



REFERRAL REPORT

Report Date: January 7, 2020
Contact: Theresa O'Donnell
Contact No.: 604.673.8434
RTS No.: 13512
VanRIMS No.: 08-2000-20
Meeting Date: January 21, 2020

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 Rezoning: 3235-3261 Clive Avenue

RECOMMENDATION

- A. THAT the application by dys architecture, on behalf of Nexst Clive Development Ltd., to rezone 3235-3261 Clive Avenue [*Lots 3 to 7, Blocks 149 to 153, District Lot 37, Plan 2196; PIDs: 003-043-223, 006-700-802, 006-700-829, 013-982-958 and 013-982-991 respectively*] from CD-1 (Comprehensive Development) District (219) to a new CD-1 (Comprehensive Development) District, to increase the floor space ratio (FSR) from 1.20 to 2.25 and a maximum building height from 11.9 m (39 ft.) to 21.4 m (70.2 ft.), to permit development of a six-storey residential building fronting Vanness Avenue and three-and-a-half storey townhouses fronting Clive Avenue, consisting of a total of 68 residential units (62 strata-titled units and six market rental units), be referred to public hearing together with:
- (i) plans prepared by dys architecture, received December 21, 2018;
 - (ii) draft by-law provisions, generally as presented in Appendix A; and
 - (iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application in principle, including approval in principle of the form of development, subject to the Conditions of Approval contained in Appendix B;

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

- B. THAT, subject to referral of the rezoning application to a public hearing, a consequential amendment to CD-1 District (219) By-law No. 6322 to remove 3235-3261 Clive Avenue from CD-1 (219), generally as set out in Appendix C, also be referred to the same public hearing;

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

- C. THAT, if after public hearing, Council approves in principle the rezoning and the Housing Agreement described in Part 2 of Appendix B, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment prior to enactment of the zoning by-law, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and the General Manager of Planning, Urban Design and Sustainability.

- D. THAT Recommendations A to C be adopted on the following conditions:

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

REPORT SUMMARY

This report evaluates an application to rezone a site located at 3235-3261 Clive Avenue from CD-1 (Comprehensive Development) District (219) to a new CD-1 (Comprehensive Development) District. The proposed rezoning would increase the maximum density from a floor space ratio (FSR) of 1.20 to 2.25 and the height from 10.7 m (35 ft.) to 21.4 m (70.2 ft.), which would allow for the development of a six-storey residential building fronting Vanness Avenue and three-and-a-half storey townhouses fronting Clive Avenue, containing a total of 68 residential units (62 strata-titled units and six market rental units). The application is being considered under the *Joyce-Collingwood Station Precinct Plan* (the “JC Station Plan”).

Staff have assessed the application and conclude that it meets the intent of the JC Station Plan and is generally consistent with regards to the proposed use and form of development. Staff support the application, subject to design development and other conditions. Staff recommend that the application be referred to a public hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it, subject to the public hearing, along with the conditions of approval outlined in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council policies and guidelines for this site include:

- Joyce-Collingwood Station Precinct Plan (2016, amended 2017)
- Rental Housing Stock Official Development Plan (2018)
- Tenant Relocation and Protection Policy (2015, amended 2019)
- Family Room: Housing Mix Policy for Rezoning Projects (2016)
- High-Density Housing for Families with Children Guidelines (1992)
- Green Buildings Policy for Rezoning (2010, last amended 2018)
- Community Amenity Contributions – Through Rezoning (1999, last amended 2018)

REPORT

Background/Context

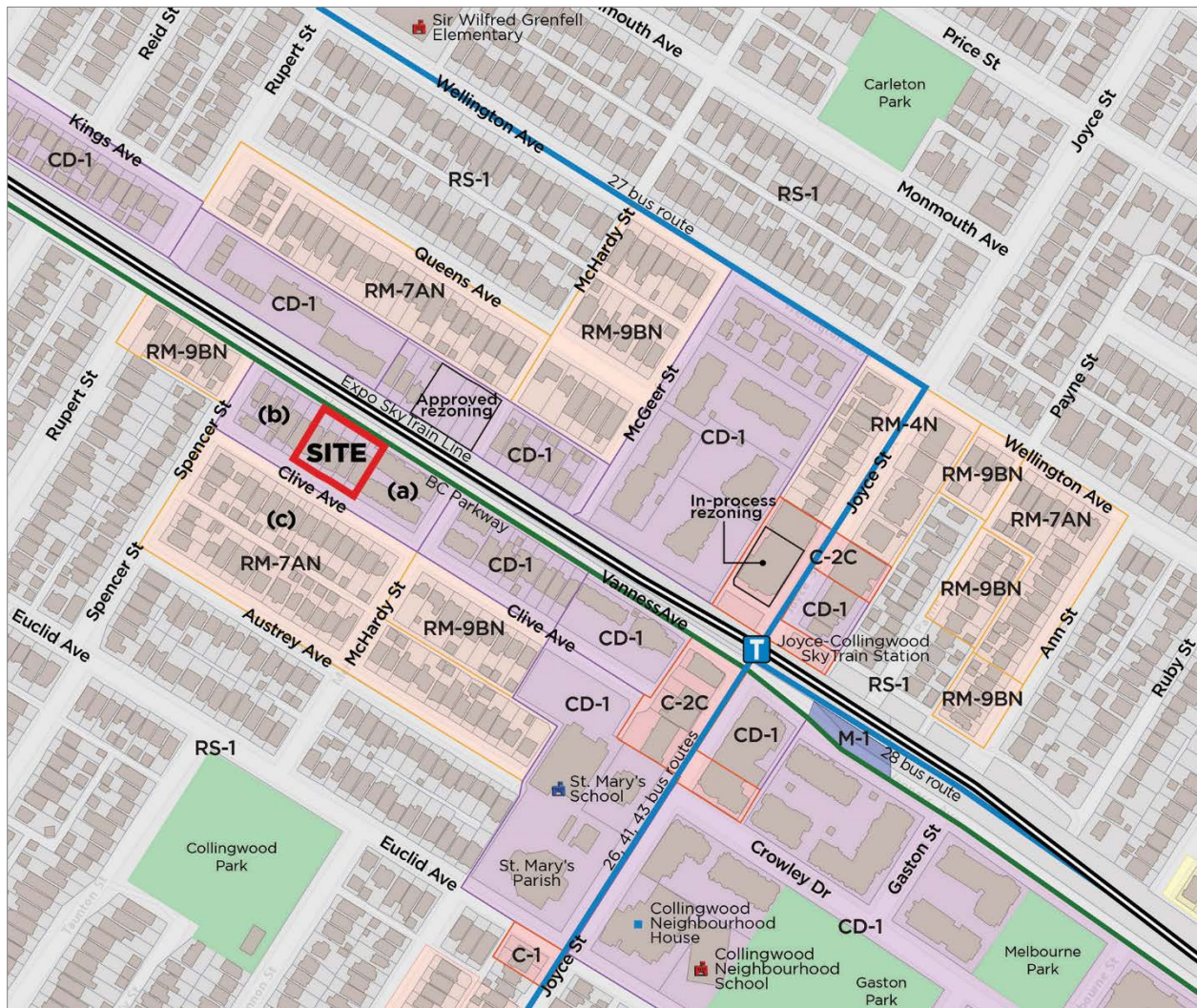
1. Site and Context

The subject site is a double-fronting site located between Clive Avenue and Vanness Avenue, mid-block between Spencer Street and McHardy Street, in the Renfrew-Collingwood local area (see Figure 1). It is comprised of five legal parcels, with a total site size of 2,084.3 sq. m (22,436 sq. ft.), a frontage of 50.3 m (165 ft.) on both Clive and Vanness avenues and a depth of 42 m (137.7 ft.). The Expo SkyTrain Line runs parallel to Vanness Avenue directly north of the site.

The site is currently occupied by five detached houses that were either being rented or were rented out after the site was purchased. The existing homes were built from 1976 to 1987 and are not listed on the Vancouver Heritage Register.

- (a) The adjacent site to the southeast is a social housing development comprised of two buildings at three storeys fronting Clive Avenue and four storeys fronting Vanness Avenue, containing 30 non-market housing units.
- (b) The surrounding properties to the west and south are currently single-family homes. However, the properties to the northwest, also zoned CD-1 (219), could be considered under rezoning for a similar development form under the JC Station Plan or redeveloped as a multiple dwelling under existing zoning, similar to the building to the southeast of the subject site.
- (c) The properties to the south, identified as transition areas in the JC Station Plan, have been rezoned to RM-7AN, which allows for various forms of rowhouses and townhouses.

Local School Capacity – Grenfell Elementary School, the catchment school for this site, is located two blocks to the north. Grenfell Elementary has a total operating capacity of 503 students. The 2017/18 enrolment rate was 89 per cent and the 2027 enrolment rate is projected to decrease to 67 per cent, as indicated in the 2019 Vancouver School Board's *Long Range Facilities Plan*.

Figure 1: Subject Site and Surrounding Context

Neighbourhood Amenities – The following neighbourhood amenities are located within a 500 metre radius (6-minute walk):

- Parks: Carleton Park (3450 Price Street) to the northeast, Gaston Park (3470 Crowley Drive) to the southeast and Collingwood Park (5275 McKinnon Street) to the south.
- Cultural/Community Space: Collingwood Neighbourhood House (5288 Joyce Street) located 1.5 blocks to the southeast.
- Child Care: A licensed childcare program for infants through to children in Grade 7 is located at the Collingwood Neighbourhood House to the southeast.
- Transportation: Joyce-Collingwood SkyTrain Station (Expo Line) located 1.5 blocks to the southeast, the BC Parkway (a multi-use path) along Vanness Avenue is adjacent to the site, and five bus routes including a rapid-service RapidBus route.

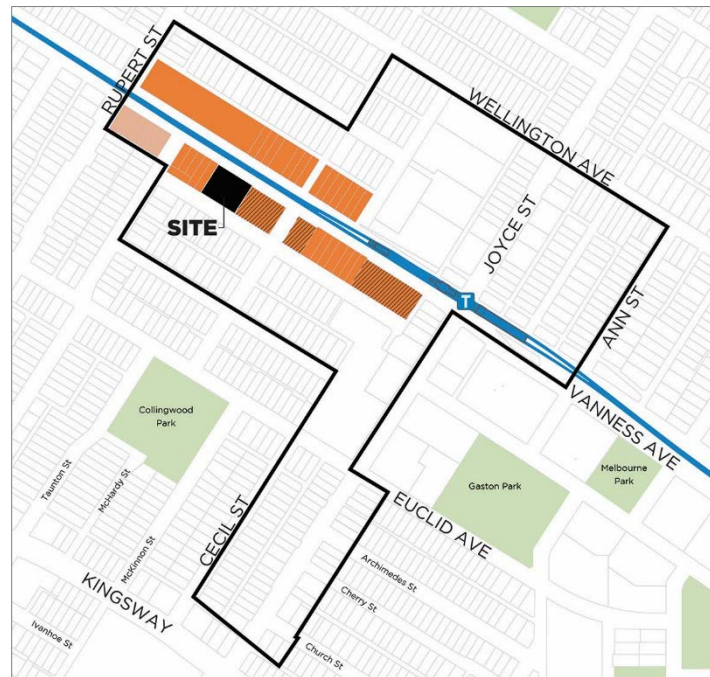
2. Existing CD-1 Zoning Background

In 1987, Council approved the *Joyce Station Area Plan*, which identified redevelopment opportunities to address the impacts of the Advanced Light Rapid Transit (ALRT) system, known as SkyTrain. At that time, the blocks along Vanness Avenue fronting the SkyTrain guideway, including the subject site, were rezoned from RS-1 to CD-1 to encourage development of multi-family housing designed to mitigate the impacts of the SkyTrain. Many of these CD-1 zoned sites have not redeveloped and still consist of single detached houses.

3. Policy Context

Joyce-Collingwood Station Precinct Plan (the “JC Station Plan”) – Approved in 2016 and amended in 2017, the *Joyce-Collingwood Station Precinct Plan* aims to support the creation of a compact, sustainable, transit-oriented community in the vicinity of the Joyce-Collingwood SkyTrain Station. On this site (in Sub-Area V2), the plan anticipates six-storey residential buildings with a maximum density of 2.25 FSR and building heights up to 21.3 m (70 ft.) for assemblies with a minimum frontage of 30.2 m (99 ft.) (see Figure 2).

Figure 2: Joyce-Collingwood Station Precinct Plan Sub-Areas



Rental Housing Stock Official Development Plan – The Rental Housing Stock ODP applies to developments of three or more residential units that includes the demolition or change of use or occupancy of a rental housing unit in certain RM, FM and CD-1 districts. For new developments that require demolition of one or more buildings on the site, a one-for-one replacement of all existing rental housing units with self-contained dwelling units on the site or in the same zoning district is required. This application is proposing six rental housing units as replacement of existing units.

Strategic Analysis

1. Proposal

The application proposes a six-storey residential building and three-and-a-half storey townhouses separated by a courtyard, containing a total of 68 residential units (62 strata-titled units and six market rental units). The five ground-oriented townhouse units, along Clive Avenue, are clustered in two buildings. Two levels of underground parking are proposed with access from Clive Avenue (see Figure 3).

