CITY OF VANCOUVER
PLANNING & DEVELOPMENT SERVICES

DEVELOPMENT PERMIT STAFF COMMITTEE REPORT
MAY 20, 2015

FOR THE DEVELOPMENT PERMIT BOARD
JUNE 1, 2015

520 EAST 1ST AVENUE (COMPLETE APPLICATION)
DE418832 – ZONE CD-1

TP/DL/TT/DA/LH

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:	**Also Present:**
J. Greer (Chair), Development Services	T. Potter, Urban Design & Development Planning
M. Holm, Engineering Services	D. Lee, Development Services
	T. Tenney, Development Services
	D. Autiero, Development Services
	C. Joseph, Engineering Services
	K. Mulji, Engineering Services

APPLICANT:	**PROPERTY OWNER:**
EllisDon Corporation	Emily Carr University
Attention: Bruce Blair	Attention: Carey Prokop
#150-13775 Commerce Parkway	1399 Johnston Street
Richmond, BC	Vancouver, BC
V6V 2V4	V6H 3R9

EXECUTIVE SUMMARY

- **Proposal:** To develop this site with a four-storey institutional building of approximately 26, 000 m^2 for the Emily Carr University of Art and Design located on the Great Northern Way Campus. Integral to the design of the institutional building are key public realm deliverables of the Structure Plan for the Great Northern Way Campus (Structure Plan) including: St. George Plaza, the pedestrian spine, the bikeway that is part of the Central Valley Greenway. The site will be graded to meet the interim grades in the Structure Plan. The Emily Carr University of Art and Design provides facilities for 1800 students, 101 faculty, 151 support staff and 155 continuing studies staff. No on-site parking is provided; instead, surface parking is proposed through a series of off-site parking agreements.

See Appendix A Standard Conditions
Appendix B Standard Notes and Conditions of Development Permit
Appendix C Plans and Elevations
Appendix D Applicant's Design Rationale and Landscape Rationale

- **Issues:**

1. Public realm interface along the pedestrian spine;
2. Internal and external accessible design;
3. Height;
4. Roof design;
5. Parking and bicycle parking.

- **Urban Design Panel: Support (5-1)**

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DE418832 submitted, the plans and information forming a part thereof, thereby permitting the development of a four-storey institutional building for the Emily Carr University of Art and Design, subject to Council's approval of the Form of Development and the following conditions:

1.0 Prior to the issuance of the development permit, revised drawings and information shall be submitted to the satisfaction of the Director of Planning, clearly indicating:

1.1 design development of the south elevation's interface with the pedestrian spine, including grading, to be substantially revised to accommodate a pedestrian spine that meets the adopted final grades of the Great Northern Way CD-1 Guidelines*;*

Note to Applicant: the current design of the library and discharge exit rely on flattening the pedestrian spine which is inconsistent with the adopted final grades of the Structure Plan. See Figure 2 of the Great Northern Way CD-1 Guidelines. See also condition 1.2.

1.2 design development to improve the accessible design for the project, including inside and outside paths of travel, as follows:

i. provide a north/south accessible path of travel at/near the west property line (see standard condition A.2.7);
ii. improve the configuration of the ramp at the main entry to provide a more direct path of travel from the plaza to the main building entry;
iii. design development to provide an approvable concept plan for the pedestrian that is:
    a. uniformly sloped at 5%;
    b. free of stairs and guardrails;
    c. consistent with the Great Northern Way CD-1 Guidelines; and
    d. to the satisfaction of the Director of Planning and the General Manager of Engineering Services (see Engineering Condition A.2.23).
iv. design development to provide an elevator core in closer proximity to assembly spaces.

Note to Applicant: See also Engineering Conditions A.2.6 and A.2.22. With respect to item 1.2.iv, this can be achieved by relocating the proposed elevator cores, separating the elevators, or with the addition of another elevator to enhance the path of travel from off-site parking north of the building to the key assembly spaces.

1.3 design development of the building to comply with the maximum building height of 22.86 m as set forth in section 6.2 of the CD-1 By-law;

Note to Applicant: The roof screening, skylights and mechanical penthouse are over height. See standard condition A.1.4 for further clarification.

1.4 design development of the roof edges on the south and north elevations to be redesigned to meet the following criteria:

i. roof expression to have integrity of form and be used to create dynamic volumes within the spaces they enclose; and
ii. design of sloped roof shapes must be edited and simplified.

Note to Applicant: the current array of roof shapes are random and appear superficially applied to the building. The sloped roof shapes do not contribute to

creating interesting internal spatial volumes. A text amendment for the zoning was granted providing additional height to give applicants flexibility to explore interesting roof design and articulation. The finished roof design must demonstrate an integrity of design that affords related upper floor studios grand space and addresses the above noted concerns.

1.5 provision of sufficient parking spaces meeting the demand of the projected number of students, staff, and faculty to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: Engineering supports the current pre-SkyTrain extension parking requirements as outlined in the IBI Report entitled *Parking Demand for Great Northern Way Campus* of October 31, 2013. Should any key assumptions within the report be updated, altered, or changed, the parking and loading requirements will be re-examined accordingly. This may lead to an increase in the parking and loading requirements. Engineering does not support the post-SkyTrain parking demand outlined in the IBI Report; a revised report must be submitted addressing comments previously sent to Great Northern Way Trust (December 2014). Further to this, consideration must be made for provision of parking during the construction of SkyTrain, as the majority of surface parking proposed will not be available during this period. See also Standard Condition A.2.12.

1.6 provision of enclosed Class A bicycle parking to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: The Class A bicycle parking must meet the by-law requirements. Proposed bicycle storage spaces must be well-lit, protect bicycles, and provide a safe environment for cyclists. All bicycle storage spaces should have direct and convenient access in close proximity to an end-of-trip facility. Additional end-of-trip facilities may be required to meet the above criteria.

1.7 provision of a schematic design to the satisfaction of the Director of Planning and the General Manager of Engineering Services that incorporates the final grading outlined in the Great Northern Way CD-1 Guidelines (structure plan);

Note to Applicant: The final grading will affect the building on the north and west elevations. The schematic design must demonstrate that the final phase of grading has been fully considered, that any and all of the building's interfaces can successfully accommodate future grades, and also quantifies and remedies all impacts on public realm treatments, street services, and utilities. This design submission must include architectural, civil, and landscape drawings. See Standard Condition A.2.15.

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:

	Technical Review for:	*520 East 1st Avenue*	*DE418832*
	PERMITTED/REQUIRED	PROPOSED	
Site Size		Irregular	
Site Area		1.211 ha	
Use(s)		Institutional	
Floor Area[1]	**Total** **236,881** m²	**Total**	**26,550** m²
Front Yard[2]		South	0.80 m
Side Yard[2]		East	14.10 m
		West	3.13 m
Rear Yard[2]		North	1.93 m
Parking[3]			
Height[4]	18.29 m relaxable as per Section 6 of CD-1 (402) to 22.86 m	Top of Roof Level Parapet Top of Roof Level Screening Top of Mech. Penthouse Top of Skylight	21.55 m 24.56 m 23.50 m 24.01 m

Loading[5]	Class	A	B	C		Class	A	B	C	
	Institutional	0	10	2		Institutional	0	3	0	
	Total	**0**	**10**	**2**		**Total**	**0**	**3**	**0**	

Bicycles[6]	Class	A			B	Class	A			B
	Residential	H	V	L		Residential	H	V	L	
		36	22	14	108		90	0	0	160
	Total			**72**	**108**	**Total**			**90**	**160**

[1] **Note on Floor Area**: The total permitted floor area of 236,881 m² includes the total floor area for Sub-Area 3A and Sub-Area 3B; as outlined in the CD-1 (402) By-law. The proposed Emily Carr University is located in Sub-Area 3B. A total floor area of 26,600 m² was anticipated under the Structure Plan for the Emily Carr University.

[2] **Note on Yards:** The Great Northern Way Guidelines only specify setbacks along Great Northern Way which don't directly affect this site. The figures provided in the table above are for reference only as building setbacks from property lines are subject to review on a site by site basis as per Section 3.2.(d). of the Great Northern Way Guidelines.

[3] **Note on Parking:** The parking requirement, as outlined in the CD-1 By-law and the Parking By-law, is to be determined by the Director of Planning in consultation with the City Engineer. Staff supports the required parking being provided off-site through a parking agreement and several conditions have been included to address this provision. See Recommended Condition 1.5 and Engineering Condition A.2.12.

[4] **Note on Height:** Height has been calculated to four different locations on the roof; three of which have been identified as exceeding the permitted maximum of 22.86m. Refer to Standard Condition A.1.4.

[5] **Note on Loading:** A total of 10 Class B and 2 Class C Loading spaces are required. Based on the report provided by IBI on current loading conditions at the existing Emily Carr University at Granville Island, it was determined that 3 Class B spaces would be sufficient to serve the new campus location; 3 Class B spaces are currently proposed.

[6] **Note on Bicycles:** All Class A bicycle spaces are currently all shown as horizontal spaces. Refer to Standard Condition A.1.5.

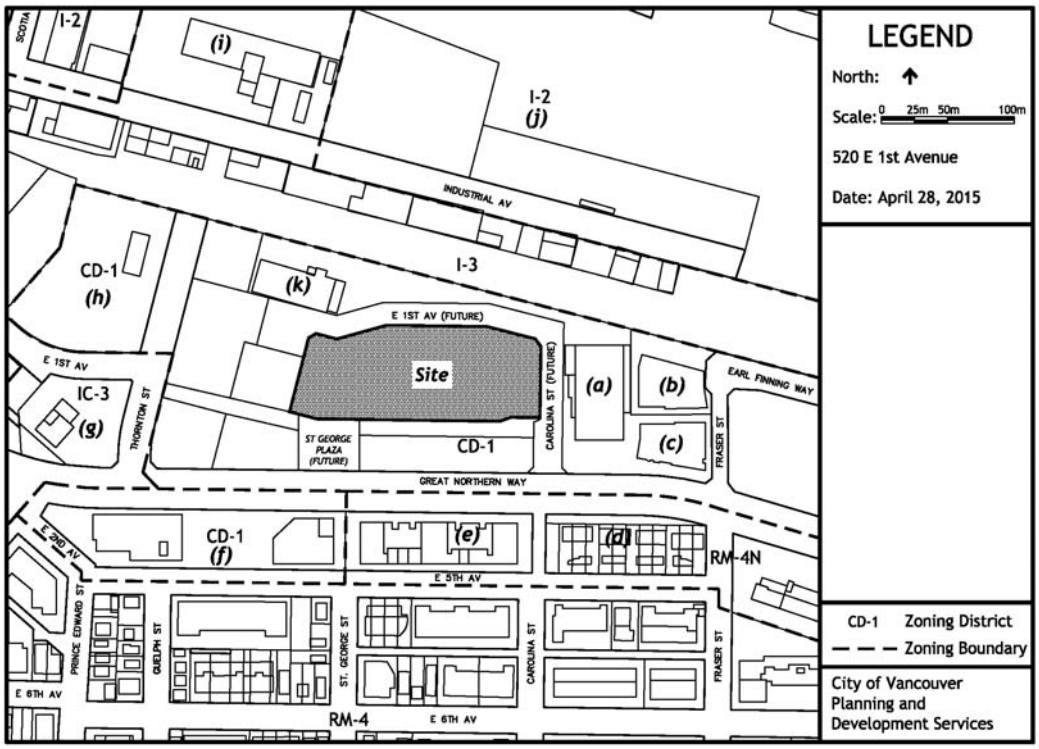
- **Legal Description**
  Lot: Q
  District Lot: 264A & 2037
  Plan: BCP39441

- **History of Application:**
  15 02 12 Complete DE submitted
  15 04 08 Urban Design Panel
  15 05 20 Development Permit Staff Committee

- **Site:** The site is an approximately 1.21 ha parcel located north of Great Northern Way, east of Thornton Street and south of the BNSF rail yard. The site has a slope of approximately 5m from the SW corner to the NE corner of the site. As a part of the Structure Plan for the Great Northern Way Campus, the site, during the course of this development will undergo substantial re-grading to raise the grades throughout the site. The site re-grading is to achieve the following: improve the visibility of the campus entry; create a level plaza at the foot of St. George Street; and to provide favourable grading for the bike facility, part of the Central Valley Greenway, that passes through the plaza.

- **Context:** Significant adjacent development includes:

(a) Centre for Digital Media (CDM|577) – 577 Great Northern Way, two-storey institution
(b) Centre for Digital Media (CDM|1933) – 1933 Fraser Street, four-storey office (approved)
(c) Centre for Digital Media (CDM|685) – 685 Great Northern Way, four-storey institution, residential and retail
(d) Northern Way Housing Cooperative – 675 E 5th Avenue, five-storey residential complex
(e) 525 E 5th Avenue, four-storey residential complex
(f) St. Francis Xavier Roman Catholic Church and School – 428 Great Northern Way, three-storey church and institution
(g) Canvas - 401 Great Northern Way, seven-storey residential and artist building (approved)
(h) 375 E 1st Avenue, vacant lot
(i) Recycling Centre - 455 Industrial Avenue,
(j) CN Rail Yards – 459-649 Industrial Avenue, industrial land
(k) Equinox Gallery, 525 Great Northern Way, two-storey warehouse and gallery



● **Background:** The Great Northern Way Campus Lands are located within CD-1 (402) which comprises 11 ha (28 acres) of land within the False Creek Flats located north of Great Northern Way, east of Thornton Street and south of the BNSF rail yard. Lot Q forms a single 5.8 ha (14 acre) subarea bounded by Fraser Street and Thornton Street; Lot Q is referred to as 'the Campus Lands'. The proposed Emily Carr University site is located within Lot Q.

Approved by Council in 1999, CD-1 (402) reflected the intent of the former owners, Finning International Inc., to develop the site as the Great Northern Way Technology Park. To accompany the CD-1, a Structure Plan and a set of Design Guidelines were developed to guide the redevelopment of the lands. When the Technology Park concept did not materialise in 2001, Finning gifted the lands to the Great Northern Way Campus Trust (GNW Trust) - a consortium of four academic institutions: UBC, SFU, Emily Carr University and BCIT.

As the vision for the site evolved, the original structure plan and guidelines did not reflect the vision of the GNW Trust or the objectives of the City. Between May and December 2013 City staff worked collaboratively with the GNW Trust and Emily Carr University to develop a revised Structure Plan and CD-1 Design Guidelines. The revised Structure Plan and CD-1 Design Guidelines are intended to offer guidance, while allowing flexibility in the design process and in implementation, on the following:

(a) Road network and walking, cycling, and motor vehicle circulation;
(b) Development parcel configuration and phasing;
(c) The Broadway Subway Line and future Station at Thornton Street;
(d) Site grading and flood control levels;
(e) Open space and park configuration;
(f) Site servicing and utilities; and
(g) Public realm design.

The revised Structure Plan did not introduce new land use or modify density (floor area) provisions. A key aspect of the revised Structure Plan includes the creation of vital open space for the campus which includes a park space at Thornton Street, a plaza at St. George, and a pedestrian spine. To enhance the performance, visibility and accessibility of these key public spaces, and to accommodate the Central Valley Greenway, the Structure Plan has requirements to raise the grades of the site. In terms of the grading of the site, Emily Carr will be constructed to meet the interim grading outlined in the Structure Plan. The interim grading condition was created to accommodate the retention of the newly renovated art gallery building housing the Equinox and Monte Clarke galleries. The final grading for the overall campus will occur after the completion of the skytrain extension. Areas and sites that are located generally to the west of the Emily Carr building will be raised to restore grades on the site, in addition to accommodate the skytrain alignment and the station box. The revised Structure Plan and amended CD-1 Guidelines were approved by Vancouver City Council on February 4, 2014 and will facilitate the redevelopment of the site as a thriving cultural and artistic district, in addition to the relocation of the Emily Carr University of Art and Design. The plan supports the City's goals to create jobs, attract investment, and revitalize the area in an environmentally sustainable way.

The Emily Carr University of Art and Design facility had been in a design process for the past two years. The project is being delivered through a Public Private Partnership. Staff were involved during the proponent selection process for the project offering ongoing urban design and policy advice through the design development phase of each of the project teams. A series of four meetings were held with each proponent team to offer them advice on built form, public open space design, site grading, and processing concerns. During the course of proponent selection, height was increased by approximately 3 m to afford proponents flexibility to accommodate the building program, and to design freedom to articulate roof design. In November, 2013, Applied Arts Partners were announced as the successful proponent for the project. The Applied Arts Partnership has benefitted from this pre-application advice during this timeframe, in addition to numerous collaborative meetings in advance of, and during

the application to discuss building design, public open space design and in particular the requirements for pedestrian spine, legal agreements, and engineering servicing requirements.

● Applicable By-laws and Guidelines:

The site is subject to the CD-1 (402) By-law and the related Great Northern Way Guidelines. Both documents were updated in July 2014 and February 2014 respectively, a summary of which has been discussed in the above background section. The Emily Carr facility is within Sub-area 3B wherein the by-law permits an aggregate of 236,881 m^2 for a variety of uses, including: high tech, industrial, office, service institutional, service, retail, live-work, and hotel uses. For the purpose of height the site falls within Sub-area 2 which has a permitted height of 18.29 m, relaxable to a maximum of 22.86 m. The Guidelines, unlike most design guidelines, do not contain substantial form of development parameters. Rather, these Guidelines contain general performance criteria to support the making of a creative campus including the creation of a successful public realm and open space that enhances the campus life and also benefits the neighbourhood.

Some key principles and goals of the Guidelines are:
(a) create a strong sense of place for an emerging arts campus;
(b) create a pedestrian spine and public open space to enhance wayfinding and link buildings to open spaces and a future transit station;
(c) provide a high degree of amenity and open space for students;
(d) establish new grades to better integrate the site to the surrounding neighbouhood;
(e) buildings that are greater than 250' in length are to be broken down into smaller increments.

● Response to Applicable By-laws and Guidelines:

Density and Use: The Emily Carr facility is located in Sub-area 3B wherein the by-law permits an aggregate of 236,881 m^2 for a variety of uses as described above. The proposed floor area of 26,600 m^2 for the Emily Carr facility is well within this limit.

Built Form: The proposed development on the Lot Q site consists of a four-storey building located to the north of Great Northern Way and to the west of Carolina Avenue. The design of the building has been sculpted in plan and elevation to articulate the mass in four distinct elements that are intended to create a series of "neighbouhoods" within the building. At the southeast area of the site, the building has been substantially set back from property lines to create the "east arts plaza". The entry to the building from this plaza has a dramatic overhang above. This plaza is intended to perform as a multi-purpose plaza.

Moving westward along the south elevation of the building, the library, which is composed in a double height volume, is located along the pedestrian spine. An exit stair adjacent to the library is also located in this area. The proposed pedestrian spine is flat wherever it is adjacent to the library space. The pedestrian spine begins to ascend through a series of ramps and stairs and landings that occur to the exterior of the computer lab located on level 1. The pedestrian spine meets the St. George Plaza which is graded generally at a geodetic elevation of 8.75 m. The Great Northern Way Guidelines intend for the pedestrian spine to be accessible; free of stairs and guardrails. This will warrant a maximum slope of 5% to avoid guardrails. Staff have requested further design development to the pedestrian spine and any areas of the south elevation that are affected by this requirement. (See Recommended Condition 1.1).

