



POLICY REPORT  
DEVELOPMENT AND BUILDING

P2

Report Date: September 20, 2011  
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Meeting Date: October 4, 2011

TO: Vancouver City Council  
FROM: Director of Planning  
SUBJECT: CD-1 Rezoning: 5515-5665 Boundary Road, 5448-5666 Ormidale Street and  
3690 Vanness Avenue

**RECOMMENDATION**

- A. THAT the application, by GBL Architects on behalf of Wall Financial Corporation, to rezone the 33 legal parcels addressed as 5515-5665 Boundary Road, 5448-5666 Ormidale Street and 3690 Vanness Avenue, all as legally described in Appendix D, from CD-1 #220 and CD-1 #224 to a new CD-1 by-law, to permit development of a mixed-use multi-family project containing 1,114 dwelling units at a density of 5.50 FSR, be referred to a Public Hearing, together with:
- (i) plans received September 16, 2011;
  - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
  - (iii) the recommendation of the Director of Planning to approve, 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 Public Hearing.

- B. THAT, if the application is referred to a Public Hearing, the application to amend the Sign By-law to establish regulations for this CD-1 in accordance with Schedule E (assigned Schedule "B" (C-1)) be referred to the same Public Hearing;

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

- C. THAT Recommendations A and B 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; 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.

### ***GENERAL MANAGER'S COMMENTS***

The General Manager of Community Services RECOMMENDS approval of the foregoing.

### ***COUNCIL POLICY***

Relevant Council Policies for this site include:

- CityPlan: Directions for Vancouver (1995)
- Renfrew Collingwood Community Vision (2004)
- Green Buildings Policy for Rezonings (2010)
- Rezoning Policy for Greener Larger Sites (2008)
- Public Art Policies and Guidelines (1993, last amended 2008)
- Financing Growth - Community Amenity Contributions Through Rezonings (1999, last amended 2006)

### ***PURPOSE AND SUMMARY***

This report assesses an application for the 33 legal parcels in the 5500 and 5600 blocks of Boundary Road and Ormidale Street, including a City-owned site at 3690 Vanness Avenue and City-owned lane, to rezone from two CD-1 districts (CD-1 #220 and CD-1 #224) to a new CD-1 district to provide for a multi-family residential project including 1,114 dwelling units, and approximately 33,000 sq. ft. of community amenity space to provide a social service centre and a neighbourhood house annex.

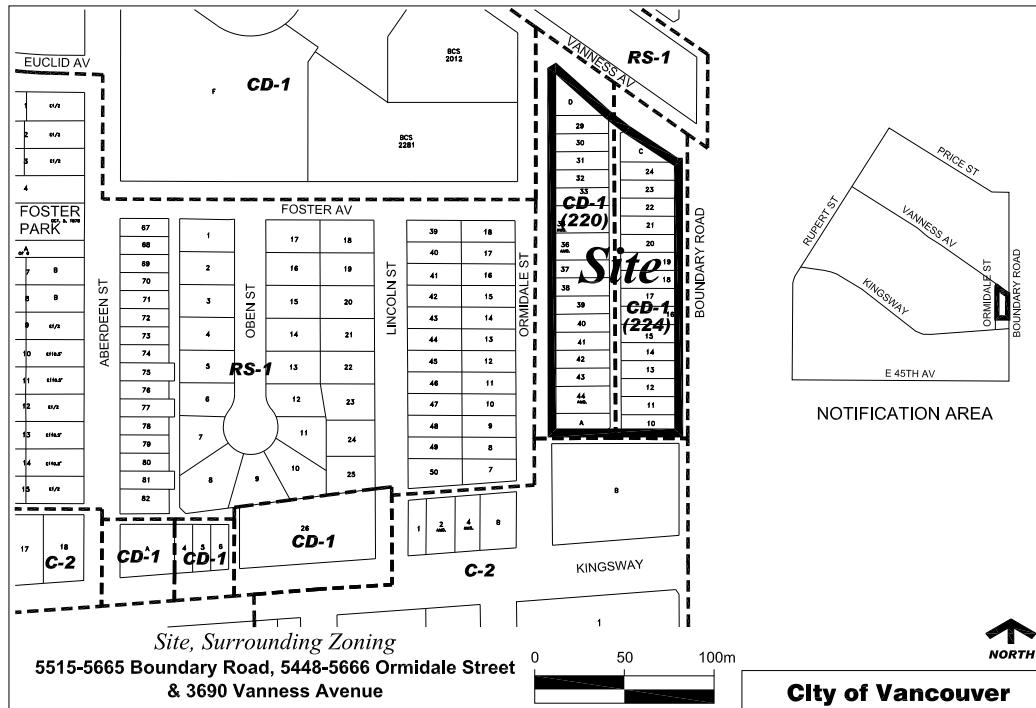
### ***DISCUSSION***

#### **1. Site and Context**

The rezoning site is comprised of 33 parcels, including one that is City-owned, along with a portion of City lane, (the "rezoning site") and is located at the easterly edge of the Collingwood Village neighbourhood adjacent to Boundary Road. The rezoning site is in excess

of three acres. The majority of the parcels in the block are currently developed with single-family dwellings. One parcel contains a BC Ambulance Service station, which would relocate to elsewhere in the neighbourhood if this rezoning proceeds, and one parcel, the City-owned site, is presently vacant.

Figure 1: Site and Surrounding Zoning



With regard to the surrounding zoning and development, immediately to the south across a City lane, is a C-2-zoned commercial development on Kingsway. To the west is an RS-1 single-family neighbourhood and the CD-1-zoned Collingwood Village neighbourhood, with a mixed form of residential development including podium towers ranging from 17 to 26 storeys and four- and six-storey multi-family buildings providing a transition to the adjacent single-family neighbourhood. To the east, across Boundary Road in Burnaby, is the current Telus office building at Boundary Road and Kingsway, and a single-family neighbourhood.

The site is well served by transit, with bus service on both Kingsway and Vanness Avenue and is roughly equidistant, at approximately 600 metres, between the Joyce-Collingwood and Patterson stations on the Expo SkyTrain Line. It is also immediately adjacent to the BC Parkway, a pedestrian and cycle path linking Vancouver to New Westminster, which follows the SkyTrain guideway.

## 2. Proposed Acquisitions from City

As noted above, the rezoning site includes the north-south City-lane through the block, which the applicant proposes to purchase from the City, as well as a City-owned parcel addressed as 3690 Vanness Avenue (generally as shown on Map 1, Appendix D, page 3 of 3). The proposed acquisitions will be the subject of separate reports to Council, prior to Council's consideration

of the rezoning application at a Public Hearing, should this application be referred to a Hearing as recommended by staff.

### **3. Existing Zoning**

The two CD-1 districts that currently comprise the rezoning site were created in 1988 as a consequence of the Joyce Station Area Planning Program which accompanied development of the Expo SkyTrain line.

Each of the CD-1 by-laws permits residential development of one-, two- or multi-family dwellings, with regulations and heights assigned for each form of development. The by-law for the Ormidale Street fronting properties permits a maximum density of 1.20 Floor Space Ratio (FSR) and height of 35 ft. for a multiple dwelling. The by-law for the Boundary Road fronting properties permits a maximum density of 1.45 FSR and height of 120 ft., for a multiple dwelling with four or more dwelling units.

### **4. History of Rezoning Enquiry and Application**

Staff first received a rezoning enquiry for this site in late 2007. The proponent at that time had negotiated options-to-purchase for the majority of parcels in the block. Staff provided advice regarding the proposed form of development and suggested that the enquirer connect with the local community to seek their input, which they did in late 2008 and early 2009. This included formation of a "working group" comprised of local residents and representatives from the local Business Improvement Association, Renfrew Collingwood Vision Implementation Committee, Community Policing Centre and Collingwood Neighbourhood House. The consultation culminated in an open house event hosted by the enquirer, which was advertised to 6,400 households.

Taking into consideration what they heard from the community, a revised rezoning enquiry was submitted in the spring of 2009 and reviewed by staff. Meetings between staff and the enquiry team occurred over the next many months, with staff continuing to provide advice regarding the proposed form of development, massing, interface with the adjoining neighbourhood and open space. In the fall of 2010, Wall Financial Corporation became involved in the enquiry and, along with GBL Architects, submitted the rezoning application in December 2010. Several revisions were subsequently made to the application, based on further discussion with staff and the community, culminating in the September 16, 2011 submission which is the subject of this report.

### **5. Policy Context**

"CityPlan: Directions for Vancouver" provides that additional housing should be provided around future neighbourhood centres (Joyce Street and Kingsway), that community services should be located in neighbourhoods where they are easy to get to and targeted to those who need them, that a diversity of public spaces be provided, and that walking, transit and biking be made a priority.

In 2004, Council adopted the Renfrew Collingwood Community Vision. The Vision contains direction on sites that are already zoned CD-1, stating that anything other than small changes to existing CD-1 by-laws should go through a full rezoning process in order to ensure appropriate community consultation and to provide the City with the ability to deny or impose conditions on the proposed development.

## 6. Form of Development, Including Height, Density and Land Use

The form of development proposes three podium towers having heights of 29, 30 and 28 storeys, on the Boundary Road and Vanness Avenue frontages, and a stepped 6-storey building on the Ormidale Street frontage, as illustrated in Figure 2, and in plans included in Appendix E. A total of 1,114 dwelling units are proposed. A privately-owned but publicly-accessible open space is proposed adjacent to Ormidale Street, at the terminus of Foster Avenue, providing a pedestrian link through the site to Boundary Road; this pedestrian link contains a large Metro Vancouver sewer line which crosses the site in alignment with Foster Avenue. Two smaller plazas are also proposed, as discussed further in Section 7 of this report.

Figure 2: Site Plan



Though not directly applicable, the proposed building patterns and heights have been informed by the urban design principles developed for the adjacent Collingwood Village neighbourhood (Joyce/Vanness Guidelines, adopted 1993). Some of the key urban design principles in those Guidelines are to:

- provide careful configuration, sizing and placement of high-rise towers to minimize shadow and overlook impacts;
- locate buildings to preserve public street-end views;
- provide a range of building types including a mix of grade-related townhouses and garden apartments (4 storeys), mid-rise buildings (6 storeys) and high-rise towers (17 to 26 storeys);
- extend and integrate new development through improved circulation linkages and open space patterns;
- locate and configure community amenities and facilities where they are accessible to both new and existing development;
- ensure the new development is compatible with the physical character of the neighbourhood; and
- achieve high quality development that assists in establishing a stronger neighbourhood character and image.

**Height:** The surrounding context includes a number of existing residential towers in Collingwood Village, as well as the Telus office building located across Boundary Road in Burnaby. The closest towers in Collingwood Village range between 17 and 26 storeys, and 67.0 m (220 ft.) and 72.0 m (236 ft.) in height. The Telus office building is approximately 89.3 m (293 ft.). In response to this building height pattern, the sloping topography of the site and the proposed tower heights provide a transition in scale between Collingwood Village and the Telus building with the proposed heights of 83.8 m (275 ft.) (Tower 1 - 29 storeys), 85 m (279 ft.) (Tower 2 - 30 storeys), and 81 m (266 ft.) (Tower 3 - 28 storeys). The height of the most southerly tower (Tower 2) is similar to the Telus building. The provision of a stepped mid-rise building (6 storeys) along the Ormidale Street frontage is intended to provide a transition and compatible scale between the proposed high-rise pattern and the low-rise neighbourhood to the west.

Overall, staff consider the proposed heights of the towers and the provision of the mid-rise building to be a supportable transitional massing response to both the neighbourhood pattern and broader context, but are seeking further design refinements to enhance the buildings' overall expression and pedestrian interest, as set out in the design development conditions in Appendix B.

**Density:** The proposed development creates a high-density enclave that reinforces and supports the existing Collingwood Village neighbourhood, book-ending the eastern edge of the neighbourhood and city. While the proposed density of 5.50 FSR is slightly higher than the adjacent Collingwood Village densities (generally ranges between 3.5 to 4.0 FSR) the urban design response is well integrated into the open space and circulation patterns while the built form, albeit taller, respects the built form pattern of surrounding context. Staff consider the requested density to be a supportable response.

**Land Use:** Collingwood Village has developed as a high-density residential neighbourhood, with retail and community facilities located along Joyce Street near the Joyce Street SkyTrain Station. Other retail services are focused along Kingsway, with the area around Kingsway and Joyce Street identified as a future Neighbourhood Centre in the Community Vision. Staff support the primarily residential approach of the rezoning application, however, large-site developments generally contain a variety of uses in order to provide a more complete community for new residents. Through the public consultation process, neighbours encouraged the inclusion of a small amount of local-serving commercial uses, such as a coffee shop or convenience store. Given the distance to other local-serving retail uses, staff support the inclusion of some commercial use on this site, to be limited in type and scale, minimizing its impact on the primary commercial high streets in the area.

Staff recommend, therefore, that provisions for limited retail and commercial uses be included in the by-law provisions (Appendix A). The applicant has agreed to provide these commercial uses within the project. Staff recommend that these commercial/retail uses be located, possibly in the base of Tower 1, where they would be easily accessible while also activating the pedestrian linkages through the proposed open spaces.

## 7. Community Amenity Space

The application proposes to designate approximately 3 089 m<sup>2</sup> (33,250 sq. ft.) of floor area as "community amenity space" and has offered the space to the City as part of a Community

Amenity Contribution (See Public Benefit section later in the report). Portions of the space would be located in the podiums of Towers 2 and 3 as illustrated in Figure 3, below. The community amenity space is proposed to be used by not-for-profit users, to provide much-needed gathering space for the local community and programming targeted to new immigrants in both the local and broader community.

Figure 3: Community Amenity Space



The four census tracts around the Joyce SkyTrain station, including this site, are in the quintile with the highest percentage of recent immigrants. Collingwood Neighbourhood House (CNH) and Multi-Cultural Opportunity and Social Awareness Interest Community (MOSAIC) have both expressed interest in occupying the offered community amenity space. Both groups offer much needed settlement, language, family counseling, child-minding, and employment services and programs for recent immigrants.

