



POLICY REPORT

Report Date: October 22, 2019
Contact: Karen Hoesse
Contact No.: 604-871-6403
RTS No.: 13440
VanRIMS No.: 08-2000-20
Meeting Date: November 5, 2019

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 Rezoning: 2543-2583 Renfrew Street and 2895 East 10th Avenue

RECOMMENDATION

- A. THAT the application, by Wensley Architecture Ltd. on behalf of Renfrew & East 10th (No.2) Nominee Inc. (Inc., No. BC1089655) (Molnar Group) to rezone 2543-2583 Renfrew Street and 2895 East 10th Street [Lots 17-22, all of Block 2 South ½ of Section 35 Town of Hastings Suburban Lands Plan 2059; PIDs: 007-765-541, 008-172-188, 009-948-465, 014-065-614, 014-065-622, and 014-065-649 respectively] from RS-1 (Single-family Dwelling) District and C-1 (Commercial) District to CD-1 (Comprehensive Development) District to increase the permitted floor space ratio (FSR) to 3.60 and to increase the building height to 26.2 m (86 ft.) to permit the development of a seven-storey mixed-use building with commercial uses at grade and 96 secured rental housing units with 20 per cent of the residential floor area being secured as moderate income units under the *Moderate Income Rental Housing Pilot Program*, be referred to public hearing together with:
- (i) plans prepared by Wensley Architecture Ltd., received on April 9, 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, 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 set out in Appendix C;

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

D. THAT, subject to enactment of the CD-1 By-law, the Sign 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 Sign By-law at the time of enactment of the CD-1 By-law.

E. THAT, subject to enactment of the CD-1 By-law, the Noise Control 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 *Noise Control By-law* at the time of enactment of the CD-1 By-law.

F. THAT Recommendations A through E be adopted on the following conditions:

- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
- (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a 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) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

REPORT SUMMARY

This report evaluates an application to rezone 2543-2583 Renfrew Street and 2895 East 10th Avenue from C-1 (Commercial) and RS-1 (Single-family Dwelling) District to CD-1 (Comprehensive Development) District under the *Moderate Income Housing Rental Pilot Program* ("MIRHP Program"). The application proposes a mixed-use building with commercial

uses at grade and secured rental housing above, of which a minimum of 20 per cent of the residential floor area is reserved for units for rent by households earning a moderate income and rented at rates affordable to such households. A height of 26.2 m (86 ft.) and a density of 3.60 are recommended.

Staff have assessed the application and conclude that it meets the intent of the MIRHP Program.

If approved, the application would contribute approximately 96 secured rental housing units towards achieving 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)
- *Renfrew-Collingwood Community Vision* (2004)
- *High-Density Housing for Families with Children Guidelines* (1992)
- *Family Room: Housing Mix Policy for Rezoning Projects* (2016)
- *Green Buildings Policy for Rezonings* (2010, last amended 2018)
- *Community Amenity Contributions through Rezonings* (last amended 2018)
- *Vancouver Development Cost Levy By-law No. 9755* (2008, last amended 2018)
- *Urban Forest Strategy* (2014)

REPORT

Background/Context

1. Site and Context

The site is located at the northwest corner of Renfrew Street and East 10th Avenue, with a frontage of approximately 62.2 m (204 ft.) along Renfrew Street and 37.2 m (122 ft.) along East 10th Avenue and comprised of six lots with a combined area of 2,311 sq. m (24,884 sq. ft.). The site is currently developed with one commercial building and five single-family houses, which include five tenanted units. For further information regarding existing tenants, refer to the Housing section.

Properties to the west of the site are zoned RS-1 and are developed with single-family houses. Properties to the east and north of the site have been rezoned. To the east of the site is the Broadway Technical Centre employment area CD-1 (470), which is currently developed with 4 to 6-storey buildings and the maximum height permitted in the zoning is 30.5 m (100 ft.). To the north is a 4-storey Rental 100 building under construction, zoned CD-1 (671). The site is located approximately 200 metres north of Renfrew Skytrain Station and at the corner of Renfrew Street and East 10th Avenue, just south of Broadway.

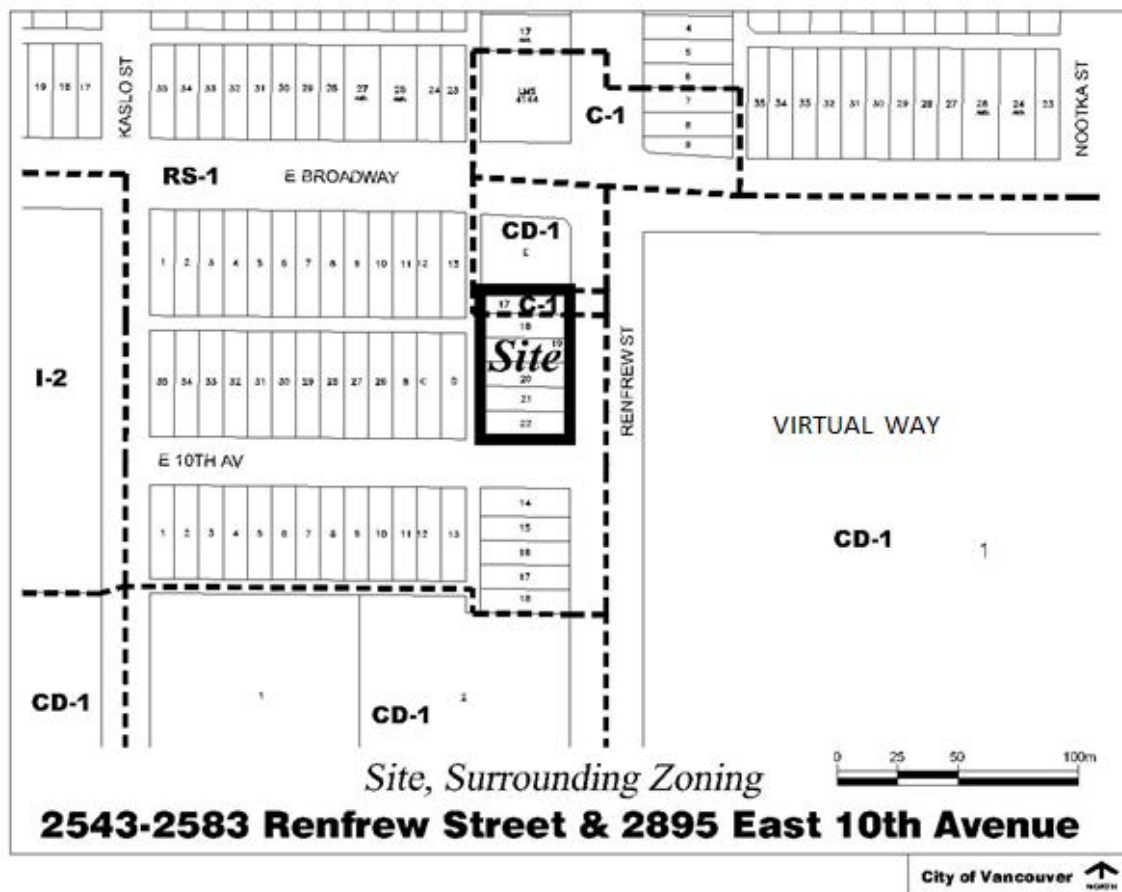
This application (referred to as the “North Building”) is being processed concurrently with the adjacent rezoning application at 2603-2655 Renfrew Street (referred to as the “South Building”). Both rezoning applications are being considered under the MIRHP Program.

Neighbourhood Amenities – The following neighbourhood amenities exist in the area:

- *Parks*: Kaslo Park is located three blocks to the north of the site (350 m)
- *Child Care*: Frog Hollow Satellite Daycare is located at 3260 East Broadway, four blocks to the east (650 m) which provides approximately 37 childcare spaces for young children and toddlers.

Local School Capacity – The site is located within the catchment area of Chief Maquinna Elementary school at 2882 East 4th Avenue, which currently has an operating capacity of 228 students. Per the *Vancouver School Board (VSB)’s Draft Long Range Facilities Plan* dated May 29, 2019, enrolments in 2017 resulted in a surplus of six spaces. By 2027 the draft plan forecasts limited accommodation for new enrolments. Greater capacity exists for surrounding schools in the Thunderbird and Nootka catchment areas. At the secondary level, Vancouver Technical School at 2600 East Broadway is utilizing 97 per cent of its 1,870 seat capacity with a surplus operating capacity of 59 student spaces in 2017, with a forecasted surplus of 74 spaces in 2027.

Figure 1: Location Map



2. Policy Context

Moderate Income Rental Housing Pilot 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 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 units. Those moderate income 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. There are to be caps on rental increases set under the provincial *Residential Tenancy Act*, even on a change in tenant. The purpose of the pilot program 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 program, and if appropriate, recommendations for a new, long-term program to encourage the construction of moderate income rental housing.

Housing Vancouver Strategy – 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. Nearly 50 per cent of the new units are intended to serve households earning less than \$80,000 per year, and 40 per cent are intended to be family-size units. This application, if approved, will contribute towards the targets for purpose-built market rental units and units for families.

Strategic Analysis

1. Proposal

The application proposed a mixed-use building consisting of commercial uses at grade and 96 secured rental housing units of which 20 per cent of the residential floor area is secured as moderate income rental units. The recommended height is 26.2 m (86 ft.) with an accompanying FSR of 3.60 (see Figure 2).

Figure 2: Revised Development as Viewed from Corner of Renfrew Street and 10th Avenue



Staff recommend a height and density higher than that of the submitted rezoning application (see Appendix G for statistics). The increase is a result of the applicant's response to staff recommendations, public feedback and comments received from the urban design panel. The increase allows for approximately nine additional rental units within 200 m of a Skytrain station and in a context that allows for higher building forms. This report is based on the original submission drawings dated April 9, 2019, and staff's recommended changes with corresponding conditions in Appendix B.

2. Land Use

The site is currently comprised of lots zoned RS-1, which permits residential use in the form of single-family houses, and a lot zoned C-1, which permits commercial use. This proposal includes residential and commercial land uses and is consistent with the intent of the MIRHP Program. A total of 940.5 sq. m (10,123 sq. ft.) of continuous retail space is provided at grade along Renfrew Street, wrapping around the corner to 10th Avenue (see Figure 3). At grade retail uses along Renfrew Street will contribute to the future success of the street given the mixed employment character of the area, the proximity to the Skytrain station and the potential for future intensification around the station.

**Figure 3: Revised Development as Viewed from East 10th Avenue
(south and west facades)**



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

The MIRHP Program permits consideration of additional height and density to support a limited number of moderate income rental developments. The policy does not contain any specific design guidelines. This application meets a number of criteria under the MIRHP Program, including location, access to transit, limited displacement of existing rental units, proposed unit mix and neighbourhood context.

Existing Zoning – If development were to occur under the existing RS-1 zoning, the maximum conditional development potential of the site would be duplex use to a maximum of 10.7 m (35 ft.) in height, and 0.7 FSR. The likely form would be five duplex dwellings with a maximum of one secondary suite per duplex unit for a total maximum of 10 strata units and 10 rental suites.

Under the existing C-1 zoning, the development potential would be commercial use to a maximum of 10.7 m (35 ft.) in height, and 1.2 FSR but could include up to 0.75 FSR of residential above grade.

Density – A density of 3.42 FSR was originally proposed for this application. Staff have reviewed the proposed design and recommend 3.60 FSR to accommodate an additional residential floor. The resultant height, massing, transitions, and setbacks are appropriate for the site and neighbouring context. Staff recommended support, subject to design development conditions in Appendix B.

Height – The program supports consideration of up to six storeys for RS-1 or C-1 sites fronting an arterial. In addition, the MIRHP Program allows for consideration of higher forms for sites at an intersection, subject to urban design performance, site conditions and relationships to adjacent developments. An increased height to seven floors with a partial eighth floor for rooftop amenity areas is recommended, given this site is located on a corner and within 200 m of the Renfrew Skytrain station. The rooftop would be limited to indoor and outdoor amenity areas. The additional height and density proposed is in line with public feedback and urban design comments. Staff also recommend a typical 3.1 m (10 ft. floor-to-floor height for residential uses to improve access to daylight and overall livability of the dwelling units. The recommendations result in an overall maximum height of 26.2 m (86 ft.).