The main entry of the building is situated off the St. George Plaza. This main entrance of the university is located on level 2 and will serve as the front door to the institution. The gallery and lecture hall are located near this entry. An accessible ramp has been provided for the main entry. The western orientation of this ramp is well suited to make an accessible path of travel needed to serve a future skytrain station at Great Northern Way and Thornton Street. Staff have requested further design

development to provide a more direct accessible path of travel connecting the main entry to the plaza. (See Recommended Condition 1.2).

A setback has been provided from the west property line and the building has a sculpted profile along this interface. There are no active uses along this elevation of the building. This is a building elevation that will need to accommodate a change in grade during the post-SkyTrain phase of the site development. Within this setback area of the site, the proposal has located Class B bicycle parking. Staff have requested further design development to provide an accessible north to south path of travel in this area of the site. (See Recommended Condition 1.2).

Architecture: As noted above, the design of the building has been sculpted in plan and elevation to articulate the mass in four distinct elements that are intended to create a series of "neighbouhoods" within the building. The south elevation of the building is expressed as a series of roof shapes that are sloped and punctuated by flat roof box shapes at each end of the building. The buildings are clad primarily in metal that is treated in two different ways: a panel treatment and a standing seam material. The sloped roof elements have been used as an edge treatment of the roof to screen the mechanical equipment. Beyond the sloped roof elements is the large flat roof of the building with its related mechanical penthouses and skylights. This edge treatment of the roof as proposed appears as a façade treatment and does not serve to create solidity and integrity of the building form. Further, with the slope roof only occurring at the edges of the building, it does not serve to create interesting space inside the building. During the re-crafting of the structure plan, additional height was added to this site in order to allow applicants greater flexibility to accommodate building program and to explore with form. Two areas appear to be overheight at the mechanical screening and skylight areas. Staff have requested further design development for the building to comply with the maximum height and to redesign the roof to demonstrate an integrity of roof form by having sloped roof areas contribute to creating higher vaulted spaces within the level 3 spaces beneath. (See Recommended Conditions 1.3 and 1.4).

Public Realm: The design of the proposed Emily Carr building and the related public realm will rely heavily on the design of the public realm of the Structure Plan for the campus and, in particular, the St. George Plaza and the pedestrian spine. As discussed above, the design for the pedestrian spine will require that the public realm interface outside the library area be substantially revised and redesigned. The proposed design of the east arts plaza delineates a pattern of pavers and cast concrete bands that serve well to give a sense of scale to the plaza. A detailed design proposal will be required for the St. George Plaza and pedestrian spine and will need to be provided in order for the design of the east arts plaza to be seamlessly integrated together. Some aspects of the public realm for the project will be affected by the re-grading of the site that will occur subsequent to the completion of the skytrain. Building interfaces, entries, landscape treatments, bike storage areas, and similar elements will need to addressed and incorporated into a design that reflect the final grading condition of the Structure Plan. Staff have recommended that the applicant provide an overall schematic design that demonstrates that the design for the building and public realm elements can be accommodated with the site graded to the final grades in the Structure Plan. (See Recommended Condition 1.7).

Sustainability: With a site size of 1.21 ha and new development floor area of 26,550 m^2 the Emily Carr project is a large development, however, since the application is not within a rezoning process, it is not subject to the Rezoning Policy for Sustainable Large Developments. The Emily Carr project, notwithstanding, is pursuing a number of sustainability measures and is on track to achieve a LEED Gold certification. The key component of the sustainability strategy for the project focuses on energy efficiency with a focus on building envelope, thermal efficiency and window to wall ratio. With this in mind, staff have requested further design development to provide sun shading on southern exposures to mitigate solar gain. (See Standard Condition A.1.2.) In terms of energy, the Emily Carr building will have heating and domestic hot water provided by an energy plant connected to the Neighbourhood Energy Utility (NEU) system. Water use reduction is another aspect of the sustainability strategy for the project. Emily Carr has indicated they will be attempting the stormwater quality control credit

through their LEED certification. (See Engineering Condition A.2.29). A green roof is not contemplated for this proposal.

● **Conclusion:**

Staff consider this development proposal will be a unique contribution to the campus at Great Northern Way and introduce a use that will instill a great deal of vitality and creativity to the neighbourhood. Staff recommend support of the proposed application subject to meeting the recommended conditions of approval, and in particular the condition to address the interface of the pedestrian spine with the building, that are outlined in this report.

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on April 8, 2015, and provided the following comments:

EVALUATION: SUPPORT (5-1)

- **Introduction:** Tim Potter, Development Planner, introduced the proposal for site located inward from Great Northern Way and Carolina Avenue. He noted that the Burlington Northern Railway is located to the north of the site and the Central Valley Greenway, a regionally significant greenway, passes through the site at St. George Plaza. As well at Thornton Avenue and Great Northern Way, a future SkyTrain station is planned. Mr. Potter explained that the development application is to construct an institutional building for the Emily Carr University of Art and Design. Parking will be provided through a series of off-site parking agreements and Class A bicycle parking is being provided towards the eastern edge of the site. The main entry will be located off St. George Plaza and the pedestrian spine and connector will be designed and provided by the Great Northern Way Trust.

  Advice from the Panel on this application is sought on the following:
  Comments were sought on the proposed form of development for this Development Application in general, and in particular:
  1. Taking into consideration the design parti of the building being composed of four buildings brought together as a single building, comments were asked on:
     a) the proposed massing as an expression of the design parti;
     b) the massing as it relates to outside space; and
     c) the proposed roof design as it relates to building massing
  2. The pedestrian movement for the campus is a key element and must be fully accessible, comments were asked on:
     a. the interface of the proposed building to the pedestrian spine;
     b. the success of the Emily Carr Main entry and its relationship to the St. George Plaza in terms of the design and placement of stairs and ramps.
  3. The expression and use of materials and the composition and placement of windows relative to views and solar exposure.
  4. The overall landscape design and treatment of the public realm.

  Mr. Potter took questions from the Panel.

- **Applicant's Introductory Comments:** Don Schmitt, Architect, further described the proposal with a Power Point presentation. In describing the architecture he noted that the design provides places for informal gathering, discussion and the needs of the student and facility. The transparency of the building allows for sight lines into the building and allows for more open space around the site. There is an eastern plaza and principal entry from St. George Plaza with transparent views into the building. The massing is broken down to articulate four distinct elements creating various spaces

within the building. As well the roofline has a series of projecting elements including the screening of the roof top mechanical units. Mr. Schmitt described the material palette noting the use of glass, metal panel and standing seam. He added that the colour palette is currently under development and will bring additional vitality to the building.

Ryan Bragg, Architect, explained that they have been looking at what the pedestrian spine will look like as well as the two plazas. The plan is to bring people from Great Northern Way into the building by flattening out the spine to make the site more accessible. The large terraces will allow for meaningful public spaces. He added that the pedestrian circulation is still being refined.

Gerry Eckford, Landscape Architect, described the landscaping plans and mentioned that the plan is to provide spaces for social, educational and creative needs of the campus population. They want the space to be as flexible as possible. Mr. Eckford explained that the plant material focuses on native plantings that relate to the First Nations culture. At the north corner there is bicycle storage with an entry and seating space. Large stairs come up into the main entry and have an amphitheater seating that looks onto St. George Plaza.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
  - Design development to have the exterior more strongly connected to the interior;
  - Design development to improve the sculptural quality of the design;
  - Design development for more clarity of connections between floors;
  - Design development to improve the main entry sequence;
  - Consider solar control for the south façade;
  - Design development to improve interior/exterior connection to the various plazas.

- **Related Commentary:** The Panel supported the proposal and were excited to see the creation of a new home for Emily Carr University.

  The Panel supported the proposed massing and exterior expression but thought it could be more strongly connected with the interior layout. As well they thought there could be more opportunities for indoor/outdoor relationships on the grade elevation. Some Panel members thought the elevational form seemed tacked on and that there should be more depth to the sculptural roof. As well they thought there should be more clarity of connections between the floors especially floors one and two. The Panel supported the material and colour palette and thought it would make for a dynamic expression.

  Some Panel members thought the main entry could be improved as they felt there were too many stairs and ramps. As well they thought the connections from the SkyTrain Station to the campus needed to be clarified.

  There was support for the window treatments as they thought they were playful and the placement of the windows was successful. However, they thought there was an opportunity in terms of solar control especially on the south face.

  Although the Panel supported the landscaping plans, they thought there were opportunities for an inside/outside experience that wasn't being taken advantage of along the south side. There was some concern regarding the 5% ramp and thought it was going to be a challenge. As well they wanted to see some weather protection along the edge of the building for pedestrians. The Panel felt that the east plaza was the more successful of the two plazas and had a good relationship to the entry. However they wanted the east plaza to connect both levels one and two.

Some Panel members wanted to see more seating opportunities in the plazas. As well, they thought the Aboriginal plaza was somewhat token and needed to be pulled together with other elements in the building to give it more connection.

Some Panel members thought the roofscape could be improved and the irregular form of the centre piece could be more regular. However there were a number of Panel members who liked that the roof form was unexpected and out of the ordinary.

- **Applicant's Response:** Mr. Schmitt said he appreciated the Panel's comments. He agreed that it was a challenge regarding the grades around the perimeter of the building and how to deal with that in terms of transition so that the building is not below the public realm. He also agreed that they would like to have St. George Plaza at the level of the second floor but that wouldn't align with the building elements. He said they would continue to work to improve the elevations. Mr. Schmitt mentioned that they would take into account sculpting the building to strengthen the project as well clarifying the parti. Mr. Burnett noted that on the west side the unifying element is the auditorium and that they are trying to create an east/west connection. He added that the idea is that the public areas are connected to each other.

ENGINEERING SERVICES

The proposed development is situated in the Great Northern Way Campus Lands that are adjacent to the existing Central Valley Greenway, within 1 km of the Clark Drive SkyTrain Station, 500 metres of Main Street, and on the 84 bus route. As such, the development is well-positioned to have good levels of cycling and transit use.

The current parking requirement of 160 spaces has been generated by assessing projected student, staff, and faculty numbers with the change in context for Emily Carr University (ECU), and assumes existing transit service. Engineering Condition A.2.12 seeks confirmation of the exact numbers of students, staff, and faculty.

Both the structure plan and the City's Transportation 2040 plan anticipate an extension of the Millennium SkyTrain Line to pass across the north of the Campus Lands and include a station at the intersection of Thornton Street and Great Northern Way. The proposed location for parking are surface stalls throughout the GNW Campus site. Once the SkyTrain extension is operational, given the increased convenience, transit capacity and connectivity to the Campus, overall parking demand is expected to reduce. Engineering Condition A.2.14 seeks to resolve both pre- and post-SkyTrain parking demand. While staff accept the pre-SkyTrain parking assessment, staff are not satisfied with the current assessment of post-SkyTrain parking demand and will continue to work with the applicant to develop a standard that can be applied to satisfy this condition.

The grading on the Lot Q site currently creates a large escarpment along the west and south edges, with the majority of the private property at approximately 5m elevation, and the surrounding roads (Great Northern Way and Thornton Street) varying from 5m to 13m elevations. The final site grades seek to create a more gradual grade change across the site. Due to the requirement to retain several existing buildings in the short term and the anticipated SkyTrain construction, interim grades were developed. After SkyTrain construction, a portion of the new road – East 1st Avenue – will be raised to bring the western portion of the site to its final grade; Engineeering Condition A.2.15 requires the Emily Carr development to be able to accommodate the grade changes along the west and north side of the property in the future.

SkyTrain construction is expected to disrupt the Lot Q site for an extended period of time, and as such, several temporary measures have been considered. Several utilities are anticipated to be cut off by construction, including the Neighbourhood Energy Utility; Engineering Condition A.2.26 will reserve space within an area of the site not impacted by SkyTrain construction to house a temporary boiler

plant in the event the NEU service is cut off. Engineering Condition A.2.21 is for a temporary Public Bike Share Location, in a location that can survive the construction of SkyTrain; it is expected that the final PBS location will be delivered in close proximity to the SkyTrain station.

The Great Northern Way CD-1 Guidelines discuss maximizing permeable surfaces to reduce stormwater runoff and recharging groundwater and considering on-site stormwater management. Through the detailed design process for the on-site roads and utilities, Engineering has worked with GNWT and their consultants in achieving key components of the City's Integrated Stormwater Management Plan (which is still a working document), including the following:

- Infiltration trenches are being constructed where possible along the proposed East 1st Ave and Carolina Street road dedications within the campus. The trenches are designed to capture rainwater runoff from the roads and sidewalks and to allow for opportunity for runoff to infiltrate into the soil for groundwater recharge. Larger storm events will overflow into the municipal storm system;
- A rain garden is proposed at the northeast corner of the East 1st Avenue and Carolina Street intersection. This feature will similarly promote the groundwater recharge in the area through rainwater infiltration. Rain gardens were not proposed for the western portion of East 1st Avenue as this is not anticipated as permanent; during the detailed design process for the final road delivery post-SkyTrain, Engineering will review opportunities to add rain gardens; and

Furthermore, Engineering Condition A.2.29 requires the Emily Carr development to meet the City's Green Buildings Policy initiatives with respect to on-site stormwater management.

Class A bicycle parking is intended to provide for safe, secure, covered parking for students, staff, and faculty. Typically located inside of a building, it is meant to be used in conjunction with end-of-trip facilities including change-rooms and showers. The current proposal provides two covered Class A bike parking enclosures outside of the main building, one at the west end of the building and one at the east. In contrast, only one end-of-trip facility is proposed situated in the west end of the building. Staff recommend that the Class A bike parking and end-of-trip facilities can be optimized by either the an additional end-of-trip facility serving those spaces at the east of the building or consolidation of the Class A bike parking closer to the single facility. See Recommended Condition 1.6 and Engineering Condition A.2.25.

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

LANDSCAPE

As the first phase of a thriving educational and cultural campus, the Emily Carr building will establish baseline public realm standards, grades, movement patterns and connections. The landscape conditions of approval, and included in Appendix A, reflect the following themes: refinements of submission; opportunities and challenges identified by Urban Design Panel; function and quality of the public realm; and, pedestrian movement and safety. There are notable grade challenges to be resolved to the site perimeter and additional measures to ensure seamless integration beyond the site boundary and to future projects. Plaza design will require additional analysis of circulation, program enhancement and material choice.

PROCESSING CENTRE – BUILDING

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 Processing Centre-Building 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

On April 6, 2015, 836 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the city's website. A total of five emails were received providing comments and concerns with regards to the application.

The issues raised include:

- Increase in traffic on Great Northern Way and surrounding streets;
- Lack of on-site parking;
- Insufficient bicycle parking spaces;
- Concern regarding the proposal's response to sustainability issues, including stormwater management;
- Remediation of the site.

Staff Response:

Through a separate parking agreement, 160 parking spaces will be provided off-site on surface lots on the campus site. This rate was determined by assessing the projected number of students and faculty, and takes into account existing transit service. As noted in this report, the Structure Plan and the City's Transportation 2040 plan anticipate an extension of the Millenium Line SkyTrain including a new station to be located adjacent to the Emily Carr site. Once that extension is operational, demand for parking will decline.

Bicycle parking will be required to meet the regulations outlined in the Parking By-law. The application currently meets the required number of Class A and Class B bicycle spaces. Conditions have been added to ensure that those spaces are designed and provided in accordance with the Parking By-law.

The application is seeking to achieve LEED Gold certification and has included a number of sustainability measures in the design to address energy efficiency and water use reduction. Engineering Condition A.2.29 requires the applicant to address on-site stormwater management.

It should be noted that due to the configuration of the existing storm sewer network and development plans, creek daylighting within the Emily Carr development is not possible. However, Engineering has worked with the owners of Lot P (located west of Lot Q at East 1st Avenue and Thornton street) to preserve a corridor for the future daylighting of Brewery Creek to the west of the Emily Carr site.

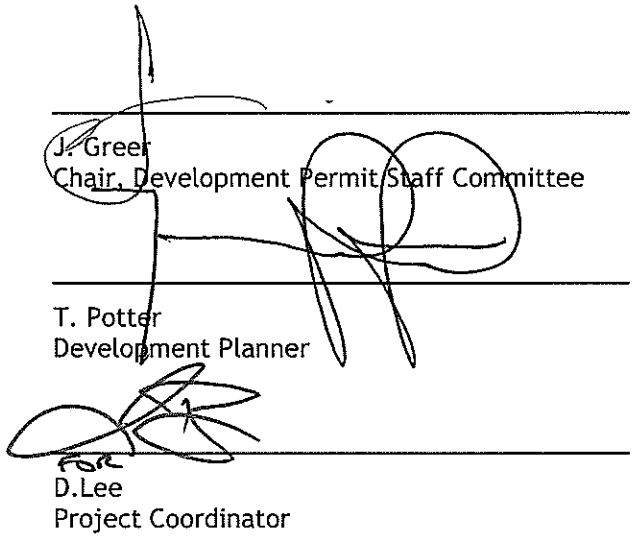
The Great Northern Way campus has two BC Ministry of Evironment (MoE) Instruments (ie. legal documents) confirming the environmental condition of the site meets the applicable Contaminated Sites Regulation (CSR) site use standards. Based on activities and MoE Instruments obtained to-date, the existing campus and surrounding sites have been remediated to the appropriate remediation standards. Also, areas with proposed land-use changes have obtained new MoE Instruments to ensure remediation to applicable standards as required. Future remediation work will be conducted in accordance to Ministry regulations and will not place future students at risk during this process.

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 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 per Section 5.2 of the Parking By-law. The Staff Committee supports this relaxation.

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



J. Greer
Chair, Development Permit Staff Committee

T. Potter
Development Planner

for
D.Lee
Project Coordinator

Project Facilitator: T. Tenney

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 Conditions

A.1.1 approval of the Form of Development by City Council;

A.1.2 design development to provide solar shading to address solar heat gain on the south elevation;

Note to Applicant: Alternative sustainability measures may be considered provided equivalent performance to mitigating heat gain can be substantiated.

A.1.3 coordination of all submitted drawings and documents to ensure consistency and confirm accuracy of the application;

Note to Applicant: The Roof Plan and Elevation drawings currently identify conflicting information with elevations based off a "Level 1 Datum" of 5.000m on the Roof Plan only. All elevations shall be geodetic and reference established City Building Grades. For consistency, elevations shall be shown in the same format throughout all drawings.

A.1.4 confirmation of compliance with Section 6 – Height of the CD-1 (402) Bylaw;

Note to Applicant: The permitted height for Sub-Area 2 of CD-1 (402) is 18.29m. Although there are provisions for exclusions from height for *"…decorative roof and enclosure treatments that achieve an enhanced architectural roof expression and appropriately integrates mechanical appurtenances…"*, these items are limited to a maximum height of 22.86m.