The on-site community amenity facilities will be provided in two phases, with approximately 23,000 sq. ft. of office, classroom and ancillary support spaces located at the base of Tower 2 (the southerly tower) being delivered in Phase 1 of the development. Phase 2 would deliver approximate 10,250 sq. ft. of flexibly designed public gathering, performance, and community kitchen space in Tower 3 facing Vanness Avenue and also fronting on the publicly accessible plaza, described further under Open Space and Public Realm, below.

MOSAIC would propose to occupy the larger amenity space indicated in Tower 2. They would retain some of their other program locations and work toward relocating those programs and services that are complementary to the programs that CNH provides at the nearby neighbourhood house.

CNH would propose to occupy the offered space on the ground floor in Tower 3 (the northerly tower). That facility would provide a large multi-purpose gathering space with an adjoining commercial-grade kitchen. CNH has a history of using art and cultural activities including festivals and community celebrations to build social capital. Having a large gathering space

with the adjoining kitchen will increase their ability to support these activities that build cohesive, healthy communities.

Staff recommend conditions of enactment to secure the community amenity space. The appointment of the operators for the community amenity spaces will be the subject of a subsequent report to Council from the Managing Director of Social Development.

#### **8. Open Space and Public Realm**

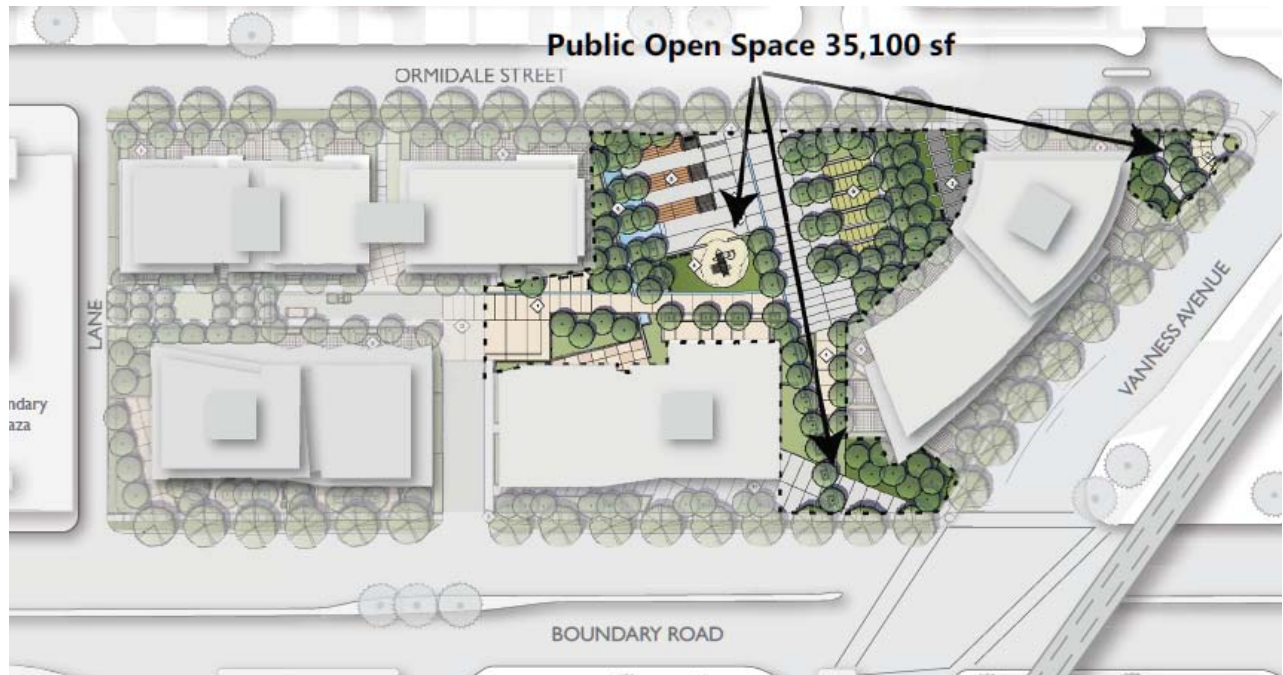
The areas shown highlighted on Figure 4, below, are all intended to be privately owned, but accessible to the public and would be secured by statutory rights of way. As noted, the application proposes a large plaza area on the Ormidale Street frontage between Tower 3 and the mid-rise building which terminates the street-end view from Foster Avenue and provides a public connection to the community amenity spaces described above. Staff believe this plaza/open space will be a very positive contribution to the livability, amenity and public life of the evolving neighbourhood. This plaza is connected to the decision to organize density in taller building forms, as taller buildings can “open up” the ground plane. In turn, the plaza helps make the taller building forms and density levels livable. The large plaza is intended to serve several functions, including urban agriculture, a child’s play area, and a hard-scaped open area for the enjoyment of the residents of the project, but which could also perform as a community gathering space, capable of hosting events such as a farmer’s market or small celebrations.

Smaller plaza areas are indicated at the Ormidale Street and Vanness Avenue intersection and at the Boundary Road and Vanness Avenue intersection. The total area of the publicly accessible open space is approximately 3 260 m<sup>2</sup> (35,100 sq. ft.). Further design development is recommended to strengthen and enhance the public character of the proposed open spaces and in the case of the small plaza area at Ormidale Street and Vanness Avenue to provide enhancements to serve the cycling community, being adjacent to the BC Parkway, in addition to strengthening the pedestrian connectivity through the site.

Design development is also recommended to ensure that suitable utilities and facilities are provided in the large plaza to support that plaza’s occasional function as a venue for public events. Staff recommend that the large plaza be subject to a Community Use Agreement to provide for public use of the plaza, possibly twice monthly, to be programmed by a local non-profit service provider. While the ongoing maintenance of the plaza would be the responsibility of the strata corporations as part of their common property, primarily serving the residents of the development, the Community Use Agreement would also ensure that public functions would be planned in consultation with the strata corporations and that all responsibility for clean-up, repairs, etc., related to public events would be the responsibility of the event organizer and not the strata corporations.



Figure 4: Public Open Space



## 9. Housing for Families

The Renfrew Collingwood Community Vision notes that housing affordability is a major concern in this neighbourhood and that a range of housing should be provided to accommodate the mix of income levels, backgrounds and occupations that characterize the community. In addition, community consultation carried out by the applicant team during the enquiry stage of this project identified the need for larger units designed for families and a mix of housing types as a priority which would be appropriate for the proposed development.

New neighbourhoods in Vancouver which accommodate this scale of development are usually governed by Official Development Plans and/or Policy Statements, which typically include a requirement that 25% of the units be designed to be suitable for families with children. Census data indicates that this neighbourhood is attractive to families with children and many have chosen to live in high-rise buildings and not just in traditional single-family homes, townhouses and low-scale apartment buildings. Staff believe, and the applicant has agreed, that provision of a minimum of 25% of the units as suitable for family housing is appropriate in this instance, given the scale of development and also the demographics of the existing community. This requirement has been included in the draft by-law (Appendix A).

## 10. Parking and Circulation

Two underground parking garages are proposed, separated by the Metro Vancouver sewer right of way. All parking and loading functions for Tower 3 will be provided under that building, with access from Ormidale Street. Parking and loading functions for Towers 1, 2 and the Ormidale Street mid-rise building will be in a large parking garage under the south portion of the site, with access taken from Boundary Road. Resident parking for each building will be separated and secured within the parking garage.

Staff are recommending that the applicant investigate the possibility of linking the two parking garages in order to provide a second exit from the south portion of the site. If this is not possible, due to the Metro Vancouver sewer, an additional point of egress from the southerly parkade will be required, as noted in conditions set out in Appendix B.

### **11. Sustainability**

The rezoning application was received on December 15, 2010. The Rezoning Policy for Greener Buildings requires that rezoning applications received between August 1, 2010 and January 31, 2011 achieve a minimum of LEED® Gold, with at least 63 points, including target points for energy performance, water efficiency and stormwater management. The Policy also requires that the applicant register the project with the Canada Green Building Council (CaGBC).

The rezoning application is also subject to the Rezoning Policy for Larger Greener Sites. This policy is designed to achieve higher sustainability outcomes on large-site developments through the exploration and implementation of district and renewable energy opportunities, sustainable site design, green mobility and clean vehicle strategies, sustainable rainwater management, solid waste diversion strategies and strategies to achieve sustainable housing affordability and housing mix.

In support of the rezoning application, the applicant has provided a District and Renewable Energy Feasibility Screening Study, dated May 2011, completed by Kerr Wood Leidal Associates Limited. Study results suggest the absence of an economically viable approach to site-specific or district-scale renewable energy at this time. City staff have reviewed this screening analysis and concur with this conclusion. As such, no further action pertaining to renewable or district energy is required.

The remaining matters required by the Rezoning Policy for Greener Larger Sites have been addressed either through the design of the development, or will be provided for through required plans or strategies to be implemented through conditions set out in Appendix B.

### ***PUBLIC INPUT***

**Applicant's Consultation (Pre-application):** As noted previously, an extensive public consultation process was undertaken by the proponent prior to submitting a rezoning application, including a series of workshops with stakeholders and Open House events in February 2009 and November 2010. The proponent incorporated information they learned from the stakeholders and attendees at the Open House events in revisions to their proposal.

**City's Notification and Open House:** Rezoning information signs were installed on the site on January 27, 2011 and subsequently updated to reflect revisions to the rezoning application. A notification and invitation to a City-hosted Open House was mailed to 5,046 local households on May 11, 2011. The Open House was held at Collingwood Neighbourhood House on May 25th and was attended by 143 people. A summary of the comments received at the Open House is contained in Appendix F. In addition, 11 emails providing comments were received. Comments expressed via email were similar to those heard at the Open House.

In general, concerns raised by the public fall in the following categories:

- concerns regarding the scale of density;
- impacts on local traffic and parking;
- supportive comments regarding provision of additional community amenities, additional density near transit and the inclusion of retail-commercial space in the project.

Staff have analysed issues of scale and form in detail as summarized in Section 6 of this report and various conditions are set out in Appendix B to improve the urban form. With regard to parking and traffic, although Engineering Services staff agree that some conditions can be improved and these are addressed as conditions set out in Appendix B, Engineering Services staff conclude in general that the traffic and parking aspects of the proposal are acceptable.

Staff believe that the revisions subsequently made to the application and the further design development conditions set out in Appendix B, address concerns expressed by the respondents. Further, the recommended Community Amenity Contribution package specifically addresses comments heard from residents about needs in their community.

### ***PUBLIC BENEFITS***

In response to City policies which address changes in land use and density, this rezoning application offers the following public benefits.

#### **1. Required Public Benefits:**

**Development Cost Levies (DCLS):** DCLs apply to all new construction and help pay for facilities made necessary by growth, including parks, child care facilities, replacement housing (social/non-profit housing) and various engineering infrastructure. This site is subject to the City-wide DCL, which has a rate, as of September 30, 2011, of \$121.96 per m<sup>2</sup> (\$11.33 per sq. ft.) for residential and commercial projects having an FSR over 1.20. Based on the floor area of the project, this proposal would generate DCLs of approximately \$8,322,984.

**Public Art Program:** The Public Art Program requires that rezonings involving a floor area of 9 290 m<sup>2</sup> (100,000 sq. ft.) or greater allocate a portion of their construction budgets (\$1.81/sq. ft.) to public art as a condition of rezoning. Based on the floor area of the project, a budget of approximately \$1,329,620 would be anticipated should this rezoning be approved.

#### **2. Offered Public Benefits**

**Community Amenity Contribution (CAC):** In the context of the City's Financing Growth Policy, the City anticipates receiving community amenity contributions from the owner of a rezoning site to address the impacts of rezoning. Contributions are negotiated and evaluated by staff in light of the increase in land value expected to result from rezoning approval, community needs, area deficiencies and the impact of the proposed development on City Services. There is a limited capacity to achieve all city aspirations with every project, especially when there are other significant identified priorities.

Real Estate Services staff have concluded in this proposal that the increase in land value warrants a CAC offering of \$15,916,000, which has been offered by the developer. Staff recommend that this CAC be allocated as described below.

Often projects of this type include proposals for key public benefits such as on-site affordable housing. In the case of this proposal, through extensive public and stakeholder discussions regarding the public benefit package, it was determined that the primary achievement of the Community Amenity Contribution (CAC) should be the proposed Community Amenity Space described below. In this proposal context, the cash contribution toward the Affordable Housing Fund, and the achievement of the 25% "Housing for Families" level of diversity, are seen by staff as strategic housing achievements in the context of the Community Amenity Space priority.

- **Community Amenity Space:** As noted previously in the report, there is a significant need in this neighbourhood and in the city and region generally, for support services for new immigrants. Overwhelmingly, this was the most called-for or supported benefit from stakeholders and the public. The approximately 3 088 m<sup>2</sup> (33,250 sq. ft.) of community amenity space offered by the owner could accommodate two user groups and is of significant interest to two groups who already serve the immigrant community in many ways. Staff recommend that a portion of the offered CAC be allocated to two "fitted, finished and functional" community amenity spaces generally as shown in Figure 3, on page 7 of this report, estimated to cost approximately \$11,416,000, to be contained within air space parcels, the ownership of which would be conveyed to the City at a nominal purchase price once construction is complete. Parking and loading facilities to support the amenity spaces would be secured in the underground parking garage.

As the two air space parcels in the project will be owned by the City, the City will become responsible for its share of Common Area Maintenance, utilities, applicable property taxes, janitorial, security, maintenance, and any future capital improvements of these community amenity spaces. The City policy respecting financial obligations for capital assets is that the City passes these obligations on to the non-profit operators. In addition to providing the community amenity space, the property owner is offering to provide a cash contribution of \$1,500,000 to a Facility Reserve Fund to be used towards the annual facility operating costs to ensure that the spaces remain affordable for non-profit use. The contribution is calculated based on an annual projection of costs for security, cleaning, utilities and insurance. Real Estate Services has used a "present value calculation" that calculates costs over time and period length to arrive at the present value of \$1,500,000. The Facility Reserve Fund is projected to provide for annual operating subsidies for at least 15 years.

