



POLICY REPORT

Report Date: August 27, 2019
Contact: Karen Hoesse
Contact No.: 604.871.6403
RTS No.: 13385
VanRIMS No.: 08-2000-20
Meeting Date: September 10, 2019

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 Rezoning: 3279 – 3297 Vanness Avenue

RECOMMENDATION

- A. THAT the application by New Commons Development, on behalf of the Vancouver Affordable Housing Agency ("VAHA"), as agent for the registered owner, the City of Vancouver, to remove the following lots from CD-1 District (225) and rezone:

- 3279 Vanness Avenue [Lot A (BM67938) Blocks 23 and 24, District Lots 36 and 51, Group 1 New Westminster District Plan 4413, PID 024-073-423]; and
- 3287, 3291 and 3297 Vanness Avenue [Lots 14, 15 and 16, Blocks 23 and 24, District Lots 36 and 51, New Westminster District Plan 4413, PIDs 011-573-953, 011-573-961 and 011-573-970 respectively],

to a new CD-1 By-law to increase the floor space ratio (FSR) from 1.20 to 3.42 and building height from 11.90 m (39.00 ft.) to 22.42 m (73.55 ft.) for a residential building with 102 social housing units, be referred to a Public Hearing, together with:

- i. plans prepared by ZGF Architects Inc., received March 18, 2019;
- ii. draft CD-1 By-law provisions, generally as presented in Appendix A;
- iii. the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application in principle, including approval in principle of the form of development, subject to the Conditions of Approval contained in Appendix B; and

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 after Public Hearing, Council approves in principle the rezoning and the Housing Agreement described in Part 2 of Appendix B, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment prior to enactment of the zoning by-law, subject to such terms and conditions as may be required at the Discretion of the Director of Legal Services and the General Manager of Arts, Culture and Community Services.
- C. THAT, subject to referral of the rezoning application to Public Hearing, a consequential amendment to CD-1 District (225) By-law No. 6363 to remove 3279-3297 Vanness Avenue from the by-law, generally as set out in Appendix C, also be referred to the same Public Hearing;

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

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

REPORT SUMMARY

This report evaluates an application to amend the existing CD-1 District (225) and create a separate CD-1 (Comprehensive District) for a portion of the original CD-1 site, four lots located at 3279 – 3297 Vanness Avenue. The application proposes development of a Passive House certified residential building with 102 social housing units, over one level of underground parking. A height of 22.42 m (73.55 ft.) and a density of 3.42 FSR are recommended.

Staff have assessed the application and conclude that it generally meets the intent of the *Joyce-Collingwood Station Precinct Plan* (the Plan). If approved, the application would contribute 102 social housing units towards achieving the City's goals identified in the *Housing Vancouver Strategy*. Staff recommend the application be referred to a Public Hearing, with the recommendation of the General Manager of Planning, Urban Design

and Sustainability to approve it, subject to the Public Hearing, along with the Conditions of Approval outlined in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council policies for this site include:

- *CD-1 (225) 5092 McHardy Street, 3263-3327 Vanness Avenue North* (By-law No. 6363) (1988, last amended 2006)
- *Joyce-Collingwood Station Precinct Plan* (2016)
- *Housing Vancouver Strategy* (2017)
- *Housing Design and Technical Guidelines* (2018)
- *High-Density Housing for Families with Children Guidelines* (1992)
- *Family Room: Housing Mix Policy for Rezoning Projects* (2016)
- *Green Buildings Policy for Rezoning* (2010, last amended 2018)
- *Vancouver Development Cost Levy By-law* (last amended 2018)
- *Protection of Trees By-law* (last amended 2014)

REPORT

Background/Context

1. Site and Context

The site is comprised of four vacant undeveloped lots located approximately 250 m (5 min walk) northwest of the Joyce-Collingwood Skytrain station. At 2,109 sq. m (22,699 sq. ft.) in size, the site has a frontage of approximately 50.2 m (165 ft.) along Vanness Avenue, and a lot depth of approximately 42.4 m (139 ft.).

The site fronts onto Vanness Avenue to the southwest, but is separated from the roadway by the elevated Skytrain guideway and a multi-purpose path (BC Parkway). The McHardy Street right-of-way, developed as a multi-purpose pathway, is located to the southeast. A local lane bounds the site to the northeast, where vehicle access is proposed, and detached houses are located to the northwest (see Figure 1).

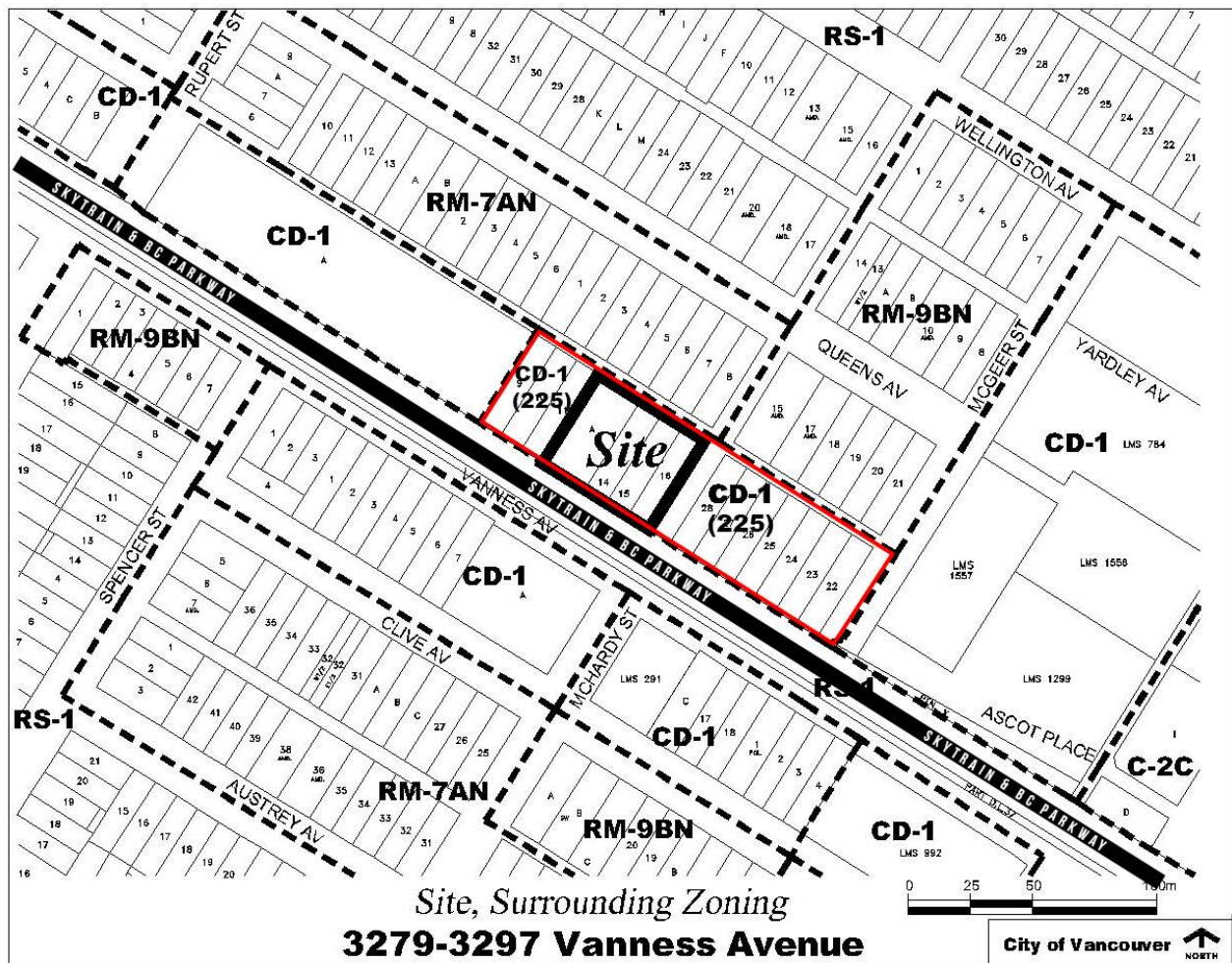
Several existing CD-1 districts are located in the surrounding area. The general intent of these districts is to provide for single-family developments along the Skytrain guideway with limited opportunity for multi-family residential on consolidated sites similar to an RM-4N form (approximately four-storey multi-family residential).

The properties to the north of the site are zoned RM-7AN (multiple dwelling and freehold rowhouses), but are currently developed as single-family detached houses. The properties to the east and west are zoned CD-1 (225) District, and are also developed as single-family detached houses. The properties across the Skytrain guideway and Vanness Avenue to the south are zoned CD-1 (219) District and are developed with a mix of single-family detached houses and four storey multi-family buildings.

The nearest school is Sir Wilfred Grenfell Elementary, which has a total capacity of 503. The 2017/18 enrolment rate was 89 per cent and the projected 2027 enrolment rate is 67 per cent.

This project is one of a portfolio of seven sites currently being developed on City-owned land. In April 2018, Council approved the selection of Community Land Trust Foundation of BC as a development partner through the RFP process. This is the fourth site to come forward for rezoning. Three more sites are anticipated to come forward to Council for rezoning consideration in the next 12 months.

Figure 1: Location Map – Site and Context



2. Policy Context

CD-1 (225) By-law. No. 6363 – Approved in 1988, the general intent of this comprehensive district is to retain RS-1 development rights with limited opportunity for multi-family residential developments on consolidated sites in a form similar to RM-4N (approximately four-storey multi-family residential).

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

Housing Vancouver Strategy (2017) – In November 2017, Council approved the *Housing Vancouver Strategy (2018-2027)* and 3-Year Action Plan (2018-2020). The strategy seeks to shift the supply of new homes toward the right supply, with targets for new units along a continuum of housing types. The Housing Vancouver targets were based on the core goals of retaining diversity of incomes and households in the city, shifting housing production towards rental to meet the greatest need, and coordinating action with partners to deliver housing for the lowest income households.