The site grade significantly descends by approximately 5.5 m (18 ft.) heading south on Renfrew Street. The building frontage along Renfrew is over 200 ft. The building massing is broken down by stepping the heights of the building to match the landform. In light of the recommended increase of the overall building height, a recommendation is included in Appendix B to seek further design development to reinforce the stepping form and an appropriate building composition.

Neighbourliness – The area to the west across the lane is zoned RS-1 (single-family dwelling). The proposed building steps back along the lane and corner of East 10th Avenue in order to transition to the lower scaled development in the RS-1 zone. Ground-oriented townhouse units are proposed along the lane, maintaining a low scale residential character transition (see Figure 4).

Figure 4: Revised Lane Elevation



On Renfrew Street, the proposed commercial frontage and upgraded public realm will significantly improve the pedestrian experience. Engineering conditions will create a wider, enhanced public realm and retain street trees along East 10th Avenue.

Staff have included conditions in Appendix B to seek further design development, including opportunities for narrower retail units with at-grade entry and refinement of the street level design.

Landscape – The proposal will contribute soft and hard landscaping to the site and provision of a green roof and urban agriculture facilities. New street trees will be provided along Renfrew Street. Additional landscaping conditions can be found in Appendix B and include an increase in planting along Renfrew Street for both new City trees and on-site trees, and screening of loading in the lane.

Amenity – The application drawings include indoor and outdoor amenity areas on level 1A. Following the urban design panel review, staff are recommending the amenity areas be relocated to the rooftop. Design conditions are included in Appendix B to relocate the amenity areas and provide substantial edge planting to soften the interface at the lane as well as mitigate overlook to neighbouring properties. Rooftop amenity is to include a children’s play area and urban agriculture opportunities.

Livability – The MIRHP Program allows consideration of the relaxation of unit sizes and configurations, subject to project location, evaluation of livability, design performance, and affordability. Considerations include the relaxation of dwelling unit size from a minimum of 36.9 sq. m (398 sq. ft.) to 29.7 sq. m (320 sq. ft.), and inboard bedrooms (bedrooms without external windows) within three-bedroom moderate income rental units.

Urban Design Panel Review – The Urban Design Panel reviewed and supported this application on July 10, 2019 (see Appendix D) with recommendations including consideration for additional height and density and utilizing the rooftop for common amenity space.

Staff recommend approval of the proposed form of development subject to conditions outlined in Appendix B. For detailed panel comments, refer to Appendix D.

4. 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 want to live in social housing yet cannot afford market rental housing. The addition of new moderate income units and market rental housing units to the City’s inventory contributes toward the Housing Vancouver targets shown in Figure 5.

Figure 5: Progress Towards 10-Year Housing Vancouver Targets for Secured 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 towards 10-year Housing Vancouver targets began in 2017*

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

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, which was equivalent to approximately 463 available units. The vacancy rate (based on the CHMC Market Rental Survey) for the Renfrew-Collingwood neighbourhood is 0.8 per cent. That means 8 out of every 1,000 market rental units in Renfrew-Collingwood were empty and available for rent. A vacancy rate of three per cent is considered a balanced rental market.

Market rents continue to be high in light of significant demand and limited supply, and new market rental and moderate income rental are important parts of the housing continuum which help reduce pressure on the existing rental stock. The high cost of land acquisition and construction means that new market rental units will rent at higher rates than existing, older apartment rental units. The MIRHP Program ensures that more rental unit options are created that meet the affordability needs of those earning between \$30,000 and \$80,000 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* policy which includes family housing requirements set at 35 percent. These units are to be designed in accordance with the *High Density Housing for Families with Children Guidelines*.

This application provides for a broad cross section of household types with 40 per cent (39 units) as family units. Together, the North building and the South building would deliver a combined 36 per cent family units (64 units) and meet the intent of MIRHP Program to provide a mix of studio, one-bedroom, and family units that includes two and three-bedroom units.

Proposed Rents and Income Thresholds – In 2016, the median household income in the Renfrew-Collingwood neighbourhood was \$64,179. 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 rate units. This application would deliver approximately 19 units to be rented at rates that meet the affordability requirements of moderate income households under the MIRHP Program, as illustrated in Figure 6.

Figure 6: Proposed Rents for Moderate Income Units, Market Rents in Newer Eastside Buildings, and Household Incomes Served

Unit Type	Moderate Income Units - Average Starting Rents	Average Household Income Served ¹	Average Market Rent in Newer Buildings - Eastside (CMHC, 2018) ²	Average Household Income Served ¹
Studio	\$950	\$38,000	\$1,556	\$62,000
One Bedroom	\$1,200	\$48,000	\$1,746	\$70,000
Two Bedroom	\$1,600	\$64,000	\$2,339	\$94,000
Three Bedroom	\$2,000	\$80,000	\$2,828	\$113,000

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

² Data from the October 2018 CMHC Rental Market Survey for buildings completed in the year 2008 or later on the Eastside of Vancouver.

To be eligible for moderate income rental housing, a household must have a gross annual income that does not exceed the income 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.

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

The rents in the market rental component of the project will be affordable to persons employed in a variety of professions within Vancouver. A market rental studio unit could be affordable to a single person working in occupations in the education sector and industrial sector. A two-bedroom market rental unit could be affordable to a couple that work in construction or manufacturing.

The market rental housing component will provide options that are significantly more affordable than home ownership as illustrated in Figure 7.

Figure 7: Housing Costs and Household Incomes Served for Market Rental Versus Home Ownership

Unit Type	Average Market Rent in Newer Buildings - Eastside (CMHC, 2018) ¹	Average Household Income Served ²	Monthly Costs of Ownership for Median-Priced Unit – Eastside (BC Assessment 2018) ³	Average Household Income Served ²
Studio	\$1,556	\$62,000	\$2,455	\$98,000
One Bedroom	\$1,746	\$70,000	\$3,009	\$120,000
Two Bedroom	\$2,339	\$94,000	\$4,112	\$164,000
Three Bedroom	\$2,828	\$113,000	\$5,897	\$236,000

¹ Data from the October 2018 CMHC Rental Market Survey for buildings completed in the year 2008 or later on the Eastside of Vancouver.

² These rates represent the average minimum household income required for the average unit. The actual rents and income required will be a range. As per CMHC, affordable housing is defined as shelter costs equal to less than 30 percent of total before-tax household income.

³ Based on the following assumptions in 2018: median of all BC Assessment recent sales prices in Vancouver Westside 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.

The applicant has not requested a waiver of the Development Cost Levies associated with the project. As such, a DCL payment is anticipated.

Security of Tenure – All 96 residential units would be secured as rental through a Housing Agreement and/or a Section 219 Covenant for the longer of 60 years or the life of the building. The agreement is to be enacted by Council and registered on title to secure the starting rents for the moderate income units (as per Figure 6) and will prohibit the stratification separate sale of individual units and rental for periods of less than one month at a time. The agreement will also limit the rates at which rents for the moderate income units may be increased even on a change of tenant. Annual reporting on the operation of the moderate income rental housing units will be required and will contain information including rents and verification of tenant eligibility. The addition of new moderate income housing units and market rental housing units contributes toward the *Housing Vancouver* targets. Conditions related to securing the units are contained in Appendix B.

Existing Tenants –The site is currently developed with one commercial building and five single-family houses containing five tenanted units. On June 11, 2019, Council approved updates to the *Tenant Relocation and Protection Policy*; however, a Tenant Relocation Plan (TRP) is not required in this case as none of the existing tenants meet the requirements. In order to be eligible for tenant relocation, an existing tenant must have resided in the unit for over two years at the time of rezoning application, unless the tenancy commenced prior to transfer of the property. All existing tenants moved into their respective units after transfer of title to the site and had been renting the unit for a period of less than two years at the time a rezoning application was submitted.

5. Transportation and Parking

The application proposes 58 vehicle parking spaces in two levels of underground parking for the residential, commercial and visitor use, thereby exceeding the Vancouver Parking By-law requirement of 51 parking spaces for all uses. In addition, the application proposes 113 Class A bicycle spaces, and 6 Class B bicycle spaces.

The site is well served by transit, including Renfrew Skytrain station approximately 200 m to the south and frequent north-south bus service along Renfrew Street. The project is eligible for a 20 per cent reduction to residential parking and a 10 per cent reduction to commercial parking requirements due to proximity to frequent transit.

Engineering conditions of approval are included in Appendix B.

6. Environmental Sustainability and Natural Assets

Green Buildings – The *Green Building Policy for Rezonings* (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 applicant is pursuing the low emissions green buildings requirements. The low emissions green buildings pathway represents City priority outcomes, establishing limits on heat loss, energy use, and greenhouse gases, and drawing on industry best practices to create more efficient, healthy and comfortable homes and workplaces.

The applicant has submitted preliminary energy modelling analysis detailing building performance strategies to meet the new energy use intensity, greenhouse gas and thermal demand targets and a preliminary Rainwater Management Plan.

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

There are currently seven trees on-site. New street trees are proposed along Renfrew Street. Additional landscaping conditions can be found in Appendix B, which include an increase in planting along Renfrew Street and provision of a green roof.

PUBLIC INPUT

Public Notification – A rezoning information sign was installed on the site on May 14, 2019. Approximately 640 notification postcards were distributed within the neighbouring area on or about May 24 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).

Figure 8: Public Notification and Responses

Total Notifications	640
Open House Attendees	49
Comment Sheets	19
Other Feedback	1

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.).

Pre-Application Open House – The applicant held a pre-application open house on October 10, 2018 at the Italian Cultural Centre at 3075 Slocan Street. A total of 26 individuals attended the open house and 10 comment forms were received. The feedback indicated support for purpose-built rental housing, the building design and unit mix. Most respondents felt the height and density could increase given the proximity to the Skytrain station.

Community Open House – A community open house to present the rezoning application submission was held on June 25, 2019 at the Italian Cultural Centre, located at 3075 Slocan Street in Vancouver. Staff, the applicant team, and 49 people attended the open house. The open house was for both the 2603-2655 Renfrew and the 2543-2571 Renfrew & 2895 East 10th Avenue rezoning applications. Both proposals were submitted by the same applicant group under the MIRHP Program.

Public Response – A total of 20 comments 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 response is provided below. A summary of the key themes from the public feedback is provided below:

Support for the project included the following comments:

- Appropriate location for new development
- Variety of unit types
- Urban design features
- Retail at grade

Concerns for the project included the following comments:

- Proximity to Skytrain should allow for greater density
- Public realm features could be improved
- Oversupply of parking spaces

Staff Response – Public feedback has assisted staff with the assessment of the application. In general, the comments express support for the location of this proposed secured rental development. Staff response to key feedback is as follows:

Height and Density – This site was chosen as one of the top 20 MIRHP Program candidates because it was successful in meeting key criteria related to affordability, net new rental units, minimal impacts on existing renters, proposed unit mix, proximity to transit and amenities, and context and neighbourhood fit. In response to public feedback and urban design panel review, staff are recommending additional height from six to seven storeys (the partial eighth storey is the rooftop and intended for amenity spaces) and additional density from 3.42 to 3.60 FSR. This would result in approximately 12 additional secured rental units (including approximately 2-3 additional units at moderate income rates). The additional height and density recommended by staff is relatively modest given the local context and potential changes that may occur in Skytrain station areas.

Public Realm Features – A number of proposed design features contribute to a positive public realm. Continuous at grade retail along Renfrew Street also wraps around the corner of the building to create an active, engaging pedestrian experience. Statutory Rights of Way are required to be provided along Renfrew Street to increase sidewalk width and provide enhanced public realm features. Large, mature street trees are to be retained along East 10th Avenue including a new sidewalk where one currently does not exist. Townhouses are proposed along East 10th Avenue and the lane, completing an active ground level interface on all three exposed sides of the building. Landscape and urban design conditions of approval in Appendix B will ensure a successful public realm is developed through the Development Permit process.

Parking – The proposal meets the Vancouver Parking By-law by providing 58 combined vehicle stalls, which is seven above the minimum requirement of 51 stalls. The site is eligible for further parking reductions due to access to frequent transit. Throughout the rezoning process, staff encouraged the applicant to consider the option to provide a Transportation Demand Management (TDM) plan for further parking reductions, given proximity to a Skytrain station. Reduced parking requirements lower the overall project cost to support delivery of secured moderate income and market rental. A TDM plan remains an option applicants can consider through the Development Permit process.