As per Section 5 of the Great Northern Way Guidelines, building height will be measured from the anticipated final grades established within the design of the Structure Plan. It should be noted however, that a number of assumptions were made with respect to final grading throughout the site as Building Grades cannot be confirmed at this time. The structure plan specifies both Interim and Final Site Grades, while the Building Grade Plan only shows grade elevations along the east, north, and a small portion of the west property lines. Grade elevations along the south property line (Figures 10 and 11 of the Structure Plan) remain the same throughout both the Interim and Final Site Grades and as such, the elevations of 9.00m and 5.00m at the southwest and southeast corners of the site respectively have been used in order to interpolate grades and building height.

Three locations on the roof have been identified as projecting beyond the maximum permitted height and they are as follows:

i. Top of Roof Level Screening;

Note to Applicant: The sloping roof has been calculated at a height of 24.56m where it peaks along the south approximately where Gridline "10" and Gridline "F" intersect.

ii. Top of Skylights;

Note to Applicant: The easternmost Skylight has been calculated at a height of 24.01m.

iii. Top of Mechanical Penthouses;

Note to Applicant: The top of the south-easternmost Mechanical Penthouse has been calculated at a height of 23.50m.

A.1.5 compliance with Section 6 – Bicycle Spaces of the Parking Bylaw by ensuring the proper distribution of Class A spaces into horizontal, vertical, and locker spaces;

Note to Applicant: These figures are based on a maximum attendance period of 1800 students. The Class A bicycle spaces shall be further distributed into a minimum of 36 horizontal spaces, a maximum of 22 vertical spaces, and a minimum of 14 shall be in the form of a locker. Refer to Sections 6.3 and 6.4 for all design and sizing requirements of these spaces. See also Standard Condition A.2.24 and A.2.25.

A.1.6 provision of fully-dimensioned plans, elevations, and section drawings of the Class A bicycle enclosure to the east;

A.1.7 provision of one electrical outlet for every two Class A bicycle spaces as per Section 6 of the Parking Bylaw;

A.1.8 consideration to relocate the Class A bicycle spaces to be within a closer proximity to the end of trip facilities within the building;

Note to Applicant: See also Standard Engineering condition A.2.25.

A.1.9 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meters in a manner that minimizes their visual and acoustic impacts on the building's open space and the Public Realm;

A.1.10 an acoustical consultant's report shall be submitted which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria;

A.1.11 written confirmation shall be submitted by the applicant that:

i. the acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations;
ii. adequate and effective acoustic separation will be provided between the commercial and residential portions of the building; and
iii. mechanical (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize the noise impact on the neighbourhood and to comply with Noise By-law #6555.

Standard Landscape Conditions

A.1.12 design development to the east plaza to heighten pedestrian interest with special attention to materiality and programming;

Note to Applicant: the design should offer a variety of experiences, spaces for resting and gathering, a response to varying weather conditions (sun catch areas and weather protection), perimeter seating, edge treatment and strategically located planting. The hard surface treatment should be high quality, stimulating the senses with patterning or special banding to reflect the dynamic campus environment. While urban agriculture is encouraged, details of the program should be submitted. For example, a number of practical features such as tool storage, surface work areas, benches and irrigation to be considered to ensure the long term viability of the use. Consideration should be given to providing at least one, long lived species feature tree in the plaza. Further comments may be outstanding.

A.1.13 design development to improve pedestrian connections, the inside-outside relationship to grade and overall programming of outdoor space, through the following:

i. provision of a functional program plan and rationale for the east plaza area and pedestrian spine to explain the response to place making, site challenges and opportunities;

ii. provision of a pedestrian circulation and connection plan;

Note to Applicant: the plan should respond to and resolve comments made by the Urban Design Panel and to clarify type and location of wayfinding site signs, pedestrian and wheelchair routes, circulation hierarchies and connections offsite. Further comments may be outstanding.

iii. provision of a large scale vehicular and bicycle circulation plan to clarify connections to the greater context;

Note to Applicant: For example, connections to Skytrain station, Grandview Highway and future projects. The design should be visually and functionally seamless across site boundaries. In coordination with Engineering Services, ensure pedestrian safety and compatibility of movement. There should be further refinements and detailing (offsite grades, materials, contextual analysis) across site boundaries. Further comments may be outstanding.

iv. provision of large scale, detailed landscape drawings for the east side area, the west plaza, the east-west pedestrian connection;

Note to Applicant: to include, but not limited to, materials palette, retaining walls, stairs, railings, outdoor furniture, utilities, vents and lighting.

v. provision of grades (to the same detail of a 'grading plan') to be illustrated on Site plan and all Landscape plans;

vi. provision of detailed, enlarged drawings (1:100 minimum scale) to illustrate the transition (grades, materials, control joints) across the site boundary line on the east, west, north and south;

vii. consideration to introduce single or double rows of trees as a means to strengthen pedestrian corridors and way finding;

Note to Applicant: for example, the axis from Great Northern Way to the main entrance may be strengthened.

viii. provision of a detailed written response to the landscape/urban design conditions;

Note to Applicant: since this project is the first phase in the campus plan, it will be used as a reference for future projects. The palette should augment the landscape plans, and include scaled drawings, images, brand/type and specifications (bench seating, lighting, surface materials, signage, bike racks, walls, waste receptacles).

A.1.14 provision of materials and site furniture reference palette for outdoor public space;

Note to Applicant: this project is the first phase in the campus plan, it will be used as a reference and set the standard for future projects. The palette should augment the landscape plans, and include scaled drawings, images, brand/type and specifications (bench seating, lighting, surface materials, signage, bike racks, walls, waste receptacles).

A.1.15 deletion of the proposed flagpoles (see Site Plan);

Note to Applicant: while staff may consider flagpoles, this will be subject to staff review and separate permit application.

A.1.16 provision of a detailed Landscape Plan(s) illustrating details of all soft and hard landscaping;

Note to Applicant: The plans should be at 1/8":1'0" ft. scale minimum. Where the level of detail is too great to fit on one sheet, the depiction of the site may be done in smaller areas at a larger scale. The Plant list should include the common and botanical name, size and quantity of all existing/ proposed plant material and trees. Plant material should be clearly illustrated on the Landscape Plan and keyed to the Plant List. The landscape plan should include the roads, walkways, existing or proposed trees, adjoining walkways, surface materials, utilities, lamp posts, hydro poles, fire hydrants and site furniture. Identify all underground utility corridors, grade access utility doors, maintenance access elements, electrical kiosk with emphasis on construction related work that could impact the overall landscape scheme.

A.1.17 coordination of the Site Plan (sheet A-022) with the landscape plan(s);

A.1.18 provision of detailed elevations and specifications for outdoor furniture, signage, lighting and "timber wall";

A.1.19 provision of typical, *detailed* large scale (1/4" or 1:50) architectural sections/elevations of:
i. landscapes on slab (include the root ball, necessary voiding, soil and the slab structure);
ii. retaining walls visible to streets and public gathering areas;

A.1.20 provision of a "Tree Removal/Protection Plan" for the overall campus to be coordinated with the arborist report(s), including the assessment of existing trees, retention value rating, retention feasibility, remediation recommendations, site supervision and letters of undertaking;

Note to Applicant: the plan will address all trees affected or potentially affected by the propose site works (street improvements, utility corridors, demolition, staging, access). Provide a labelled inventory of trees that have been removed, proposed to be removed and protected trees. Dimensioned tree protection barriers to be illustrated on the plan.

A.1.21 provision of tree barrier plans at 11" x 17" size sheets;

Note to Applicant: for tree barrier inspection compliance purposes, provide a minimum of three copies of plans printed at 11" x 17" size sheets to show all portions of the campus that require dimensioned tree protection barriers to be installed.

A.1.22 provision of a "Construction Management Plan" outlining methods for the retention of existing trees during construction;

Note to Applicant: the Plan should include, but not be limited to, the location of construction materials, temporary structures, utilities, site access, development phasing, neighbor impact reduction methods, to the satisfaction of staff. The applicant team should liaise with all related contractors, including civil/electrical/plumbing contractors to proactively identify any conflicts or constraints to tree protection.

A.1.23 provision of a detailed arborist report;

Note to Applicant: to ensure tree retention success. Critical root zone dimensions and the related methodology and industry critical root zone calculation methods will be needed. The discussion should include a tree assessment for all trees located outside the building envelope, the existing growing condition, all demolition and excavation work in proximity to trees,

construction methods and phasing, including re-landscaping. The plans should clearly illustrate and dimension the limits of excavation and any necessary tree canopy pruning. Consider "phased" tree barrier protection strategies. Refer to protection of Trees Bylaw, Section 7, for further guidance about protection of trees during construction and arborist report requirements.

A.1.24 provision of a letter of assurance that a certified arborist has been hired to oversee any work in proximity to retained trees, as necessary;

Note to Applicant: the letter should include a list of specific construction milestones when the arborist should be notified to attend the site and signed by the arborist, owner and contractor.

Crime Prevention Through Environmental Design (CPTED)

A.1.25 design development to respond to CPTED principles and concerns having particular concern for the following:
i. site lighting on all areas of the site with emphasis on the northern side of the building;
ii. mischief, vandalism and graffiti; and
iii. general safety for cyclists and safe, visible locations for Class A bicycle storage.

A.2.0 Standard Engineering Conditions

A.2.1 registration of the first phase of subdivision to create the development site (Lot 1 based on the preliminary proposal letter issued by the Approving Officer and dated December 17, 2014);

A.2.2 deletion of the encroaching portions of the "seat wall" at the north east corner of the building (Page A-101, encroaching into proposed Carolina Street) or make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services;

A.2.3 deletion of the handrail extensions that cross the proposed property line at the southwest exit stair;

A.2.4 provision of the approved road design for Carolina Street and East 1st Avenue on all necessary drawings, including landscaping and lighting;

Note to Applicant: Development Permit (DE) drawings show a different design for East 1st Avenue and Carolina Street than that which has been reviewed through Engineering Services. Road design is not approved through DE application and is included for information only.

A.2.5 Arrangements for access easements for building ingress/egress over future Lot 8 and Lot 9 to the satisfaction of the Director of Legal Services, Chief Building Official and General Manager of Engineering Services.

Note to Applicant: As site access relies on the plaza and pedestrian spine on future Lot 8 and 9, access easements will be required.

A.2.6 inclusion of the North – South pedestrian walkway in the hatched area of future works by others;

Note to Applicant: North – South pedestrian walkway is included in the works which are outside of the scope of this DE application. Walkway must be accessible for all users i.e. provide ramps at maximum 5% grade.

A.2.7 provision of corresponding cross sections for A-101a level 1 plan final grade;

Note to Applicant: Show final grade – how will the outdoor work spaces work with the final site grading on the north west corner of the building.

A.2.8 provision of notes on landscape plans that refer to details shown of landscape detail sheets;

Note to Applicant: Details provided do not relate to anything on plans.

A.2.9 provision of street furniture in accordance with the approved public realm plan for Great Northern Way Campus;

A.2.10 a crossing application is required;

Note to Applicant: Show standard City crossing on East 1st Avenue.

A.2.11 arrangements shall be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for a statutory right of way in favour of the City for City of Vancouver electrical infrastructure (street lighting kiosk) generally located at the north east corner of the site;

Note to Applicant: BC Hydro will require arrangements for a right of way to access their electrical infrastructure at this location.

A.2.12 provision of a Parking Management Plan detailing the parking being provided on site at the various phases of development for the Great Northern Way campus and a detailed plan showing the location of the parking spaces;

A.2.13 provision of an updated forecast of the number of students and corresponding staff and faculty;

Note to Applicant: required parking is based on the IBI report dated October 31, 2013 and a projected student body of 1800 students, 101 faculty, 151 admin and support staff, and 155 continuing studies staff. If any projections for students, staff, or faculty increase, an updated Parking Study will be required and additional parking may be required. Refer also to recommended Condition 1.5.

A.2.14 arrangements shall be made to the satisfaction of the Director of Planning, General Manager of Engineering Services and the Director of Legal Services for an offsite parking agreement to secure the required parking spaces for the development;

Note to Applicant: The agreement must include resolution of the pre- and post- SkyTrain parking supply for the development to the satisfaction of the Director of Planning and the General Manager of Engineering Services. Refer also to recommended Condition 1.5.

A.2.15 arrangements shall be made to the satisfaction of the Director of Planning, General Manager of Engineering Services and the Director of Legal Services for a site modification agreement;

Note to Applicant: The site is currently being developed at interim grades and the grades on the North and West frontages will change in the future substantially. Applicant has been issued interim and future building grades and the building will be required to accommodate the future grades when the road grade changes. See recommended condition 1.7.

A.2.16 arrangements shall be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the maintenance of planted landscaped boulevards on Carolina Street;

A.2.17 provision of a letter from a waste hauling company confirming that the design of the waste/recycling collection area is adequate to store and access the collection containers and that the dimensions of the loading bay/staging area are sufficient for the collection vehicles to maneuver taking into account minimum height clearance, minimum truck clearance in front of the container and minimum truck turning radius;

A.2.18 provision of civil, electrical and landscape designs to the satisfaction of the General Manager of Engineering Services and the Director of Planning for the Owner's Works identified in the Services Agreement;

A.2.19 provision of letter of credits to the satisfaction of the General Manager of Engineering Services to secure the Owner's Works as listed in the Services Agreement;

Note to Applicant: The Owner's Works include, but are not limited to, the following:

i. Pedestrian Spine East of St. George Plaza;
ii. North/South Pedestrian Walkway;
iii. St. George Plaza;
iv. Central Valley Greenway – Internal Campus Portion;
v. Central Valley Greenway – Great Northern Way Fraser to Thornton;
vi. Intersection Improvements – Great Northern Way and Carolina Street;
vii. Public Bike Share Works – Pre-Skytrain;
viii. Great Northern Way Bus Stop Improvements;
ix. Interim Open Space;
x. New Roads and Utilities (Schedule B); and
xi. Permanent Relocation of the Western Storm Sewer (Schedule C).

A.2.20 city building grades and design elevations within the parking and loading areas, public plaza and at all entrances are required;

A.2.21 arrangements shall be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for a statutory right of way agreement for the provision of a Public Bike Share (PBS) Station, including the following:

i. Size: At a minimum a 25m x 4m sized station should be accommodated. The physical station with docked bicycles is 2m wide and has a required bicycle maneuvering zone of 2m for a total width of 4m. The 2m maneuvering space may be shared with pedestrian space.
ii. Location: The station should be located near Carolina Street with good access to the Central Valley Greenway and be clearly visible to the public with 24/7 public access. Staff has identified the plaza space east of the Emily Carr building at Carolina St as a preferred location.
iii. Surface treatment: A hard surface is required with no utility access points within 150mm. Acceptable surfaces include CIP concrete (saw cut or broom finished), asphalt and pavers. Other firm, paved materials are subject to approval.
iv. Grades: The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At minimum, spot elevations at the four corners of the station must be provided.
v. Sun exposure: No vertical obstructions to maximize sun exposure as station operates on solar power. Ideally the station should receive 5 hours of direct sunlight a day.
vi. Power: Provision of an electrical service and electrical power is to be available in close proximity to the PBS station with the development responsible for the on-going supply and cost of electricity to the PBS station.

Note to Applicant: Once the Skytrain station for the Millennium Line extension is constructed on site, a larger sized PBS station (43m x 4m) will be required and will replace the PBS station in the plaza.

A.2.22 provision of a revised public open space design, including the pedestrian spine, to the satisfaction of the Director of Planning in consultation with the General Manager of Engineering Services;

Note to Applicant: Engineering does not support the stairs shown, east of St. George Plaza. Consider providing a sloped access to provide a 'stairs free' connection for pedestrians and cyclists across the site. Refer also to Standard Condition 1.4.

A.2.23 provision of an improved landscape plan showing the parking meter locations along the lay-bys on the east side of Carolina Street and the north side of East 1st Avenue;

Note to Applicant: The tree spacing shown may need to be revised to reduce conflicts.

A.2.24 compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: The following items are required to meet provisions of the Parking By-law and the Parking and Loading Design Supplement:

i. provision of an improved plan showing the routing and maneuvering for the largest service vehicle required to service the site and to get to and from Great Northern Way from each of the proposed loading spaces.

Note to Applicant: Drawing A-022 shows Class C trucks and Class B loading spaces are proposed. The new Carolina Street, East 1st Avenue and cul-de-sac are not designed for Class C trucks and loading from the street is not supported. Confirmation is required that Class C trucks are not required to service the development or loading must be redesigned to accommodate the Class C loading and manoeuvering.

ii. provision of a standard commercial driveway crossing (City of Vancouver standard drawing MF137-AF) for loading access.

Note to Applicant: The driveway crossing for the loading should be sized to minimize the impact on the pedestrian realm while still servicing the largest design vehicle.

iii. provision of an improved parking plan at 1:200 scale with the following information:

a. Dimension maneuvering aisle widths;
b. Typical stall widths and lengths; and
c. Number all stalls.

iv. show the slope and cross fall which must not exceed 5%.

v. conversion of the Class B bicycle spaces shown on the west side of the building to Class A and provide a bicycle parking structure.

Note to Applicant: This would locate the secure bicycle parking directly on the Central Valley Greenway which improves access, minimizes conflicts with pedestrians, and is close to the main building entry and the end of trip facilities.

vi. provision of covered Class B bicycle parking and relocate along the south face of the building.

Note to Applicant: The locations shown on drawing A-022 conflicts with stairs outside of the west side entrance (drawing A101) or are located behind the loading bay and recycling area, away from the building entrance. Class B spaces should be highly visible from the main places of activity, close to the front door to improve security and close to the end of trip facilities. Locating Class B bicycle parking on the north side of the building is not supported.

vii. provision of clear signage and wayfinding for the Class A bicycle parking.

viii. provision of improved spacing of the proposed Class B bicycle spaces to improve accessibility.

Note to Applicant: Engineering recommends that the centre to centre spacing between the bike racks be a minimum of 36" (914mm), preferred 48" (1219mm) be provided to allow 2 bikes to fit in-between 2 racks. This is the recommended spacing based on the Association of Pedestrian and Bicycle Professionals (apbp) Bicycle Parking Guidelines 2nd edition. It should be noted that the applicant has used the manufactures recommended spacing of 30" which is based on the apbp 1st edition and which has been outdated since 2010.

Please contact Dave Kim of the Neighbourhood Parking and Transportation Branch at 604-871-6279 for more information or refer to the Parking and Loading Design Guidelines at the following link:
(http://former.vancouver.ca/engsvcs/parking/admin/developers.htm)

A.2.25 provision of enclosed Class A bicycle parking to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: The Class A bicycle parking must meet the by-law requirements. Proposed bicycle storage spaces must be well-lit, protect bicycles, and provide a safe environment for cyclists. All bicycle storage spaces should have direct and convenient access in close proximity to an end-of-trip facility. Additional end-of-trip facilities may be required to meet the above criteria.

