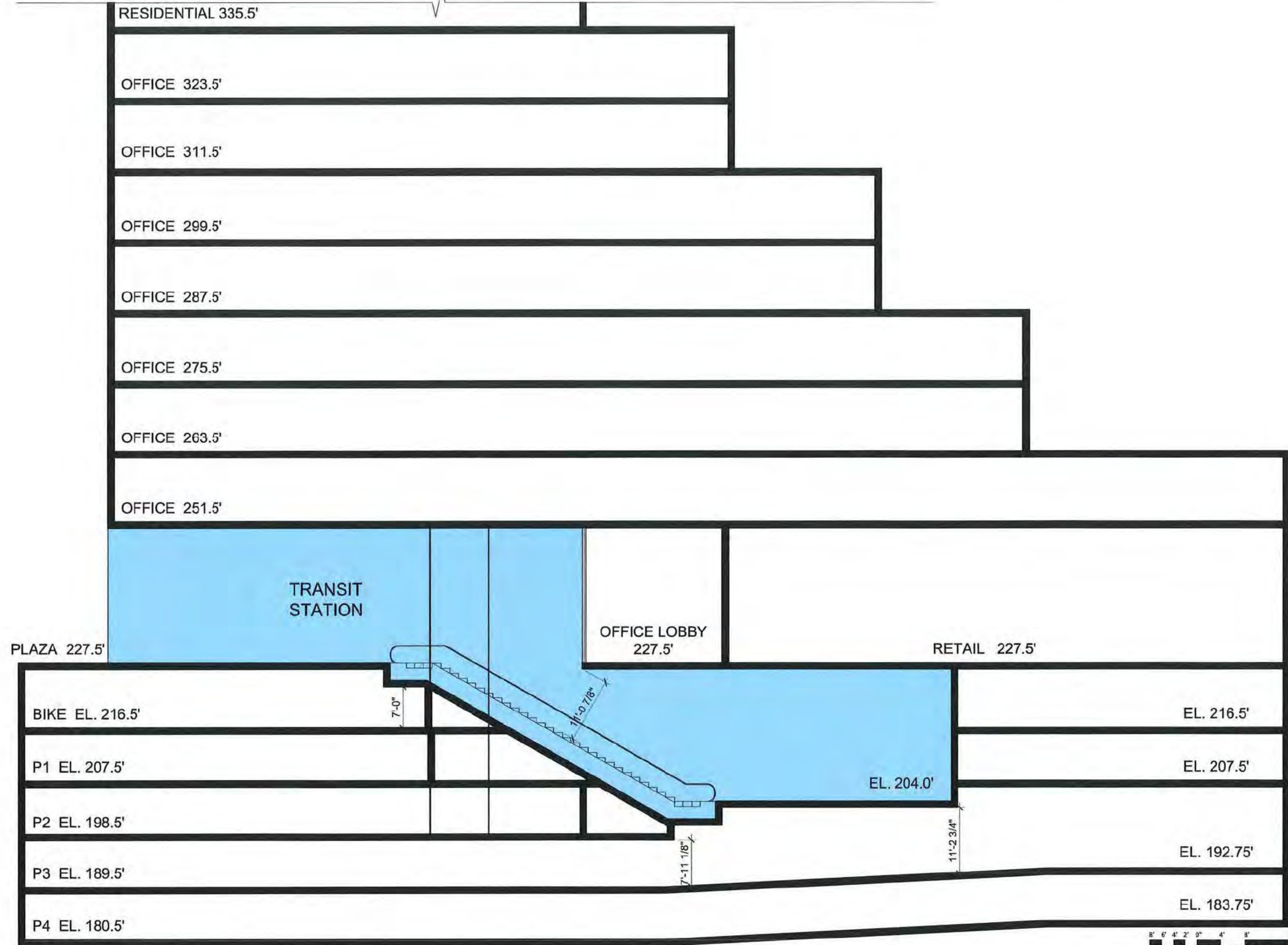
30 FLOORS

25 3BR 10%

60 3BR 25%

160 3BR 65%

245 SUITES TOTAL



SHADOW STUDIES



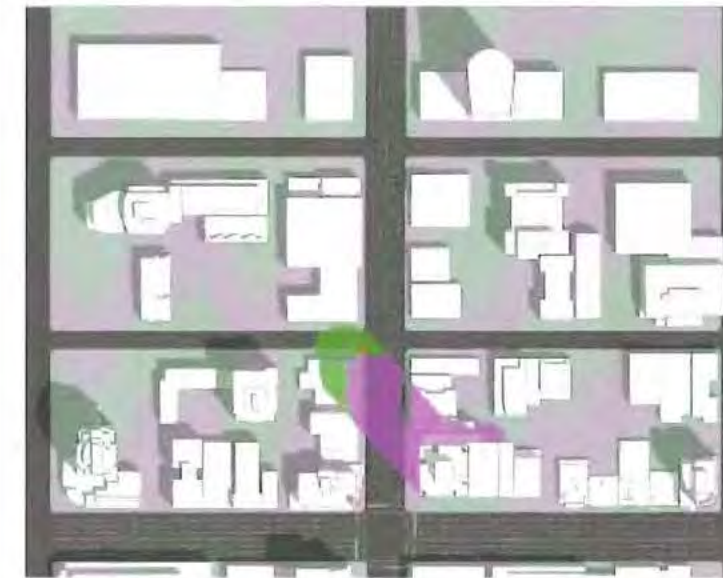
11:00 AM



12:00 PM



1:00 PM



11:30 AM