PUBLIC BENEFITS

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

1. Required Public Benefits

Development Cost Levies (DCLs) – DCLs 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 recommended combined 8,322.5 sq.m (89,582 sq. ft.) of residential and commercial floor area. Based on rates in effect as of September 30, 2019, total DCLs of approximately \$2,254,214 would be anticipated from this development.

DCLs are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance and their rates are subject to Council approval of an annual inflationary adjustment on September 30 of each year. When a DCL By-law with higher rates is introduced, a number of rezoning, development permit and building permit applications may be at various stages of the approval process. An application may qualify as an

in-stream application and therefore may be exempt from DCL rate increases for a period of twelve months from the date of DCL By-law rate amendment provided that it has been submitted prior to the adoption of such DCL By-law rate adjustment. If a related building permit application is not issued within the 12-month period, the rate protection expires and the new DCL rate will apply. See the City's [DCL Bulletin](#) for details on DCL rate protection.

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.

2. Offered Public Benefits

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 and 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 4 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 be secured as rental housing (non-stratified) for the longer of 60 years or the life of the building. No less than 20 per cent of the residential floor area will be assigned to moderate income units, while the remainder will be market rate units. The public benefit accruing from this application is the contribution to the City's secured rental housing stock serving a range of income brackets.

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

Financial Implications

Based on rates in effect as of September 30, 2019, it is anticipated that the applicant will pay approximately \$2,254,214 in DCLs.

The 96 units of secured market and moderate income rental housing will be 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 2543-2583 Renfrew Street and 2895 East 10th Avenue from RS-1 and C-1 to CD-1 to permit development of 96 secured rental housing units, of which a minimum of 20 per cent of the residential floor area will be secured as moderate income units, consistent with the objectives of the *Moderate Income Rental Housing Pilot Program*. The application qualifies for incentives provided for secured market rental

housing, including additional height and density, and a parking reduction. It is concluded that the proposed form of development represents an appropriate urban design response to the site and context. If approved, this application would contribute 96 secured rental units 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.

* * * * *

**2543-2583 Renfrew Street and 2895 East 10th 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 purposes 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 Dwelling Units in conjunction with any of the uses listed in this section;

- (b) Retail Uses, limited to Farmers' Market, Furniture or Appliance Store, Grocery or Drug Store, Grocery Store with Liquor Store, Liquor Store, Public Bike Share, Retail Store, and Secondhand Store;
- (c) Service Uses, limited to Animal Clinic, Auction Hall, Barber Shop or Beauty Salon, Beauty and Wellness Centre, Cabaret, Catering Establishment, Laundromat or Dry Cleaning Establishment, Neighbourhood Public House, Photofinishing or Photography Studio, Print Shop, Production or Rehearsal Studio, Repair Shop – Class A, Repair Shop – Class B, Restaurant, School – Arts or Self-Improvement, School – Business, School – Vocational or Trade, and Wedding Chapel;
- (d) Institutional Uses, limited to Child Day Care Facility and Social Service Centre;
- (e) Office Uses;
- (f) Cultural and Recreational Uses, limited to Artist Studio, Arcade, Arts and Culture Indoor Event, Billiard Hall, Bowling Alley, Club, Community Centre or Neighbourhood House, Fitness Centre, Hall, Library, Museum or Archives, and Theatre;
- (g) Utility and Communication Uses, limited to Public Utility and Radio Communication Station; and
- (h) Accessory Uses customarily ancillary to the uses listed in this section.

Conditions of Use

- 5.1 A minimum of 20 per cent of the total dwelling unit area must be Moderate Income Rental Housing Units.
- 5.2 The design and layout of at least 35 per cent of the dwelling units must be:
 - (a) 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 The uppermost storey is limited to amenity areas, recreational facilities and meeting rooms accessory to dwelling uses, to be made available only to occupants of dwelling units within the building.
- 5.5 Non-residential uses are restricted to the ground floor.

Floor Area and Density

- 6.1 Computation of floor space ratio must assume that the site consists of 2,311.8 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 3.60.
- 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 and dwelling unit 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 per cent 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 per cent 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.

Building Height

7. Building height, measured from base surface to top of parapet, must not exceed 26.2 m.

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 requirements 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 per cent 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 ().

Severability

11. A decision by a court that any part of this By-law is illegal, void, or unenforceable severs that part from this By-law, and is not to affect the balance of this By-law.

* * * * *

2543-2583 Renfrew Street and 2895 East 10th 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 Wensley Architecture Ltd. stamped received April 9, 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 explore an increase of the building height to seven storeys for residential use plus a partial rooftop eighth-storey for an amenity room, up to a maximum of 26.2 m (86 ft.) building height, with accompanying increase in density to a maximum of 3.60 FSR.

Note to applicant: Consideration of an increase in height and density is based on the proximity of the site to the arterial intersection of Broadway and Renfrew and the Renfrew Skytrain station. Design strategies may include:

- (a) Provision of an additional half floor on the lower (south) portion of the building;

Note to applicant: Provide additional setbacks to the added massing, that include a setback from the rear property line of approximately 44 ft. (in line with the northern portion of the building) and a setback of approximately 26 ft. from the south property line (resulting in the upper level being setback approximately 10 ft. from the floor below).

- (b) Relocation of an amenity room on the rooftop of the higher (north) portion of the building; and

Note to applicant: The intent is to co-locate generous indoor and outdoor amenity spaces on the roof deck. The amenity room should be sized to accommodate a range of activities and gatherings for adults and children on site, and located towards the front of the building to mitigate the impact to the neighbours to the west.

- (c) Provision of a typical 10 ft. floor-to-floor height for improved livability.

2. Design development to ensure a compatible and appealing streetscape by employing the following strategies:

- (a) Strengthening the break of the building massing by enhancing the stepping form along Renfrew Street; and

Note to applicant: This can be achieved by increasing the building height of the north portion to achieve a full storey stepping. This will also assist with improving the commercial ceiling height and reducing the steps in the internal corridors. Incorporating the massing of rooftop amenity room may help reinforce the stepping form. Also see condition 1(b).

- (b) Design response to the increased overall building height to achieve an improved building composition.

3. Design development to the commercial frontage to improve pedestrian interest and pedestrian scale by providing the following:

- (a) Opportunities for smaller commercial units with frequent at-grade entries;

Note to applicant: Due to a significant slope condition along Renfrew Street, strategic locations of entry doors along with steps of the slab should be explored to maximize at-grade entries for potential small commercial units.

- (b) An expression of a finer grain module (~25 ft.) with transparent glazing, high quality materials, and more intensive detailing; and

- (c) Generous and continuous weather protection to the full width of building frontage.

Note to applicant: The weather protection is recommended in a canopy format. The canopy design should be integrated into the overall building and relate to the pedestrian scale. A comfortable depth-to-height ratio of the canopy is approximately 1: 1.5 and 10-12 ft. above sidewalk level.

4. Design development to improve the interface with East 10th Avenue through the following measures:

- (a) Provide additional setbacks at the south property line to accommodate the required SRW;

Note to applicant: Refer to Engineering conditions.

- (b) Maintain a minimum setback of 6 ft. above level 4 and provide an additional minimum setback of 10 ft. above level 6;

Note to applicant: Refer to Urban Design condition 1(b).

- (c) Provide additional setbacks to the ground-oriented units of at least 10 ft. from the required SRW; and

Note to applicant: See Engineering Condition 4. A total setback from the south property line is approximately 17 ft. The intent is to ensure sufficient room to accommodate private patio space, landscape buffer, and entry gates fronting the street.

(d) Provide a pronounced and inviting residential entrance.

5. Design development to improve the pedestrian interface with the street, lane, retaining wall of the site edges and the path along the south property line.

Note to applicant: Recommended design measures include lowering planters to a maximum of 12 inches and providing greater landscape screens and buffers at the loading bay.

6. Design development to ensure high standard livability for all dwelling units by providing the following:

(a) Adequate daylight, ventilation, and external views for all habitable rooms;

Note to Applicant: All habitable rooms should meet the Horizontal Angle of Daylight (HAD) requirement set out in the CD-1 By-law. An inboard bedroom may be considered by demonstrating the ability to maximize internal cross-ventilation, borrowed light and flexible usage such as wider range of activities than only sleeping. Detailed unit plans and sections are to be included as part of a Development Permit application. No more than one inboard bedroom is permitted in a moderate income rental unit with three or more bedrooms. Inboard bedrooms are not permitted in market rental units.

(b) Adequate room sizes to accommodate reasonable furniture layouts;

Note to Applicant: Any changes in the recommended 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 layout are to be included as part of a 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 balconies measuring 1.8 m (6 ft.) deep with a minimum area of 4.6 sq. m (50 sq. ft.). Reductions to the balcony size may be considered primarily for studios and one-bedroom units by demonstrating the ability to accommodate elements such as a table and seating for two people and offer generous common amenity spaces on site. Refer to the *High Density Housing Guidelines for Families with Children* for more information.

(d) Improve the loft units by reducing the unit depth, increasing the unit width, and reducing the overhang above.

7. Submission of a bird-friendly strategy for the design of the building in the application for a development permit.

Note to applicant: Refer to the Bird-Friendly Design Guidelines for examples of built features that may be applicable. For more information, see the guidelines at: <http://guidelines.vancouver.ca/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.

Note to applicant: Alcoves and other similar visually hidden areas should be design so as not to be covered or have limited cover and be well lit. Opportunities for graffiti can be mitigated by reducing areas of exposed wall and by covering with vines, hedges or a rough finish material.

9. Design development to improve visibility and security in the underground parking in accordance with the Parking By-law including:
 - (a) Overhead lighting and step lights at exist stairs and doors;
 - (b) 24 hour lights and walls painted white;
 - (c) Visibility at doors, lobbies, stairs and other access routes;
 - (d) Design development to improve daylight access to the back of loft units by increasing the height of the north cantilever to level 3;
 - (e) Accommodate the SRW setback requirement on East 10th Avenue; and
 - (f) Improve the interface with the adjacent north building.

Landscape Design

10. Design development to the rooftop to provide access for common uses in a second amenity area.

Note to Applicant: Urban agriculture and a children's play area are suggested as common uses, with improved solar access.

11. Design development to improve the public/private realm interface along Renfrew Street through the addition of as much soft landscape as possible.
12. Design development to improve the sustainability strategy, through the following:
 - (a) Provide intensive and extensive green roofs on all available flat rooftops, to be commonly accessible and usable providing open spaces with improved solar orientation;

- (b) Add substantially more landscape around all entry areas, to accent and soften them;
 - (c) Add vines to any blank wall facades, ensuring the vine support is sturdy and low maintenance (avoid high maintenance modular “green wall” systems);
 - (d) Add planters with overarching shrubs to common upper level decks, to be visually accessible from below, softening the edges and consisting of woody evergreen plant material for year-round presence;
 - (e) Add edible plants, which can be used as ornamentals as part of the landscape design; and
 - (f) Add urban agriculture plots.
13. 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.

14. 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.
15. Design development to the Integrated Rainwater Management Strategy to explore opportunities for onsite rain water infiltration and soil absorption, as follows:
- (a) Maximize natural landscape best management practises;
 - (b) Minimize the necessity for hidden mechanical water storage;
 - (c) Increase the amount of planting to the rooftop areas, where possible;
 - (d) 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.

16. 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.

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

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

20. 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.

21. 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.

22. 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.

23. 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*".

24. 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.

25. Provision of an outdoor Lighting Plan.

Sustainability

26. All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezoning*s (amended February 7, 2017), including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or alternate near zero emissions standard approved by the Director of Sustainability), or Low Emissions Green Buildings. The requirements for Low Emissions Green Buildings are summarized at <http://guidelines.vancouver.ca/G015.pdf>

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

Engineering Services

27. Parking, loading and bicycle spaces must be provided and maintained in accordance with the requirements of the Vancouver Parking By-law.
28. 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 standard will be required.

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).

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.

29. 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.

30. 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.
31. Clarify residential garbage/recycling storage provisions.
32. 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.”
33. Boulevard landscaping must meet the boulevard and landscaping guidelines including the provision of a 1 ft. grass strip at the back of the City sidewalk.
34. Gates/doors are not to swing more than 1 ft. over the property lines or into the SRW area.
35. Provision of generous and continuous weather protection adjacent the CRUs on both frontages.

