



REFERRAL REPORT

Report Date: September 1, 2020
Contact: Theresa O'Donnell
Contact No.: 604.673.8434
RTS No.: 14020
VanRIMS No.: 08-2000-20
Meeting Date: September 15, 2020

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 Rezoning: 5055 Joyce Street

RECOMMENDATION

- A. THAT, the application by Perkins & Will on behalf of 5055 Joyce Property Inc. (Westbank), the registered owner of the lands located at 5055 Joyce Street [*PID 024-143-111, Lot I Block 17 District Lot 51 Group 1 New Westminster District Plan LMP37967*], to rezone the lands from C-2C (Commercial) District to CD-1 (Comprehensive Development) District to increase the permitted floor space ratio (FSR) from 3.0 to 16.1 and the building height from 13.8 m (45.3 ft.) to 96.4 m (316.3 ft.) to permit the development of a 35-storey mixed-use building which would contain 350 secured market rental housing units, 10 secured below-market rental housing units, and 479.4 sq. m (5,160 sq. ft.) of at-grade commercial floor area, be referred to public hearing, together with:
- (i) plans prepared by Perkins & Will, received March 11, 2020;
 - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
 - (iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application in principle, including approval in principle of the form of development, subject to the Conditions of Approval contained in Appendix B;

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

- B. THAT, if after public hearing, Council approves in principle the rezoning and the Housing Agreement described in Part 2 of Appendix B, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for

enactment prior to enactment of the zoning by-law, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and the General Manager of Arts, Culture and Community Services.

- C. THAT, if the application is referred to a public hearing, the application to amend Schedule E of the Sign By-law to establish regulations for this CD-1 and to assign regulations in accordance with Schedule “B” (C-2C), generally as set out in Appendix C, be referred to the same public hearing;

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

- D. THAT, subject to approval of the rezoning application, the Noise Control By-law be amended to include this CD-1 in Schedule A, generally as set out in Appendix C;

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

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

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

REPORT SUMMARY

This report evaluates an application to rezone 5055 Joyce Street from C-2C (Commercial) District to CD-1 (Comprehensive Development) District to permit the development of a 35-storey mixed-use building with 479.4 sq. m (5,160 sq. ft.) of at-grade commercial floor area and 360 rental residential units, of which not less than 10 units (637.4 sq. m of residential floor area or one-floor) will be secured at below-market rental tenure and the remaining 350 residential units will be secured as market rental units. A height of 96.4 m (316.3 ft.) and an FSR of 16.1 are proposed.

This application is being considered under the *Joyce-Collingwood Station Precinct Plan*. If approved, the application would create additional housing choice near the SkyTrain station and

contribute 360 secured rental housing units, including not less than 10 below-market rental units, towards the City's rental housing goals as identified in the *Housing Vancouver Strategy*. The application has been assessed and staff support the proposed uses and form of development, subject to the design development and other conditions outlined in Appendix B.

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 for this site include:

- *Joyce-Collingwood Station Precinct Plan (June 2016)*
- *Housing Vancouver Strategy (2017)*
- *Green Buildings Policy for Rezoning (2010, last amended 2018)*
- *Greenest City 2020 Action Plan (2011)*
- *Family Room: Housing Mix Policy for Rezoning Projects (2016)*
- *High-Density Housing for Families With Children Guidelines (1992)*
- *Community Amenity Contributions — Through Rezoning (1999, amended up to 2020)*
- *Vancouver Development Cost Levy By-law No. 9755*
- *Vancouver Utilities Development Cost Levy By-law No. 12183*
- *Public Art Policy and Procedures for Rezoned Developments (2014)*
- *Transportation 2040 (2012)*
- *Urban Forest Strategy (2014)*