12:30 PM



1:30 PM

- SHADOW BY PROPOSAL ON GRANVILLE ST SIDEWALK
- PROPOSED BUILDING HEIGHT
- 300 FT BUILDING HEIGHT



11:00 AM



11:30 AM



12:00 PM



12:30 PM



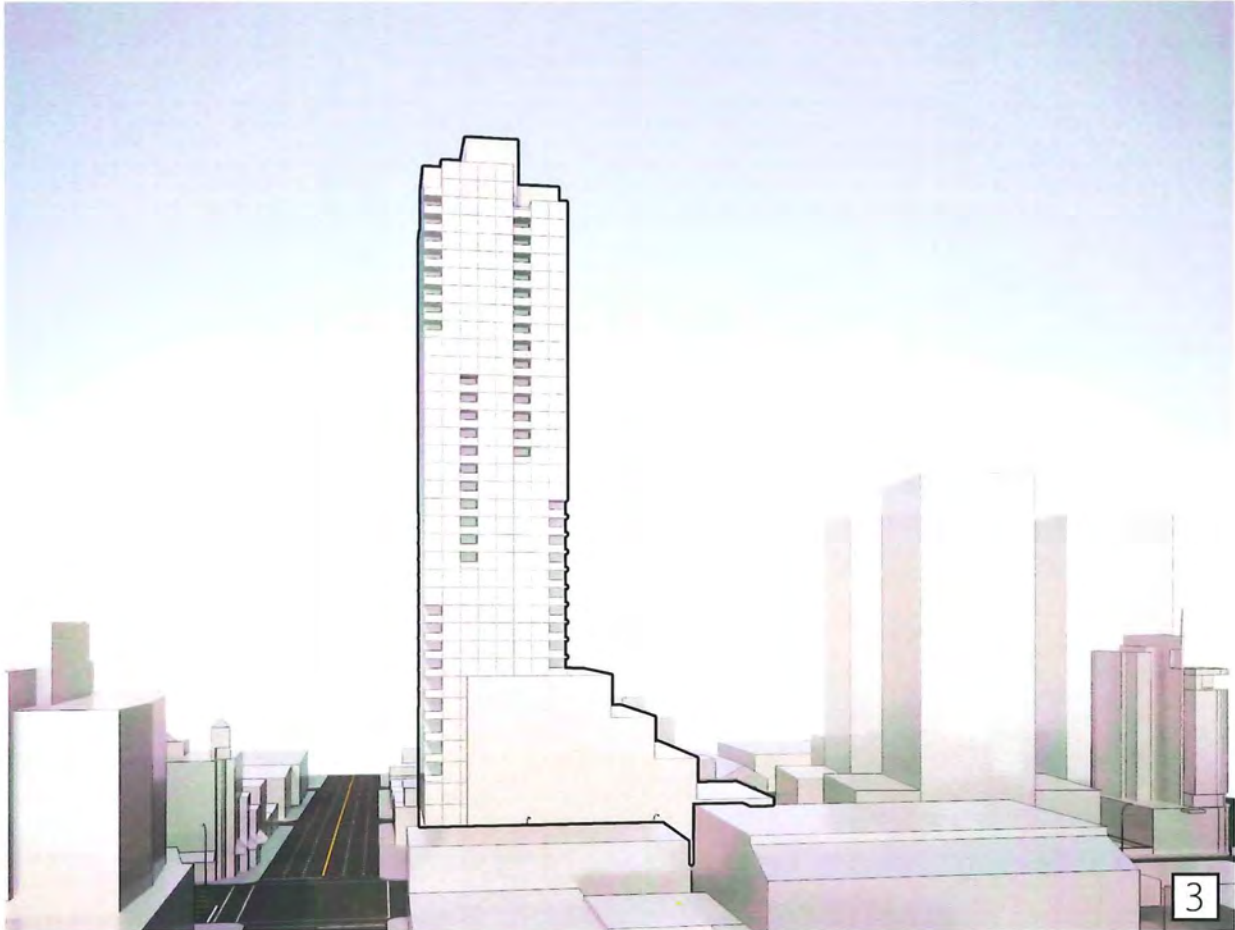