- **Affordable Housing Fund:** In order to address the City's priority to provide additional affordable housing throughout the city, staff recommend that \$1,000,000 of the offered CAC be allocated to the City Affordable Housing Fund.
- **Neighbourhood Park Upgrades:** The Renfrew Collingwood Community Vision notes that neighbourhood parks should be upgraded to provide additional facilities and increased usability, with significant community involvement in decisions about

desirable facilities and park design. While three new parks were developed in conjunction with the Collingwood Village neighbourhood in the 1980s, there are older parks in the broader Renfrew Collingwood community where upgrading is desired, including Carleton Park in the 3400-block of Price Street and Collingwood Park at Euclid Avenue at McKinnon Street. Staff are, therefore, recommending that \$1,000,000 of the offered CAC be allocated to a neighbourhood park upgrade, to address the goals of the community.

- **Pedestrian/Bike Bridge over Boundary Road:** The BC Parkway, immediately adjacent to the rezoning site, is a part of a regional trail system which roughly parallels the Expo SkyTrain Line from Clark Drive Station through Burnaby to the New Westminster waterfront. At one time, an elevated crossing over Boundary Road (trestle bridge) was available to pedestrians and cyclists; however, it was removed some time ago and replaced by an at-grade pedestrian-activated crossing. Construction of a new overpass in this location, has been identified by TransLink as the highest priority in their *2009 BC Parkway Upgrades Conceptual Design Report*. Staff believe that significant potential exists for increasing pedestrian and cycling use of the Parkway, possibly as much as tenfold, if an overpass is constructed. Engineering Services staff have begun preliminary discussions with TransLink regarding reintroducing this connection and further regarding a cost-sharing arrangement between the City, the City of Burnaby and TransLink to secure funding. Staff recommend that \$1,000,000 of the offered CAC be allocated to this project, which will have the benefit of leveraging additional funding from partners to complete this significant project.

### 3. Other Public Achievements

The approach to the density and height for this projects, allows for the provision of a large publicly accessible plaza/open space at grade as described in section 8 of this report. Also, as noted in section 9 of this report, this proposal achieves the 25% "Housing for Families" aspiration, even though such isn't a requirement for these lands.

#### *FINANCIAL IMPLICATIONS*

**Development Cost Levies (DCLs)** - Based on the floor area of the project, this proposal would generate City-wide DCLs of approximately \$8,322,984.

**Community Amenity Contribution (CAC)** – Real Estate Services staff have concluded that the increase in land value expected to result from rezoning approval, community needs, area deficiencies and the impact of the proposed development on City Services warrants a CAC offering of \$15,916,000, which has been offered by the developer. Staff recommend that this CAC be allocated as follows:

- \$11,416,000 to the provision of two "fitted, finished and functional" community amenity spaces, to be contained within air space parcels, the ownership of which will be conveyed to the City at a nominal purchase price once construction is complete;
- \$1,500,000 cash contribution to a Facility Reserve Fund to be used toward the annual facility operating costs to ensure that the spaces remain affordable for non-profit use;

- \$1,000,000 cash contribution for neighbourhood park upgrades in the Renfrew Collingwood community;
- \$1,000,000 cash contribution toward a pedestrian/bike bridge over Boundary Road;
- \$1,000,000 cash contribution to the Affordable Housing Fund.

### *CONCLUSION*

Planning staff conclude that the proposed form of development appropriately addresses the urban design context of Collingwood Village, achieving the overall objective for new development to be compatible with the physical character and image of the neighbourhood, including the provision of open spaces and community amenities. The rezoning application, if approved, would result in significant public benefit to the local neighbourhood and broader community.

The Director of Planning recommends that the rezoning application be referred to a Public Hearing, together with a draft CD-1 By-law generally as shown in Appendix A and with a recommendation from the Director of Planning that, subject to the Public Hearing, it be approved along with conditions of approval listed in Appendix B, including approval in principle of the form of development as shown in plans attached as Appendix E.

\* \* \* \* \*

5515-5565 Boundary Road, 5448-5666 Ormidale Street and 3690 Vanness Avenue  
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.

Definitions

- “Entry Alcoves” mean covered exterior spaces enclosed with vertical walls on three sides and adjacent to an entryway.

Uses

- Cultural and Recreational Uses, limited to community centre or neighbourhood house.
- Dwelling Uses limited to multiple dwelling.
- Institutional Uses limited to social service centre.
- Retail Uses limited to retail store.
- Service Uses limited to restaurant class -1 and school of arts or self-improvement.
- Accessory Uses customarily ancillary to the above uses.

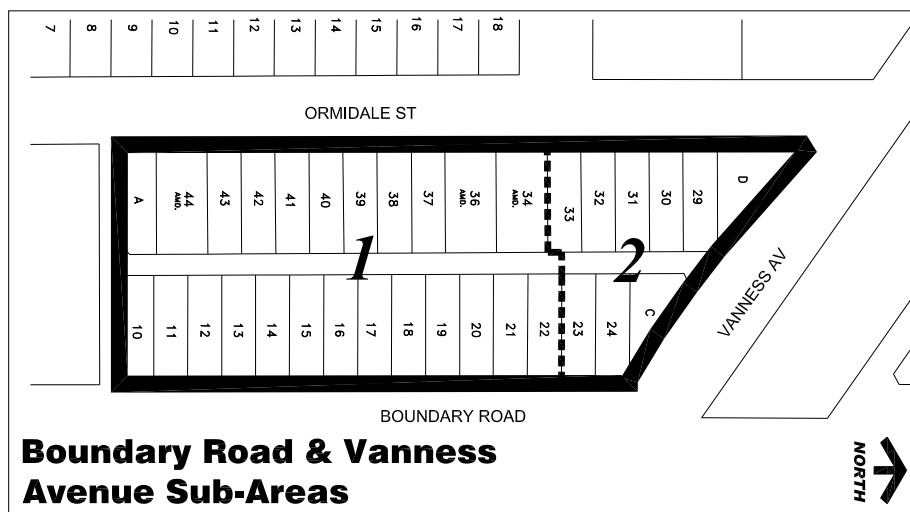
Conditions of Use

- a minimum of 25 percent of the dwelling units shall be family housing with two or more bedrooms.
- all commercial uses shall be carried on within a completely enclosed building, except for:
  - restaurant
  - display of flowers, plants, fruits and vegetables.

Sub-Areas

- The site is to consist of two sub-areas approximately as illustrated in Diagram 1.

Diagram 1



## Density

- for the purpose of computing floor space ratio, the site is deemed to be 12 408 m<sup>2</sup> being the site size at the time of application for rezoning, prior to any dedications.
- the floor space ratio for all uses combined must not exceed 5.50, except that:
  - the retail and restaurant class-1 uses must not exceed a combined floor space area of 372 m<sup>2</sup>
- Computation of floor area in each sub-area must include:
  - all floors having a minimum ceiling height of 1.2 m, including earthen floor, both above and below ground level, to be measured to the extreme outer limits of the building;
  - stairways, fire escapes, elevator shafts, and other features which the Director of Planning considers similar, measured by their gross cross-sectional areas and included in measurements for each floor at which they are located; and
  - in the case of dwelling uses, if the distance from a floor to the floor above or, in the absence of a floor above, to the top of the roof rafters or deck exceeds 4.3 m, an additional amount equal to the area of the floor area below the excess height except for additional amounts that represent undeveloped floor areas beneath roof elements which the Director of Planning considers to be for decorative purposes and to which there is no means of access other than a hatch, residential lobbies, and mechanical penthouses.
- The following shall be excluded in the computation of floor area:
  - open residential balconies or sun decks, entry alcoves and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that the total area of all exclusions must not exceed 8% of the residential floor area being provided;
  - patios and roof gardens, provided that the Director of Planning first approves the design of sunroofs and walls;
  - the floors or portions of floors 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, that, for each area, is at or below the base surface, provided that the maximum exclusion for a parking space shall not exceed 7.3 m in length;
  - undeveloped floor area located above the highest storey or half-storey with a ceiling height of less than 1.2 m and to which there is no permanent means of access other than a hatch;
  - residential storage space above or below base surface, except that if the residential storage space above base surface exceeds 3.7 m<sup>2</sup> per dwelling unit, there will be no exclusion for any of the residential storage space above base surface for that unit;
  - amenity areas, including recreation facilities and meeting rooms, provided that the total area excluded does not exceed 985 m<sup>2</sup> in sub-area 1 and 500 m<sup>2</sup> in sub-area 2; and
  - floor area attributed to a social service centre, neighbourhood house or school of arts or self improvement, to a maximum of 2 140 m<sup>2</sup> in sub-area 1 and 953 m<sup>2</sup> in sub-area 2.
- Computation of floor space ratio in each sub-area may exclude, at the discretion of the Director of Planning or Development Permit Board:

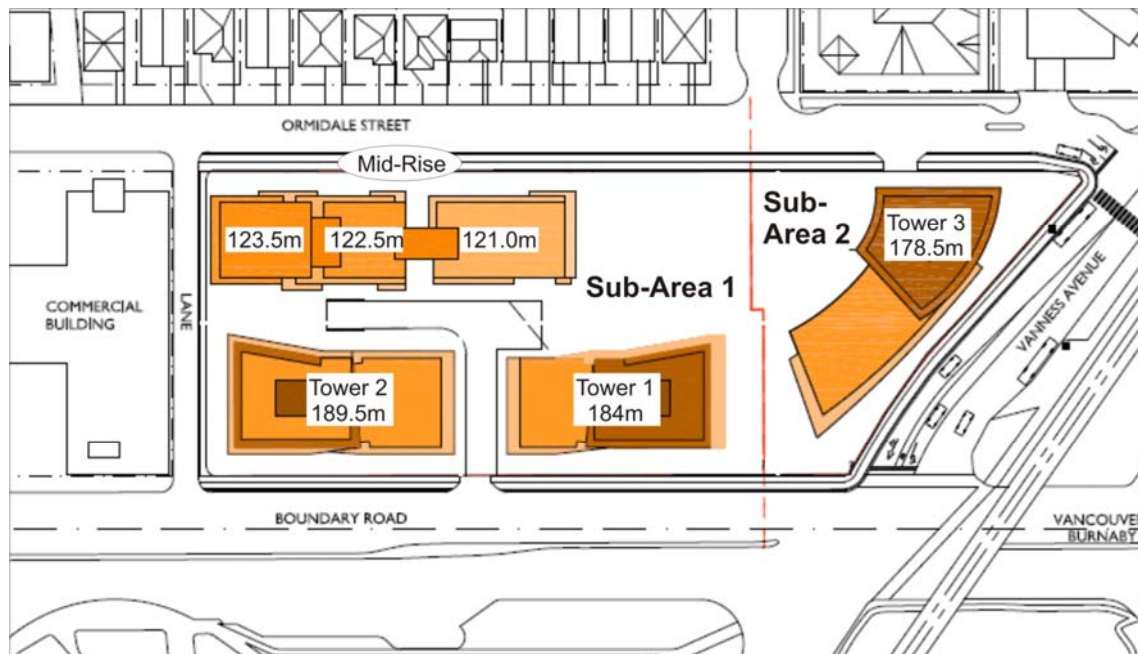


- enclosed residential balconies, provided that the Director of Planning first considers all applicable policies and guidelines adopted by Council and approves the design of any balcony enclosure subject to the following:
  - (i) the total area of all open and enclosed balcony or sundeck exclusions does not exceed 8% of the residential floor area being provided, and
  - (ii) no more than 50% of the excluded balcony floor area may be enclosed;
- unenclosed outdoor areas at grade level underneath building overhangs, provided that the Director of Planning first considers all applicable policies and guidelines adopted by Council and approves the design of any overhangs, and provided that the total area of all overhang exclusions does not exceed 1% of the residential floor area being provided;
- despite the above, open-to-below spaces or double-height volumes in two-level dwelling units, where the first floor is located within 2 m of grade, to a maximum exclusion of 15% of the floor area of the first floor of the unit;
- passive design features, such as horizontal and vertical extensions, that contribute to solar control and improve energy performance; and
- tool sheds, trellises and other garden structures which support the use of intensive green roofs and/or urban agriculture and, despite the above, those portions of stairways and elevator enclosures which are at the roof level providing access to the garden areas.

## Height

- Building height, measured from the top of the roof slab above the uppermost habitable floor, excluding parapet wall, must not exceed the geodetic elevations illustrated in Diagram 2, below.

Diagram 2



### Parking

- Any development or use of this site requires the provision and maintenance of off-street parking spaces, loading spaces, and bicycle spaces, in accordance with the Parking By-law, except that the minimum required parking shall be 10% lower than the minimum parking requirements in the Parking By-law as of \_\_\_\_\_, 2011 (date of Public Hearing).

### Horizontal Angle of Daylight

- Each habitable room must have at least one window on an exterior wall of a building.
- 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.
- Measurement of the plane or planes referred to above must be horizontally from the centre of the bottom of each window.
- If:
  - the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council; and
  - the minimum distance of unobstructed view is not less than 3.7 m

The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement.

- An obstruction referred to above means:
  - any part of the same building including permitted projections; or
  - the largest building permitted under the zoning on any site adjoining CD-1 (--).
- A habitable room does not include:
  - a bathroom; or
  - a kitchen whose floor area is the lesser of:
    - less than 10% of the total floor area of the dwelling unit, or
    - less than 9.3 m<sup>2</sup>.

### Acoustics

- All development permit applications require evidence in the form of a report and recommendations prepared by a person trained in acoustics and current techniques of noise measurement, demonstrating that the noise levels in those portions of dwelling units listed below do not exceed the noise level set opposite such portions. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq) sound level and is defined simply as noise level in decibels.

