



**POLICY REPORT
DEVELOPMENT AND BUILDING**

Report Date: November 1, 2016
Contact: Kent Munro
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VanRIMS No.: 08-2000-20
Meeting Date: November 15, 2016

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 Rezoning: 5050-5080 Joyce Street

RECOMMENDATION

- A. THAT the application by Henriquez Partners Architects, on the behalf of 5000 Joyce Property Inc. (Westbank Projects Corp.), to rezone 5050-5080 Joyce Street [*Lots 5 and 6 except portions in Explanatory Plan 8341 and LMP 19566, Block 16, District Lots 36 and 51, Plan 1650; Lot 7, except part in Explanatory Plan 8340 and LMP 18090, Block 16, District Lots 36 and 51, Plan 1650; and Lot 8, except: firstly; part in Explanatory Plan 7093, Secondly; Part in Explanatory Plan LMP 18086, Block 16 District Lot 51, Plan 1650; PIDS: 014-497-077, 014-497-085, 014-497-093, 014-497-107, respectively*] from C-2C (Commercial) District to CD-1 (Comprehensive Development) District, to increase the floor space ratio from 3.00 to 15.37 to permit the development of a 30-storey mixed-use commercial-residential building with a maximum height of 89.33 m (293 ft.), be referred to a Public Hearing, together with:
- (i) plans prepared by Henriquez Partners Architects, received July 29, 2015, with amendments received on June 29, 2016;
 - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
 - (iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to conditions contained in Appendix B.

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary CD-1 By-law generally in accordance with Appendix A for consideration at the Public Hearing.

- B. THAT, if the application is referred to a Public Hearing, the application to amend Schedule E of the Sign By-law to add the CD-1 and to assign regulations in accordance with Schedule “B” (C-2C), also be referred to the same Public Hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-law, generally in accordance with Appendix C, for consideration at the Public Hearing.

- C. THAT, subject to enactment of the CD-1 By-law, the Noise Control By-law be amended to include this Comprehensive Development District in Schedule A as set out in Appendix C;

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

- D. THAT, subject to enactment of the CD-1 By-law, the Parking By-law be amended generally as set out in Appendix C;

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

- E. THAT Recommendations A through D be adopted on the following conditions:
- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
 - (ii) THAT any approval that may be granted following the public hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
 - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

REPORT SUMMARY

This report evaluates an application to rezone 5050-5080 Joyce Street from C-2C (Commercial) District to CD-1 (Comprehensive Development) District to permit development of a 30-storey mixed-use building with commercial retail units at grade and 256 residential strata-titled units above, 65% being family-oriented units.

This application is the first to be proposed under the recently adopted Joyce-Collingwood Station Precinct Plan. The site is at a key intersection in Joyce-Collingwood, both at the heart of the neighbourhood and adjacent to a Skytrain station. The station is currently being upgraded and this is expected to be a catalyst to revitalize Joyce Street and enhance the public realm in the area. If approved, the project would deliver a significant number of family

housing units. Staff support the density and form of development of this application, subject to design development and other conditions outlined in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council policies for this site include:

- Joyce-Collingwood Station Precinct Plan (June 2016);
- Green Building Policy for Rezonings (2010, amended 2014);
- Greenest City Action Plan (2011);
- Public Art Policy and Procedures for Rezoned Developments (2014);
- Community Amenity Contributions - Through Rezonings (1999, last amended 2014);
- High-Density Housing for Families with Children Guidelines (1992);
- Family Room: Housing Mix Policy for Rezoning Projects (2016); and
- Transportation 2040 (2012).

REPORT

Background/Context

1. Background

This site is within sub-area J-1 of the Joyce-Collingwood Station Precinct Plan, which was approved by Council in June 2016, and is identified as one of three mixed-use tower sites at the intersection of Joyce Street and Vanness Avenue. The rezoning application was originally made in July 2015, prior to completion and adoption of the Joyce-Collingwood Station Precinct Plan; however, after the Plan was approved, the applicant submitted revised plans for this rezoning application.

2. Site and Context

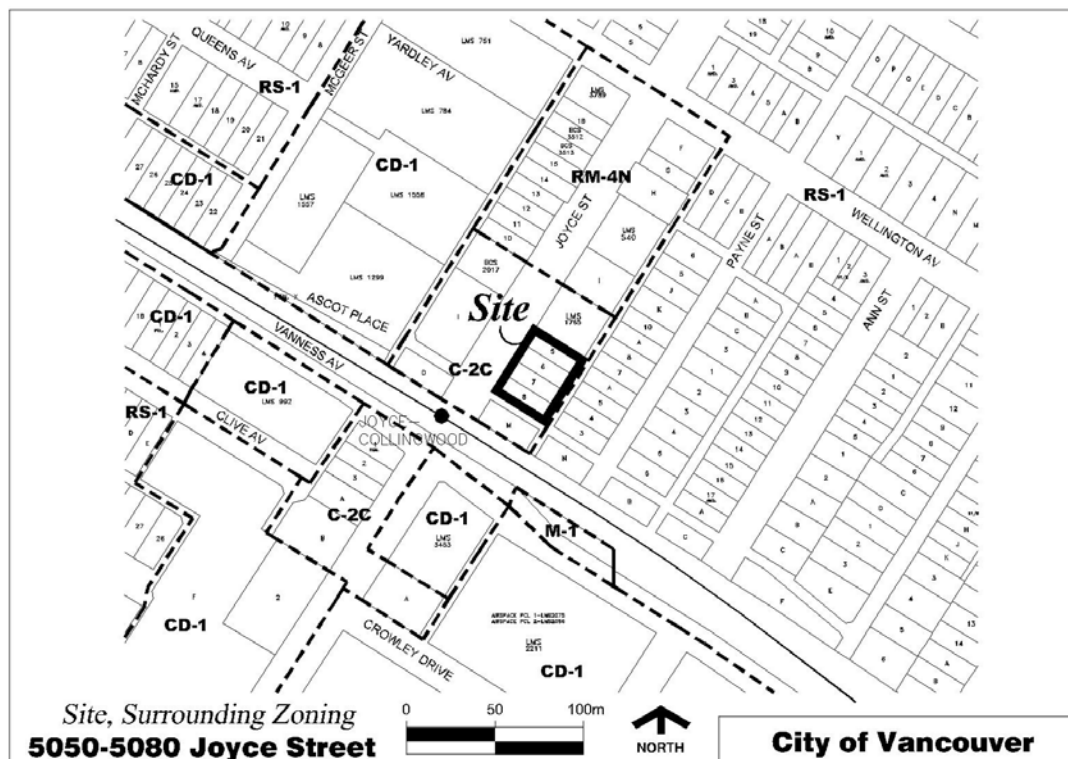
This 13,860 sq. ft. site is located on the east side of Joyce Street, just north of Vanness Avenue and the Joyce-Collingwood Skytrain Station (Figure 1). The subject site is in the J1 sub-area of the Joyce-Collingwood Station Precinct Plan. The site has a frontage of 40 m (132 ft.) on Joyce Street and a depth of 32 m (105 ft.).

The site is comprised of four properties, all currently zoned C-2C, and are occupied by several one- and two-storey buildings with commercial units on the ground floor. Two rental dwelling units are located above the existing commercial buildings. The southern portion of the 5000 block of Joyce Street is currently zoned for commercial uses (see Figure 1) and includes three- and four-storey mixed-use buildings with commercial at grade. Immediately south of the Skytrain station, on the southeast corner of Vanness and Joyce is a 16-storey mixed used building (zoned CD-1) with commercial on the ground floor and office and residential above. On the southwest corner, the property is zoned C-2C and occupied by a one-storey commercial building. East of the site, the properties contain single-family dwellings, with multiple-family and mixed-use building expected to redevelop as multi-family over time and in accordance with the Joyce-Collingwood Station Precinct Plan.

The Joyce-Collingwood Skytrain Station, which is located immediately adjacent to the subject site, is currently undergoing the first phase of upgrades including a significant expansion of

the east station house with increased passenger circulation (e.g. elevators, escalator, etc.) and public realm improvements on Vanness Avenue around the expanded station house. Phase two upgrades include a new bus loop around the east station house to accommodate a B-Line service along 41st Avenue to UBC and connects the BC Parkway multi-use pathway across the station area, completing an all ages and abilities pathway between Rupert Street and Boundary Road. Along with the Phase two of station upgrades, Vanness Avenue between the lane west of Joyce and McGeer Street will be made one-way westbound, allowing for an improved pedestrian experience to the east of the station. All of these upgrades will enhance the transit-user and pedestrian experience.

Figure 1 – Site and Surrounding Zoning



3. Policy Context

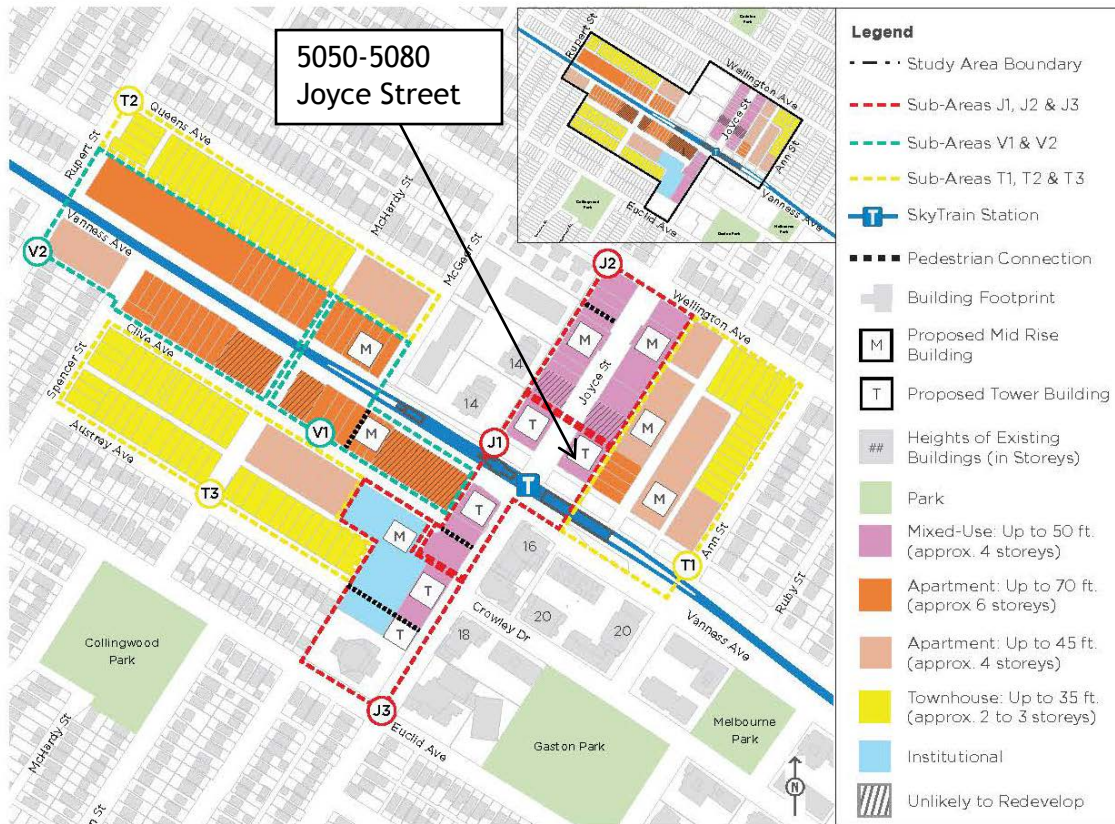
Joyce-Collingwood Station Precinct Plan: In June 2016, Council adopted the Joyce-Collingwood Station Precinct Plan, to guide more intensive development around the Skytrain station, create a more cohesive neighbourhood, improve physical and social connections, add new opportunities for housing, and create a more vibrant local shopping street. The plan includes a public benefit strategy (PBS) which provides direction on how new and/or enhanced services and amenities for the community will unfold over time as the area redevelops.

Tower height for the subject site is limited to 189.5 m Geodetic Height. Ground floor uses are required to be local-serving retail and services. Choice of use is permitted above the ground floor, which may include local-serving retail, service, office, or residential. The Plan sets out

height and general built form expectations; supportable density is to be determined by analysis based on site-specific urban design and public realm performance.

Across the lane to the east of the subject site, the Joyce-Collingwood Station Precinct Plan allows for consideration of four-storey and six-storey apartments, and two mid-rise buildings on the larger sites.

Figure 2 – Joyce-Collingwood Station Precinct Plan - Sub-Area Policies



Family Room: Housing Mix Policy from Rezoning Projects: On July 13, 2016, Council adopted *Family Room: Housing Mix Policy for Rezoning Projects*. The policy includes new family housing requirements that increase the number of family units in strata housing projects from 25 per cent to 35 per cent, including a minimum 10 per cent three-bedroom units. This application was received prior to the new family housing requirement policy and as such, is governed by the pre-existing 25 per cent family housing requirement. Nevertheless, this application proposes that 166 of the 256 units be two- or three-bedroom units, achieving 65 per cent of the total units as suitable for families (see Figure 3). Twenty-one per cent of the proposed units are three-bedroom units.