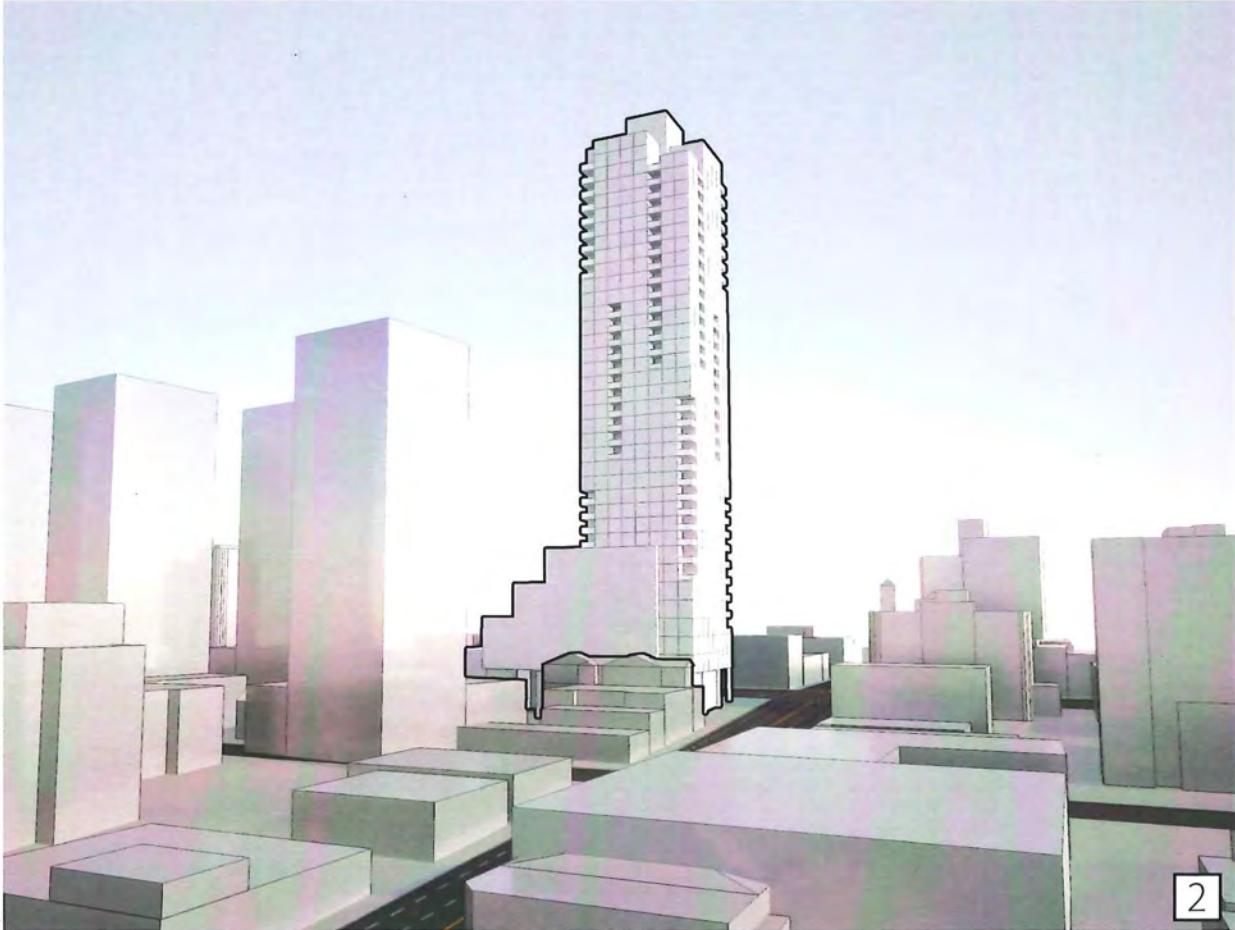
1:00 PM



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-  SHADOW BY PROPOSAL ON GRANVILLE ST SIDEWALK
-  PROPOSED BUILDING HEIGHT
-  300 FT BUILDING HEIGHT

