



REFERRAL REPORT

Report Date: November 26, 2019
Contact: Karen Hoes
Contact No.: 604.871.6403
RTS No.: 13510
VanRIMS No.: 08-2000-20
Meeting Date: December 10, 2019

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 Rezoning: 1956-1990 Stainsbury Avenue

RECOMMENDATION

- A. THAT the application by Carscadden Stokes McDonald Architects Inc., on behalf of 1196908 B.C. Ltd. and 0997647 B.C. Ltd., a company related to 1196908 B.C. Ltd., who is the optionee under options to purchase granted by the registered owners Ai Zhu Quong and Wah Cheong Quong; Jack Jin Yow Wong and Lily Sheung Wong; May Nody Chan and Gok Gee Chan; and Antonios Tsigounis, of the lands and premises located at 1956 – 1990 Stainsbury Avenue [*Lots A, B, C and D, all of Block D, West part of District Lot 743, Plan 10571; PID 009-373-292, 009-373-357, 009-373-489 and 002-718-642 respectively*] to rezone such lands (including a portion of a City laneway) from RS-1A (single-family dwelling) District to a new CD-1 (Comprehensive Development) District, to increase the permitted floor space ratio (FSR) from 0.70 to 2.67 and building height from 10.7 m (35.1 ft.) to 18 m (59.2 ft.) to permit the development of a five-storey residential building, with 80 secured rental housing units, of which 20 per cent of the residential floor area will be secured as moderate income rental housing units, under the *Moderate Income Rental Housing Pilot Program*, be referred to Public Hearing together with:
- (i) plans prepared by Carscadden Stokes McDonald Architects Inc., received March 15, 2019;
 - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
 - (iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application in principle, including approval in principle of the form of development, subject to the Conditions of Approval contained in Appendix B.

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

- B. THAT, if 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 CD-1 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 Planning, Urban Design and Sustainability.
- C. THAT, subject to enactment of the CD-1 By-law, the *Subdivision By-law* be amended generally as set out in Appendix C;

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

- D. THAT Recommendations A through C be adopted on the following conditions:
- (i) 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) any approval that may be granted following the Public Hearing shall not obligate the City to enact a bylaw 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) the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

REPORT SUMMARY

This report evaluates an application to rezone 1956-1990 Stainsbury Avenue from RS-1A (single-family dwelling) District to CD-1 (Comprehensive Development) District under the *Moderate Income Housing Rental Pilot Program (MIRHP Program)*. The application proposes a five-storey residential building containing 80 secured rental housing units, of which 20 per cent of the residential floor area will be secured for households earning a moderate income and rented at rates affordable to such households. A height of 18 m (59.2 ft.) and an FSR of up to 2.67 are recommended.

Staff have assessed the application and conclude that it meets the intent of the *MIRHP Program*. The application is also consistent with the Development Cost Levy By-law definition of “for-profit affordable rental housing”, for which Development Cost Levies may be waived.

If approved, the application would contribute 80 secured rental housing units towards the City's housing goals as 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

- *Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available Incentives* (2017)
- *Housing Vancouver Strategy* (2017)
- *Kensington Cedar-Cottage Community Vision* (1998)
- *Family Room: Housing Mix Policy for Rezoning Projects* (2016)
- *High-Density Housing for Families With Children Guidelines* (1992)
- *Green Buildings Policy for Rezoning* (2010, last amended 2018)
- *Tenant Relocation and Protection Policy* (2015, last amended 2019)
- *Community Amenity Contributions — Through Rezoning* (1999, last amended 2018)
- *Vancouver Development Cost Levy By-law No. 9755* (2008, last amended 2019)
- *Vancouver Utilities Development Cost Levy By-law No. 12183*
- *Urban Forest Strategy* (2014)

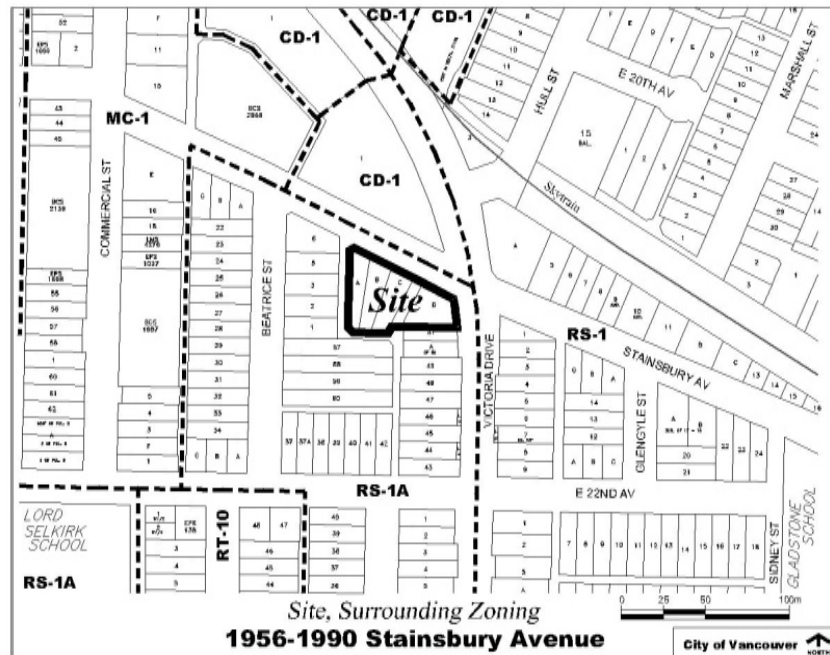
REPORT

Background/Context

1. Site and Context

The site is comprised of four lots, as well as a segment of City laneway, located at the southwest corner of Stainsbury Avenue and Victoria Drive. The total combined site area is 2,137 sq. m (23,005 sq. ft.) (see Figure 1). The closure and sale of the portion of City-owned laneway to the applicant at market value, which is to be separately decided upon at the sole and unfettered discretion of Council, is set out in Part 2 of Appendix B as a condition of rezoning enactment.

Figure 1 – Location Map

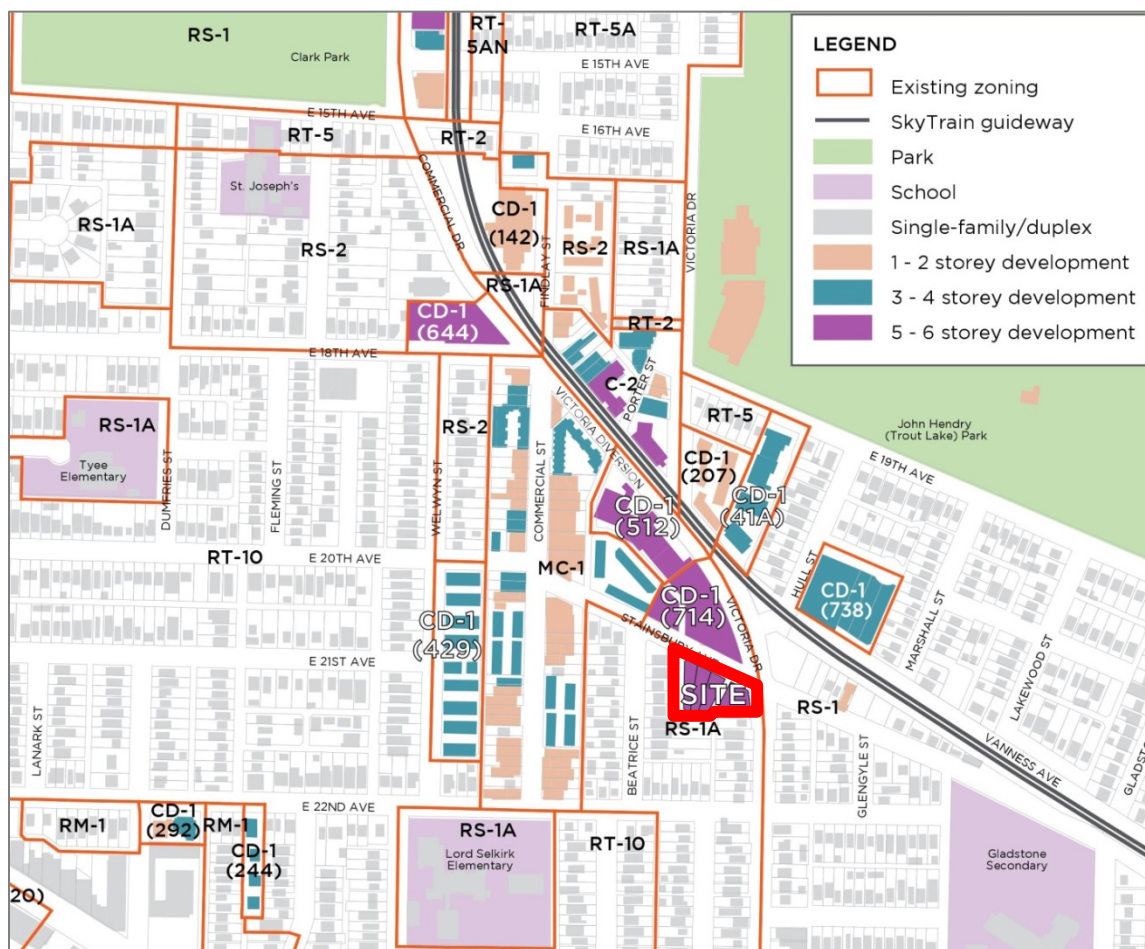


The site has a 62 m (205 ft.) frontage along Stainsbury Avenue and 16 m (55 ft.) along Victoria Drive. The site slopes down to the north by approximately 2 m (6.6 ft.).

The four lots are currently zoned RS-1A, and are developed with four single family houses, which are not listed on the Vancouver Heritage Register. All houses are owner-occupied except for 1990 Stainsbury Avenue, which contains two rental units. The surrounding context to the west, south and east is zoned RS-1 and RS-1A. Across Stainsbury Avenue to the north are five to six-storey rental apartment buildings and a four-storey strata-titled building (see Figure 2).

The area is well served by transit. The Expo Skytrain guideway bisects this area along the Victoria Diversion. Nanaimo Station and Commercial Broadway Station are located approximately 10 to 20 minutes by foot to the east and north respectively. The site is located on TransLink's Frequent Transit Network, with bus service offered by the 20 Downtown / Victoria bus along Victoria Drive.

Figure 2 – Developments and Building Heights Around the Site



Neighbourhood Amenities – The following neighbourhood amenities are within in the area:

Parks:

- *John Hendry Park* (Trout Lake, 3300 Victoria Drive) is located approximately three blocks to the north;
- *Clark Park* (1500 East 14th Avenue) is seven blocks to the north;

- *Brewers Park* (4175 Victoria Drive) is four blocks to the south; and
- *Kingcrest Park* (4150 Knight Street) is 10 blocks to the southwest.

Community Spaces:

- *Trout Lake Community Centre*, located within John Hendry Park, contains community rooms, gym, skating rink and a weight training room;
- *Kensington Branch of the Vancouver Public Library*, located at the intersection on Kingsway and Knight Street, is 10 blocks to the southwest; and
- *Cedar Cottage Neighbourhood House* (4065 Victoria Drive) is 2 blocks to the south.

Child Care:

- There are 13 childcare public and private facilities within approximately 10 blocks (1 km) of the site.

Local School Capacity – This site is located within the catchment area of Lord Selkirk Elementary at 1750 East 22nd Avenue and Gladstone Secondary School at 4105 Gladstone Street (see Figure 2). Per the *Vancouver School Board (VSB)’s Draft Long Range Facilities Plan* dated May 29, 2019, enrolments in 2018 at the elementary school was 613, 93 per cent of its 658 student capacity. By 2027, the draft plan forecasts an enrolment of approximately 500 students (76 per cent capacity). At the secondary level, the 2018 enrolment was 938 students, 59 per cent of its 1,600 student capacity. The draft forecasted enrolments are approximately 912 students by 2027 (57 per cent of capacity). The overall enrolment trend for schools in the area anticipates sufficient space to accommodate forecast enrolment. VSB also continues to monitor development and work with the City of Vancouver to help plan for future growth.

2. Policy Context

MIRHP Program – On November 29, 2017 Council approved the application process, project requirements and incentives for the *MIRHP Program*, which is intended to deliver moderate income rental housing across the city. Between January 1, 2018 and July 1, 2019, the City accepted rezoning proposals for new buildings where 100 per cent of the residential floor area is secured as rental housing and at least 20 per cent of the residential floor area is permanently secured as moderate income rental housing units (also referred to as “moderate income rental units” in this report). These moderate income rental units are to be rented at rates targeted to meet the affordability needs of moderate income households earning between \$30,000 and \$80,000 per year. Furthermore, there are to be caps on rental increases for the moderate income rental units at rates set under the provincial *Residential Tenancy Act*, even on a change in tenant. The purpose of the pilot is to test the level of interest from the development industry and demonstrate financial and operational feasibility of these projects in different parts of the city, including the level of affordability that can be achieved. Staff will report back to City Council with lessons learned from the pilot, and if appropriate, recommendations for a new, long term program to encourage the construction of moderate income rental housing.