Figure 3 – Proposed Unit Mix for 5050-5080 Joyce Street

	Studio	1-bed	2-bed	3-bed
Number of units	56 (22%)	34 (13%)	112 (44%)	54 (21%)

Zoning and Development By-Law Acoustics Criteria Update: The City is updating its acoustics requirements to higher performance measures that will apply to sites on arterials and new CD-1 sites adjacent to Skytrain or rail lines. The application would need to meet updated acoustics requirements, expected to be presented to Council in the first quarter of 2017, should they be approved. Compliance with the new acoustical requirements will need to be demonstrated at development permit stage.

Strategic Analysis

1. Proposal

The application proposes to rezone the subject site from C-2C (Commercial) District to CD-1 (Comprehensive Development) District to permit the development of a 30-storey building with commercial uses at grade, 256 residential strata-titled units above, a building height of 89.33 m (293 ft.) and a density of 15.37 FSR (19,753 m²). The application proposes 134 parking spaces in six levels of underground parking.

Figure 4 – View of the Proposal Looking East

After the Joyce-Collingwood Station Precinct Plan was approved by Council in June 2016, the applicant submitted revised plans for this rezoning application. Staff's conditions in this report (Appendix B) are based on the June 2016 resubmission. However statistics contained within the report are based on the applicant's latest submission (September 2016).

Since the original plans were submitted in 2015, the floor plate, residential unit count and unit mix have changed. Figure 5 summarizes the changes to the unit count and mix throughout the rezoning application process.

Figure 5 – Changes to the Unit Count and Mix Through the Rezoning Application Review Process

Date	Summary	Floor Plate (Sq. ft.)	Residential Unit Count	Residential Unit Mix			
				Studio	1 bed	2 bed	3 bed
July 2015	Original submission	7,062	236	0 0%	130 55%	54 23%	52 22%
June 2016	Resubmission (Open House and UDP)	7,062	256	30 12%	110 43%	90 35%	26 10%
Sept 2016	Resubmission (considered by Council)	7,224	256	56 22%	34 13%	112 44%	54 21%

2. Land Use

The proposal includes 470 m² (5,059 sq. ft.) of commercial floor area on the ground floor. Residential use is proposed on the floors above. The draft CD-1 By-law provisions allow for a wide range of non-residential uses at the ground floor, as well as office uses above the ground floor to provide flexibility and support future employment opportunities.

To ensure vibrant public edges, small commercial frontages are encouraged which will be secured through provisions of the CD-1 By-law.

3. Form of Development

Built Form: The Joyce-Collingwood Station Precinct Plan requires that a tower developed in this location have a distinct building base of a height compatible with the four-storey adjacent zoning. The Plan guidelines recommend both a maximum floor plate and building width as well as minimum setbacks from adjacent properties to assist with a contextual fit.

The proposed tower has a marginally larger floorplate than was anticipated by the plan, and exceeds the recommended maximum building width. However, this larger plate size is proposed to accommodate additional three-bedroom family units in excess of the policy requirement. The proposed floorplate of the building is comparable to some other towers in the area built in the 1990s that have average floorplates up to 675 m² (7,265 sq. ft.).

In order to improve the building relationship with the proposed new pedestrian lane to the south of the proposal, the Urban Design Panel recommended a greater tower setback from the south property line. An increased setback will also increase separation from the Skytrain

guideway for residences. In order to maintain a floorplate to accommodate family units, this results in a reduced setback at the north property line.

A condition of approval recommends the south setback be increased to be more in keeping with the Plan guidelines.

Height: The Joyce-Collingwood Station Precinct Plan allows consideration of a tower on this site with a geodetic height of up to 189.5m. Geodetic height is measured from sea level, rather than from the ground adjacent to the building. For the subject site, this results in a tower height up to 89.33 m based on the adjacent grade. The proposed building height of 89.33 m is within the height allowance of the policy. The site is not restricted by any view cones.

Shadowing: Shadow impact is typically assessed at 10 am, noon and 2 pm at the spring and fall equinoxes (see Appendix F). The streets in the area are skewed from the north-south street grid and this alignment helps to mitigate the impact of shadows on adjacent residences. The proposed tower will produce shadows between noon and 2 pm during the equinox that will fall largely on the street and building roofs fronting Joyce Street rather on adjacent residential properties. During the later afternoon, a longer shadow will fall on the properties to the east and extend north to Wellington Avenue but will pass quickly, meaning that most lots will be impacted for one hour or less in the afternoon/evening. There is no shadow impact on the adjacent public open spaces or parks. The increase in tower massing and the northward shift of the tower placement does not significantly increase shadow impact beyond that anticipated in the Plan.

Density: The application, as received, proposes an overall floor area of 19,753 m² (212,619 sq. ft.), equivalent to 15.37 FSR. While density is not specified, tower form and height are set out in the Joyce-Collingwood Station Precinct Plan; this application is generally consistent with the performance standards for form of development as established in the Plan.

Subsequent to the rezoning submission, and in response to public feedback and staff recommendation to include more three-bedroom units in the development, the applicant has proposed a small floor area increase on each floor (approximately 15 m² (161 sq. ft.)). This change in floor plans is supported by staff and would result in an overall floor area increase of approximately 473 m² (5,086 sq. ft.), to accommodate more family units. Staff conclude that the proposed total floor area can be accommodated in this location, as outlined in this section.

For rezonings, open balconies representing up to 12% of the residential floor area may be excluded from the FSR calculation. The proposal includes 2,799 m² (30,129 sq. ft.) of open balcony, equivalent to 14.7% of the proposed residential floor area. Through design development, this will be marginally reduced, so that the balcony overage will be limited to 279 m² (3,000 sq. ft.). This area is included in the FSR calculation, and is equivalent to 0.22 FSR, with the requirement that those balconies remain open for the life of the building (see Appendix A and Appendix B).

Application drawings are provided in Appendix F. Appendix G contains drawings for information only, illustrating proposed changes to floor plans in response to the staff recommendation to include more three-bedroom units in the development.

Views and Privacy: There are no identified protected views from public vantage points that will be affected by the proposal. With regard to distant private views, the application will change the existing views from the units in the neighbouring towers, particularly 3438 Vanness Avenue, 3455 Ascot Place and 3489 Ascot Place, however, these tower relationships were considered during the adoption process for the Joyce-Collingwood Station Precinct Plan.

Nearby views and privacy are also affected by horizontal separation of buildings. The Joyce-Collingwood Precinct Plan recommends that buildings above 70 feet in height be separated from other taller buildings by 80 feet. This corresponds to the standard Horizontal Angle of Daylight parameters. The subject site maintains a tower separation of 80 ft. from neighbouring towers.

In general, staff consider the buildings performance in terms of views and privacy to be acceptable, particularly in light of future built form context of this area.

Architecture: The proposed architectural design distinguishes the building base from the residential tower, as recommended by the area policy. The proposed tower is characterized by a simple rectangular form with a serpentine array of projecting balconies with varied depths that create a distinct building character.

Comments from the Urban Design Panel suggest bringing some elements of the tower to the ground plane, in concert with strengthening the residential entry identity. Further, the Panel suggested making careful study of the balcony pattern to ensure they serve a functional as well as a decorative purpose. Design development conditions have been included (Appendix B) to ensure that these matters are addressed at the Development Permit stage.

4. Open Space and Public Realm

Public Realm: At this time, there are many deficiencies in the public realm on Joyce Street around the Skytrain station. In order to prioritize pedestrian movement and safety, the Joyce-Collingwood Station Precinct Plan recommends that vehicle access to the lanes north of the station be removed or limited and converted to small plaza spaces/walkways. The subject site is adjacent to one of these lanes. The conversion of the lane to provide improved pedestrian access to Joyce Street and the Skytrain station will be undertaken in conjunction with the opening of a vehicular lane to the east.

A sidewalk width of 18 ft. along Joyce Street is required to accommodate a comfortable pedestrian realm in this busy transit area, resulting in the building setback of 8 ft. which has been provided. The ground floor level along Joyce Street proposes commercial units to provide an active street edge. A setback of 4 ft. from the future pedestrian plaza to the south is accommodated. The proposal also incorporates a covered open space at the intersection of Joyce Street with the lane.

Staff are recommending revisions to the proposal that remove the covered open space in order to continue the commercial edge around the corner and onto the south façade at the lane. The intent is to better engage pedestrians. A larger setback for both the building base and tower were suggested at the south edge to make the future pedestrian lane more comfortable. These recommendations are reflected in design development conditions in Appendix B. Collectively, all of these measures will enhance the public realm around the perimeter of this site.

5. Existing Rental Accommodation and Tenant Relocation

There are two existing rental dwelling units above the commercial building at 5080 Joyce Street, consisting of one un-tenanted and one tenanted unit. The single tenanted unit is a one-bedroom unit and the single tenant has resided in the building for about four years. As this rezoning application was submitted prior to February 15, 2016, the new Tenant Relocation and Protection Policy and associated Guidelines do not apply. Nevertheless, the applicant has provided a draft Tenant Relocation Plan which meets the Tenant Relocation and Protection Policy. A copy of the draft Tenant Relocation Plan is attached as Appendix H. A final Tenant Relocation Plan will be required at the time of Development Permit application, and a final Tenant Relocation Report will be required prior to issuance of the Occupancy Permit.

6. Parking, Loading and Transportation

Vehicle and bicycle parking are proposed within six levels of underground parking accessed by a ramp off the lane east of the site. The application proposes 134 physical parking spaces, which includes 3 carshare vehicles, and 323 bicycle storage spaces. For this site, the Parking By-law would require at least 224 parking spaces. However, data provided on vehicle ownership in this area shows that it is significantly lower than the Parking By-law's standard, with strata-owned buildings averaging 0.67 vehicles per unit. In addition, the application proposes a transit incentive fund in the amount of \$100,000 to be managed by the strata that will provide a 25% reimbursement on transit passes to the building's residents (See Appendix B (c) 5 (xii)). In an effort to support transit-oriented development and to better align parking supply with demand, a reduced parking provision is supported.

A consequential amendment to the Parking By-law is required as the number of parking spaces does not comply with the Parking By-Law. The draft consequential amendment is provided in Appendix C.

To improve the public realm around Joyce Skytrain station, the Joyce-Collingwood Station Precinct Plan recommends closing the lane south of this site to vehicles and converting it into a pedestrian walkway/plaza. In conjunction with this conversion, an east-west lane will be opened to connect the existing north-south lane to Payne Street. Engineering Services has reviewed the rezoning application and has no objections to the proposal provided that the applicant satisfies the rezoning conditions included in Appendix B.

7. Environmental Sustainability

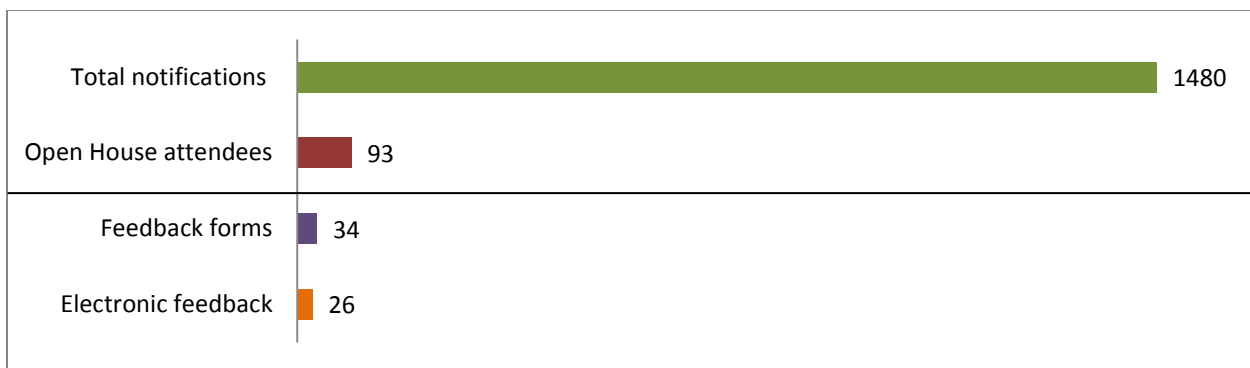
The Green Buildings Policy for Rezonings (amended by Council in June 2014) requires that rezoning applications achieve a minimum of LEED® Gold rating, with targeted points for water efficiency, stormwater management and a 22 per cent reduction in energy cost as compared with ASHRAE 90.1 2010, along with registration and application for certification of the project. The applicant submitted a preliminary LEED® scorecard, which generally conforms to the Rezoning Policy, indicating that the project could attain the required LEED® points and energy efficiency, and therefore would be eligible for a LEED® Gold rating.

PUBLIC INPUT

Public Notification – A rezoning information sign was originally installed on the site October 20, 2015 and then revised and reinstalled July 6, 2016 (after the proposal was resubmitted). A total of 1,480 notifications were distributed within the neighbouring area on or about July 8, 2016 (See Figure 6).

In addition, notification and application information and an online comment form were provided on the City’s Rezoning Applications webpage (vancouver.ca/rezapps). An open house was held on July 25, 2016. Staff, the applicant team, and a total of approximately 93 people attended the open house.

Figure 6 – Notification and Public Response



Public Response and Comments – Staff received a total of 60 written responses including open house comment sheets and email correspondence.

Support for the proposal cited the following:

- Building’s architectural design; and
- New housing opportunities in proximity to the Joyce-Collingwood Skytrain station.

Concerns expressed about the proposal included:

- Need for three-bedroom units;
- Increased traffic congestion on already congested roads;
- Proposed building height is too tall;
- Displacement of existing commercial tenants; and
- Integration of the proposed plaza.