Portions of dwelling units	Noise Levels (Decibels)
Bedrooms	35
Living, dining, recreation rooms	40
Kitchen, bathrooms and hallways	45

\* \* \* \* \*

5515-5565 Boundary Road, 5448-5666 Ormidale Street and 3690 Vanness Avenue  
PROPOSED 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 the Public Hearing.

**FORM OF DEVELOPMENT**

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by GBL Architects, and stamped "Received City Planning Department, September 16, 2011", 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 the general massing strategy to reduce the apparent scale of the tower and podium components.

Note to applicant: Design development should incorporate measures to articulate the slenderness of the towers and reduce the apparent size of the floor plates. Above the podium levels, the tower floor plates are to be consistent with the Collingwood Village floor plate size of 625 m<sup>2</sup> (6,727 sq. ft.) for Towers 1 and 2 and 675 m<sup>2</sup> (7,264 sq. ft.) for Tower 3.

2. Design development to the architectural expression of the towers to enhance their individual identity while still maintaining a strong relationship to each other.

Note to applicant: A high quality development that establishes a robust, compatible character with the existing neighbourhood fabric is required.

3. Design development to provide variety and interest to the architectural expression of the buildings with high quality durable materials that will contribute to the character and quality of the area.

Note to applicant: The use of masonry on the street-level façades of the mid-rise and podium portions of buildings is strongly encouraged.

4. Design development to Tower 3 to facilitate a more legible and direct pedestrian movement between the intersection of Vanness Avenue and Boundary Road and the proposed open space and plaza area.

5. Design development to maximize the width of the courtyard between Towers 1 and 2 and the mid-rise form on Ormidale Street.

Note to applicant: A minimum width of 40 ft. should be provided.

6. Design development to the public realm interface through the provision of the following building setbacks:
  - a) Ormidale Street - 4.57 m (15 ft.);
  - b) Vanness Avenue - 4.57 m (15 ft.); and
  - c) Boundary Road - 6.10 m (20 ft.) for residential uses and 4.57 m (15 ft. for commercial or amenity uses.

7. Design development to the mid-rise form on Ormidale Street to define the street and open space pattern by separating the singular massing form into two components.

Note to applicant: Pedestrian access and views through from Ormidale Street into the centre of the site should be provided.

8. Design development to the mid-rise form on Ormidale Street to incorporate grade-oriented townhouses and garden apartments.

Note to applicant: Raised entries, private open space, and layered planting should be provided within the 15 ft. setback.

9. Design development to the upper massing (above 4 storeys) of the mid-rise form on Ormidale Street to ensure compatibility of scale with the new and existing context.

Note to applicant: Consider setbacks and/or integrating floor areas within sloped roof forms for the upper massing.

10. Design development to provide a conceptual lighting plan that incorporates mid-level pedestrian and low-level lighting in localized areas such as the plaza, open spaces, stairways, paths and seating areas.

Note to applicant: See also condition (b)17.

11. Design development to provide weather protection for amenity and commercial frontages and primary residential entrances.

#### **Crime Prevention Through Environmental Design (CPTED)**

12. Design development to respond to CPTED principles, having particular regards for:
  - a) theft in the underground parking;
  - b) residential break and enter;
  - c) mail theft; and
  - d) mischief in alcove and vandalism, such as graffiti.

Note to applicant: As with any large development, the applicant must consider and design against uncommon but potential risks such as break and enter to property or vehicles, mail theft, the perceived safety of underground parking areas, mischief and vandalism. Provide a strategy that identifies the particular risks that may arise on this site and proposes specific features to mitigate them. Show on the plans where these features should be located, and provide an indicative design for them.

## Landscape

13. Provision of a fully developed Landscape Plan.

Note to applicant: The Landscape Plan should incorporate the concepts outlined in the Landscape Design Rationale and Preliminary Sustainable Design Strategy submitted as part of the rezoning application.

14. Maximize planting medium depth within planters which are on slab conditions to promote sustainable planting systems and to meet the BC Society of Landscape Architects (BCSLA) latest standard.
15. Provision of best current practices for managing water conservation including high efficiency irrigation, aspects of xeriscaping including drought-tolerant plant selection and mulching (illustrated on the Landscape Plan).

Note to applicant: Where the deletion of irrigation for all slab planters is a strategy to earn a LEED point, provide a written rationale for the choice of plants, the amount of sun exposure, and the soil volumes.

16. Provision of new street trees adjacent to the development site.

Note to Applicant: Contact Eileen Curran, Streets Engineering, ph: 604.871.6131 to confirm tree planting locations and Brad Etheridge, Park Board, ph: 604.257.8587 for tree species selection and planting requirements. Provide a notation on the Landscape Plan, "Final spacing, quantity, tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6 cm calliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet in length and 18 inches in depth. Call the Park Board for inspection after tree planting completion, phone: 311".

17. Provision of a separate Landscape Lighting Plan to illuminate pedestrian areas for security and safety purposes.

Note to applicant: Lighting details should be included on the Landscape Plan. See also condition (b)10.

18. Proposed plantings to be consistent with the City of Vancouver Waterwise Planting Guidelines.
19. Provision of a legal survey.

20. Provision of large scale sections (1/4"=1' or 1:50) illustrating the transition between the private residential areas and the public realm - from the building façade to the curbed street edge.

Note to applicant: The sections should include details of changes in grade, retaining walls, guardrails, stairs and planters.

21. Illustration on the Landscape Plan and the Site Plan of all above-grade utilities including underground parking exhaust vents, gas meters and hydro transformer pads.

Note to applicant: All utilities should be located, integrated, and fully screened in a manner which minimizes their impact on the architectural expression and the open space and public realm.

22. Provision of a complete and detailed Landscape Management Schedule of the proposed landscape forms, including planters and greenery on slab condition, roofs and walls, and irrigation systems to ensure follow-up maintenance for long-term care at all locations.

23. Provision of a large scale section (1/4"=1' or 1:50) illustrating the location and root ball circumference of proposed trees located above or immediately beside underground parking structures.

Note to applicant: The section should detail the tree root ball contained within a depressed parking garage roof slab or within a raised planter to accommodate 3 to 4 feet of growing medium depth. In addition, provide dashed lines on the architectural plans saying "Proposed tree above: refer to Ground Floor Plan and Landscape Plan and Section."

24. A high efficiency irrigation system specified in all landscape areas.

Note to applicant: The irrigation system design and installation shall be in accordance with the Irrigation Association of BC Standards and Guidelines latest standard. Hose bibs should be located in private patios measuring 100 sq ft or larger, at green roof plantings and in urban agriculture plots. Notation to this affect should be added to the drawings.

### Social Infrastructure

25. Design, finish, furnish and equip no less than 2 137 m<sup>2</sup> (23,000 sq. ft.) (gross) of office, classroom and associated support spaces suitable for use as education, training and otherwise supporting adult learners to the satisfaction of the Managing Director of Social Development and Director of Facilities Design and Management.

Note to applicant: All spaces require durable finishes to anticipate maximum use, and integrated utilities such as voice, data and power to accommodate a variety of multimedia presentations and tele- and video-conferences.

26. Design, finish, furnish and equip no less than 952 m<sup>2</sup> (10,250 sq. ft.) (gross) of multi-functional gathering spaces and associated support spaces designed to support a variety of large and small events and community celebrations.

Note to applicant: The multi-functional gathering spaces must include portable, knock-down type seating for up to 250, a commercial grade kitchen adjacent to or functionally accessible to a large gathering hall, washrooms, storage, and licensable childminding space with some adjacent outdoor play area, to the satisfaction of the Managing Director of Social Development and the Director of Facilities Design and Management.

### Cultural Services

27. Design development to the plaza area fronting Ormidale Street to provide approximately 464.5 m<sup>2</sup> (5,000 sq. ft.) of open area, to be centrally located and to form the core of an "event/celebration" space.

Note to applicant: The project must provide all services necessary to support the functionality of the plaza space, including electricity, water, areas for portable washrooms for events, storage, structural load capacity, etc., at no cost to the City and to the satisfaction of the Managing Director of Cultural Services. The estimated cost of the services and infrastructure required is \$130,000-\$150,000.

### Sustainability

28. Identification on the plans and elevations of the built elements contributing to the development's sustainability performance in achieving LEED® Gold with 63 points, including at least six optimize energy performance points, one water efficiency point, and one storm water point.

Note to applicant: Provide a LEED® checklist confirming LEED® Gold status and a detailed written description of how the above-noted 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.

### Sustainable Larger Sites

29. An approach to Sustainable Site Design shall be taken and where appropriate, incorporate layout and orientation approaches that reduce energy needs, facilitate passive energy solutions, incorporate urban agricultural opportunities, and replicate natural systems where feasible.
30. Provision of a Green Mobility and Clean Vehicles Strategy that includes the requisite infrastructure where appropriate to prioritize sustainable transportation modes including walking, cycling, public transit, and provisions for low carbon vehicles (e.g., electric vehicles), completed to the satisfaction of the General Manager of Engineering Services, and prior to Development Permit issuance the completion of

any agreements required by this Strategy on terms and conditions acceptable to the General Manager of Engineering Services and the Director of Legal Services.

Note to applicant: The Green Mobility and Clean Vehicles Strategy should be coordinated with the Transportation Demand Management Plan [condition (b) 33].

31. Provision of a Sustainable Rainwater Management Plan that utilizes sustainable strategies to allow for infiltration, retention, treatment and utilization of rainwater where applicable and appropriate on site.

Note to applicant: The requirements of the Sustainable Rainwater Management Plan should be coordinated and integrated with the required Landscape Plan [condition (b) 17].

32. Provision of a Solid Waste Diversion Strategy that addresses waste diversion in all solid waste generating activities within the development.

Note to applicant: The strategy must provide space, infrastructure and an operational approach to divert organics and recyclables from the waste stream; and, minimize the vehicle trips required for collection, all to the satisfaction of the General Manager of Engineering Services; and, prior to Development Permit issuance the completion of any agreements required by this Strategy on terms and conditions acceptable to the General Manager of Engineering Services and the Director of Legal Services.

## Engineering

33. Provision of a Transportation Demand Management Plan (TDMP) which promotes sustainable modes of travel while reducing reliance on the private auto.

Note to applicant: The TDMP should contemplate techniques such as unbundling of parking, car-sharing, bicycle and transit support and should be coordinated with the Green Mobility and Clean Vehicles Strategy [condition (b) 30].

34. Interconnect the two parkades to provide access to both Boundary Road and Ormidale Street, or confirm that this access is already being provided.

Note to applicant: The drawings do not clearly show a linkage. This is to service northbound movements to and from the site. This issue should be explored and settled upon so that zoning enactment conditions seeking Metro Vancouver approvals regarding changes to the existing rights of ways can be properly incorporated into any legal agreements prior-to enactment of the CD-1 by-law. Should a crossing of the Metro Vancouver right of way not be practical then an additional point of egress will be necessary for the southerly building.

35. Release of the following legal agreements prior to occupancy of the first building on the site:



- a) Easement & Indemnity (support) Agreements 559078M (Lot D), 469247M - see 570684L (Lot 20), 469248M - see 570685L (Lot 21), 469249M - see 570687L (Lot 18), and BA552918 - see 652778L, & affiliated charges (Lot C);
- b) Indemnity (support) Agreement 466685M - see 568900L (Lot 17);
- c) Indemnity (crossing) Agreement 85897H (Lots 15 & 16);
- d) Easement (encroachment) Agreement BJ354842 (Lot 33); and
- e) any other redundant charges.

36. Provision of improved plans showing the parking levels for Tower 3 and showing the location of the six (6) Class B loading spaces.

Note to applicant: The parking layout shown for Tower 3 does not align with the driveway crossing on Ormidale Street and seems to be missing levels. It appears that only a portion of the loading spaces are located off the access aisle on Level 1 from Boundary Road.

37. Provision of correct loading bay throats.
38. Provision of a minimum vertical clearance of 2.3 m (7 ft. 6.5 in) for access to disability parking spaces and for all related manoeuvring aisles.
39. Provision of a 3 m x 3 m (9.84 ft. x 9.84 ft.) corner-cut at the bottom of the ramp in Tower 2.
40. Provision of a minimum 7.3 m (24 ft.) - wide separation between the ramp and the easterly drive aisle in Tower 2.

Note to applicant: This is required for the proper internal circulation of vehicles ramping down.

41. Number all parking spaces.
42. Provision of a 6.6 m (21.66 ft.) maneuvering aisle width for standard parking stalls.

Note to applicant: The parking spaces adjacent to the elevator core of the mid-rise do not work.

43. Provide improved access from the bike rooms to the street.

Note to applicant: A direct ramp out to street level would achieve this.

44. Clarify garbage pick up operations.

Note to applicant: Please provide written confirmation that a waste hauler can access and pick up from the location shown. Note: pick up operations should not rely on bins being stored on the street or lane for pick up, bins are to be returned to storage areas immediately after emptying.

## 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 and to the satisfaction of the Director of Planning, the General Manager of Engineering Services, the Managing Director of Cultural Services, the Managing Director of Facilities Design and Development, the Managing Director of Social Development, the Director of Real Estate Services and the Approving Officer, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

### Engineering

#### Create the Rezoning Site

1. Purchase from the City of Vancouver, on terms and conditions satisfactory to the Director of Real Estate Services, the parcel addressed as 3690 Vanness Avenue (Lot C Except: Part in Plan LMP47050, Block 6 District Lot 36 Group 1 NWD Plan 13894 PID: 003-541-002) as shown generally crosshatched on the sketch attached hereto as Map 1 (Appendix D, page 3 of 3).
2. Make arrangements, subject to Council approval, for the closure and acquisition of a portion of City lane, as shown generally hatched on the sketch attached as Map 1 (Appendix D, page 3 of 3).

Note to Applicant: Engineering Services supports the closure and sale of the lane. Further Council authority, to be addressed in a separate report to Council, is required for the closure and sale of the lane. The removal or relocation of any services located in the lane will be at the sole cost of the owner.