Housing Vancouver Strategy (2017) – In November 2017, Council approved the *Housing Vancouver Strategy* (2018-2027) and the *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, of shifting housing production towards rental to meet the greatest need, and of 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. This rezoning application, if approved, will contribute towards the targets for purpose-built market rental units, family units, and rental units geared to incomes below \$80,000 per year.

Kensington-Cedar Cottage Community Vision — In July 1998, Council approved the *Kensington-Cedar Cottage Community Vision*, which recognizes the potential for additional developments to provide housing, strengthen local shopping areas and improve safety by adding “eyes on the street”.

Tenant Relocation and Protection Policy – In June 2019, Council amended the 2015 *Tenant Relocation and Protection Policy* (TRP Policy). The TRP policy is intended to protect tenants by mitigating the impacts of displacement resulting from redevelopment activity, while recognizing that some renewal is necessary to maintain the health of the overall rental stock. A Tenant Relocation Plan is required when tenants are displaced as a result of redevelopment or major renovation activity. At a minimum, these terms include four months of free rent or more based on length of tenancy, a flat-rate payment towards moving expenses, and assistance finding three alternate accommodations that best meet the tenants identified priorities. Eligible tenants may also exercise a Right of First Refusal to return to one of the replacement rental units in the new building at 20 per cent discount off starting market rents, or at below-market rents of a new moderate income rental unit provided they meet the eligibility requirements of the *MIRHP Program*.

Development Cost Levy By-Laws – Under Section 3.1A of the Vancouver Development Cost Levy By-Law No. 9755 (the **DCL By-law**), and Section 3.2 of the Vancouver Utilities Development Cost Levy By-law No. 12183 (the **Utilities DCL By-law**), projects that meet the by-laws’ definition of “for-profit affordable rental housing”, a term specifically used by the province in Section 523D(10.3)(a) of the *Vancouver Charter*, are eligible for a DCL waiver for the residential portion of the development. The DCL By-law and the Utilities DCL By-law establish maximum unit sizes and maximum average rents by unit type for the project to be eligible for the waiver. Current rental rates and unit sizes are outlined in the *Rental Incentives Program Bulletin* and are updated on an annual basis.

On November 26, 2019, Council approved changes to the DCL By-law and the Utilities DCL By-law, including new maximum average rent criteria that enable projects that meet the affordability requirements in the *MIRHP Program* to be eligible for a waiver of the DCLs under the DCL By-law (the **DCLs**). Council also approved changes to Utilities DCL By-law to remove the waiver for “for-profit affordable rental housing,” effective September 30, 2020. However, applications submitted before this date will remain eligible for a waiver of the DCLs under the Utilities DCL By-law (the **Utilities DCLs**), provided that a building permit is issued within 12 months of the effective date of the Utilities DCL By-law change.

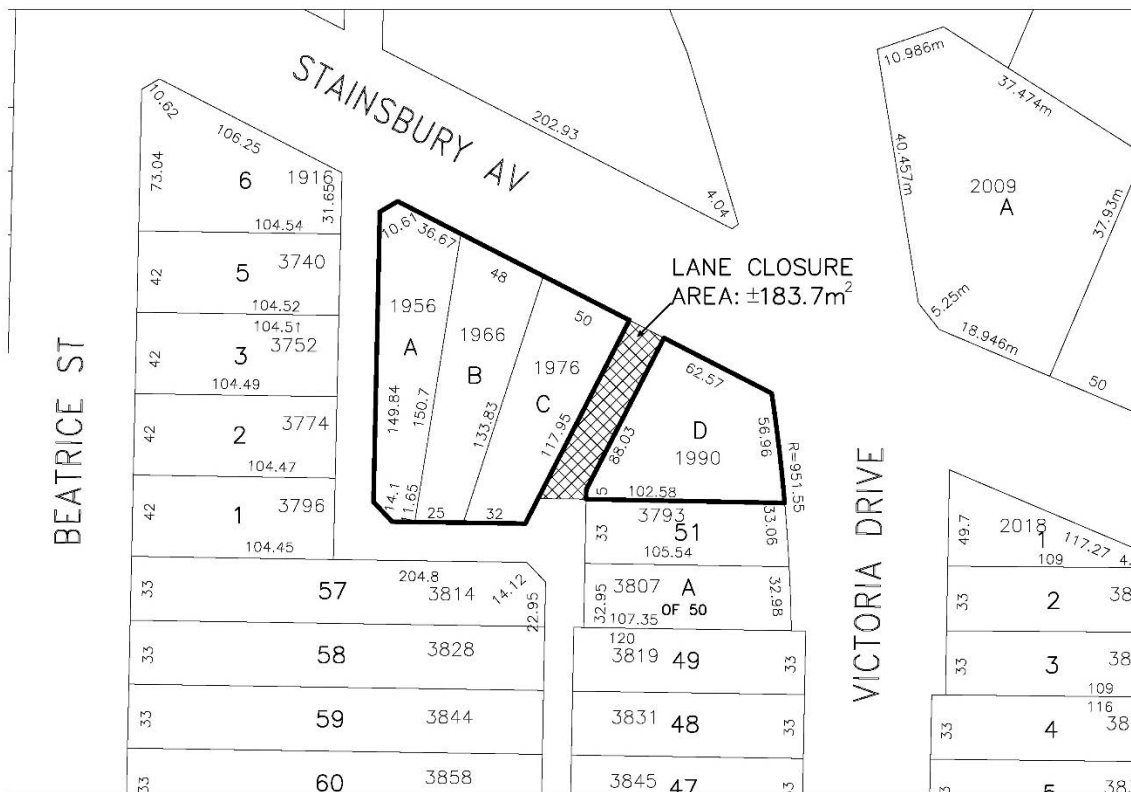
Staff note that the term “for-profit affordable rental housing” as defined by the *Vancouver Charter*, and used in relation to the DCL By-law and Utilities DCL By-law does not necessarily create rental units that are affordable to all Vancouver residents. The DCL waiver provides opportunities for the creation of a range of rental levels, in accordance with the housing continuum objectives of the *Housing Vancouver Strategy*.

3. Sale of Portion of City Lane

The City was approached about the possibility of including the City-owned section of laneway, located between the lots 1976 and 1990 Stainsbury Avenue, as part of the site assembly for this application.

The *Vancouver Charter* authorizes Council to dispose of City-owned property/road deemed surplus to the City's needs. Council policy further allows for the direct sale of City-owned lands without a public tendering process in certain circumstances, including where City-owned lands are essential to an assembly or expansion project. In this case, a direct sale of the City-owned section of laneway will enable the consolidation of the site to facilitate the optimum development of the block. Furthermore, Engineering staff have determined that the section of the laneway can be closed without impacting access to properties on this block, as the block is serviced by another existing north-south laneway. The sale of the City-owned section of laneway shown in Figure 3 to this applicant is subject to approval in principle of this rezoning application. If this application is referred to and approved in principle at a public hearing, then prior to enactment of the rezoning, the General Manager of Engineering Services will bring a report to Council to obtain Council approval to stop-up, close and sell the City-owned section of laneway to the applicant. This decision will be at the sole and unfettered discretion of Council as owner of the laneway section.

Figure 3 – City Property (Laneway) Between 1976 and 1990 Stainsbury Avenue



Strategic Analysis

1. Proposal

This application proposes a five-storey multiple dwelling residential building consisting of 80 secured rental housing units, of which 20 per cent of the residential floor area is secured as moderate income rental units. An FSR of 2.59 and a height of 15.8 m (52 ft.) over one level of underground parking accessed from the lane are proposed (see Figure 4).

This report recommends a slight density increase up to FSR 2.67, and a height increase up to 18 m (59.2 ft.) above that of the submitted rezoning application (see Appendix I). This increase will facilitate a wider setback from the south property line next to a single family house, facilitate Passive House design, and provide for an improved indoor amenity space. Comments received from local area residents, Urban Design Panel and the staff review support this change.

A City-owned section of laneway, located between 1976 and 1990 Stainsbury Avenue, bisects the four lot assembly for this application. As described previously, the developer will be required to purchase this City-owned section of laneway as a condition of the enactment of the rezoning by-law, as set out in Appendix B.

This report is based on the original submission drawings received on March 15, 2019, as well as recommended changes and corresponding conditions contained in Appendix B.

Figure 4 – Proposed Development as Viewed from Victoria Drive and Stainsbury Avenue*



**Drawing updated from original submission by incorporating recommendations in response to UDP.*

2. Land Use

The site is currently zoned RS-1A (single-family dwelling) District, the intent of which is to maintain a low-scaled residential character. RS-1A zoning permits one-family dwellings, secondary suites, laneway houses, two-family dwellings with secondary suites or lock-off units, multiple conversion dwellings, and infill development in conjunction with the retention of

character houses. New development is intended to be compatible with the existing character of the area.

The proposed multi-unit residential land use is compatible with the existing residential character of the site and surrounding zoning, and is also consistent with the intent of the *MIRHP Program*.

3. Density, Height and Form of Development (Refer to drawings in Appendix E and statistics in Appendix I)

The *MIRHP Program* provides direction for sites zoned RS to consider building forms up to six storeys, subject to urban design performance, transitions to adjacent properties and overall contextual fit. Staff have reviewed this application with careful consideration of its response to the existing context, other recently-approved developments nearby, and the objectives of the *MIRHP Program*. A five-storey building was determined to be more appropriate at this site rather than a six-storey building in consideration of the surrounding low-scaled residential development, subject to the conditions outlined in Appendix B of this report.

Density and Height – Existing RS-1A zoning permits consideration of development of a two-family dwelling with secondary suite, among other forms, with a maximum conditional density of up to 0.70 FSR and a maximum conditional height of up to 11.2 m (36.7 ft.). The rezoning application proposes a density of 2.59 FSR and a height of 15.8 m (52 ft.). Staff recommend a slight increase in the proposed density to a maximum of 2.67 FSR and 18 m (59.2 ft.). Staff recommendations are explained in detail in the following sections on Neighbourliness and Amenity.

Neighbourliness – The proposed building is generally expressed as a four-storey form with stepped-back fifth level at the northeast corner of the site, and a three-storey form with stepped back fourth and fifth floors at the remaining frontages. While staff expect a sympathetic interface at all sides of the property, there are two adjacencies where particular care is anticipated, as described below.

West adjacency: To the west of the property, across the 6 m (20 ft.) lane, are single family homes on lots with an approximate depth of 32 m (104 ft.), or approximately 4.5 m (15 ft.) shallower than the typical residential lot. The result of this shallower lot configuration is an inherently closer proximity between the existing houses and any proposed redevelopment on the subject site.

In response to this closer adjacency, the subject proposal provides an at-grade setback increasing from 2.9 m (9.8 ft.) at the northwest corner of the site, to 3.8 m (12.7 ft.) at the southwest corner. Further, an additional 3.4 m (11.3 ft.) step back is provided at the fourth level (see Figure 5). The overall form and massing results in minimal shadowing of properties to the west, and has been determined to be appropriately sympathetic and overall supportable by staff. Nevertheless, staff have provided conditions in Appendix B to be included with the Development Permit application that are supportive of additional architectural and landscape design measures to further strengthen this relationship.

South adjacency: The second adjacency is between the subject site and the existing single family developments immediately to the south. The proposal anticipates at-grade dwelling units oriented wholly toward the side yard with approximately 3.9 m (13 ft.) between the south shared property line and the face of the building. The adjacent single family home is located approximately 1.2 m (4 ft.) from the shared property line. The resultant 5.2 m (17 ft.) separation

between buildings challenges both the sympathetic integration of the proposed development and the livability and privacy of dwelling units on both sides of the property line. Therefore, staff recommend that the side yard be increased to a distance of no less than 4.9 m (16 ft.) for a total separation of approximately 6.1 m (20 ft.) between buildings. Further, staff recommend exploration of a five-storey street wall at the northeast corner of the building, and a minor reduction in the depth of the upper level step backs facing Stainsbury Avenue to accommodate a reallocation of density, facilitate Passive House design, and improve the livability of dwelling units. These form of development recommendations are reflected in the conditions contained in Appendix B. A marginal increase in the proposed density to support a higher level of livability and to accommodate provisions for Passive House may be considered up to a maximum of 2.67 FSR.