Respondents were also asked to comment on the prioritization for Community Amenity Contributions (CACs) resulting from this application. Based on feedback received, the priorities in descending order were:

1. Parks and open spaces
2. Collingwood Library
3. Childcare/Affordable housing

These priorities are consistent with the public benefit strategy as set-out in the Joyce-Collingwood Station Precinct Plan. A more detailed summary of all the public comments on this application is provided in Appendix E.

It is noted that the proposed building height complies with the recently adopted Joyce-Collingwood Station Precinct Plan and the applicant has responded to concerns by increasing the number of three-bedroom units to 54 (See Figure 5). Design development conditions for the proposed plaza recommend providing an active commercial edge to the new pedestrian lane to create better engagement with pedestrians. Soft landscape will be incorporated where possible along the lane.

Some community members expressed concerns that the four businesses operating in the existing commercial buildings on the site will be displaced by the redevelopment. Although there are no requirements for commercial tenant relocation, staff have investigated the availability and rental rates nearby and found that Kingsway would provide a viable alternative for local and affordable commercial rents for merchants displaced during the period of construction. Alternatively, within two blocks of the site, there are currently two vacant storefronts available (as of May 2016).

A transportation study was conducted for the proposed development, which estimated that the site would generate approximately 70 vehicle trips during the AM and PM peak hours. This amounts to just over one vehicle per minute, which is not anticipated to have a significant impact on the surrounding road network. The study also forecasted and analysed traffic volumes in 2023 and expects the nearby intersections to function satisfactorily.

PUBLIC BENEFITS

In response to City policies concerning changes in land use and density, this application, if approved, can be expected to realize the following public benefits.

Required Public Benefits - Required by By-law or Policy

Development Cost Levies (DCLs) – Development Cost Levies collected from development help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/no-profit housing) and various engineering infrastructure. The site is subject to the Citywide DCL rate of \$149.73 per m² (\$13.91 per sq. ft.). On this basis, a DCL of approximately \$2,957,537 is anticipated.

DCLs are payable at building permit issuance and their rates are subject to Council approval of an annual inflationary adjustment which takes place on September 30th of each year. When a DCL By-law with higher rates is introduced, a number of rezoning, development permit and building permit applications may be at various stages of the approval process. An application may qualify as an in-stream application and therefore may be exempt from DCL rate increases for a period of 12 months from the date of DCL By-law rate amendment provided that it has been submitted prior to the adoption of the annual DCL By-law rate adjustments. If a related building permit application is not issued within the 12-month period, the rate protection expires and the new DCL rates will apply. See the City's [DCL Bulletin](#) for details on DCL rate protection.

Public Art: The Public Art Policy and Procedures for Rezoned Developments requires rezoning proposals having a floor area of 9,290.0 m² (100,000 sq. ft.) or greater to contribute public art or provide 80 per cent cash in lieu as a condition of rezoning. Public art budgets are based on a formula (effective September 30, 2016) of \$21.31 per m² (\$1.98 per sq. ft.) for all areas contributing to the total FSR calculation. With 19,753 m² (212,619 sq. ft.) of eligible floor area proposed in this rezoning, a public art budget of approximately \$420,987 is anticipated. Developers may fulfill the public art commitment in one of two ways:

- Option A - Artwork is commissioned by the developer. An experienced public art consultant must be engaged to coordinate the public art process. Consultants are responsible for the preparation of art plans and the coordination of artist selection and artwork fabrication, installation, and documentation. The Public Art Committee reviews and approves the Public Art Plan which must be completed prior to issuance of the Development Permit.
- Option B - For developers not wanting to directly commission the artwork, 80 per cent of the required art budget is paid to the City as a contribution to the Signature Projects Fund. These contributions are pooled with contributions from the City, philanthropists, and other agencies to commission artworks of major significance at key city sites.

Public Benefits - Offered by the Applicant

Community Amenity Contribution (CAC) – In the context of the City's *Financing Growth Policy*, an offer of a Community Amenity Contribution to address the impacts of rezoning can be anticipated from the owner of a rezoning site. CACs typically include either the provision of on-site amenities or a cash contribution toward other public benefits and they take into consideration community needs, area deficiencies and the impact of the proposed development on City services. As part of this application, the applicant has offered a cash CAC of \$4,719,000.

As per the Joyce-Collingwood Station Precinct Plan which directs staff to liaise with key community stakeholders to provide advice on the consideration of community amenity contributions, staff held two meetings with stakeholders (July 18, 2016 and October 14, 2016) and distributed a questionnaire to the general public at the rezoning open house (July 25, 2016). Based on feedback gathered from stakeholders meetings and public input received through the rezoning open house, it is recommended that the cash CAC be allocated to community facilities serving the Joyce-Collingwood area such as a renewed and expanded Collingwood Library, new childcare facilities or new affordable housing.

Staff are currently exploring the possibility of a new Collingwood library to be located in the podium of the redeveloped St. Mary's Parish site, located at 5239 Joyce Street. This library opportunity is recommended as the priority allocation for the \$4,719,000 in CACs. If this opportunity cannot be realized within a reasonable time-frame, the CAC funds would be available for childcare facilities (possibly as part of a school renewal in the area) or could be used to help fund new affordable housing in the area. Immediate pedestrian improvements near the station will be funded through a reallocation of transportation CACs collected in the Joyce Collingwood area (discussed in a separate report).

Real Estate Services has reviewed the applicant's development pro forma for this rezoning application and has concluded that the CAC offered by the property owner is appropriate. Generally, this is based on a CAC value of \$31 per square feet of net residential floor area beyond what would be permitted under the site's existing C-2C zoning. It is recommended that the offer be accepted.

See Appendix I for a summary of all of the public benefits arising from this application.

FINANCIAL IMPLICATIONS

As noted in the section on public benefits, the applicant has offered a cash CAC of \$4,719,000 to be directed to community facilities servicing the Joyce-Collingwood area such as a renewed and expanded Collingwood Library, new childcare facilities or new affordable housing.

The \$4,719,000 cash CAC would only represent a portion of the estimated cost of the potential new Collingwood library in a redeveloped St. Mary's site. If this opportunity materializes, the balance of funding would be identified through a future rezoning application for the St. Mary's site. Otherwise, the CACs could be used for childcare facilities (possibly as part of a school renewal) or affordable housing in and around the Joyce-Collingwood area.

In addition to the offered public benefits the applicant, subject to a separate application to the General Manager of Engineering Services, will be responsible for construction of a new pedestrian walkway/plaza in the lane allowance between Joyce St. and the lane east of Joyce St. at an estimated cost of \$200,000 to be reimbursed by the City upon completion of the new pedestrian walkway/plaza.

Approval and timing of specific projects will be brought forward as part of the Capital Plan and Budget processes.

If the rezoning application is approved, the applicant will be required to provide new public art on-site, or make a cash contribution to the City for off-site public art, at an estimated value of \$420,987.

The Citywide DCL applies to this site. If the project is approved, a DCL of approximately \$2,957,537 is anticipated.

CONCLUSION

Assessment of this rezoning application has concluded that the proposed form of development is an appropriate urban design response to the site and its context, and that the application is in keeping with the Joyce-Collingwood Station Precinct Plan. If approved, this application would make a significant contribution to family housing in the City, with a total of 166 family-oriented units. The proposal will also invigorate a prominent site facing Joyce Street and integrate with station upgrades to enhance the commercial centre of Joyce-Collingwood and the experience of transit-users and pedestrian at this important location.

The General Manager of Planning, Urban Design and Sustainability recommends that the rezoning application be referred to a Public Hearing, together with a draft CD-1 By-law

generally as set out in Appendix A. Further it is recommended that, subject to the public hearing, the application including the form of development, as shown in the plans in Appendix F, be approved in principle, subject to the applicant fulfilling the conditions of approval in Appendix B.

* * * * *

**5050-5080 Joyce Street
DRAFT CD-1 BY-LAW PROVISIONS**

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

Zoning District Plan Amendment

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan marginally numbered Z-() attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D, to By-law No. 3575.

[Note: Schedule A, not attached to this appendix, is a map that amends the City of Vancouver zoning map. Should the rezoning application be referred to Public Hearing, Schedule A will be included with the draft by-law that is prepared for posting.]

2. Words in this By-law have the meanings given to them in the Zoning and Development By-law except that:

“Geodetic Datum means the current vertical reference surface adopted and used by the City of Vancouver.

Regular Individual Noise Event means noise from a source which is typically emitted more than 10 times per night but less than 12 times per hour, and can include traffic noise including but not limited to SkyTrain passbys and rail and delivery truck traffic. ”

Uses

- 3.1 The description of the area shown within the heavy black outline on Schedule A is CD-1 ().
- 3.2 Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 (), and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
 - (a) Cultural and Recreational Uses, limited to Artist Studio - Class A, Arts and Culture Indoor Event, Community Centre or Neighbourhood House, and library;
 - (b) Dwelling Uses, limited to Dwelling Units in conjunction with any of the uses listed in this By-law;
 - (c) Retail Uses, limited to Neighbourhood Grocery Store, Retail Store, Farmers’ Market, Furniture or Appliance Store, Liquor Store, and Secondhand Store;

- (d) Service Uses, limited to Barber Shop or Beauty Salon, Beauty and Wellness Centre, Photofinishing or Photography Studio, Repair Shop - Class B, Animal Clinic, Neighbourhood Public House, Print Shop, Restaurant - Class 1, School - Arts or Self-Improvement, School - Business, and School - Vocational or Trade;
- (e) Office uses; and
- (f) Accessory uses customarily ancillary to the uses permitted in this Section 3.2.

Conditions of use

- 4.1 The design and layout of at least 65% of the dwelling units must:
 - (a) be suitable for family housing;
 - (b) include two or more bedrooms; and
 - (c) comply with Council's "High Density Housing for Families with Children Guidelines".
- 4.2 Retail and service uses may only be located on ground level.
- 4.3 Frontage of all retail units must not exceed 15.3 m, except that the Director of Planning may relax the maximum frontage in any case where pedestrian interest is maintained.
- 4.4 Dwelling units and office uses may only be located on level 2 through level 29.

Floor area and density

- 5.1 Computation of floor space ratio must assume that the site consists of 1,285.3 m², being the site size at the time of the application for the rezoning evidenced by this By-law, prior to any dedications.
- 5.2 The floor space ratio for all uses combined must not exceed 15.37.
- 5.3 The floor space ratio for Dwelling Uses must not exceed 15.01, except that 0.22 is limited to open balcony space, in excess of that excluded in 5.5 (a), and may not be enclosed for the life of the building.
- 5.4 Computation of floor area must include all floors of all buildings, including earthen floor, above and below ground level, having a minimum ceiling height of 1.2 m, measured to the extreme outer limits of the building.
- 5.5 Computation of floor area must exclude:

- (a) open residential balconies or sundecks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:
 - (i) the total area of all such exclusions must not exceed 12 per cent of the residential floor area, and
 - (ii) the balconies must not be enclosed for the life of the building;
- (b) patios and roof gardens, if the Director of Planning first approves the design of sunroofs and walls;
- (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment or uses, which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used that are at or below base surface, except that the exclusion for a parking space must not exceed 7.3 m in length;
- (d) amenity areas, recreational facilities and meeting rooms accessory to a residential use, to a maximum total area of 10% of the total permitted floor area; and
- (e) all residential storage area above or below base surface, except that if the residential storage area above base surface exceeds 3.7 m² for a dwelling unit, there will be no exclusion for any of the residential storage area above base surface for that unit.

5.6 The use of floor area excluded under section 5.5 must not include any use other than that which justified the exclusion.

Building height

- 6.1 The building height, measured from the top of the roof slab above the uppermost habitable floor, excluding parapet wall, must not exceed the geodetic elevation of 189.5 m.
- 6.2 The Director of Planning may relax the maximum permitted height in the following circumstances:
 - (a) the height relaxation is to accommodate the following items:
 - (i) mechanical appurtenances such as elevator machine rooms;
 - (ii) access and infrastructure required to maintain green roofs or urban agriculture, roof-mounted energy technologies including solar panels and wind turbines;

- (iii) decorative roof and enclosure treatments provided that the roof and enclosure treatment enhances the overall appearance of the building, and appropriately integrates mechanical appurtenances; and
- (iv) items similar to any of the above;
- (b) the Director of Planning first considers:
 - (i) the location, sizing and material of the building in relation to views, overlook, shadowing, and noise impacts, and
 - (ii) all applicable policies and guidelines adopted by Council; and
- (c) the building height must not exceed the geodetic elevation of 193.1 m.

Horizontal angle of daylight

- 7.1 Each habitable room must have at least one window on an exterior wall of a building.
- 7.2 The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24.0 m.
- 7.3 Measurement of the plane or planes referred to in section 7.2 must be horizontally from the centre of the bottom of each window.
- 7.4 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement if:
 - (a) the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council; and
 - (b) the minimum distance of unobstructed view is not less than 3.7 m.
- 7.5 An obstruction referred to in section 7.2 means:
 - (a) any part of the same building including permitted projections; or
 - (b) the largest building permitted under the zoning on any site adjoining CD-1 ().
- 7.6 A habitable room referred to in section 7.1 does not include:
 - (a) a bathroom;
 - (b) a kitchen whose floor area is the lesser of:
 - (i) 10 per cent or less of the total floor area of the dwelling unit, or

(ii) 9.3 m².