MASSING

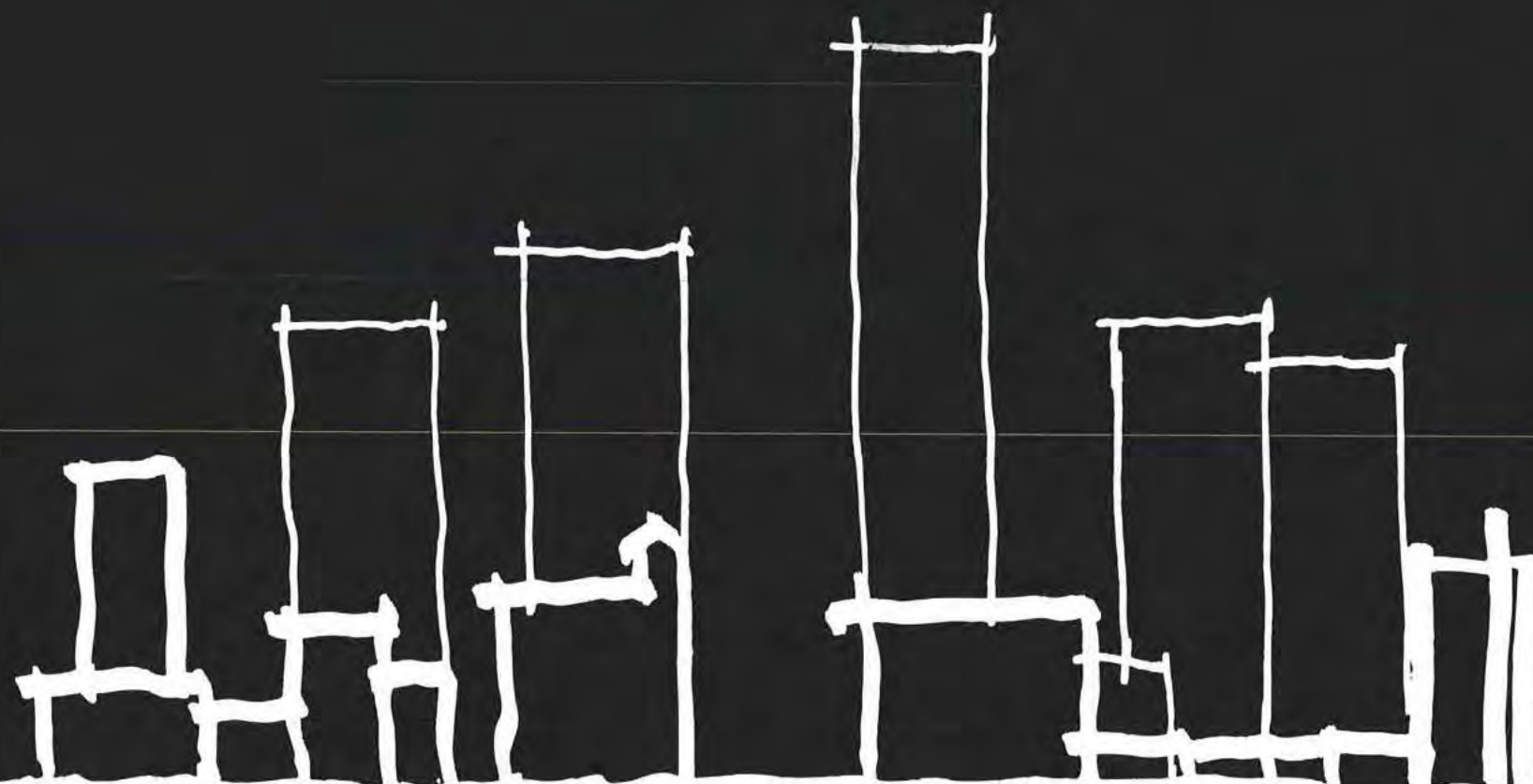




1. VIEW TOWARDS NORTH-EAST.
2. VIEW TOWARDS SOUTH-EAST.
3. VIEW TOWARDS NORTH.
4. VIEW TOWARDS NORTH-WEST.
5. VIEW FROM THE INTERSECTION OF
BROADWAY AND GRANVILLE.
6. VIEW TOWARDS WEST FROM BROADWAY.

*The massing shown is preliminary. PCI and MCM acknowledge the site's prominent location and high degree of visibility; as such PCI and MCM are committed to working with the city to develop a high quality and creative architecture that will provide a strong contribution to the area.





**Musson Cattell Mackey Partnership
Architects Designers Planners**

<http://mcmparchitects.com>