Overall, 72,000 new homes are targeted for the next 10 years, including 12,000 social, supportive and non-profit co-operative units and 20,000 purpose-built rental units. Nearly 50 per cent of the new units will serve households earning less than \$80,000 per year, and 40 per cent will be family-sized units. This application will contribute towards the targets for social housing units and units for families.

Strategic Analysis

1. Proposal

The application proposes a residential building consisting of 102 social housing units with an FSR of 3.49, a height of 22.68 m (74.41 ft.) and a gross floor area of 7,992 sq. m (86,023 sq. ft.) over one level of underground parking accessed from the lane. A six-storey height along the elevated Skytrain guideway and a three-storey height with rooftop amenity along the lane are proposed.

This report recommends a height and density slightly lower than that of the submitted rezoning application (see Appendix G). The decrease is a result of the applicant's response to staff recommendations and public feedback to provide adequate separation between existing and future anticipated development with the shared property to the northwest. This report is based on the original submission drawings dated March 18, 2019.

Figure 2: View Looking West from the Corner of McHardy Street and the Lane



2. Land Use

Residential land use on this site is consistent with the intent of the *Joyce-Collingwood Station Precinct Plan*, which seeks to provide opportunity for increased housing choice.

No commercial uses are proposed in this development. Local commercial services are available within walking distance at Joyce-Collingwood Skytrain station.

3. Density, Height and Form of Development

(refer to drawings in Appendix E, and project statistics in Appendix G)

The site falls within the V2 sub-area of the *Joyce-Collingwood Station Precinct Plan* (the “Plan”) which allows for consideration of developments up to six storeys and 2.25 FSR on this site. Section 5.5.6 has provision to consider modest increases in height and density (above six storeys, 2.25 FSR) to assist with project viability where new social housing is proposed. In addition, the Plan includes a number of specific design guidelines for sub-areas V1 and V2 to achieve neighbourliness with respect to noise, privacy, views, and sunlight penetration.

Density — Given this is a corner site, which allows additional density to be accommodated without unduly impacting adjacent properties, and in an effort to maximize the number of social housing units delivered, staff sought to allow more than a modest increase in density. The majority of additional density is located along the McHardy Street frontage allowing transitions against the street rather than an adjacent private property.

The proposal as submitted shows an abrupt transition along the shared property line to the northwest. To address this, staff recommend a design development condition (condition 1 in Part 1 of Appendix B) to ensure adequate ventilation, solar access and separation between existing and future anticipated development to the northwest. This will result in a reduction in density from the 3.49 FSR initially proposed to 3.42 FSR now provided in the recommended draft by-law (Appendix A).

Staff have reviewed the proposed design and have concluded that the two distinct massing components, along with the transitions in height, are appropriate for the site and neighbourhood context. The resulting density will achieve a form and massing which appropriately responds to the existing and future development context and will be compatible with the urban design intent for the area.

Building Height — A six-storey height is proposed along the Skytrain guideway and McHardy Street with a three storey massing along the lane. The two forms are separated by a courtyard with a width of approximately 28 ft., which is greater than the 24 ft. anticipated by the Plan; however, balcony and exterior stairs project into this space.

The Plan envisions a two-storey massing along the lane but three storeys are proposed. Staff support the additional height at the lane as it represents an appropriate transition and response to the existing and future development context. This variation in height still achieves the intent of the Plan to reduce the scale of the buildings towards the lane to be compatible with adjacent development and minimize shadow and overlook to adjacent residential properties.

The site slopes from the north to the south by approximately 3 m (10 ft.), resulting in condition 5 in Part 1 of Appendix B to minimize the parkade extrusion along the property lines.

Setbacks — Setbacks recommended in the Plan have been relaxed to accommodate additional density and support project viability. The Plan anticipates a 4.6 m (15 ft.) setback along Vanness Avenue to provide a landscape buffer from the Skytrain guideway – the proposed setback is 0.3 m (1 ft.). The Plan also anticipates a similar setback along McHardy Street to accommodate patios and individual entries, which are not being provided on that building frontage. Balconies have also been permitted to project into setbacks along the lane.

Changes to the proposed building are required to better address design guidelines in the Plan, which seek a minimum side yard setback of 12 ft. along a shared property line to ensure adequate privacy, solar and ventilation access, with an additional 6 ft. stepback above level four to increase privacy and reduce morning shadows on adjacent properties. Design development conditions are included in Appendix B.

Subject to the design conditions noted above, the form of development will respond adequately to anticipated future development on adjacent properties as outlined in the Plan. This is likely to include six storey development along the Skytrain guideway with two-storey townhouses along the lane separated by an east-west courtyard.

Figure 3: Rooftop Amenity

Amenity — The application proposes an indoor amenity room at ground level contiguous with an outdoor amenity courtyard. A direct visual relationship with the main lobby creates a clear connection from the front entrance to the interior courtyard. Further outdoor amenity is provided on the level four rooftop fronting the lane (see Figure 3). An urban design condition (condition 4 in Part 1 of Appendix B) recommends relocation of the children's play area to the level four rooftop to be co-located with urban agriculture.

Urban Design Panel — The Urban Design Panel reviewed this application on May 29, 2019 and supported the proposal unanimously with recommendations, which include further development of the courtyard, the southern elevation and unit livability and exiting. The panel noted Passive House, a higher level of accessibility, and a well-handled massing in their support. For detailed panel comments, refer to Appendix E.

In summary, staff have concluded that, subject to conditions in Appendix B which will result in a minimal reduction in FSR, the proposed form, massing and height are appropriate for this site and the design responds well to the intents set forth in the *Joyce-Collingwood Station Precinct Plan*, while also balancing the need to maximize the social housing achieved. Therefore, staff support this application subject to the conditions outlined in Appendix B.

4. Housing

This project, if approved, would advance a number of City housing policy objectives and strategic directions, including those articulated in the *Housing Vancouver Strategy*.

By including approximately 102 new social housing units, this rezoning application would contribute to near and long term targets for new Social, Supportive and Co-op housing units in the *Housing Vancouver Strategy* (see Figure 4).

Figure 4: Progress Towards the 10 Year Housing Vancouver Targets for Non-Market Housing as of June 30, 2019

| Housing Type | 10-Year Targets | Units Approved Towards Targets |
|--|-----------------|--------------------------------|
| Social, Supportive, and Co-op Housing Units | 12,000 | 3,818 |

*Note that tracking progress towards 10-year Housing Vancouver targets began in 2017. Unit numbers exclude the units in this proposal, pending Council's approval of this application.

Additionally this application, if approved, would provide:

- New social housing for a variety of households (e.g. individuals, families, persons with disabilities, seniors, etc.) in a location close to major transit service, and in close proximity to local services; and
- Increased housing options along the housing continuum for community residents in this local area.

Affordability – The project will meet the City's definition of Social Housing with a minimum of 30% of the units at or below rents affordable to households which fall under the BC Housing Income Limits (HILs) levels. The City and its partners are seeking to deliver a higher level of affordability while ensuring the long-term financial viability of the project, as part of the portfolio of sites being developed on City-owned land. Should the project be successful in obtaining partner funding from BC Housing or CMHC, the Housing Agreement and the lease from the City to its development partner will secure the final affordability requirements.

Security of Tenure — Should the rezoning be approved, a Housing Agreement will be registered on title, securing all units as social housing along with any additional affordability delivered through partner funding, as outlined above, for 60 years or the life of the building, whichever is greater.

Unit Mix — The application currently proposes 48 per cent of all units be family-oriented. Staff recommendations in Appendix B will result in a slight reduction in floor area. To address this change, rather than reduce the overall number of units delivered, the applicant is choosing to reduce the number of family units in favor of additional studio units. As a result, this application will deliver approximately 37 family-oriented units (26 two-bedroom and 11 three-bedroom) which is 36 per cent of all units, thereby exceeding the *Family Room: Housing Mix Policy in Rezoning Projects*.

High-Density Housing for Families with Children Guidelines — These guidelines are intended to address the key issues of site, building and unit design which relate to residential livability for families with children. All family-oriented units are provided private outdoor space as required in the guidelines. "Juliet" balconies are provided for any studio or

one-bedroom unit that does not have a private outdoor space. Common outdoor amenity area is provided for all tenants on the ground level courtyard and the rooftop.

The guidelines encourage the provision of outdoor play areas suitable for pre-school and elementary aged children. To improve solar access, a design development condition is recommended to relocate the proposed children's play area from the ground level courtyard to the level four rooftop amenity, to be co-located with the space for urban agriculture.

5. Transportation and Parking

Vehicle parking is provided within one level of underground parking, accessed from the lane. The application proposes 20 residential parking spaces, which is 11 less than the 31 spaces required by the Vancouver Parking By-law.

In accordance with the By-law, the applicant is proposing a Transportation Demand Management (TDM) plan which provides for reductions in minimum parking requirements in exchange for providing enhanced transportation demand management measures.

Residential parking requirements are permitted a 20 percent reduction if the site has adequate access to transit. The subject site is well served by transit with Skytrain located 250 m from the site, as well as a future B-Line bus service with frequent direct connection to UBC.

The application also provides six visitor parking spaces, one class A residential loading space and 202 Class A bicycle spaces located underground.

McHardy Street fronting this site is currently an undeveloped roadway used as a bicycle and pedestrian connection. As condition of approval to this rezoning, McHardy Street will be improved to allow fire access to the building and provide a standard sidewalk in front of the development. Further public realm improvements including benches and green stormwater infrastructure will also be incorporated, as noted in the Engineering conditions of approval set out in Appendix B.

6. Environmental Sustainability

Green Buildings – The *Green Buildings Policy for Rezonings* (amended on May 2, 2018) requires that residential rezoning applications satisfy either the near zero emission buildings or the low emissions green buildings conditions within the policy. These new requirements are mandatory for all rezoning applications received on or after May 1, 2017.