Acoustics

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

Portion of Dwelling Unit	Noise Level (Decibels)
bedrooms	35
living, dining, recreation rooms	40
kitchen, bathrooms, hallways	45

8.2 If the site is exposed to Regular Individual Noise Events, the report referred to in Section 8.1 must also demonstrate that the representative A-weighted, fast time constant, maximum sound level (LFmax) from such events occurring between 10 o'clock in the evening (2200 hours) and 7 o'clock in the morning (0700 hours) does not exceed 45 decibels inside bedrooms.

* * * * *

5050-5080 Joyce Street
DRAFT CONDITIONS OF APPROVAL

Note: Recommended approval conditions will be prepared generally in accordance with the draft conditions listed below, subject to change and refinement prior to finalization of the agenda for Public Hearing.

CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by Henriquez Partners Architects and stamped “Received Planning & Development Services (Rezoning Centre), June 29, 2016”, provided that the Director of Planning may allow minor alterations to this form of development when approving the detailed scheme of development as outlined in (b) below.
- (b) That, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the Director of Planning, who shall have particular regard to the following:

Urban Design

- 1. Design development to improve the continuity of pedestrian activation at the south lane.

Note to Applicant: This can be achieved by providing active commercial uses on both Joyce Street and the south lane, creating a prominent, rather than inset corner. Commercial entries should be located from the south lane as well as Joyce Street. The residential entry should be easily identifiable, but not be so large as to detract from an active street edge.

- 2. Design development to improve the relationship of the building to the public realm at the south lane.

Note to Applicant: The south lane is proposed to be closed to vehicular traffic and enhanced as a public open space. The improved relationship can be achieved by providing setbacks more in keeping with the Precinct Guidelines of a minimum of 4 ft. at the lane edge and a 20 ft. at residential levels to improve the sense of openness in the new pedestrian public space. The upper setback should not be any less than 16'-6”.

- 3. Design development to the podium to improve its architectural relationship to the tower.

Note to Applicant: Maintain a distinct podium, while bringing elements of the tower to the ground through the podium.

- 4. Design development to the balconies to mitigate the apparent width of the building and ensure livability.

Note to Applicant: While developing the balcony design expression, reduce the extent of wrap-around balconies to allow some exposure of the building

corners. Ensure that units have balconies that are appropriately sized for their occupancy. Through design development, seek opportunities to increase shared outdoor amenity space. Balcony area in excess of 12% will be included in the calculation of FSR, but shall not be captured in or converted to enclosed floor area or otherwise cause an increase in building bulk.

5. Design development to the upper levels of the tower to improve the contribution to the general skyline.

Note to Applicant: Design development to create a distinctive and attractive top of the building, that distinguishes it from other towers in the area and provides a distinct character to add to the skyline. Consider shaping, material and lighting elements that may reflect the tower expression.

6. Design development to confirm integration of all rooftop mechanical equipment, including elevator override service volumes, photovoltaic panels, window washing infrastructure and other service equipment within the proposed mechanical penthouse and enclosure.

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

7. Incorporate built form requirements in the development to achieve required acoustic mitigation.

Note to Applicant: Acoustics requirements are currently being updated to ensure comfort in dwelling units adjacent to Skytrain or rails. It is possible that certain building construction upgrades may be required to meet the updated acoustics criteria in the Zoning and Development By-law. However, revisions to achieve required acoustic mitigation should not increase the apparent bulk of the building nor diminish its architectural character.

8. Provision of high-quality and appropriately scaled weather protection along the Joyce Street and south lane facades.

Note to Applicant: Canopy depths of a minimum of 5 ft. at a height 9 ft. above the ground should be provided. Canopies at higher heights should be proportionately deeper. Coordinate with street trees.

9. Confirmation of the proposed demising of the commercial area so that no frontage exceeds 15.3 m.

Note to Applicant: At least two commercial units are required to ensure an animated building frontage. Exception may be made if a single ground floor tenant offers a comparable amount of activity and visual interest, such as a restaurant.

10. Confirmation on the ground floor (Level 1) plan of separate means of egress and access to services for the residential and commercial users of the building.

11. Provision of a vertical vent space to accommodate future exhaust from the commercial level.

Note to Applicant: Intent is to allow for a wider range of uses, including restaurants, without requiring the retrofitting of exhaust ducting on the outside of the building.

Crime Prevention through Environmental Design (CPTED)

12. Design development to consider the principles of CPTED, having particular regard for security in the underground parking in accordance with section 4.13 of the Parking By-law and by painting the walls and ceiling of the parking garage white.
13. Design development to improve defensibility and reduce opportunities for loitering.

Note to Applicant: The inset portions of the street and south lane frontage provide an opportunity of loitering and collection of refuse. This issue should be resolved, while maintaining façade interest .

14. Design development to reduce opportunities for graffiti.

Note to Applicant: Opportunities for graffiti can be mitigated by reducing areas of exposed wall, by covering these walls with vines, hedges, or by using a protective coating material.

Landscape

15. Design development to improve Joyce Street interface, activate and enhance the front entry area.

Note to Applicant: The presentation to the street should be better developed by deleting the water feature (refer also to Urban Design condition 1).

16. Coordinate with Engineering to integrate some user-friendly, interactive landscape features into the public realm, such as benches or seat walls, colourful planting, interesting paving patterns, sculptures or public art.
17. Provision of plant species on structures which are non-invasive and non-aggressive, by replacing the bamboo at parkade ramp and roof terrace.

Note to Applicant: This is a concern for future maintenance of concrete structures, as bamboo has proven to eventually create cracks in concrete, despite use of containers and root barriers.

18. Coordination with Engineering to determine locations of utility infrastructure under pedestrian lane and how this will affect existing proposed retained trees.
19. Provision of arboricultural information, as follows:

- (i) A Letter of Assurance for arborist supervision during any excavation into the Critical Root Zones of retained trees, or any work in proximity to retained trees which may cause root damage to retained trees. The letter should be signed and dated by arborist, owner and contractor.
- (ii) An updated arborist report, to discuss in detail methods of safe protection, for retained trees, in context of proposed footprint, grades and other site constraints. Report to include a scaled and dimensioned tree protection plan and Critical Root Zones. Confirmation of safe tree protection is required.

20. Submission of a bird friendly strategy for the design of the building and landscape is encouraged in the application for a development permit;

Note to Applicant: Strategy should identify any particular risks with regard to the Bird Friendly Design Guidelines and propose design features or to reduce these risks. For more information, see the guidelines at <http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.

21. Provision of a pedestrian friendly experience at both the east and south lane edges by the use of down lighting and more substantial planting at grade.

Note to Applicant: The lane edge planting should be protected from vehicles by an 8" high curb.

22. Provision of maximized tree growing medium and planting depths for tree and shrub planters to ensure long term viability of the landscape.

Note to Applicant: Underground parking slabs and retaining walls may need to be altered to provide adequate depth and continuous soil volumes. Growing mediums and planting depths should be to BCSLA standards or better.

23. Provision of improved sustainability by the provision of edible plants, in addition to urban agriculture plots.

Note to Applicant: Edible plants can be used as ornamentals as part of the landscape design. Shared gardening areas should reference and be designed to adhere to Council's *Urban Agriculture Guidelines for the Private Realm* and should provide maximum solar exposure, universal accessibility and provided with amenities such as, raised beds, water for irrigation, potting bench, tool storage and composting.

24. Provision requirements at the time of Development Permit application:

- (i) A full Landscape Plan for proposed landscape to be submitted. The Landscape Plan should illustrate proposed plant materials (with common and botanical names, plant sizes and quantities), paving, walls, railings, light fixtures, site grading and other landscape features. Plant material should be listed in a Plant List that is clearly keyed to the Landscape Plan. The Landscape Plan should be a minimum 1:100 or 1/8" scale.

- (ii) Section details at a minimum scale of 1/4"=1'-0" scale to illustrate typical proposed landscape elements including planters on structures, benches, fences, gates, arbours and trellises, and other features. Planter section details must confirm depth of proposed planting on structures is deep enough to accommodate rootballs of proposed trees well into the future.
- (iii) Sections (1/4"=1' or 1:50) illustrating the buildings to public realm interface facing the street, confirming a delineated private to public transition of spaces.

Note to Applicant: : The section should include the building façade, as well as any steps, retaining walls, guardrails, fences and planters. The location of the underground parking slab should be included in the section.

- (iv) Design development to locate, integrate and fully screen lane edge gas meters and parking garage vents in a manner which minimizes their impact on the architectural expression and the project's open space and public realm.
- (v) New proposed street trees should be noted "Final species, quantity and spacing to the approval of City Engineer and Park Board". Contact Eileen Curran (604-871-6131) of Engineering Streets Division regarding street tree spacing and quantity. Contact Cabot Lyford (604-257-8587) of Park Board regarding tree species.
- (vi) A high-efficiency automatic irrigation system to be provided for all planters on parkade slab and minimum of hose bibs to be provided for landscape on grade;
- (vii) A Landscape Lighting Plan to be provided for security purposes.

Note to Applicant: Lighting details can be added to the landscape drawings; all existing light poles should be shown.

Sustainability

- 25. Identification on the plans and elevations of the built elements contributing to the building's sustainability performance in achieving LEED™ Gold with a minimum of 6 optimize energy performance points, 1 water efficiency point and 1 stormwater point.

Note to Applicant: Provide a checklist and a detailed written description of how the rating system points have been achieved with reference to specific building features in the development. Both the checklist and description should be incorporated into the drawing set, with significant elements keyed to the building plans and elevations. A letter from the Mechanical consultant shall be

submitted outlining how the 6 optimize energy points will be achieved in this building design.

Engineering Services

26. Clarification is required for the note “Land Dedication” in the vicinity of the base of the parking ramp on page A1.07. There are no dedications proposed or required of this application.

27. Provision of Class B bicycle parking on private property outside of the pedestrian SRW on Joyce Street.

Note to Applicant: Should bicycle racks be desired on public property staff will provide an approved location prior to building occupancy once new sidewalks and all street features are installed and constructed. Class B bicycle parking must be provided as per the parking by-law on-site or relaxed to the satisfaction of the Director of Planning. On-street bicycle parking does not count towards class B bicycle requirements.

28. Provision of a revised site plan and landscape plan (drawing L1.6) that includes the off-site improvements sought by this rezoning and to include the future BC Parkway walking and cycling path alignment included as part of the Phase 2 Long-Term Station Upgrades in the Joyce-Collingwood Station Precinct Plan and the Skytrain Station Upgrades.

Note to Applicant: The 4.0 m width of the pathway is to be clearly marked on the plans.

29. Provision of a revised design for the interface between the site that better anticipates the BC Parkway and TransLink bus loop plans, ensuring that pedestrian connections created now will continue to function when Phase 2 of the station is constructed.

Note to Applicant: The alignment of the ‘Future Proposed Bike Path’ on drawing L1.6 does not represent the design that was approved as part of the Phase 2 concept design for Joyce Collingwood SkyTrain Station Upgrades. For background information please refer to:

<http://vancouver.ca/files/cov/joyce-collingwood-station-precinct-plan-2016-07-20.pdf>

http://www.translink.ca/-/media/Documents/plans_and_projects/station_exchange_improvements/joyce_collingwood/joyce_collingwood_information_boards_december_2014.pdf

30. Provide automatic door openers on the doors providing access to the bicycle room(s) and note on plans.
31. Compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services as follows:

- (i) Provision of design elevations on both sides of the parking ramp at all breakpoints, both sides of the loading bay, within the parking levels and at all entrances.

Note to Applicant: The slope, crossfall and length of the ramp sections must be shown on the submitted drawings. The slope and crossfall must not exceed 5% within the parking and loading areas.

- (ii) Confirmation of the minimum vertical clearances are met for the main ramp, security gates, and loading bays.

Note to Applicant: A section drawing is required showing elevations, and vertical clearances. The minimum vertical clearance should be noted on plans. 2.3 m of vertical clearance is required for access and maneuvering to all disability spaces. 3.8 m of vertical clearance is required for Class B loading spaces and maneuvering.

- (iii) Provision of a section drawing for stall 7 on P2 to confirm 2.0 m of vertical clearance is being provided. This condition exists on multiple levels.

- (iv) Provision of a parking ramp design to the satisfaction of the General Manager of Engineering Services.

- (v) Provision of additional ramp width, corner cuts or column relocations may be required. Remove the south edge of the ramp that is encroaching over the PL into the closed lane on drawing A1.07. The maneuvering shown in Exhibit 3 of the Bunt analysis is different than the ramp design shown on drawing A1.07. Clarification of this conflict is required. Contact Dave Kim of the Parking Management Branch for more information.

- (vi) Dimension all loading stalls, parking stalls and columns encroachments into parking stalls.

- (vii) Provision of 'stairs free' loading access from the residential loading bay to elevator core.

Note to Applicant: Consider a loading lift or elevator.

- (viii) Provision of 'stairs free' loading access to the CRU at gridline B/6.

Note to Applicant: Ramping the loading corridor would achieve this.

- (ix) Provision of an improved plan showing the access route from the Class A bicycle spaces to reach the outside.

Note to Applicant: The route must be 'stairs free' and confirm the use of the parking ramp, if required.

- (x) Confirmation that firefighting requirements are met for the proposed residential building entry shown via the closed portion of lane.
- (xi) Confirmation that the proposed vista switch location will not impede parkade ramp grades and construction.

Housing Policy and Projects

32. That the proposed unit mix of 22% Studio, 13% one-bedroom, 44% two-bedroom, and 21% three-bedroom be included in the Development Permit drawings.