Figure 3: View Looking North from Clive Avenue



2. Land Use

The application proposes multiple dwelling buildings with 4,689.7 sq. m (50,481 sq. ft.) of residential floor area. This is consistent with the JC Station Plan, which envisions a broader range of housing types, building types and unit sizes, to add more housing opportunities near rapid transit. There are no commercial uses proposed in this development as local-serving retail and service opportunities are focused along Joyce Street.

3. Density, Height and Form of Development

(see application drawings in Appendix F and project statistics in Appendix I)

The application proposes a residential development comprised of a six-storey apartment building fronting Vanness Avenue and two three-and-a-half storey buildings containing townhouses facing Clive Avenue. The proposal is generally consistent with the urban design intent and built form guidelines of the JC Station Plan.

Existing Zoning – The site is currently zoned CD-1 (219), which permits a multiple dwelling at a maximum density of 1.20 FSR and a building height up to 11.9 m (39 ft.). Under existing

zoning, a three-storey residential building on Clive Avenue with a four-storey residential building on Vanness Avenue could be developed. The JC Station Plan anticipates a similar form of development permitted under existing zoning but allows for increased height and density.

Density – As submitted, the application indicated a total FSR of 2.25, which aligns with the JC Station Plan. However, a review of the application's floor area calculations revealed an overall density of 2.28 FSR due to errors or assumptions made. Simultaneously, it should be noted that the application exceeds the maximum building width (frontage) in the JC Station Plan and that this increase was proposed by the applicant in order to achieve 2.25 FSR. While the building exceeds the maximum width, the massing is further set back on Vanness Avenue at the corners to reduce its apparent frontage, therefore, meeting the intent of the plan. However, design development to reduce floor area to comply with the JC Station Plan is still sought with the goal of increasing and enhancing the outdoor amenity space (courtyard) for residents (see Urban Design condition 2 of Appendix B).

Form of Development – The site slopes significantly and diagonally from the north to the south by approximately 5 m (16 ft.). As such, a condition to improve the building interface with the public realm has been applied with the intent of better relating to the existing topography (see Urban Design condition 1 of Appendix B). The form of development responds to the existing development to the southeast and to the anticipated future development on adjacent properties as outlined in the JC Station Plan, which is anticipated to include six-storey buildings along Vanness Avenue (Expo SkyTrain Line guideway) with three- to four-storey townhouses along Clive Avenue separated by an east-west courtyard.

The two proposed building forms are separated by a 7.3 m (24 ft.) courtyard that can be accessed from both Clive and Vanness avenues (see Figure 4). The configuration and placement of the massing, with the higher building to the north, allows the courtyard to have sun access while the massing responds appropriately to both frontages.

Figure 4: Aerial View from West



The apartment building has been stepped back above the fourth level to reduce the apparent mass and at the top level to address the topography. The row of townhouses is broken into two separate buildings to provide a fine-grained massing, therefore enhancing the neighbouring relationship with the surrounding context. This configuration also allows for an additional pedestrian access to the courtyard from Clive Avenue.

- **Building Height** – The JC Station Plan envisions a three storey, and potential fourth storey along Clive Avenue, subject to adjacent building heights and the shadow impacts to the subject and neighbouring sites. Staff support the partial fourth storey on Clive Avenue as it represents an appropriate transition and response to the existing and future development context.
- **Amenity** – This project proposes an at-grade indoor amenity space and outdoor amenity space on Level 6. Design development of the indoor amenity space is required to increase its size and improve its connection with the rest of the building. Further improvement to the courtyard design and the children’s play area is also sought.
- **Urban Design Panel** – The Urban Design Panel reviewed this application on July 3, 2019 and supported the project with recommendations, which include further design development of the courtyard, landscape and amenity space.

Staff have reviewed the proposed design and conclude that the two distinct massing components, along with the transitions in height, are appropriate for the site and neighbourhood context. The amount of density will achieve a form and massing which appropriately responds to the existing and future development context and will be compatible with the urban design intent for the area of the JC Station Plan. Staff support this application subject to the conditions outlined in Appendix B.

4. Housing

This application, if approved, addresses City housing policy objectives and strategic directions, including those articulated in the JC Station Plan. The housing policies for the precinct are intended to broaden housing options available in the neighbourhood, including increasing both ownership and rental housing.

Existing Tenants – The site is currently occupied by five detached houses. At the time of application on December 21, 2018, there were six units being rented out (see Table 1).

Table 1: Rental Tenancy (as of December 21, 2018)

Address	Date Lease Commenced	Rental Duration
3235 Clive Ave	December 29, 2017	12 months
3239 Clive Ave	December 29, 2017	12 months
3241 Clive Ave	May 1, 2014	4 years, 7 months
	July 1, 2014	4 years, 5 months
3255 Clive Ave	December 29, 2017	12 months
3261 Clive Ave	December 29, 2017	12 months

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

As the application involves consolidation of five lots containing secondary rental units, the updated TRP Policy applies.

Five houses, containing a total of six rental units, are currently occupied with tenants who are aware of the rezoning application (see Table 1 above). Of the six tenancies, there are two eligible for provisions under the TRP Policy, including relocation assistance, assistance with moving costs, monetary compensation calculated based on length of the tenancy, and Right of First Refusal to return to a rental unit in the new building. The Tenant Relocation Plan for the two eligible tenancies will be required as a condition of Development Permit issuance, with an Interim Tenant Relocation Report required prior to Demolition Permit issuance, and a final Tenant Relocation Report required prior to issuance of an Occupancy Permit (see Appendix D for summary of TRP terms).

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

Rate of Change – The *Rental Housing Stock Official Development Plan* (RHS ODP) applies to developments of three or more residential units that includes the demolition of a rental housing unit in CD-1 districts. The submitted application had proposed 68 strata-titled units. As the subject site is currently zoned CD-1 and will involve the demolition of existing rental housing units, the rental replacement requirements under the RHS ODP apply. As such, this application will provide one-for-one replacement of the six existing rental housing units, which would contribute to the *Housing Vancouver Strategy* targets (see Table 2).

Table 2: Progress Towards 10-Year Housing Vancouver Targets for Secured Market Rental Housing (as of September 30, 2019)

Housing Type	10-YEAR TARGETS	Units Approved Towards Targets*
Secured Market Rental Housing Units	20,000	2,498**

Note: Tracking progress towards 10-year Housing Vancouver targets began in 2017.

* Includes developer-owned below-market rental housing.

** Excludes the units proposed on the subject site, pending Council approval of this rezoning application.

Housing Unit Mix – The application, as submitted, proposed a total of 68 residential units with a unit mix that achieved the family housing targets as set out in the *Family Room: Housing Mix Policy for Rezoning Projects* (see Table 3). The replacement of the six rental housing units per

the RHS ODP requirement was identified through the application processing. As such, the application did not identify a rental housing component as part of the initial submission.

Six of the 68 units will be rental housing and 35 per cent of the rental units would be required to be two bedrooms or more. The 62 strata titled-units would require a minimum 25 per cent two-bedroom units and 10 per cent three-bedroom units. The increase in family units due to the rental replacement requirement, although modest, impacts the overall building design and floorplates to the extent that a full redesign would be necessary in order to meet the minimum 35 per cent requirement for both tenure. As such, staff are in support of a modest variation in the family unit mix requirement.

Table 3: Proposed Unit Mix

Unit Type	Initial Submission	Revised Submission	
	Strata Units	Rental Units	Strata Units
Studio & One bedroom	44 (65%)	4 (67%)	40 (65%)
Two bedrooms	17 (25%)	2 (33%)	15 (24%)
Three bedrooms	7 (10%)	--	7 (11%)
Total	68 (100%)	6 (100%)	62 (100%)

Median Income – The annual median incomes for all households in the Renfrew-Collingwood local area are \$48,985 and \$77,435 for renter and owner households respectively (see Table 4).

Table 4: Annual Median Income in Renfrew-Collingwood

Housing Tenure ¹	Household Type ²	Median Income	Monthly Rent or Mortgage (at 30% of income)
All Households	All Households	\$64,179	\$1,605
	Single Person Households	\$30,166	\$754
	Couple Households	\$84,011	\$2,100
Renter Households	All Households	\$48,985	\$1,225
	Single Person Households	\$25,444	\$636
	Couple Households	\$70,678	\$1,767
Owner Households	All Households	\$77,435	\$1,936
	Single Person Households	\$36,424	\$911
	Couple Households	\$93,329	\$2,333

Notes:

¹ “All Households” include all renters and owners.

“Renter Households” include those in subsidized and non-subsidized housing.

“Owner Households” include those with or without mortgages.

² “All Households” refers to both family and non-family households. Family households includes one family and multiple families that occupy a single household. Non-family households refers to either one person living alone in a private dwelling or to a group of two or more people who share a private dwelling, but who do not constitute a family. All households constitute both single person and couple households.

“Single Person Households” refers to one person living alone in a private dwelling.

“Couple Households” refers to opposite-sex or same-sex couples who are married with or without children, or a couple living common-law with or without children, or a lone parent living with one or more children.

5. Transportation and Parking

Vehicle and bicycle parking are provided on two-and-a-half levels of underground parking accessed from Clive Avenue on the southeast corner of the site. The application proposes a total of 80 vehicle parking spaces and 141 class A bicycle spaces, which exceeds Parking By-law requirements. Parking, loading and bicycle spaces are to remain in accordance with the Parking By-law. Engineering conditions are included in Appendix B.

6. Environmental Sustainability and Natural Assets

Green Buildings – The *Green Buildings Policy for Rezoning*s requires that residential rezoning applications satisfy either the near zero emissions buildings or low emissions green buildings conditions within the policy. This application 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 modeling analysis detailing building performance strategies to meet the new energy use intensity, greenhouse gas and thermal demand targets and a preliminary Rainwater Management Plan.

Green Sites – 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.

For this project, a total of two on-site trees and seven City boulevard trees were assessed. The two on-site trees are proposed for removal as they have been permanently impaired due to severe and improper historic pruning treatments and cannot be remediated via pruning. The seven City boulevard trees are proposed to be retained and protected.

Public Input

Public Notification – A rezoning information sign was installed on the site in April 2019. Approximately 1,385 notification postcards were distributed within the neighbouring area on or about April 24, 2019. In addition, notification and application information and an online comment form were provided on the City’s Rezoning Applications webpage (vancouver.ca/rezapps).

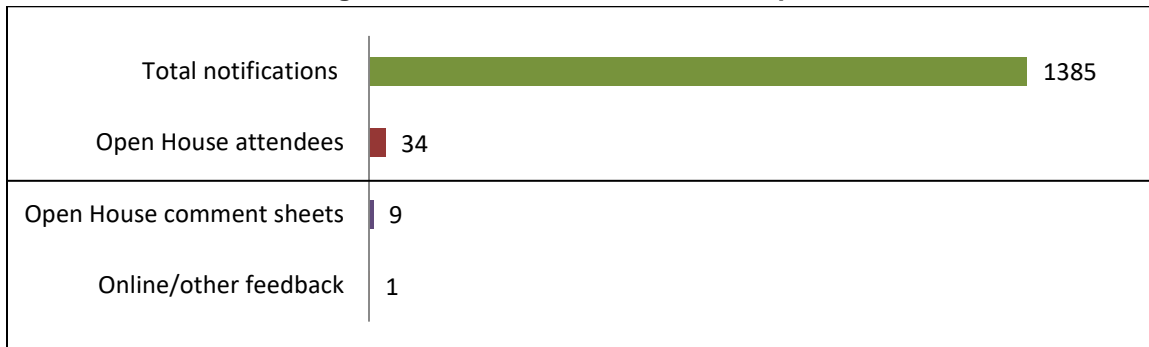
Community Open House – A community open house was held on May 8, 2019 at the Collingwood Neighbourhood House. Staff, the applicant team, and a total of approximately 34 people attended.

Public Comments – Staff received a total of 10 responses regarding the rezoning application (see Figure 5). The proposal was generally considered to be a positive addition to the neighbourhood as it provides more housing options close to transit in an appealing building design. Concerns were stated with regards to construction impacts (i.e. noise, pollution and traffic) and the affordability of units with a preference to see smaller units to provide more affordable options. Other comments included a preference for rental housing over strata, a larger indoor amenity and elevator space to accommodate the number of residents and units,

the addition of electric vehicle charging infrastructure in the underground parkade, and a desire to see lighting improvements along Vanness Avenue for road and pedestrian safety.

Response to Public Comments – Construction impacts is a common concern for residents and new construction is required to mitigate the impacts in accordance with City regulations. The JC Station Plan allows for consideration of a strata-titled development, and in this particular proposal, six units will be secured as rental housing. Although there were some comments about preference for a rental development, the proposal meets policy and is providing some rental units. Rezoning conditions have been applied for design development to improve livability, including the provision of sufficient indoor and outdoor amenity space, as well as, the provision of upgraded street lighting.

Figure 5: Notification and Public Response



Note: All reported numbers above are approximate.

PUBLIC BENEFITS

In response to City policies concerning changes in land use and density, this application addresses public benefits as follows:

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 various engineering infrastructure. This site is subject to City-wide DCLs and City-wide Utilities DCLs on all residential floor area, which staff recommends at 4,689.7 sq. m (50,481 sq. ft.) based on an FSR of 2.25. Based on rates in effect as of September 30, 2019, total DCLs of approximately \$1,299,381 would be anticipated from this development.

DCL rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection from DCL rate increases, provided that an application has been received prior to the rate adjustment. See the City’s [DCL Bulletin](#) for details on DCL rate protection.