Note to Applicant: A Canopy application for all new canopies that encroach onto City property will be required.

36. 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.
37. 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.
38. Staff notes that a Rainwater Management Plan (RWMP) has been submitted but are seeking a more detailed response toward the Citywide Integrated Rainwater Management Plan (IRMP) requirements outlined in the 'Green Buildings Policy for Rezoning' and detailed fully in the [Rainwater Management Bulletin](#). Please work to address the following to ensure that a final RWMP can be accepted prior to DP issuance.
39. Design development to improve access, design of bicycle parking and complies with the Bicycle Parking Design Supplement:
 - (a) Provision of automatic door openers on the doors providing access to the bicycle storage rooms;
 - (b) Provision of an alcove for the bike room access off the vehicle parking ramp and maneuvering aisle;
 - (c) All Class B bike parking to be provided on private property and should not encroach in any way on public property;

Note to Applicant: Clearly label and dimension on plan.
 - (d) Provide oversized spaces and lockers as per by-law; and
 - (e) Provide commercial/retail unit bicycle storage independent of residential bicycle storage.
40. Design Development to improve access, design of bicycle parking and complies with the Bicycle Parking Design Supplement.
 - (a) Provision of automatic door openers on the doors providing access to the bicycle storage rooms;
 - (b) Provision of an alcove for the bike room access off the vehicle parking ramp and maneuvering aisle;

- (c) All Class B bike parking to be provided on private property and should not encroach in any way on public property;
- (d) Provide oversized spaces and lockers as per by-law; and
- (e) Provide commercial/retail unit bicycle storage independent of residential storage.

Note to applicant: Clearly label and dimension information on plans.

41. Design development to improve access, design of loading spaces and complies with the Parking and Loading Design Supplement, including provision of review of the loading design considering truck turning movements and show turning swaths:

- (a) Provide a double throat for the Class B loading spaces to facilitate maneuvering to/from both directions.

42. 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) Ramp slopes must not exceed 12.5% after the first 20' from the property line/back of sidewalk. A 15% slope may be acceptable if a 7.5%-10% transition ramp is provided at the bottom for at least 4m in length.
- (b) Ramps which have a 15% slope and are exposed to the weather must be heated.
- (c) Column encroachments, setbacks and parking space widths to comply with the Parking and Loading Design Supplement. Column encroachments are not permitted in single module stalls; and
- (d) Provision of 2.7 m stall width for small car spaces next to two walls.

Note to Applicant: Explore relocating columns next to a wall in order to create more user friendly spaces.

43. 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, bicycle, and loading spaces individually numbered, and labelled on the drawings;
- (c) Dimension of column encroachments into parking stalls;
- (d) Dimensions for typical parking spaces;
- (e) Dimensions of additional setbacks for parking spaces due to columns and walls;

- (f) Dimensions of manoeuver aisles and the drive aisles at the parkade entrance and all gates;
- (g) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates. These clearances must consider mechanical projections and built obstructions;
- (h) Areas of minimum vertical clearances labelled on parking levels;
- (i) Design elevations on both sides of the ramps and drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances. The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings;
- (j) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable;
- (k) Existing street furniture including bus stops, benches etc. to be shown on plans; and
- (l) The location of all poles and guy wires to be shown on the site plan.

Green Infrastructure

44. Staff are seeking a detailed response toward the Citywide Integrated Rainwater Management Plan (IRMP) requirements outlined in the “Green Buildings Policy for Rezoning”, and the following:
- (a) As per the Rainwater Management Bulletin, runoff from the first 24 mm of rainfall from all areas, including rooftops, paved areas, and landscape must be retained or reused on site.

Explore additional avenues for retention of the 24 mm of rainwater as the amount currently captured in Absorbent Landscaping is small. Provide justification for not exploring the installation of a green roof, as Architectural plans indicate a flat area available.

Consider grading impervious areas into landscaping or direct balconies/roofs into landscaping with increased storage provided and an underdrain for safe conveyance.

Provide a site map detailing the different surface types and how rainwater will be directed or retained in each area. Include the following:

- i. Buildings, patios and walkway locations
- ii. Underground parking extents
- iii. Location of any proposed detention tank, water quality treatment and flow control system with connections to the sewer system
- iv. All routing of rainwater throughout the site
- v. Area and depth of landscaping to support the claim of absorbent landscaping as a rainwater capture method

- (b) Provide a servicing plan which includes all routing of water into the proposed systems and out to the municipal system.

45. The rainwater management system for the building(s) and site shall be designed such that the peak flow rate discharged to the sewer under post-development conditions is not greater than the peak pre-development flow rate for the return period specified in the City of Vancouver's Intensity-Duration-Frequency curve (IDF curve). The City of Vancouver's 2014 IDF curve shall be utilized for pre-development design flow calculations, and the City's 2100 IDF curve, which takes into account the effects of climate change, shall be utilized for post-development design flow calculations.

For this calculation, the 10 year, 5 minute time of concentration storm event should be used as this areas is within a commercial catchment. Revise submissions as needed and provide all calculations and assumptions used (i.e. runoff coefficients, etc.).

46. As per the Water quality requirements, the volume of water (24 mm for low pollutant generating surfaces like roofs and 48 mm for high pollutant generating surfaces like driveways) that leaves the site must be treated to a standard of 80% TSS removal by mass by using either individual BMPs that meet the standard or treatment trains of BMPs that, when combined, meet the standard.

Clarify what will be used to meet this requirement and for proprietary treatment devices:

- (a) Provide product information for all treatment practices.
- (b) Products need to meet either the Washington State Department of Ecology's Technology Assessment Protocol (TAPE) or ISO 14034 ETV certification. The applicant may propose other technologies but must provide supporting information that shows the technology meets the standard.

Provide detailed drawings of all proposed rainwater management systems including but not limited to, dimensions, inverts, stage-storage-discharge characteristics, design criteria and all assumptions.

47. Prior to Development Permit issuance, an Operation & Maintenance (O&M) Manual for all rainwater systems (i.e. green infrastructure), must be submitted to the satisfaction of the Integrated Water Management Branch and will included as a schedule in the covenant detailed below. The O&M Manual shall be tailored specifically for the GI practices proposed on-site and submitted as a standalone document. The applicant is welcome to contact IWM Branch to discuss specific details. The O&M Manual shall include, but not be limited to the following components:

- (a) Phasing Considerations (i.e. early stage requirements immediately following construction, and on-going requirements once the site is established)
- (b) A table or schedule that describes the level of effort and frequency of tasks required to maintain optimal performance for each individual component of the system

- (c) Fact sheets (or similar reference material), for proposed plantings
- (d) Contact information for any proprietary systems to be located on-site (for example oil/grit separators).

Housing

48. 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, for both the market and moderate income 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 considered 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 generally complies with the unit mix distribution targets in the Moderate Income Rental Housing Pilot Program (<https://vancouver.ca/files/cov/moderate-income-rental-housing-pilot-program-administrative-bulletin-may-2018.pdf>). The North building and South building will be reviewed concurrently in meeting the unit mix requirements.

49. The development is to comply with the High-Density Housing for Families with Children Guidelines, including the provision of:
- (a) a children's play area of at least 130 m² (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 m² (398 sq. ft.) with a wheelchair accessible washroom and kitchenette; and,
 - (e) a balcony with 1.8 by 2.7 m minimum dimensions (S. 4.3.2).
51. 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.

PART 2: CONDITIONS OF BY-LAW ENACTMENT

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

Engineering Services

1. Consolidation of Lots 17 to 22, All of South ½ of Section 35, Town of Hastings Suburban Lands, Plan 2059 to create a single parcel.
2. Release of Easement/Covenant CA6240224-9 (shared parkade access) prior to building occupancy.

Note to Applicant: Arrangements are to be secured prior to rezoning by-law enactment, with release to occur prior to issuance of an occupancy permit for the site. Provision of a letter of commitment will satisfactorily address this condition.

3. Provision of a building setback and statutory right of way (SRW) for public pedestrian use over a portion of the site to achieve a clear offset distance of 5.5m from the back of the existing City curb on Renfrew Street to the building face. The SRW will be free of any permanent encumbrance such as structure, mechanical vents, stairs and planter walls, but will accommodate the underground parking structure within the SRW agreement.

Note to Applicant: The 5.5 m offset distance along Renfrew Street is intended to provide the following, measured from the back of the existing curb: 1.22m (4') wide front boulevard and 3.05m (10') wide sidewalk (clear of all encumbrances); Engineering will accept uses such as small patios, bicycle parking, etc, in this remaining portion of the setback/SRW subject to review and approval by the appropriate City departments.

4. Provision of a building setback and statutory right of way for public pedestrian use over a portion of the site to achieve a clear offset distance of up to 3.0m from the property line on East 10th Avenue adjacent to the CRU and offset of up to 2.1m from the property line on East 10th Avenue adjacent to the residential units. The SRW will be free of any permanent encumbrance such as structure, mechanical vents, stairs, bicycle parking and planter walls, but will accommodate the underground parking structure within the SRW agreement.

Note to Applicant: The SRW requirement along East 10th Avenue is subject to confirmation of whether a sidewalk can be constructed within the root protection zone of the existing street trees.

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.

5. Provision of a Shared Use Loading Agreement for the Class B loading spaces between the commercial and residential uses and label the spaces as 'Residential and Commercial Loading'.
6. Provision of a Section 219 Covenant to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services restricting the issuance of a Development Permit until such time as the developer delivers a final Rainwater Management Plan ("RWMP") acceptable to the City and has entered into an agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services providing for the construction or modification of a rainwater management system and attached the RWMP.

7. 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) Provision of adequate water service to meet the fire flow demands of the project. The current application lacks the details to determine if water main upgrading is required. Please supply project details including projected fire flow demands, sprinkler demand, hydrant load, and domestic water demands to determine if water main upgrading is required. Should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any water system upgrading that may be required;

Note to Applicant: The main servicing the proposed development is 200 mm. Should the development require water service connections larger than 200 mm, the developer shall upsize the existing main on Renfrew Street from 200 mm to 300 mm. The developer is responsible for 100% of the cost of the upgrading.

- (b) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project;

- (c) Implementation of development at 2543-2583 Renfrew Street & 2895 East 10th Avenue requires the following in order to improve SAN sewer flow conditions:

Note to Applicant: These conditions can be shared with RZ-2019-00023 (2603-2655 Renfrew St).

i. Off-site Servicing Upgrade:

- Upsize 218 m of SAN main on Grandview Highway from Renfrew Street (MH__FJCUQ8) to the Grandview and Nootka pump station.
- Upsize 195 m of 250 mm SAN main to 450 mm on Grandview Highway from Renfrew Street (MH_FJCUQ8) to Nootka Street (MH_FJD5RH).
- Upsize 23 m of 300 mm SAN main to 450 mm on Grandview Highway from Nootka Street (MH__FJD5RH) to the Grandview and Nootka pump station.

Note to Applicant: Costs can be shared with RZ-2019-00023 (2603-2655 Renfrew Street) and RZ-2018-00045 (2830 Grandview Highway). The lengths and diameters of these improvements are approximate and subject to detailed design by Developer's Engineer.

- (d) The applicant 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. Developer to upgrade all catch basins (CB's) that are not to latest City of Vancouver CB standard. New CB's are to also have new CB leads. CB upgrades are required for all CB's fronting, flanking, and backing the development site where the CB is within the near half of the ROW. Existing CB and CB leads are to be removed. 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 200 mm SAN sewers in Renfrew St.

- (e) Street improvements along Renfrew Street adjacent to the site and appropriate transitions including the following:
 - i. 1.22 m wide boulevard with street trees where space permits;
 - ii. 3.05 m wide light broom finish saw-cut concrete sidewalk from the front boulevard;
 - iii. Curb and gutter, including pavement to the center median (for all southbound lanes);
 - iv. Hard surface treatment between the sidewalk and the building;
 - v. Curb ramps;
 - vi. Adjustment to all existing infrastructure to accommodate the proposed street improvements.