REPORT

Background/Context

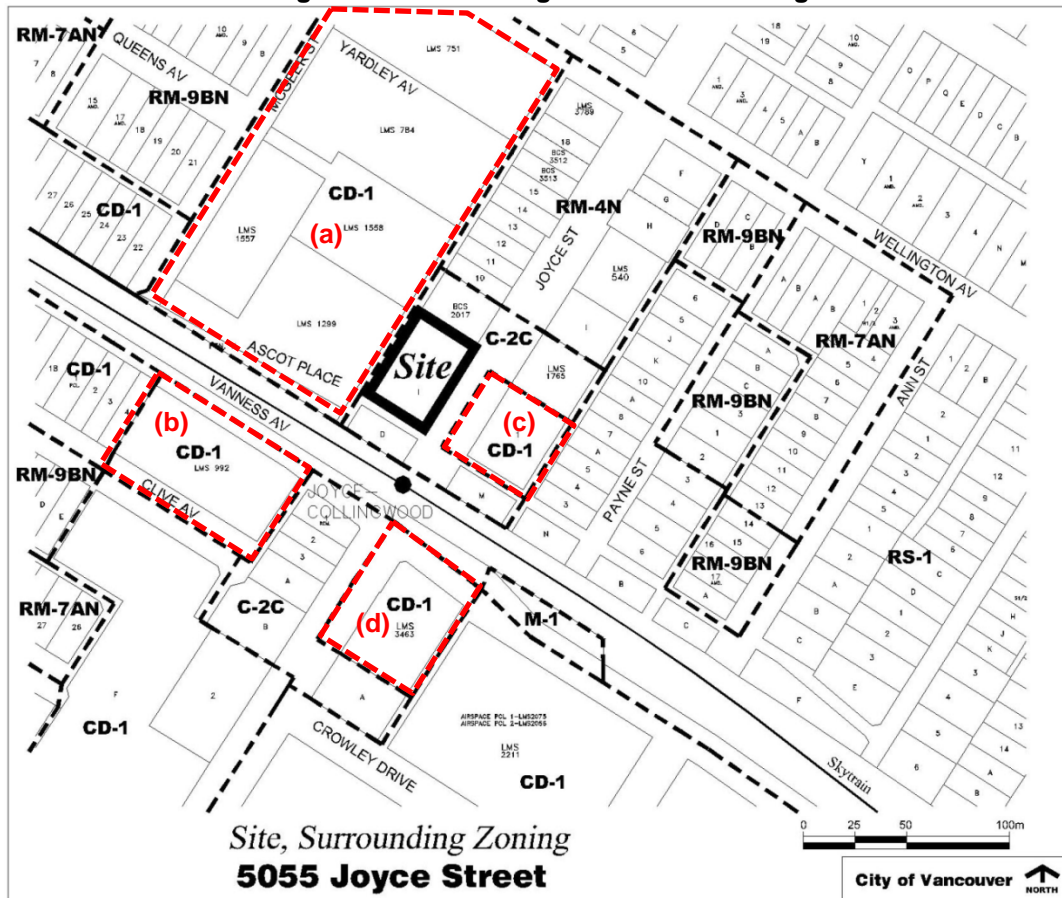
1. Site and Context

The subject site is located on the west side of Joyce Street, just north of Vanness Avenue (Figure 1), in the *Joyce-Collingwood Station Precinct Plan* area. It is currently zoned C-2C and comprised of one legal parcel with a total area of 1,486.2 sq. m (15,997 sq. ft.), a frontage of 46.6 m (152.9 ft.) along Joyce Street and a depth of approximately 32.0 m (105.6 ft.). The site is currently developed with a three-storey mixed-use commercial building built in the early 1990s. The site is directly north of the Joyce-Collingwood SkyTrain station, which received upgrades recently including an expansion of the east station house with increased passenger circulation space and provided public realm improvements along Vanness Avenue.

Across the street at 5050-5080 Joyce Street another significant development under the Plan is under construction—a 30-storey, mixed-use, strata residential tower. Just to the north along Joyce Street are four-storey mixed-use C-2C developments on both sides of the street, followed by a mix of single-family homes and two-storey mixed-use buildings currently zoned RM-4.