Figure 5 – Proposed Development as Viewed from Stainsbury Avenue*



**Drawing updated from original submission by incorporating recommendations in response to UDP.*

Amenity – An at-grade common indoor amenity space with co-located outdoor area is proposed directly off of a 17.3 m (57 ft.) deep entrance courtyard. While the amenity space has been determined to be sufficient in size to accommodate a broad range of activities, its northward orientation will significantly limit its access to natural light. Staff, with the input of the UDP, recommend design development to improve the performance of the common amenity space. This may include the provision of a partial sixth-storey to accommodate either a relocated or an additional amenity room with co-located outdoor amenity area. Following a thorough evaluation of the effects of the additional height on the overall urban design performance of the proposal, staff have determined that developing the roof for a small indoor amenity space would not result in any added negative impacts on the adjacent neighbourhood, and would support such a revision. Therefore, staff recommend that the building's proposed height of 15.8 m (52 ft.) be increased to 18 m (59.2 ft.) to permit the development of a roof top amenity space. The developed roof top would be limited to amenity uses, and additional dwelling units would not be permitted.

Livability – The *MIRHP Program* allows for relaxations in unit sizes and configurations to be considered, subject to project location, evaluation of livability, design performance, and affordability. Considerations include the relaxation of dwelling unit size from a minimum of 37 sq.

m (398 sq. ft.) to 29.7 sq. m (320 sq. ft.), and inboard bedrooms (i.e. bedrooms without external windows) within three-bedroom moderate income rental units.

This application proposes inboard bedrooms in some three-bedroom units. These inboard bedrooms receive daylight through frosted glazed doors through which light from exterior windows will be provided. Further design development should occur to maximize the livability of any inboard bedrooms through varied design measures, including internal cross-ventilation, borrowed light and flexible usage.

Figure 6 – Proposed Development as Viewed from the Rear Lane*



**Drawing updated from original submission by incorporating recommendations in response to UDP.*

Further design development is also required for residential units wholly facing the deep, north-oriented entrance courtyard, in order that these dwelling units comply with minimum standards of livability. Conditions are included in Appendix B to require detailed unit plans, including layouts and sections, to assist in a further evaluation of the livability of all units at the Development Permit stage.

Landscape – The applicant proposes landscape elements, including planters, ground floor patio units, common rooftop outdoor amenity space, and landscaping around the entrance of the development. To strengthen the interface between the building and the surrounding neighbourhood context, staff recommended enhanced plantings along the west lane and along the Stainsbury Avenue frontage to improve the privacy of ground level units. Landscape conditions are provided in Appendix B.

There is a cross-slope of approximately 2 m (6.6 ft.) running across the site from the southwest to the northeast. The slope, when coupled with the location of the parking ramp at the high point of the site, results in an exposed concrete parkade wall up to a height of approximately 1.8 m (6 ft.). Such an interface with the public realm is unsympathetic, and related conditions for design development and additional landscape screening of this interface are included in Appendix B.

Urban Design Panel Review – The Urban Design Panel reviewed this application on May 29, 2019 with a vote to support the application (refer to Appendix D). Panel members noted particular support for the proposed massing, its generally sympathetic relationship with context, the proposed preliminary colour and material palette, and overall architectural expression. Recommendations for design development include measures to enhance privacy for

surrounding properties, improved Passive House strategies, and provisions for a better indoor amenity space. These recommendations have been included in the form of development conditions outlined in Appendix B.

It is concluded that, subject to conditions in Appendix B, which will result in minor increase in FSR and height, the proposed form, massing and height are appropriate for this site and the design responds well to the surrounding neighbourhood context, while also balancing the goal of securing moderate income rental units. Therefore, staff support this application under the *MIRHP Program* subject to the conditions outlined in Appendix B.

4. Transportation and Parking

Vehicle parking is provided in one underground parking level, accessed from the lane. The application proposes 30 vehicle parking spaces, including three accessible spaces and four visitor spaces, as well as one class A residential loading space, all of which are provided underground. This 80 unit secured rental housing project, of which 20 per cent of the floor area will be moderate income rental units, would require 43 spaces to comply with the Vancouver Parking By-law.

The applicant will meet the requirements of the Parking By-law by providing a Transportation Demand Management (TDM) Plan, which provides for reductions in minimum parking requirements in exchange for providing transportation demand management measures. Proposed measures include providing approximately 54 additional bicycle parking spaces over the 139 required by the Parking By-law, as well as two car share spaces.

Frequent bus service provided by the 20 Downtown/Victoria bus is available on Victoria Drive near the intersection of Stainsbury Avenue. Furthermore, the site is approximately a 10 to 20 minute walk to Nanaimo or Commercial-Broadway Skytrain stations. Due to the project's proximity to frequent transit services, it is also eligible for a 20 per cent reduction to residential parking requirements.

Engineering conditions are included in Appendix B.

5. Housing

The *Housing Vancouver Strategy* and associated *3-Year Action Plan* is the culmination of a year-long process of gathering, synthesizing and testing new ideas and approaches to addressing housing affordability in Vancouver. The *MIRHP Program* is a new approach to help provide an important supply of homes for households who are not eligible for or do not to live in social housing but cannot afford market rental housing. The addition of new moderate income rental and market rental units to the City's inventory contributes toward the Housing Vancouver target as shown in Figure 7.

Vacancy Rates – Vancouver has exhibited historically low vacancy rates in the last 30 years. In 2018, the purpose-built apartment vacancy rate was 0.8 per cent in Vancouver, equivalent to approximately 463 units across the City. The overall vacancy rate in the area around this proposal was lower at 0.5 per cent, while the vacancy rate for three-bedroom units was zero per cent (2018 Canadian Mortgage and Housing Corporation Market Rental Survey, Mount Pleasant/Renfrew Heights Survey Area). A vacancy rate of three per cent is considered to be a balanced rental market.

Figure 7 – Progress Towards 10 Year Housing Vancouver Targets for Purpose-Built Market and Developer-Owned Below Market Rental Housing as of September 30, 2019

Housing Type	Category	10-Year Targets	Units Approved Towards Targets
Purpose-Built Market Rental Housing Units	Market Rental	16,000	2,472
	Developer-Owned Below Market Rental	4,000	26
	Total	20,000	2,498

Note that tracking progress toward 10-year Housing Vancouver targets began in 2017.

**Unit numbers exclude the units in this proposal, pending Council approval of this rezoning application.*

Market rents continue to be high in light of significant demand and limited supply, and new market rental and moderate income rental units are important parts of the housing continuum which help reduce pressure on the existing rental stock. The high cost of land and construction means that new market rental units will rent at higher rates than existing, older apartment rental units. The *MIRHP Program* is intended to ensure that more rental housing options are created that meet the affordability needs of those earning between \$30,000 and \$80,000 annually, and restricts market access to these units through the use of eligibility criteria.

Housing Mix – On July 13, 2016, Council adopted the *Family Room: Housing Mix Policy for Rezoning Projects*, which includes family housing requirements set at 35 per cent. These units are to be designed in accordance with the *High Density Housing for Families with Children Guidelines*. This application would deliver approximately 17 two-bedroom units and 11 three-bedroom units for a minimum of 28 family units (35 per cent) across the project, which meets the policy requirements. Furthermore, the proposed unit mix provides for a broad cross section of household types (see Appendix F):

- 24 studio units (30 per cent)
- 28 one bedroom units (35 per cent)
- 17 two bedroom units (21 per cent)
- 11 three bedroom units (14 per cent).

Proposed Rents and Income Thresholds – In 2016, the median household income in the Kensington-Cedar Cottage neighbourhood was \$70,815. Under the *MIRHP Program*, the application must provide 100 per cent secured rental units with a minimum of 20 per cent of residential floor area as moderate income rental units. This application would deliver approximately 13 units at rates that meet the affordability requirements of, and be reserved for, rental by moderate income households under the *MIRHP Program*, as illustrated in Figure 8.

To be eligible for a moderate income rental unit, a household must have a gross annual income that meets the requirements for the specific unit type, and there must be at least one household member per bedroom. The eligibility requirements are described in further detail in the *Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available Incentives* document. All residents in the building will have equal access to common indoor and outdoor amenities and facilities illustrated in the architectural drawings in Appendix E.

Figure 8 – Proposed Rents for Moderate Income Rental Units, Market Rents in Newer Eastside Buildings, Costs of Ownership and Household Incomes Served

Unit Type	Moderate Income Rental Units		Newer Rental Buildings - Eastside ²		Median-Priced Ownership Unit – Eastside ³	
	Average Starting Rents	Average Household Income Required ¹	Average Market Rent	Average Household Income Required ¹	Monthly Costs of Ownership	Average Household Income Required ¹
Studio	\$950	\$38,000	\$1,556	\$62,000	\$2,455	\$98,000
1 Bedroom	\$1,200	\$48,000	\$1,746	\$70,000	\$3,009	\$120,000
2 Bedroom	\$1,600	\$64,000	\$2,339	\$94,000	\$4,112	\$164,000
3 Bedroom	\$2,000	\$80,000	\$2,828	\$113,000	\$5,897	\$236,000

¹ As per CMHC, affordable housing is defined as shelter costs equal to less than 30 per cent of total before-tax household income, and these values represent the average minimum household income required for the average unit according to the CMHC definition. The actual rents and income required will be a range.

² October 2018 CMHC Rental Market Survey for buildings completed in year 2008 or later, Vancouver Eastside.

³ BC Assessment 2018, based on the following assumptions in 2018: median of all BC Assessment recent sales prices in Vancouver Eastside in 2018 by unit type, 10% down payment, 5% mortgage rate, 25-year amortization, \$150 – 250 monthly strata fees and monthly property taxes at \$2.47 per \$1,000 of assessed value.

Based on median incomes for Metro Vancouver, a one-bedroom moderate income rental unit would be affordable to tenants employed in a variety of occupations such as service workers, trades workers, entry level researchers and non-profit workers. A three-bedroom moderate income rental unit would meet the needs of a two-income family employed in such sectors as the trades, industrial arts, and human resources.

Average market rents in newer rental buildings on the eastside are also shown in the middle two columns in Figure 8. A studio market rental unit could be affordable to a single person employed in occupations such as nurses or architects. A two-bedroom market rental unit could be affordable to couples that are employed in occupations such as automotive technicians, college instructors or engineers.

The market rental housing component will provide options that are significantly more affordable than home ownership, as illustrated in Figure 8.

DCL Waiver – MIRHP Program projects that meet the requirements of the DCL By-law's and Utilities DCL By-law's definition of "for-profit affordable rental housing" are eligible for a DCL waiver. Housing staff have evaluated this application and have determined that it qualifies (see Appendix F). Staff note that the term "for-profit affordable rental housing" as defined by the *Vancouver Charter*, and used in relation to the DCL By-law and Utilities DCL By-law does not necessarily create rental units that are affordable to all Vancouver residents. The DCL Waiver provides opportunities for the creation of a range of rental levels, in accordance with the housing continuum objectives of the *Housing Vancouver Strategy*.

The average proposed starting rents across the moderate income rental units, which comprise at least 20% of the residential floor area that is counted in the calculation of the floor space ratio, meet the maximum average rents as outlined in the DCL By-law and *Rental Incentive Programs Bulletin*. Additionally, *MIRHP Program* projects for which applications are submitted before September 30, 2020 will also be eligible for a Utilities DCL waiver, provided that a building permit is issued within 12 months of the effective date of the Utilities DCL By-law

change, as described on page 6 of this Report. The applicant has applied for the waiver of both the DCLs and Utilities DCLs.

The DCL By-law does not allow rents for the moderate income rental units to be increased ahead of initial occupancy, and subsequent increases are permanently capped at the annual allowable rate permitted under the *Residential Tenancy Act* [S.B.C. 2002] c. 78 (the **RTA**), regardless of any change in the tenancy. A final rent roll that sets out the starting monthly rents for the moderate income rental units will be required prior to issuance of the occupancy permit in order to ensure compliance with the DCL By-law and the *MIRHP Program*.

Through the Development Permit application process, the City will ensure that average unit sizes do not exceed the maximum thresholds set out in the DCL By-law. More information on the Development Cost Levy Waiver can be found in Appendix F.

Security of Tenure – All 80 rental housing units would be secured as rental through a Housing Agreement and a Section 219 Covenant for the longer of 60 years or the life of the building. The Housing Agreement must be authorized by Council by enactment of a by-law and registered on title to secure starting rents for the moderate income rental units (as per Figure 8), and will prohibit the stratification and separate sale of individual units. The Housing Agreement will also limit the rates at which rents for the moderate income rental units may be increased, even on a change in tenant. Annual reporting on the operation of the moderate income rental units will be required and will contain information including rents and verification of tenant eligibility. The addition of these new secured rental housing units contributes towards *Housing Vancouver Strategy* targets. Conditions related to securing the units are contained in Appendix B.