Public Art Program – The *Public Art Policy for Rezoned Developments* requires that rezoning applications involving a floor area equal to or greater than 9,290 sq. m (100,000 sq. ft.) allocate a portion of their construction budgets to public art or provide cash in lieu as a condition of

rezoning. As the proposed floor area is below the minimum threshold, no public art contribution will arise from this application.

Rental Housing – As required under the RHS ODP, the applicant is providing a one-for-one replacement of all existing rental housing units on the site. The public benefit accruing from these units is the delivery of market rental housing secured through a Housing Agreement and Section 219 Covenant to preclude the stratification and/or separate sale of individual dwelling units. Rental replacement requirements per the RHS ODP will be applicable to future redevelopment.

Offered Public Benefits

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

As part of this application, the applicant has offered a cash CAC of \$1,200,000 through a negotiated CAC process, which will be directed to support delivery of the Joyce-Collingwood Station Precinct Plan Public Benefits Strategy. Real Estate Services staff have reviewed the applicant's development pro-forma and concluded that the total CAC value offered by the applicant is appropriate and recommend that the offer be accepted.

Joyce-Collingwood Station Precinct Plan Public Benefits Strategy – The Joyce-Collingwood Station Precinct Plan Public Benefits Strategy (PBS) identifies public benefits and infrastructure to support growth in the area, including both short-term and long-term priorities in and around the plan area. The delivery of public amenities and infrastructure funded from development contributions are prioritized based on community need and availability of CACs and other funding. To monitor and track progress towards the achievement of community amenities in accordance with the JC Station Plan, a summary of the progress to date is provided in Appendix G.

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

FINANCIAL IMPLICATIONS

As noted in the Public Benefits section, the applicant has offered a cash CAC of \$1,200,000, which will be allocated to support delivery of the Joyce-Collingwood Station Precinct Plan Public Benefits Strategy.

The site is subject to both the City-wide DCL and City-wide Utilities DCL. Based on rates in effect as of September 30, 2019, it is anticipated that the project will generate approximately \$1,299,381 in DCLs from the recommended residential floor area.

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

There are no public art contributions associated with this rezoning.

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

CONCLUSION

Staff have reviewed the application to rezone the site at 3235-3261 Clive Avenue from CD-1 (219) to a new CD-1 to permit development of a residential building with townhouses consisting of a total of 68 residential units (62 strata-titled units and six market rental units), and conclude that the application is consistent with the JC Station Plan policies and aspirations for this site. Staff further conclude that the proposed form of development is an appropriate urban design response to the site and its context, and is supportable.

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 F, be approved in principle, subject to the applicant fulfilling the conditions of approval in Appendix B.

* * * * *

**3235-3261 Clive Avenue
PROPOSED CD-1 BY-LAW PROVISIONS**

Note: A By-law to amend Zoning and Development By-law No. 3575 to rezone an area to CD-1 will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

Zoning District Plan Amendment

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

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

Designation of CD-1 District

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

Uses

3. Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 (), and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
 - (a) Dwelling Uses, limited to Multiple Dwelling;
 - (b) Retail Uses, limited to Public Bike Share; and
 - (c) Accessory Uses customarily ancillary to the uses listed in this section 3.

Conditions of Use

4. The design and layout of at least 35% of the dwelling units must:
 - (a) be suitable for family housing;
 - (b) include two or more bedrooms, of which:
 - (i) at least 25% of the total dwelling units must be two-bedroom units, and
 - (ii) at least 10% of the total dwelling units must be three-bedroom units; and

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

Floor Area and Density

- 5.1 Computation of floor space ratio must assume that the site area is 2,084.3 m² being the site area at the time of the application for the rezoning evidenced by this By-law, and before any dedications.
- 5.2 The floor space ratio for all uses must not exceed 2.25.
- 5.3 Computation of floor area must include all floors of all buildings, including earthen floor, above and below ground level, having a minimum ceiling height of 1.2 m, measured to the extreme outer limits of the building.
- 5.4 Computation of floor area must exclude:
 - (a) open residential balconies or sundecks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that the total area of all such exclusions must not exceed 8% of the permitted residential floor area;
 - (b) patios and roof gardens, if the Director of Planning first approves the design of sunroofs and walls;
 - (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses which in the opinion of the Director of Planning, are similar to the foregoing, those floors or portions thereof which are located at or below base surface, except that the maximum exclusion for a parking space must not exceed 7.3 m in length;
 - (d) amenity areas, including recreation facilities and meeting rooms to a maximum total of 10% of the total permitted floor area;
 - (e) all residential storage area above or below base surface, except that if the residential storage area above base surface exceeds 3.7 m² for a dwelling unit, there will be no exclusion for any of the residential storage area above base surface for that unit.
- 5.5 Computation of floor area may exclude:
 - (a) enclosed residential balconies, provided that the Director of Planning first considers all applicable policies and guidelines adopted by Council and approves the design of any balcony enclosure, subject to the following:
 - (i) the total area of all open and enclosed balcony or sundeck exclusions does not exceed 8% of the residential floor area being provided, and
 - (ii) no more than 50% of the excluded balcony floor area may be enclosed.

- 5.6 The use of floor area excluded under sections 5.4 and 5.5 must not include any use other than that which justified the exclusion.

Building Height

6. Building height, measured from base surface to top of parapet, must not exceed 21.4 m.

Horizontal Angle of Daylight

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

Acoustics

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

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

* * * * *

**3235-3261 Clive 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 dys architecture, received December 21, 2018, 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

- 1.1 Design development to improve the building interface with the public realm, including:
- (a) Minimizing any parking protrusion above grade, particularly on Clive Ave and at the southeast interior property line;

Note to Applicant: Diminishing any undue impact on site grading and adjacent development is required.
 - (b) Providing individual accesses (and patios) to units facing Vanness Ave;
 - (c) Ensuring that units are not located more than 0.9 m (3 ft.) below adjacent grade;
 - (d) Ensuring adequate and accessible circulation routes through site; and
 - (e) Exploring lowering the townhouses to enhance their immediate relationship with existing grade.

Note to Applicant: The intent of this condition is to adjust the development to better relate to existing topography.

- 1.2 Design development to reduce floor area in accordance with the *Joyce-Collingwood Station Precinct Plan*.

Note to Applicant: The *Joyce-Collingwood Station Precinct Plan* establishes that a maximum density of up to 2.25 may be attainable. Any reduction in density should contribute to increasing the courtyard depth.

- 1.3 Design development to reduce height in accordance with the *Joyce-Collingwood Station Precinct Plan*.

Note to Applicant: This could be achieved by deleting roof hatches. If roof hatches are proposed, relaxation of the maximum height may be considered subject to provision of green roof, per the Zoning and Development By-law. A minimum 25% coverage of intensive green roof or minimum 50% coverage of extensive green roof for all roofs of the buildings must be provided. Refer to the [Roof-mounted Energy Technologies and Green Roofs](#) bulletin. Further coordination with staff is required at the Development Permit stage.

- 1.4 Design development to improve the usability of the courtyard through the following:

- (a) Improving the immediate interface of the buildings with the courtyard;

Note to Applicant: Accesses to at-grade units from the courtyard should be provided.

- (b) Enhancing the intersection of the mews and courtyard as a gathering node;

- (c) Explore reducing the patios of the townhouses;

- (d) Explore increasing the depth of the courtyard; and

- (e) Maintaining patios for the apartment building.

Note to Applicant: The Urban Design Panel stated that the courtyard appears more as a passageway due to its narrowness and that the children's play area is small; the courtyard therefore requires programming development and further landscaped design rationale. Ensure sufficient solar access for the Children's Play Area is provided.

- 1.5 Design development to improve the streetscape and massing on Clive Ave, by:

- (a) Considering relocation of the townhouse stairwell towards the courtyard side to provide a more consistent three-storey expression.

Note to Applicant: Analysis at Development Permit stage should be provided to determine whether there are any additional shadow impacts on the courtyard.

- (b) Exploring relocation of PMT on Vanness Ave.

- 1.6 Design development to provide sufficient and co-located indoor and outdoor amenity space.

Note to Applicant: A minimum of approximately 500 sq. ft. indoor amenity space should be provided. The at-grade indoor amenity space should be relocated to align with the mews between the two townhouse buildings and co-located in conjunction with sufficient outdoor area. Alternatively, co-located amenity spaces could be accommodated on the rooftop.

1.7 Design development to improve livability, including:

- (a) Provision of measures to substantially minimize noise impacts from SkyTrain.

Note to Applicant: Measures such as high-performance materials, including triple glazing should be considered. Enclosed balconies may only be considered at the northeast elevation, provided they are designed to meet this intent and are fully operable.

- (b) Enhancing the usability of the residential patios as they relate to the associated interior spaces.

Note to Applicant: Patios should be natural extensions of the primary spaces (living rooms).

1.8 Design development to improve the visual and physical prominence of the residential entry and lobby.

Note to Applicant: The lobby space including the entry sequence from the street represents a unique opportunity for residents to meet and socialize. This space should be generous and lead directly to the elevator core from the entry to promote interaction and increase security. Convolved routes to the access vertical core should be avoided.

1.9 Design development to ensure provision of high-quality and durable materials.

Note to Applicant: Cementitious panels, such as typical hardie panels, are not considered high-quality materials.

1.10 Identification on the architectural and landscape drawings of any built features intended to create a bird friendly design.

Note to Applicant: Refer to the [Bird Friendly Design Guidelines](#) for examples of built features that may be applicable, and provide a design rationale for the features noted.

Crime Prevention through Environmental Design (CPTED)

1.11 Design development to respond to CPTED principles, having particular regards for:

- (a) theft in the underground parking;
- (b) residential break and enter;
- (c) mail theft; and
- (d) mischief in alcoves and vandalism, such as graffiti.

Landscape

1.12 Design development to enhance livability and functionality of the courtyard, as follows (refer to Urban Design condition 4):

- (a) Align and improve visual connection of the common indoor amenity space with the children's play area;

- (b) Expand programming of the indoor and outdoor amenity spaces to provide uses which encourage common gathering and community building, such as urban agriculture, passive seating areas and a larger children's play area;
 - (c) Widen and articulate courtyard space to enable other uses besides passageway; and
 - (d) Announce the courtyard entry by articulation with identifiable features, such as entry trellis, signage and significantly more soft landscape consisting of colourful, friendly plant material and significant trees.
- 1.13 Design development to the rooftop to accommodate common uses in a second amenity area.
- Note to Applicant: This will require provision of a common access and the reduction of private patios. Urban agriculture is suggested as a common use, with improved solar access and to meet the [Urban Agriculture Guidelines for the Private Realm](#).
- 1.14 Design development to the public/private realm interface by creating a smooth transition of public, semi-public and private spaces, to be confirmed by adjustments to grades and the provision of typical sections from building facades to the roadway curbs.
- 1.15 Design development to improve sound buffering from traffic on Vanness Ave by the addition of substantially more soft landscape, consisting of woody evergreen shrubs.
- 1.16 Design development to improve the sustainability strategy, by:
- (a) Providing intensive and extensive green roofs on all available flat rooftops, to be commonly accessible and usable providing open spaces with improved solar orientation (refer to Urban Design condition 3);
 - (b) Adding substantially more landscape around all entry areas, to accent and soften them;
 - (c) Adding vines to any blank wall facades, ensuring the vine support is sturdy and low maintenance (avoid high maintenance modular "green wall" systems);
 - (d) Adding planters with overarching shrubs to common upper level decks, to be visually accessible from below, softening the edges and consisting of woody evergreen plant material for year-round presence; and
 - (e) Adding edible plants which can be used as ornamentals as part of the landscape design, in addition to urban agriculture plots.
- 1.17 Design development to the landscape treatment to increase the volume of soil, tree canopy cover and planting on slab, by lowering the slab for planting on the main level to the greatest extent possible, rather than planting in raised planters.

Note to Applicant: Wherever possible, planted landscapes on slab should be designed to maximize soil depths. This will require integration of the landscape design and the

structural plan. Soil depths should exceed CSLA Landscape Standard. At the perimeter of the building the slab can be angled downward (1 m across and 1.2 m down) to maximize contiguous soil volumes.

- 1.18 Design development to locate, integrate and fully screen parking garage vents in a manner which minimizes their impact on the architectural expression and the project's open space and public realm.
- 1.19 Design development to the Integrated Rainwater Management Strategy to explore opportunities for onsite rain water infiltration and soil absorption, as follows:
- (a) maximize natural landscape best management 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 *Citywide Integrated Rainwater Management Plan (IRMP)*, [Volume I](#) and [Volume II](#) 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.

- 1.20 Provision of plans, plan details and documentation/calculations that support integrated rainwater management, including absorbent landscapes, soil volumes and detention systems, as follows:
- (a) detailed storm water report with calculations describing how the various best management practices contribute to the quality and quantity targets;
 - (b) a separate soil volume overlay plan with schematic grading indicating intent to direct rainwater to infiltration zones;
 - (c) an overlay plan that shows amount and ratio of vegetative cover (green roof), permeable/impermeable hardscaping and notations describing the storage location of rainwater falling on each surface, including roofs.

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

- 1.21 Provision of a full-size, to scale and dimensioned Tree Management Plan, coordinated with survey and arborist report.
- 1.22 Provision of coordination between Landscape Plan and architectural Site Plan, for most updated information.
- 1.23 At the time of Development Permit application, provision of:
- (a) 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.

- (b) A 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.