This application was made after the above date and has opted to meet the option of the near zero emissions buildings requirements though pursuing Passive House certification. Passive House is a world-leading standard for energy efficiency in buildings, and the process of design and certification to this standard significantly advances local construction practices toward zero emissions buildings.

The applicant has submitted a letter from a certified Passive House designer confirming that the building, as designed, is capable of achieving Passive House certification.

Natural Assets – The *Urban Forest Strategy* was developed to find ways to help preserve, protect, and strengthen Vancouver's urban forest and tree canopy for the future. In April

2014, Council amended the *Protection of Trees By-law* to maintain a healthy urban forest by requiring permission to be granted to remove trees that meet certain conditions. The intent is to retain and protect as many healthy, viable trees as possible, while still meeting the challenges of development, housing priorities, and densification. This is in keeping with City goals to achieve resilient and healthy natural systems in our urban areas. A 'by-law sized tree' has a tree trunk diameter of 20 cm or greater and requires a tree permit when it is proposed to be removed.

There are four by-law trees on site, three in 'poor' condition and one in 'good' condition. All four trees are proposed for removal due to their health and/or their interior location on site, which unduly impacts proposed underground parking and new development. Landscape staff support the proposed removals. However, staff recommendations include setting back the parkade excavation to protect five existing off-site trees located along the western corner of the property.

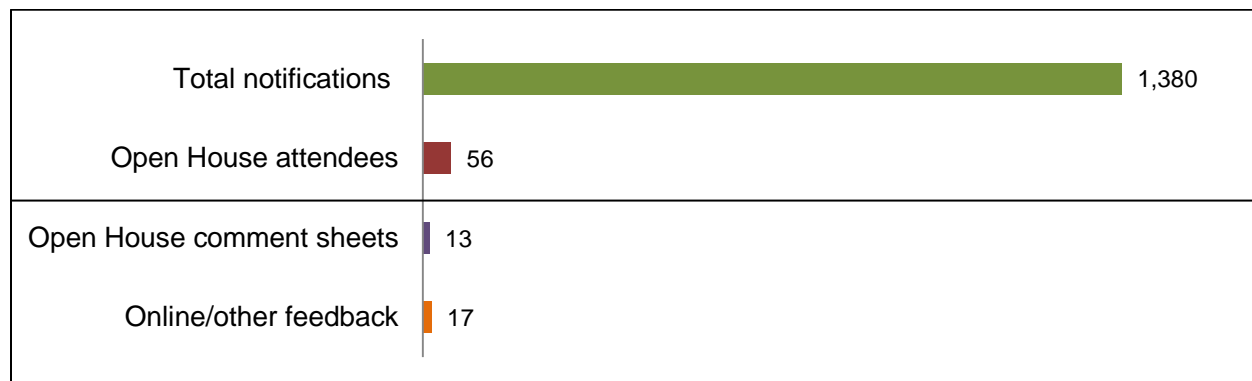
PUBLIC INPUT

Public Notification – A rezoning information sign was installed on the site on April 12, 2019. A total of approximately 1,380 notifications were distributed within the neighbouring area on or about April 17, 2019. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps).

Community Open House – A community open house was held on May 9, 2019, at Collingwood Neighbourhood House, 5288 Joyce Street. Staff, the applicant team, and approximately 56 people attended the open house.

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

- A total of 13 comment sheets were received from the public in response to the May 9, 2019 open house.
- A total of 17 letters, e-mails, online comment forms, and other feedback were received from the public.

Figure 6: Public Notification and Responses

Note: Each comment form or online response can include a number of comments which may reference points in support, potential concerns and questions or neutral/general statements. Therefore, staff focus on qualitative theming of comments and overall percentages are not provided.

Some duplication of responses may result where respondents chose to provide feedback to a rezoning application more than once using a number of mediums (open house comment sheet, online feedback, form letter, petition, etc.).

A summary of the key themes from the public feedback is provided below.

Support for the proposal cited the following:

Support for the project expressed by respondents included the following:

- *Alignment with community plan and neighbourhood development*
- *Provision of social housing units targeted at lower income households*
- *Inclusion of amenities for residents*
- *Provision of family-oriented units*
- *Building design and neighbourhood fit*
- *Vehicle and bicycle parking appropriate for proximity to transit*

Concerns expressed by respondents included the following:

- *Limited parking spaces provided*

A more detailed summary of public comments on the application is provided in Appendix D.

Staff Response – Public feedback has assisted staff with assessment of the application. Response to key feedback is as follows.

Parking – Reduced parking requirements lower the overall project cost to support the delivery of new social housing. The project will meet the requirements of the Vancouver Parking By-law. In accordance with the Vancouver Parking By-law, the applicant is proposing a Transportation Demand Management (TDM) plan, which provides for reductions in minimum parking requirements in exchange for providing enhanced

transportation demand management measures. This site is located approximately 250 m from a Skytrain station.

PUBLIC BENEFITS

Required Public Benefits

Development Cost Levies (DCLs) - Development Cost Levies collected from development help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and various engineering infrastructure. Under provisions of the Vancouver Charter and the DCL By-law, social housing owned by the Federal or Provincial government, the City or a non-profit organization is exempt from DCLs; provided that a minimum of 30% of the dwelling units are occupied by households with incomes below BC Housing Income Limits and that a Section 219 covenant, housing agreement or other security for the housing commitments is registered against title. As this proposal is for 100 percent social housing, it would exempt from DCLs.

Public Art Program — The *Public Art Policy and Procedures for Rezoned Developments* requires rezoning proposals having a floor area of 9,290.0 sq. m (100,000 sq. ft.) or greater to contribute public art or provide 80% cash in lieu as a condition of rezoning. Social housing is not calculated as part of the applicable floor area under this policy; therefore, no public art contribution is required from this project.

Offered Public Benefits

Community Amenity Contributions (CACs) - Within the context of the City's Financing Growth Policy, an offer of a community amenity contribution to address the impacts of rezoning can be anticipated from the owner of a rezoning site. Such a CAC is typically made through the provision of either on-site amenities or a cash contribution towards other public benefits and they take into consideration community needs, area deficiencies and the impact of the proposed development on City services.

Social Housing - The applicant is proposing that 102 residential units be secured as social housing. The public benefit accruing from these units is a contribution to the Housing Vancouver Strategy for the delivery of secured social housing through a housing agreement and Section 219 covenants to preclude the stratification and/or separate sale of individual units. This proposal for 100 per cent social housing is exempt from CACs.

FINANCIAL IMPLICATIONS

The site is within the City-wide Development Cost Levies (DCL) District and the City-wide Utilities Development Cost Levies (DCL) District. As a 100 per cent social housing building, the development is exempt from DCLs under the provisions of the Vancouver Charter and the DCL By-law. Based on rates in effect as of September 30, 2018, the value of the exemption is estimated to be \$1,801,973.

The affordability requirements for the site will be secured through a housing agreement as set out in Appendix B, together with the long-term lease to the non-profit housing

operator which will ensure that a minimum of 30% of the units at or below rents affordable to households which fall under the BC Housing Income Limits (HILs) levels.

Consistent with Council policy on social housing projects, the project is expected to be self-sustaining over the long-term where rents are set at levels that will cover mortgage payments, operating costs and capital replacement; and not require further operating subsidies and property tax exemptions from the City.

CONCLUSION

Staff assessment of this rezoning application has concluded that the proposed form of development is an appropriate urban design response to the site and its context, and that the application, along with the recommended conditions of approval, is consistent with the objectives of the *Joyce-Collingwood Station Precinct Plan*. If approved, this application would contribute to the City's housing goals by providing 102 new social housing units.

The General Manager of Planning, Urban Design and Sustainability recommends that the rezoning application be referred to a Public Hearing, together with a draft CD-1 By-law generally as set out in Appendix A, and that, subject to the Public Hearing, the application including the form of development as shown in the plans in Appendix E, be approved in principle, subject to the application fulfilling the conditions of approval in Appendix B.

* * * * *

**3279-3297 Vanness Avenue
DRAFT BY-LAW PROVISIONS**

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

Zoning District Plan Amendment

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

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

Designation of CD-1 District

2. The area shown within the heavy black outline on Schedule A is hereby designated CD-1 ().

Uses

3. Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 (), and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
 - (a) Dwelling Uses, limited to Multiple Dwelling;
 - (b) Retail Uses, limited to Public Bike Share;
 - (c) Institutional Uses, limited to Child Day Care Facility and Social Service Centre;
 - (d) Cultural and Recreational Uses, limited to Artist Studio, Arts and Culture Indoor Event, Community Centre or Neighbourhood House, and Library;and
 - (e) Accessory Uses customarily ancillary to the uses listed in this section 3.

Conditions of Use

- 4.1 All residential floor area is limited to Social Housing.
- 4.2 The design and layout of at least 35% of the dwelling units must:
 - (a) Be suitable for family housing;
 - (b) Include two or more bedrooms; and

- (c) Comply with Council's "High-Density Housing for Families with Children Guidelines".

Floor Area and Density

- 5.1 Computation of floor space ratio must assume that the site consists of 2,109 m², being the site size at the time of the application for the rezoning evidenced by this By-law, prior to any dedications.
- 5.2 The floor space ratio for all uses must not exceed 3.42.
- 5.3 Computation of floor area must include all floors of all buildings, including earthen floor, above and below ground level, having a minimum ceiling height of 1.2 m, measured to the extreme outer limits of the building.
- 5.4 Computation of floor area must exclude:
 - (a) Open residential balconies or sun decks and any other appurtenances, which in the opinion of the Director of Planning are similar to the foregoing, except that:
 - (i) the total area of all such exclusions must not exceed 12% of the permitted floor area; and
 - (ii) the balconies must not be enclosed for the life of the building;
 - (b) Patios and roof gardens, if the Director of Planning first approves the design of sunroofs and walls;
 - (c) Where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment or uses, which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used that are at or below base surface, except that the exclusion for a parking space must not exceed 7.3 m in length;
 - (d) Amenity areas, recreational facilities and meeting rooms accessory to a residential use, to a maximum total area of 10% of the total permitted floor area; and
 - (e) All residential storage area above or below base surface, except that if the residential storage area above base surface exceeds 3.7 m² for a dwelling unit, there will be no exclusion for any of the residential storage area above base surface for that unit.
- 5.5 The use of floor area excluded under section 5.4 must not include any use other than that which justified the exclusion.