Other significant developments in the immediate area are shown in Figure 1 and are listed below:

Figure 1: Surrounding Context and Zoning



- (a) Ascot Place / 3450 Wellington, a former industrial site to the northwest of the station (a full block) was rezoned (1988) and redeveloped with two 14-storey mid-rise buildings, four four-storey apartment buildings, and two-and-a-half storey townhouses. The redevelopment was completed between 1992 and 1994.
- (b) 3362-3384 Vanness Avenue, a 12-storey mid-rise building, with three commercial retail units and eight townhouses at grade built in 1993.
- (c) 5050-5080 Joyce Street, recently rezoned for a 30-storey mixed-use development with retail at grade and strata residential above, currently under construction; and
- (d) 3438 Vanness Avenue, a 16-storey mixed-use building (the “Centro”) with ground-level retail space fronting Joyce Street and office space on a portion of the second, third, and fourth levels. The Centro was completed in 1998.

Neighbourhood Amenities – Joyce-Collingwood is a transit-oriented and well-established neighbourhood with many local services and recreational amenities. Local, multi-cultural shopping and services are focused along Kingsway, and there are many local parks within walking distance scattered in the neighbourhood, such as:

- Melbourne Park - approximately three blocks to the east from the site;
- Gaston Park - approximately two blocks to the south;

- Collingwood Park - approximately four blocks to the southwest; and
- Carleton Park - approximately three blocks to the northwest.

Collingwood Neighbourhood House offers a variety of programs and services to the area, such as recreational activities, youth programs, child care, language instruction, settlement services, and health services. Its main house is located approximately two blocks to the south at 5288 Joyce Street.

Local School Capacity – The site is located within the catchment of Sir Wilfred Grenfell Elementary which currently has an operating capacity of 503 students. According to the *Vancouver School Board (VSB)'s Draft Long Range Facilities Plan* dated May 29, 2019, enrolments in 2017 resulted in a surplus of 54 spaces. By 2027, the draft plan forecasts a surplus of approximately 166 spaces.

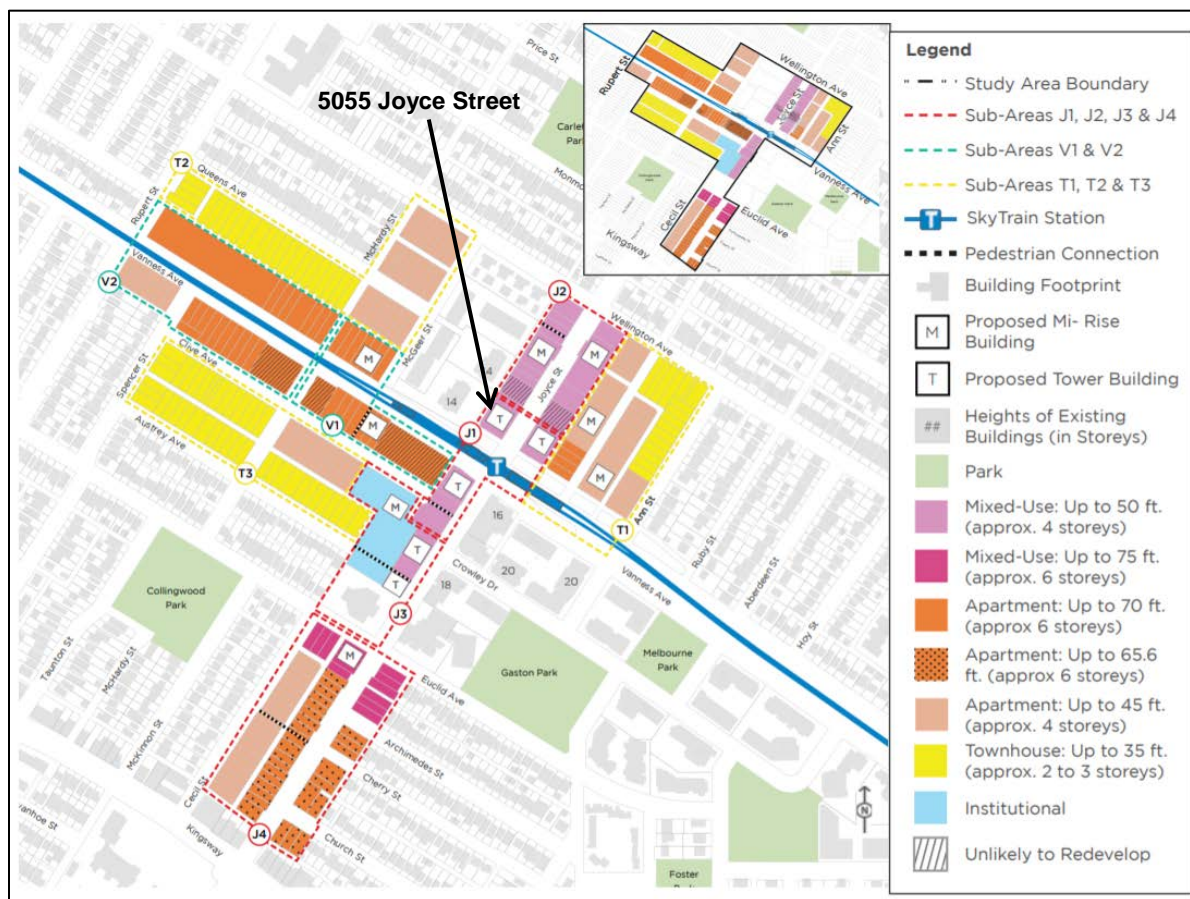
The site is also located in the catchment area of Windermere Secondary. Greater capacity is found at the secondary level, where capacity utilization is 67% of its 1,500-seat capacity in 2017, with a draft forecasted surplus of approximately 495 spaces in 2027.