Existing Tenants – The amended *Tenant Relocation and Protection Policy* (TRP Policy) extends policy coverage to projects involving consolidation of two or more lots that contain existing secondary rental. This includes single-family homes, basement suites, duplexes, or individually-rented condos where the new development is proposing five or more dwelling units. The TRP Policy exempts tenancies entered into after the purchase of the property that are of a length of two years or less as of the date of the rezoning application. This exclusion is intended to avoid penalizing applicants who are renting out units to comply with the City's Empty Homes Tax during the process of assembling sites for redevelopment. Further, there is an exclusion where a previous owner of a house, strata, or equity co-op unit has sold the property to a developer, and is now occupying the unit as a tenant.

The application involves consolidation of four RS-1A lots. One of the lots, 1990 Stainsbury Avenue, contains two rental units occupied by four residential tenants. Two of the tenants reside on the main floor, and the other two reside in the basement, a secondary rental suite that is a sub-lessee of the main floor tenants. All four tenants are aware of the rezoning application.

The two tenants on the main floor are eligible for the provisions under the TRP Policy, including relocation assistance, assistance with moving costs, monetary compensation calculated based on length of the tenancy, and Right of First Refusal to return to a replacement market rental unit in the new building at 20 per cent discount off starting market rents, or to a moderate income rental unit should their household income qualify. The two other tenants under the sub-lessee tenancy, however, are not eligible for the provisions under the TRP policy as they began their tenancy after the Rezoning application was made.

The requirements to provide a Tenant Relocation Plan and to report on its progress are listed in Appendix B, while specific details about the required compensation are outlined in Appendix G.

All tenancies are protected under the RTA that governs how residential properties are rented, and includes specific provisions regarding termination of tenancies. Any disputes would be resolved through the RTA.

6. Environmental Sustainability and Natural Assets

Green Buildings – The *Green Building Policy for Rezoning* (2010, last amended 2018) requires that residential rezoning applications satisfy either the near zero emission buildings or 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 has opted to satisfy the *Green Buildings Policy for Rezoning* under the near zero emissions buildings requirements, and the applicant is pursuing Passive House certification for the proposed building. 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 that the building, as designed, is capable of achieving Passive House certification.

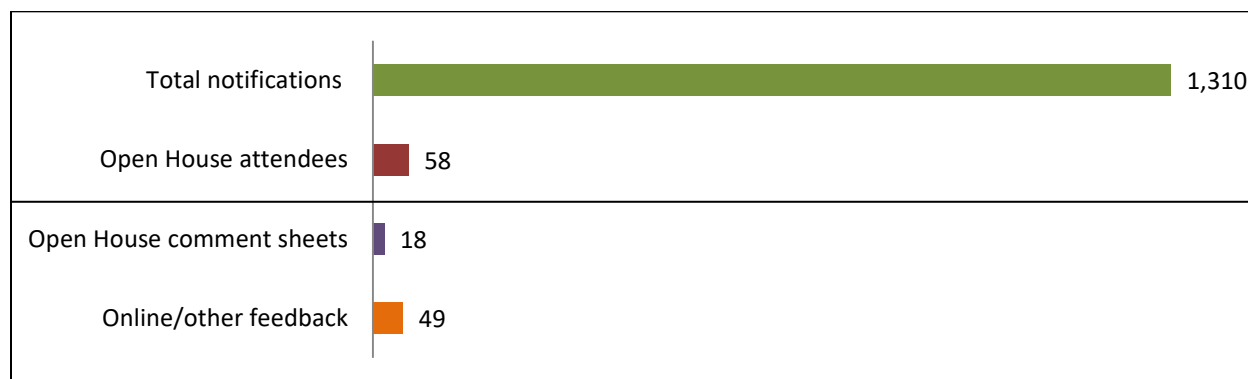
Natural Assets - There are currently four existing trees on site, and no natural water courses on site. There are no street trees around the site. None of the on-site trees will be retained as part of this application. Two of the trees are not suitable for retention due to their location within proposed building envelope. Two other trees on the eastern edge of the site are within the scope of an upgraded sidewalk that is planned along Victoria Drive. However, this application proposes to add new street trees along Stainsbury Avenue and Victoria Drive, additional on-site trees at the eastern edge of the site, and a landscape buffer and trees along the west lane for screening. These landscaping conditions are described in Appendix B and summarized in Appendix I.

Public Input

Pre-application Open House – On January 16, 2019, a pre-application open house was held at the Croatian Cultural Centre, located at 3250 Commercial Drive, to solicit early feedback on the proposal. Approximately 40 people attended this open house. The feedback indicated support for rental housing, the project's design and transition to the surrounding single-family residential context.

Public Notification – Following the submission of a rezoning application on March 15, 2019, a rezoning information sign was installed on the site on April 22, 2019. Approximately 1,310 notification postcards were distributed within the neighbouring area on or about April 23, 2019. Notification and application information, as well as an online comment form, was made available on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps).

Community Open House – On May 15, 2019, a community open house was held at the Croatian Cultural Centre. City staff, the applicant team, and approximately 58 people attended the open house.

Figure 9 – Open House Notification and Public Response

Note: All response numbers above are approximate. 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.). All reported numbers above are approximate

Public Response – A total of 67 responses have been received via comment sheets, letters, emails or on-line comment forms. Appendix D provides a detailed summary of the results of the public consultation. A summary of the key themes and staff responses is provided below.

Support for the proposal cited the following:

- Rental housing, especially moderate income rental units
- Density, height, design and façade materials
- Proximity to Skytrain

Concerns expressed by respondents included the following:

- Density, height and neighbourhood fit
- Traffic, parking, pedestrian safety
- Quality of life, privacy and access to sunlight
- Number of recent developments

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

Density, height and neighbourhood fit – As part of the *MIRHP Program*, staff ran a specialized “pre-enquiry” intake process that allowed proposals to be evaluated at a preliminary stage, vetted for eligibility under *MIRHP Program* and other City policies, and ranked based on a number of performance criteria established on the basis of key policy objectives. These objectives included testing the possibility of delivering a diversity of rental projects that include permanently secured moderate income rental units across the City in a range of zoning districts, building scales and locations, and exploring industry interest in this rental housing model.

Criteria used to evaluate the projects included:

- Compliance with *MIRHP Program*;

- Affordability (e.g. proposed rents and number of units secured as moderate income rental);
- Total number of new rental units created;
- Impact on existing renters and rental housing units;
- Unit mix (e.g. number of bedrooms);
- Proximity to transit and amenities; and
- Building form and neighbourhood fit.

This proposal was selected for inclusion in the *MIRHP Program* based on the strength of its performance under the criteria above. In particular, it proposes to deliver a significant number of new moderate income rental units and market rental units in a location that is well served by transit, amenities and services. Furthermore, while the *MIRHP Program* supports consideration of up to six storeys along arterial roads, staff determined that a five-storey building at this location was more appropriate to the surrounding low-scale single family development. The building's upper two floors along the residential (lane) sides of the building have also been stepped back, presenting a three-storey façade, approximately 10 m (33 ft.) in height, facing the back yards of the surrounding single family houses. Under existing RS-1A zoning, houses are conditionally permitted up to 11.2 m (36.7 ft.) in height.

Traffic, parking, and pedestrian safety – This project will meet the Parking By-law and includes Transportation Demand Management measures such as additional bicycle parking and two car share spaces. Furthermore, the site is within a 10 to 20 minute walk from two skytrain stations, and is located directly on the 20 Downtown/Victoria bus line, a Frequent Transit Network service. Pedestrian safety concerns at the Stainsbury Avenue and Victoria Drive intersection have been noted by Engineering, and upgrades to improve intersection safety are part of Engineering conditions in Appendix B.

Quality of life, privacy and access to sunlight – Conditions to enhance privacy and decrease overlook from the project to existing neighbours have been included in the form of development conditions in Appendix B. These include enhanced landscaping, consideration of window spacing, and the inclusion of planters on balconies to reduce overlook. Furthermore, the number of units facing the southern property line has been reduced, and the rear yard setback increased by over 1 m (3.3. ft.) to increase the spatial separation with existing single family houses. Shadow studies demonstrate no negative shadow impacts on adjacent properties.

Number of recent developments – This area has seen several new developments in response to Council's rental housing policies (i.e. Secured Market Rental Housing Policy, Short Term Incentives for Rentals, Affordable Housing Choices Interim Rezoning Policy). Furthermore, this section of Victoria Drive is an arterial street with good access to frequent transit and commercial services, and can accommodate development and additional density, particularly focused on the delivery of secured rental units.

PUBLIC BENEFITS

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

Development Cost Levies (DCLs) – DCLs collected from development help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and engineering infrastructure.

This site is subject to City-wide DCLs and City-wide Utilities DCLs on the proposed 5,715 sq. m (61,518 sq. ft.) of residential floor area. In accordance with section 3.1A of the DCL By-law, the applicant has requested a waiver of both the DCLs and Utilities DCLs attributed to the residential floor area qualifying as for-profit affordable rental housing. As described on Page 6 of this Report, *MIRHP Program* projects for which applications are submitted before September 30, 2020 will remain eligible for a Utilities DCL waiver, provided that a building permit is issued within 12 months of the effective date of the Utilities DCL By-law change. Based on the rates in effect as of September 2019, the value of the waiver of both the DCLs and the Utilities DCLs is approximately \$1,583,473. A review of how the application meets the waiver criteria is provided in Appendix F.

The DCL By-law requires that where rents are determined under section 3.1A(d), they are to apply at initial occupancy. A final rent roll that sets out the initial monthly rents for the moderate income rental units will be required prior to issuance of the occupancy permit in order to ensure compliance with the DCL By-law. After occupancy, rents for the moderate income rental units will not be permitted to increase on an annual basis further than the RTA limits, even on a change in tenancy, as per the *MIRHP Program*. The City will ensure that average unit sizes do not exceed the maximum thresholds set out by DCL By-law through the Development Permit application process.

Public Art Program – The proposed floor area is below the minimum threshold of 9,290 sq. m (100,000 sq. ft.), therefore no public art contribution will arise from this application.

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

The *Community Amenity Contributions – Through Rezonings* policy requires lower-density secured market rental applications within the RS zones proposing more than four storeys to be subject to a CAC evaluation. Real Estate Services have assessed the application and costs of securing 20 per cent of the residential floor area for moderate income rental units and determined no additional community amenity is required.

Rental Housing – The applicant has proposed that all of the residential units will be secured as rental housing (non-stratified) for the longer of 60 years and the life of the building of which no less than 20 per cent of the residential floor area will be secured as moderate income rental units. The public benefit accruing from this application is the contribution to the City's secured rental housing stock serving a range of income levels.

See Appendix H for a summary of all the public benefits for this application.

Financial Implications

The site is subject to both City-wide DCLs and City-wide Utilities DCLs. However, projects providing 100 per cent of dwelling units that meet the definition of for-profit affordable rental housing are eligible for the waiver of both the DCLs and the Utilities DCLs, provided that the building permit is issued before September 30, 2021, as described on page 6 of this Report, an option which the applicant has requested. Based on rates in effect as of September 30, 2019, the value of the waiver is estimated to be \$1,583,473.

The 80 units of rental housing units, secured by a Housing Agreement and Section 219 Covenant for 60 years or the life of the building, will be privately owned and operated.

No additional CAC or public art contribution is applicable.

CONCLUSION

Staff have reviewed the application to rezone the site at 1956-1990 Stainsbury Avenue from RS-1A to CD-1 to permit development of 80 secured rental housing units, of which a minimum of 20 per cent of the residential floor area will be secured as moderate income rental units, and conclude that the application is consistent with the objectives of the *Moderate Income Rental Housing Pilot Program*. The incentives provided of additional height, density, parking relaxations and a waiver of both the DCLs and the Utilities DCLs, assist with the delivery of needed rental housing units. Staff further conclude that the recommended form of development represents an appropriate urban design response to the site and context. If approved, this application would make a contribution to the achievement of key housing goals outlined in the *Housing Vancouver Strategy*.

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

* * * * *

1956 – 1990 Stainsbury 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 appends 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 ().

Definitions

3. Words in this by-law have the meaning given to them in the Zoning and Development By-law, except that:
 - (a) for the purpose of calculating the total dwelling unit area for section 5.1 of this By-law, “Dwelling Unit Area” is the floor area of each dwelling unit, measured to the inside of all perimeter walls excluding any floor area as required by section 6.4 of this By-law; and
 - (b) “Moderate Income Rental Housing Units” means dwelling units that meet the requirements of approved Council policies and guidelines for Moderate Income Rental Housing, as secured by a housing agreement registered on title to the property.