Building Height

- 6. Building height, measured from base surface to top of parapet, must not exceed 22.42 m.

Horizontal Angle of Daylight

- 7.1 Each habitable room must have at least one window on an exterior wall of a building.
- 7.2 The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24.0 m.
- 7.3 Measurement of the plane or planes referred to in section 7.2 must be horizontally from the centre of the bottom of each window.
- 7.4 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement if:
 - (a) The Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council; and
 - (b) The minimum distance of unobstructed view is not less than 3.7 m.
- 7.5 An obstruction referred to in section 7.2 means:
 - (a) Any part of the same building including permitted projections; or
 - (b) The largest building permitted under the zoning on any site adjoining CD-1 ().
- 7.6 A habitable room referred to in section 7.1 does not include:
 - (a) A bathroom; or
 - (b) A kitchen whose floor area is the lesser of:
 - (i) 10% of less of the total floor area of the dwelling unit; or
 - (ii) 9.3 m².

Acoustics

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

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

Zoning and Development By-law

- 9. Sections 2 through 14 of the Zoning and Development By-law apply to this CD-1 ().

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3279-3297 Vanness Avenue
CONDITIONS OF APPROVAL

Note: If the application is referred to a public hearing, these Conditions of Approval will be referenced in the Summary and Recommendations included in the hearing agenda package. Any changes to the conditions approved by Council will be contained in its decision. Applicants are advised to consult the hearing minutes for any changes or additions to these conditions.

PART 1: CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

Note: Consideration by Council at the public hearing of the proposed form of development is in reference to plans prepared by ZGF Architects, stamped received March 18, 2019, and provides that the Director of Planning may allow minor alterations to this form of development when considering the detailed scheme of development submitted with the development application.

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. Provision of side yard setback from West property line as follows to ensure adequate solar and ventilation access for adjacent neighbour property, and to create a building scale that is compatible with adjacent buildings:

- (a) Minimum 3.7m (12 ft.) side yard setback; and

Note to Applicant: Balconies should be inset into the overall building massing, and projections should not exceed more than 24" into the side yard setback.

- (b) Additional setback of minimum 1.8m (6 ft.) above the fourth level.

Note to Applicant: This will result in a reduction to the FSR for a resulting maximum of 3.42 FSR as noted in Appendix A.

2. Design development of landscaping within the side yard setback to provide a visual and sound buffer between the development and the existing adjacent single family home to minimize any overlook and privacy concerns.
3. Design development of South elevation to provide further articulation, including:
 - (a) Design development of further articulation of building façade to break up the 6 storey massing; and
 - (b) Consideration to landscape setback from the south property line.

Note to Applicant: Intent is to provide a landscape buffer between Skytrain and dwelling units, as intended by the *Joyce-Collingwood Station Precinct Plan*.

4. Design development to relocate the Children's Play Area to the rooftop amenity space to ensure solar access.
5. Design development to minimize the parkade extrusion along the side property lines (McHardy Street as well as interior side property line), to minimize any blank wall, and to minimize any undue impact on site grading.
6. Design consideration to provide additional rooftop amenity in conjunction with green roof on top of 6 storey massing.
7. Identification on the architectural and landscape drawings of any built features intended to create a bird friendly design.

Note to Applicant: Refer to the Bird Friendly Design Guidelines for examples of built features that may be applicable, and provide a design rationale for the features noted. For more information, see the guidelines at <http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.

Crime Prevention through Environmental Design (CPTED)

8. Design development to consider the principles of CPTED, having particular regard for:
 - (a) Theft in the underground parking;
 - (b) Residential break and enter;
 - (c) Mail theft; and
 - (d) Mischief in alcoves and vandalism, such as graffiti.

Landscape

9. Design development to mitigate impact of Skytrain along the Vanness Avenue public realm interface by the following:
 - (a) Enable the safe retention and protection of existing trees by increasing the building and parkade setback to allow for the protection of Critical Root Zones, per arborist report recommendations;
 - (b) Provide additional landscape buffering in the setback; and
 - (c) Consideration to explore the provision of an additional row of trees between Skytrain and proposed building by coordinating with BC Hydro, Translink and Engineering.
10. Design development to increase the amount of landscape buffer in the west sideyard in order to reduce overlook, provide more privacy and mitigate impact to the single family home.
11. Design development to the courtyard to achieve a friendly, usable space, as follows:

- (a) Expand programming and articulation by including a variety of active and passive uses, which encourage common gathering minimize the necessity for hidden mechanical water storage; and
 - (b) Provide planting that is flush with grade, rather than raised planters, by lowering the parkade below.
12. Design development to further refine and enhance the sustainability strategy, by the following:
- (a) Increase intensive and extensive green roofs on all available flat rooftops, to be commonly accessible and usable and to provide open spaces with improved solar orientation;
 - (b) Add substantially more landscape around all entry areas, to accent and soften them;
 - (c) Add vines to any blank wall facades, ensuring the vine support is sturdy and low maintenance (avoid high maintenance modular “green wall” systems);
 - (d) Add planters with overarching shrubs to common upper level decks, to be visually accessible from below, softening the edges and consisting of woody evergreen plant material for year-round presence; and
 - (e) Add edible plants, which can be used as ornamentals as part of the landscape design, in addition to urban agriculture plots.
13. Design development to expand programming to include Urban Agriculture plots in common outdoor spaces, suggested to be located on rooftops, for maximum solar orientation.
- Note to Applicant: Urban agriculture plots should follow the City's Urban Agriculture Guidelines for the Private Realm and include infrastructure required, such as potting benches, hose bibs, etc. and be wheelchair accessible.
14. Design development to the landscape treatment to increase the volume of soil, tree canopy cover and planting on slab, by lowering the slab for planting on the main level to the greatest extent possible, rather than planting in raised planters.
- Note to Applicant: Wherever possible, planted landscapes on slab should be designed to maximize soil depths. This will require integration of the landscape design and the structural plan. Soil depths should exceed CSLA Landscape Standard. At the perimeter of the building the slab can be angled downward (1 m across and 1.2 m down) to maximize contiguous soil volumes.
15. Design development to locate, integrate and fully screen parking garage vents in a manner which minimizes their impact on the architectural expression and the project's open space and public realm.
16. Design development to the Integrated Rainwater Management Strategy to explore opportunities for onsite rain water infiltration and soil absorption, as follows:

- (a) Maximize natural landscape best management practises;
- (b) Minimize the necessity for hidden mechanical water storage;
- (c) Increase the amount of planting to the rooftop areas, where possible;
- (d) Use permeable paving;
- (e) Employ treatment chain systems (gravity fed, wherever possible; and
- (f) Use grading methods to direct water to soil and storage areas.

Note to Applicant: Refer to the City of Vancouver Integrated Rainwater Management Plan (I.R.M.P), Vol.1 & 2 for further information. A consulting engineer (subject matter expert) will need to be engaged and early phase soil analysis will be needed. Further comments may be outstanding at the development permit stage.

17. Provision of plans, plan details and documentation/calculations that support integrated rainwater management, including absorbent landscapes, soil volumes and detention systems, as follows:

- (a) Detailed storm water report with calculations describing how the various best management practices contribute to the quality and quantity targets;
- (b) A separate soil volume overlay plan with schematic grading indicating intent to direct rainwater to infiltration zones; and
- (c) An overlay plan that shows amount and ratio of vegetative cover (green roof), permeable/impermeable hardscaping and notations describing the storage location of rainwater falling on each surface, including roofs.

Note to Applicant: The sustainable summary water balance calculations assume soil volumes are capable of receiving rainwater are only valid if water is directed from hard surfaces to infiltration zones.

18. Provision of a full-size, to scale and dimensioned Tree Management Plan, coordinated with survey and arborist report.
19. Provision of coordination between Landscape Plan and architectural Site Plan, for most updated information.
20. Provision of a detailed Landscape Plan illustrating soft and hard landscaping.

Note to Applicant: The plans should be at 1/8": 1 ft. scale minimum. The Plant list should include the common and botanical name, size and quantity of all existing/ proposed plant material. Plant material should be clearly illustrated on the Plan and keyed to the Plant List. The landscape plan should include the public realm treatment (to the curb) and all existing or proposed street trees, adjoining walkways, surface materials, PMT/Vista transformers and public utilities such as lamp posts, hydro poles, fire hydrants.

21. Provision of detailed architectural and landscape cross sections (minimum 1/4" inch scale) through common open spaces, semi-private patio areas and the public realm.

Note to Applicant: The sections should illustrate, the slab design and location, the soil profile, tree root ball, tree canopy and any associated landscaping. For private patios and amenity areas, illustrate and dimension planters on slab, planter sizes (inside dimension), soil, root ball, retaining walls, steps, patios and portions of the adjacent building, such as residential units or amenity rooms.

22. Provision of a "Tree Management Plan".

Note to Applicant: It is preferred that the arborist tree management plan become the primary document for tree removal/ protection related matters.

23. Provision of an arborist "letter of undertaking" to include signatures by the owner, contractor and arborist.

Note to Applicant: The signatures confirm that all parties are aware of the roles and responsibilities and that the project is on track to satisfy the steps and recommendations outlined by the arborist. For example, advanced planning will be needed to ensure that certain works, such as site supervision checkpoints, are coordinated.

24. Coordination for the provision of new street trees or any proposed City owned tree removals adjacent to the development site, where applicable.