VSB also continues to monitor new residential developments and to work with the City to help plan for future growth.

2. Policy Context

Joyce-Collingwood Station Precinct Plan – In June 2016, Council approved the *Joyce-Collingwood Station Precinct Plan* (the “Plan”). The Plan contains long-term policy aimed at supporting the creation of a compact, sustainable, transit-oriented community in the vicinity of Joyce-Collingwood Station. The Plan contains a mix of community-wide and sub-area specific policies that focus on land use, building types and design, transportation, and public amenities. Specifically with regard to housing, the Plan sets out policies that aim to broaden the diversity of housing options available in the community. The Plan encourages an increase in both ownership and rental housing in the neighbourhood and more diverse forms of housing.

The subject site is located in the “J1 - Joyce Street at Vanness Avenue” sub-area of the Plan which allows mixed-use buildings including towers. The Plan groups three towers at the station in close proximity to each other. Greater heights are proposed to mark the station and differentiate these new towers from the existing mid-rise towers in the area. Ground-floor uses are required to be local-serving retail and services. Choice of use is permitted above the ground floor, which may include local-serving retail, service, office, or residential. The Plan sets out height and general built form expectations—supportable density is to be determined by analysis based on site-specific urban design and public realm performance.

Figure 2: Joyce-Collingwood Station Precinct Plan – Sub-area Policies

Housing Vancouver Strategy (2017) – In November 2017, Council approved the *Housing Vancouver Strategy* (2018–2027) and 3-Year Action Plan (2018-2020). The strategy seeks to shift the supply of new homes toward the right supply, with targets for new units along a continuum of housing types. The Housing Vancouver targets were based on the core goals of retaining the diversity of incomes and households in the city, shifting housing production towards rental to meet the greatest need, and coordinating action with partners to deliver housing for the lowest income households. Overall, 72,000 new homes are targeted for the next 10 years, including 12,000 social, supportive and non-profit co-operative units and 20,000 purpose-built rental units. Nearly 50% of the new units are to serve households earning less than \$80,000 per year, and 40% are to be family-size units. This rezoning application will contribute towards the targets for social and supportive housing units, and for family units.

3. Application Revisions

The original application, submitted on September 12, 2018, proposed a 32-storey mixed-use building comprised of ground-floor commercial retail units and 298 market strata residential units above. It included a density of 15.5 FSR and a height of 93.0 m (305 ft.).

Following public consultation and in response to comments from the Urban Design Panel and City staff, a revised rezoning application was submitted on August 23, 2019. The revised application included changes in the site configuration in response to a request from staff to

relocate the existing lane to improve pedestrian and cyclist comfort along the BC Parkway, to reduce potential conflicts between transit vehicles and vehicles in the lane, as well as to create opportunities for public open space adjacent to the project. Density and height remained generally the same as in the original application. Key changes from the previous submission included the reconfiguration of the ground floor to allow introduction of a pedestrian plaza to the south (adjacent to the BC Parkway) and of a new City lane to the north.