Uses

4. 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 of Development Permit Board will issue development permits are:
 - (a) Dwelling Uses, limited to Multiple Dwellings;
 - (b) Retail Uses, limited to Public Bike Share; and

- (c) Accessory uses customarily ancillary to the uses permitted in Section 3.

Conditions of Use

- 5.1 A minimum of 20% of the total dwelling unit area must be Moderate Income Rental Housing Units.
- 5.2 The design and lay-out 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".
- 5.3 The Director of Planning or Development Permit Board may vary the percentage of units indicated in section 5.2, taking into consideration all applicable Council policies and guidelines.
- 5.4 There shall be no dwelling units above the fifth storey.

Floor Area and Density

- 6.1 Computation of floor space ratio must assume that the site consists of 2,137 m² being the site size at the time of the application for the rezoning evidenced by this By-law, prior to any dedications.
- 6.2 The floor space ratio for all uses must not exceed 2.67.
- 6.3 Computation of floor area must include all floors having a minimum ceiling height of 1.2 m, including earthen floors, both above and below base surface, measured to the extreme outer limits of the building.
- 6.4 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 the 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, whose 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.
- 6.5 The use of floor area excluded under section 6.4 must not include any use other than that which justified the exclusion.
- 6.6 Where floor area associated with storage space is excluded under section 6.4 (e), a minimum of 20% of excluded floor area must be located within the Moderate Income Rental Housing Units

Building Height

7. Building height, measured from base surface to top of parapet, must not exceed 18.0 m. except that no part of the development shall protrude into the approved view corridors, as set out in the City of Vancouver *View Protection Guidelines*.

Horizontal Angle of Daylight

- 8.1 Each habitable room must have at least one window on an exterior wall of a building.
- 8.2 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.
- 8.3 Measurement of the plan or planes referred to in section 8.2 must be horizontally from the centre of the bottom of each window.
- 8.4 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement if the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council, and:
- (a) The minimum distance of unobstructed view is not less than 3.7 m; or
 - (b) The habitable room is within a unit assigned to moderate income households and containing a minimum of three bedrooms, where the horizontal angle of daylight requirement is relaxed for no greater than one of the habitable rooms in the unit.
- 8.5 An obstruction referred to in section 8.2 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 ().
- 8.6 A habitable room referred to in section 8.1 does not include:
- (a) a bathroom; or
 - (b) a kitchen whose floor area is the lesser of:
 - (i) 10% or less of the total floor area of the dwelling unit; or
 - (ii) 9.3 m²;

Acoustics

9. A development permit application for dwelling uses must include an acoustical report prepared by a registered 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

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

* * * * *

**1956 – 1990 Stainsbury 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 Carscadden Stokes McDonald Architects Inc., stamped received March 15, 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. Design development to provide for improved access to natural daylight at the common amenity room and co-located outdoor space. This may be achieved by one of the following design strategies:
 - (a) relocating or otherwise reconfiguring the proposed at-grade common amenity room to provide for glazing on an exterior wall other than that wholly oriented to the entrance courtyard;
 - (b) relocating the common amenity space to the roof with co-located outdoor amenity area, or;
 - (c) retaining the at-grade common amenity room with co-located outdoor space as proposed, with the addition of a second common indoor amenity space located on the roof with co-located outdoor amenity area.

Note to Applicant: Additional height to accommodate a common indoor amenity room on the roof has been provided in the CD-1 By-law to an overall maximum height of 18 m (59.2 ft.). The common indoor rooftop amenity space, whether as a replacement or in addition to the at-grade common amenity space, must be no smaller than 46 sq. m. (500 sq. ft.) and must be designed such that the commensurate increase in building height does not negatively impact the urban design performance of the development. Also refer to the *High-Density Housing for Families with Children Guidelines* for more information on common amenity spaces in multi-family developments.

2. Design development to delete or otherwise redesign any dwelling units oriented wholly toward the entry courtyard;

Note to Applicant: Principle living spaces, such as living rooms, should be oriented to a front or rear yard, or a side yard with a substantial setback from the adjacent property, in order to ensure maximal access to daylight and a view, and to maintain a high level of livability for residents.

3. Design development to improve the livability and privacy of dwelling units oriented wholly toward the interior side yard by increasing the setback between the south building face and the shared property line to a distance of no less than 4.9 m (16 ft.);

Note to Applicant: reductions in upper level step backs facing Stainsbury Avenue may be entertained to accommodate the reallocation of density resulting from the increase in the side yard depth. A five-storey streetwall expression with no step back at the fifth level may be considered for the portion of the building east of the entry courtyard. Upper level step backs at portions of the building to the west of the entry courtyard may be reduced to no less than 1.8 m (6 ft.). An increase in density may be supported up to no more than 2.67 FSR when such an increase in density is demonstrated to facilitate a higher level of livability for residents.

4. Provision at the time of the Development Permit application of architectural design strategies to absolutely reduce exposed concrete parkade walls, with particular attention being given to the northwest corner of the property where site sloping results in a significant exposed wall adjacent the public realm. This may be achieved by:
 - (a) introducing steps in the parkade wall along the north and west property line with integral planters or other landscape elements, and;
 - (b) providing additional robust plantings to visually conceal remaining exposed concrete parkade walls;
5. Provision at the time of the Development Permit application of design strategies intended to mitigate a sense of overlook and improve the perception of privacy at the west side of the property, and improve the interface with adjacent properties as follows:
 - (a) provisions for more substantial plantings at grade between the laneway and the at-grade dwelling units, and;
 - (b) provision of substantial landscape planters at upper level step backs with a minimum depth of 0.9 m (3 ft.) from the outermost building edge, where outdoor space may result in overlook onto neighbouring properties;
 - (c) provision of reflected elevations of adjacent development showing locations of windows and consideration to offset windows as needed to mitigate direct overlook between units.
6. Design development to ensure high standard livability for all dwelling units by providing the following:
 - (a) Adequate access to daylight, ventilation, and external view to all habitable rooms;

Note to applicant: All habitable rooms should meet Horizontal Angle Daylight (HAD) requirement set out in Appendix A. An inboard bedroom may be considered by demonstrating the ability to maximize internal cross-ventilation, borrowed light and flexibility of use. Detailed unit plans and sections are to be included in Development Permit application for further review. No more than one inboard bedroom is permitted for each three-bedroom moderate income rental housing unit. Inboard bedrooms are not permitted in market rental units.

- (b) Adequate room size to accommodate reasonable furniture layout; and

Note to applicant: Any changes in the unit count and unit mix from the rezoning application may only be varied under the discretion of the Director of Planning or Development Permit Board. Detailed unit plans and furniture layouts are to be included as part of the Development Permit application. Livable units are a goal of the City. Staff will work with you through the Development Permit process to ensure unit layouts are viable.

- (c) Usable private open space for all residential units.

Note to Applicant: This can be achieved by providing 1.8 m (6 ft.) deep balconies with a minimum area of 4.6 sq. m (50 sq. ft.). Reductions to this depth may be considered by demonstrating the ability to accommodate elements such as a table and seating for two people. Refer to the *High Density Housing Guidelines for Families with Children* for more information.

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 theft in the underground parking, residential break and enter, mail theft, mischief in alcoves, and vandalism, such as graffiti.

Landscape

9. Design development to provide complete landscape plans, of standard quality or better, prepared by experienced and qualified landscape architects or designers;

Note to Applicant: Further conditions may follow the receipt of complete landscape information.

10. Design development to ensure a substantial tree buffer from Victoria Drive;

Note to Applicant: Due to a road widening SRW as required by Engineering, making tree retention of Trees #161 and #162 not possible, two substantial (minimum 15 ft. height or 12 cm caliper) replacement trees should be provided as part of the landscape plan in the southeast corner, on free grade (not over parkade), on private property.
11. Design development to provide additional landscape buffering from adjacent properties to the west and south by the provision of more substantial planting consisting of woody plant material, including trees, for year-round presence;
12. Design development to the Stainsbury Avenue and Victoria Drive public realm interface to increase amount of soft landscape and provide a transition between public and private areas;
13. Design development to provide expanded programming and better articulation for the rooftop common outdoor amenity space, including children's play area with visual access from the indoor amenity space;
14. Design development to announce the courtyard entry by the articulation with identifiable features, such as entry trellis, signage and significantly more soft landscape consisting of colourful, friendly plant material;
15. Design development to improve the sustainability strategy, by the following:
 - (d) Provide intensive and extensive green roofs on all available flat rooftops, to be commonly accessible and usable providing open spaces with improved solar orientation;
 - (e) Add substantially more landscape around all entry areas, to accent and soften them;
 - (f) Add planting to screen any blank wall facades and exposed parkade walls;
 - (g) 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;
 - (h) Add edible plants, which can be used as ornamentals as part of the landscape design, in addition to urban agriculture plots;
16. 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.
17. 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.

18. 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;
19. 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 practices;
 - (b) minimize the necessity for hidden mechanical water storage;
 - (c) increase the amount of planting to the rooftop areas, where possible;
 - (d) consider linear infiltration bio-swales along property lines, at lower site areas;
 - (e) use permeable paving;
 - (f) employ treatment chain systems (gravity fed, wherever possible);
 - (g) 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.

20. 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;
 - (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.

21. Provision of a full-size, to scale and dimensioned Tree Management Plan, coordinated with survey and arborist report;
22. Provision of coordination between Landscape Plan and architectural Site Plan, for most updated information;

Provision minimum requirements at the time of Development Permit application:

23. Provision of a detailed Landscape Plan illustrating soft and hard landscaping;

Note to Applicant: The plans should be at 1/8 in: 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.

24. 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.

25. 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.

26. 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.

27. 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 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 deep. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion*".

28. 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.

29. Provision of an outdoor Lighting Plan;

Sustainability

30. All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezoning*s (amended May 2, 2018), 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). The requirements for Near Zero 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*s – *Process and Requirements* (amended June 14, 2019 or later).

Zero Waste

31. In order to minimize waste, a salvage strip-out must be done to remove fixtures, systems, and elements such as doors, deck, and fencing, for reuse. Any buildings which are not already subject to the Green Demo By-law must achieve a 75 per cent recycling rate for demolition. Buildings subject to the Green Demo By-law must meet the by-law requirements in place at the time of the demolition permit application.

Engineering Services

32. 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;
33. 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.

34. 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;
35. Provision of an updated landscape and 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. The landscape plan is to include the following note:

"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."
36. Construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a provincial Approval or License. Applications for provincial Approvals or Licenses can be completed online. The application will be received and accepted into the province's online system, and the provincial authorizations team strives for 140 days to get the approval to the applicant. The approval holder must be able to produce their approval on site so that it may be shown to a government official upon request. Dewatering before this approval is granted is not in compliance with the provincial Water Sustainability Act. Provide a letter confirming acknowledgement of the condition;
37. All new door swings that swing onto City property or SRW area are not to exceed the allowable limits of a 1 ft. 0 in;
38. First risers of all proposed stairs are to be 1 ft. setback from the property line;
39. Existing wood pole in lane conflicts with access. Arrangements to the satisfaction of the General Manager of Engineering Services and the appropriate public utility companies for pole relocation are required, if the driveway cannot be relocated;
40. Design development to eliminate requirement for roll over curb for fire access on Stainsbury Avenue;

Note to Applicant: This condition was based on the 'test fit' drawings stamped July 26, 2019.

41. Provision of review of the parking and loading design considering vehicle turning movements and show two way flow vehicle turning swaths for the largest anticipated design vehicle maneuvering into and out the main parkade from both approaches in the

lane;

42. Provision of a finalized Transportation Demand Management (TDM) Plan to the satisfaction of the General Manager of Engineering Services with complete information on TDM measures proposed and including the following clarifications:
- (a) ACT-01 – Additional Class A bicycle parking
 - i. Identify the number and location of the additional Class A bicycle parking on plans. Additional Class A bicycle parking spaces must meet the standards and minimums identified in the Parking By-law, and/or applicable Design Guidelines.
 - (b) ACT-05 – Bicycle Maintenance Facilities
 - i. Note and dimension location of facilities on plans.
 - ii. Bicycle maintenance facilities to be located with convenient access to from Class A bicycle spaces.
 - iii. Provision of an operational plan detailing:
 - o A description of the amenities to be provided,
 - o A means of providing access to all residents, and the public (if applicable), and
 - o Plan for maintaining these amenities.
 - iv. If available, provision of any additional information regarding this measure (e.g. tool receipts, instructions for using an online sign-up portal, or marketing/instructional materials) that demonstrates how the property owner will operate, administer, and maintain this common facility.
 - (c) COM-01 – Car Share Spaces
 - i. Identify/note/dimension car share spaces on plans.
 - ii. Spaces to be located with convenient, public access at-grade, or on P1.
43. 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 fund in the amount of \$280 per parking space waived;
 - (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;
 - (d) Agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.
44. Design development to improve access, design of bicycle parking and complies with the Bicycle Parking Design Supplement.
- (a) Provision of secure Class A bicycle parking;

Note to Applicant: 5 Class B bicycle parking spaces to be relocated from the 10 space bicycle storage room on P1.
 - (b) Clarify the access for the covered Class B bicycle parking located on P1 and show the wayfinding on the drawings;

Note to Applicant: Refer to Section 6.4.5 of the Parking Bylaw for Class B bicycle parking location requirements.