- (f) Street improvements along East 10th Avenue adjacent to the site and appropriate transitions including the following:
 - i. 3.05 m wide light broom finish saw-cut concrete sidewalk adjacent the CRU and minimum 2.14 m light broom finish saw-cut concrete sidewalk wide adjacent the residential units;
 - ii. Curb bulge;
 - iii. Curb and gutter, including pavement to the centerline of East 10th Avenue;
 - iv. Curb ramps; and
 - v. Removal of the existing driveway crossing and reconstruction of the sidewalks and curb to current standards;
 - vi. Adjustment to all existing infrastructure to accommodate the proposed street improvements

- (g) Paving of the lane adjacent the site to current standards and relocate the existing catch basins in lane as appropriate to ensure surface runoffs are being directed into the catch basins.

- (h) Provision of a new standard pedestrian lane crossing, new curb returns and curb ramps at the existing lane crossing on East 10th Avenue adjacent to the site.
- (i) Provision of installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.
- (j) Provision of improvements at the intersection of Renfrew Street and East 10th Avenue including geometric modifications, signage, and paint markings at the median on Renfrew Street to accommodate NB left turns, clarify turning movements at this intersection, and all associated enabling works to modify or relocate existing infrastructure.

Note to Applicant: City to provide approved geometric design for construction. Design details of off-site improvements to be finalized at the development permit stage.

- (k) Provision of upgraded street lighting (roadway and sidewalk) adjacent to the site to current City of Vancouver (COV) standards and Illuminating Engineering Society of North America (IESNA) recommendations.
- (l) Provision of a lighting evaluation of the entire intersection at Renfrew St and East Broadway and upgrade to current COV standards and IESNA recommendations if required.
- (m) Provision of new or replacement duct banks adjacent the development site that meet current City standards. Duct banks are to consist of electrical and communication ducts sized to meet City needs in a configuration acceptable by the General Manager of Engineering Services and in conformance with applicable electrical codes and regulations. A detailed design will be required prior to the start of any associated street work.
- (n) Provision of lane lighting on standalone poles with underground ducts.
- (o) Provision of 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)

- 8. 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.

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.

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.

Sustainability

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

Housing

10. 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 secured rental housing units, with at least 20 per cent of the residential floor areas that is counted in the calculation of the floor space ratio secured as moderate income 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.

The Housing Agreement 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 housing 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 unit will be at or below the following rents, not subject to adjustment, as set out in 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 or Sustainability (or successor in function) and the Director of Legal Services;

- (g) That rent increases for the moderate income 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) That 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); and
 - (ii) There should be at least one occupant per bedroom in the unit.
- (i) That 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 5 times the annual rent for the unit (i.e. at least 20 per cent of income is spent on rent); and
 - (ii) There should be at least one occupant per bedroom in the unit.
- (j) That 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 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 units, and a summary of the results of eligibility testing for all units.

- (k) That 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.

Environmental Contamination

11. As applicable:

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

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

* * * *

2543-2583 Renfrew Street and 2895 East 10th Avenue
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENT TO THE SUBDIVISION BY-LAW NO. 5208

A consequential amendment is required to delete from Lots 18-22, Block 2 Section 35 Plan VAP2059 New Westminster District Lot THSL Part S 1/2; PIDs: 008-172-188, 009-948-465, 014-065-614, 014-065-622, and 014-065-649 respectively from the RS-1 maps forming part of Schedule A of the Subdivision By-law

DRAFT AMENDMENT TO THE SIGN BY-LAW NO.11879

Amend Schedule A (CD-1 Zoning Districts Regulated by Part 9) by adding the following:

“2543-2583 Renfrew Street and 2895 East 10th Avenue
[CD-1 #] [By-law#] C-2”

DRAFT AMENDMENT TO THE NOISE CONTROL BY-LAW NO.6555

Amend Schedule B (Intermediate Zone) by adding the following:

“[CD-1 #] [By-law#] 2543-2583 Renfrew Street and 2895 East 10th Avenue

* * * * *

**2543-2583 Renfrew Street and 2895 East 10th Avenue
ADDITIONAL INFORMATION**

1. Urban Design Panel Minutes

Address:	2543-2583 Renfrew Street, 2895 E 10th Avenue and 2603-2655 Renfrew Street
Permit No.	RZ-2019-00022 and RZ-2019-00023
Description:	RZ-2019-00022 is to develop a 6-storey mixed-use building consisting of commercial at grade and 87 secured market rental units above; all over two levels of underground parking. The proposed floor area is 8,013 sq.m. (86,253 sq.ft.), the building height is 20.2 m (66.5 ft.) and the floor space ratio (FSR) is 3.42. This application is being considered under the Moderate Income Rental Housing Pilot Program (MIRHPP). RZ-2019-00023 is to develop a 6-storey mixed-use building consisting of commercial at grade and 70 secured market rental units above; all over two levels of underground parking. The proposed floor area is 6,403 sq. m (68,923 sq. ft.), the building height is 20.7 m (68 ft.) and the floor space ratio (FSR) is 3.19. This application is being considered under the Moderate Income Rental Housing Pilot Program (MIRHPP).
Zoning:	C-1/RS-1 to DC-1
Application Status:	Rezoning Application
Review:	First
Architect:	David Echaiz-McGrath (Architect)
Owner	Andre Moznaz and Greg Persany
Staff:	Derek Robinson & Grace Jiang

EVALUATION: Support with Recommendations (9/0)

• **Introduction:**

Rezoning Planner, Derek Robinson, began by noting these sites are located on the west side of Renfrew St, south of Broadway, approximately 200m from Renfrew Station. The north site is six lots and south is five lots. All currently have SFD and all zoned RS-1 except northernmost lot is C-1.

This area has a mix of land uses including employment, residential and industrial. To the north are 4 storeys Rental 100 under construction. South is two stories La Salle college, which has been rezoned to permit with a maximum height of 90 feet along the north property line. To the east is 5-6 storeys Broadway Tech Centre. To the west are single-family homes.

This application is in response to the Moderate Income Rental Housing Pilot Program or MIRHP Program which is a limited pilot program that enables up to 20 rezoning city-wide for new buildings that provide 100% secured market rental housing, with a minimum of 20% of the residential floor area permanently secured for moderate income households. This program addresses a critical gap in our rental housing market by encouraging development of new units for households earning between \$30,000 and \$80,000 per year. The policy

outlines location criteria, where a height of up to 6 storeys could be considered for RS-1 sites on arterial roads. Neighborhood context is an important consideration, and all projects must consider and respect transitions to surrounding areas and homes.

This proposal to rezone is to construct two 6-storey mixed-use rental buildings with ground floor retail. The north parcel is 24,884 square feet and the south parcel is 20,842 square feet. The proposed FSR is 3.43 with 83 units for the north building and 3.27 with 74 units for the south building. Both buildings have two levels of parking accessed from the lane. The form of the south building has been shaped to retain two existing trees along 10th Avenue. There are also large street trees on both sides of 10th Avenue which are to be retained. Note there is currently no sidewalk on the north side of 10th Avenue. There is a 3m City sewer easement on the south side of the south building, which is why the building is setback off the property line. The applicant has recently decided to move from wood frame to concrete construction for both of these buildings, which will result in some further design refinements.

Development Planner, Grace Jiang, began by noting that both sites have significant slope from the north downhill to the south along Renfrew St. For the north site, it drops 17 feet over 207 feet frontage, and the south site drops 11 feet over a 170 feet frontage.

The existing zoning of both sites is RS1, except the end lot of the north site is zoned C1. Under the MIRHP Program, up to 6 storeys can be considered for the site on arterials subject to surrounding context and urban design considerations. The two rezoning applications are for a 6-storey mixed-use development. Both buildings propose a stepped massing along the street slope with a height of approx. 70 feet at the highest point.

In terms of the context, the policy indicates, in RS area, projects in areas with existing precedents for higher buildings will be considered more appropriate locations for additional height and density. The area between Broadway and SkyTrain are mostly rezoned to CD-1. The site to the south is rezoned for office use and allowed building height up to 30m to 34 m. The site to the east across the Renfrew is also rezoned for office use for building height up to 18m.

The policy also requires the project must consider and respect transitions to surrounding areas and homes. The block to the west across the lane is low density residential area. From the rear, both building provide transition heights and setbacks including a one storey massing at 12 feet setback, increasing to 37 feet for the primary massing, and additional 8 feet shoulder above level 4. Both buildings extend a wing along E 10th Ave and terrace down to a 3 and 4 storey massing when approach to the lane with a setback of 8 ft from the lane. There are surface loading with trellis at lane as well as the parkade accesses.

E 10th Ave is a local residential street with mature trees on both sides. Both buildings provide 8 feet from E 10th Avenue at ground level and 4 feet setback for the levels above. The south building provides deeper setbacks at the corner and the middle of the building to retain two trees. City staff and applicant are in a process of evaluating the feasibility of the tree retention.

There is a 4-storey mixed-use development adjacent to the north, which is rezoned from C1 and currently under construction. The north building proposes party wall condition at the shared property line for the first four storey and steps back partially at fifth and sixth storey.

Another urban design consideration is to create successful streetscape. The top two floors are stepped back to strengthen a 4-storey street wall expression on Renfrew Street and E10th Avenue. Both buildings have long frontage which are broken down through stepped massing. Given the sites are in close proximity to Renfrew SkyTrain station, successful commercial components and enhanced walking environment is important to this area. Both buildings are set back 18 feet from Renfrew St for wider sidewalk. Ground floor retail units front onto Renfrew St and are stepped up to response the slope condition. The proposed frontage of individual unit ranges from 20 feet to 40 feet and floor height from 13 feet to 18 feet.

Both buildings provide the amenity room on the second floor with co-located outdoor amenity space on the second floor roof deck on the back.

Advice from the Panel is sought on the following:

For both applications, advice from the Panel is sought on the following:

1. Does the panel support the proposed overall height and massing?
2. Has the length of the building been adequately broken down to be compatible with context streetscape?
3. Given the significant slope condition, does the project provide successful commercial space and pedestrian-oriented public realm on Renfrew Street?
4. Please comment on the lane interface (residential units, landscaping, loading and parking) in terms of mitigating the impact to the neighbouring properties and enhancing a residential character at lane.
5. Please comment on the proposed outdoor amenity space in terms of the location, size, proportion, and impact to the neighbouring properties.

For the north building:

6. Does the north building provide respectful relationship to the adjacent development to the north?

The planning team then took questions from the panel.

Applicant's Introductory Comments:

Applicant noted the design concept was to maximize the project space given the grading constraints. The project uses materiality to promote a defined set back of the building.

With a concrete design, the project will have 10 feet from floor to floor giving a well proportion building.

Outdoor amenities spaces are located at the lower floors to provide privacy to nearby neighbors.

There will be activation of the laneway.

Treatment of the paving material will be considered.

The applicant noted that they will look for opportunity to promote tree retention or plant better trees.

The applicant team then took questions from the panel.

Panel's Consensus on Key Aspects Needing Improvement:

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

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

- Further considerations on adding additional density and height.
- Further design development of the Renfrew Street frontage.
- Further design development of the roof deck for outdoor amenity space use

Related Commentary:

In general the panel supported the project at the rezoning stage.

Panel members support the proposed height and massing.

Panel member recommended an increase in height and density of the project.

Some panel members showed concerns about the south walkway and suggests a gated entrance.

Panel members recommended better utilization of the roof area.

Some panel members suggest implementing a weather protection area.

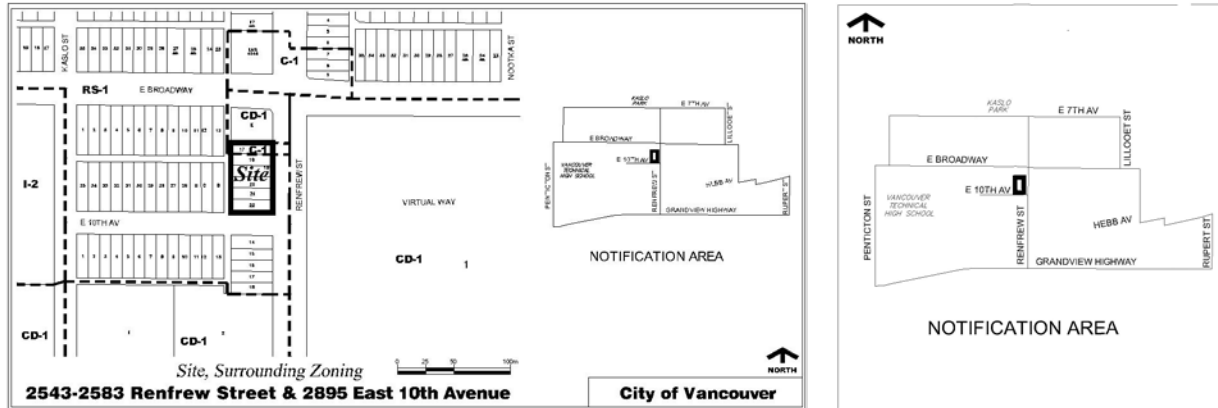
Panel members recommended a prominent entrance frontage

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

2. Public Consultation Summary

Rezoning Application (Submitted April 9, 2019)

Public Notification – A rezoning information sign was installed on the property on May 14, 2019. Approximately 640 notification postcards were distributed within the neighbouring area on or about May 24 2019. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps).