- (c) 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.

- (d) 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.

- (e) Coordination 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".

- (f) 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.

- (g) An outdoor Lighting Plan.

Sustainability

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

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).

Housing

- 1.25 That the proposed unit mix for the strata dwelling units, 65% studio and one-bedroom units, 24% two-bedroom units and 11% three-bedrooms units, be included in the Development Permit drawings.

Note to Applicant: Any changes in the unit mix from the rezoning application may only be varied under the discretion of the Director of Planning or Development Permit Board.

- 1.26 That the proposed unit mix for the secured market rental dwelling units, 67% studio and/or one-bedroom units and 33% two-bedroom units, be included in the Development Permit drawings.

Note to Applicant: Any changes in the unit mix from the rezoning application may only be varied under the discretion of the Director of Planning or Development Permit Board.

- 1.27 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 shadow study for play area that demonstrates efforts to ensure a minimum of two hours of sunlight between 10:00 a.m. and 5:00 p.m. on December 21st (S. 3.3.2 (a));
- (d) a minimum of 2.3 sq. m. (24.7 sq. ft.) of bulk storage for each dwelling unit;
- (e) multi-purpose indoor amenity space at least 37 m² (398 sq. ft.) with a wheelchair accessible washroom and kitchenette. Consider positioning this space adjacent

to the children's play area to enable parental supervision from the amenity room;
and

- (f) a balcony with 1.8 by 2.7 m minimum dimensions for each dwelling unit (S. 4.3.2).

Engineering Services

- 1.28 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 and 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.
- 1.29 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.
- 1.30 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. Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. 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. Contact Engineering Services for details.
- 1.31 Design development to improve access and design of bicycle parking and comply with the [Bicycle Parking Design Supplement](#).
 - (a) Provision of Class A bicycle spaces to be located no lower than the P1 parking level.
 - (b) Provision of automatic door openers for all doors providing access to Class A bicycle parking.
 - (c) All Class B bicycle parking to be provided on private property and should not encroach in any way on public property.
- 1.32 Design development to improve the parkade layout and access design and comply with the [Parking and Loading Design Supplement](#) to the satisfaction of the General Manager of Engineering Services, including the following:
 - (a) Provision of residential parking spaces to be located behind the residential security gate, independent of visitor parking.
 - (b) Provision of improved visibility and two-way flow for vehicles on ramps and in the parking areas where vehicles cannot readily view each other.

- 1.33 The following information is required for drawing submission at the development permit stage to facilitate a complete Transportation review:
- (a) A complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided.
 - (b) All types of parking and loading spaces individually dimensioned, numbered, and labelled on the drawings.
 - (c) Dimension of columns and column encroachments into parking stalls.
 - (d) 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.
 - (e) Additional partial section plan to show the entire length of the main parking ramp showing elevations, section lengths, grades and minimum vertical clearance to the underside of raised security gate.
 - (f) 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.
 - (g) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable.
- 1.34 Place the following statement on the landscape plan: 'This plan is "NOT FOR CONSTRUCTION" and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Contact Engineering, Development Services and/or your Engineering, Building Site Inspector for details.'

Green Infrastructure

- 1.35 Staff note 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](#). The following are to be addressed in the next submission to ensure that a final RWMP can be accepted prior to DP issuance.
- (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.
 - (i) Provide a site map detailing the different surface types and how rainwater will be directed or retained in each area. Include the following:

- a. Buildings, patios and walkway locations;
 - b. Underground parking extents;
 - c. Location of any proposed detention tank, water quality treatment and flow control system with connections to the sewer system;
 - d. All routing of water throughout the site; and
 - e. Area and depth of landscaping to support the claim of absorbent landscaping as a rainwater capture method.
- (ii) Provide a servicing plan which includes all routing of water into the proposed systems and out to the municipal system.
 - (iii) Consider grading impervious areas into landscaping or direct balconies/roofs into landscaping with increased storage available and an underdrain for safe conveyance.
 - (iv) For the detention tank sizing calculation, the post-development peak flow rate was used when the pre-development peak flow rate should be used as that is the flow you are controlling the system to.
- (b) 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's Intensity-Duration-Frequency curve (IDF curve). The City'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.
- (i) For this calculation, the 5-year, 10-minute time of concentration storm intensity should be used as this area is within a residential catchment. Redo all necessary calculations.
 - (ii) Ensure the tank has enough volume to handle the excess 24 mm rainfall event volume and that required to control post-development to pre-development peak flow conditions.
- (c) 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.
- (i) A 'Mechanical treatment system' is cited to meet this requirement. Clarify what will be used 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.

- (d) 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.
 - (e) 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:
 - (i) Phasing Considerations (i.e. early stage requirements immediately following construction, and on-going requirements once the site is established
 - (ii) 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
 - (iii) Fact sheets (or similar reference material), for proposed plantings
 - (iv) Contact information for any proprietary systems to be located on-site (for example oil/grit separators).
 - (v) Checklists to assist non-technical persons in assessing operation and maintenance performance and requirements
- 1.36 A Section 219 Rainwater Management Agreement Covenant will be required prior to issuance of a development permit once the Final RWMP is accepted by the City. The Final RWMP will be attached to the covenant and be registered on the property's title. The Engineer of Record (EOR) will be required to inspect the RWM system as necessary during and after construction in order to determine whether it has been substantially completed according to the covenant and Final RWM Plan. The EOR is to inform the City by letter bearing the Engineer's professional seal whether the system has been so constructed, and, if not, sealed "as-built" drawings showing the details of the modified system must be provided.

PART 2: CONDITIONS OF BY-LAW ENACTMENT

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

Engineering Services

- 2.1 Consolidation of Lots 3 to 7, Blocks 149 to 153, District Lot 37, Plan 2196 to create a single parcel and subdivision of that site to result in the dedication of the northerly 5 ft. for road purposes.

Note to Applicant: A subdivision plan and application to the Subdivision and Strata Group is required. For general information see the [Subdivision webpage](#).

- 2.2 Dedication of the northerly 1.5 m (5'-0") of the site for road purposes.
- 2.3 Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the site (collectively called the "services") such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site will be issued until the security for the services are provided.

- (a) Provision of adequate water service to meet the fire flow demands of the project.

Based on the confirmed Fire Underwriter's Survey Required Fire Flows and domestic flows submitted by Aplin Martin Consultants Ltd. dated February 19, 2019, no water main upgrades are required to service the development.

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.

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

Development to be serviced to the 200 mm SAN sewers in Clive Ave.

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.

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 sewer system upgrading that may be required.

- (c) Provision of upgraded street lighting (roadway and sidewalk) adjacent to the site, Spencer/Vanness, Spencer/Clive, McHardy/Vanness and McHardy/Clive intersection lighting to current City standards and IESNA recommendation.
- (d) Provision of new or replacement duct banks adjacent the development site that

meet current City standards. Duct banks are to consist of electrical and communication ducts sized to meet City needs in a configuration acceptable by the General Manager of Engineering Services and in conformance with applicable electrical codes and regulations. A detailed design will be required prior to the start of any associated street work.

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

- (e) Provision of street improvements along Vanness Ave adjacent to the site and appropriate transitions including the following:
 - (i) 1.2 m (4'-0") grass front boulevard;
 - (ii) 2.14 m (7'-0") wide broom finish saw-cut concrete sidewalk;
 - (iii) Removal of all existing driveway crossings on Vanness Ave and replaced with new sidewalk, sodded boulevard and Type A concrete curb and gutter; and
 - (iv) Adjustment to all existing infrastructure to accommodate the proposed street improvements.

- (f) Provision of street improvements along Clive Ave adjacent to the site and appropriate transitions including the following:
 - (i) 50 mm thickness mill and overlay to the centreline of Clive Ave along property frontage;
 - (ii) 2.14 m (7'-0") wide broom finish saw-cut concrete sidewalk; and
 - (iii) Adjustment to all existing infrastructure to accommodate the proposed street improvements.

Note to Applicant: Maintain or increase the existing front boulevard width if required to accommodate the existing street trees.

- (g) Provision for the installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.

2.4 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: Ensure that in your consultation with B.C. Hydro that an area has been defined within the development footprint to accommodate such electrical plant. Confirm that this space has been allocated and agreement between both parties has

been met.

Sustainability

- 2.5 Enter into such agreements as the General Manager of Planning, Urban Design and 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

- 2.6 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/or Section 219 Covenant for 60 years or the life of the building, whichever is greater, to subdivide the development lands by either (i) an air space subdivision to create an air space parcel; or (ii) a strata plan to create one single strata lot, containing at least six (6) residential units of secured market rental housing units, subject to the following conditions and requirements:
- (a) A no separate-sales covenant;
 - (b) A no stratification covenant (on air space parcel or from single strata lot);
 - (c) A provision that none of such units will be rented for less than one month at a time;
 - (d) A covenant that, if the residential units of secured market rental housing are contained within a single strata lot, a rental disclosure statement pursuant to the Strata Property Act, will be duly filed and delivered in accordance with the *Real Estate Development Marketing Act*, designating such strata lot as rental for a period of not less than 200 years and that no by-law that restricts the rental of such strata lot will be adopted prior to the first conveyance of a strata lot in the development; and
 - (e) Such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may in their sole discretion require.

Note to Applicant: A Housing Agreement is to be entered into the City by by-law enacted pursuant to section 565.2 of the *Vancouver Charter* prior to enactment of the rezoning by-law.

- 2.7 Enter into a Section 219 Covenant and/or such other agreements as the General Manager of Arts, Culture and Community Services and the Director of Legal Services determine are necessary to require the applicant to:
- (a) Prior to issuance of a development permit, provide a Tenant Relocation Plan to the satisfaction of the General Manager of Arts, Culture and Community Services

as per the Tenant Relocation and Protection Policy that is effective at the time of submission of the Development Permit Application.

- (b) Provide a notarized declaration that demonstrates that each tenant has been given written notice of the intent to redevelop the property; that indicates the number of units occupied on the date of the notice; and includes copies of a letter addressed to each tenant summarizing the Tenant Relocation Plan offer and signed as received by each tenant.
- (c) Provide an Interim Tenant Relocation Report prior to issuance of the Demolition Permit. The Report must outline the names of any tenants who have ended their tenancy; the reason for its end (e.g. tenant decision or mutual agreement to end tenancy); the outcomes of their search for alternate accommodation (if assistance was requested by the tenant); the names of tenants still remaining in the building; the status of the applicant's search for relocation options (if assistance was requested by the tenant) and/or additional assistance rendered, as required through their Tenant Relocation Plan.

Note to Applicant: if a long period of time elapses between Public Hearing and before issuance of Demolition Permit, the City may request an additional Interim Tenant Relocation Report be submitted.

- (d) Provide a Final Tenant Relocation Report prior to issuance of the Occupancy Permit. The Report must outline the names of tenants; indicate the outcome of their search for alternate accommodations; summarize the total monetary value given to each tenant (moving costs, rents, any other compensation); and include a summary of all communication provided to the tenants.

Environmental Contamination

2.8 If 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 the Director of Legal Services, including a Section 219 covenant that there will be no occupancy of any buildings or improvements on this 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 issued to the City.

Community Amenity Contributions

- 2.9 Pay to the City a Community Amenity Contribution of \$1,200,000 to be allocated to support the delivery of the Joyce-Collingwood Station Precinct Plan Public Benefits Strategy, which the applicant has offered to the City. Payment is to be made prior to enactment of the CD-1 By-law in the form of a bank draft, certified cheque or wire transfer, at no cost to the City and on terms and conditions satisfactory to the Director of Legal Services.

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

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as 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-law and at no cost to the City.

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.