Note to Applicant: This unit mix reflects the proposed increase in square footage per floor to increase the amount of family units within the proposal. Any changes in unit mix from the proposed rezoning application shall be to the satisfaction of the General Manager of Planning, Urban Design and Sustainability.

33. The building is to comply with the High Density Housing for Families with Children Guidelines, and include a common amenity room with kitchenette (and an accessible washroom adjacent to this amenity room).
34. A common outdoor amenity area is to be provided which includes an area suitable for a range of children's play activity.

CONDITIONS OF BY-LAW ENACTMENT

- (c) That, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning, Urban Design and Sustainability, the General Manager of Engineering Services and the Chief Housing Officer, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

1. Consolidation of Lots 5 and 6, Both Except Portions in Explanatory Plans 8341 and LMP19566; and Lot 7 Except Part in Explanatory Plan 83440 and LMP18090; and Lot 8 Firstly, Part in Explanatory Plan 7093, Secondly, Part in Explanatory Plan LMP18086; all of Block 16, District Lots 36 and 51, Plan 1650 to create a single parcel.
2. Provision of a "jug handle" Statutory Right of way over an eastern portion of the site to accommodate truck and vehicle turning from the existing north/south lane onto the new east/west lane. The SRW area is to be free and clear of all obstructions from grade to a minimum of 25' (7.62 meters) above grade but will allow for construction within the SRW area below grade. All City by-laws including the Street and Traffic By-law will apply to this SRW area.

Note to Applicant: Engineering Services will provide a sketch.

3. Provision of building setback and a surface SRW to achieve a 5.5 meter distance from the back of the City curb to the building face on Joyce Street. A legal survey of the existing dimension from the back of the City curb to the existing property line is required to determine the final setback/SRW dimension. Landscaping, door swings, exhaust vents, bike racks, stairs and walls are not to encroach into the final SRW area. The SRW will allow construction within the SRW area below grade.
4. Enter into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of 3 Shared Vehicle(s) and the provision and maintenance of 3 Shared Vehicle Parking Space(s) for use exclusively by such Shared Vehicle(s), on terms and conditions satisfactory to the General Manager of Engineering Services and the Director of Legal Services, including the following:
 - (i) provide 3 Shared Vehicle(s) to the development for a minimum period of 3 years;
 - (ii) enter into an agreement with a Shared Vehicle Organization satisfactory to the General Manager of Engineering Services to secure the operation and maintenance of the Shared Vehicle(s);
 - (iii) provide and maintain the Shared Vehicle Parking Space(s) for use exclusively by such shared vehicles;
 - (iv) make arrangements to allow members of the Shared Vehicle Organization access to the Shared Vehicle Parking Space(s);
 - (v) provide security in the form of a Letter of Credit for \$50,000 per Shared Vehicle;
 - (vi) registration of the Shared Vehicle Agreement against the title to the development, with such priority as the Director of Legal Services may require and including a covenant under section 219 of the Land Title Act of British Columbia, a statutory right of way, or other instrument satisfactory to the Director of Legal Services, securing these conditions; and
 - (vii) provision of a letter of commitment from a car share company indicating their willingness to supply car share vehicles on the site at building occupancy.

Note to Applicant: Shared vehicle spaces are required to be a minimum width of 2.9 m.
5. Provision of a Services Agreement to detail the on and off-site works and services necessary or incidental to the servicing of the site (collectively called “the services”) such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site will be issued until the security for the services are provided.
 - (i) Provision of pedestrian lighting in the closed portion of the lane and street and/or pedestrian lighting in the new portion of lane.

- (ii) Construction of a new paved lane within the existing right-of-way from the lane east of Joyce St. to Payne St. lane design to include drainage, street and pedestrian lighting, adjustments to the street end at Payne St. to provide for the new lane entry/exit and construction of a retaining wall and regrading of adjacent lands to the south as needed to accommodate the lanes construction.
- (iii) Construction of a new pedestrian walkway/plaza in the lane allowance between Joyce St. and the lane east of Joyce St. including provision of standard treatments proposed for the closed portion of laneway to include standard broom-finished concrete, simple landscaping, bollards, required lighting and street trees. A separate application to the General Manager of Engineering Services is required for the proposed treatments which will be reimbursed by City upon completion of the new walkway / plaza.
- (iv) Provision of a standard commercial lane crossing at the new lane entry at Payne St.
- (v) Provision of an upgrade of the full traffic signal at the intersection of Joyce and Wellington to a fully actuated signal. The traffic from the development will be directed to use this signal to access Joyce Street as the existing E-W lane will be removed. This upgrade is subject to a more detailed review to determine if there is any reduction in the extent of signal upgrading necessary for this project. Any reduction is fully at the discretion of the General Manager of Engineering Services and is to be determined prior to issuance of the related development permit.
- (vi) Provision of up to \$100,000 for neighbourhood traffic calming to address any traffic concerns as a result of the signal upgrade and lane relocation is required. This will be secured with a letter of credit. Any traffic calming measures are to be provided within 2 years of issuance of the first occupancy permit for the building.
- (vii) Provision of new concrete sidewalks on Joyce St. adjacent the site in keeping with area standards.
- (viii) Provision of a new bus shelter including foundation and electrical service should it be required is to be provided at the new bus stop location. A final location for the shelter will be provided prior to issuance of the related development permit.
- (ix) Provision of upgraded street lighting on Joyce St. adjacent the site.
- (x) Provision of speed humps within the north/south lane subject to neighbourhood notification.
- (xi) Provision of street trees adjacent the site where space permits.
- (xii) Provision of the following Transportation Demand Measures:

- a. A \$100,000 transit incentive fund is to be provided for the building residents that will offer a 25% rebate on transit passes until such time as the fund is exhausted.
 - b. A vehicle ownership study is to be provided 6 months after occupancy that will look at vehicle ownership in this building and in the surrounding area. A commitment letter is required to secure this requirement.
 - (xiii) Provision of a new northbound bus stop located 27.0 m north of south PL. No physical obstructions are to be located within area 9.0 m south and 3.0 m east of new Bus Stop ID Sign.
 - (xiv) Provision of adequate water service to meet the fire flow demands of the project. The current application lacks the details to determine if water main upgrading is required. Please supply project details including projected fire flow demands, sprinkler demand, hydrant load, and domestic water demands to determine if water main upgrading is required. Should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any water system upgrading that may be required.
 - (xv) Upgrading of approximately 260 m of existing 200 mm Joyce St. sanitary sewer to 300 mm between Vanness Avenue and Euclid Avenue [Manhole 402565 (legacy I.D. FJCQP1) at Vanness Avenue to Manhole 416504 (legacy I.D.FJCQQF) at Euclid Avenue] is required. The upgrade is at the full cost of the applicant and is currently estimated at \$750,000.00 in 2016 dollars. This upgrade is subject to a more detailed review to determine if there is any reduction in the extent of sewer upgrading necessary for this project. Any reduction is fully at the discretion of the General Manager of Engineering Services and is to be determined prior to issuance of the related development permit.
6. Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but are not limited to, junction boxes, switchgear, pad mounted transformers 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. 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. The applicant may be required to show details of how the site will be provided with all services being underground.
 7. Closure to vehicles of the existing portion of lane adjacent to the south side of the site between Joyce Street and the lane east, including all adjustments and relocations to infrastructure to accommodate the closure such as removal of the existing lane entry, pavement and existing lane lighting. Replacement on

Joyce St. with curbing, sidewalk, signage and drainage adjustments as needed including adjustment, relocation or removal of the existing fire hydrant at the Joyce St. lane entry. The lane closure treatments must consider all existing underground and overhead utilities as well as new utilities to be supplied as a result of the development of the site all to ensure those utilities can be easily accessed and maintained by the respective utility companies. Confirmation of ease of access design will be required from all utility companies.

8. The design of the closed portion of lane is to accommodate a Public Bike Share station and electrical power is to be provided on site yet in close proximity to the PBS station. Relocation, adjustment or reconstruction of existing stairs and pathways between the closed lane and Skytrain is required.
9. Parking, loading and bicycle spaces must be provided and maintained in accordance with the requirements of the Vancouver Parking By-Law except that a minimum of 155 off-street parking spaces shall be provided.

Community Amenity Contribution (CAC)

10. Pay to the City the cash component of the total Community Amenity Contribution of \$4,719,000 which the applicant has offered to the City to be allocated to community facilities servicing the Joyce-Collingwood area such as a renewed and expanded Collingwood Library, new childcare facilities or new affordable housing; with priority to a renewed and expanded Collingwood Library.

Public Art

11. Execute an agreement satisfactory to the Directors of Legal Services and Cultural Services for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials; and provide development details to the satisfaction of the Public Art Program Manager.

Note to Applicant: Please contact the Public Art Program staff to discuss your application as soon as possible.

Environmental Contamination

12. If applicable:
 - (i) Submit a site profile to Environmental Services (Environmental Protection);
 - (ii) As required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and
 - (iii) If required by the Manager of Environmental Services and the Director of Legal Services in their discretion, enter into a remediation agreement

for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Services, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until separate Certificates of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, have been provided to the City.

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

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as are considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-law. The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, and letters of credit, and provide for the withholding of permits, as deemed appropriate by, and in the form and content satisfactory to, the Director of Legal Services.

* * * * *

**5050-5080 Joyce Street
ADDITIONAL INFORMATION**

URBAN DESIGN PANEL

The Urban Design Plan reviewed the application on April 10, 2016 and supported it.

EVALUATION: SUPPORT (6-1)

Introduction: Rachel Harrison, Rezoning Planner, introduced the project as a rezoning application. The site is on Joyce Street just north of the Joyce-Collingwood Skytrain Station.

This proposal is being considered under the Joyce-Collingwood Station Precinct Plan, which was approved by Council in June of this year. The site is in the J1 sub-area of the plan, which allows for a mixed-use building up to a maximum geodetic height of 189.5 m. Ground floor uses must be local-servicing retail and services. Choice of use may be permitted above the ground floor, and could include local-servicing retail, service, office, or residential uses. This proposal includes retail on the ground floor with residential units above.

The site is currently zoned C-2C and occupied by several one and two-storey buildings with four commercial units on the ground floor. It is 132 ft. wide and 105 ft. deep, with a total site area of nearly 14,000 sq. ft. This half block of Joyce is all zoned C-2C, including a four storey mixed-use building immediately north of the site and three and four-storey buildings across the street. On the other side of the Skytrain station there is a 16-storey mixed-use building (zoned CD-1) with office and residential uses on the upper floors. The southwest corner of Vanness Avenue and Joyce Street is occupied by a one-storey building which houses a restaurant.

The Joyce-Collingwood Skytrain Station is currently undergoing upgrades, and a new bus loop will be added to the east side to accommodate a more frequent B-line service to UBC. The precinct plan anticipates several changes to the area around the subject site. The plan allows for four-storey mixed use buildings on Joyce Street along the stretch north of Vanness, excepting for two towers and two mid-rise buildings. All towers will have an 80 ft. separation between them. The plan also anticipates a third tower on the corner of Joyce Street and Vanness Avenue.

The properties behind the proposed tower are currently zoned RS-1. The Precinct Plan allows for consideration of up to six-storeys directly behind the subject site. North of this, along either side of Payne, would allow for consideration of up to four-storeys. Two midrise buildings could also be considered on larger sites.

The proposal is to rezone the site from C-2C to CD-1 to allow for a 30-storey mixed-use building with commercial on the ground floor and residential above. There are six levels of underground parking accessed from the lane and an indoor and outdoor amenity space on the top floor. The proposed FSR is 14.48, and 45% of the units have two or three-bedrooms. Ann McLean, Development Planner, continued by noting that the base zone is C-2C which is a mixed-use zone that encourages active uses at grade and limits storefront width to 50 ft. Office uses are also permitted on the 2nd floor, and residential conditionally permitted above. Max FSR for this base zoning is 3.0, and the maximum conditional height is 45 ft. or four-storeys.

The Joyce-Collingwood Precinct Plan allows for up to a geodetic height of 189.5m over a podium compatible with existing zoning on a site with a minimum frontage of 132 ft. Ground floor uses are required to be local-serving retail and services.

The Urban Design Guidelines for this area recommend:

- Front yard setback to provide 5.5m sidewalk with no overhangs, and a minimum 6 ft. step back above the podium;
- Side yard and rear yard setback from lanes at grade should be 4 ft., residential floors should be 20 ft. and above the podium at the interior property lines should be 20 ft.;
- Tower widths should not exceed 100 ft.;
- Tower separation should be 80 ft. (above 70ft);
- Floorplates should not exceed 7000 sq. ft. (650m²) and comparable to nearby Collingwood Village floorplates; and
- Upper floors should be shaped to create distinction among the buildings and contribute to the skyline.

As the existing City lane to the south of the project is proposed to be closed to vehicular traffic, an east to west lane further east will need to be opened to accommodate vehicle movement. The lane will remain City property. Tree planting will be permitted, but will need to be located carefully to avoid underground services. The lane is envisioned to serve as a pedestrian connection and opportunity for informal gathering. Thus it should also be animated with by the building edge to provide pedestrian interest and safety.

To the south of the pedestrian lane will be the continuation of the BC Parkway Bike/Pedestrian trail and a new bus loop.

Public Art will be required as part of this development and can be incorporated on or off the site. A public art plan will be reviewed by the City's Public Art Committee and will consider input from the Collingwood Neighbourhood House and local artists.