45. Design development to improve the parkade layout, access design and complies with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services, including the following:

- (a) Provision of secure residential parking as per Bylaw;

Note to Applicant: An overhead gate to be provided separating the visitor, car share and passenger loading from the residential vehicle parking. Residential accessible parking is to be located behind the overhead gate.

- (b) Provision of minimum 22 ft. wide ramp where a center enterphone/RFID reader is proposed;
- (c) Provision of improved sightlines at the parkade access and the lane. The following to be addressed:
- i. Ramp slope not to exceed 5% for the first 20' from the property line;
 - ii. The south parkade wall height to be designed for sightlines to the south portion of the lane. Top and bottom wall elevations are required;
 - iii. Provide details for the parkade warning system.

Note to Applicant: This is a requirement due to the parkade ramp location relative to bend in lane.

- (d) Design development to improve accessibility and function of the proposed shared vehicle spaces;
- i. Provision of 2.9 m stall width for shared vehicle parking spaces;
 - ii. Relocation of the shared vehicle parking spaces to improve access and visibility from the outside.

46. Provision of 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) Show columns on the drawings and dimensions 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) The location of all poles and guy wires to be shown on the site plan.

Note to Applicant: 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.

Housing

47. The unit mix to be included in the Development Permit drawings, including studio units, one-bedroom units, two-bedroom units, and three-bedroom units, generally complies with the unit mix guidelines in the *Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available Incentives*, for both the market and below market (moderate income) rental housing units, and must include 35 per cent family units (two-bedroom and three-bedroom units);

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 per cent of the dwelling units designed to be suitable for families with children and meets the intent of the unit mix guidelines in the *Moderate Income Rental Housing Pilot Program* policy (<https://vancouver.ca/files/cov/moderate-income-rental-housing-pilot-program-administrative-bulletin-may-2018.pdf>).

48. The development should be designed in accordance with the *High-Density Housing for Families with Children Guidelines*, including the provision of:
- (a) a children's play area of at least 130 sq. m (1,400 sq. ft.) in size (S. 3.3.2 (a));
 - (b) seating on the rooftop with direct line of sight to the play area (S. 2.5.2) if the play area is situated on the rooftop;
 - (c) a minimum of 2.3 sq. m (24.7 sq. ft.) of bulk storage for each dwelling unit;
 - (d) multi-purpose indoor amenity space at least 37 sq. m (398 sq. ft.) with a wheelchair accessible washroom and kitchenette. Consider positioning this space on the rooftop adjacent to the children's play area to enable parental supervision from the amenity room; and,
 - (e) a balcony with 1.8 by 2.7 m minimum dimensions (S. 4.3.2).
49. Prior to issuance of a development permit, applicant to display a sign on the site, throughout construction, that acknowledges that secured market and moderate income rental housing is being provided as part of the City of Vancouver's initiatives. Sign design, format, and location to be approved by the City.

Tenants

50. Provide a Tenant Relocation Plan to the satisfaction of the General Manager of Arts, Culture and Community Services in accordance with the *Tenant Relocation and Protection Policy* that is effective at the time of submission of the Development Permit Application;
51. Provide a notarized declaration that demonstrates that:
 - (a) each tenant has been given written notice of the intent to redevelop the property;
 - (b) indicates the number of units occupied on the date of the notice; and,
 - (c) includes copies of a letter addressed to each tenant summarizing the Tenant Relocation Plan offer and signed as received by each tenant.
52. Provide an Interim Tenant Relocation Report prior to issuance of the Demolition Permit. The Report must outline the:
 - (a) names of any tenants who have ended their tenancy;
 - (b) reason for its end (e.g. Tenant Decision or Mutual Agreement to End Tenancy);
 - (c) outcomes of their search for alternate accommodation (if assistance was requested by the tenant);
 - (d) names of tenants still remaining in the building;
 - (e) status of the applicant's search for relocation options (if assistance was requested by the tenant); and/or
 - (f) additional assistance rendered, as required through their Tenant Relocation Plan.

Note to Applicant: If a long period of time elapses between Public Hearing and before issuance of Demolition Permit, the City may request an additional Interim Tenant Relocation Report be submitted.
53. Provide a final Tenant Relocation Report prior to issuance of the Occupancy Permit. The Report must outline the names of tenants; indicate the outcome of their search for alternate accommodations; summarize the total monetary value given to each tenant (moving costs, rents, any other compensation); and, include a summary of all communication provided to the tenants.

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, Development 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. The closing, stopping up and transfer of title to the owner of Lots A, B, C and D, all of Block D, West Part of District Lot 743, Plan 10571 of the required portion of the lane

west of Victoria Drive adjacent to 1990 Stainsbury Drive subsequent to Council approval and prior to enactment;

Note to applicant: The portion of the lane forming part of the proposed development must be purchased from the City at market value and be paid for prior to enactment. If enactment does not take place within a reasonable timeframe, the City reserves the right to re-value the lane.

2. The consolidation of the closed portion of lane with Lots A, B, C and D, All of Block D, West Part of District Lot 743, Plan 10571 to form a single development site;

Note to Applicant: Arrangements are subject to the conditions detailed in the March 1, 2016 letter to the applicant from Cheryl Nelms, Deputy General Manager.

City Council approval will be required, with the report to close the portion of lane only being advanced to Council following approval of the rezoning at Public Hearing and the execution of the sale contract by the owner.

3. Provision of a building setback and surface statutory right of way (SRW) for public pedestrian use over a portion of the site, adjacent to Victoria Drive, to achieve a 5.5 metre offset distance from the back of the existing curb to the building face. The SRW will be free of any encumbrance such as vents, structure, stairs, planter walls, benches, bicycle parking, door swing and plantings at grade (and is to accommodate the underground parking structure within the SRW agreement);

Note to Applicant: A survey plan prepared by a British Columbia Land Surveyor showing the existing dimension from the back of the City curb to the existing property line to determine the final setback and SRW width is required.

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 is provided;

- (a) The water main servicing the proposed development is 200 mm. Should the development require water service connections larger than 200 mm, the developer must upsize the existing main on Stainsbury Avenue from 200 mm to 300 mm, or whatever is required. The developer is responsible for 100 per cent of the cost of the upgrading.

Should the development's Fire Underwriter's Survey Required Fire Flow calculation change as the building design progresses, a resubmission to the City of Vancouver Waterworks Engineer is required for re-evaluation of the Water System.

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

- (b) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project. Implementation of development(s) at 1956-1990 Stainsbury Ave require the following in order to improve sewer flow conditions:

- i. Local Servicing Upgrade:
 - o Separate 176 m of COMB main on Stainsbury Ave
 - o Separate 123 m of 550 COMB main to 375 mm SAN and 900 STM on Stainsbury Ave from MH__FJCTGA fronting 1956 Stainsbury Ave. to MH__FJCTFE at L/E Commercial St and Stainsbury Ave.
 - o Separate 53 m of 550/600 COMB main to 375 mm SAN and 750 STM on Stainsbury Ave from MH__FJCTFE at L/E Commercial St and Stainsbury Ave to MH__FJCTFG at Commercial St and Stainsbury Ave, including tie-in to 1200 mm CoV main.
- ii. Off-Site Servicing Upgrade: None

The lengths and diameters of these improvements are approximate and subject to detailed design by Developer's Engineer.

The developer may submit a flow monitoring study to confirm the extent of the upgrade, which is to be reviewed and accepted by City Engineer. The study shall provide data for minimum 3 months of wet weather flow and dry weather flow, to allow for model calibration and flow estimate verification. The required upgrades may be modified based on the outcomes of the flow monitoring study, at the discretion of the City Engineer. Contact utilities.servicing@vancouver.ca for direction prior to initiating any flow monitoring work.

The post-development 10-year flow rate discharged to the storm sewer shall be no greater than the 10-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. All submittals including upgrade design drawings (90% design stage or better) are required to be reviewed and accepted by the City Engineer prior to development permit issuance.

Development to be serviced to the proposed 375 mm SAN and 900 mm STM sewers in Stainsbury Ave.

The applicant may propose alternative solutions to the satisfaction of the City Engineer.

- (c) Provision of a new standard pedestrian lane crossing, new curb returns and curb ramps at the existing lane crossing on Stainsbury Avenue adjacent to the site;
- (d) Provision of street trees, adjacent the site, where space permits;

- (e) Provision of street reconstruction on Stainsbury Avenue adjacent the site and appropriate transitions including the following; new grass front boulevard, a minimum of 2.14 m (7 ft.) concrete sidewalk, curb and gutter, a curb bulge, curb ramps and new pavement of road to the centre line of Stainsbury Avenue. 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.

- (f) Provision of 1.83 m (6 ft.) grass boulevard, a minimum of 2.44 m (8 ft.) wide broom finish saw cut concrete sidewalk, curb and gutter, and curb ramps along Victoria Drive;
- (g) Provision of a new pedestrian signal at the intersection of Victoria Drive and Stainsbury Avenue;
- (h) Provision of installation of parking regulatory signage on streets adjacent to the site;

Note to Applicant: Design details of off-site improvements to be finalized at the development permit stage.

- (i) Provision of upgraded street lighting (roadway and sidewalk) adjacent to the site to current City of Vancouver standards and Illuminating Engineering of North America (IESNA) recommendations;
- (j) Provision of intersection lighting upgrade at Victoria Drive and Stainsbury Avenue to current COV standards and IESNA recommendation;.
- (k) 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;

Note to Applicant: As-constructed documentation will be required that includes photographic and measured evidence of the installed number of conduits, their final locations and depths.

- (l) Confirmation that any relocated wood poles in the lane adjacent the site will not impact existing lane lighting. Should any relocated pole include lighting impacts, upgrading of the lane lighting to current standards will be required;
- (m) Provision of a new service kiosk;

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 (the latest edition) and the Master Municipal Construction Documents (the latest edition).

- (n) 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 BC 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.

Housing

- 5. Make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services to enter into a Housing Agreement and Section 219 Covenant to secure all residential units as rental housing units, with at least 20 per cent of the residential floor area that is counted in the calculation of the dwelling unit area per the CD-1 By-law secured as moderate income rental housing units subject to the conditions set out below for such units and in accordance with the requirements set out in the *Moderate Income Rental Housing Pilot Program*, for the longer of 60 years or the life of the building, and such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may require.

The agreement or agreements will include but not be limited to the following terms and conditions:

- (a) A no separate sales covenant;
- (b) A no stratification covenant;
- (c) A provision that none of such units will be rented for less than one month at a time;
- (d) All rental units will be secured as rental for a term of 60 years or the life of the building, whichever is greater;
- (e) That a rent roll be provided indicating the agreed initial monthly rents for each moderate income rental unit, when the Housing Agreement is entered into and again prior to development permit issuance;
- (f) That the average initial starting monthly rents for each moderate income rental housing unit, which comprise at least 20 per cent of the residential floor area that is counted in the calculation of the floor space ratio, will be at or below the

following rents, not subject to adjustment, as set out in section 3.1A(d) of the Vancouver Development Cost Levy By-law and section 2a of the *Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements And Available Incentives* Administration Bulletin:

Moderate Income Rental Housing Type	Maximum Average Starting Rents
Studio	\$950
1-bedroom	\$1,200
2-bedroom	\$1,600
3-bedroom	\$2,000

and that a rent roll indicating the agreed maximum average initial monthly rents for the units secured at moderate income rates will be required prior to Development Permit issuance, and again prior to issuance of an Occupancy Permit, to the satisfaction of the General Manager of Planning, Urban Design and Sustainability (or successor in function) and the Director of Legal Services;

- (g) That rent increases for the moderate income rental housing units will be capped at the Residential Tenancy Act maximum annual allowable increase, as published by the Province of British Columbia, regardless of a change in occupancy;
- (h) The applicant will verify eligibility of new tenants for the units secured at moderate income rates:
 - i. For new tenants, annual household income cannot exceed 4 times the annual rent for the unit (i.e. at least 25 per cent of household income is spent on rent);
 - ii. There should be at least one occupant per bedroom in the unit.
- (i) The applicant will verify the ongoing eligibility of existing tenants in the units secured at moderate income rates every five (5) years after initial occupancy:
 - i. For such tenants, annual household income cannot exceed five (5) times the annual rent for the unit (i.e. at least 20 per cent of income is spent on rent);
 - ii. There should be at least one occupant per bedroom in the unit.
- (j) On an annual basis, or at the request of the City, the applicant will report to the City of Vancouver on the operation of the moderate income rental housing units which will ensure that the City can confirm that the units are being operated as agreed, and will include a rent roll for the moderate income rental housing units, and a summary of the results of eligibility testing for these units;
- (k) Such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability (or successor in function) and the Director of Legal Services may require in their sole discretion;

Note to Applicant: This condition will be secured by a Section 219 Covenant and a Housing Agreement to be entered into by the City by by-law enacted pursuant to section 565.2 of the *Vancouver Charter* prior to enactment of the rezoning by-law.