On March 17, 2020 the City received another revised rezoning application consisting of a 35-storey all-rental proposal with retail at grade and one floor (10 units) of below-market rental housing at 20% below the CMHC average rent for the neighbourhood. A floor area of 16.1 FSR and a height of 96.4 m (316.3 ft.) are now proposed.

Since the original plans were submitted in 2018, the floor plate, residential tenure, unit count and unit mix have changed only slightly. Figure 3 summarizes the changes to the unit count and mix throughout the rezoning application process.

Figure 3: Key Changes to Floor Plate, Housing Tenure, Unit Count and Mix Through the Rezoning Application Review Process

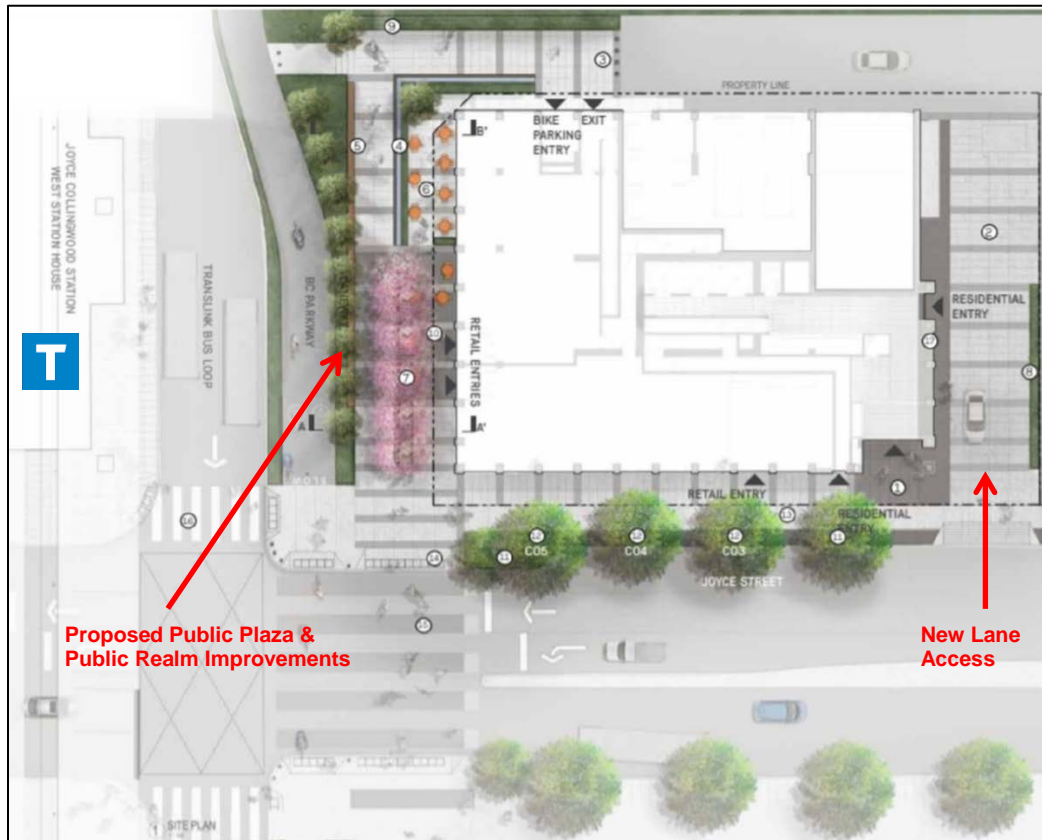
Date	Summary	Floor Plate (Sq. ft.)	Residential Unit Count	Residential Unit Mix			
				Studio	1 bed	2 bed	3 bed
Sept 2018	Original submission - Market Strata (Open House & UDP)	7,000	298	0 0%	146 49%	120 40%	32 11%
Aug 2019	Resubmission – Market Strata	7,257	307	0 0%	183 60%	86 28%	38 12%
Mar 2020	Resubmission - Secured Rental	7,257	360	15 4%	217 60%	93 26%	35 10%

The March 2020 submission is the application discussed in this report.