* * * * *

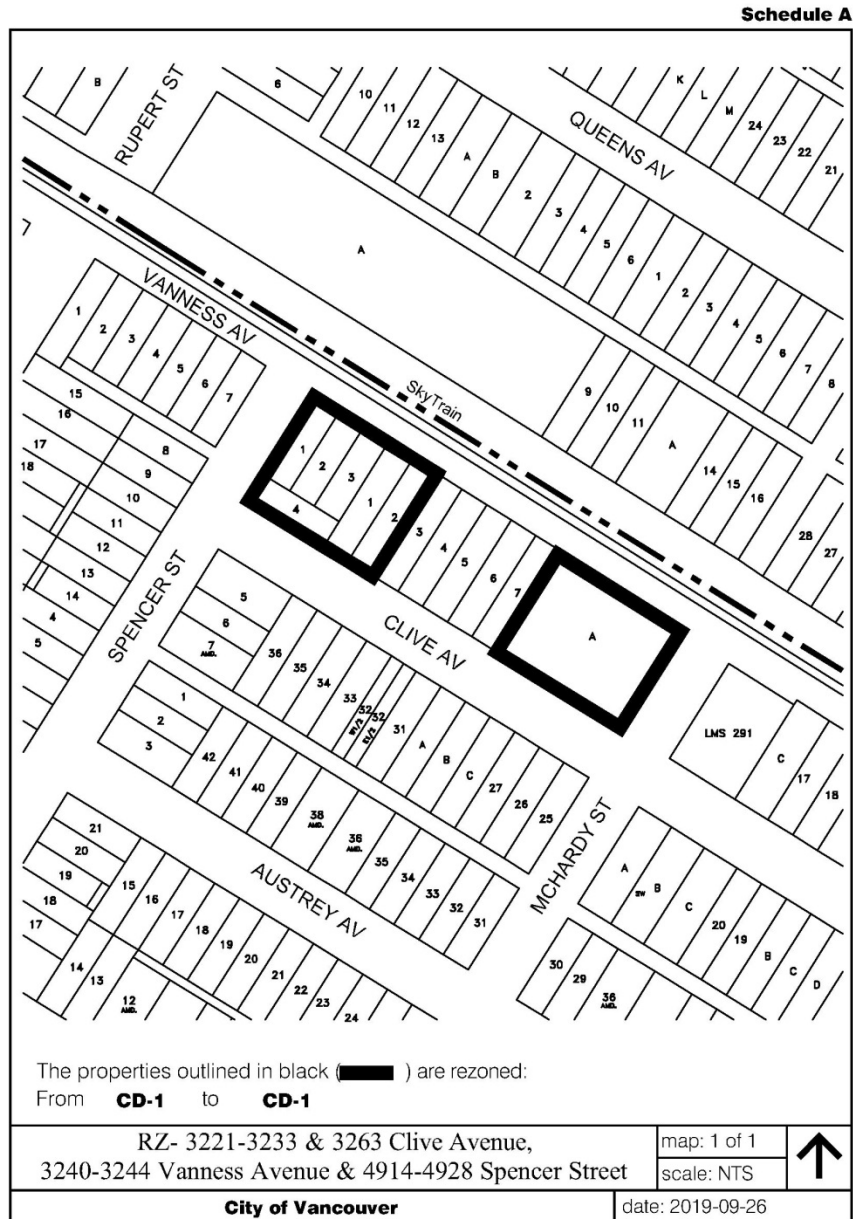
3235-3261 Clive Avenue
PROPOSED CONSEQUENTIAL AMENDMENTS

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

DRAFT AMENDMENTS TO THE ZONING AND DEVELOPMENT BY-LAW NO. 6322
REGARDING CD-1 (219)

1. This By-law amends the indicated provisions of By-law No. 6322.
2. Council strikes out section 1 and substitutes the following:

“1 This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan marginally numbered Z- () attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D of By-law No. 3575.”
3. In section 2, Council deletes subsection (e), and in subsection (d), replaces “,” with “.”.
4. Council deletes sections 8, 9, 10 and 11, and re-numbers section 12 as section 8.
5. Council strikes out Schedule A and substitutes the following:



* * * * *

3235-3261 Clive Avenue
SUMMARY OF TENANT RELOCATION PLAN TERMS

Tenant Relocation and Protection Requirements	Tenant Relocation Plan Offer
Financial Compensation	<ul style="list-style-type: none"> • Compensation in the form of free rent, a lump sum payment, or a combination of both, will be available for each unit eligible for Tenant Relocation Plan according to the following schedule: <ul style="list-style-type: none"> – 4 months’ rent for tenancies up to 5 years; – 5 months’ rent for tenancies over 5 years and up to 10 years; – 6 months’ rent for tenancies over 10 years and up to 20 years; – 12 months’ rent for tenancies over 20 years and up to 30 years; – 18 months’ rent for tenancies over 30 years and up to 40 years; and – 24 months’ rent for tenancies over 40 years
Notice to End Tenancies	<ul style="list-style-type: none"> • Landlord to provide regular project updates to tenants throughout the development approvals process. • A minimum of four months’ notice to end tenancy after all permits are issued is required (e.g. all development, building, and demolition permits in place).
Moving Expenses (flat rate or arrangement of an insured moving company)	<ul style="list-style-type: none"> • A flat rate of \$750 to \$1,000 will be provided at a minimum to all eligible tenants.
Assistance in Finding Alternate Accommodation (3 options)	<ul style="list-style-type: none"> • Applicant has distributed tenant needs assessment surveys. These surveys will be used in relocation efforts and to identify tenants’ needs and preferences. • Applicant has committed to monitor rental market and provide tenants requesting assistance with three options in Vancouver that best meet the tenants’ identified priorities.
Additional Support for Low Income Tenants or Tenants Facing Other Barriers to Appropriate Housing	<ul style="list-style-type: none"> • The applicant is partnering with a property manager to assist existing tenants with finding alternate accommodation. • For low income tenants and tenants facing other barriers to housing, as defined in the TRP Policy, the applicant has committed to assisting in securing a permanent, suitable affordable housing option.
First Right of Refusal <i>(Where starting rents are anticipated to be higher than what the tenant currently pays, provide a 20% discount off starting rents for any returning tenants)</i>	<ul style="list-style-type: none"> • The applicant has committed to offering all current tenants who are named on leases, regardless of their TRP eligibility, the right of first refusal at a 20% discount off starting rents in similar units in the new development once completed. Any subsequent rent increases for returning tenants will be in line with the Residential Tenancy Act.

**3235-3261 Clive Avenue
ADDITIONAL INFORMATION**

1. URBAN DESIGN PANEL

The Urban Design Panel (UDP) reviewed this rezoning application on July 3, 2019. The application was supported with recommendations.

EVALUATION: Support with Recommendations (8/0)

Introduction:

Rezoning Planner, Tiffany Rougeau, began by noting, the rezoning application at 3235-3261 Clive Ave is a 5 lot assembly midblock on Clive and Vanness Avenues, between Spencer and McHardy Streets.

All lots are currently zoned CD-1 (219) and are each developed with a single-family houses. The proposal is being considered under the Joyce Collingwood Precinct Plan which anticipates residential buildings up to six storeys (and 70 ft. in height) with a maximum density of 2.25 FSR.

For context, the Joyce Collingwood Station is located 2 blocks to the east – approximately a 5 minute walk – with the skytrain line directly to the north over Vanness Ave.

East, west, and north of the site, are single family homes, designated in the Plan as sub-areas V1 & V2 – same as the subject site – and anticipates future mid-rise buildings with some mixed income affordable and social housing sites.

This includes one in-stream rezoning application on the other side of the Skytrain tracks, for 102 social housing units.

Directly east of the site is a 4 storey social housing project built in 1998 – noting that the Plan anticipates that this site is unlikely to redevelop.

South of Clive is single family homes, which are designated in Joyce Collingwood Plan as a townhouse zone up to 3-storeys.

This proposal consists of a 6-storey residential building and 5 ground-oriented townhouses fronting Clive Ave. A total of 68 strata units are proposed over 2 levels of underground parking. An FSR of 2.25 is proposed.

Development planner, Miguel Castillo-Urena, began by noting that the site slopes 5m diagonally and approximately 2m along Vanness Ave and 4m along Clive Ave.

The form and development consists of a 6-storey apartment building fronting Vanness Ave, two 4-storey buildings containing 5 townhouses facing Clive Ave. The arrangement of both the apartment building and townhouses creates a 24-foot wide courtyard, which has access from Clive Avenue and Vanness Avenue. The parking entry is off Clive Ave. The indoor amenity is located on the ground level facing the courtyard and the outdoor amenity space is the on top of the apartment building.

The proposal generally meets the expectation in terms of setbacks per the Joyce Collingwood plan; however a relaxation in frontage is sought.

Advice from the Panel is sought on the following:

Density and Form of Development

- Have the proposed density and height been incorporated into an overall form of development that is well integrated into the surrounding (and future) context?
- Will the proposed form and massing create positive streetscapes and “courtyard scapes”? Do the four-storey buildings on Clive Avenue provide compatible “fit” with the immediate existing and evolving context?
- Has the increased building frontage (140 ft.) been “earned” through an appropriate form of development?
- Please comment on livability:
Please consider: Skytrain line, ground level units, amenity space.

Public Realm

- Overall public realm, particularly proposed courtyard and building edge interfaces. Will there be an adequate ground floor relationship with the public realm?

The planning team then took questions from the panel.

Applicant’s Introductory Comments:

The challenge with this site is the slope and drop from high point to low point. This is a 5 lot assembly right in middle of the block, took into consideration what that means for future developments.

The proposal is for a 6 storey midrise condominium structure with townhouse units. The 6 storey volume followed what planning prescribed with setbacks. There is 17 ft. in the front, struggling with the 120 ft. wide building face. We looked at what is the right fit to get suitable amount of density for this site with restricted height and depth. The setback consists of two wing components; this still gives a frontal face of 120 ft. We have reduced the visible mass facing the lanes. On the north to south slope the buildings have been stepped to visually increase the scale.

The architectural pattern consists of vertical expression along Clive Avenue. The vertical expression has a modern architecture character.

The upper units have private outdoor spaces. There is an additional common outdoor space on the roof, in addition to the indoor amenity space at the ground level. There are conventional stairs with landing to provide safe access to the roof.

There is accessibility through the site via the sides and center. On Clive Ave there is a midblock entry. In between the two building forms there is a 24 ft. wide courtyard space and children play area in the corner. The townhouses have a break in the middle providing additional penetration to the courtyard.

Landscape included planting to identify entrances. There are nice pods of outdoor space and seating nooks for residential to sit. Patios provide eyes on the street. Along Vanness due to the

sky train, there is not a lot of present landscaping, looking to have large canopy trees stepping down to the patios. Along Clive Avenue, a residential street, the townhomes elevate with patios and 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. Besharat and seconded by Mr. Neale and was the decision of the Urban Design Panel:

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

- Design Development of the parking entry and PMT location to enhance livability and reinforce the texture on Clive Ave;
- Design Development of the courtyard to enhance its livability and functionality;
- Design Development of the amenity to make indoor and outdoor connection stronger by collocating them;
- Design Development of the landscape to take advantage of the topography.
- Design development of reconfigure location of patios to enhance livability.

Related Commentary:

There was general support for the project and form of development.

The panel appreciated the contemporary expression.

The architectural expression of townhouses and streetscape is supportable.

Overall the massing as it relates to its surroundings and setbacks generally work.

The punch windows and symmetries are good.

The applicant has earned density, height and frontage.

This is a challenging site from a grade perspective. The grading drives many elements and is not allowing a successful outcome.

The location of the parking ramp needs design development; look at alternate locations to get onto the other street to reinforce texture on Clive. Overall review of the parking access and PMT is needed. A suggestion was to place the PMT where the bike parking is. It was noted to City engineering that it is unfortunate they are requiring the parking ramp and PMT to be placed on Clive as its taking up a large area of the street face and its better suited on the skytrain side.

There is a lot of courtyard shade; units at the lower levels on the big buildings suffer the most. The courtyard space is lacking narrative of what it wants to be, requires programming development. The narrowness of courtyard appears more of a passageway. Consider widening it and reduce setback at the front on Clive Ave. The townhouses have three patios; the patio on the north side which does not receive a lot of sun is not needed. This space is better suited being reallocated to the courtyard. By reviewing the parking, there is some room to drop the grade of townhouses; this will help on the courtyard side with wall heights.

The indoor and outdoor amenities are disjointed. Consider co-locating indoor and outdoor amenity space or having a small kitchenette up at the roof terrace, this will make the space

stronger. Consider aligning the entry to the courtyard between the two townhouse buildings with the indoor amenity. The children's play area is stingy.

Overall there is not a lot of landscape buffer. Sound mitigation along Vanness will be critical. Planting in front of blank wall is needed.

The Townhouses facing south will not get a lot of light and windows appear small. Consider having the townhouse stairs on the other side this would mitigate shadowing of the upper deck and would help stepping of the building. Consider flipping the living rooms of the townhouses or the landscape so the patio part is in front of the window and the soft landscape in front of the blank wall. Reconsider the raised planter on top of the high wall.

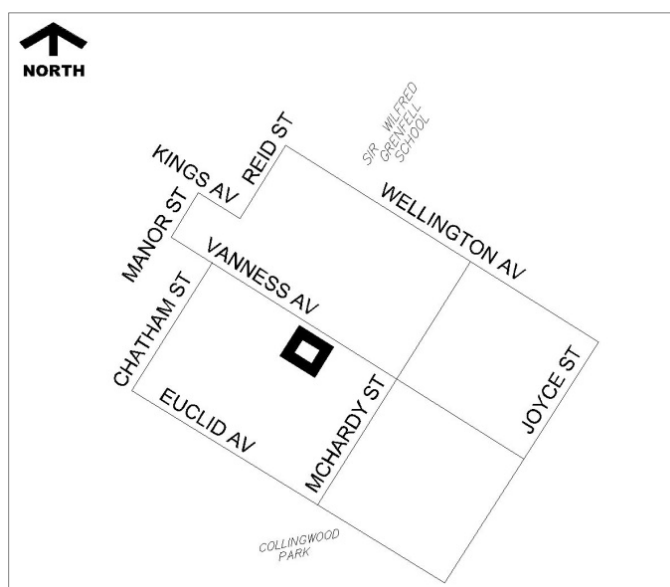
Applicant's Response: The applicant thanked the panel for their comments.

2. PUBLIC CONSULTATION SUMMARY

Pre-application Open House – A pre-application open house was held on October 4, 2018. Approximately 2,900 notifications were distributed within the neighbouring area on or about September 19, 2018. There were 21 participants and comments included support for the architectural style and compliance with the community plan, amount of outdoor space, streetscape improvement and number of family-oriented units. Concerns were raised regarding increased traffic and availability of parking for new and existing residents. There was a general desire for any CACs payable to be used directly within the local community.

Public Notification – A rezoning information sign was installed on the site in April 2019. Approximately 1,384 notification postcards were distributed within the neighbouring area on or about April 24, 2019 (see Figure 1). In addition, notification and application information and an online comment form were provided on the City's Rezoning Applications webpage (vancouver.ca/rezapps).