Note to Applicant: New street trees to be shown and confirmed on the development permit plans. Contact Eileen Curran, Streets Engineering (604.871.6131) to confirm tree planting locations and Park Board (604.257.8587) for tree species selection and planting requirements. Provide a notation on the plan as follows, "*Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches in. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion*".

25. Provision of enlarged detailed elevations for all vertical landscape structures and features (i.e. green walls, trellis).

26. Provision of an outdoor Lighting Plan.

27. Provision of high efficiency irrigation for all planted areas and hose bibs for all patios and common areas greater than 100 sq. ft.

Note to Applicant: On the plan, illustrate irrigation connection points and hose bib symbols accurately and provide a highlighted note to verify the irrigation is to be designed and constructed. Hose bibs are requested to encourage patio gardening and hand watering on private patio and amenity decks.

Sustainability

28. All new buildings in the development will meet the requirements of the Green Buildings Policy for Rezoning (amended February 7, 2017), including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or alternate near zero emissions standard approved by the Director of Sustainability), or Low Emissions Green Buildings.

The requirements for Low Emissions Green Buildings are summarized at <http://guidelines.vancouver.ca/G015.pdf>.

Note to Applicant: The applicant will be required to demonstrate that the development is on track to achieve the above requirements at each stage of permit. For more detail on the above requirements and what must be submitted at each stage, refer to the most recent bulletin Green Buildings Policy for Rezoning – Process and Requirements (amended April 28, 2017 or later).

Engineering Services

29. Parking, loading and bicycle spaces must be provided and maintained in accordance with the requirements of the Vancouver Parking By-law.
30. The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation & construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.
31. Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.
32. Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site.

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

33. Clarify garbage pick-up operations. Please provide written confirmation that a waste hauler can access and pick up from the location shown.

Note to Applicant: 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

34. Provision of an updated landscape and/or site plan to reflect the public realm changes including all of the off-site improvements sought for this rezoning, where a design or detail is not available, make note of the improvement on the site and/or landscape plans. Please submit a copy of the updated plan to engineering for review.

Note to Applicant: Place the following statement on the landscape plan; *This plan is "NOT FOR CONSTRUCTION" and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For*

Construction” approval and related permits are issued. Please contact Engineering, Development Services and/or your Engineering, Building Site Inspector for details.

35. Design development to improve access and design of bicycle parking and comply with the Bicycle Parking Design Supplement:
- (a) Provision of automatic door openers on the doors providing access to the bicycle storage rooms;
 - (b) All Class B bike parking to be provided on private property and should not encroach in any way on public property;
 - (c) Provide conceptual design for stacked bicycle racks. Racks must be usable for all ages and abilities of people;
 - (d) Label, number, and dimension all bicycle parking spaces;
 - (e) Dimension aisle widths and vertical clearances;
 - (f) Provision of bicycle storage rooms containing the maximum of 40 spaces per room;
 - (g) Provision of an updated plan showing the access route from the Class A bicycle spaces to reach the outside; and
- Note to Applicant: The route must be ‘stairs free’ and confirm the use of the parking ramp or elevator, if required.
36. Design development to improve the parkade layout and access design and comply with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services, including the following:
- (a) Modification of grades of the ramp and in parking areas. Ramp slopes must not exceed 10% for the first 20 ft. from the (property line/back of sidewalk);
 - (b) Column encroachments, setbacks and parking space widths to comply with the Parking and loading design Supplement. Column encroachments are not permitted in single module stalls;
- Note to Applicant: Stalls 7, 27, and 28 appear to not meet width requirements as per the design supplement;
- (c) 2.3 m (7'- 6 ½") of vertical clearance is required for access and maneuvering to all disability spaces. Overhead projections into disability spaces are not permitted; and
 - (d) Vertical clearance of overhead projections into vehicle parking spaces must not be less than 1.2 m (4'-0") and projection into the space must not be more than 1.2 m (4'-0").
37. Provision of an updated and finalized Transportation Demand Management (“TDM”) plan, meeting the minimum point requirements for social housing, including but may not be limited to:
- (a) ACT-01 Additional Class A Bike Parking;

- (b) ACT-05 Bike Maintenance Facilities: Indicate room and location of major components with labels and dimensions on plans. Provide conceptual design and/or specification sheets for the bike maintenance facilities;
- (c) COM-02 Car share Vehicles and Spaces: Provide letter of support of a two way car share provider. Label, number, and dimension on plans;
- (d) SUP-01 Transportation Marketing Services: No additional information required; and
- (e) SUP-03 Multimodal Way-Finding Signage: Provide an example multi-modal way finding signage. Indicate location of way finding signs on plans.

Note to Applicant: Update TDM plan and drawings with measures implemented.

38. Subject to the acceptance of the finalized TDM plan, entry into a TDM agreement to the satisfaction of the General Manager of Engineering Services which:

- (a) Secures provision of funding towards long-term TDM monitoring in the amount of \$280 per parking space waived;
Note to Applicant: The total contribution required is \$7,560.
- (b) Secures the provision of TDM measures on the site;
- (c) Permits the City to access and undertake post occupancy monitoring of the TDM measures proposed; and
- (d) Agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.

39. The following information is required for drawing submission at the development permit stage to facilitate a complete Transportation review:

- (a) A complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided;
- (b) All types of parking and loading spaces individually numbered, and labelled on the drawings;
- (c) Dimension of column encroachments into parking stalls;
- (d) Dimensions for typical parking spaces;
- (e) Dimensions of additional setbacks for parking spaces due to columns and walls;
- (f) Dimensions of manoeuvre aisles and the drive aisles at the parkade entrance and all gates;
- (g) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates. These clearances must consider mechanical projections and built obstructions;
- (h) Areas of minimum vertical clearances labelled on parking levels;
- (i) Design elevations on both sides of the ramps and drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances. The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings;

- (j) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable;
 - (k) Existing street furniture including bus stops, benches etc. to be shown on plans; and
 - (l) The location of all poles and guy wires to be shown on the site plan.
40. Compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services as follows:
- (a) Provision of convenient, internal, stair-free loading access to/from all site uses;
 - (b) The slope of the loading bay must not exceed 5%;
 - (c) 2.3m (7' 6 ½") of vertical clearance is required for access and maneuvering to all Class A loading spaces. Overhead projections into loading spaces are not permitted;
 - (d) 3.8m (12' 6") of vertical clearance is required for access and maneuvering to Class B loading spaces;
 - (e) Provision of Class B loading being located fully on private property with no encroachments; and
 - (f) Provision of turning swaths for Class B loading showing no maneuvering within the intersection.

Note to Applicant: A lay-by would be acceptable however it needs to meet the minimum requirements of a Class B space and not encroach into the public realm.

Note to Applicant: Based on the confirmed Fire Underwriter's Survey Required Fire Flows and domestic flows submitted by Ironstone Engineering Inc. dated May 8, 2019, no water main upgrades are required to service the development.

The development shall be serviced from a set of interconnected services off the 200mm water main in McHardy Street.

Groundwater requirements are not currently an immediate concern at this site. The City may require a Hydrogeological Study, Groundwater Management Plan, and/or Impact Assessment if dewatering rates are significant or concerning, to the City's discretion. The developer is advised to undertake adequate investigations to understand the site groundwater conditions early on in the planning and design process.

Affordable Housing

41. That the proposed unit mix, 51% Studio, 13% 1-bedroom, 25% 2-bedroom and 11% 3-bedroom units, be included in the Development Permit drawings.

Note to Applicant: Any changes in the unit mix from the rezoning application may only be varied under the discretion of the Director of Planning or Development Permit Board provided that it does not go lower than 35% of the dwelling units designed to be suitable for families with children.

42. The development is to comply with the High-Density Housing for Families with Children Guidelines, and include a kitchenette and accessible washroom in the indoor common amenity rooms.

Note to Applicant: The outdoor amenity area should be designed to accommodate a range of children's play activities.

43. Prior to issuance of development permit, applicant to display a sign on the site, throughout construction, that acknowledges that social housing is being provided as part of the City of Vancouver's initiatives. Sign design, format, and location to be approved by the City.

PART 2: CONDITIONS OF BY-LAW ENACTMENT

THAT, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning, Urban Design and Sustainability, the General Manager of Engineering Services and the General Manager of Arts, Culture and Community Services (or successors in function), as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering Services

1. Consolidation of Lots A (BM67938), 14, 15 and 16, Blocks 23 and 24, District Lots 36 and 51, Plan 4413 to create a single parcel.
2. Dedication of a 6 m x 6 m corner-cut over the north east portion of the site for fire truck maneuvering.
3. Provision of a statutory right of way (SRW) over the easterly 1.83 m (6 ft.) of the site for public sidewalk purposes. Building structure is to be clear of the SRW above grade but the underground parking structure is to be accommodated within the SRW area. The SRW is to be free of any encumbrance such as mechanical vents, stairs, planter walls, benches, bicycle parking, and plantings at grade.

Note to Applicant: Delete the bollards, benches, bicycle parking, patios, trees, planters, landscape, and any other encumbrance at grade from the statutory right of way (SRW) area.

4. Provision of a Services Agreement to detail the on and off-site works and services necessary or incidental to the servicing of the site (collectively called the "services") such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site will be issued until the security for the services are provided:
 - (a) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project.

The post-development 5-year flow rate discharged to the storm sewer shall be no greater than the 5-year pre-development flow rate. The pre-development

estimate shall utilize the 2014 IDF curves, whereas the post-development estimate shall utilize the 2100 IDF curves to account for climate change.

Developer's Engineer to submit design brief, calculations and/or model, and design drawings to the City. Submittals to be reviewed and accepted by City Engineer.

Development to be serviced to the 200 mm storm and sanitary mains in Vanness Avenue.