Sustainability

6. The applicant will enter into an agreement with the City, on terms and conditions acceptable to the Director of Sustainability and the Director of Legal Services that requires the future owner of the building to report energy use data, on an aggregated basis, for the building as a whole and certain common areas and building systems. Such an agreement will further provide for the hiring of a qualified service provider to assist the building owner for a minimum of three years in collecting and submitting energy use data to the City.

Environmental Contamination

7. 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.

Agreements

8. 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 by-laws.

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.

* * * * *

**1956-1990 Stainsbury Avenue
DRAFT CONSEQUENTIAL AMENDMENTS**

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

DRAFT AMENDMENTS TO THE SUBDIVISION BY-LAW NO. 5208

Council amends Schedule A of the Subdivision By-law in accordance with the plan labelled Schedule A and attached to and forming part of this By-law, by deleting:

- 1956 Stainsbury Avenue [*Lot A, Block D, West part of District Lot 743, Plan 10571; PID 009-373-292*];
- 1966 Stainsbury Avenue [*Lot B, Block D, West Part of District Lot 743, Plan 10571; PID 009-373-357*];
- 1976 Stainsbury Avenue [*Lot C, Block D, West Part of District Lot 743, Plan 10571; PID 009-373-489*]; and,
- 1990 Stainsbury Avenue [*Lot D, Block D, West part of District Lot 743, Plan 10571; PID 002-718-642*];

from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

* * * * *

**1956-1990 Stainsbury Avenue
ADDITIONAL INFORMATION**

1. Urban Design Panel Minutes

Address:	1956-1990 Stainsbury Avenue
Permit No.	RZ-2019-00015
Description:	To develop a five-storey residential building containing 80 secured market rental residential units with 20% of the residential floor area assigned to moderate income households. The proposed total floor area is 5,830 sq. m (62,760 sq. ft.), the building height is 15.8 m (52 ft.) and the floor space ratio (FSR) is 2.59. This application is being considered under the <i>Moderate Income Rental Housing Pilot</i> program.
Zoning:	RS-1A to CD-1
Application Status:	Rezoning Application
Review:	First
Architect:	Carscadden Stokes McDonald Architects
Delegation:	Ian McDonald, Architect, Carscadden Stokes McDonald Architects Chloe Boisvert, Designer, Carscadden Stokes McDonald Architects
Owner	1196908 BC Ltd
Staff:	C. Chan and K. Spaans

EVALUATION: Support with Recommendations (6-2)

Panel's Consensus on Key Aspects:

- Having reviewed the project it was moved by Mr. Neale and seconded by Mr. Sharma and was the decision of the Urban Design Panel:

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

- Further design development to reduce the height of the exposed parkade walls.
- Further design development of the ground level amenity space and units above for improved usability / livability.
- Further design development to improve the livability of dwelling units located along the south property line.
- Explore increasing the building mass at the upper levels to reduce the overall building footprint to allow for more distance from the adjacent properties.

Related Commentary:

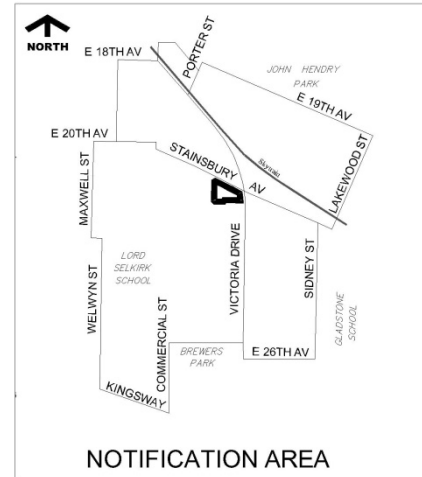
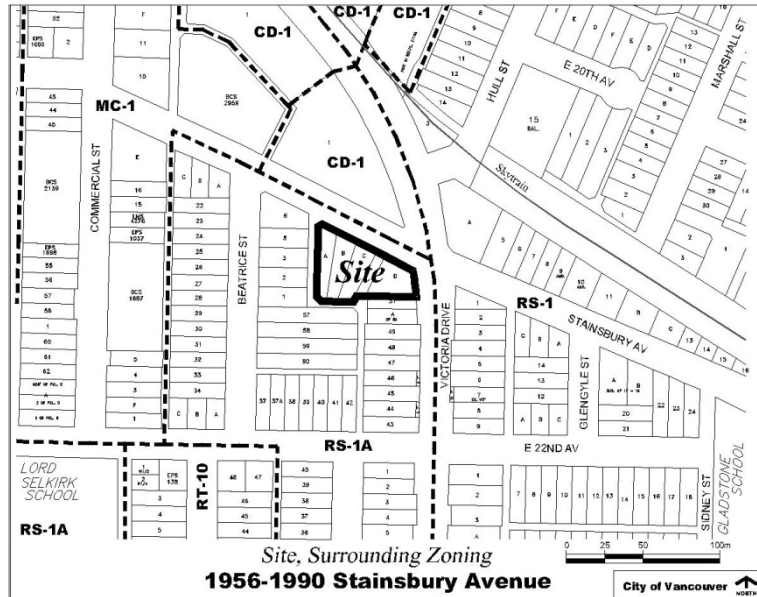
- In general the panel supported the project at the rezoning stage. Panel members appreciated the contextual fit and colour palette used.
- Panel members appreciated that the proposal is being designed to meet Passive House sustainability standards.
- Some members suggested that the setbacks on upper floors can be reduced to facilitate achieving Passive House standard.
- Panel members expressed positive comments regarding the fact that the applicant has prepared an energy model, and material used in the project.

- Most panel members show concern about the exposed parkade wall along Stainsbury Avenue.
- Many panel members suggested moving the parking ramp entrance northward to reduce height of underground parkade projecting above grade.
- Panel members recommend the reduction of the set back on upper levels to increase livability of certain units and potentially reduce the overall footprint of the building.
- Many panel members expressed concern regarding the units at and below grade and noted that grading was not substantially considered in the proposal.
- Panel members were concerned about the tightness of the dwelling units and the entrance.
- Some panel members show concern regarding the shadowing of the courtyard and amenity rooms.
- Many panel members show concerns for the interface of the public realm and recommends better landscaping.
- Some panel members expressed concern that a licensed Landscape Architect had not yet been engaged for the project, especially considering the unique grading challenges on the site.

Applicant's Response: The applicant team thanked the panel for their comments and will take the comments into consideration for further improvement.

2. Public Consultation Summary

A rezoning information sign was installed on the site on April 22, 2019. A community open house was held on May 15, 2019. A total of 1,310 notifications were distributed within the neighbouring area on or about April 23, 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).



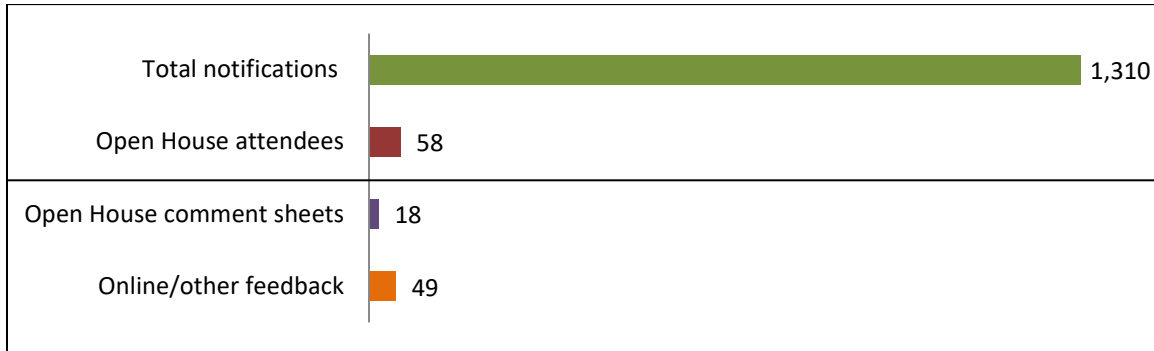
May 15, 2019 Community Open House

A community open house was held from 5 – 8pm on May 15, 2019, at the Croatian Cultural Centre, 3250 Commercial Drive. Staff, the applicant team, and a total of approximately 58 people attended the open house.

Public Response

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

- In response to the May 15, 2019 open house, a total of 18 comment sheets were received from the public.
- A total of 49 letters, e-mails, online comment forms, and other feedback were received from the public.



* Note that all reported numbers above are approximate

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.).

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:

- **Rental housing:** The proposed development would address the city's housing crisis and allow young professionals and families to stay in the area. The number of *MIRHP Program* units should be increased.
- **Neighbourhood fit:** The proposed building would fit well into the area and may not interfere with the neighbourhood character.
- **Building design:** The proposed building design is acceptable, noting that it would be aesthetically pleasing for the location. The laneway and underground parking placement is well-designed, citing that they would respond well to the surrounding neighbourhood.
- **Building density:** The building density is appropriate, with some respondents citing that higher density is supported.
- **Parking space:** The reduced parking spaces within the proposed development are supported as the location would be close to public transit and car share.
- **Proximity:** The site would be suitable since it is located close to schools, Trout Lake, and public transit.
- **Commercial space:** Respondents voiced support for the proposed commercial spaces as they would foster social interaction and walkability.

- **Building height:** The height of the proposed development is supported.
- **Sustainability:** Passive House standard is supported, while one respondent suggested using materials that could mitigate urban heat island effects.
- **Community amenities:** The rooftop amenity space and layout would be appropriate as it is well placed and accessible.
- **Building setback:** The building setback would be considered appropriate.
- **Unit design:** The units are considered well-designed, citing that although small they would not feel cramped while still allowing in natural sunlight.
- **EV charging station:** EV charging stations within the proposed development would be suitable due to the rising popularity of electric vehicles.

Generally, comments of concern fell into the following areas:

- **Quality of life:** The quality of life may decrease as the proposed development would block views and sunlight, result in a lack of privacy for neighbouring properties, and cause disturbance during construction.
- **Traffic:** The Stainsbury Avenue and Victoria Drive intersection would be a concern due to frequent car accidents and increased traffic congestions from additional residents. Traffic calming measures would be appropriate in this area.
- **Parking space:** There would be limited parking space within the proposed development as families may have more than one vehicle.
- **Laneway:** Increased traffic through the narrow laneway may result in safety concerns and challenges for emergency vehicle access.
- **Building density:** The proposed building density would be considered too high in a low density area.
- **Building height:** The proposed building height would not fit the surrounding neighbourhood context.
- **Commercial space:** Some respondents requested including a commercial retail space to foster social interaction and walkability.
- **Community amenities and schools:** Community amenities and schools in the area would struggle to accommodate additional residents.
- **Street parking:** Street parking is already limited, and the proposed development would further worsen the situation.
- **Developments:** There are a number of developments that are happening in the area in addition to this proposed project, which could result in a more transient neighbourhood.

- **Retain trees:** Trees should be retained regardless of the proposed development on the site, noting the two trees located on the corner of Stainsbury Avenue and Victoria Drive.
- **Bus capacity:** Bus services in the area are already at full capacity, citing that there is often a long wait before residents would be able to board a bus.
- **Redevelopment process:** The proposed development could be delayed by the Urban Design Panel, resulting in more accumulated cost.
- **Redevelopment potential:** Proposals in the area cause homeowners to not maintain their properties as they are waiting for their homes to be redeveloped.