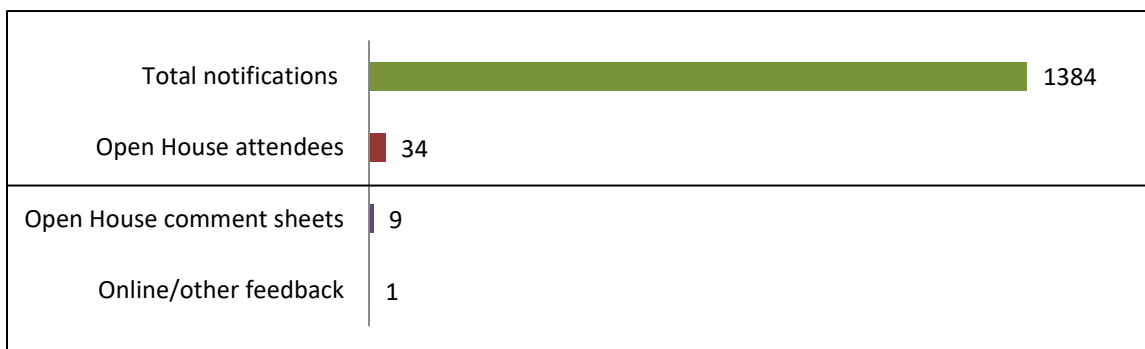
Figure 1: Notification Area



Community Open House – A community open house was held on May 8, 2019 at the Collingwood Neighbourhood House located at 5288 Joyce Street. Staff, the applicant team, and a total of approximately 34 people attended.

Public Comments – Staff received a total of 10 responses regarding the rezoning application (see Figure 2).

Figure 2: Notification and Public Response



Note:

All reported numbers above are approximate.

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

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

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

Generally, comments of support fell in the following areas:

- Considered to be a welcomed addition to the neighbourhood as a residential building that provides more housing options and is located in close proximity to a SkyTrain station for transit options.
- Appropriate density for this site.
- Appealing building design.

Generally, comments of concern fell into the following areas:

- Concern for the affordability of units.
- Concern for noise, pollution, landfill, and traffic congestion during construction period.

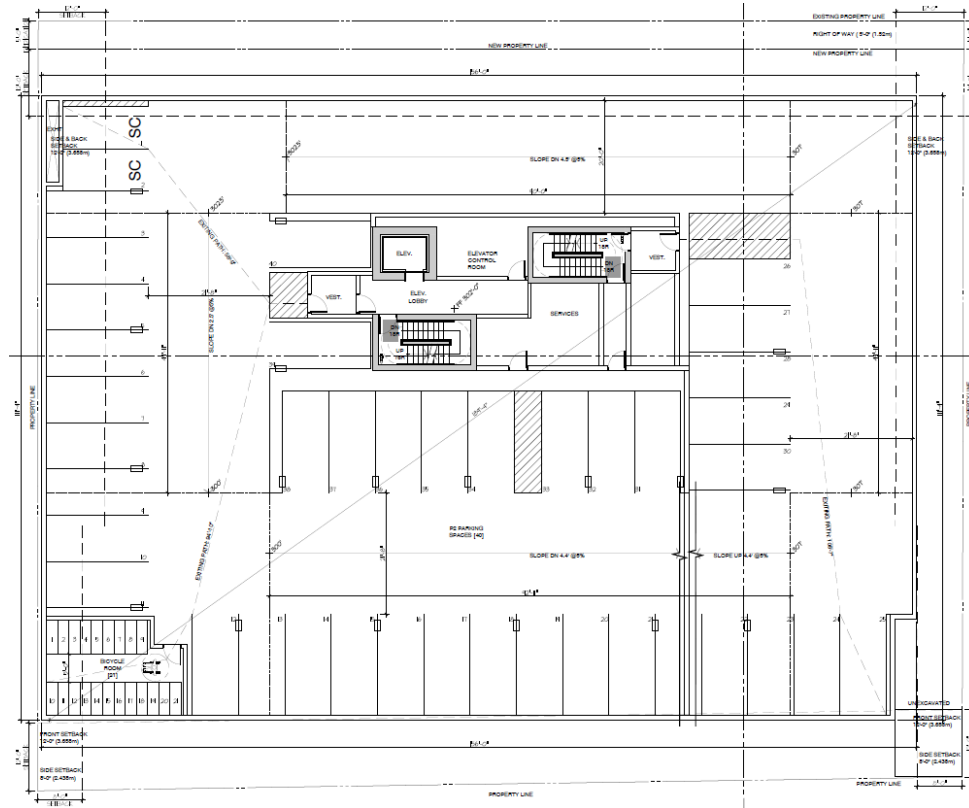
Neutral comments/suggestions/recommendations:

- Reduce parking considering proximity to SkyTrain station.
- Elevator space should be increased to accommodate the number of units proposed in this building.
- A larger indoor amenity space should be considered to accommodate number of tenants.
- Complies to the intent of the Joyce-Collingwood Station Precinct Plan.
- Electric vehicle charging infrastructure should be added to the underground parking.
- Preference to see this unit as a rental residential building as opposed to a strata-titled building.
- Would like to see lighting improvements made along Vanness Avenue to increase road and pedestrian safety.