Community Open House – A community open house was held at the same time and location for the rezoning applications of 2543-2583 Renfrew Street and 2895 East 10th Avenue, and the rezoning application for 2603-2655 Renfrew Street.

The community open house occurred on June 25, 2019 at the Italian Cultural Centre at 3075 Slocan Street. Staff, the applicant team, and 49 members of the public attended the open house.

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

- In response to the June 25, 2019 open house, a total of 49 comment sheets were received from the public
- Approximately 1 email and online comments were also received

Notification and Public Response

Total Notifications	 640
Open House Attendees	 49
Comment Sheets	 19
Other Feedback	 1

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.).

Comments of Support:

- **Appropriate location for new development:** The proposal is located in a good location for new housing given its proximity to schools, retail shores, offices, community centres, parks and skytrain stations. Respondents believe that the new development will improve the functionality of the area.
- **Offers a mix of unit types:** The ratio of 2-3 bedrooms units is beneficial for encouraging families into the area and that the studio units were generous in size.
- **Quality urban design features:** The architecture and urban design treatments of the building are attractive.
- **Supportive of retail at grade:** The retail at grade would enhance the vibrancy of the area. Having more retail as part of the proposal was viewed as beneficial by respondents.

Comments of Concern:

- **Building affordable of spaces:** There were concerned rental housing isn't being built fast enough. In addition, respondents felt rental housing should be expedited, income limitations should be eliminated, and the MIRHP Program expanded.
- **Improve public realm features):** The proposal lacked adequate treatments of its open spaces. Respondents acknowledged that any greenery should be replaced without

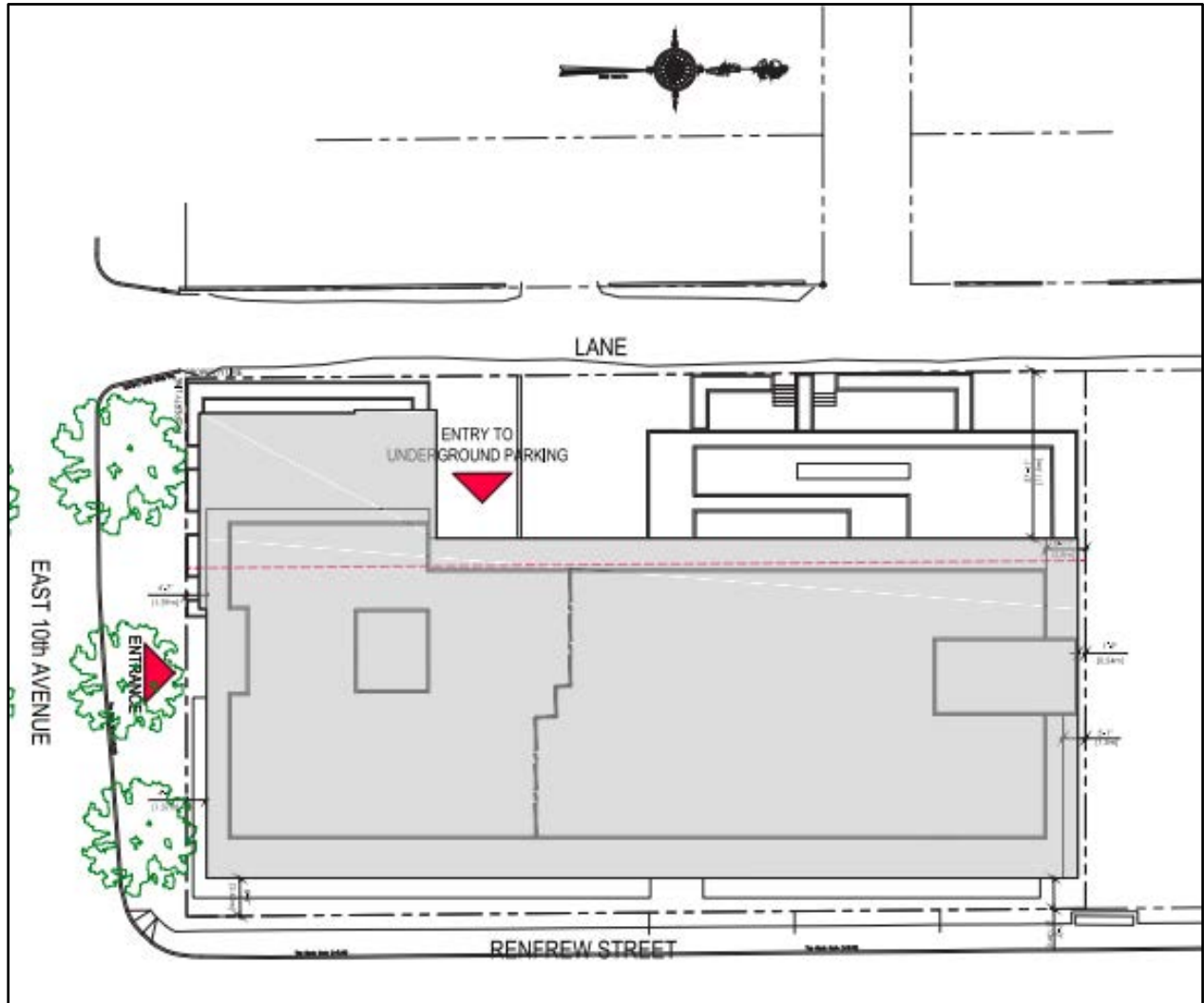
losing existing green space or trees. Respondents believe the open space outside the building should be welcoming, friendly, and open to the public.

- **Oversupply of Parking:** The proposal has an oversupply of parking given the location's proximity to skytrain stations.