The proposed building is 30-storeys in height and is below the geodetic limit. The rear and side yards are slightly less than the policy recommends, particularly at the south lane, and the building width and floor plates are slightly larger than recommended.

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

1. The proposed interface with the pedestrian lane at the south;
2. The proposed interface with the Skytrain level at the south;
3. The treatment of the upper levels of the building to contribute to the skyline;
4. The treatment of the lower levels to create a distinct "podium" compatible with the context;
5. The apparent building width with regard to the balcony design.

Applicant's Introductory Comments: The applicant team did a year and a half of community consultation prior to coming up with a design. One of the things which stuck out was the cultural diversity of the neighbourhood. Another thing was the desire of the community for more density and for families to live in high-rises.

The client wanted a level of affordable housing for families as much as possible and asked the architects to develop something iconic, but affordable and easy to build. To achieve this,

the applicants met with local artists to develop the idea of a quilt with architectural detail. Through this consultation they settled on two things to express: the idea of Still Creek and its salmon, and the story of local brothers whom started a masonry business in the neighbourhood. Thus the base gives a nod to masonry and the articulation of the tower balconies pays homage to Still Creek.

As space is an issue for families in the smaller units, outdoor space is maximized with 15% of the allowable FSR area as balconies. The building also has a library and study area for children to do homework in. This was done in an attempt to make family-oriented high-rise housing.

The building itself uses the shifting of balconies to articulate the idea of the creek through sculpting of a 3D structure. Commercial space exists on the bottom floor and loading is off the lane.

The applicant team then took questions from the panel.

Panel's Consensus on Key Aspects Needing Improvement:

- The pedestrian lane is too tight;
- A stronger residential entry is needed;
- A stronger base is needed at street level to compensate for the upper levels;
- Consider connecting the tower to the ground plane by bringing it through the podium;
- Design development to solve the acoustic issues with the Skytrain;
- Consider more commercial spaces towards the Skytrain or the bus loop;
- Consider a more distinct top to add to the skyline;
- Design development to remove some of the metaphors as they drive the design too much, to the detriment of the building functionality;
- Reduce the amount of balcony space to reduce the building mass;
- Consider sustainability and thermal separation more;
- The water feature is interesting, but a more generous public realm at grade would be better;

Related Commentary: The panel thought that this was an attractive design and that the simplicity is admirable. The density is very aggressive and maximizes the opportunities in area plan.

Some panel members thought that the podium seems to float too much, and needs to project more stability. Ground the building better and bring elements of the tower down to grade. As well, going a bit more vertical would be beneficial to the design to prevent it from looking like a podium with a stick on top.

These three buildings are not terribly visible as a skyline piece, so it matters in how it meets the ground more. Currently the urban design concept does not seem well thoughtout. Consider how the building contributes to the street, as currently the relationship between the building and street seems a bit weak. In addition, the residential entrance is not very readable, further consideration of how the building mass touches down to the ground in this

area is required. There could also be a bit more rain protection since this is an important feature in Vancouver.

There could be further design development so that the building metaphors do not take such a prominent place in the expression. If the stories expressed by the building are compromising the function of the units then the metaphors may not be as necessary in certain areas. Give real thought to the context.

The façade is important to consider as it will really contribute to the experience for those travelling on the Skytrain. There is not a lot of control over what Translink does with the station, but the interface towards the Skytrain must be well thought out. In addition, there are acoustic issues which need to be solved in this area. Consideration should also be given to creating an easy flow for the traffic coming off the Skytrain and to increasing the amount of retail to make the area more palatable.

The decoration seems to be driving the amenities and the balconies do not seem to quite give enough space for kids. Consider either removing some of the metaphor in order to have appropriately sized balconies for each unit, or creating some additional outdoor amenity. While the rooftop amenity is a great idea, it could do more to differentiate the top of the building from other towers in the area and add to the skyline.

Too many balconies are creating challenges with sustainability. Consider whether the balcony width really contributes to the feel of the building. Overall more environmental design features need to be incorporated and more thought should be given to the solar performance.

While the water feature is exciting, keep in mind how it will look during the summer and how the public art will [might] be developed relative to the water feature.

The panel liked the idea of blossoming plum trees on the site as they will be quite striking while in bloom.

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

5050-5080 Joyce Street PUBLIC CONSULTATION SUMMARY

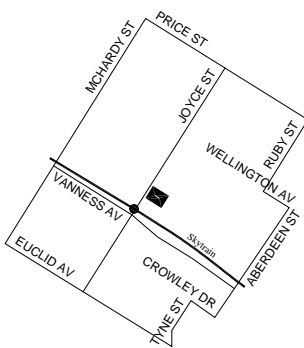
Public Notification

A rezoning information sign was installed on the site on July 6, 2016. A community open house was held on Monday, July 25, 2016. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps).

July 25, 2016 Community Open House

A community open house was held on from 5-8 pm on Monday, July 25, 2016 at the St. Mary's Elementary School gymnasium (5239 Joyce Street). A total of 1,480 notifications were distributed within the neighbouring area on or about July 8, 2016. The potential for strike action at Canada Post required the notifications to be delivered using alternative methods. A courier service was contracted to post notification posters at apartment entrances and community hubs, to deliver post cards door-to-door, and to send notifications by mail to absentee owners. Staff, the applicant team, and a total of approximately 93 people attended the open house.

Notification Area:



Public Response and Comments

Staff received 34 feedback forms at the July 25, 2016 community open house and 26 online comment forms by email. Please note that a question about preferred Community Amenity Contribution (CAC) spending priorities was included in the feedback forms but not on the online forms received by email.

Below is a summary of all the comments organized by themes and ordered by frequency. Comments regarding the preferred CAC spending priorities are summarized at the end of this Appendix.

Traffic and Parking

Increased traffic congestion resulting from the proposal was a common concern found in the comments. Respondents were concerned that the increase in the number of residents resulting from this proposal may exacerbate the issue, especially along Joyce Street. Potential issues around pedestrian safety were also noted as respondents cited examples of near-misses at the intersection of Joyce Street and Vanness Avenue. Additionally, respondents thought that there would not be enough underground parking, which in turn would place further stress on street parking.

Family Units

Respondents expressed a strong desire to see more three-bedroom units in the proposal. In comparison to a previous proposal, several respondents pointed out that the number of three-bedroom units was halved from 52 to 26 in the current proposal.

Massing and Height

Density was one of the primary reasons for supporting the proposal. Given the proximity to rapid transit, respondents saw this location as an ideal location to add density.

Other respondents viewed the mass and height of the proposal as out-of-scale for the neighbourhood because it would tower over all other buildings in the immediate vicinity. Shadows caused by the building were seen by some as unneighbourly, particularly during the winter. Rather than matching the scale of the Wall Centre Central Park on Boundary Road, some respondents wished to see the proposal come in under a similar density and height as the Centro building across the street from the site.

Commercial Spaces

There was some concern that longstanding businesses would be displaced. These businesses, in some cases, have operated for decades and provide Joyce Street with a unique ethno-commercial character. Respondents expressed a preference for small or medium-sized local retail over large scale retail stores.

Public Space

Respondents saw that onsite landscaping and the plaza resulting from the lane closure could be better integrated with each other and the community. Some suggestions were made for these areas to take on more of a garden form.

Market Pricing

Two themes were found in the comments related to market pricing. The first was that the prices for units in the proposal would be well above the purchasing ability of residents from the surrounding neighbourhood. The second theme was that residents of the neighbourhood should get first rights to purchase before the units are placed on the market.

Displacement of Residents

Indirect displacement of residents was a concern for some respondents. They thought that property taxes in nearby areas would rise as a result of the current proposal, which may make it unaffordable for some residents to remain.

Miscellaneous Comments

- Building design and amenities were seen as spectacular
- Laneway needs to be made wider
- Food accessibility needs to be improved
- On-site public art feels too privatized; Public art should be more neighbourly
- Address public safety issues around the station

Carleton Elementary and Bruce Elementary are, at present, on the VSB's list of potential schools to be closed. While not directly related to the rezoning proposal, parents and advocates of these schools were drawn to the Open House and used the feedback forms to ask the City and the proponent to support local public schools.

Community Amenity Contribution (CAC) Spending Priorities

An additional question was included on feedback forms, worded as follows:

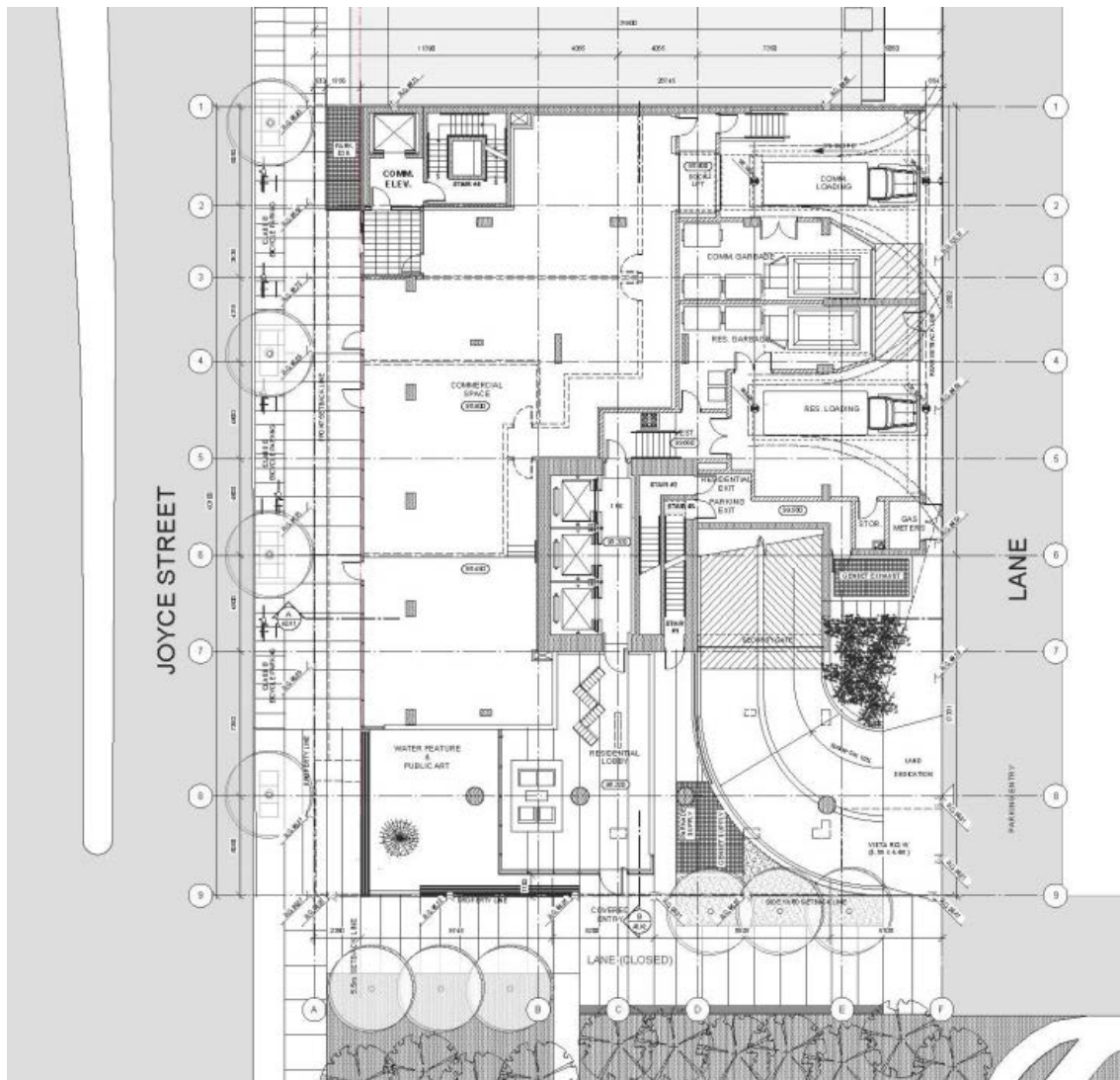
“Under the Joyce-Collingwood Station Precinct Plan, Community Amenity Contributions (CACs) from rezonings will help pay for affordable housing, childcare, parks and open spaces, Collingwood Library, sidewalks and utilities. What amenities would you like to see this project pay for?”

Of the responses that were within the scope of the Joyce-Collingwood Station Precinct Plan, parks and open spaces were viewed as the top priority with Collingwood Library as a close second. There was also moderate support for spending CAC money on childcare and affordable housing.