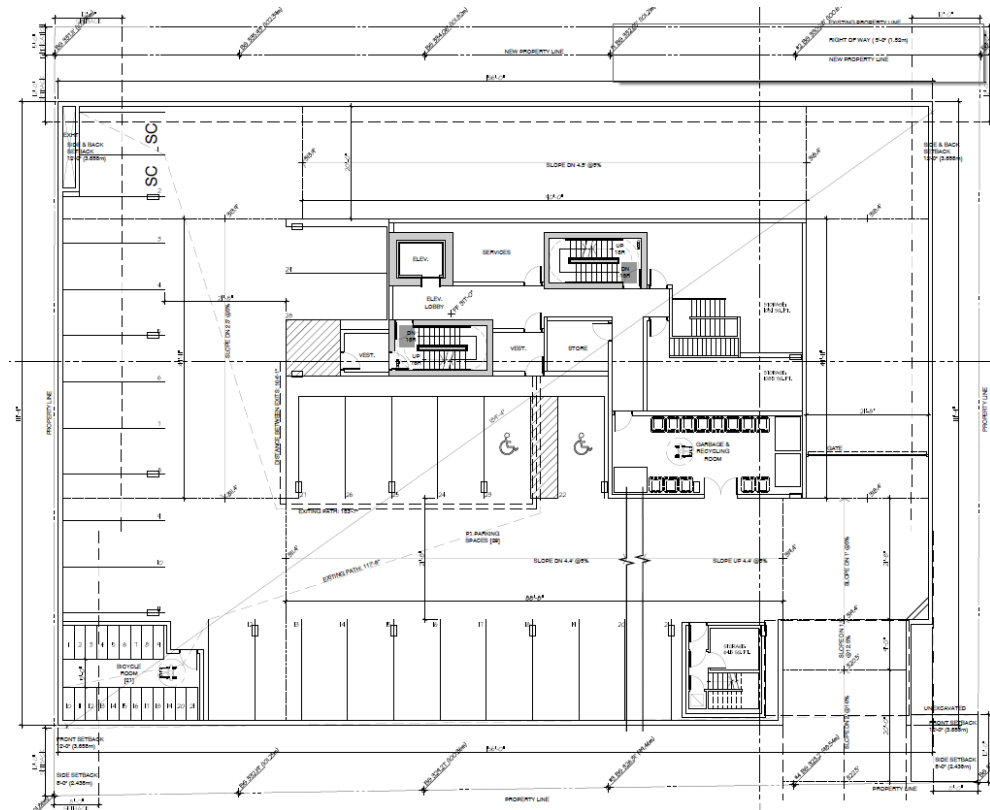
* * * * *

3235-3261 Clive Avenue
FORM OF DEVELOPMENT

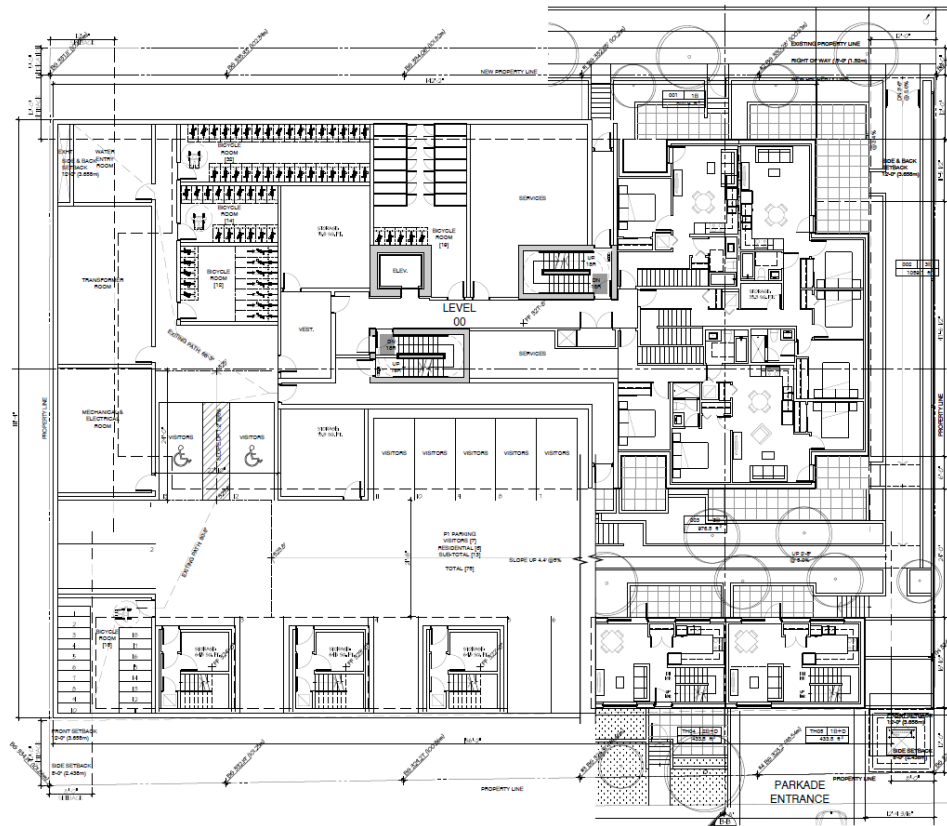
Floor Plan
Level P2



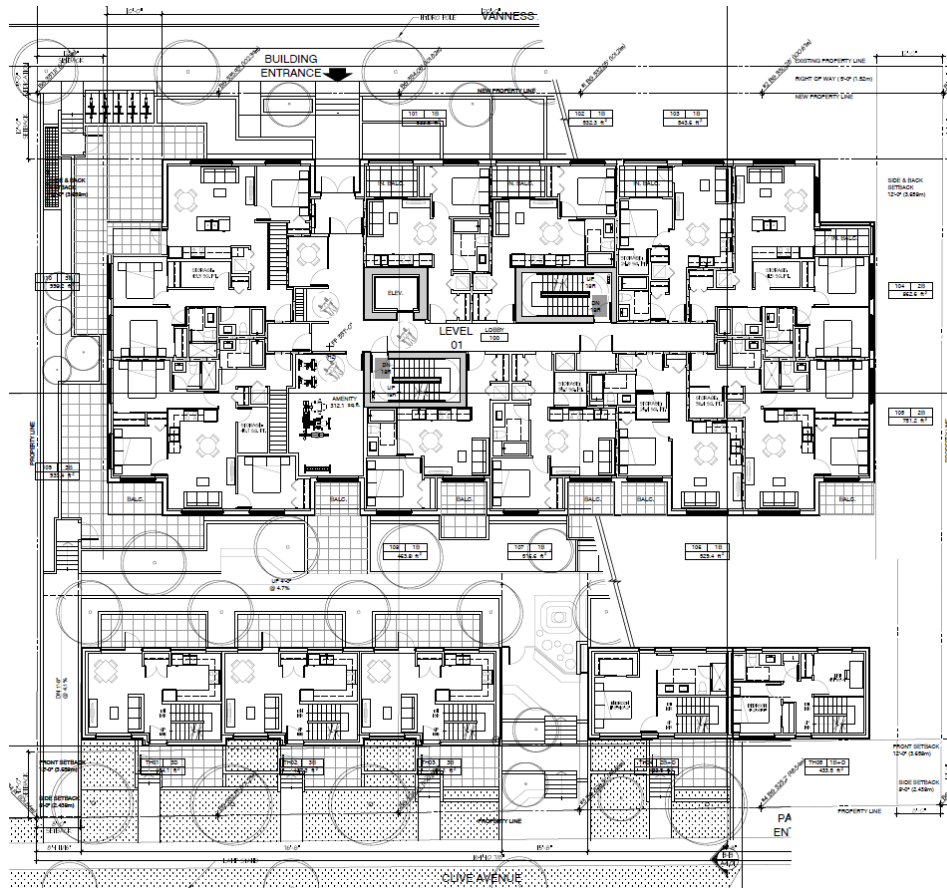
Floor Plan
Level P1



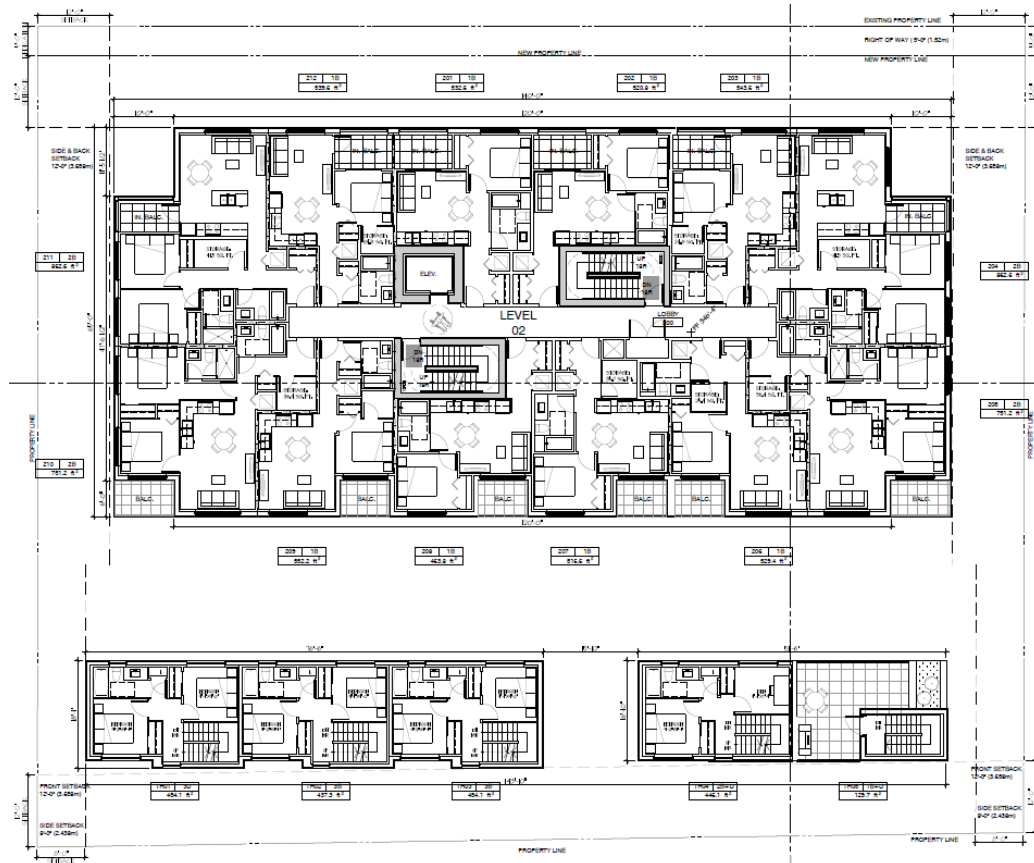
Floor Plan
Level P0/00



Floor Plan
Level 1



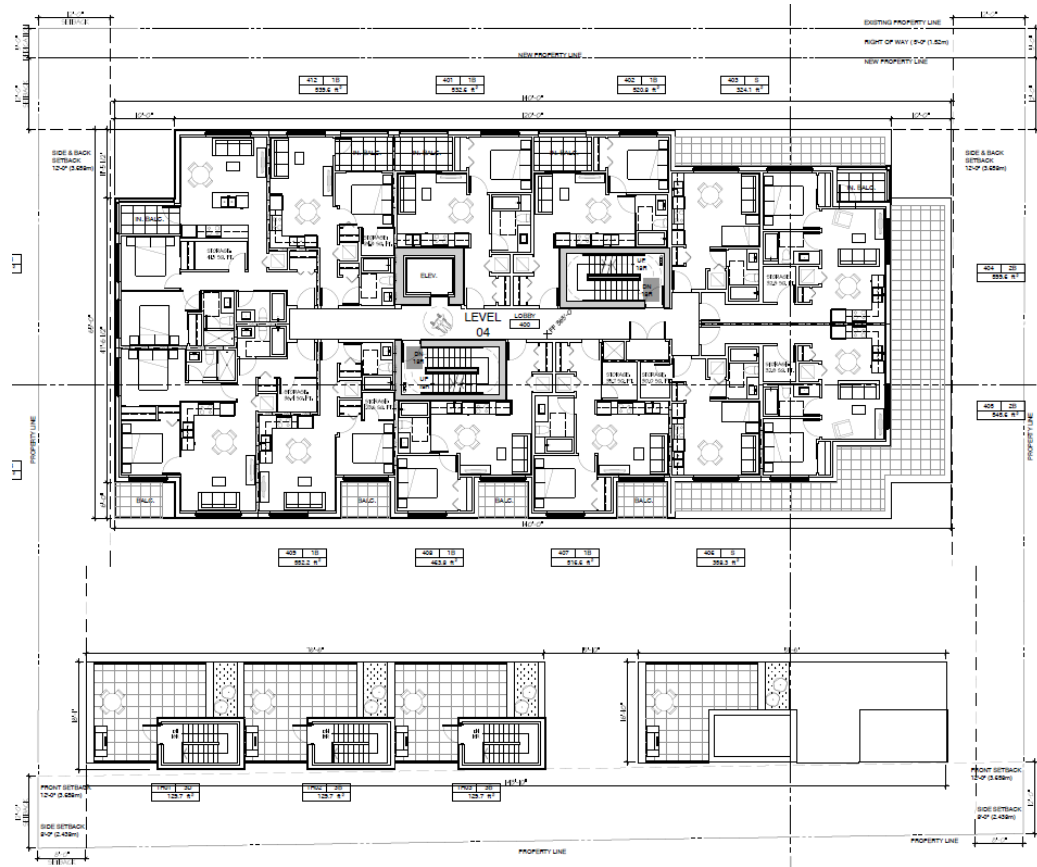
Floor Plan
Level 2



Floor Plan
Level 3



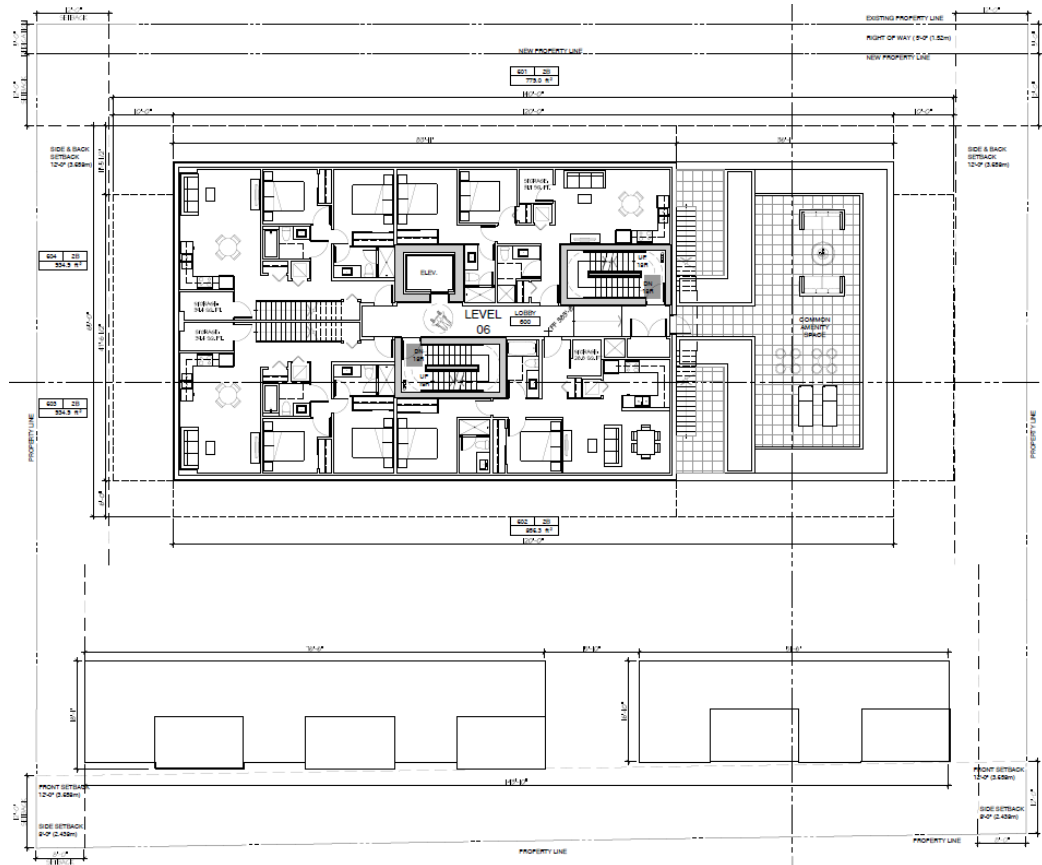
Floor Plan
Level 4



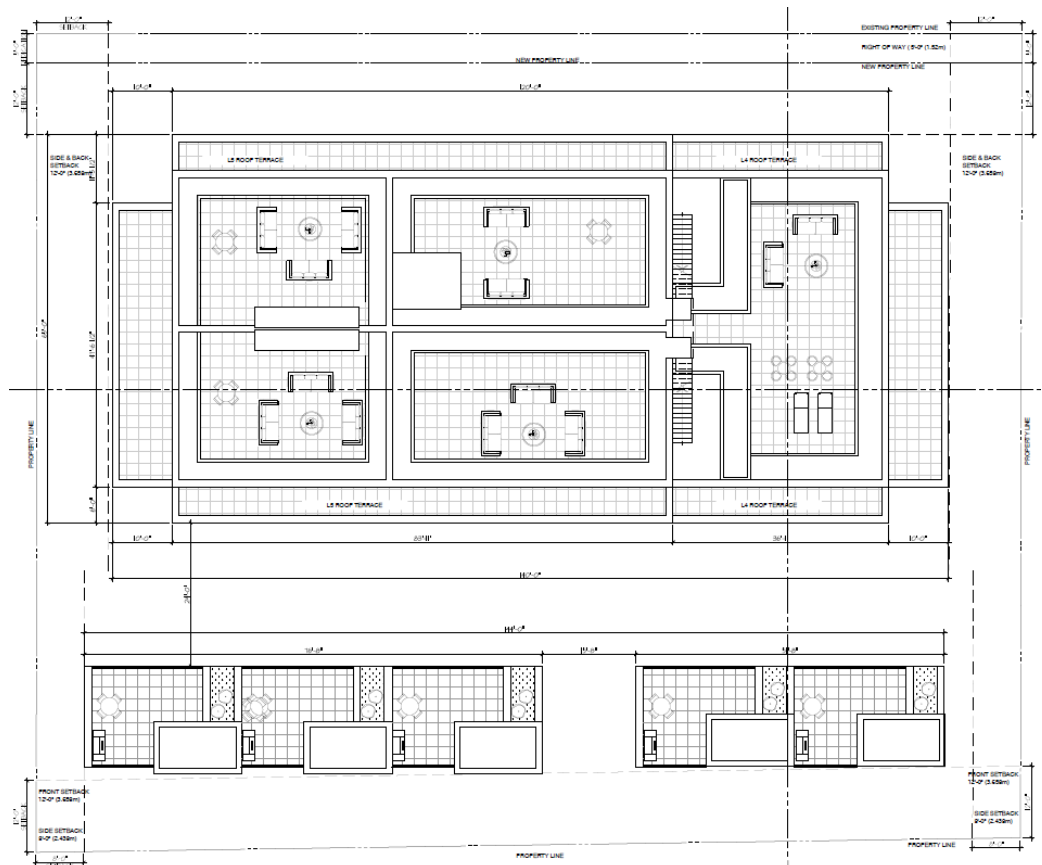
Floor Plan
Level 5



Floor Plan
Level 6



Roof Plan



Elevation South
(Clive Avenue)



Elevation East



Elevation North
(Vanness Avenue)