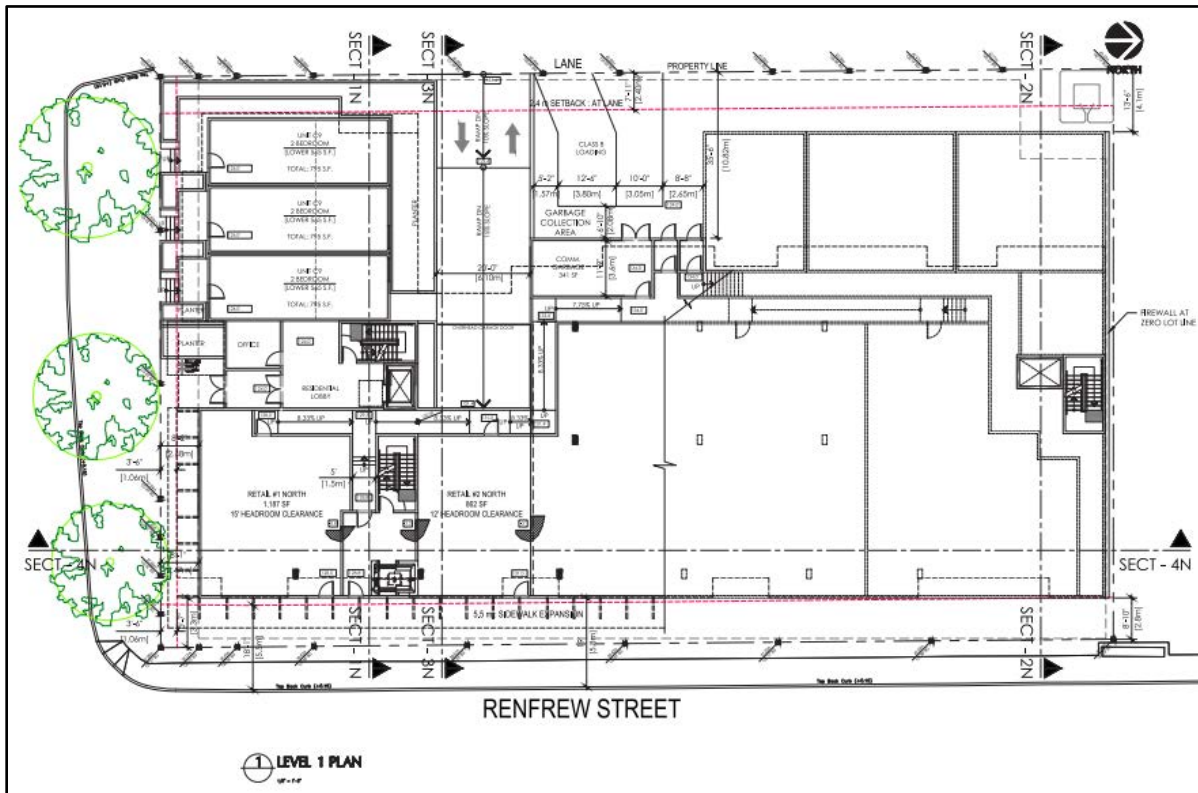
* * * * *

2543-2583 Renfrew Street and 2895 East 10th Avenue
FORM OF DEVELOPMENT DRAWINGS

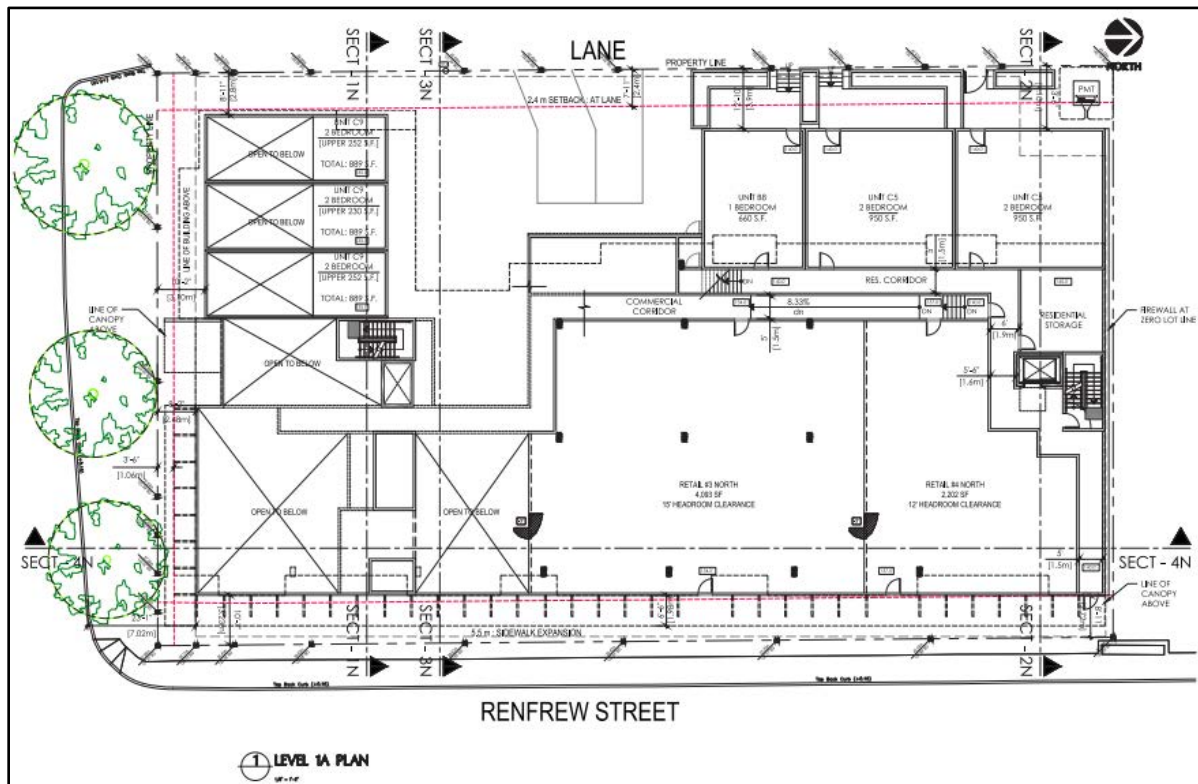
Site Plan



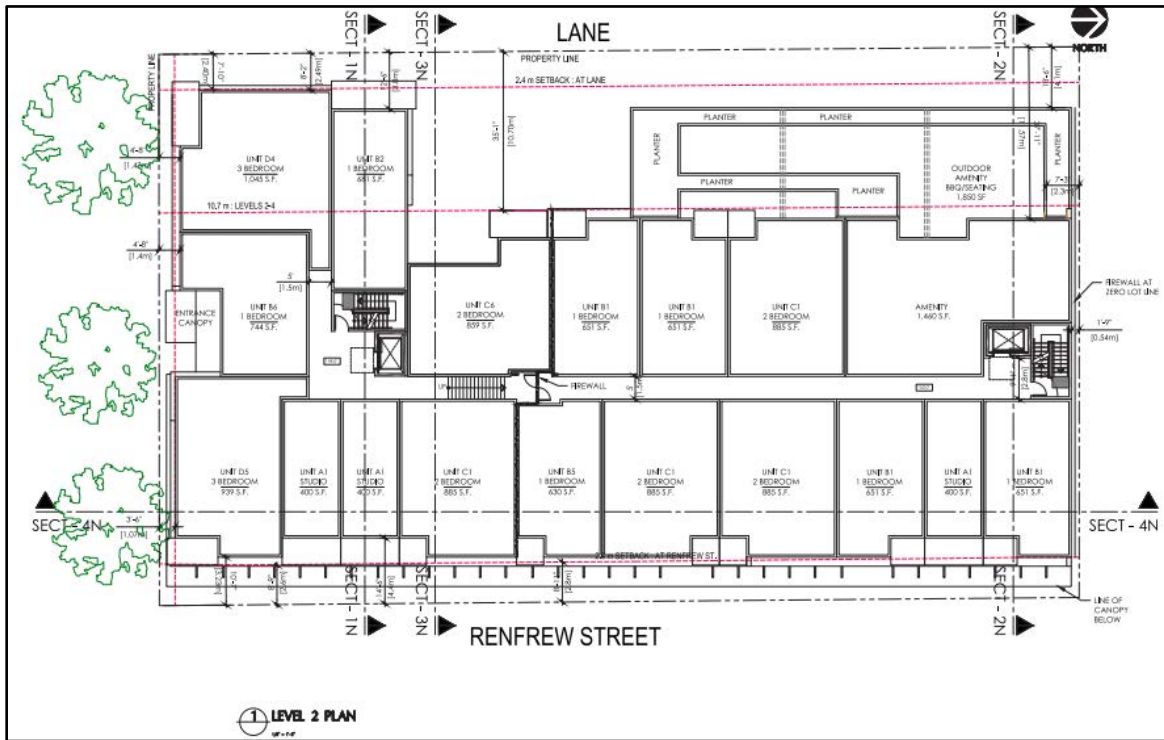
Level 1



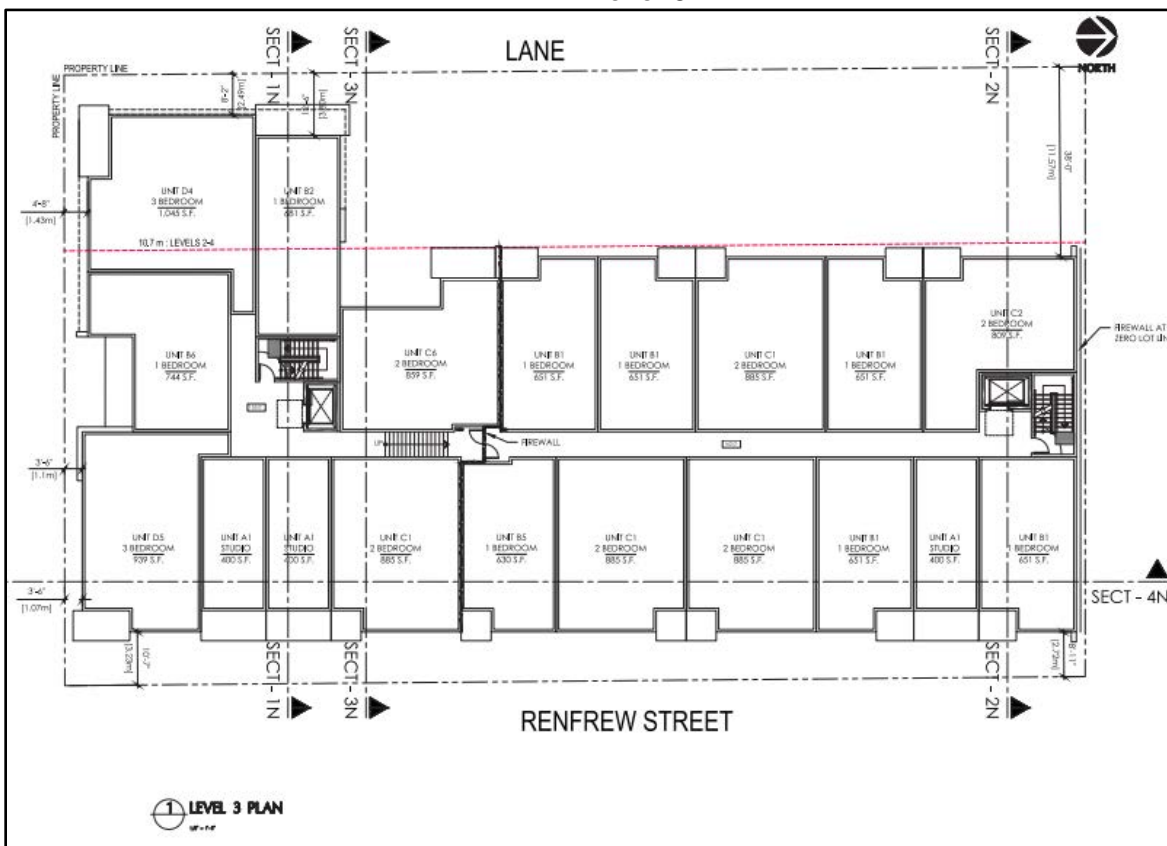
Level 1A



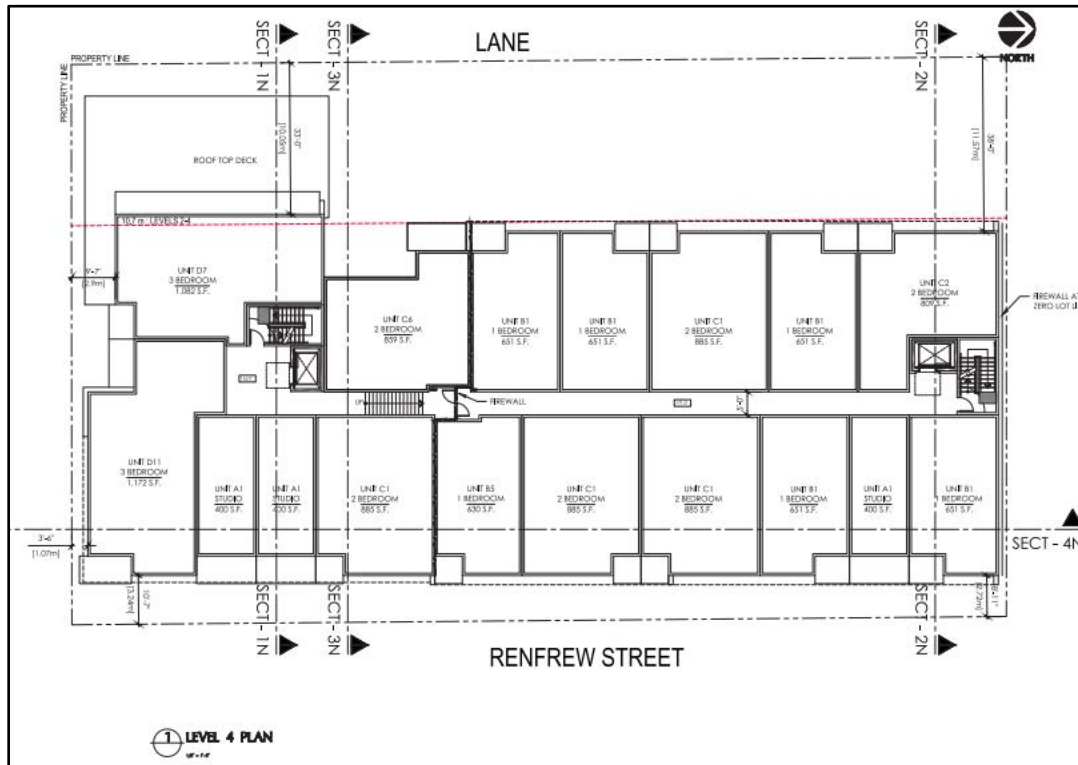
Level 2



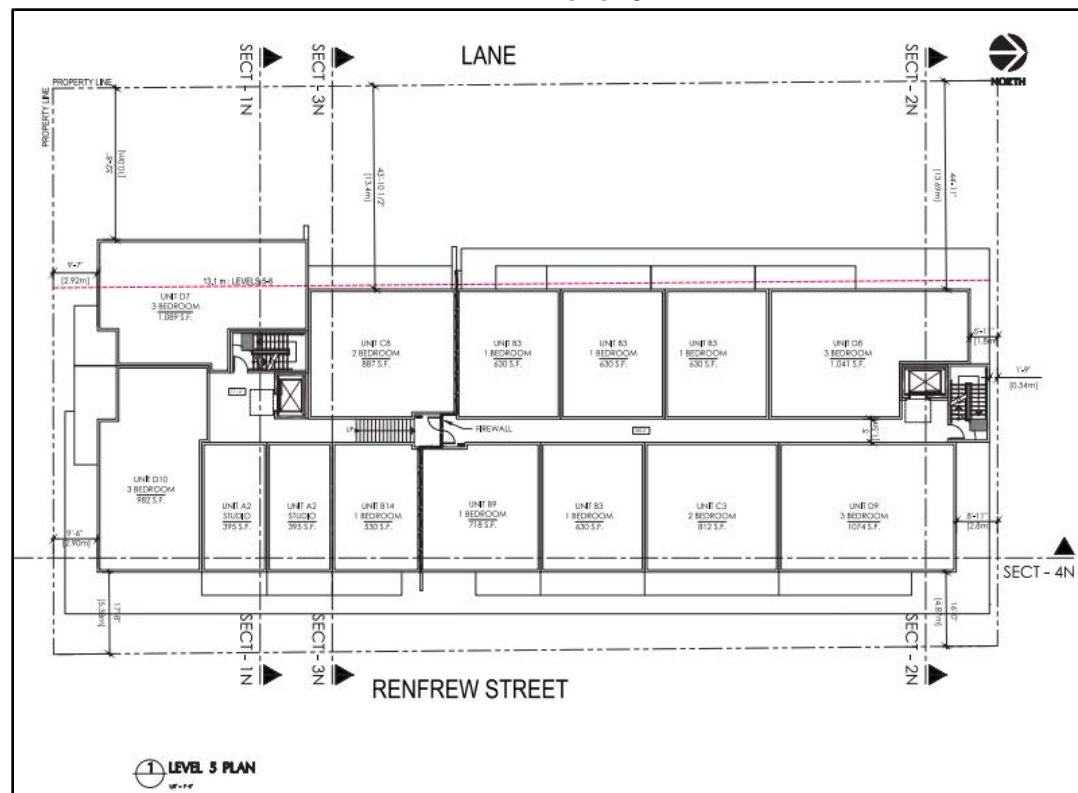
Level 3



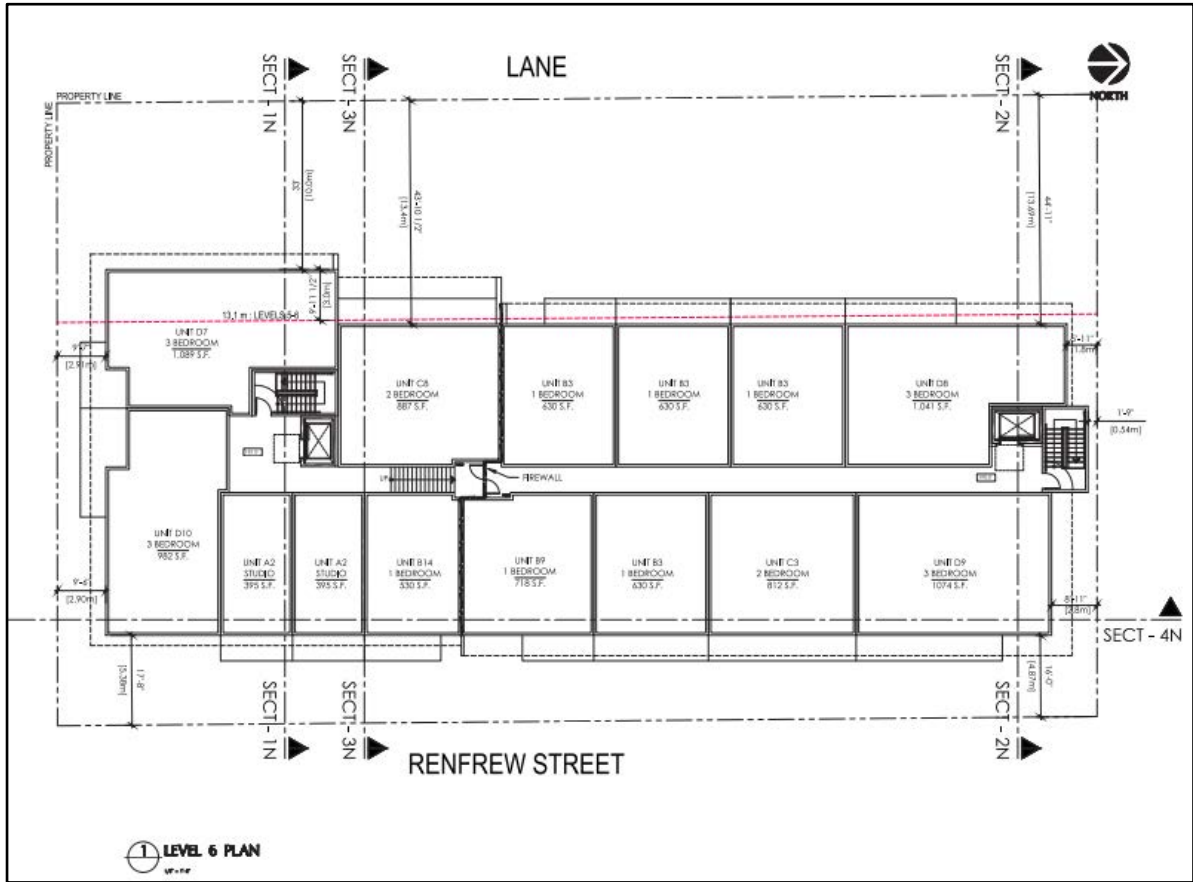
Level 4



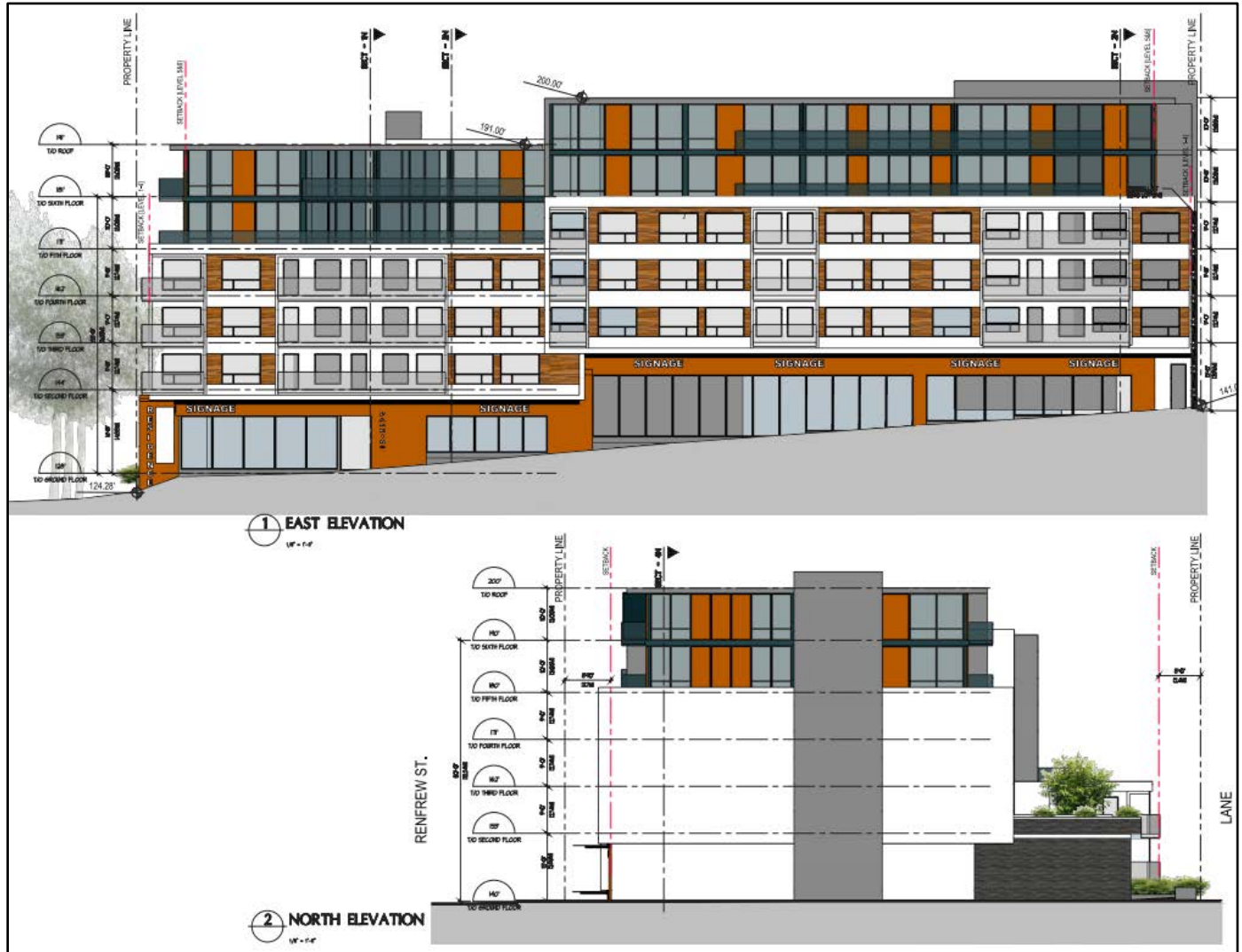
Level 5



Level 6



Original Renfrew Street and East 10th Avenue Elevations



Original Lane and South Elevations



**2543-2583 Renfrew Street and 2895 East 10th Avenue
PUBLIC BENEFITS SUMMARY**

Project Summary:

A 7-storey mixed-use building with commercial uses and 96 secured rental residential dwelling units, in which a minimum of 20 per cent of the residential floor area is dedicated to moderate income units.

Public Benefit Summary:

The proposal would provide 96 secured rental housing units through a Housing Agreement for the life of the building or 60 years, whichever is longer. The DCL would be payable for the proposed rezoning and is valued at approximately \$2,254,214.

	Current Zoning		Proposed Zoning
	RS-1	C-1	CD-1
Zoning District	RS-1	C-1	CD-1
FSR (site area = 2,311.8 sq. m (24,884 sq. ft.))	0.70	1.20	3.60
Buildable Floor Space (sq. ft.)	14,599	4,823	89,582
Land Use	Residential	Commercial	Commercial and Residential

Public Benefit Statistics		Value if built under Current Zoning (\$)		Value if built under Proposed Zoning (\$)
Required	City-wide DCL ¹	\$61,607	\$73,984	\$1,599,057
	City-Wide Utilities DCL ¹	\$33,870	\$25,562	\$655,157
	Public Art	N/A		N/A
	20% Social Housing	N/A		N/A
Other Public Benefits Offered	Housing (e.g. supportive, seniors)	N/A		N/A
	Childcare Facilities			
	Cultural Facilities			
	Green Transportation/Public Realm			
	Social, Community and Civic Facilities			
	Parks and Public Spaces			
	Heritage			
	Unallocated			
TOTAL VALUE OF PUBLIC BENEFITS		\$195,023	\$2,254,214	

Other Benefits (non-quantified components):

96 units of secured rental housing in which a minimum of 20 per cent of the residential floor area is dedicated to moderate income units

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.

**2543-2583 Renfrew Street and 2895 East 10th Avenue
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION**

PROPERTY INFORMATION

Street Address	Property Identifier (PID)	Legal Description
2543 Renfrew Street	007-765-541	Lot 17 Block 2 South ½ of Section 35 Town of Hastings Suburban Lands Plan 2059
2551 Renfrew Street	008-172-188	Lot 18 Block 2 South ½ of Section 35 Town of Hastings Suburban Lands Plan 2059