A.2.26 enter into such agreements as the General Manager of Engineering Services and the Director of Legal Services determine are necessary for connecting to the South East False Creek Neighbourhood Energy Utilities (SEFC NEU), which may include but are not limited to agreements which:

i. grant the operator of the SEFC NEU access to the building(s) mechanical system and thermal energy system-related infrastructure within the development for the purpose of enabling NES connection and operation;
ii. provide a Statutory Right of Way for NEU pipes along the western property line to facilitate entry into the NEU room and servicing of adjacent buildings;
iii. provide a Statutory Right of Way for space to locate a future temporary boiler in the event that the NEU pipeline to the building is disrupted as a result of construction activities on the Great Northern Way Campus Lands (ie. skytrain station construction).

Note to Applicant: A temporary boiler would have an approximate footprint of 3 meters by 12 meters. The location must be in close proximity to the NEU pipeline and gas and electric services.

A.2.27 detailed design of the HVAC (heating, ventilation, and air conditioning) and mechanical heating system for each building must be reviewed and approved by the General Manager of Engineering Services prior to issuance of the building permit;

The building(s) heating and domestic hot water system shall be designed to be compatible with the SEFC NEU system. The building mechanical system must utilize the energy transfer station for all of its space heating and domestic hot water requirements, and the building mechanical system must not incorporate any additional heat production equipment including, but not limited to, boilers, water source heat pumps, air source heat pumps, furnaces, hot water heaters, geo-exchange systems, electric baseboards, or heat producing fire places except that:

i. a building may incorporate a solar system to generate heat energy;
ii. a building may incorporate hybrid heat pumps for space cooling, provided the compressor cannot operate in heating mode;
iii. a building may incorporate heat recovery ventilation (air to air heat exchangers) and waste heat recovery from refrigeration or active cooling systems for the purposes of supplementing the heat energy provided:
    a. the systems used for heat recovery from refrigeration or active cooling do not provide any supplemental heating when there is no active cooling service required;
    b. the approach to heat recovery is consistent with this Schedule (i.e. hydronic systems with centralized mechanical equipment); and
    c. waste heat recovery systems do not cross property lines.

Exceptions for on-site heat production may be approved by the City Engineer, provided the total heat production produced by all exceptions does not exceed 1% of the total annual thermal energy needs of the building.

Note to Applicant: The applicant shall refer to the Energy Utility System By-law (9552) and NEU Developer Document (2014) for specific design requirements, which include provisions related to the location of the mechanical room(s), centralization of mechanical equipment, pumping and control strategy, and other hydronic heating and domestic hot water system minimum requirements. The applicant is encouraged to work closely with Staff to ensure adequate provisions for NEU compatibility are provided for in the mechanical design. The mechanical design review can take several months and should be initiated well in advance of building permit application.

A.2.28 provision of a dedicated room in a location suitable for connecting to the NEU distribution piping for housing the Energy Transfer Station as to the satisfaction of the General Manager of Engineering Services prior to issuance of building permit;

A.2.29 provision of a Stormwater Management Plan and compliance with at least one LEED Stormwater credit, as per the requirements of the City of Vancouver Green Buildings Policy for Rezonings. Development will be required to prove compliance with one LEED Stormwater credit, and demonstrate at all three stages of permitting (Development Permit, Building Permit, Occupancy Permit) that the project is on track to achieving the point. Upon receiving the Occupancy Permit, development is further required to submit proof of application for LEED certification and may be required to send a copy of all certification materials to the City.

Note to Applicant: The project is already required to achieve LEED Gold certification by the Province; the City is ensuring that through this certification process, the development is also meeting the City's sustainability and stormwater management objectives. Sustainability and stormwater management were key objectives of the revised Great Northern Way Campus Structure Plan, which this development is required to adhere to.

A.2.30 the General Manager of Engineering Services will require all utility services to be underground for this "conditional" development. All electrical services to the site must be primary with all electrical plant, which include but not limited to System Vista, Vista switchgear, pad mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features. It is presumed with your consultation so far with B.C. Hydro that an area has been defined within the development footprint to accommodate such electrical plant. Please confirm that this space has been allocated and agreement between both parties has been met. In addition, there will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch.

A.3.0 Standard Licenses & Inspections (Environmental Protection Branch) Conditions:

A.3.1 provision of release from the Ministry of Environment for the Development Permit;

A.3.2 as required by the Manager of Environmental Planning and the Director of Legal Services in their full 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

A.3.3 if required by the Manager of Environmental Planning and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Planning, the General Manager of Engineering Services and the 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 permit application, until a Certificate of Compliance(s) satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment has been provided to the City.

B.1.0 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 **November 1, 2015**, 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.2.0 Conditions of Development Permit:

B.2.1 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.

B.2.2 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.

B.2.3 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.

B.2.4 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health and Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12th floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.

B.2.5 **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.**

Details:	Required/Permitted:	Proposed:
Total Site Area	n/a	1.211 ha
Total Floor Space	236,681 (area 3a+3b combined)	26,550 sq m
Site Coverage	n/a	6,710 sq m
Building Heights	18.29+increase as per CD-1 text ammendment, July 2014 re. decorative roof and enclosure treatments	24 m
Front Yard	n/a	n/a
Rear Yard	n/a	n/a
Side Yard	n/a	n/a
FSR Statement including accessory uses and amenities	n/a	n/a
Parking	As determined by Director of Planning in consultation with City Engineer	Not included; located off-site at great northern way
Loading	10 Class B + 2 Class C	3 Class B as per Jan 26 2015 email
Bike Parking	90 Class A + 109 Class B = Total 199	90 Class A + 160 Class B = Total 250
Statement of dwelling uses	n/a	n/a
Statement of balconies	n/a	n/a
Statement of pproposed variances and/or relaxations	n/a	n/a

DP SET	Architectural + Landscape Drawings	2015-02-06
NUMBER	NAME	NOTES
ARCHITECTURAL		
A-000	COVER	
A-022	SITE PLAN	
A-023	STREETSCAPE DRAWING	
A-024	SHADOW ANALYSIS	
A-025	PARKING LOADING AND BIKE	
A-101	LEVEL 1 PLAN	
A-101a	LEVEL 1 FINAL GRADE	
A-102	LEVEL 2 PLAN	
A-103	LEVEL 3 PLAN	
A-104	LEVEL 4 PLAN	
A-105	ROOF PLAN	
A-110	FSR EXCLUSION PLANS	TO BE SUBMITTED LATER
A-111	FSR EXCLUSION PLANS	TO BE SUBMITTED LATER
A-301	ELEVATION	
A-302	SKEWED AND HIDDEN ELEVATIONS	
A-303	SECTIONS	
LANDSCAPE		
L1.0	LANDSCAPE SITE PLAN	
L2.0	DETAILED PLAN – AREA A	
L2.1	DETAILED PLAN – AREA B	
L3.0	LIGHTING PLAN	
L4.0	LANDSCAPE DETAILS	
L4.1	LANDSCAPE DETAILS	
L5.0	LANSCAPE CROSS SECTIONS	
L6.0	IMAGES, NOTES AND SCHEDULES	