3. Subject to conditions 1 and 2 above, a subdivision is required to result in:
  - a) consolidation of Lot C and the closed lane with the Remaining Parcels\* which comprise the rezoning site (Appendix D, page 3 of 3) to create a single parcel;
  - b) dedication of a 1 m by 1 m corner-cut for road purposes at the northeast corner of Lot 24;
  - c) dedication of a portion of the site along Vanness Avenue to accommodate a lengthened left turn bay and standard boulevard widths on the south side of Vanness Avenue.

Note to applicant: An estimated 5.5 m (18 ft.)-wide boulevard is intended.

\*The "Remaining Parcels" are more precisely described as: Lot A, Plan 8825, and Lot D, Plan 13894; All of Block 6, DL 36; And Lots 10 to 24, 29 to 33, Amended Lot 34 (See 546231L), Amended Lot 36 (See 410358L), Lots 37 to 43, and Amended Lot 44 (See 166787L); All of Block 6, DL 36 & 49, Plan 2889.

## Site Servicing

4. Confirmation that the development does not encroach upon the existing GVS&DD (Metro Vancouver) Statutory Rights of Ways (SRWs) that pass through the site, and that if required, arrangements are made for any modifications to the SRWs, or for new or widened SRWs, or for relocation of the services as required by Metro Vancouver all to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: A further review by Engineering Services of the ultimate right of way widths and locations is required following consultation and confirmations from Metro Vancouver. Provision of appropriate legal agreements will be required following final assessment.

5. Confirmation that the Metro Vancouver sewer line has the capacity to accept storm and sanitary discharges from the project.

Note to applicant: In this regard Engineering Services will make the initial contact with Metro on your behalf.

6. Provision of adequate water service to meet the fire flow demands of the project.

Note to applicant: The rezoning application lacks the details to determine if water main upgrading is required. Please supply project details including projected fire flow demands as determined by the applicants' mechanical consultant to determine if water system 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.

7. Undergrounding of all utility services from the closest existing suitable service point.

Note to applicant: 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 City of Vancouver street lighting and traffic control kiosks, are to be located on private property. 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.

Note to applicant: All improvements to public property, service relocations or upgrades are to be at 100% developers' expense.

## Servicing Agreement

8. Execution of a Services Agreement, to the satisfaction of the General Manager of Engineering Services and Director of Legal Services for the following:
- a) Upgrading of the existing sanitary sewer on Ormidale Street from the Metro Vancouver sanitary trunk to the site's new service connection points.
  - b) Provision of new storm connections for the existing catch basins on Boundary Road impacted by removal of the storm line in the lane to be closed.
  - c) Removal and/or relocation of the storm sewer line on Lot 17 (SRW 466642M).
  - d) Provision of storm water storage and management for the site.

Note to applicant: Consultation with Engineering Services, Sewer Design Branch is required to determine the extent and method of storm water storage required. A stormwater storage agreement may be necessary.

- e) Construction of improvements to the proposed corner plaza at Ormidale Street and Vanness Avenue to incorporate a drinking fountain, bicycle racks and a bicycle pump station to serve the cycling community.
- f) Construction of a new bus stop landing for the eastbound Route 28 bus at the intersection of Ormidale Street and Vanness Avenue.
- g) Replacement of the existing gravel sidewalk on the north side of Vanness Avenue from Boundary Road to Ormidale Street with a new concrete sidewalk.
- h) Construction of new stairs and a bike ramp on the north side of Vanness Avenue linking Ormidale Street with the BC Parkway corridor, providing a direct link between the site and the regional bike/pedestrian corridor.
- i) Provision of a lengthened left-turn bay on Vanness Avenue at Boundary Road, including all road modifications such as curb, gutter, pavement and utility relocations necessary to accommodate the works.
- j) Provision of up to \$200,000.00 for traffic calming within five (5) years of final occupancy of the last phase of the development, as may be determined following consultation with the neighbourhood.
- k) Provision of upgrades to the semi-actuated signal and related signal infrastructure at the intersection of Boundary and Vanness Avenue to provide for a north-to-west bound left-turn phase in the light sequence.
- l) Installation of new sidewalks around the site in keeping with public realm treatment standards for the area with final sidewalk design and locations to be to the satisfaction of the General Manager of Engineering Services.
- m) Provision of street trees around the site where space permits.
- n) Provision of standard concrete lane crossings at the Boundary Road and Ormidale Street lane entries to the site.
- o) Removal of the Vanness Avenue lane entry and reconstruction of the curb, gutter and pavement.

Note to applicant: This results from the proposed lane closure and sale.

## Car Share

9. Unless alternate arrangements to the satisfaction of the General Manager of Engineering Services are concluded, provision, operation and maintenance of five (5) shared vehicles and five (5) shared vehicle parking spaces on-site in locations to the satisfaction of the Director of Planning in consultation with the General Manager of Engineering Services, and in addition to the minimum parking spaces required by the Parking By-law on the following conditions:

- a) The developer will be required to fund \$25,000 for the purchase of each required shared vehicle and fund \$11,560 for operating costs for each required shared vehicle.

Note to applicant: These dollar amounts are subject to inflationary increases and final amounts will be calculated prior to occupancy.

- b) Management services are to be provided by a professional shared vehicle organization subject to an agreement to be entered into with the developer on terms and conditions satisfactory to the City.
- c) The registration against the title to the development, with such priority as the Director of Legal Services may require, and in form and substance satisfactory to the Director of Legal Services, of 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, providing that the shared vehicle spaces in the development must be accessible to members of the car sharing organization who do not reside in the development.
- d) The provision of, prior to issuance of any development permit, details on arrangements that will allow members of the shared vehicle organization access to the car share parking spaces.

Note to applicant: Car share vehicles are to be parked in an accessible location outside of residential security gates and easily accessible to car share members.

## Public Access

10. Execute an agreement to secure public access over the proposed walkways and open spaces, generally as highlighted in Figure 4 on page 9 of this report, for pedestrian purposes, on terms satisfactory to the Director of Planning.

## Community Use Agreement

11. Execute an agreement to secure access to an outdoor plaza having an open area of approximately 464.5 m<sup>2</sup> (5,000 sq. ft.) for public use no more than two days per month upon such other terms and conditions satisfactory to the satisfaction of the Director of Legal Services and Managing Director of Cultural Services.

Note to applicant: The plaza is anticipated to be programmed by the not-for-profit user group which will occupy the community amenity space, in consultation with

the strata corporations which will exist on site. Ongoing maintenance and repair of the plaza will be the responsibility of the strata corporations. Services, clean-up and repairs related directly to public events would be the responsibility of the programmer or event sponsor.

#### Public Art

12. Execute an agreement satisfactory to the Director of Legal Services and Managing Director of 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: To discuss your public art application and fulfillment options, please call Mr. Bryan Newson, Public Art Program Manager (604.871.6002). A checklist of program requirements will be provided.

#### Community Amenity Contribution (CAC) - In Kind

##### Social Infrastructure

13. Provision of two mixed-use amenity spaces in the form of no less than 3 066 m<sup>2</sup> (33,000 sq. ft.) (gross total area) of fully fit, finished furnished and equipped spaces to include office, classrooms, multi-functional gathering space including a commercial grade kitchen, and licensable child minding area as part of the proposed development at Boundary Road and Vanness Avenue, having an estimated value of \$11,416,000.
14. Transfer to the City at a nominal cost air space parcels containing these amenity spaces together with the appropriate rights and obligations applicable to the ownership and operation of these legal parcels including reciprocal easements and indemnities, repair and maintenance, cost sharing, insurance and other applicable legal obligations.
15. Grant a perpetual right in favour of the City and the users of this amenity space, in the form of a statutory right of way, for access to and use of four parking spaces and access and use of the loading spaces in the underground parkade of the residential complex on this site, at no cost.

#### Community Amenity Contribution (CAC) Payable on Enactment

16. Pay to the City, prior to enactment of the by-law \$1,500,000 to create a Facility Reserve Fund in the amount to be held by the City in an interest-bearing account and used to offset the facility operating costs of the amenity spaces.

Note to Applicant: All of the above rights and obligations are to be effected and implemented prior to occupancy of any part of the development on this site other than this community amenity space.

### Neighbourhood Park Upgrading

17. Pay to the City, prior to enactment of the rezoning by-law, the \$1,000,000 which the developer has offered, to be allocated to a neighbourhood park upgrade.

### Affordable Housing Fund

18. Pay to the City, prior to enactment of the rezoning by-law, the \$1,000,000 cash contribution which the developer has offered, to be allocated to the Affordable Housing Fund.

### BC Parkway Overpass Contribution

19. Pay to the City, prior to enactment of the rezoning by-law, the \$1,000,000 cash contribution which the developer has offered to the City, to be directed to a contribution to a partnership project to construct a pedestrian and bicycle overpass over Boundary Road as part of the BC Parkway.

### Soils

20. The property owner shall submit a site profile for all of the parcels in the rezoning site, to the Environmental Protection Branch (EPB).
21. The property owner shall, as required by the Manager of Environmental Protection 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.
22. Enter into a remediation agreement for the remediation of the site and any contaminants which have migrated therefrom on terms and conditions satisfactory to the Manager of Environmental Protection, City Engineer 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 a Certificate of Compliance(s) satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, has been provided to the City.

Note: Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as registered charges pursuant to Section 219 of 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.

\* \* \* \* \*

5515-5665 Boundary Road, 5448-5666 Ormidale Street and 3690 Vanness Avenue  
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE SIGN BY-LAW NO. 6510

- Amend Schedule E (Comprehensive Development Areas) by adding the following:

"5515-5665 Boundary Road, 5448-5666 Ormidale Street and 3690 Vanness Avenue	[By-law #]	B (C-1)"
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\* \* \* \* \*



5515-5665 Boundary Road, 5448-5666 Ormidale Street and 3690 Vanness Avenue  
LEGAL DESCRIPTIONS AND PARCEL IDENTIFIERS

PID No. 008-156-212

Lot D Block 6 District Lot 36 Plan 13894

PID No. 013-361-899

Lot 29 Block 6 District Lots 36 and 49 Plan 2889

PID No. 006-286-062

Lot 30 Block 6 District Lots 36 and 49 Plan 2889

PID No. 013-361-911

Lot 31 Block 6 District Lots 36 and 49 Plan 2889

PID No. 013-361-945

Lot 32 Block 6 District Lots 36 and 49 Plan 2889

PID No. 013-361-856

Lot 24 Block 6 District Lots 36 and 49 Plan 2889

PID No. 013-361-848

Lot 23 Block 6 District Lots 36 and 49 Plan 2889

PID No. 013-361-931

Lot 33 Block 6 District Lots 36 and 49 Plan 2889

PID No. 013-362-038

Amended Lot 34 (See 546231L) Block 6 District Lots 36 and 49 Plan 2889

PID No. 003-586-073

Amended Lot 36 (See 410358L) Block 6 District Lots 36 and 49 Plan 2889

PID No. 013-362-071

Lot 37 Block 6 District Lots 36 and 49 Plan 2889

PID No. 013-362-101

Lot 38 Block 6 District Lots 36 and 49 Plan 2889

PID No. 013-362-135

Lot 39 Block 6 District Lots 36 and 49 Plan 2889

PID No. 013-361-821

Lot 22 Block 6 District Lots 36 and 49 Plan 2889

PID No. 005-823-820

Lot 21 Block 6 District Lots 36 and 49 Plan 2889

PID No. 013-361-805

Lot 20 Block 6 District Lots 36 and 49 Plan 2889

PID No. 013-361-783  
Lot 19 Block 6 District Lots 36 and 49 Plan 2889

PID No. 002-719-525  
Lot 18 Block 6 District Lots 36 and 49 Plan 2889

PID No. 013-361-775  
Lot 17 Block 6 District Lots 36 and 49 Plan 2889

PID No. 013-361-741  
Lot 16 Block 6 District Lots 36 and 49 Plan 2889

PID No. 002-901-706  
Lot 15 Block 6 District Lots 36 and 49 Plan 2889

PID No. 013-362-348  
Lot 40 Block 6 District Lots 36 and 49 Plan 2889

PID No. 005-220-521  
Lot 41 Block 6 District Lots 36 and 49 Plan 2889

PID No. 013-229-460  
Lot 42 Block 6 District Lots 36 and 49 Plan 2889

PID No. 013-362-356  
Lot 43 Block 6 District Lots 36 and 49 Plan 2889

PID No. 013-362-372  
Amended Lot 44 (See 166787L) Block 6 District Lots 36 and 49 Plan 2889