2563 Renfrew Street	009-948-465	Lot 19 Block 2 South ½ of Section 35 Town of Hastings Suburban Lands Plan 2059
2583 Renfrew Street	014-065-614	Lot 20 Block 2 South ½ of Section 35 Town of Hastings Suburban Lands Plan 2059
2583 Renfrew Street	014-065-622	Lot 21 Block 2 South ½ of Section 35 Town of Hastings Suburban Lands Plan 2059
2895 East 10th Avenue	014-065-649	Lot 22 Block 2 South ½ of Section 35 Town of Hastings Suburban Lands Plan 2059

APPLICANT INFORMATION

Applicant	Wensley Architecture Ltd.
Property Owner	Renfrew & East 10th (No.2) Nominee Inc. (The Molnar Group)
Architect	Wensley Architecture Ltd.

SITE STATISTICS

Site Area	2,311.8 sq. m (24,884 sq. ft.)
------------------	--------------------------------

DEVELOPMENT STATISTICS

	Permitted Under Existing Zoning		Proposed	Recommended (Other Than Proposed)																										
	RS-1	C-1	CD-1	--																										
Zoning	RS-1	C-1	CD-1	--																										
Uses	Residential	Mixed-Use	Mixed-Use	--																										
Floor Space Ratio (FSR)	0.70 FSR	1.2 FSR	3.19 FSR	3.60 FSR																										
Floor Area	1,926.5 sq. m (20,737 sq. ft.)	385.3 sq. m (4,147 sq. ft.)	7,379 sq. m (79,428 sq. ft.)	Residential: 7,382 sq. m (79,459 sq.ft.)	Commercial: 940.5 sq. m (10,123 sq.ft.)																									
Maximum Height	10.7 m (35.0 ft.)	10.7 m (35.0 ft.)	20.7 m (68.0 ft.)	26.2 m (86 ft.)																										
Unit Mix	N/A		N/A	<table border="1"> <thead> <tr> <th colspan="2">Market</th> <th colspan="2">Moderate Income</th> </tr> </thead> <tbody> <tr> <td>Studio</td> <td>13</td> <td>Studio</td> <td>7</td> </tr> <tr> <td>1-bed</td> <td>34</td> <td>1-bed</td> <td>3</td> </tr> <tr> <td>2-bed</td> <td>24</td> <td>2-bed</td> <td>4</td> </tr> <tr> <td>3-bed</td> <td>6</td> <td>3-bed</td> <td>5</td> </tr> <tr> <td>Total</td> <td>77</td> <td>Total</td> <td>19</td> </tr> </tbody> </table>	Market		Moderate Income		Studio	13	Studio	7	1-bed	34	1-bed	3	2-bed	24	2-bed	4	3-bed	6	3-bed	5	Total	77	Total	19	Total 96 units	
Market		Moderate Income																												
Studio	13	Studio	7																											
1-bed	34	1-bed	3																											
2-bed	24	2-bed	4																											
3-bed	6	3-bed	5																											
Total	77	Total	19																											
Parking Spaces	Per Parking By-law		Required: Total 51	Proposed: Total 58	Per Parking By-law																									
Bicycle Spaces	Per Parking By-law		Class A 109 Class B 4	Class A 113 Class B 6	Per Parking By-law																									
Natural Assets	7 on-site trees (and 3 off-site City-owned trees)		0 retained on-site trees (retention of 3 off-site City-owned trees)		--																									