- (b) Provision of green infrastructure improvements within Mchardy Street right of way includes the following, but not limited to:
 - (i) Provision of green infrastructure bioretention rain garden at the south of the fire truck turnaround area and west of the new asphalt bike path to eliminate surface ponding and manage street runoff.
 - (ii) Ensure the bioretention rain garden area is appropriately sized for the impervious area draining to it. Catchment area should include applicable contributing impervious surfaces in the fire truck turnaround area, the asphalt bike path adjacent to it and the new concrete sidewalks.
 - (iii) Provide tree and shrub planting in the facility and select appropriate species that can tolerate both dry and wet conditions.
 - (iv) Provide soil specification that is appropriate for absorbent landscape or biofiltration.
 - (v) Off-site green infrastructure should only be used to manage runoff from all new or improved street right of ways adjacent to the site. On-site stormwater runoff shall not be directed to any green infrastructure area within the right of way.
 - (vi) Provide typical details for the bioretention rain garden system which shows inflow locations, sub-base, overflows, and sub-drains if needed during development permit review.
- (c) Provision of new or replacement duct banks adjacent the development site that meet current City standards. Duct banks are to consist of electrical and communication ducts sized to meet City needs in a configuration acceptable by the General Manager of Engineering Services and in conformance with applicable electrical codes and regulations. A detailed design will be required prior to the start of any associated street work;

Note to Applicant: The detailed Electrical Design will be required prior to the start of any associated electrical work to the satisfaction of the General Manager of Engineering Services and in conformance with Standard Specification of the City of Vancouver for Street Lighting (draft), Canadian Electrical Code and the Master Municipal Construction Documents (the latest edition).

- (d) Provision of a 1.83 m (6'-0") light broom finish saw cut concrete sidewalk;

- (e) Provision of road re-construction including new asphalt or concrete surface, granular base and sub-base, pavement markings, asphalt bicycle path and curb and gutter;
- (f) Adjustment to all existing infrastructure to accommodate the proposed street improvements;

Note to Applicant: The City will provide a geometric design for these street improvements.

- (g) Provision of a new standard pedestrian laneway crossing, new curb returns and curb ramps at the existing lane crossing on Mchardy Street adjacent to the site;
- (h) Provision of street trees where space permits;
- (i) Provision of upgraded street lighting (roadway and sidewalk) adjacent to the site including Mchardy Street, the pathway from the lane south of Queens Avenue to Vanness Avenue, and the intersection of Mchardy Street and the lane south of Queens Avenue. The lighting is to meet the current City of Vancouver standards and Illuminating Engineering Society of North America (IESNA) recommendations;
- (j) Provision of funding for the installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services;
- (k) Provision of two new street benches along Mchardy Street adjacent the site; and

Note to Applicant: Final location to the satisfaction of the General Manager of Engineering Services.

- (l) Confirmation that any relocated/removed wood poles in the lane adjacent the site will not impact existing lane lighting. Should any relocated pole impact existing lane lighting then upgrading or new lane lighting that includes underground conduit to current standard will be required.

Note to Applicant: Costs for off-site improvements may be reduced should benefiting nearby development proceed concurrently with this project. Reductions to be determined at the sole discretion of the General Manager of Engineering Services. Design details of off-site improvements to be finalized at the development permit stage.

- 5. Provision of consent in writing from the South Coast British Columbia Transportation Authority ("Translink"), in a form to be approved by the General Manager of Engineering Services and the Director of Legal Services, confirming that Translink is satisfied that the impacts to traffic and safety of Joyce Collingwood Station that may arise from the development have been addressed or mitigated to the reasonable satisfaction of Translink.
- 6. Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but not limited to System Vista, Vista switchgear, pad mounted

transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features. In addition, there will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch.

Note to Applicant: Please ensure that in your consultation with B.C. Hydro that an area has been defined within the development footprint to accommodate such electrical plant. Please confirm that this space has been allocated and agreement between both parties has been met.

Sustainability

7. Enter into such agreements as the General Manager of Planning, Urban Design & Sustainability and the Director of Legal Services determine are necessary that require the owner to report energy use data, on an aggregated basis, for the building as a whole and for certain common areas and building systems. Such agreement or agreements will also provide for the hiring of a qualified service provider to assist the owner for a minimum of three years in collecting and submitting energy use data to the City.

Affordable Housing

8. Make arrangements to the satisfaction of the General Manager of Arts, Culture and Community Services and the Director of Legal Services to enter into a Housing Agreement and Section 219 Covenant securing all residential units as social housing units for the longer of 60 years or the life of the building, subject to the following additional conditions:
 - (a) A no separate-sales covenant;
 - (b) A no stratification covenant;
 - (c) That the social housing units will be legally and beneficially owned by a non-profit corporation, or by or on behalf of the city, the Province of British Columbia, or Canada as a single legal entity and used only to provide rental housing for terms of not less than one month at a time and prohibiting the separate sale or transfer of legal or beneficial ownership of any such units;
 - (d) requiring such units to be used for "social housing", as that term is defined in the Vancouver Development Cost Levy By-law No. 9755;
 - (e) Such other terms and conditions as the General Manager of Arts, Culture, and Community Services and the Director of Legal Services may in their sole discretion require.

Note to Applicant: This condition will be secured by a Housing Agreement to be entered into by the City by by-law enacted pursuant to section 565.2 of the Vancouver Charter.

Soils

9. As applicable:

- (a) Submit a site profile to Environmental Services (Environmental Protection);
- (b) As required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and
- (c) If required by the Manager of Environmental Services and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Services, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until separate Certificates of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, have been provided to the City.

Note: 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 Covenants 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 sites as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the bylaws.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, letters of credit and withholding of permits, as deemed necessary by and in a form satisfactory to the Director of Legal Services. The timing of all required payments, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

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3279-3297 Vanness Avenue
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE ZONING & DEVELOPMENT BY-LAW REGARDING CD-1
BY-LAW NO. 6363

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

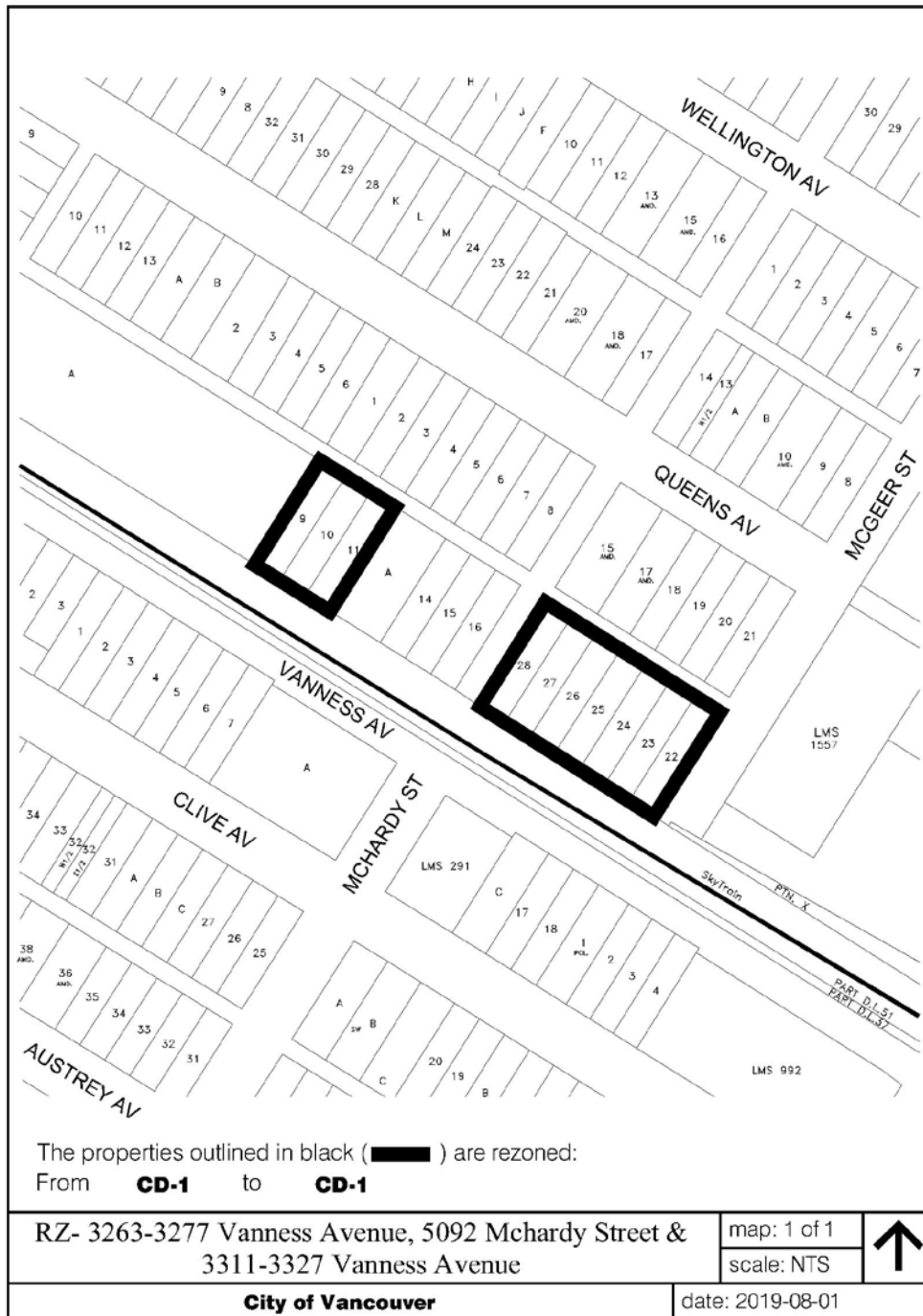
1. This By-law amends the indicated provisions of By-law No. 6363.
2. Council strikes out section 1 and substitutes:

 “1 This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan marginally numbered Z- () attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D of By-law No. 3575.”.
3. In section 2(a), Council strikes out “in that portion of the area comprising Lots 9, 10, 11, 12, 13, 14, 15, and 16 (hereinafter referred to as Site A) shown on Diagram 1 below:” and substitutes “in that portion of the area comprising Lots 9, 10 and 11 (hereinafter referred to as Site A) shown on Diagram 1 below:
4. Council strikes out Diagram 1 and substitutes the following:



5. In Section 4, Council strikes out “3 391 m² (36,500 sq. ft.)” and substitutes “1 260 m² (13,562 sq. ft.)”.
6. Council strikes out Map 1 of Schedule A and substitutes the following:

Schedule A



* * * * *

**3279-3297 Vanness Avenue
ADDITIONAL INFORMATION**

1. Urban Design Panel Minutes

EVALUATION: Support with Recommendations (8-0)

Introduction:

Rezoning Planner, Derek Robinson, introduced the rezoning application by giving the background information regarding the project. The applicant is proposing to rezone under the Joyce-Collingwood Station Area Precinct Plan to develop a social housing building. The plan allows consideration for height up to 6 storeys and 2.25 FSR on this site. However, the plan includes policy to consider additional height and density to support social housing projects.