ISSUED

No.	Date	Description
1	2015-02-06	ISSUED FOR DEVELOPMENT PERMIT DP

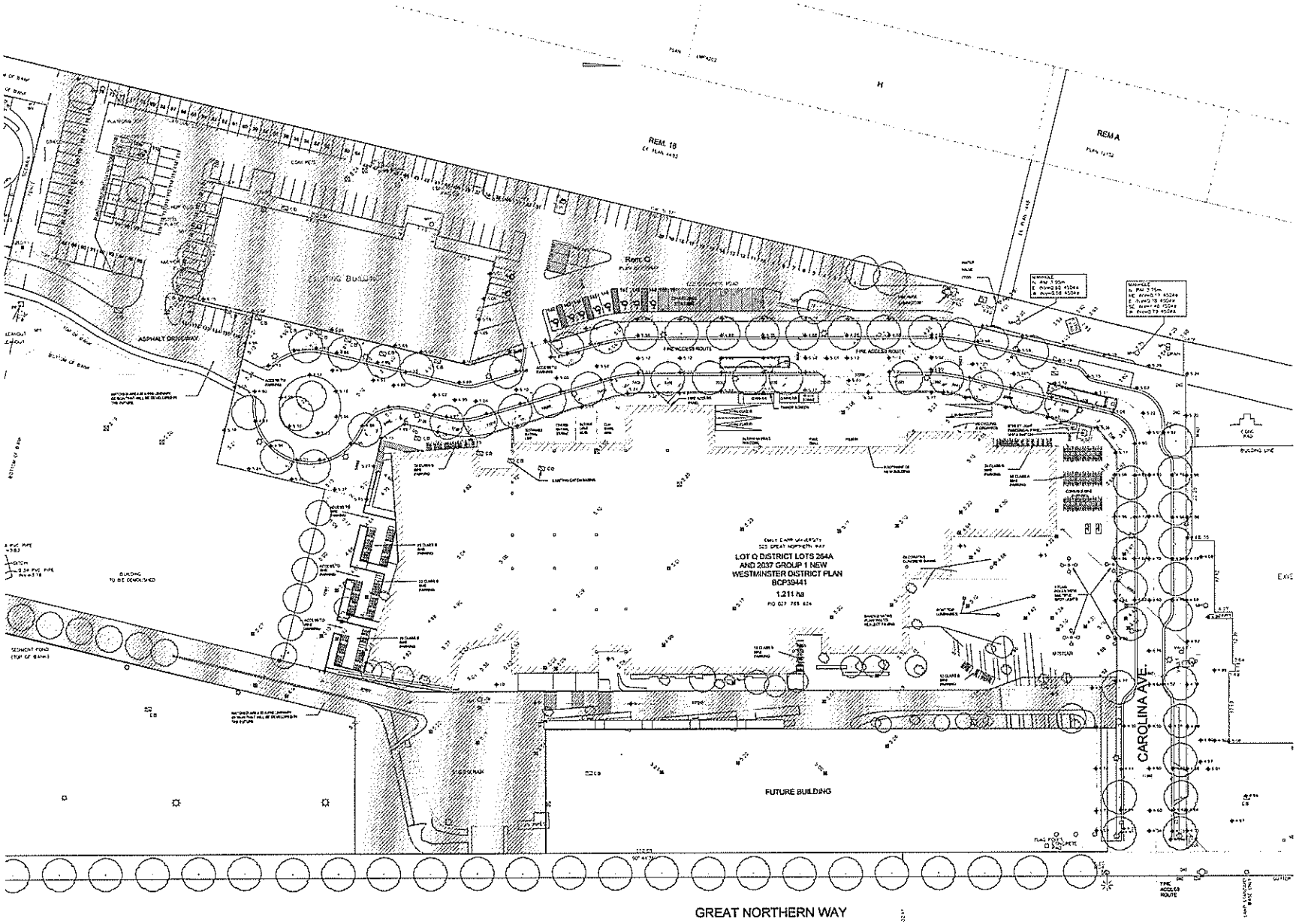
DIAMOND SCHMITT + GBL PROFIT THOMPSON

EMILY CARR UNIVERSITY OF ART + DESIGN

COVER SHEET

A-000

Appendix C ; page 1 of 21

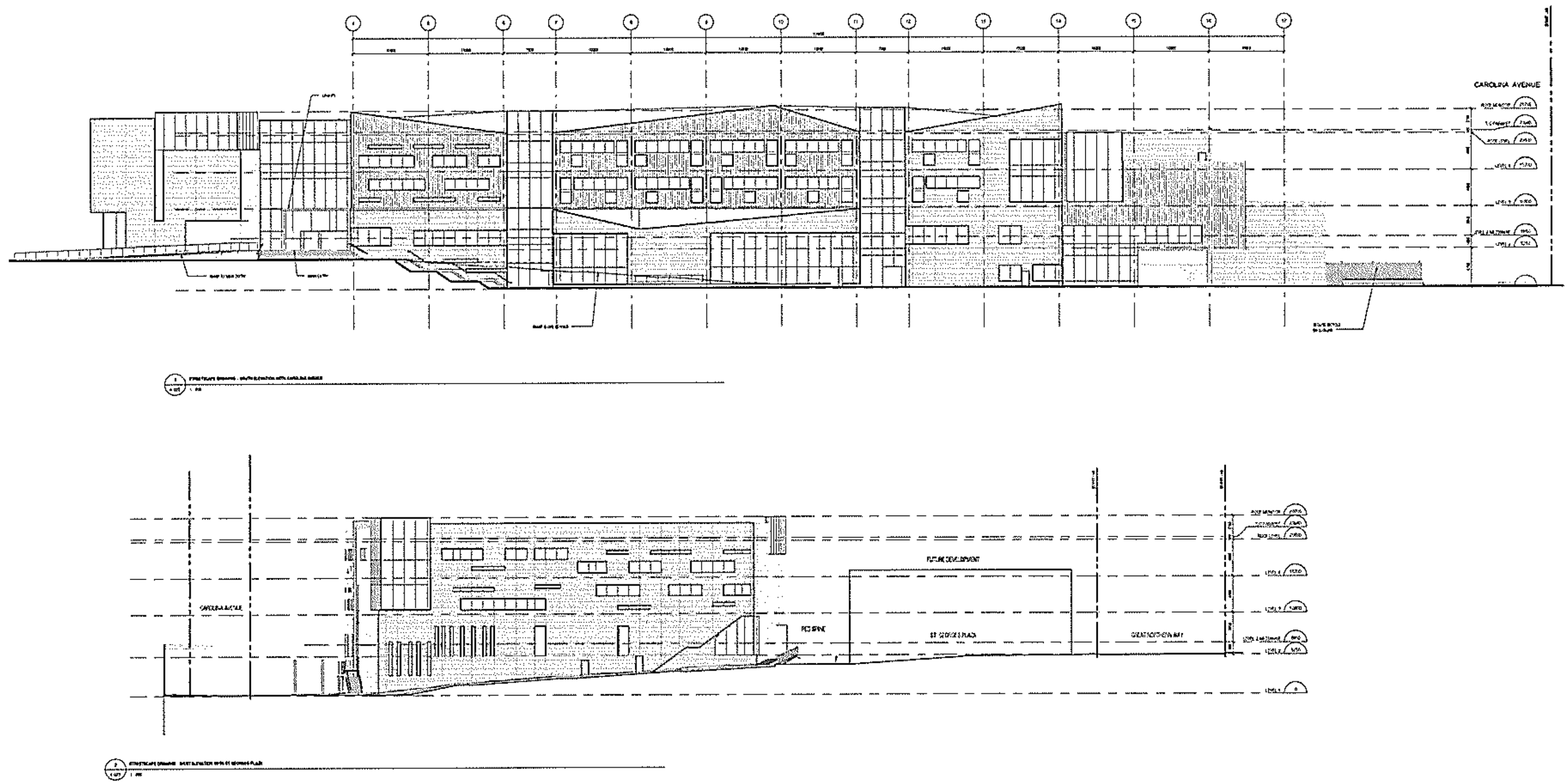


EMILY CARR UNIVERSITY OF ART + DESIGN

SITE PLAN

A-022

Appendix C; page 2 of 21



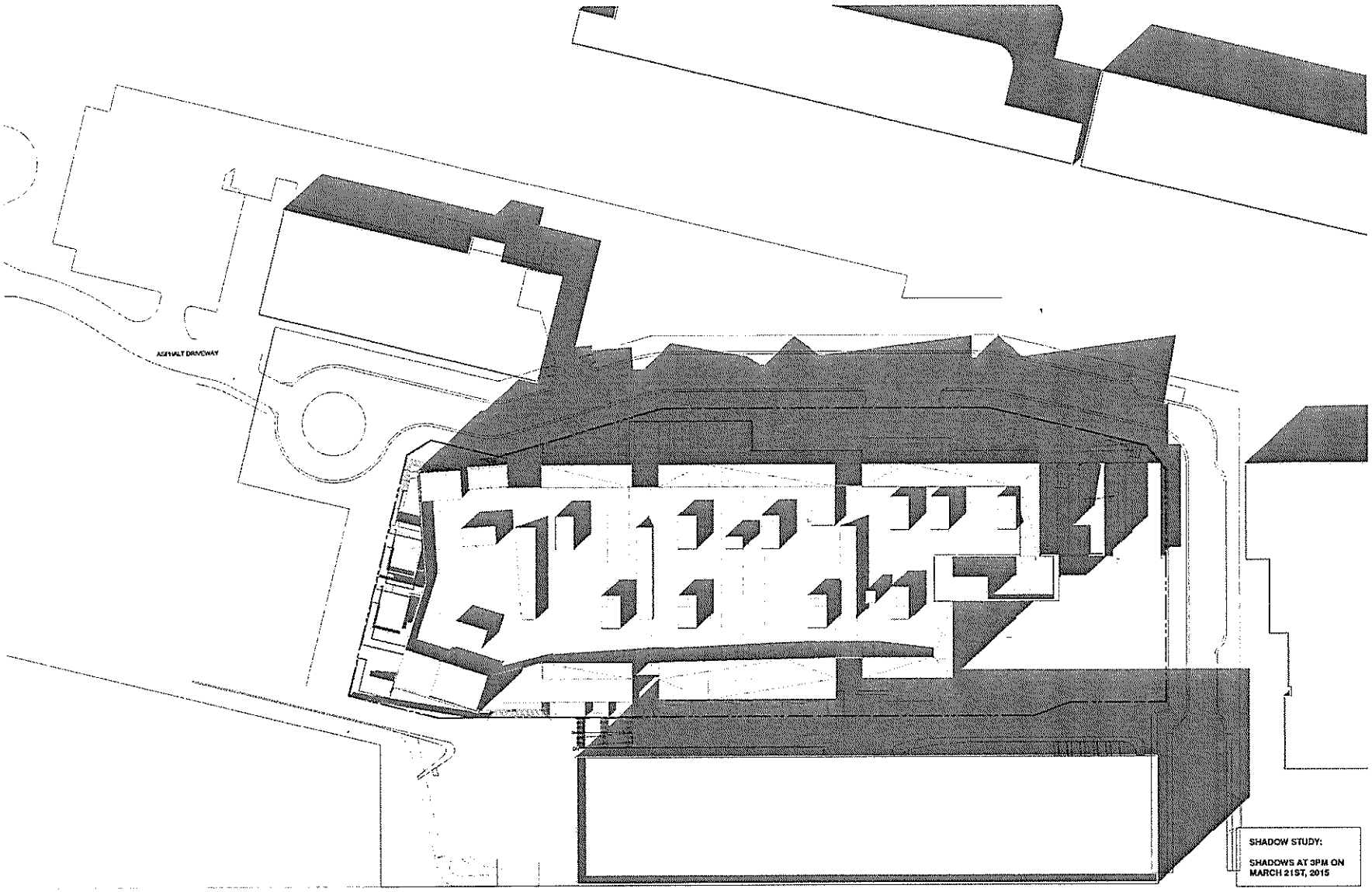
Appendix C; page 3 of 21

DIAMOND SCHMITT + CHERNOFF THOMPSON

EMILY CARR UNIVERSITY OF ART + DESIGN

STREETSCAPE DRAWINGS

A-023



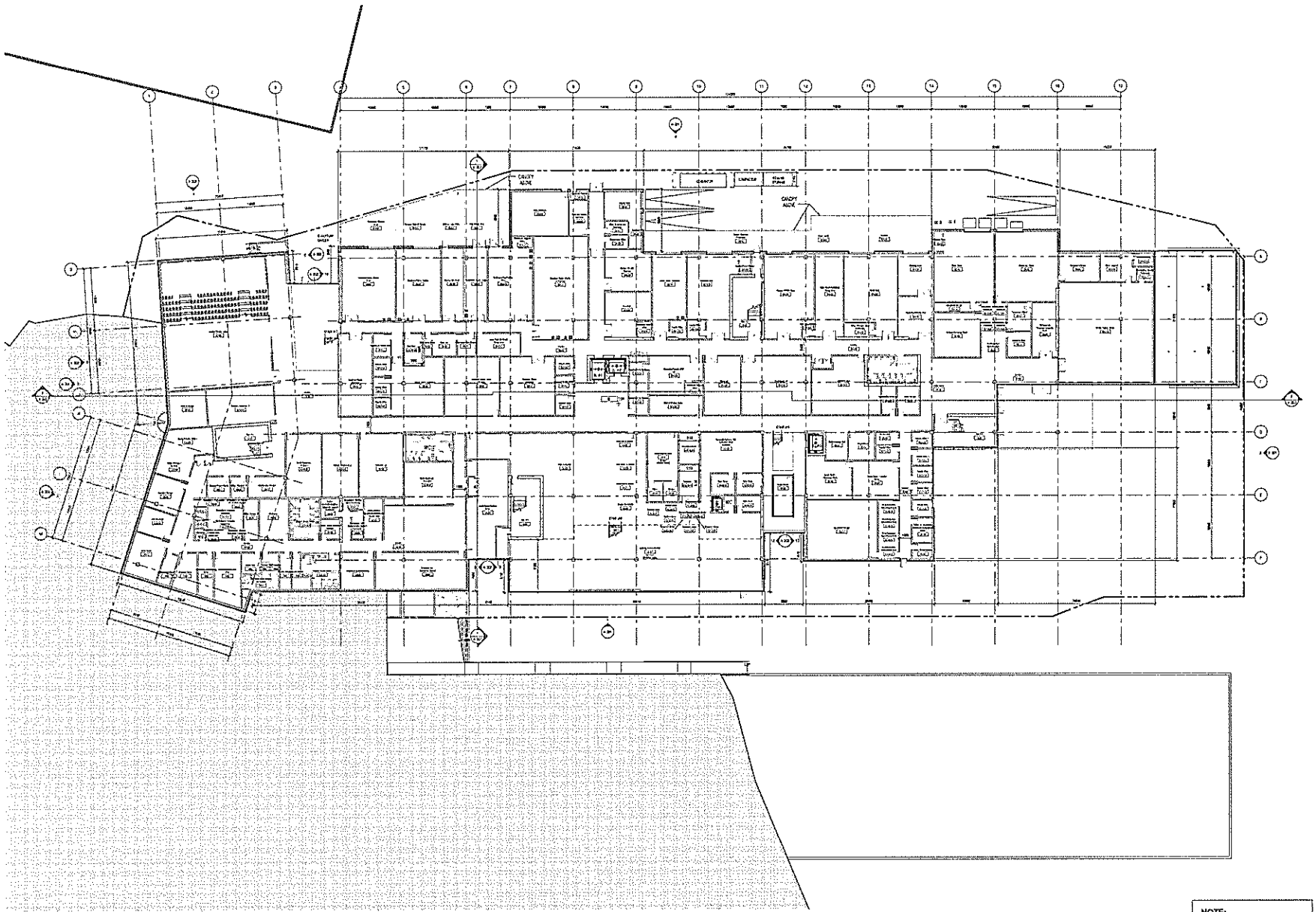
SHADOW STUDY:

SHADOWS AT 3PM ON MARCH 21ST, 2015

EMILY CARR UNIVERSITY OF ART + DESIGN

SHADOW ANALYSIS

A-024



NOTE:

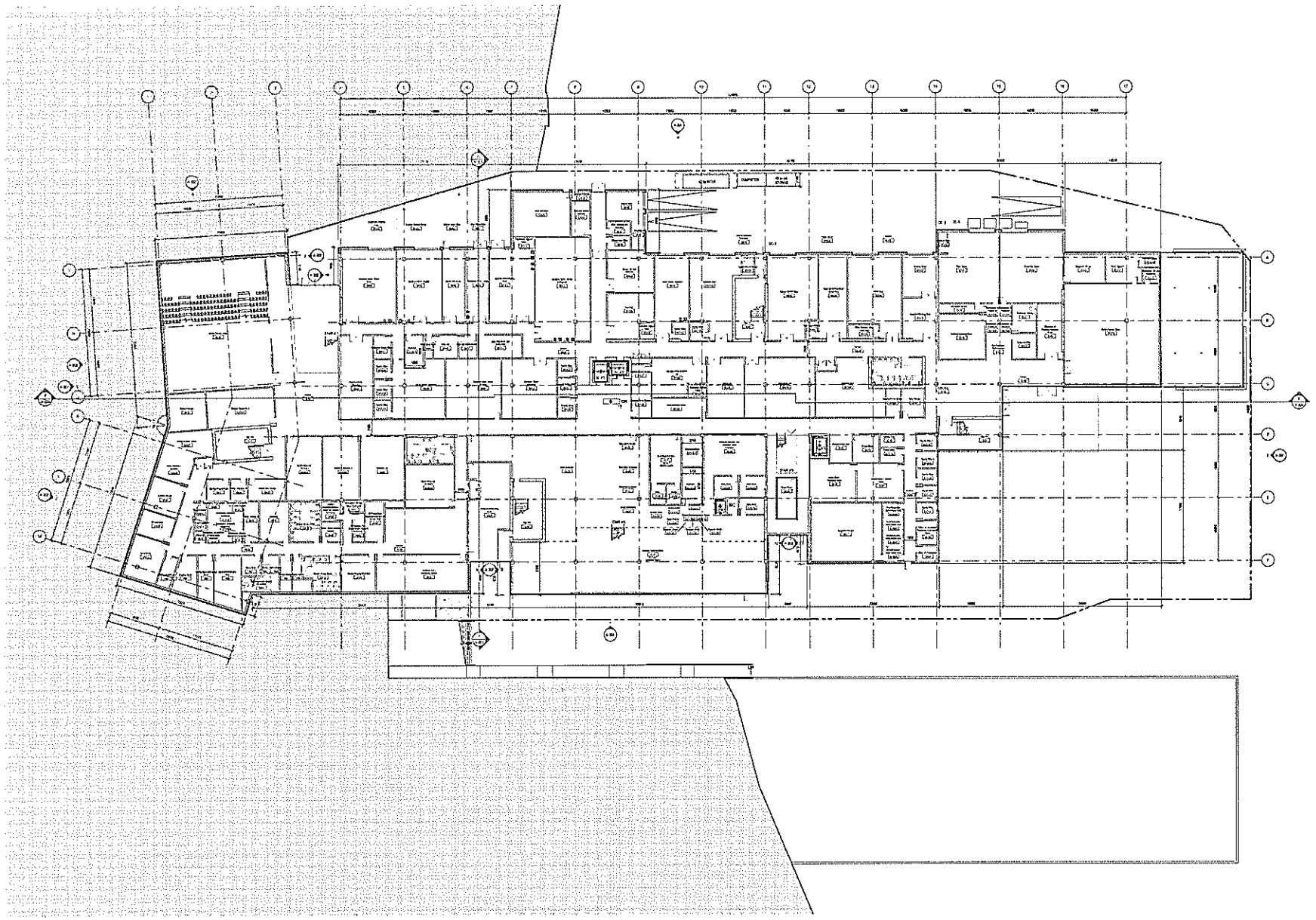
F.F. 0.0 = +5.0 GEODETIC

EMILY CARR UNIVERSITY OF ART + DESIGN

LEVEL 1 PLAN

A-101

Appendix C; page 5 of 21

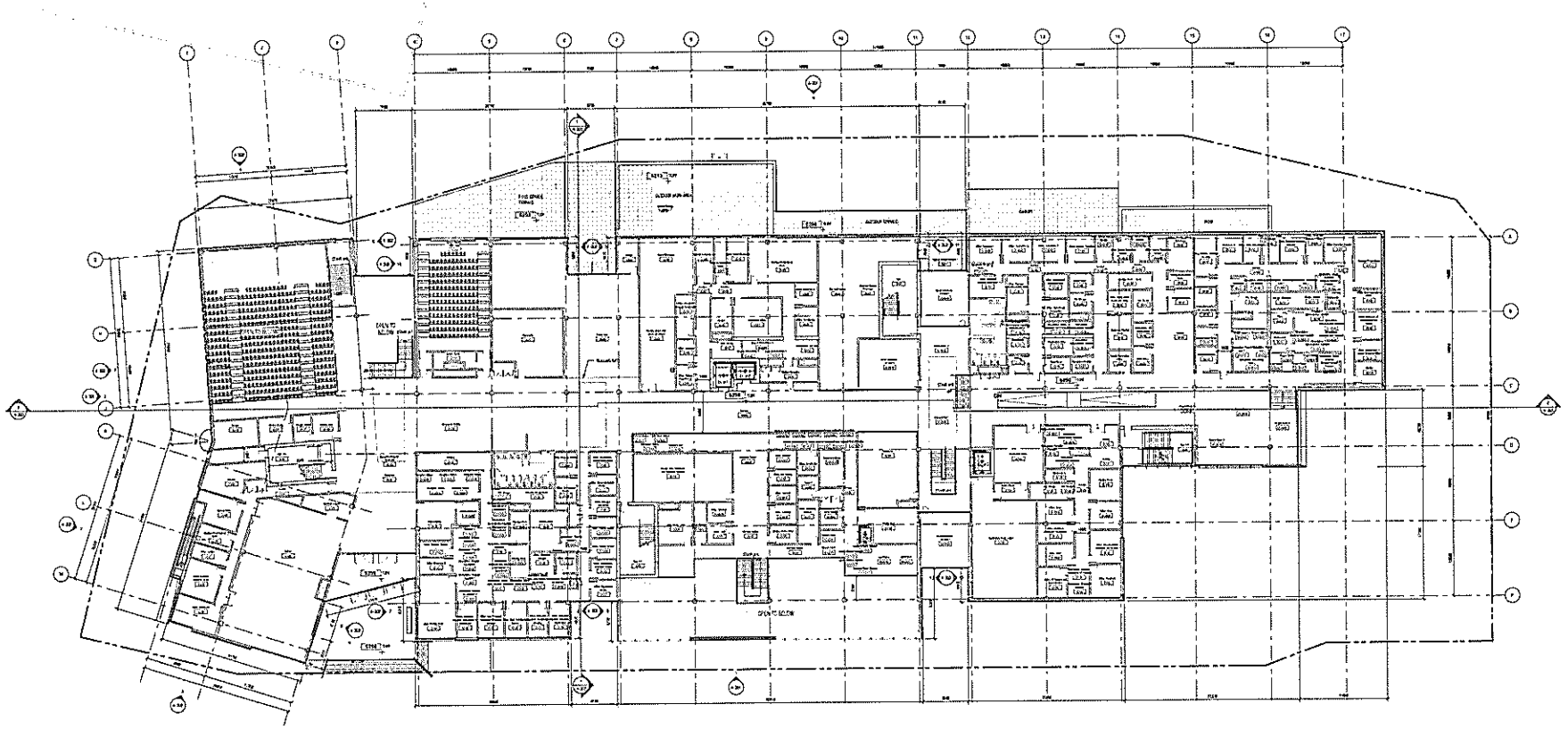


Appendix C; page 6 of 21

EMILY CARR UNIVERSITY OF ART + DESIGN

LEVEL 1 PLAN FINAL GRADE

A-101a



NOTE:
F.F. 0.0 = +5.0 GEODETIC

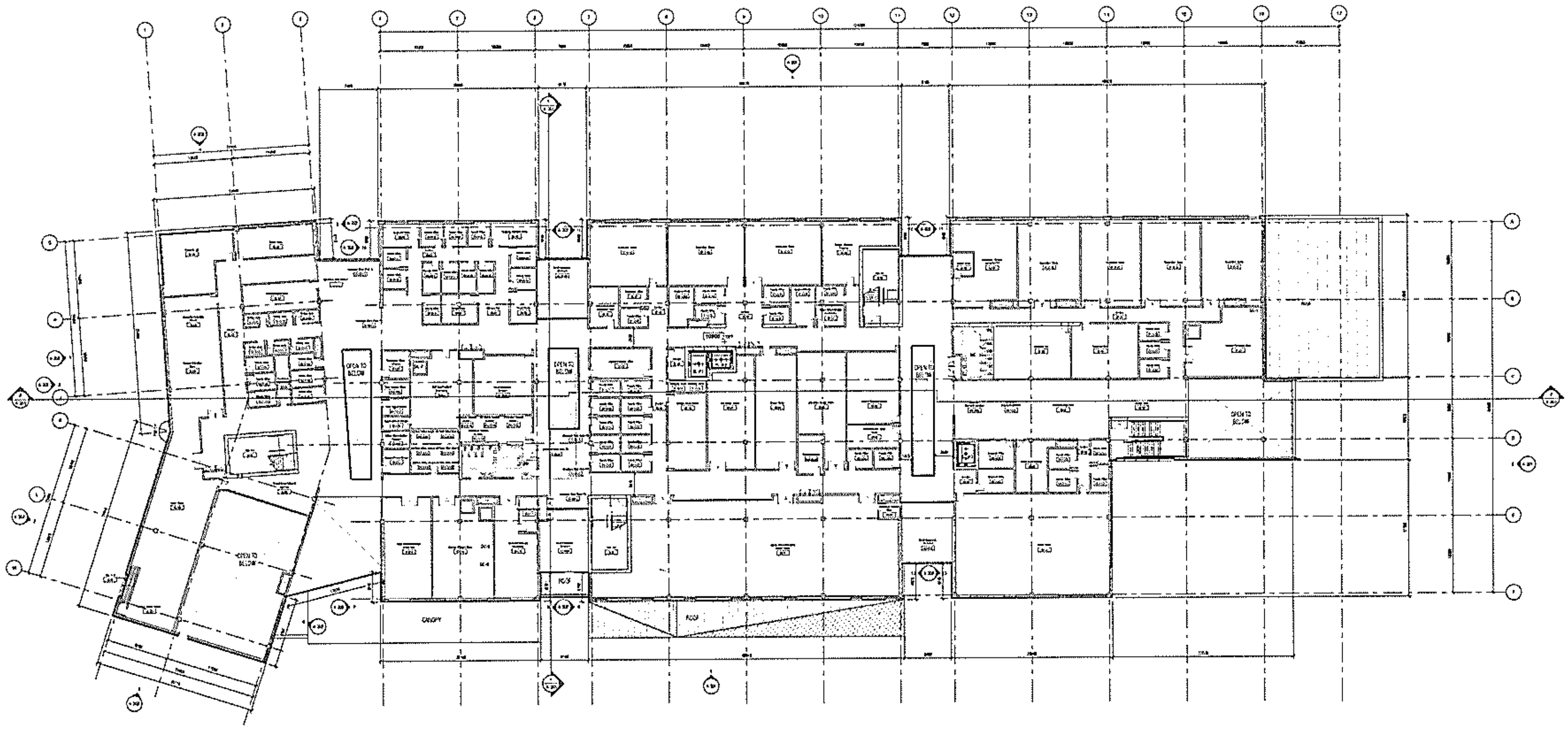
Appendix C; page 7 of 21

ISSUED
No. Date Description
1 05/10/15 ISSUED FOR DEVELOPMENT PERMIT SET

EMILY CARR UNIVERSITY OF ART + DESIGN

LEVEL 2 PLAN

A-102



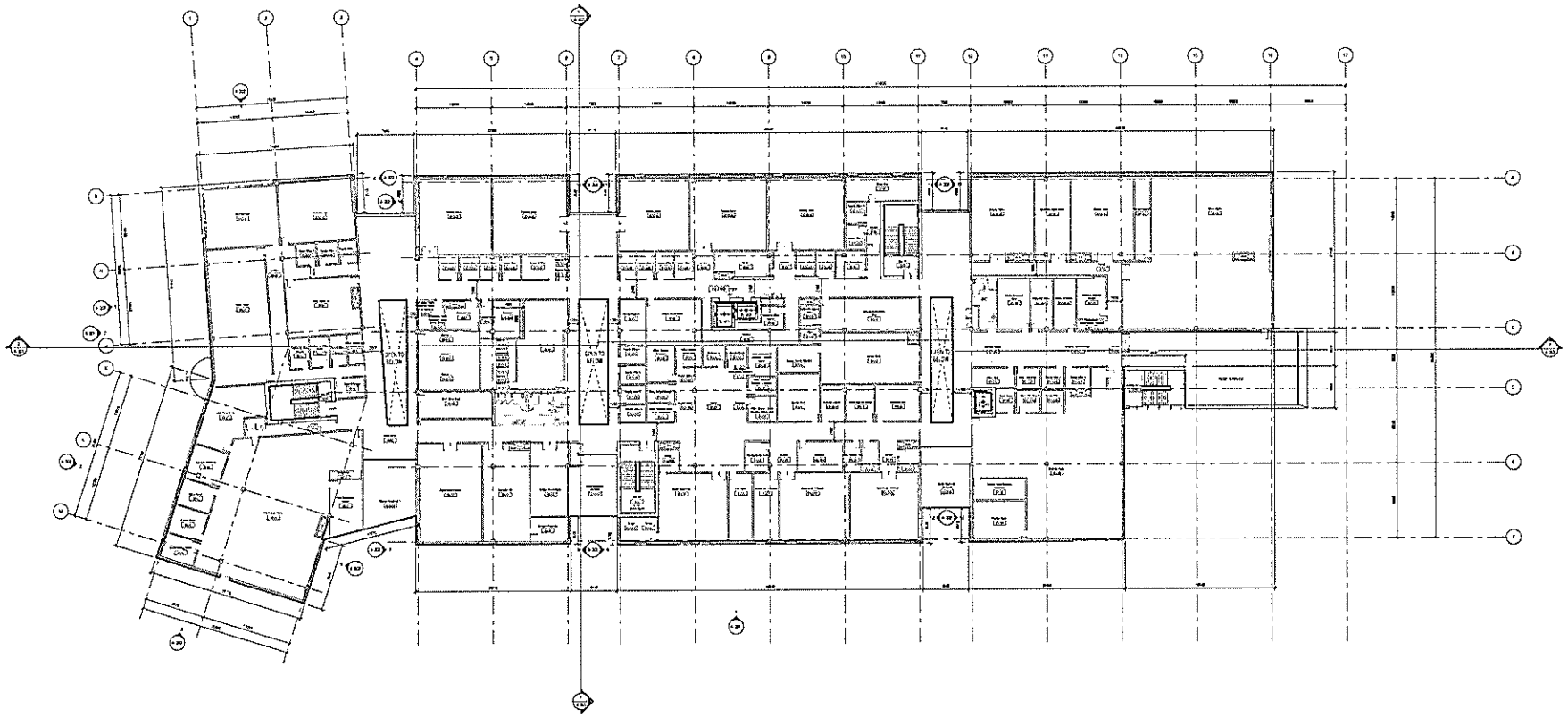
DIAMOND SCHMITT + CHERNOFF THOMPSON

EMILY CARR UNIVERSITY OF ART + DESIGN

LEVEL 3 PLAN

A-103

Appendix C; page 8 of 21



ISSUED

No.	Date	Description
1	FEB 19/18	ISSUED FOR DEVELOPMENT PERMIT SET

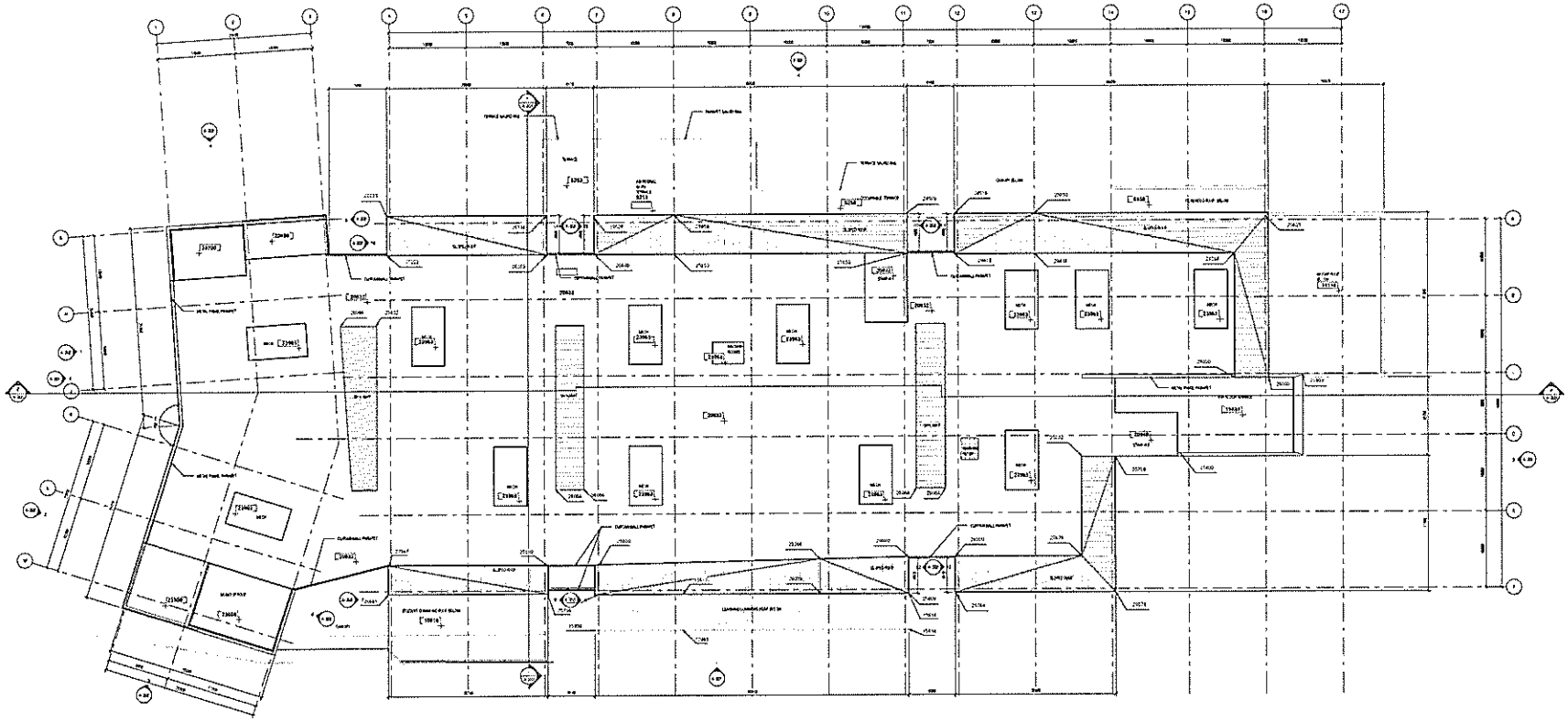
DIAMOND SCHMITT + CHERNIKOFF THOMPSON

EMILY CARR UNIVERSITY OF ART + DESIGN

LEVEL 4 PLAN

A-104

Appendix C; page 9 of 21



ISSUED

No.	Date	Description
1	09.10.14	ISSUED FOR DEVELOPMENT PERMIT SET

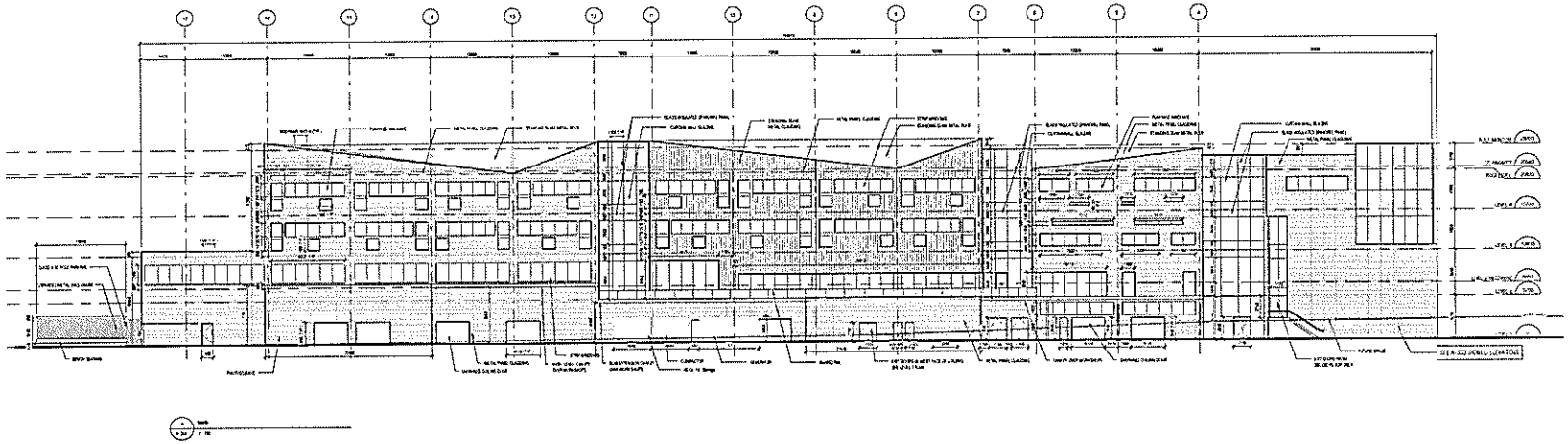
DIAMOND SCHMITT + CHAMBERS THOMPSON

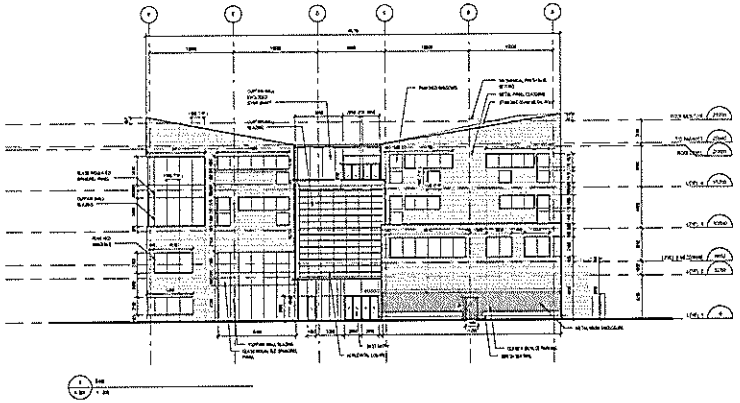
EMILY CARR UNIVERSITY OF ART + DESIGN

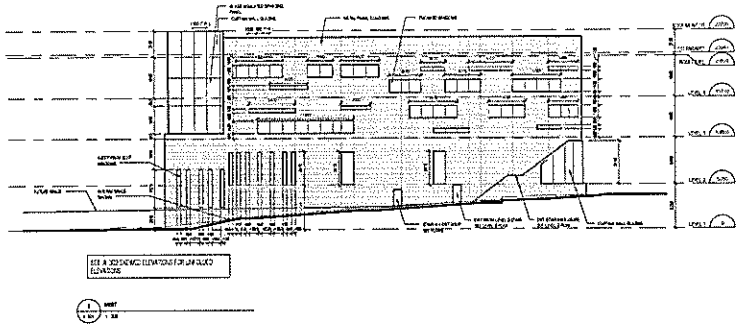
ROOF PLAN

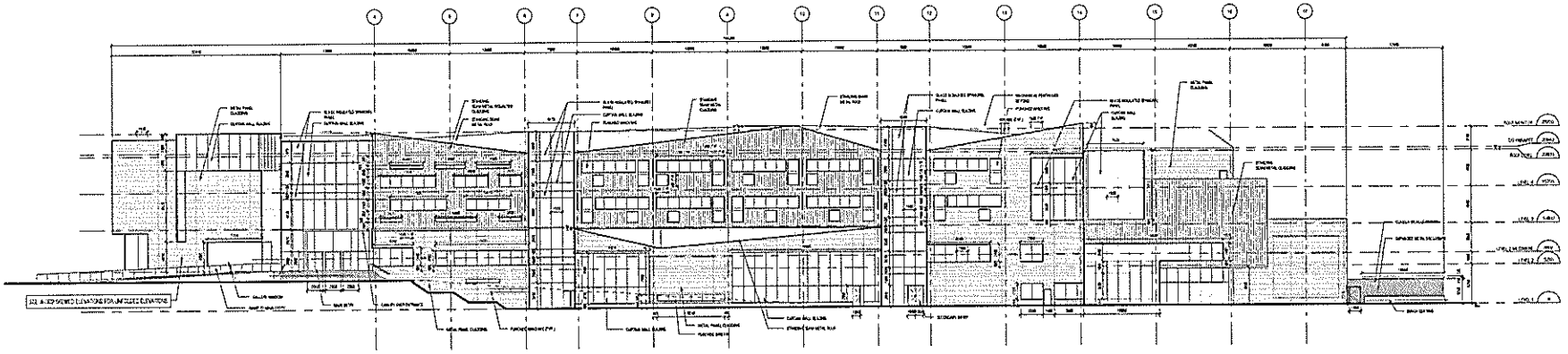
A-105

Appendix C ; page 10 of 21









ISSUED

No.	Date	Description
1	[illegible]	[illegible]

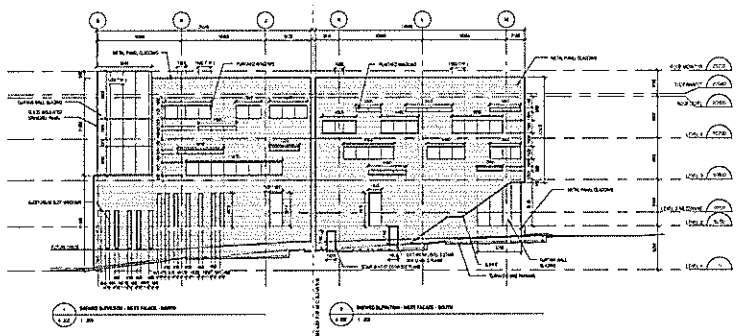
DIAMOND SCHMITT + EMERIOFF THOMPSON

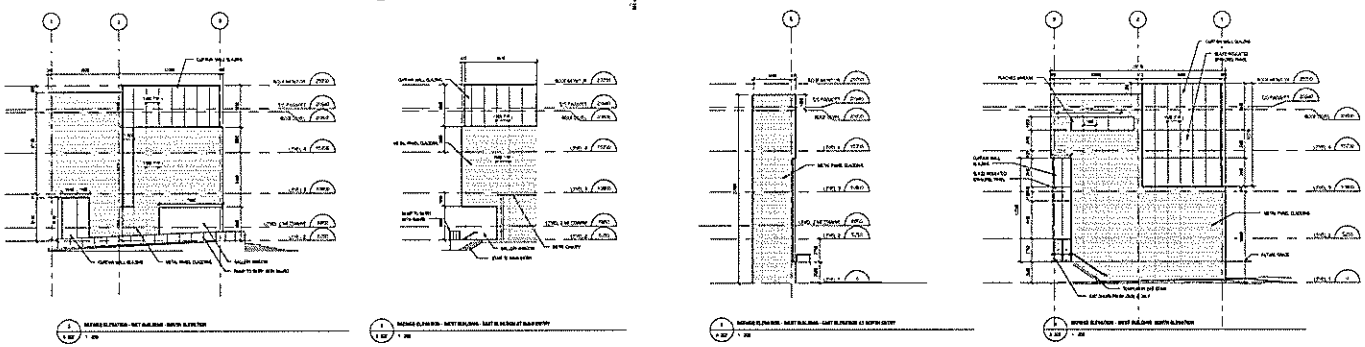
EMILY CARR UNIVERSITY OF ART + DESIGN

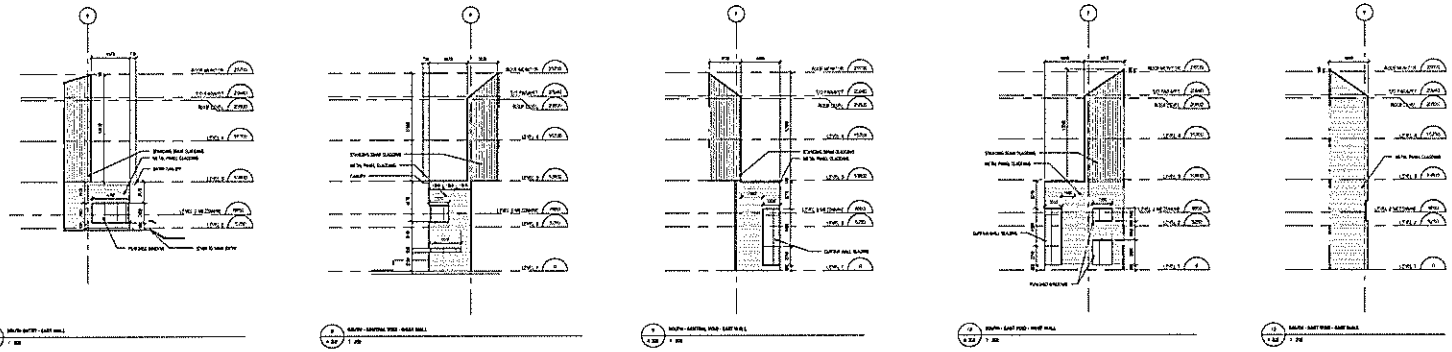
ELEVATIONS

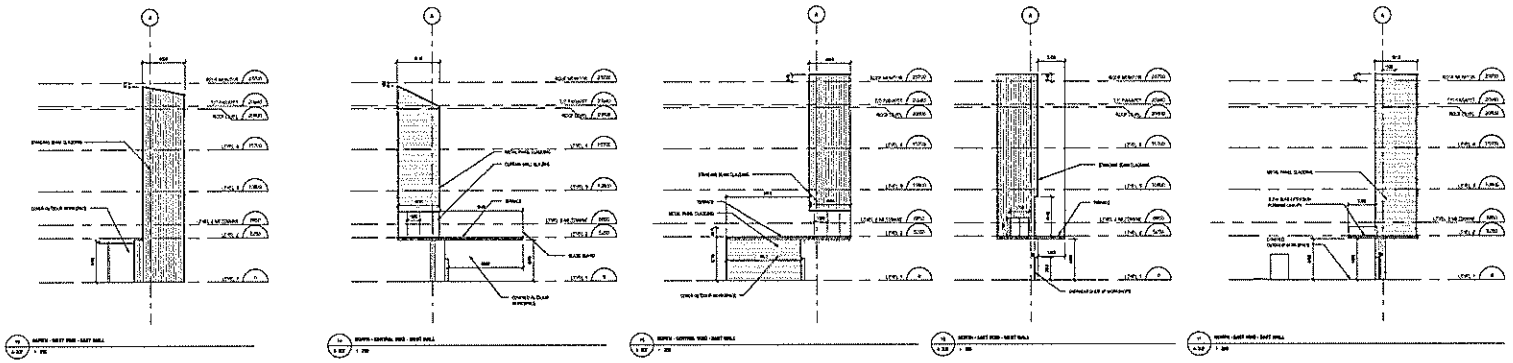
A-301

Appendix C; page 11 of 21





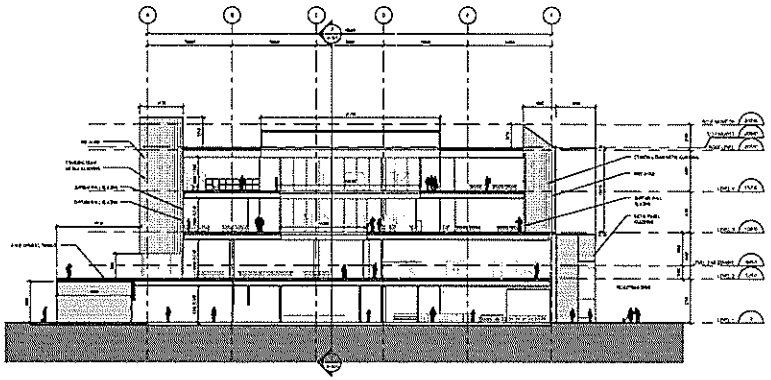


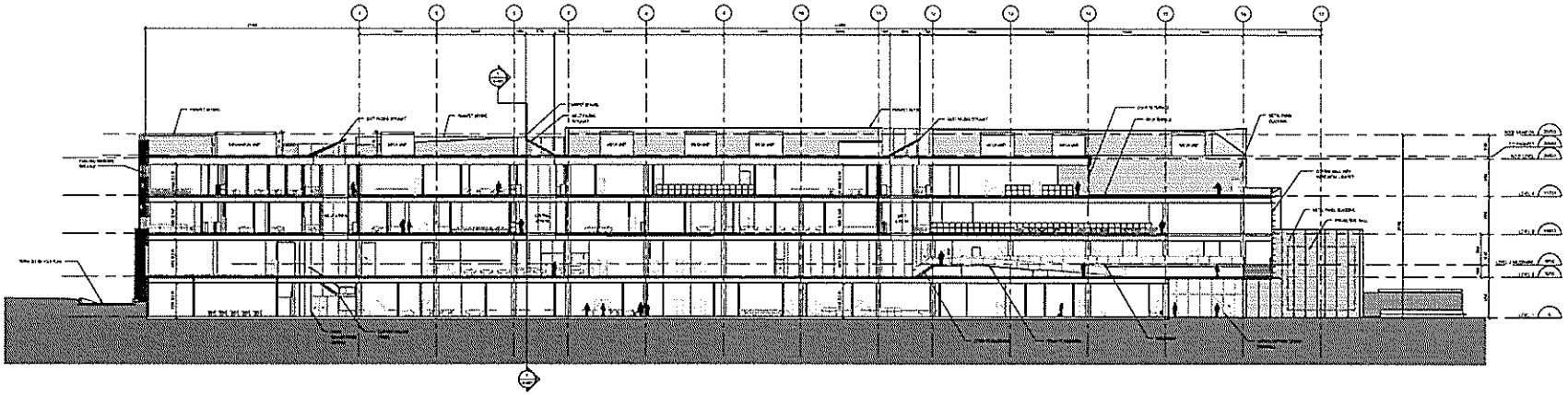


EMILY CARR UNIVERSITY OF ART + DESIGN

SKEWED & HIDDEN ELEVATIONS

A-302





EMILY CARR UNIVERSITY OF ART + DESIGN

SECTIONS

A-303

EMILY CARR UNIVERSITY OF ART + DESIGN

Legal Description: P.I.D. 027-789-624
Civic Address: 525 Great Northern Way
Vancouver, BC