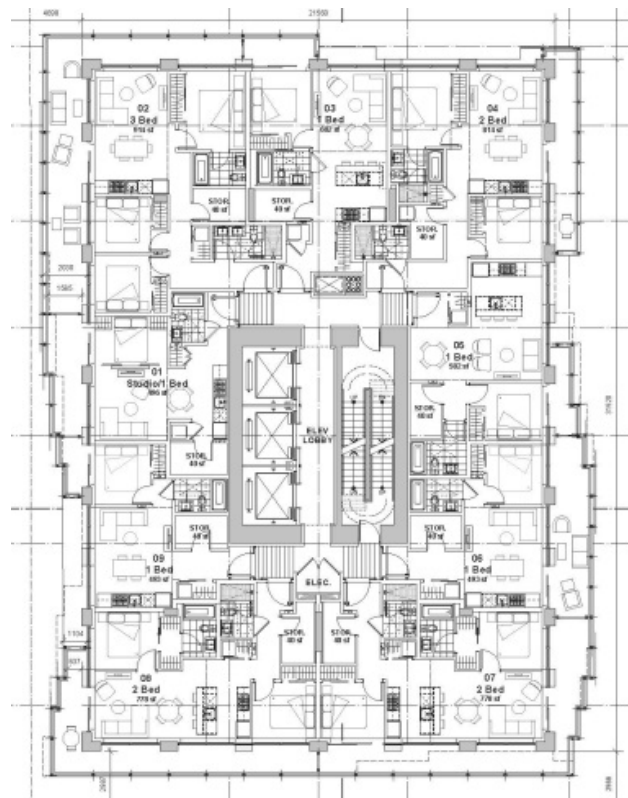
5050-5080 Joyce Street
FORM OF DEVELOPMENT

For a complete set of application drawings visit:
<http://rezoning.vancouver.ca/applications/5050-5080joyce/index.htm>

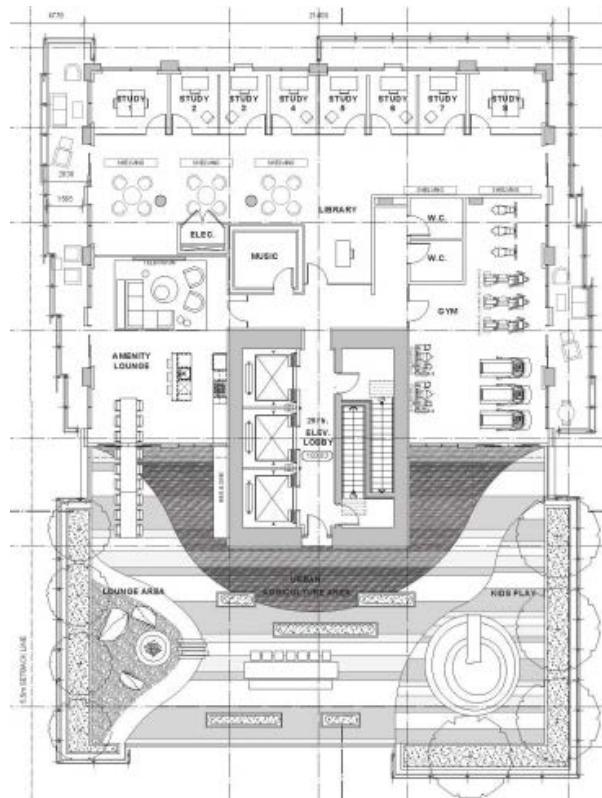
Site Plan



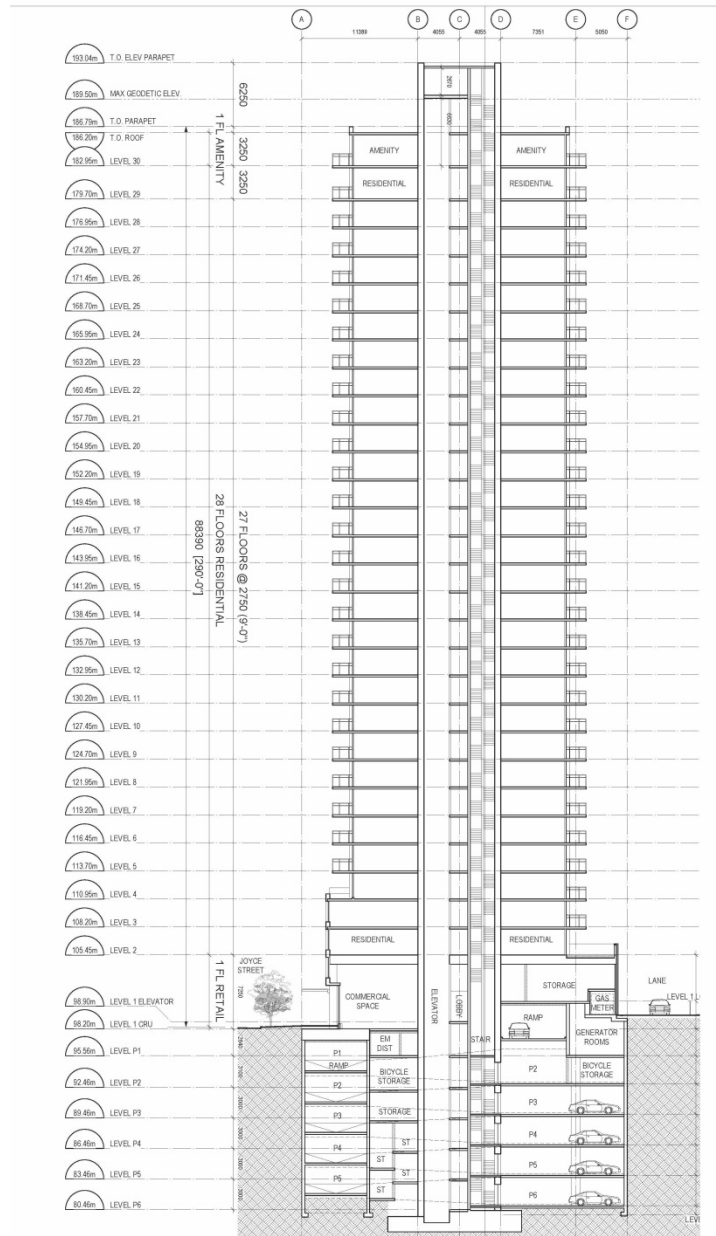
Levels 5-29 (Typical residential floor plan)



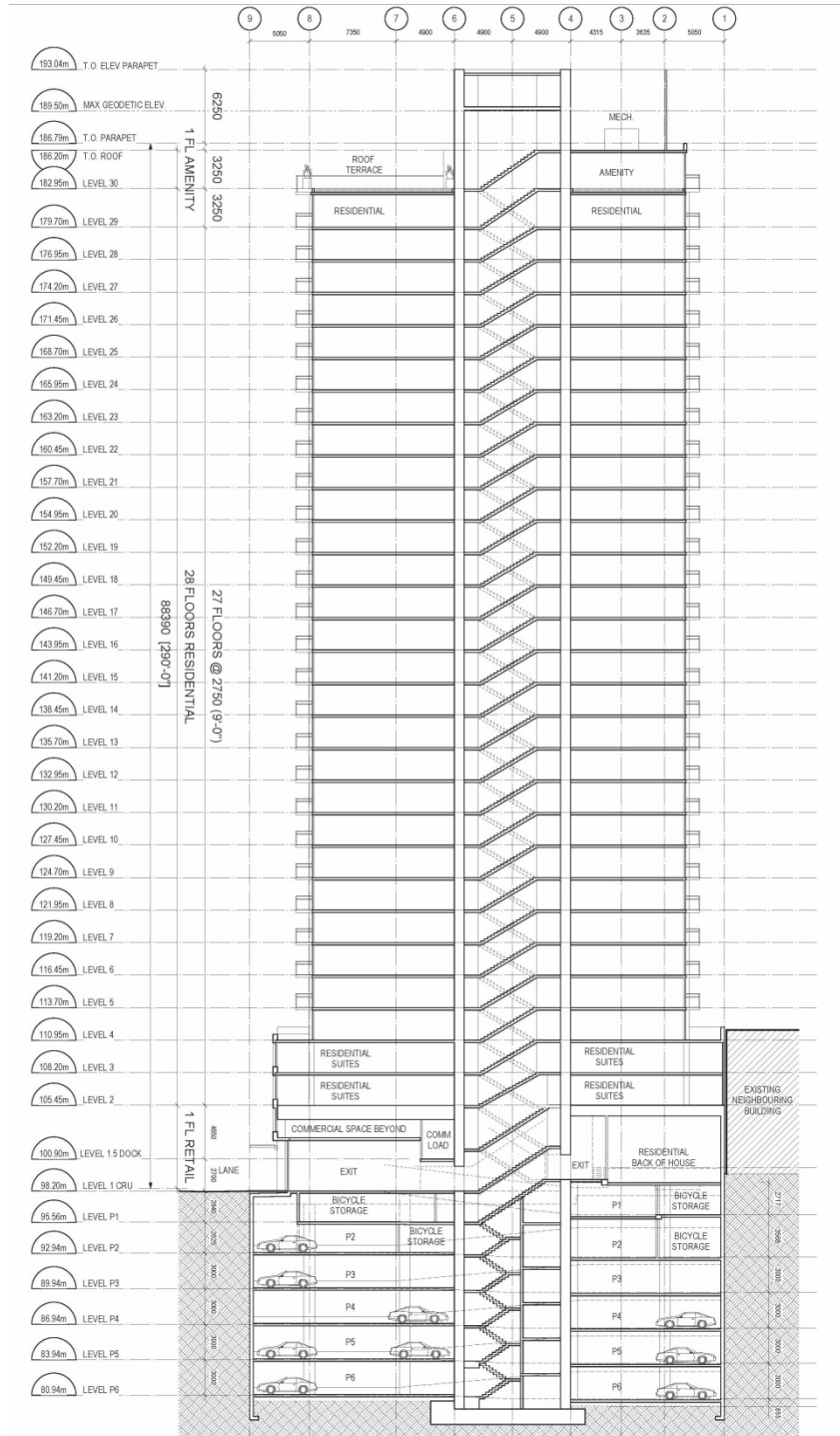
Level 30 (Amenity space)