Neutral comments/suggestions/recommendations:

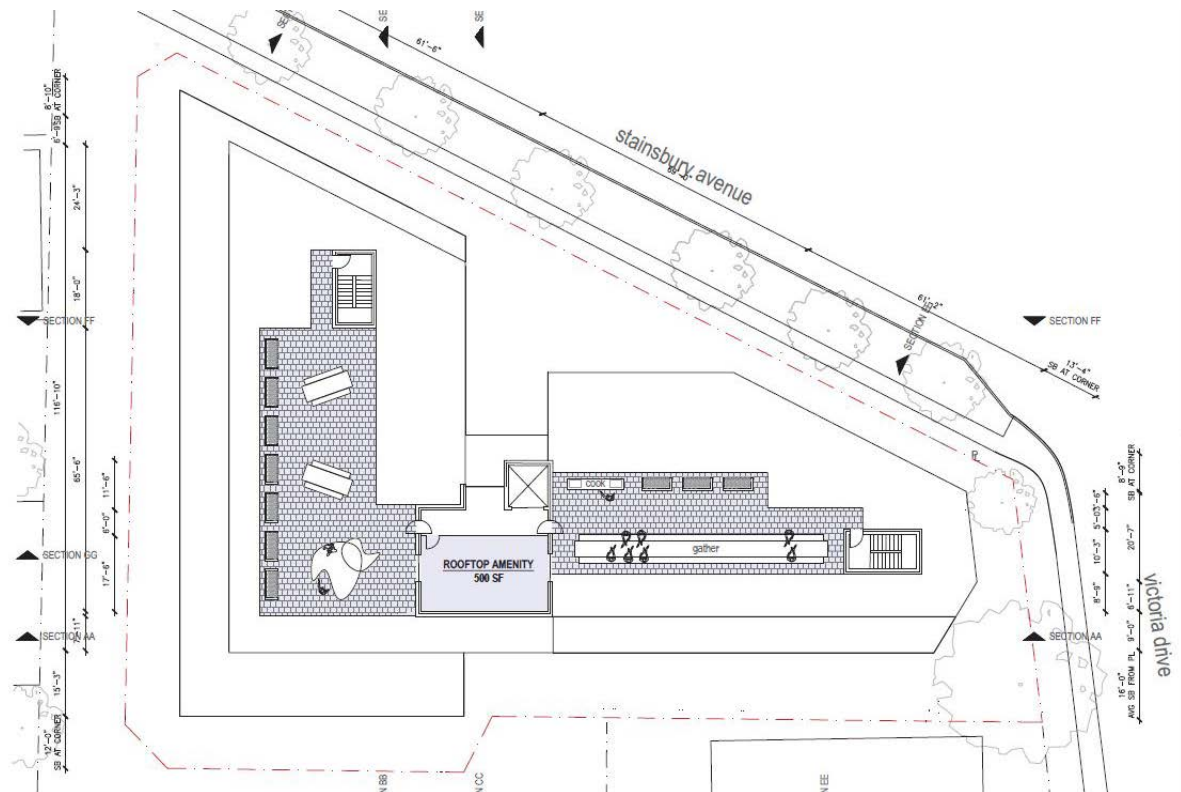
- **Decision making:** The public should have more options for rezoning applications in order to be better equipped to make decisions. Decisions should also be made fairly, and not just in the interest of the developer.
- **Unit size:** The number of proposed units may be increased if the unit sizes could be smaller.
- **Housing affordability:** Question on whether the City could develop more affordable housing by having better construction techniques and relax development requirements and building codes.
- **Elevator access:** Question on whether having one elevator within the proposed development would be enough to service the whole building.
- **Garbage bins:** There is a lack of garbage bins provided by the City in the back alley of the site and on Victoria Drive.
- **Beautification:** Question on whether there would be plans on beautifying the surrounding area.

* * * * *

Architectural floor plan of the 110-117 St. James Place project, showing units 110, 111, 112, 113, 114, 115, 116, 117, and 118. The plan includes detailed room layouts, furniture, and fixtures. Key areas include the 117 AMENITY (720 SF), 110 MECH/ELEC (545 SF), and various parking spaces. The plan also shows the building's relationship to St. James Avenue and Victoria Drive, with street names and addresses (110-117) clearly marked. Section lines AA, FF, and CC are indicated, along with various notes and dimensions.



Roof



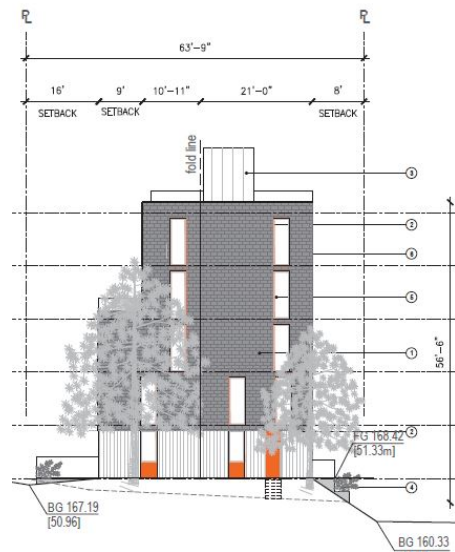
North Elevation



South Elevation



East Elevation



West Elevation



1956-1990 Stainsbury Avenue
DEVELOPMENT COST LEVY WAIVER ANALYSIS

To qualify for waiver of the Development Cost Levy (DCL) for the residential floor space, the application must meet the criteria set out in the relevant DCL By-law under section 3.1A. This application qualifies as outlined below.

- (a) All dwelling units proposed in the building will be secured as rental through the Housing Agreement as a condition specified in Part 2 of Appendix B.
- (b) None of the proposed dwelling units will be strata units, as required through the Housing Agreement.
- (c) The average size of all proposed dwelling units (market and moderate income rental units) will not be greater than specified in the DCL By-law.

Unit Type	No. units proposed	DCL By-law maximum average unit size	Proposed average unit size
Studio	24	42 sq. m (452 sq. ft.)	39 sq. m (422 sq. ft.)
1-bedroom	28	56 sq. m (603 sq. ft.)	54 sq. m (578 sq. ft.)
2-bedroom	17	77 sq. m (829 sq. ft.)	72 sq. m (779 sq. ft.)
3-bedroom	11	97 sq. m (1,044 sq. ft.)	81 sq. m (873 sq. ft.)

- (d) The average initial rents for all proposed moderate income rental housing units do not exceed rents specified in section 3.1A(d) of the DCL By-law. The following data reflects the DCL Waiver Request Form submitted by the applicant.

Unit Type	No. units proposed	DCL By-law maximum average unit rent	Proposed average unit rent
Studio	2	\$950	\$950
1-bedroom	2	\$1,200	\$1,200
2-bedroom	3	\$1,600	\$1,600
3-bedroom	6	\$2,000	\$2,000

By way of the Housing Agreement, the tenure of the housing will be secured as rental for the longer of the life of the building and 60 years, and the initial rents at occupancy will be secured to meet the averages set out under (d) above.

**1956-1990 Stainsbury Avenue
SUMMARY OF TENANT RELOCATION PLAN TERMS**

Tenant Relocation and Protection Requirements	Tenant Relocation Plan Offer
Financial Compensation	<ul style="list-style-type: none"> • Compensation in the form of free rent, a lump sum payment, or a combination of both, will be available for the eligible for the eligible Tenancy in accordance with the Tenant Relocation and Protection Guidelines: • 4 months of rent for tenancies up to 5 years;
Notice to End Tenancies	<ul style="list-style-type: none"> • Applicant to provide regular project updates to tenants throughout the development approvals process. • A minimum of four months' notice to end tenancy after all permits are issued is required (e.g. all development, building, and demolition permits in place).
Moving Expenses	<ul style="list-style-type: none"> • A flat rate of \$2000 will be provided at a minimum to all eligible tenants.
Assistance in Finding Alternate Accommodation (3 options)	<ul style="list-style-type: none"> • The tenants have advised the Applicant that their preference for a pet friendly house to rent. • In order to facilitate finding a suitable property in a desirable area that allows pets, Tenant and applicant have mutually agreed to start the search now and aim for a move-out date of February 28, 2020. In this case, Applicant has agreed to provide 6 months of rent paid as a lump sum at the end of the tenancy. If the tenancy is ended earlier by the tenants after finding suitable accommodations by providing the current landlord one months' notice under a Mutual Agreement to End Tenancy, the Applicant will still provide Tenant a lump sum of 6 months of rent upon vacating the current rental home
Additional Support for Low Income Tenants or Tenants Facing Other Barriers to Appropriate Housing	<ul style="list-style-type: none"> • Applicant will assist the tenants in finding three comparable units in the City of Vancouver that fits as closely to Tenant's current accommodation as possible; at least one of the comparable units will be in the same neighbourhood as the current Building. • Applicant will provide a designated tenant relocation manager/coordinator paid for directly by the Applicant. Tenants may provide accommodation specifications to the designated tenant relocation manager/coordinator for them to search out vacant units that match these requirements.
First Right of Refusal	<ul style="list-style-type: none"> • Applicant will offer the current tenants the right of first refusal in a new moderate income rental unit once construction is completed, provided that the Tenants meet the maximum income requirements outlined in the <i>MIRHP Program</i>, or a market rental unit at 20 per cent below starting market rate if the tenant's household income does not qualify for a moderate income rental unit. • Any subsequent rent increases for returning Tenants will be in line with the <i>Residential Tenancy Act</i>.

**1956-1990 Stainsbury Avenue
PUBLIC BENEFITS SUMMARY**

Project Summary:

Five-storey residential building with 80 secured rental housing units, of which 20 per cent of the floor area will be secured as moderate income rental units.

Public Benefit Summary:

The proposal would provide 80 secured rental housing units, including approximately 13 moderate income rental units, for 60 years or the life of the building, whichever is longer.

	Current Zoning	Proposed Zoning
Zoning District	RS-1A	CD-1
FSR (site area = 2,137 sq. m. (23,005 sq. ft.))	0.70	2.67
Buildable Floor Space (sq. ft.)	16,104	61,518
Land Use	Residential	Residential

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	City-Wide DCL ¹	\$67,957	\$0
	City-Wide Utilities DCL ¹	\$37,360	\$0
	Public Art	n/a	n/a
	20% Social Housing	n/a	n/a
Other Public Benefits Offered	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		\$105,317	\$0

Other benefits (non-quantified): 80 rental housing units secured for the longer of 60 years or the life of the building.

¹ Based on rates in effect as at September 30, 2019 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.

1956 – 1990 Stainsbury Avenue APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

PROPERTY INFORMATION

Street Address	Property Identifier (PID)	Legal Description
1956 Stainsbury Avenue	009-373-292	Lot A, Block D, West part of District Lot 743, Plan 10571
1966 Stainsbury Avenue	009-373-357	Lot B, Block D, West Part of District Lot 743, Plan 10571
1976 Stainsbury Avenue	009-373-489	Lot C, Block D, West Part of District Lot 743, Plan 10571
1990 Stainsbury Avenue	002-718-642	Lot D, Block D, West part of District Lot 743, Plan 10571

APPLICANT INFORMATION

Developer	1196908 BC Ltd.
Architect	Carscadden Stokes McDonald Architects
Property Owner	1956 Stainsbury Avenue, Ai Zhu Quong and Wah Cheong Quong
	1966 Stainsbury Avenue, Jack Jin Yow Wong, and Lily Sheung Wong
	1976 Stainsbury Avenue, May Nody Chan and Gok Gee Chan
	1990 Stainsbury Avenue, Antonios Tsigounis

SITE STATISTICS

Site Area	2,137 sq. m (23,005 sq. ft.)
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DEVELOPMENT STATISTICS

	Permitted Under Existing Zoning	Proposed		Recommended	
Zoning	RS-1A	CD-1		--	
Uses	Residential uses	Residential uses		--	
Floor Space Ratio (FSR)	0.70 FSR	2.59 FSR		2.67 FSR	
Floor Area	1,496 sq. m (16,104 sq. ft.)	5,533 sq. m (59,560 sq. ft.)		5,715 sq. m (61,518 sq. ft.)	
Maximum Height	10.7 m (35.1 ft.)	15.8 m (52 ft.)		Top of roof, 18 m (59.2 ft.)	
Unit Mix	N/A	Market:	Moderate Income:	Market:	Moderate Income:
		Studio 22	Studio 6	Studio 22	Studio 2
		1-Bed 18	1-Bed 4	1-Bed 26	1-Bed 2
		2-Bed 14	2-Bed 4	2-Bed 14	2-Bed 3
		3-Bed 10	3-Bed 2	3-Bed 5	3-Bed 6
		Subtotal 64	Subtotal 16	Subtotal 67	Subtotal 13
		Total 80 units		Total 80 units	
Parking Spaces	Per Parking By-law	24 vehicle spaces, 4 visitor spaces, 2 carshare spaces, 1 Class A residential loading space		--	
Bicycle Spaces	Per Parking By-law	190 Class A and 5 Class B bicycle spaces		Per Parking By-law	
Natural Assets	Existing: 4 on-site trees at grade and no off-site street trees No on-site streams	Proposed (including existing): Remove 2 on-site trees, retain 2 on-site trees		Remove all on-site trees, plant new on-site trees in southeast corner of site in addition to street trees. See landscape conditions in Appendix B	

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