eta

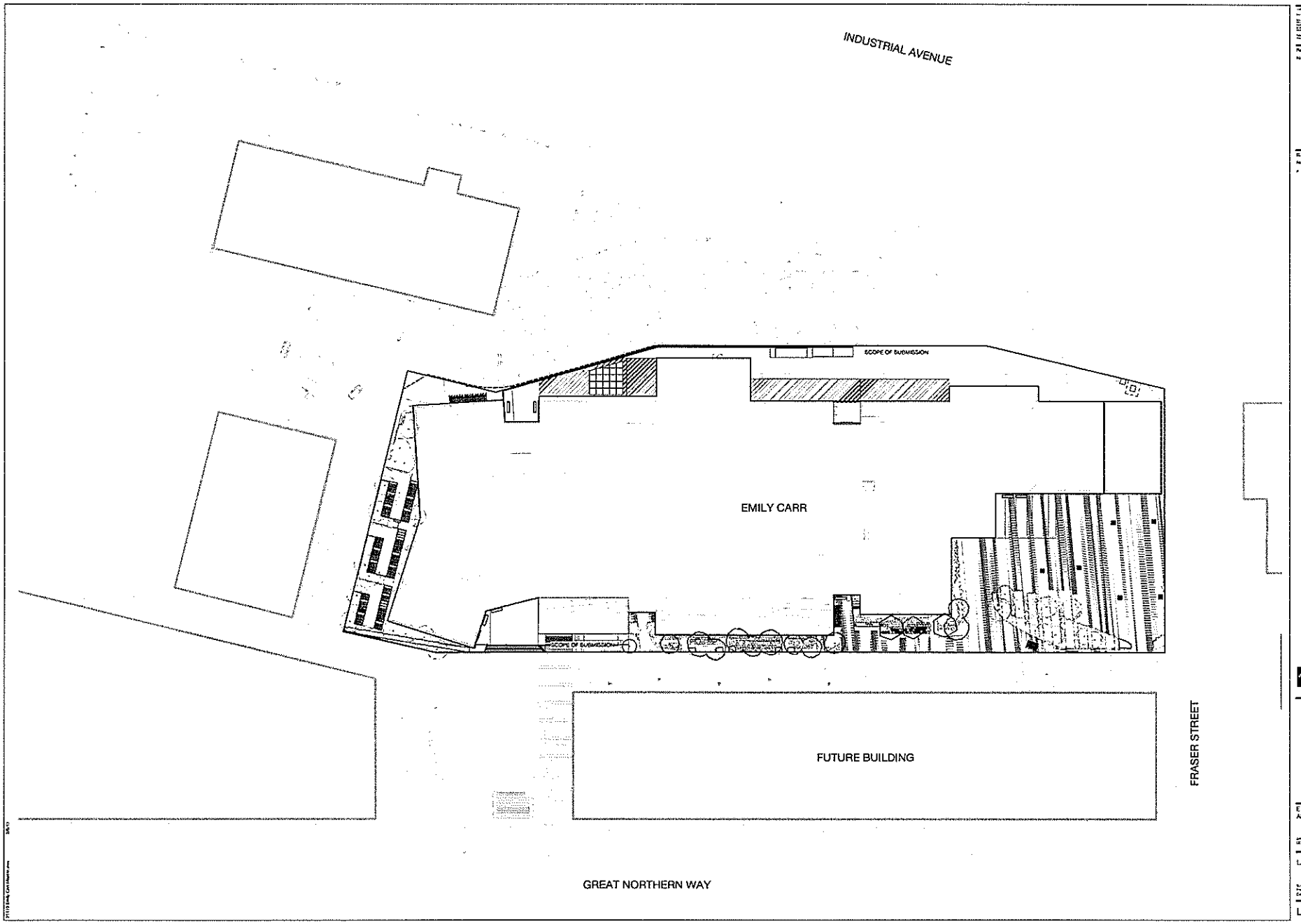
Owner: Emily Carr University
Architect: Diamond Smidt + Chernoff Thompson

Consultants:
Electrical: MMM Group Limited
Civil: Urban Systems Ltd.
Landscape: ETA Landscape Architecture Ltd.

ISSUED FOR DP Feb 10, 2015

LANDSCAPE:

Sheet No.	Sheet Name
L1.0	Landscape Site Plan
L2.0	Detailed Plan - Area A
L2.1	Detailed Plan - Area B
L3.0	Lighting Plan
L4.0	Landscape Details
L4.1	Landscape Details
L5.0	Landscape Cross Sections
L6.0	Images, Notes and Schedules