PID No. 009-919-511  
Lot A Block 6 District Lot 36 Plan 8825

PID No. 013-361-732  
Lot 14 Block 6 District Lots 36 and 49 Plan 2889

PID No. 013-361-716  
Lot 13 Block 6 District Lots 36 and 49 Plan 2889

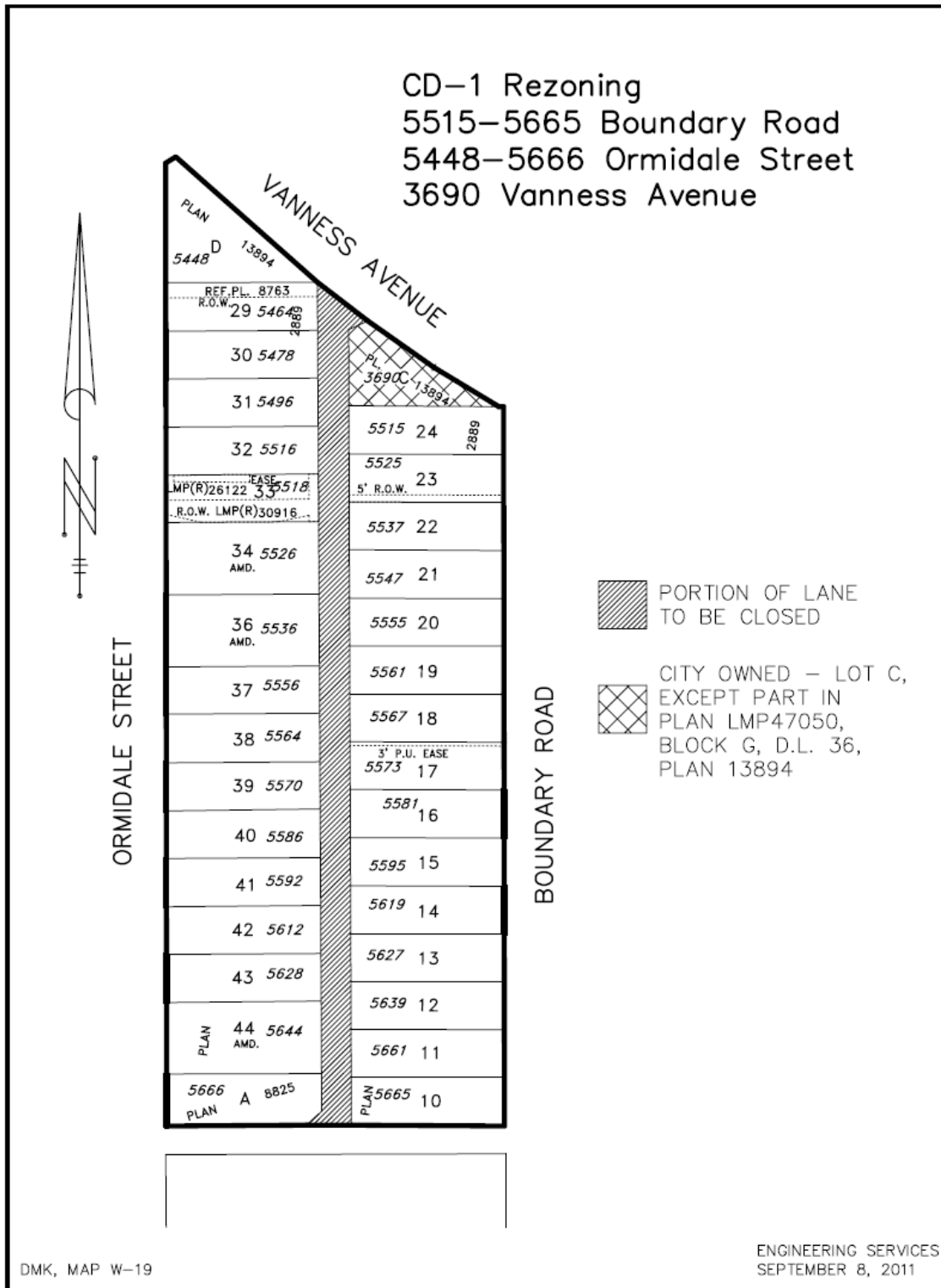
PID No. 013-361-708  
Lot 12 Block 6 District Lots 36 and 49 Plan 2889

PID No. 013-361-694  
Lot 11 Block 6 District Lots 36 and 49 Plan 2889

PID No. 013-361-686  
Lot 10 Block 6 District Lots 36 and 49 Plan 2889

\* \* \* \* \*

MAP 1



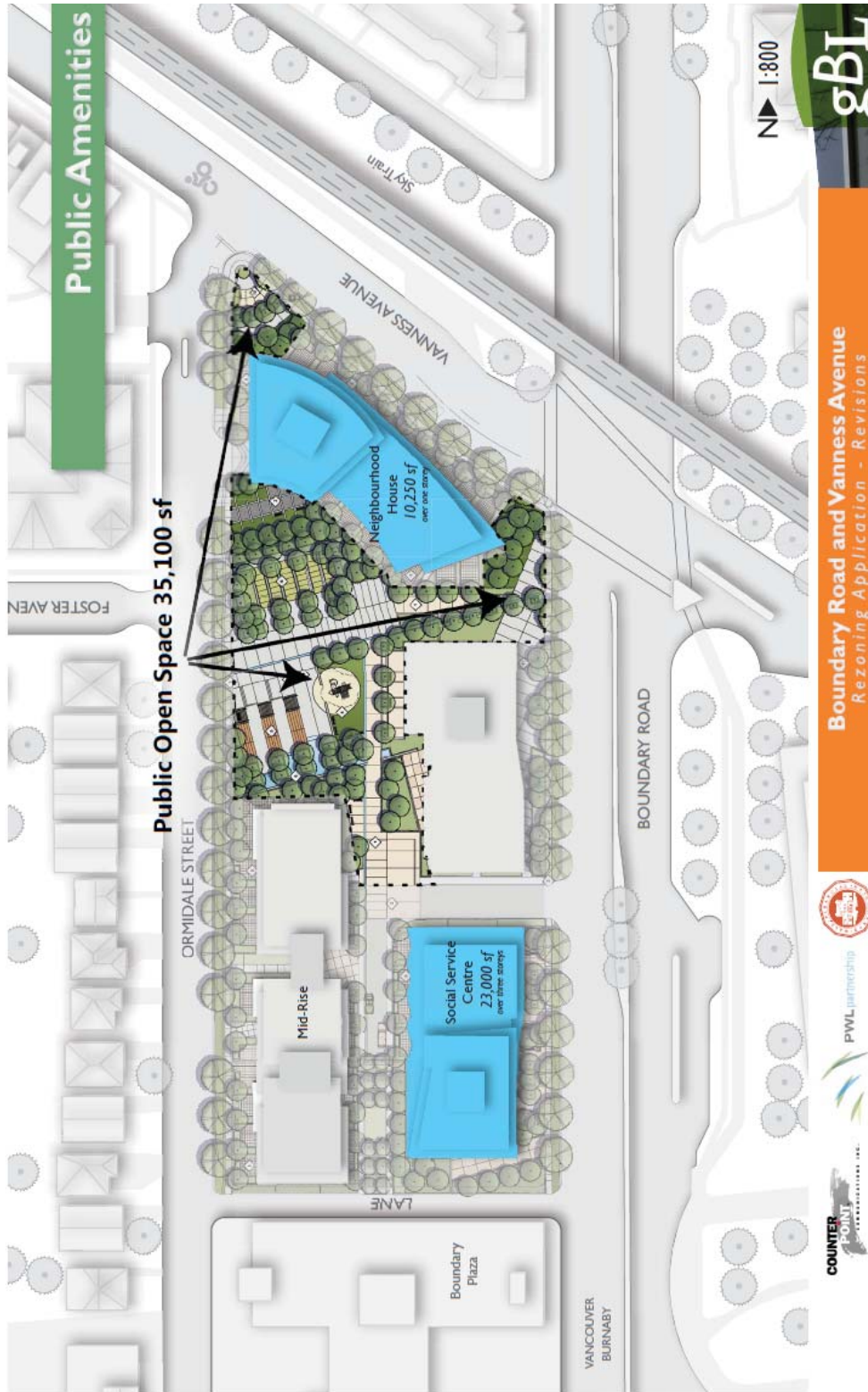
5515-5665 Boundary Road, 5448-5666 Ormidale Street and 3690 Vanness Avenue  
FORM OF DEVELOPMENT

Site Plan

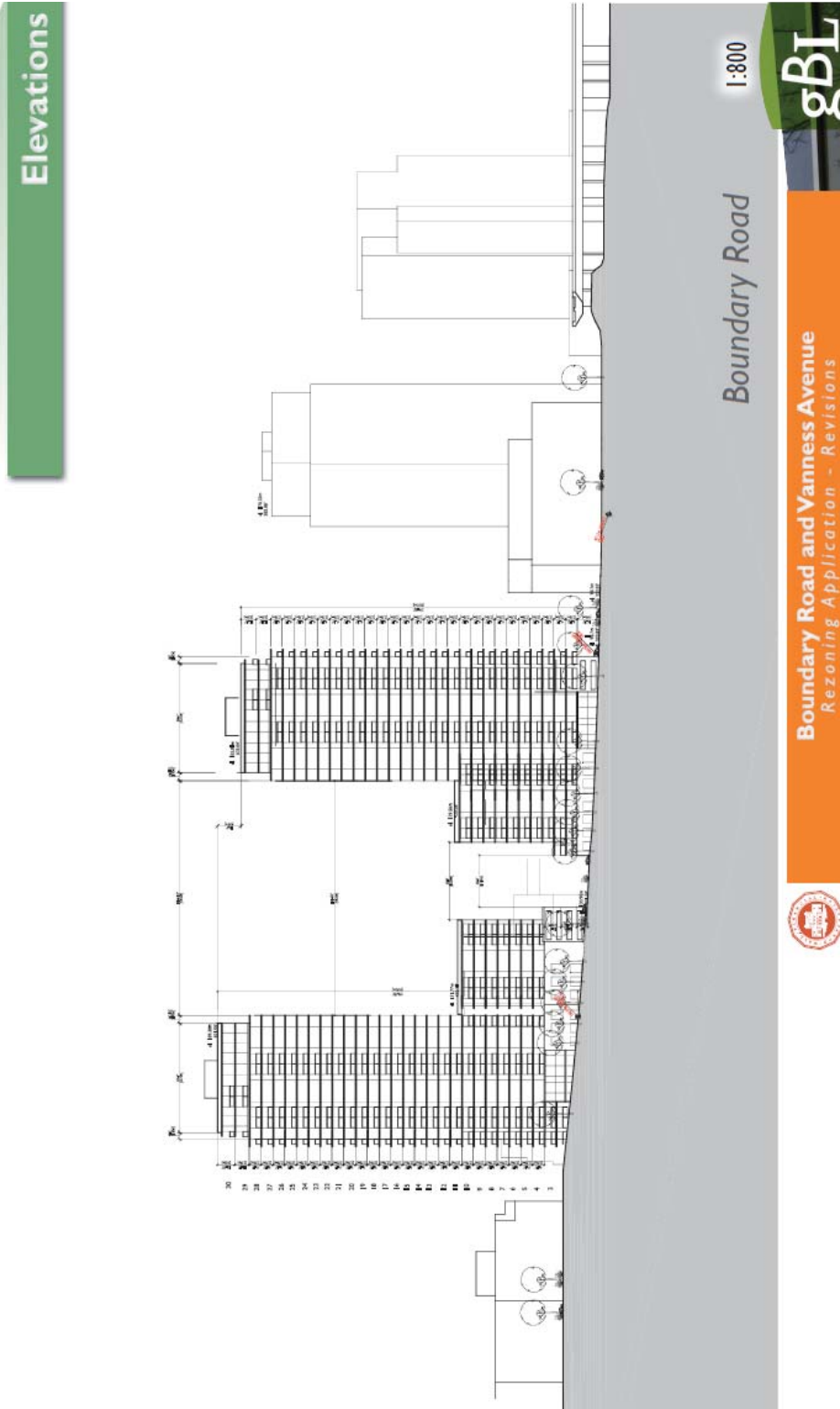




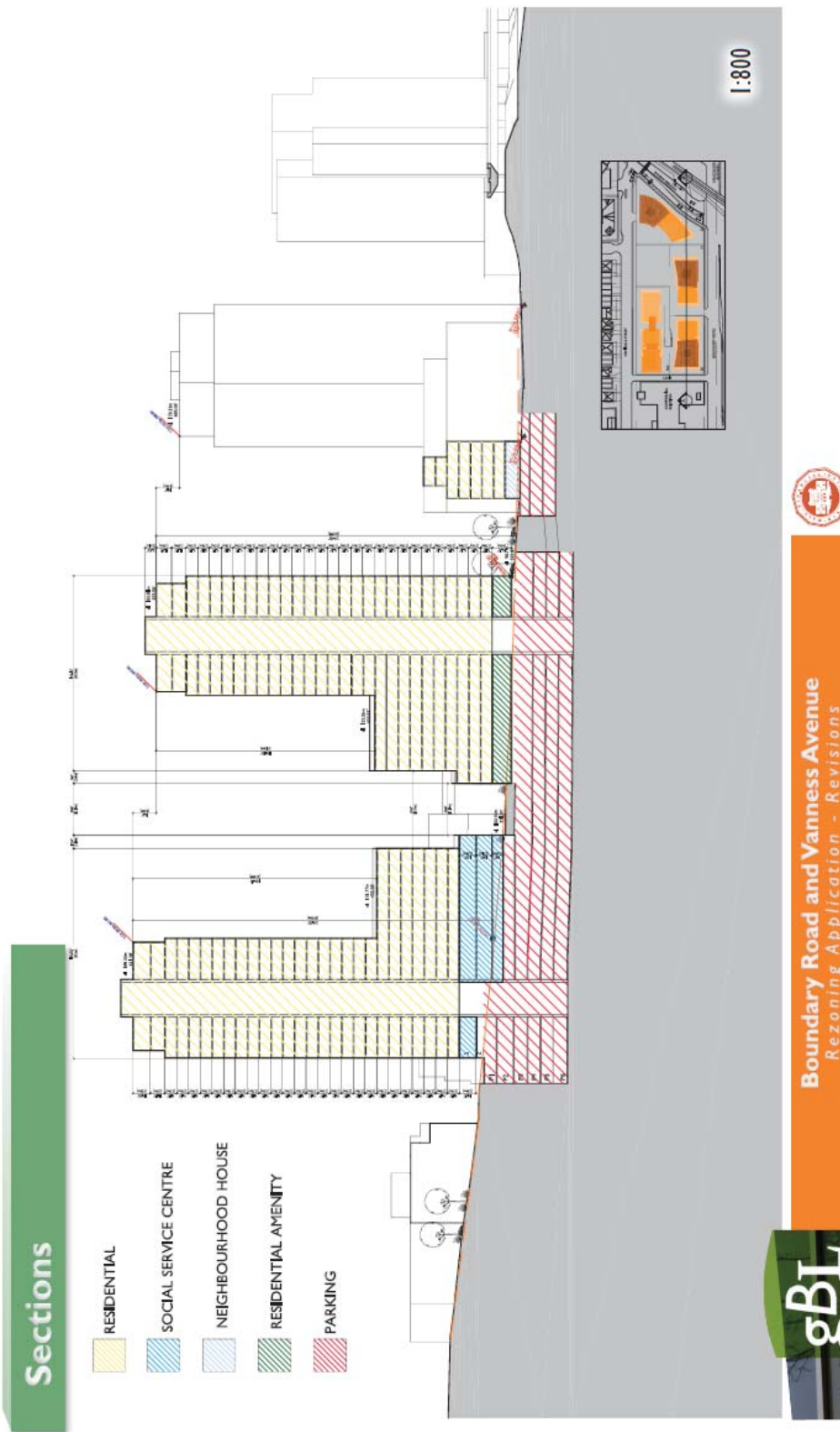
Community Amenity Space and Publicly Accessible Open Space