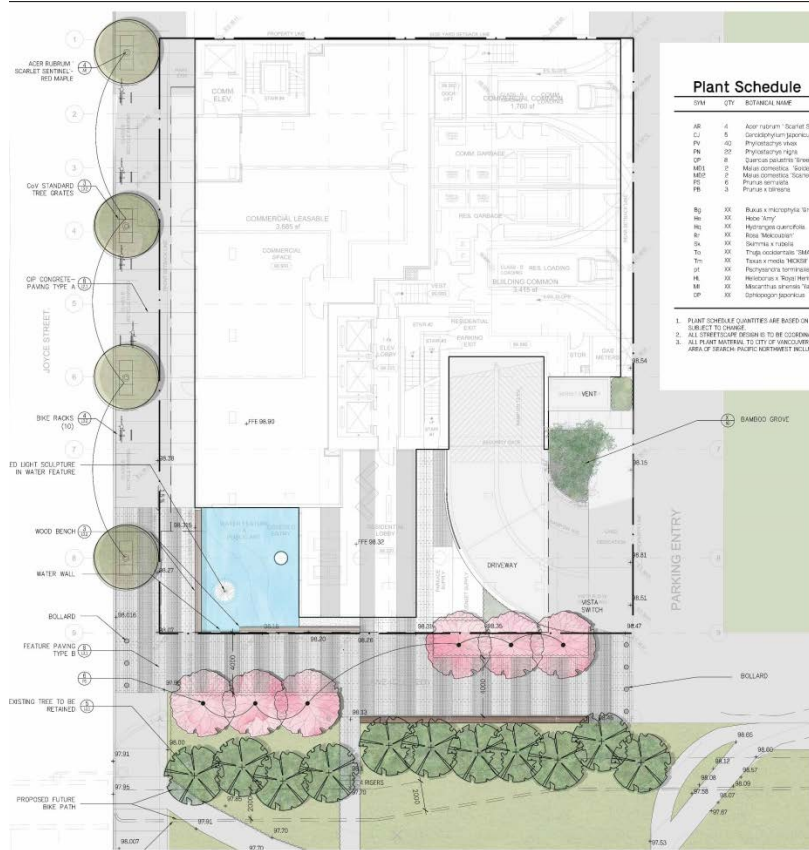
Transverse Section



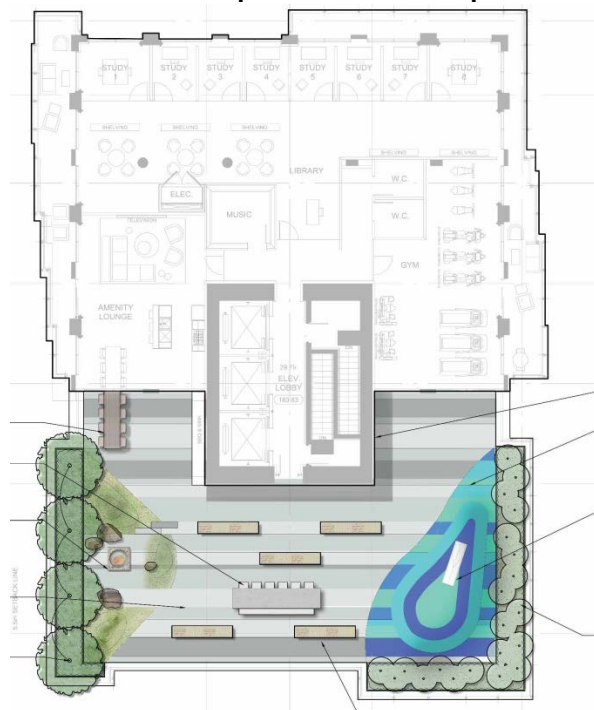
Longitudinal Section



Landscape Plans - Ground Floor



Landscape Plans - Rooftop



View from Joyce Street looking east

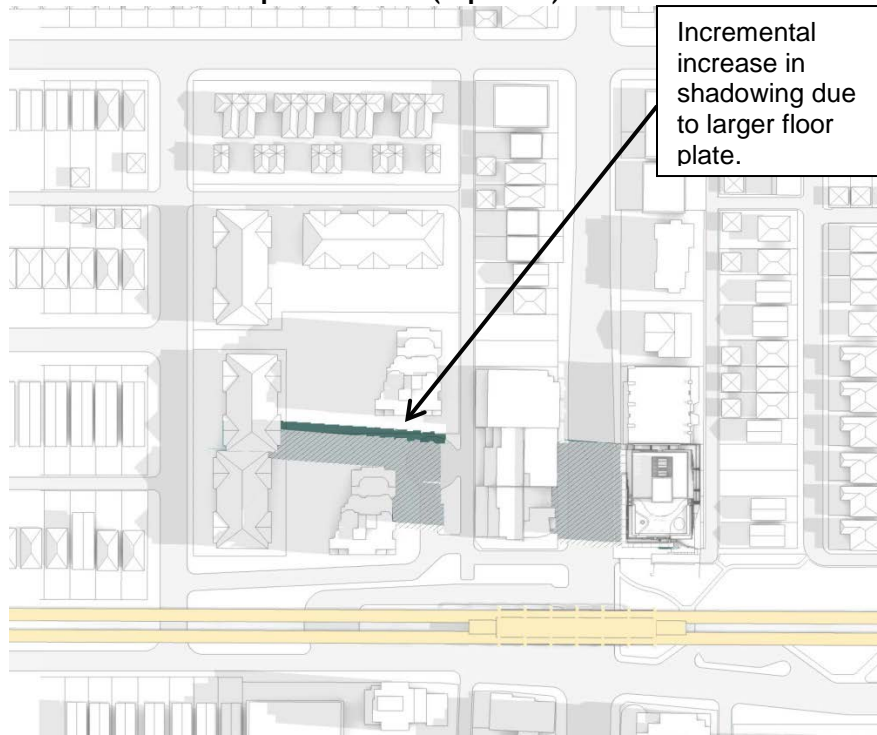


View from Vanness Avenue looking west



Shadow Diagram

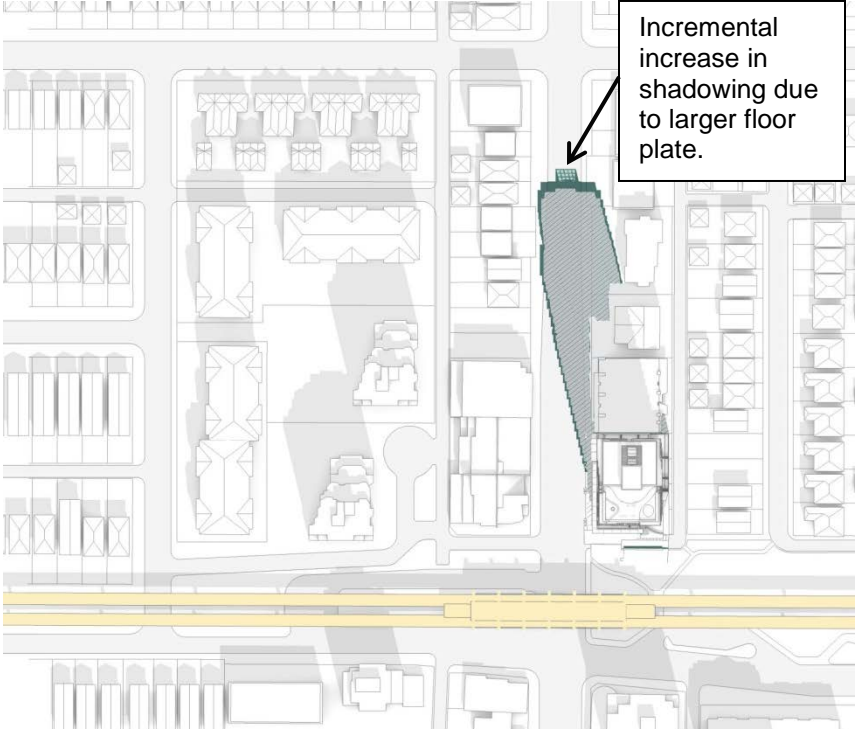
September 21 (Equinox): 10 am



September 21 (Equinox): 12 noon



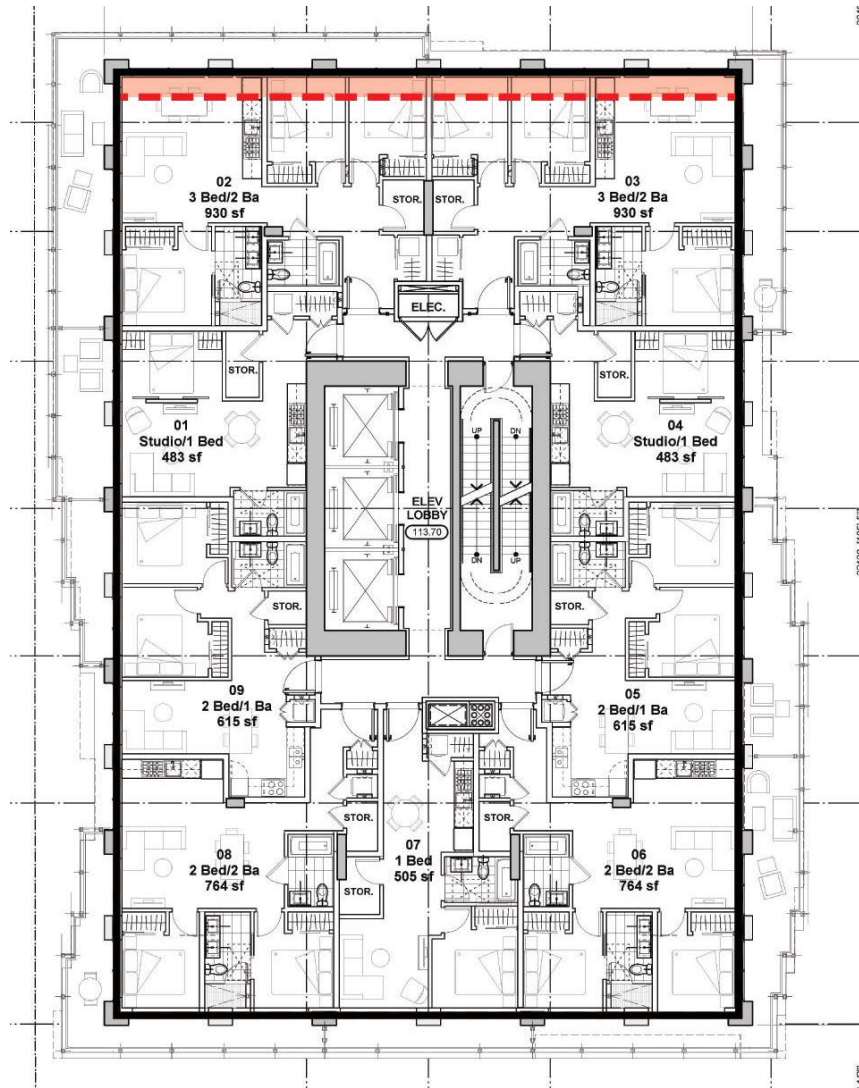
September 21 (Equinox): 2 pm



5050-5080 Joyce Street
FLOOR PLATE COMPARISON BETWEEN JUNE 2016 to SEPTEMBER 2016 SUBMISSIONS

The following drawings are provided for information only and illustrate changes to the proposal in response to public feedback and staff recommendation to include more three-bedroom units.

Level 5 Plan (Typical Floorplate)



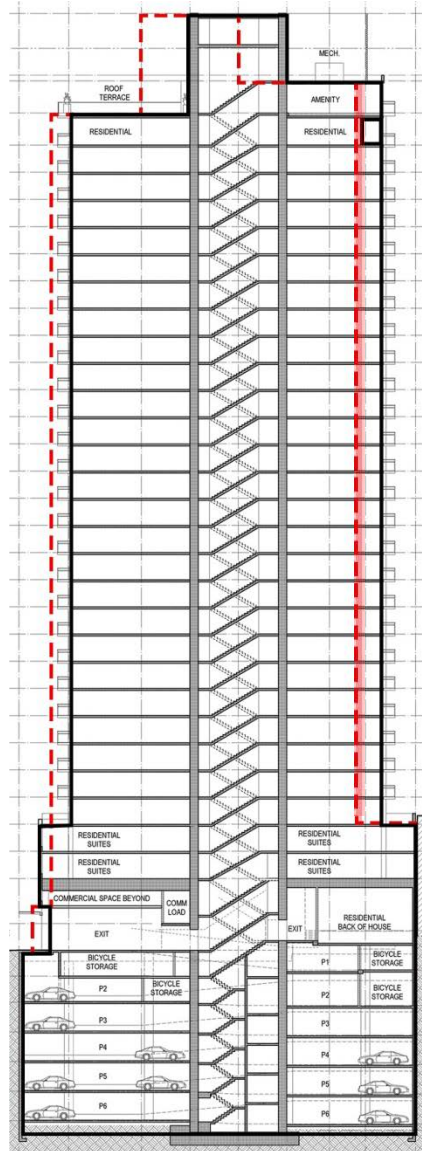
Additional floorplate area following inclusion of more family units



September 2016 floorplate area

Longitudinal Section

Note: Along with overall increase in floorplate area tower shifted north



- - - - - June 2016 - building envelope (excluding balconies)
- Increase in floor area
- September 2016 - revised building envelope

5050-5080 Joyce Street
SUMMARY OF TENANT RELOCATION PLAN TERMS FOR 3000 E HASTINGS STREET

Tenant Relocation and Protection Policy Requirements	Tenant Relocation Plan Offer
Financial compensation based on length of tenancy	<ul style="list-style-type: none"> • Three months' free rent, based on length of tenancy
Notice to End Tenancies	<ul style="list-style-type: none"> • a minimum of 2 months' notice to end tenancies after all permits are issued
Moving Expenses – flat rate or arrangement of pre-insured moving company	<ul style="list-style-type: none"> • \$750 towards moving and reconnection fees provided as flat rate.
Assistance in Finding Alternate Accommodation (3 options)	<ul style="list-style-type: none"> • Applicant has committed to providing tenants requesting assistance with 3 options in Vancouver, 1 of which must be in the same general area as their current home • All options provided would rent for no more than CMHC average rents for the area, unless otherwise agreed to by the tenant.
Additional Support for Special Circumstances (e.g. additional support, providing one alternate accommodation option at 10% of current rents)	<ul style="list-style-type: none"> • Not applicable
First Right of Refusal with 20% discount off starting rents	<ul style="list-style-type: none"> • Not applicable

**5050-5080 Joyce Street
PUBLIC BENEFITS SUMMARY**

Project Summary:

A 30-storey mixed-use tower with commercial at grade and residential above with 256 market units, of which 65% are family-oriented units.

Public Benefit Summary:

Contributions to DCLs, public art, and CAC prioritized for library and public realm improvements.

	Current Zoning	Proposed Zoning
Zoning District	C-2C	CD-1
FSR (site area = 1,285 m ²)	3.0	15.37
Floor Area (m ²)	3,855 m ²	19,753 m ²
Land Use	Commercial & Residential	Commercial & Residential

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide & SEFC Layered DCL)	\$577,193	\$2,957,537
	Public Art		\$420,987
	20% Social Housing		
Offered (Community Amenity Contribution)	Childcare Facilities		
	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage (transfer of density receiver site)		
	Affordable Housing		
	Parks and Public Spaces		
	Social/Community Facilities		\$4,719,000
	Unallocated		
	Other		
TOTAL VALUE OF PUBLIC BENEFITS		\$577,193	\$8,097,524

* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification. For the City-Wide DCL, revenues are allocated into the following public benefit categories: Engineering (22%); Replacement Housing (32%); Parks (41%); and Childcare (5%).

**5050-5080 Joyce Street
APPLICANT AND PROPERTY INFORMATION**

Property Information

Address	Property Identifier (PID)	Legal Description
5050 Joyce Street	014-497-077	Lot 5 Except Portions in Explanatory Plans 8341 and LMP19566, Block 16 District Lots 36 and 51 Plan 1650
5050 Joyce Street	014-497-085	Lot 6 Except Portions in Explanatory Plans 8341 and LMP19566, Block 16 District Lots 36 and 51 Plan 1650
5068 Joyce Street	014-497-093	Lot 7 Except Part in Explanatory Plans 8340 and LMP18090, Block 16 District Lots 36 and 51 Plan 1650
5080 Joyce Street	014-497-107	Lot 8 Except: Firstly; Part in Explanatory Plan 7093, Secondly; Part in Explanatory Plan LMP18086, Block 16 District Lots 51 Plan 1650

Applicant Information

Applicant/Architect	Henriquez Partners Architects
Developer/Property Owner	5000 Joyce Property Inc. (Westbank Projects Corp.)

Development Statistics

	Permitted Under Existing Zoning	Proposed
Zoning	C-2C	CD-1
Site Area	N/A	40 m x 32 m (1,285 m ²)
Land Use	Commercial & Residential	Commercial & Residential
Maximum FSR	3.0	15.37
Maximum Height	13.8 m	89.33 m
Floor Area		Total: 19,753 m ² Residential: 19,004 m ² Commercial: 470 m ² Balconies: 2,559 m ² (incl. 279 m ² overage)
Parking, Loading and Bicycle Spaces	As per Parking By-law	134 parking spaces 323 bicycle spaces