The applicant is proposing 102 units (48% are family oriented) and 1 level of underground parking.

The FSR proposed is 3.49. The site is 14,300 sq. ft., consisting of 5 vacant lots at the NW corner of Vanness Av and McHardy St. McHardy St is currently undeveloped road and as part of this application. The applicant will develop a partial road extension to allow adequate fire access. Properties across the lane are zoned RM-7AN, which allows for 2-3 story ground-oriented stacked townhouses.

Development planner, Ji-Taek Park, noted that the plan is being reviewed under the Joyce-Collingwood Station Precinct Plan. The built-form is projected to be a 6 story building massing along the Skytrain guideway, and 2 story transitional massing along the lane, with a courtyard in between. Plan does provide policy for additional height and density for social housing projects.

Plan requires 6 story massing should be setback 15 ft. along the property line facing the Skytrain to provide a buffer from the Skytrain. Proposed setback is 1'-1" from property line. Rear setbacks for 2 story massing should be 6 ft., 4 story should be 12 ft, and above 4 storey should be 20 ft. minimum from the rear property line, to provide landscape buffer and to ensure that overlook and shadow impacts are minimized. Proposed setbacks are 6'-2" for 3 story, 15'-9" for 6 story massing from the property line.

Plan also requires 12 ft. minimum sideyard setback to ensure adequate solar and ventilation access for units facing into the side yard. Proposed 6' along McHardy St., and approx. 1'-7" (Lane Bldg.) / 8'-7" (6 story bldg.) along the interior side property line. Plan also recommends 25' clear dimension for a courtyard. Proposed courtyard provides 28' bldg. to bldg., however with balcony and exterior stair projections, approx. 14' clear dimension is being proposed.

There will be indoor and outdoor amenity areas are provided at grade and on level 4. Balconies are proposed for family units and Juliette balconies are proposed for studio and 1 bedrooms, as well as units facing the Skytrain guideway.

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

1. Does the panel support the increase in height and density?
2. Does the proposed building massing and setbacks provide adequate transitional massing as intended by JC Station Precinct Plan? - Across the lane / - Across the adjacent property.

3. Please provide commentary on unit livability considering HAD (solar & ventilation access), Skytrain adjacency, quality of courtyard, etc.
4. Please provide preliminary commentary on proposed architectural and landscape expression. The planning team then took questions from the panel.

Applicant's Introductory Comments:

This project is housing co-op. The project seeks to be consistent to the single family format in the area. The south side has been reduced in height putting the public massing height lower. To address the issues in the guideway, the project has been set back as far as possible to the north to prevent the stepping out. The passive house has a clean façade and operative windows to address heating issue and design cooling abilities. Providing ample installation, triple glazing, providing additional walls, lowering the percentage of windows opening allows for better acoustics. There is a European court yard in the center to provide better day light access and fine entry for more social accessibility. There is an interior and exterior to the courtyard for seating, community gathering and children play area. The project would upgrade the McHardy lane to improve social space and retaining existing trees. There would be an introduction of an active area with seating, bike racks, and passenger drop off layby. The applicant team then took questions from the panel.

Panel's Consensus on Key Aspects Needing Improvement:

Having reviewed the project it was moved by Ms. Besharat and Mr. Sharma and was the decision of the Urban Design Panel:

THAT the Panel SUPPORT the project with the following recommendations to be reviewed by City Staff:

- Develop landscape and the uses of the courtyard
- Further design development to the southern elevation to improve shading, air circulation and modulation to the façade
- Design development of unit livability and exiting.

Related Commentary:

There was general support for the project. The passive house concept, massing and density are well supported. Panel members like the accessibility for the project. Panel members show concerns regarding the shadowing in the courtyard and kids area. Panel members show concerns regarding the setback on lanes. Panel members show concerns regarding landscape of the project. Most panel members recommend better usage of the roof. Most panel members recommend better livability by improving design and providing more amenities. Panel members commented that the architectural expression can be improved.

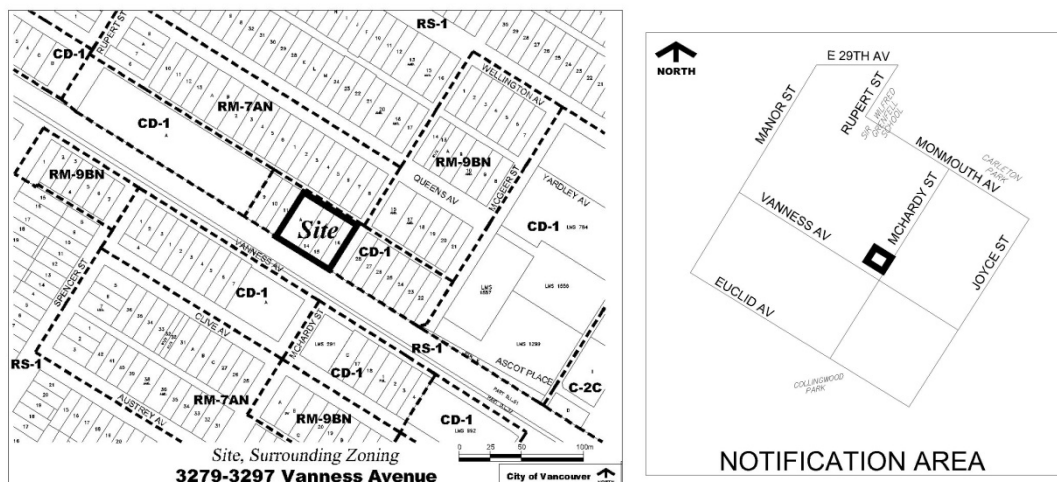
Applicant's Response: The applicant team thanked the panel for their comments.

2. Public Consultation Summary

Public Notification

A rezoning information sign was installed on the site on April 12, 2019. A community open house was held on May 9, 2019. A total of approximately 1,380 notifications were distributed within the neighbouring area on or about April 17, 2019. Notification and application information, as well as

an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps).



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

In response to the May 9, 2019 open house, a total of 13 comment sheets were received from the public.

A total of 17 letters, e-mails, online comment forms, and other feedback were received from the public.

Public Notification and Responses

| | |
|---------------------------|-------|
| Total notifications | 1,380 |
| Open House attendees | 56 |
| Open House comment sheets | 13 |
| Online/other feedback | 17 |

Note: Each comment form or online response can include a number of comments which may reference points in support, potential concerns and questions or neutral/general statements. Therefore, staff focus on qualitative theming of comments and overall percentages are not provided.

Some duplication of responses may result where respondents chose to provide feedback to a rezoning application more than once using a number of mediums (open house comment sheet, online feedback, form letter, petition, etc.).

A summary of the key themes from the public feedback is provided below.

Support for the proposal cited the following:

May 9, 2019 Community Open House

A community open house was held on May 9, 2019, at Collingwood Neighbourhood House, 5288 Joyce Street. Staff, the applicant team, and a total of approximately 56 people attended the open house.

Public Response

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

A total of 13 comment sheets were received from the public in response to the May 9, 2019 open house.

A total of 17 letters, e-mails, online comment forms, and other feedback were received from the public.

Below is a summary of all feedback received from the public by topic, and ordered by frequency:

Generally, comments of support fell in the following areas:

- **Neighbourhood development:** support for the proposed development, citing that it is a good addition to the neighbourhood and aligns with the community plan.
- **Community amenities:** support for the provision of community amenities within the development, citing greenspace and children play area are important.
- **Family units:** support for the proposed number of family units, citing the unit mix helps the proposed development act as a complete community.
- **Location:** support for the proposed development as it is walkable to transit, local shops, and community amenities.
- **Building height, density, and massing:** support for the building height, density, and massing, noting that greater density is appropriate due to the site's proximity to public transit and need for affordable housing.
- **Affordable housing:** support for the proposed development as it is affordable to local incomes, citing that there is a need to ensure social housing units are dedicated for those who are truly in need.
- **Parking:** support for the number of parking stalls within the development since the site is close to public transit.
- **Building design:** support for the proposed building design as attractive and appropriate to the neighbourhood context.
- **Bike to parking stall ratio:** support for the bike to car parking stall ratio, citing that the number of bike stalls encourage active transportation.
- **Tree retention:** support for tree retention, expressing the importance of trees that act as a noise and visual barrier from the SkyTrain.

Generally, comments of concern fell into the following areas:

- **School capacity:** concerns that local schools will experience an overcapacity of students as the community expands, especially as many schools are closing which further reduces the number of space.
- **Parking:** concerns that there the proposed number of parking stalls within the development is not adequate, noting concerns for parking overflow. One respondent expressed ground level parking entry is more appropriate due to illicit activities near the SkyTrain station. This creates an unsafe environment especially with the underground parking entry below the ramp.

The following miscellaneous comments were received from the public (note: these were topics that were not ranked as highly as above).

General comments of support:

- **Housing priority:** support while emphasizing the need to ensure the social housing units are prioritized for the neighbourhood and low income people.
- **Accessible units:** support as some units are wheelchair accessible.
- **Building landscaping:** support for the building landscaping, citing appreciation for the plants in front of the proposed building.
- **Building operations:** support for the proposal's co-op model building management.