Elevations - Boundary Road

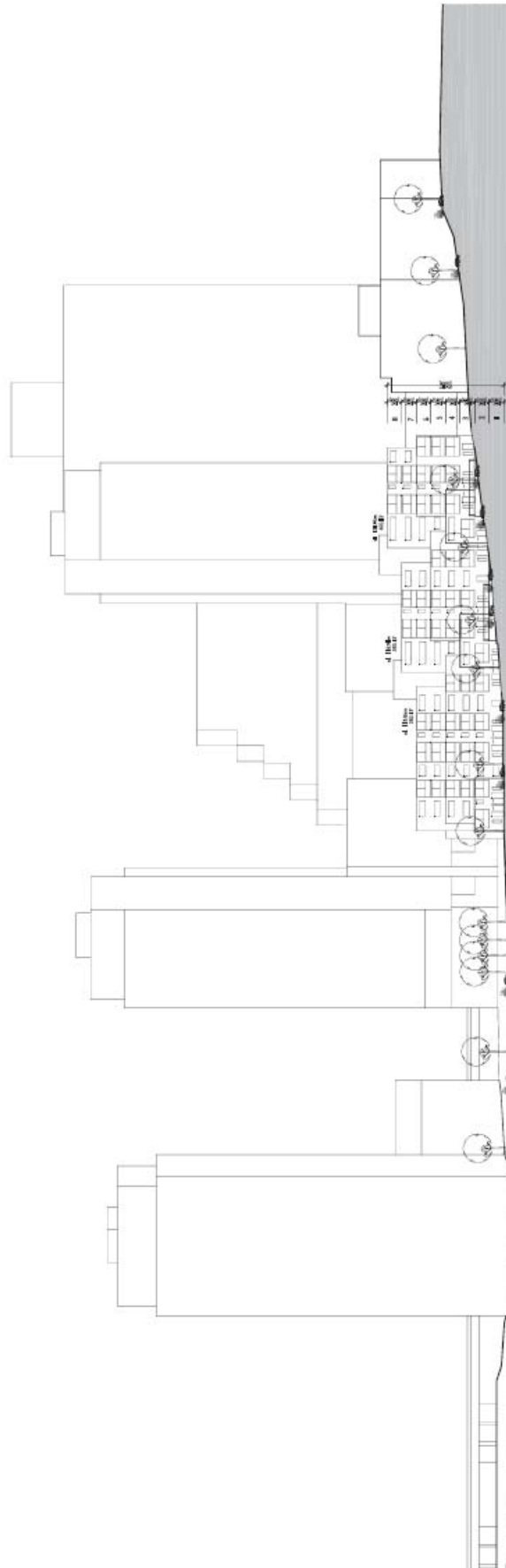


Section - Tower 2, Tower 1 and Podium of Tower 3





Elevations



1:800

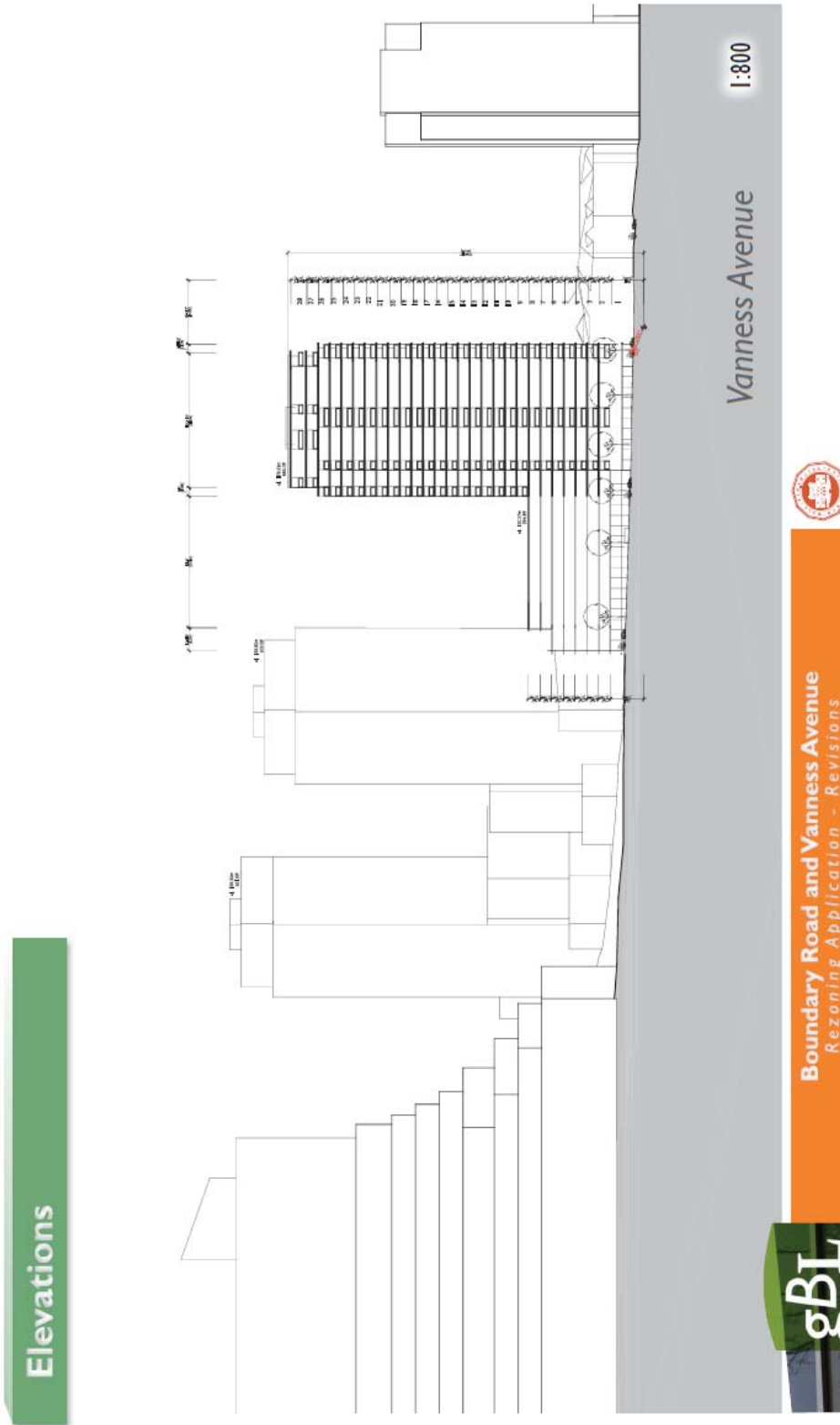
Ormidale Street



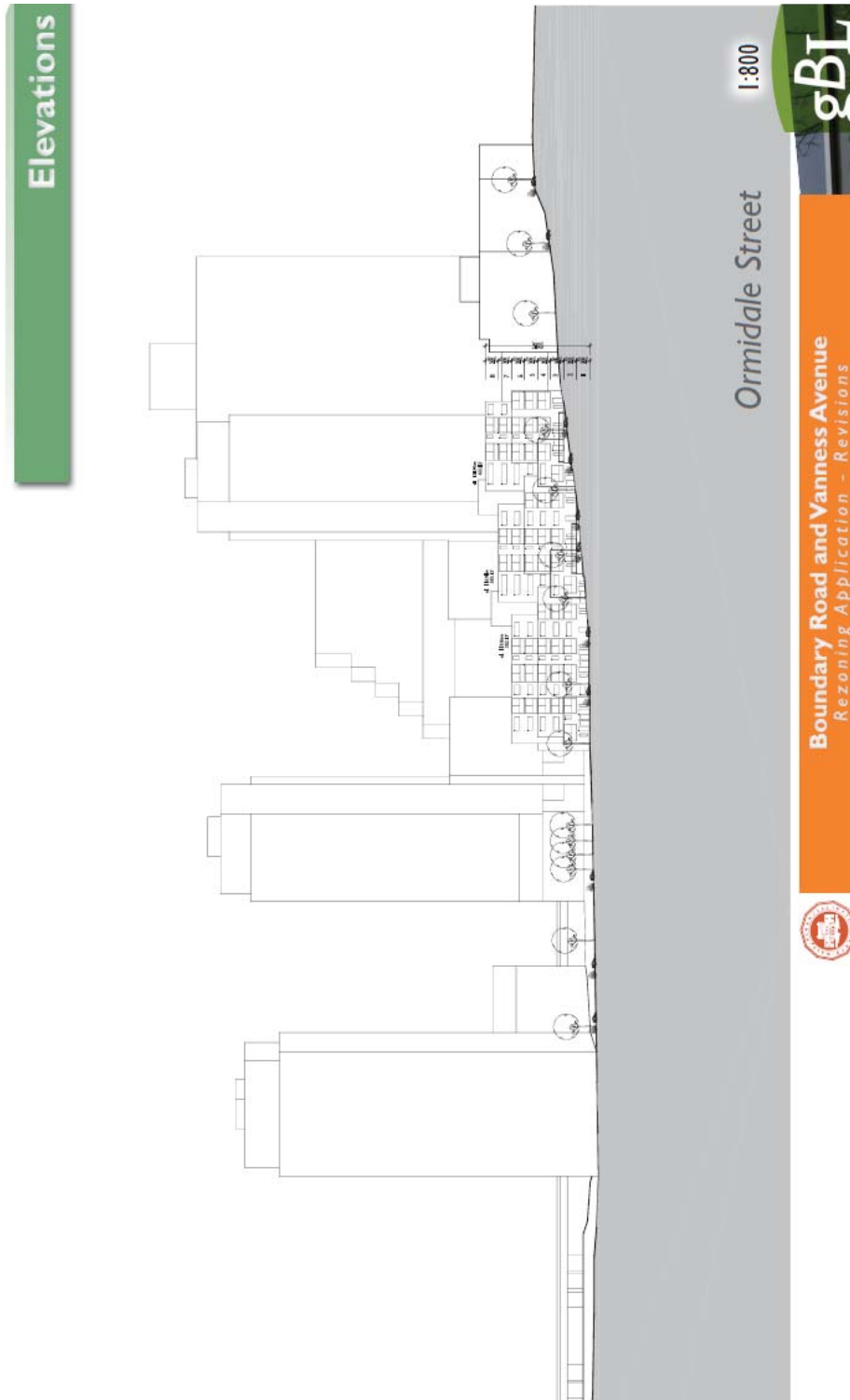
**Boundary Road and Vanness Avenue**  
Rezoning Application - Revisions



### Elevations - Vanness Avenue



Elevations - Ormidale Street



5515-5565 Boundary Road, 5448-5666 Ormidale Street and 3690 Vanness Avenue  
PUBLIC CONSULTATION SUMMARY

**Public Notification**

A rezoning information sign was installed on the site on January 27, 2011. Notification and application information, as well as an on-line comment form, was provided on the City of Vancouver Rezoning Centre webpage ([www.vancouver.ca/rezapps](http://www.vancouver.ca/rezapps)).

A public Open House was held on May 25, 2011 at the Collingwood Neighbourhood House. A notification postcard, dated May 11, 2011, was mailed to 5,046 surrounding property owners. Staff, the applicant team, and a total of approximately 143 people attended the Open House.

**Public Responses and Comments**

Public responses to this proposal have been submitted to the City as follows:

- In response to the May 2011 Open House, 46 comment sheets were submitted (approximately 54% opposed =/17% in favour/28% neutral or undecided). Of the 46 respondents, 42 live or work within the notification area, two live outside the notification area, and two did not specify where they live or work.
- A total of eight emails and online forms from individuals were submitted (approximately 38% opposed/62% neutral).

Comments on this application are as follows:

***Amenities***

Many, regardless of their position on this application, were concerned that the area lacks amenities for its existing population and any future increases. Many have commented on the various amenities needed in the community, specific to commercial, recreational, social and cultural preferences. Some have emphasized the predominance of families and seniors in the community and felt that the new amenities should address the 'gaps', considering community priorities of seniors, youth, recreation and sports. Some have suggested off-site amenities including expansions of existing facilities such as the Neighbourhood House or Collingwood Library. A couple of comments were focused on the loss of the overpass transecting Boundary Road (part of the BC Parkway cycling path). These comments were concerned with impacts to cyclists' safety crossing Boundary Road due to the potential increase in traffic, and would like to see the overpass replaced as an amenity. Many are concerned over the loss of the British Columbia Ambulance Service station located on Ormidale Street. Some have commented that this service is well-used by the aging population in the community and would like to see it retained.

***Density***

Many opposed to this application felt that the proposal was too dense for the neighbourhood, stating that the area is already overly congested and cited concerns with existing noise, traffic, and lack of open space and community amenities. Some were concerned that existing facilities will be overwhelmed as programs are already fully booked and SkyTrain is full during peak hours. One was concerned that the added population will result in an increase in break-ins. However, those who supported the proposal felt the increased population could help improve Kingsway and the overall area.

### *Height*

Many opposed to this proposal felt that the proposed buildings were too high for the neighbourhood, based on their comparison with existing development and impacts to views and privacy. One commenter felt that there were too many high-rises in the neighbourhood already. Those who were in opposition, as well as, those who were neutral in their position on this application, have both cited concerns with shadows. One was concerned with safety, referring to earthquake and fire risks in a taller building. However, those who supported the application commented that families can live in high-rises as long as the area is in proximity to good schools, amenities, and commercial businesses that can provide for daily necessities.