Revision

No.	Date	Revision Notes

ISSUED

No.	Date	Issue Notes

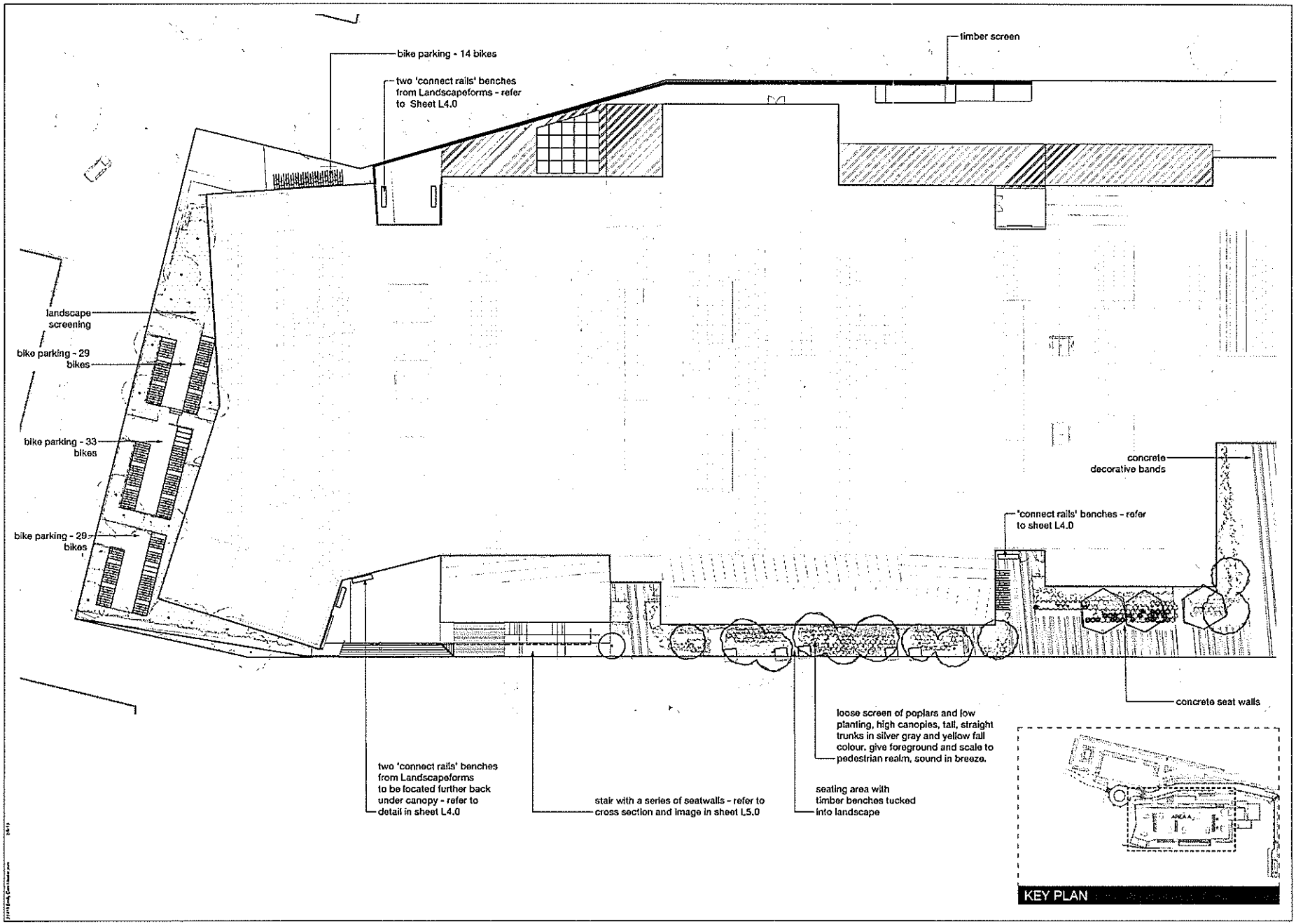
eta

EMILY CARR UNIVERSITY OF ART+ DESIGN

Landscape Site Plan

L1.0

Appendix C; page 5 of 21

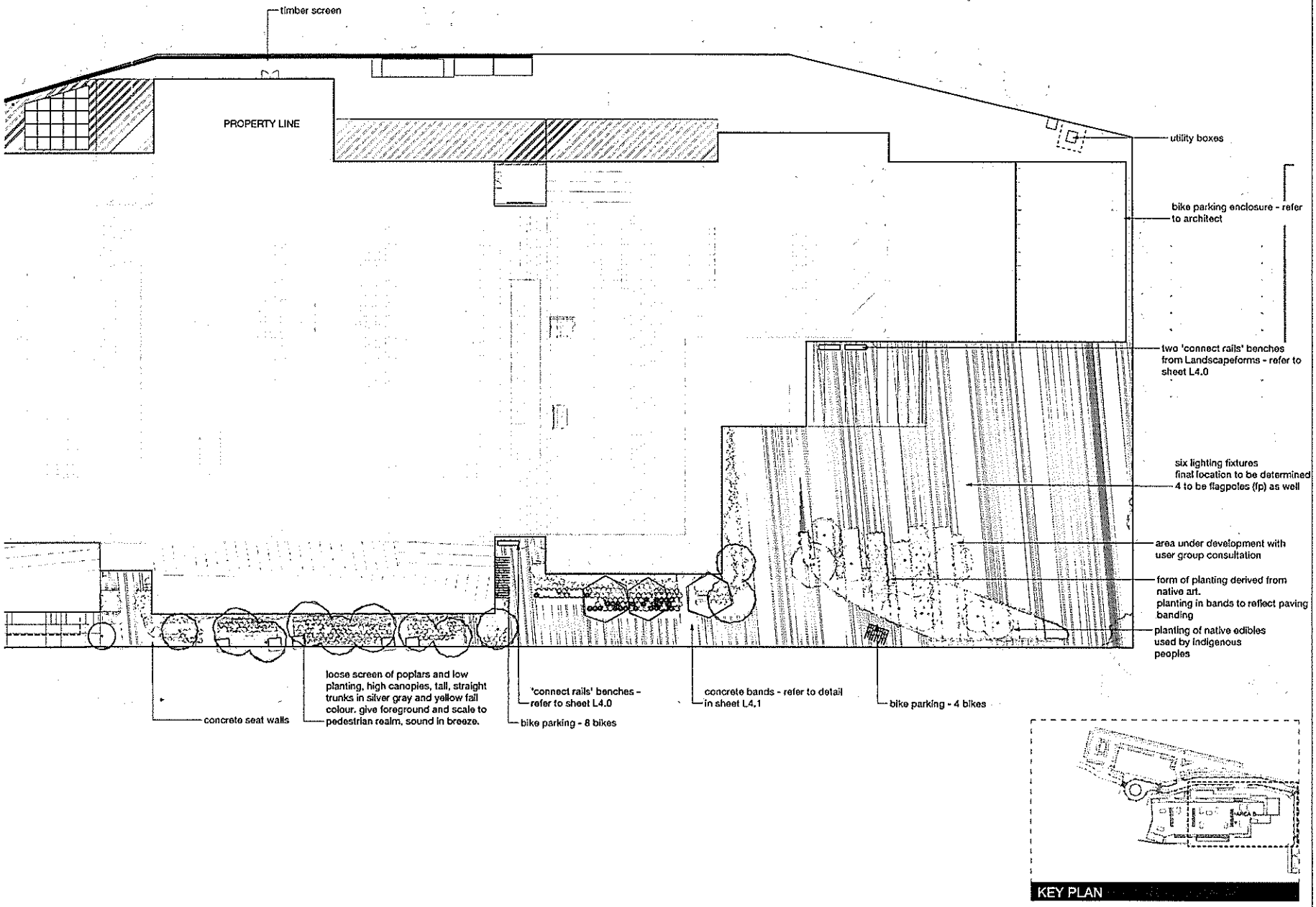


EMILY CARR UNIVERSITY OF ART+ DESIGN

Detailed Plan
Area A

L2.0

Appendix C; page 16 of 21



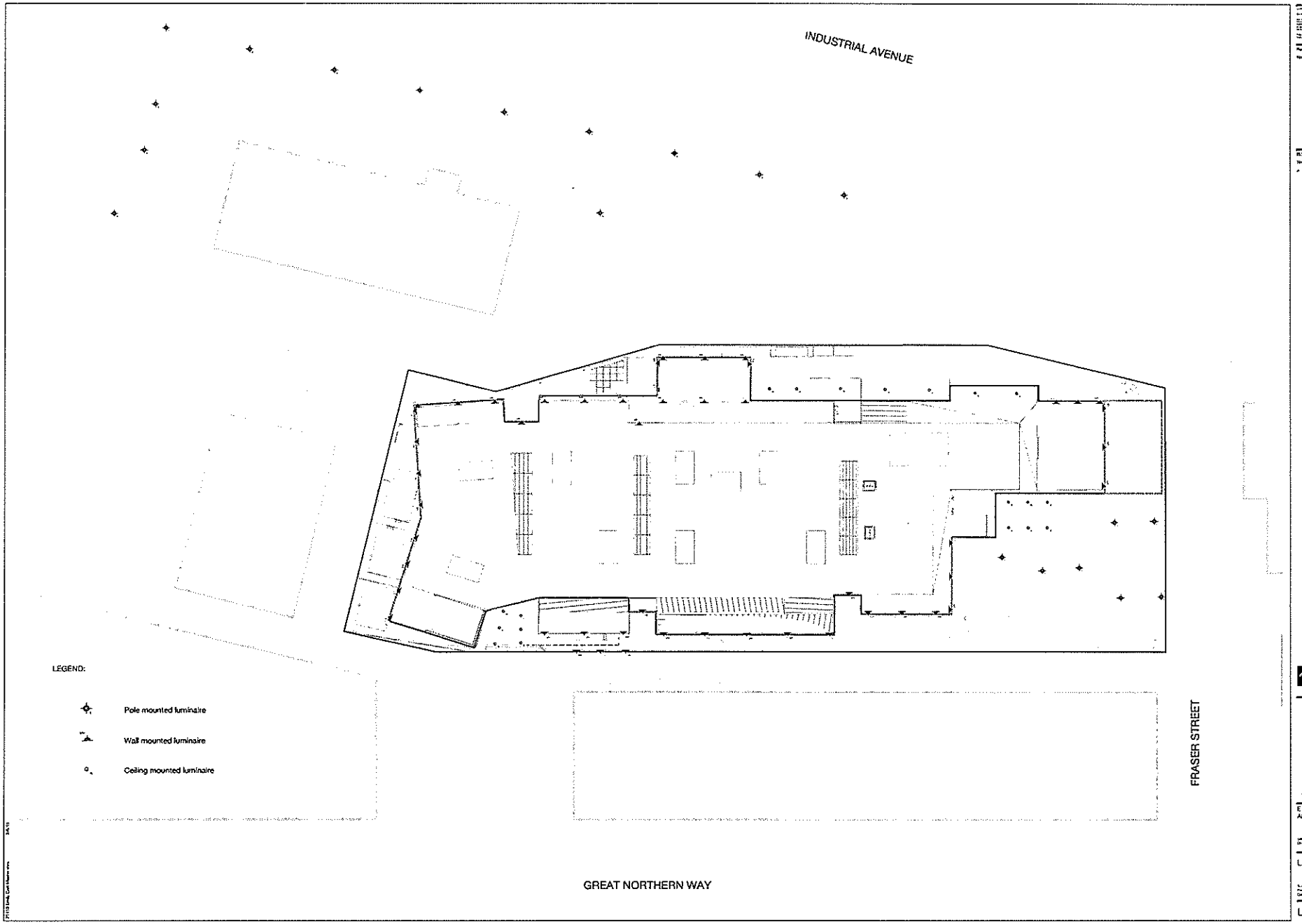
eta

EMILY CARR UNIVERSITY OF ART + DESIGN

Detailed Plan
Area B

L2.1

Appendix C; page 17 of 21



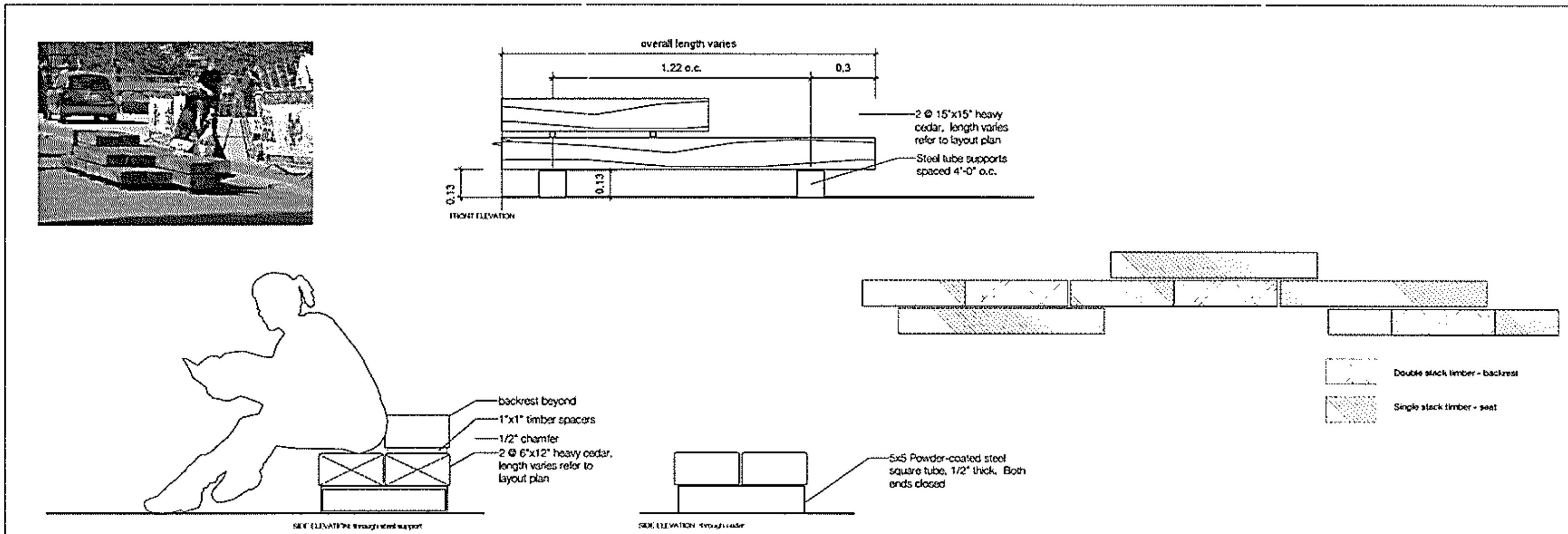
ISSUED

EMILY CARR UNIVERSITY OF ART+ DESIGN

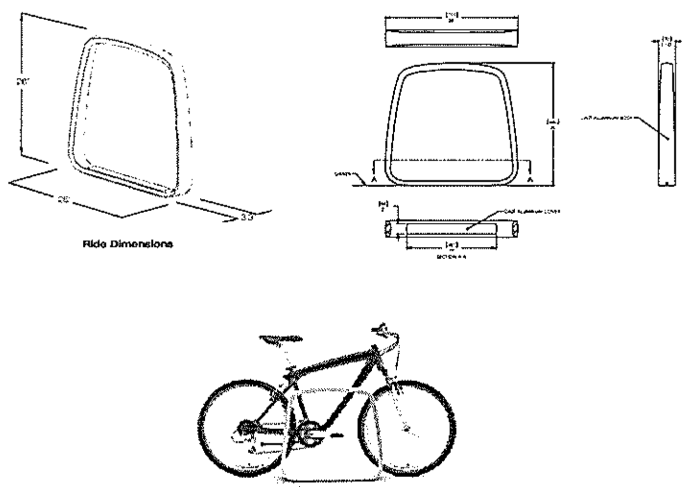
Lighting Plan

L3.0

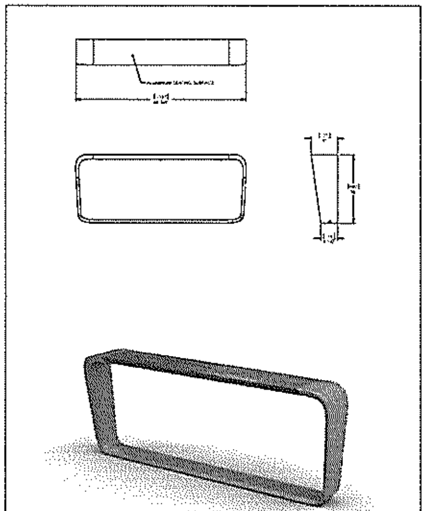
Appendix G page 18 of 21



1 Timber bench - custom
Scale 1:10



2 Bike rack - 'Ride' from Landscape forms



3 Bench - 'Connect rails' from Landscapeforms

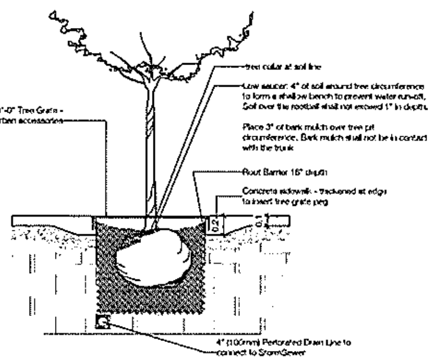
eta

EMILY CARR UNIVERSITY OF ART+ DESIGN

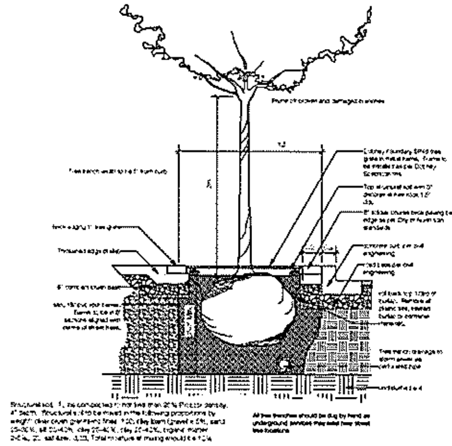
Landscape Details

L4.0

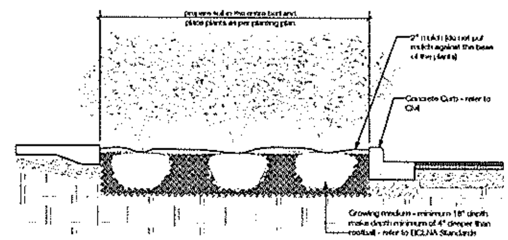
Appendix C, page 19 of 21



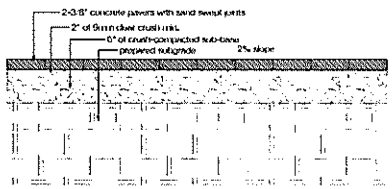
1 Tree Grade in Concrete
Scale 1:24



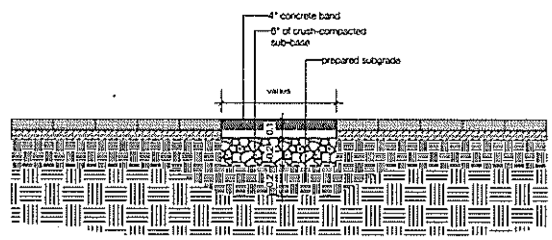
2 Tree Grade at Curb
Scale 1:24



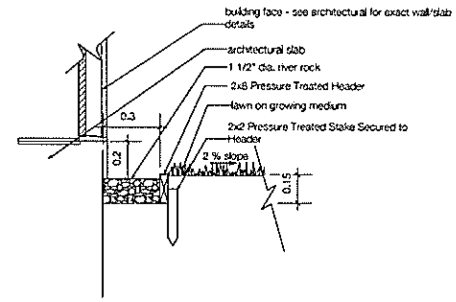
3 Shrubs planted at grade
Scale 1:24



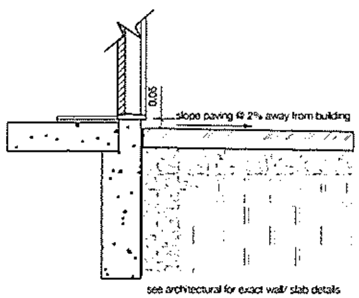
4 Pedestrian Pavers at Grade
Scale 1:12



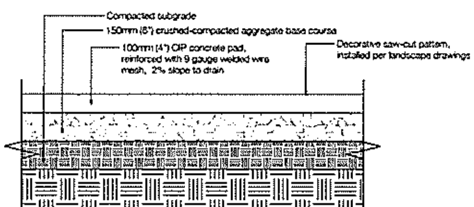
5 Concrete Band in Pavers
Scale 1:12



6 Drip Strip
Scale 1:12

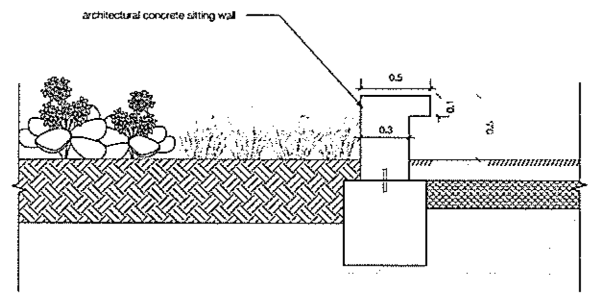


7 Threshold Against the Building
Scale 1:12



Note:
Concrete joints as per MMCG Standards:
- Expansion joints c/w expansion joint material to be provided 9m MAX. o.c. and where structures such as wall, stairs and curbs meet concrete paving.
- Control joints to be 1/4 thickness of slab provided at 3m MAX o.c.
- Decorative saw-cut pattern to be installed per layout plan.
- Saw-cuts to be completed within 24hrs of pouring the slab.

8 Pedestrian Concrete at Grade
Scale 1:12



9 Concrete Sitting Wall
Scale 1:16

eta

EMILY CARR UNIVERSITY OF ART+ DESIGN

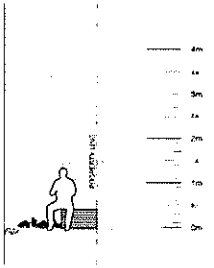
Landscape Details

L4.1

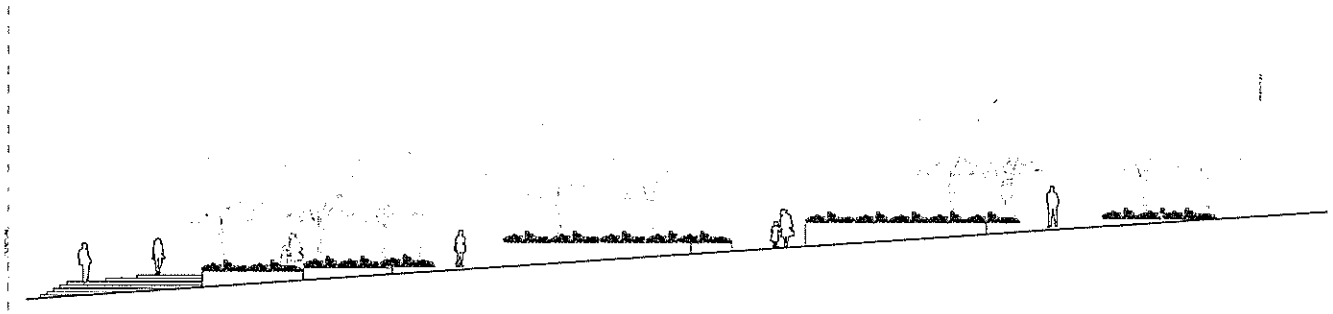
Appendix C; page 20 of 21

1 Urban Agriculture Plots - East to West
Scale: 1:50

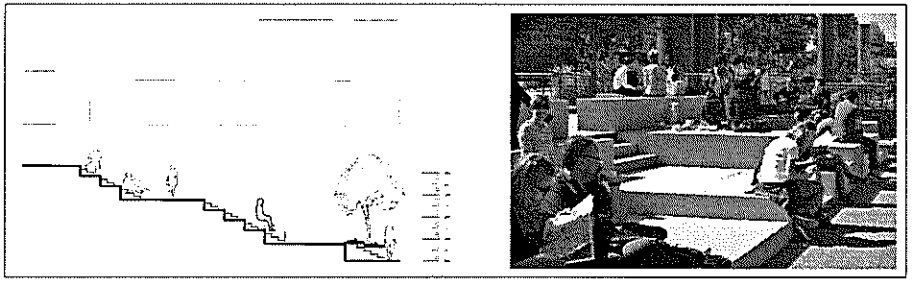
2 Urban Agriculture Plots - North to South
Scale: 1:50



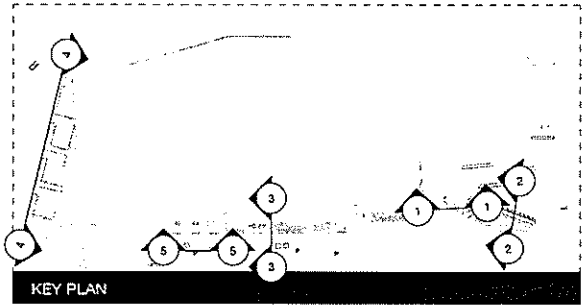
3 Seating Area South of the Building
Scale: 1:50



4 Elevation along the east property line
Scale: 1:100



5 Stairs w/seat walls
Scale: 1:100



ISSUED

No.	Date	Revision Notes
A	2015	Issued for DP

eta

EMILY CARR UNIVERSITY OF ART+ DESIGN

Landscape
Cross Sections

L5.0

Appendix C; page 21 of 21

The development of the Great Northern Way Campus and the new campus for Emily Carr University of Art and Design, creates opportunities for the establishment of the campus within a developing area of the City of Vancouver. The availability of affordable incubator, exhibition, workshop, and innovation space within this neighbourhood is generating a new cultural hub in the city.

The big move of the Emily Carr University to the Great Northern Way campus, represents the most significant addition to this emerging academic and cultural precinct. The 26,000m² building will become the anchor and new focal point for existing and ongoing development in the area and will signal Emily Carr University's ongoing international importance as a leading arts pioneer and educator in the world.

At its core, the design is shaped to provide a multitude of places for informal gathering, discussion, making and remaking. The needs and collaborative spirit of students and faculty inform the fundamental principles of the architecture. The building and the landscape work in concert to engage the community and the University in spaces that drive and enable creativity and experimentation. The transparency of the facade reveals sight lines into the building and highlights the public elements of the campus. By this design, Emily Carr will engage the City of Vancouver and the Great Northern Way campus, connecting creativity to the community and into the heart of the school.

The core urban design principles relate to a compact building that provides greater open space around its site including the creation of a large eastern plaza, a principal entry organized around the development of the proposed St George Plaza, open and transparent views into the building, especially along the proposed pedestrian spine and a scale commensurate with the future development of the precinct and ECUAD's desire for a human scale accessible and welcoming campus.

Through a series of deep cuts into the building façade, the massing is broken down to articulate four distinct elements creating a series of neighbourhoods within the building. These neighbourhoods, clearly legible on the exterior, reduce the overall scale of the building and take on different qualities within a consistent palette of materials, colours and textures. Further articulation occurs at the roofline, where a series of projecting sloped roof monitors capture north light to the studios, while screening small roof top mechanical units.

The building is organized so that the principle public entrance to the University is located on St George Plaza. A large scale window at this entry, frames views into the gallery from the plaza. The glazed three story high entry space, with views to the north, provides a sense of institutional identity to the main entry into the campus. In addition to the gallery other major program elements that will engage the wider community are accessed off this entry including a 400 seat auditorium, food services and the Media Gallery.

A second entry is developed at the eastern face of the building. This entry, less formal and focusing more on 'friends and family' of the University, spills onto the Arts Plaza, a large outdoor room that can be programmed for events, gathering spaces, exhibitions, gardening and art making. A covered loggia provides a weather--protected, south-facing veranda, overlooking the Arts Plaza. The motion capture studio and related screening rooms are served by this entry and provide a destination for other programmed community events. At the fulcrum of indoor and outdoor spaces the plaza establishes a context of creativity and a welcoming public access.

A third entry to at the north, connects through a double height space to the main St George Plaza entry and provides access to the north parking and Equinox and Monte Clark galleries.

On the south façade along the pedestrian spine, the Learning Commons provides a glazed double height volume that animates the public promenade and provides a window to a core activity of the campus. While the south façade presents a more refined face to the street, the ground level of the north façade houses many of the more active elements of University life including sculpture and ceramics studios, forges and many of the workshops that spill onto a north work yard. The upper floors of the building are ringed by the numerous light filled studio spaces that form a key element of the program mandate.

Designed to fulfill the University's robust, flexible culture of making and remaking, the building skin is a combination of glass, metal panel and standing seam. The glass provides transparency and views to the interiors, making apparent the vitality of the activity within. The metal panels, in shades of white, act as a blank canvas for the University. The integration of colour into the building façade is currently under development with the University and will bring additional vitality and life to the building. In this way, the façade remains a work in progress.

Landscape Rationale

Landscape Drawings represent the overall landscape design concept for Emily Carr University of Art and Design. The design intent is to provide a stage for the social, educational and creative needs of the campus population and a sequence of welcoming civic spaces for the broader public. Spaces and site furnishings are provided both in anticipation of the desire for flexible spatial programing as well as in direct response to the sites context and history, connections to the adjacent GNW Campus, interior programming, outdoor social and educational programming, and solar orientation. The design language takes cues from the building geometry as well as from First Nations forms and colours and traditions.

Plant material throughout the site has been selected with a focus on native plantings and plantings that have a cultural, and artistic significance to First Nations culture. Plants used for eating, weaving, carving, and painting will be highlighted in a manner that reinforces the curriculum and teaching opportunities. Planting areas are also designed to assist in storm water management and the City Bird Strategy.

Paved surface materials are simple and durable in response to the need for flexibility and use for a broad range of activities. Concrete with a textured finish is the dominant material. Furnishing will focus on the use of cedar as the tree of life for aboriginal peoples.

Parking areas are connected to the main campus building with a legible pedestrian circulation system and provided with appropriate lighting.

East Plaza
The east arrival plaza has been described as the "Family and Friends Entry" and is designed to provide permanent and flexible seating for day to day use, open space for outdoor events and exhibitions, significant bicycle parking, native plantings for educational programs, and student and facility arrival. The design as presented represents the core elements and configuration. There is a built in flexibility in the design to integrate future modifications in response to evolving ECUAD needs.

Pedestrian Spine
The pedestrian spine provides both internal linkages between different ECUAD program spaces as well as the major east west linkage across GNW Campus. The design of the spine is a collaborative effort between the ECUAD design team and GNWT and their team working on the property to the south of the spine. This ongoing collaboration provides the opportunity to integrate the designs of the two projects into a cohesive space. Programming of the spine will include functional considerations such as the vertical circulation between the East Plaza arrival elevation and the first floor at St. George Plaza, provisions bicycle parking, stormwater management provisions, and interconnections between interior program spaces. These functional requirements have been addressed through the thoughtful configuration of stairs, and ramps that provide seating and gathering opportunities, a central pedestrian node, a bicycle parking node, and landscape elements that provide addition seating along the spine.

Saint George Plaza
The formal ECUAD entry fronts directly onto St. George Plaza. Like the pedestrian spine, St. George Plaza space will be designed in consultation with the design team for the building to the south with the intent to provide a unified design aesthetic. Bicycle circulation as part of the Central Valley Greenway will addressed to ensure pedestrian and cycle safety. Major and minor spaces will be seamless with extensions of materials and design aesthetic to unify the broader GNW campus.

West Connector
Along the western building frontage, a pedestrian linkage is provided between St. George Plaza and the end of Carolina Street. Along the building face are three terraced bicycle parking areas for student and faculty use. One of these areas will be provided with a bicycle storage pod for Class A stalls. A doorway connects directly to an end of trip changing area with lockers and showers. Soft landscape treatment will again focus on native plantings used in the creative process.

North Frontage
The north building entry connects directly to Carolina Street and will provide for arrival and drop off as well as a connection to the north parking area. The design anticipates both the temporary condition as well as the elevated condition. The loading and garbage handling areas are screened from public view with an ornamental fence and plantings.