General comments of concern:

- **Building setback:** concern for the small building setback in relation to adjacent properties.
- **Shadowing:** concern that the proposed development will overshadow the adjacent property, noting that the proposed height is taller than what is stated in the Precinct Plan.

Neutral comments/suggestions/recommendations:

- **Privacy:** recommended green fencing between the proposed development and adjacent properties to ensure privacy.
- **Safe and accessible space:** suggested cleaning the SkyTrain wall and connect the proposed development to an accessible community garden, safe space, better lighting, and widen the streets.
- **Soundproof units:** suggested soundproofing the units.
- **Community building:** suggested that the City consider co-housing for more community building strategies.

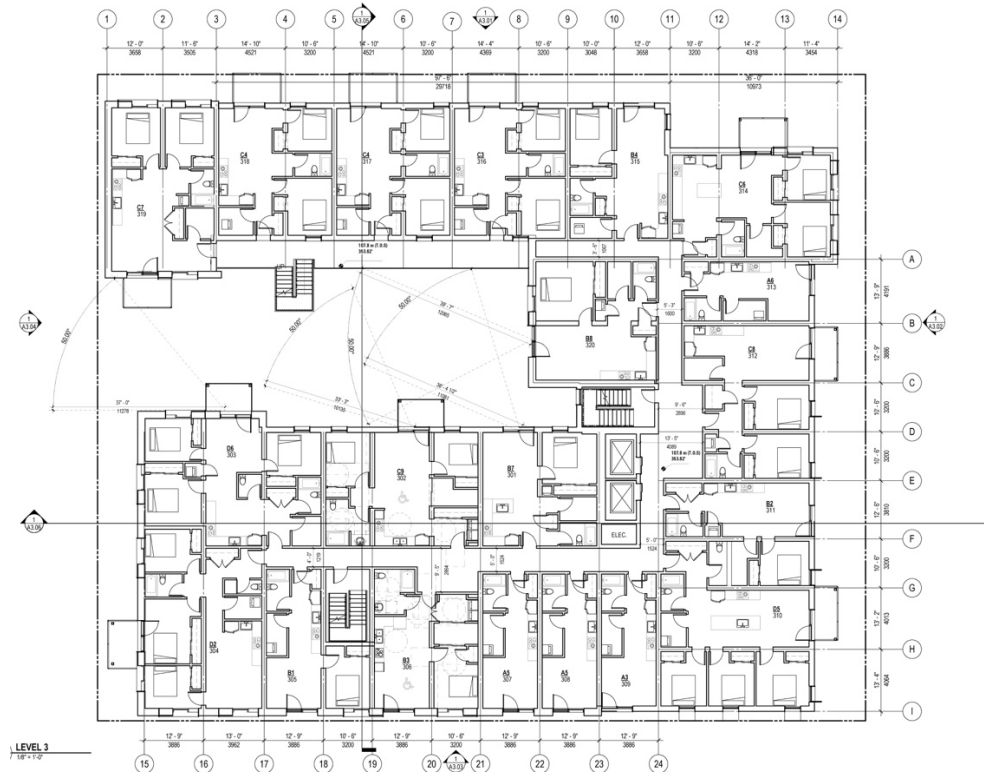
- **Narrow path:** suggested improvements to the McHardy pathway as it is too narrow for bikes and pedestrians.
- **Courtyard space:** suggested that the courtyard space should be moved south of the proposed location to increase daylight to adjacent properties.
- **Moderate income earners:** desire to see further developments of similar nature that are dedicated to moderate income earners.
- **Diverse incomes:** proposed development's opportunity to allow diverse incomes to stay in the neighbourhood.
- **Density:** desire to see more single family dwellings developed to increase density and retain families in the neighbourhood.
- **Children play space:** desire to see access to playground or children play spaces in the proposed development.
- **Studio units:** the studio units' cost should be considered as shelters rather than affordable housing, citing that the studio units should not be part of the proposed development.

* * * * *

The site plan illustrates the proposed development at 1001 Van Ness Avenue. The building consists of a 3-story section and a 6-story section. Key features include:

- Building Footprint:** The 3-story section is 110.9 m (T.O.S) (363.87') wide. The 6-story section is 171.70 m wide. The total lot area is 10,000 sq. ft.
- Parking:** There are 10 parking spaces, including 8 Class B bike stalls. The parking area is 100.0 m (328.13') wide.
- Entrances:** The main entrance is located on the east side of the building, adjacent to the 6-story section. The entrance is 100.0 m (328.13') wide.
- Setbacks:** The building is set back from the street by 10.0 m (32.81'). The setback from the side street is 10.0 m (32.81').
- Surrounding Streets:** The building is located on Van Ness Avenue, which is 100.0 m (328.13') wide. The street is 100.0 m (328.13') wide. The street is 100.0 m (328.13') wide.
- Other Features:** The plan shows a gravel sidewalk pedestrian walkway, an asphalt sidewalk, and a hydro vault. The plan also shows a 100.0 m (328.13') wide section of the street.

Level Three Plan



Level Four Plan



Level Five Plan



Level Six Plan



Mchardy Street Elevation



Lane Elevation



**3279-3297 Vanness Avenue
PUBLIC BENEFITS SUMMARY**

Project Summary:

Six-storey residential building with 102 social housing units

Public Benefit Summary:

The proposal would provide 102 social housing units secured for 60 years or the life of the building, whichever is longer.

| | Current Zoning | Proposed Zoning |
|--|----------------|-----------------|
| Zoning District | CD-1 (225) | CD-1 |
| FSR (site area = 2,109 sq. m (22,701 sq. ft.)) | 1.20 | 3.42 |
| Buildable Floor Space (sq. ft.) | 27,242 sq. ft. | 77,638 sq. ft. |
| Land Use | Residential | Residential |

| Public Benefit Statistics | | Value if built under Current Zoning (\$) | Value if built under Proposed Zoning (\$) |
|---------------------------------------|--|---|---|
| Required ¹ | City-wide DCL ^{2,3} | \$114,952 | \$0 |
| | City-Wide Utilities DCL ³ | \$63,196 | \$0 |
| | Public Art | N/A | N/A |
| | 20% Social Housing | N/A | N/A |
| Offered Public Benefits | Heritage and Amenity Bonus Density | N/A | N/A |
| | Childcare Facilities | | |
| | Cultural Facilities | | |
| | Green Transportation/Public Realm | | |
| | Housing (e.g. supportive, seniors) | | |
| | Parks and Public Spaces | | |
| | Social, Community and Civic Facilities | | |
| | Unallocated | | |
| | Other | | |
| TOTAL VALUE OF PUBLIC BENEFITS | | \$178,148 | \$0 |

Other Benefits (non-quantified components):

102 units of social housing units secured for 60 years or the life of the building, whichever is longer.

¹ Based on rates in effect as at September 30, 2018. DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification.

² City-Wide DCL revenues are allocated as follows: Replacement Housing (36%); Transportation (25%); Parks (18%); Childcare (13%); and Utilities (8%).

³ DCL rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection, see the City's [DCL Bulletin](#) for details.

3279-3297 Vanness Avenue
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

PROPERTY INFORMATION

| Address | Property Identifier (PID) | Legal Description |
|----------------|----------------------------------|---|
| 3279 Vanness | 024-073-423 | Lot A (BM67938) Blocks 23 and 24, District Lots 36 and 51, Group 1 New Westminster District Plan 4413 |
| 3287 Vanness | 011-573-953 | Lot 14, Blocks 23 and 24, District Lots 36 and 51, New Westminster District Plan 4413 |
| 3291 Vanness | 011-573-961 | Lot 15, Blocks 23 and 24, District Lots 36 and 51, New Westminster District Plan 4413 |
| 3297 Vanness | 011-573-970 | Lot 16, Blocks 23 and 24, District Lots 36 and 51, New Westminster District Plan 4413 |

APPLICANT INFORMATION

| | |
|----------------|--|
| Architect | ZGF Architects |
| Developer | New Commons Development / Community Land Trust |
| Property Owner | City of Vancouver |

SITE STATISTICS

| | |
|------------------|------------------------------|
| Site Area | 2,109 sq. m (22,701 sq. ft.) |
|------------------|------------------------------|

DEVELOPMENT STATISTICS

| | Permitted Under Existing Zoning | Proposed | Staff Recommendation (if different than proposed) |
|--|---|--|--|
| Zoning | CD-1 (225) | CD-1 | |
| Uses | Residential | Residential | |
| Max. Density | 1.20 FSR | 3.49 FSR | 3.42 FSR |
| Floor Area | 2,530.86 sq. m (27,242 sq. ft.) | 7,360.24 sq. m (79,225 sq. ft.) | 7,212.80 sq. m (77,638 sq. ft.) |
| Maximum Height | 11.90 m (39.00 ft.) | 22.77 m (74.70 ft.) | 22.42 m (73.55 ft.) |
| Unit Mix | N/A | Total units: 102 Studios: 25% One-bedroom: 26% Two-bedroom: 27% Three-bedroom: 21% | Total units: 102 Studios: 51% One-bedroom: 13% Two-bedroom: 25% Three-bedroom: 11% |
| Parking, Loading and Bicycle Spaces | As per Parking By-law | 27 vehicle spaces, 0 Class B loading space, and 202 Class A and 6 class B bicycle spaces. | As per Parking By-law (TDM plan): 28 vehicle spaces, 1 Class B loading space, and 190 Class A and 6 class B bicycle spaces. |
| Natural Assets | Existing condition: <ul style="list-style-type: none"> 4 on-site by-law trees 6 off-site trees | <ul style="list-style-type: none"> Removal of 4 on-site by-law trees Addition of approximately 10 new on-site trees Retain 6 off-site trees | <i>See landscape conditions 9C and 24 in Appendix B</i> |

* * * * *