### *Traffic*

Many who opposed, as well as some who were neutral on this application, commented that Vanness Avenue and Boundary Road already have a high volume of traffic and parking is at capacity in the area. Many were concerned with increased congestion, pollution, noise, and need for on-street parking. Many, regardless of their position on the application, were concerned with safety. Some were concerned with the access on Boundary Road, as a major truck route on a hill, creating a 'bottleneck' and increasing the potential for accidents. Some commented on the narrow street width of Ormidale Street and were concerned with increased traffic impacting safety. One was concerned with the potential increase in the use of the laneway connecting Lincoln Street and Ormidale Street, serving as a 'shortcut', and thereby increasing traffic noise and impacting privacy and safety. One commented on poor sightlines due to parked vehicles on Vanness Avenue and was concerned of increased hazards with an increase in traffic on an already congested road at high speeds.

### *Housing/Unit Type and Land Uses*

Many, regardless of their position on this proposal, were concerned over the lack of 'family housing', specifying a need for two- to three-bedroom units and their desire for a family-oriented neighbourhood. Some commented on the need for affordable or social housing. One comment included a need for senior's housing, another for co-op housing, whereas another commenter expressed the desire for market housing. One comment suggested that the site be developed as commercial and office, as it could create job opportunities, provide services to existing residents, and will not increase density in the area.

### *Open Space/Parks*

Many opposed to this application were concerned with the lack of open space in the neighbourhood and further impacts from increased density. One was concerned with security in parks and the proposed community plaza after 10:00 p.m.

### *Other Concerns*

- Increased traffic noise will lower property values
- Construction will disrupt the community and cause environmental damages
- Interference from the Telus facilities will impact new residents
- Foreign investments will further impact the housing market
- Need to protect the limited remaining examples of early development in this neighbourhood
- Need a long term plan and less rezonings
- Increased density will create garbage problems.

\* \* \* \* \*

5515-5565 Boundary Road, 5448-5666 Ormidale Street and 3690 Vanness Avenue  
ADDITIONAL INFORMATION

1. Comments of the General Manager of Engineering Services

The General Manager of Engineering Services has no objection to the proposed rezoning, provided that the applicant complies with conditions as shown in Appendix B.

2. Urban Design Panel Comment

The Urban Design Panel reviewed the March 15, 2011 submission for this proposal on June 1, 2011 and supported the proposed use, density and form of development and offered the following comments:

**EVALUATION: SUPPORT (7-2)**

**Introduction:** Alison Higginson, Rezoning Planner, introduced the proposal for a rezoning at the easterly boundary of the Collingwood Village development adjacent to Boundary Road. The site is in the Renfrew Collingwood Community Vision area, just east of a potential Neighbourhood Centre around the Kingsway/Joyce shopping area. The vision document does not identify the site as a "Large Site" with specific Vision directions relating to rezoning or development. The Vision document does support consideration of changes to existing CD-1 by-laws, which applies here, as long as they go through a full rezoning process incorporating appropriate community consultation. The policy context being considered is the location of the site on a major arterial, with good access to transit being equi-distant between the Pattison and Joyce SkyTrain stations. Ms. Higginson noted that the City's Rezoning Policy for Green Buildings will apply, as well as EcoDensity policies for large sites.

Ms. Higginson noted that the site is comprised of thirty-two individual parcels, which are under option to purchase by the developer. The rezoning site also includes the north-south section of lane through the block, and Engineering Services has indicated a willingness to consider the closure and sale of the lane. Ms. Higginson described the existing zoning noting that the intent in the by-laws was to provide opportunity for redevelopment and create something of a buffer between the adjacent one-family neighbourhood and Boundary Road. There has been no uptake on the zoning, and the sites all remain single-family, other than one which is developed with a small ambulance station.

Ms. Higginson noted that 1,173 dwelling units are being proposed, with a mix of studio, one-bedroom and two bedroom units. The proposed uses are entirely residential with the exception of a community amenity space which is being offered as a public benefit, and that the space will be on the lower two levels of the two towers on Boundary Road. She noted that staff are in discussion with local community groups and stakeholders regarding potential use or user groups for that space.

Anita Molaro, Development Planner, introduced the proposal for the site which is located mid way between Joyce Street Expo Line Station and Patterson Station in Burnaby. Ms. Molaro described

the context for the area noting the site is located in the Collingwood Village area and is across the street from the Telus building.

The applicant is seeking to achieve a deliberate, clear, legible sequence of open space through the site connecting pedestrians from Ormidale Avenue to the corner of Boundary Road and Vanness Avenue. Ms. Molaro noted that Vanness Avenue is a bike route through the area. Another approach to be considered is having the open space part of the street end condition in order to create a more defined multi-use open space as well as providing a strong public connection through to the corner.

Ms. Molaro described the proposed massing noting the design principles are to continue the pattern of low-rise 4-storey massing along the internal edge of Collingwood as they relate to the single family neighbourhood. A tower at the corner of Vanness and Ormidale Avenues is sited to act as an extension of the Collingwood pattern of tower buildings, in addition to two towers that are sited along Boundary Road. The two Boundary Road towers could have a more urban response, with a strong streetwall expression, and may have a similar relationship in height to the adjacent Telus building with the maximum height of the proposed towers limited to the Telus building's height. She noted that parking access will be from Boundary Road as well as Ormidale Avenue.

The proposed response to the organizing principles include a large open space at the foot of Foster Street with a narrow link through to Boundary Road. The tower heights range from twenty-nine, thirty-one and thirty-two storeys. The tower on the corner is planned for 29-storeys with an 8-storey podium and the two towers are to have an eight to nine storey shoulder.

Ms. Molaro described the proposed sustainability features noting that LEED® Gold is required under the Rezoning Policy.

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

Does the Panel support the urban design response developed for this site, taking into consideration the extension of the built form pattern of Collingwood Village and its relationship within the surrounding context including:

- Form of development including:
  - Building's siting;
  - Tower forms and massing;
  - Heights (32, 31 and 29 storeys);
  - Density;
    - Site circulation, open space and landscape treatments;
  - Integration with circulation/open space patterns of neighbourhood including public connections through the site to Boundary Road/Vanness Avenue corner
    - Neighbourliness including shadow and view impacts;
    - LEED® Gold strategies and Rezoning Policy for large sites.

Ms. Molaro took questions from the Panel.

**Applicant's Introductory Comments:** Stu Lyon, Architect, further described the proposal noting the Collingwood Village guidelines which suggest that the towers should be oriented towards the north. The buildings will be residential except for some amenity space. He added that there hasn't been a decision on who will be using the amenity space at the moment. There are residential frontages around all of the buildings, with the parking located underground with

primary access of Boundary Road, and with an additional access off Ormidale Street. Mr. Lyon noted that they saw the two towers on Boundary Road as a pair, anchoring the end of the Collingwood Village community, and that they are the same height as the Telus building. Mr. Lyon noted that since the project is at the rezoning stage they haven't indicated architectural character or how they will detail the buildings. He noted that they had a community meeting in November of last year with various comments that helped shape the location of the buildings on the site.

Eesmyal Santos-Brault, Sustainability Consultant, noted that they had done energy modeling for the project as well as a district energy feasibility study, which looked at generating and dumping heat through the use of the sewer system. The study concluded that it would be feasible to use such systems for the site. He added that they will be using passive design features and external sun shades to control solar gain on the buildings. There are also plans for storm water management and urban agriculture.

Bruce Hemstock, Landscape Architect, described the landscape plans noting the open space is neighbourhood focused and helps define how the buildings are arranged on the site. A large, 84 plot community garden and orchard will be on one side of the plaza. An open space will be used for market days and rain structures will be located in the plaza area along with a children's play area. Storm water will be collected from the surface as well as from some of the roofs. Two runnels systems are planned to take the storm water on the site to the water feature. All the roof tops will have extensive green roofs.

The applicant team took questions from the Panel.

#### **Panel's Consensus on Key Aspects Needing Improvement:**

- Consider additional height to the south tower;
- Consider breaking the long low-rise block on Ormidale Street into two blocks;
- Design development to allow for the landscaping and buildings to coexist more harmoniously;
- Consider adding retail/commercial space to the project.

**Related Commentary:** The Panel supported the proposal as well as the density and thought it was appropriate given the site's location.

The Panel thought it was a comprehensive proposal and that it was a schematic rezoning package where they got to focus on the urban design and rezoning related issues. Most of the Panel thought the tower locations were well thought out and that the heights had been well considered, but thought some additional height was needed on the two Boundary Road towers, particularly the one higher up on the hill to the south. However, a couple of Panel members thought the height should be added to the tower at the corner of the lane and Boundary Road. As well a couple of Panel members thought the massing hadn't addressed the Collingwood Village in the built form. They felt that the rise in height from the Collingwood residential neighbourhood to twenty nine storeys might be too much. There was also some concern from several Panel members regarding the height and potential oppressiveness of the streetwall podium. Some panel members suggested taking some of the area out of the Vanness Avenue tower to transition the massing better down to the single family homes in Collingwood by stepping it down from the Kingsway towers to Vanness



Avenue. The Panel liked the curved aspect of the building on Vanness Avenue and thought it had the potential to be an exciting design.

In terms of site circulation, the Panel thought it was well resolved, however several Panel member thought the long block on Ormidale Street could be broken up to relieve the monotony of the massing and give more permeability to the site in this area. This would also give some visual penetration through the site to align with the main entrance off of Boundary Road.

One Panel member thought the buildings on Ormidale Street as well as the middle building would sit better on the site if they picked up the diagonal employed in the landscape design and would create a more interesting dynamic that was complimentary with the way the landscaping has been designed in the public space.

The Panel thought the landscape plans were well developed and had a lot of detail. However, most of the Panel felt that the landscaping didn't relate well to the buildings. Some of the Panel were concerned with the courtyard space and thought the space between the 6-storey and 31-storey buildings needed to be improved.

Several Panel members thought some neighborhood type retail space could be added to the project especially along Boundary Road to service the residents.

Regarding the public art, it was suggested that an artist should be involved as early as possible with the project.

Most of the Panel thought the applicant's presentation package was "a little thin" in terms of getting an understanding of the project, particularly related to architectural character and design vocabulary.

**Applicant's Response:** Mr. Lyons thanked the Panel for their comments and that they looked forward to developing the site. He said he realized that it was thin package of information for the Panel. He added that they need to find out if the form of development is going to be acceptable before they get further into the design. The amenity spaces will be associated with the open space and as well he noted that they had talked about adding a small amount of commercial space to the proposal.

### **3. Environmental Health**

Although rezoning applications no longer reviewed by the Environmental Health Division with respect to acoustical criteria, staff have nonetheless included standard noise mitigation measures as follows:

- The City's acoustical criteria form part of the zoning by-law and an Acoustical Consultant's report is required to assess noise impacts on the site and recommend noise mitigating measures.

### **4. Applicant's Comments**

The applicant was provided with a draft copy of this report and has indicated that they are generally in support of the report and concur with the staff recommendations.

\* \* \* \* \*

5515-5665 Boundary Road, 5448-5666 Ormidale Street and 3690 Vanness Avenue  
**PUBLIC BENEFITS SUMMARY**

**Project Summary:**

Primarily residential development with opportunity for limited local commercial uses, in three podium towers and one mid-rise building, with a total of 1,114 dwelling units.

**Public Benefit Summary:**

The project would generate DCL and Public Art payments, a 33,200 sq. ft. community amenity space and cash contributions towards the City's Affordable Housing Fund, neighbourhood park upgrades and infrastructure to support the BC Parkway bikeway.

	Current Zoning	Proposed Zoning
Zoning District	CD-1 220 & 224	CD-1
FSR (site area = 12 408 m <sup>2</sup> /133,563 sq. ft.)	1.2/1.45	5.50
Max. Allowable Buildable Floor Space (sq. ft.)	78,900/75700	734,597
Land Use	residential	Residential/commercial /community amenity

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide)*	\$208,296/\$857,681	\$8,322,984
	DCL (Area Specific)	0	
	Public Art	0	\$1,329,620
	20% Social Housing	0	
Offered (Community Amenity Contribution)	Childcare Facilities	N/A	
	Cultural Facilities		
	Green Transportation/Public Realm		\$1,000,000
	Heritage (transfer of density receiver site)		
	Housing (e.g. supportive, seniors)		\$1,000,000
	Parks and Public Spaces		\$1,000,000
	Social/Community Facilities		\$13,416,000**
	Unallocated		
	Other		
<b>TOTAL VALUE OF PUBLIC BENEFITS</b>		<b>\$1,065,977</b>	<b>\$26,068,604</b>

**Other Benefits (non-market and/or STIR**

\*\*Includes 3 066 m<sup>2</sup> (33,200 sq. ft.) fully fitted community amenity space and \$1,500,000 (15-year) Facility Reserve Fund

On-site plaza secured for public access and use through a Community Use Agreement

\* 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: Parks (41%); Replacement Housing (32%); Transportation (22%); and Childcare (5%). Revenue allocations differ among Area Specific DCL Districts.

5515-5565 Boundary Road, 5448-5666 Ormidale Street and 3690 Vanness Avenue  
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	5515-5665 Boundary Road, 5448-5666 Ormidale Street and 3690 Vanness Avenue
Legal Description	See Appendix D, pages 1 of 3 and 2 of 3
Applicant/Architect	Stuart Lyon, GBL Architects
Property Owner	Wall Financial Corporation
Developer	Wall Financial Corporation

SITE STATISTICS

	GROSS (Prior to Dedications)
SITE AREA	12 408 m <sup>2</sup>

DEVELOPMENT STATISTICS

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT	RECOMMENDED DEVELOPMENT (if different than proposed)
ZONING	CD-1 #220 CD-1 #224	CD-1	
USES	Residential	Residential/Social Service Centre and Neighbourhood House	Add limited retail/commercial to proposed uses
DWELLING UNITS		1,114	
MAX. FLOOR SPACE RATIO	1.2/1.45	5.50	
MAXIMUM HEIGHT	35 ft./120 ft.	64 ft. - 279 ft.	
MAX. NO. OF STOREYS		29, 30, 28, 6	
PARKING SPACES		1,329	

\* \* \* \* \*