Elevation
West



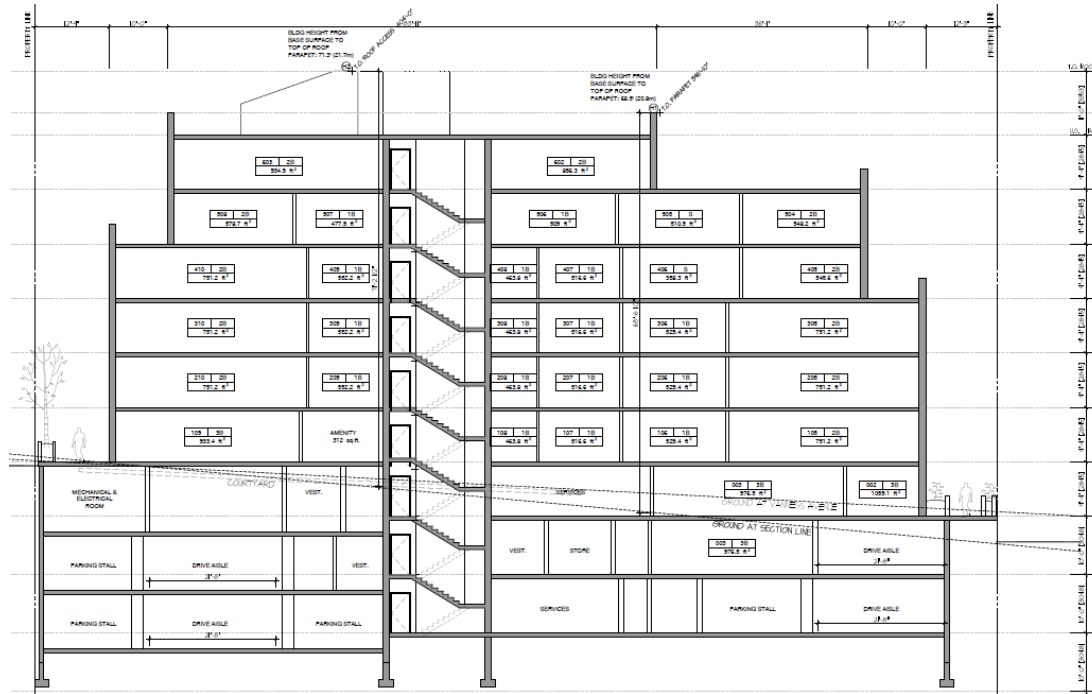
Elevation
South
Interior
Courtyard



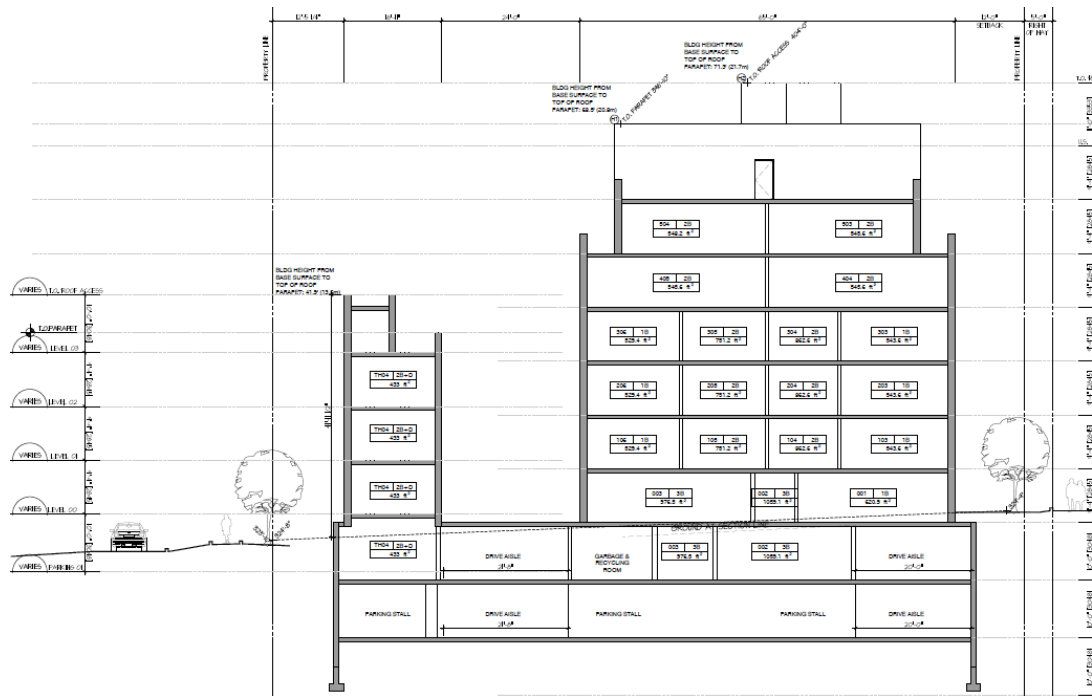
Elevation
North
Interior
Courtyard



Section
(West-East)



Section
(South-North)



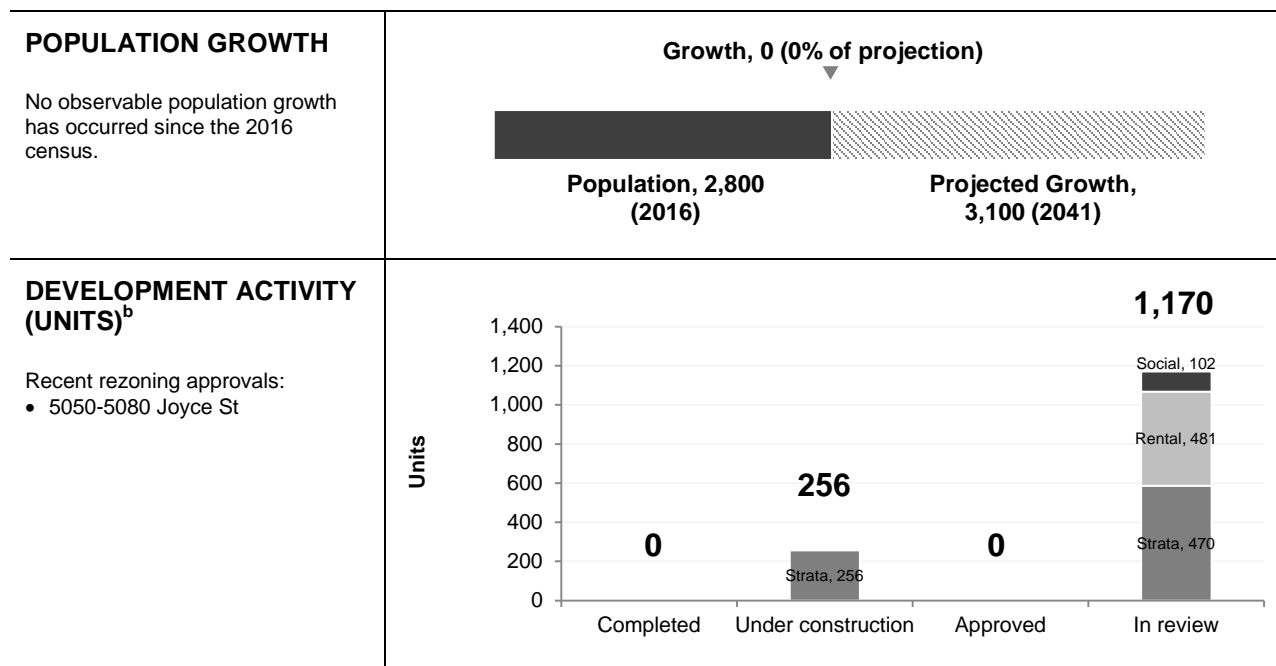
Landscape
Plan



* * * * *

3235-3261 Clive Avenue
PUBLIC BENEFITS IMPLEMENTATION TRACKING

Joyce-Collingwood Station Precinct Plan (2016)^a
Updated Mid-Year 2019



PUBLIC BENEFITS ACHIEVED

Category	Anticipated Public Benefits (+) ^c	Completed (•) or In Progress (◦)	% ^d
Housing ^b	<ul style="list-style-type: none"> + 30% of cash community amenity contributions and development cost levies in Joyce-Collingwood + Work with BC Housing, St. Mary's Parish and others to renew and increase affordable housing 		0%
Childcare	<ul style="list-style-type: none"> + Approx. 74 spaces for children 0-4 + Approx. 30 spaces for children 5-12 + 37 space childcare on City-owned site (Vanness & McHardy St) or as part of new mixed-use development on Joyce St 		0%
Transportation/ Public Realm	<ul style="list-style-type: none"> + New/upgraded sidewalks + Seek wider sidewalks for an active street front + Safety improvements to Joyce & Vanness intersection + Plazas on lanes north of SkyTrain station + Street trees 	<ul style="list-style-type: none"> • Joyce-Collingwood Station upgrades and associated improvements to BC Parkway and Vanness Ave ◦ <i>New sidewalks along McHardy St., Payne St., and Ruby St.</i> ◦ <i>41st Ave B-Line</i> ◦ <i>Plazas on lanes north of Joyce-Collingwood Station</i> 	10%
Culture	<ul style="list-style-type: none"> + Preserve and stabilize cultural assets + Retain/create multi-use neighbourhood creative spaces + Public art 		0%
Civic/Community	<ul style="list-style-type: none"> + Collingwood Library renewal + Fire Halls #5 and #20 renewal 	<ul style="list-style-type: none"> • Fire Hall #5 	40%
Heritage	+ N/A	<ul style="list-style-type: none"> • N/A 	N/A
Social Facilities	<ul style="list-style-type: none"> + MOSAIC and CNH Annex at Wall Centre Central Park + Killarney Seniors' Centre + Explore opportunities to provide additional operating support to CNH 	<ul style="list-style-type: none"> • MOSAIC and CNH Annex at Wall Centre Central Park • Killarney Seniors' Centre 	90%
Parks	<ul style="list-style-type: none"> + Collingwood Park improvements + Dog park + CNH Plaza renewal + Explore opportunities to expand public use and activation under SkyTrain guideway 		0%

EXPLANATORY NOTES

The Public Benefits Implementation Tracker assists in monitoring progress toward the delivery of public benefits anticipated from the community plans. Data in this tracker reflects activity within the plan boundaries since Plan approval.

Population Growth

Base population is determined by the latest census year available when the Plan was approved. Projected growth numbers are determined by the numbers quoted in the Plan (if available). Growth is calculated by taking the difference between the latest census year and the base population and adding an estimate based on floor area completed since the latest census.

Development Activity

The Development Activity Chart tracks projects with 3 or more housing units and includes Development Permits, Building Permits, rezoning applications and enquiries:

- “Completed” projects have achieved Building Permit completion.
- “Under Construction” projects have achieved Building Permit issuance, but have yet to be completed.
- “Approved” projects include rezoning applications approved by Council and Development Permits that have been approved by the City. Any rezoning applications approved by Council that advance into the Development Permit stage are still counted as “Approved” projects until it achieves Building Permit issuance.
- “In review” projects include any rezoning applications, enquiries, or Development Permits that are under review by the City.

Recent rezoning approvals listed in this section reflect the last five rezonings (excluding minor text amendments) approved by Council within the last five years in the plan area.

Public Benefits Achieved

Public benefits that have either been completed or are under construction are included in this section. In addition, this tracker provides some insight on the progression of Major Projects or other City programs.

Other Notes

^a The Joyce-Collingwood Station Precinct Plan was approved in 2016, which was later amended in 2017 to expand the T2 subarea and add a new J4 subarea. See chapter 5 of the [Joyce-Collingwood Station Precinct Plan](#).

^b Gross numbers of units reported. In some instances, existing units may be demolished and replaced with new units. These numbers represent units that have been replaced and any additional units included as a part of new developments.

^c See chapter 7 of the [Joyce-Collingwood Station Precinct Plan](#) for detailed information about the City’s commitments to deliver public benefits in Joyce-Collingwood.

^d Percentages reflect estimated progress toward overall Public Benefits Strategy targets outlined in chapter 7 of the [Joyce-Collingwood Station Precinct Plan](#).

**3235-3261 Clive Avenue
PUBLIC BENEFITS SUMMARY**

Project Summary:

Six-storey residential building and three-and-a-half storey townhouses, consisting of a total of 68 residential units (62 strata-titled units and six market rental units).

Public Benefit Summary:

The proposal would provide six secured market rental housing units and a cash CAC.

	Current Zoning	Recommended Zoning
Zoning District	CD-1 (219)	New CD-1
FSR (site area = 22,436 sq. ft.)	1.20	2.25
Floor Area (sq. ft.)	26,923	50,481
Land Use	Residential	Residential

Summary of Development Contributions Expected Under Recommended Zoning:

City-wide DCL ¹	917,240
City-wide Utilities DCL ¹	382,141
Community Amenity Contribution (CAC) ²	\$1,200,000
TOTAL	\$2,499,381

Other Benefits (non-quantified): Six units of rental housing secured for the greater of 60 years or life of the building.

¹ Based on rates in effect as at September 30, 2019; rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection, see the City's [DCL Bulletin](#) for details.

² Contributions are payable prior to rezoning enactment. See [Community Amenity Contributions – Through Rezoning](#) policy for details.

* * * * *

**3235-3261 Clive Avenue
PROPERTY, APPLICANT AND DEVELOPMENT PROPOSAL INFORMATION**

Property Information

Address	Parcel Identifier (PID)	Legal Description
3235 Clive Avenue	003-043-223	Lot 3, Block 149, District Lot 37, Plan 2196
3239 Clive Avenue	006-700-802	Lot 4, Block 149, District Lot 37, Plan 2196
3241 Clive Avenue	006-700-829	Lot 5, Block 149, District Lot 37, Plan 2196
3255 Clive Avenue	013-982-958	Lot 6, Block 149, District Lot 37, Plan 2196
3261 Clive Avenue	013-982-991	Lot 7, Block 149, District Lot 37, Plan 2196

Applicant Information

Architect	dys architecture
Developer/Other	Nexst Clive Development Ltd.

Site Information

Site Area	2,084.3 sq. m (22,436 sq. ft.)
-----------	--------------------------------

Development Proposal Information

	Existing Zoning	Proposed Zoning	Staff Recommendation (varied from proposed)			
Zoning	CD-1 (219)	New CD-1	--			
Land Use	Residential	Residential	--			
Floor Space Ratio	1.20	2.28	2.25			
Floor Area	2,502 sq. m (26,932 sq. ft.)	4,749.3 sq. m (51,122.4 sq. ft.)	4,689.7 sq. m (50,481 sq. ft.)			
Height	10.7 m (35 ft.)	21.4 m (70.2 ft.)	--			
Unit Mix	--	Strata		Rental Strata		
		Studio	2 (3%)	Studio	67%	65%
		1 bed	42 (62%)	1 bed		
		2 bed	17 (25%)	2 bed	33%	24%
		3 bed	7 (10%)	3 bed		11%
Total:	68 units	Total:	6 units	62 units		
Parking and Bicycle Spaces	--	Required Provided				
		Vehicle	68	80	--	
		Bicycle	129	141		
Natural Assets	2 on-site trees 7 City trees	7 City trees to be retained		--		