Strategic Analysis

1. Proposal

This application proposes to rezone the subject site from C-2C (Commercial) District to CD-1 (Comprehensive Development) District to permit the development of a 35-storey mixed-use building with 479.4 sq. m (5,160 sq. ft.) of at-grade commercial floor area and 360 secured rental residential units, of which not less than 10 units (637.4 sq. m of residential floor area or one-floor) will be secured at below-market rental tenure and the remaining 350 units will be secured at market rental tenure. A height of 96.4 m (316.3 ft.) and an FSR of 16.1 are proposed. Loading and underground parking are accessed via a proposed new service lane on the west side of the property. This lane is intended to remove vehicular/service traffic from the existing lane on the south side of the property, directly adjacent to the SkyTrain guideway. Proposed in its place is a pedestrian-oriented plaza adjacent to the BC Parkway cycle path (see Figure 4).

Figure 4: Proposed Site Plan

2. Land Uses

The application proposes commercial uses at grade and residential use on the floors above consistent with the intent and directions of the *Joyce-Collingwood Station Precinct Plan*, which is to establish a transit-oriented mixed-use neighbourhood including high-density residential and commercial development.

3. Density, Height and Form of Development

(refer to drawings in Appendix E and project statistics in Appendix H)

The *Joyce-Collingwood Station Precinct Plan* supports new tower development on this site to have greater heights to mark the station. The tower is to be located on a four-storey podium to establish a street wall along Joyce Street, with floors above the fourth level set back from adjacent property lines by at least 6.1 m (20 ft.). The design guidelines further recommend that buildings have a clear hierarchy of base, middle, and top elements, with a distinct top portion intended to add interest to the area's skyline.

The proposed application consists of a 35-storey tower atop a four-storey podium, which meets the design guidelines within the Plan regarding the building hierarchy. Rooftop distinction is provided through an open frame design containing the amenity space and landscaping (see Figures 5 and 6).

Figure 5: Building Rendering Looking North

As per the Plan, the tower height is intended to mark the station area and differentiate new developments from the existing towers in Collingwood Village. Additionally, the building height is recommended to align with the Wall Centre Central Park development on Boundary Road (189.5 m geodetic height). The proposed building height, including the rooftop amenity room level, is approximately two storeys higher than the Wall Centre Central Park building. Staff are supportive of the modest increase in height and conclude that the proposal meets the urban design intent of the Plan and will not have significant impacts on the public realm at grade as the top of the tower form is not prominent from the pedestrian view and will not create significant additional shadowing impact on the neighbouring buildings. Further, the site is located on the north side of Joyce Street, so the proposed building's shadow does not shadow the sidewalk or affect the quality of public realm for the shopping street. Refer to the Shadow Study Figure in Appendix E.

The tower's typical floor plate is increased from the recommended 7,000 sq. ft. to 7,257 sq. ft. to redistribute lost floor area in the podium as a result of accommodating a new on-site lane to connect Joyce Street to the existing north-south lane. Also resulting is tower setbacks of approximately 4.6 m (15 ft.) to 5.5 m (18 ft.), rather than 6.1 m (20 ft.) from the property lines. These variations from the Plan are modest and meet the general intent of the tower massing policies. The proposed building continues to meet the tower separation of approximately 24.4 m (80 ft.) from other nearby towers, which provides sufficient views of open skies from the ground, minimizes shadowing on open spaces, and ensures adequate privacy for existing and future residents.

The tower's design concept includes a lightweight open frame that "floats" off the building façade, containing balconies and forming a vertical garden to provide shading for the building.

The balconies are staggered and double-height to enhance the building's verticality and provide visual interest while reducing solar-gains to the adjacent living space.

Figure 6: Building Rendering At Ground Level Looking Northwest



Conclusion – The proposal meets the intent of urban design guidelines in the *Joyce-Collingwood Station Precinct Plan*. The Urban Design Panel reviewed and supported this application on November 28, 2018 (see Appendix D). Staff are supportive of the application, subject to the conditions outlined in Appendix B to provide further design development during the development permit review process.

The form of development is illustrated in Appendix E and the development statistics are summarized in Appendix H.

4. Housing

Rental housing provides a more affordable housing alternative to home ownership for more than half of Vancouver's population and contributes to City initiatives including creating diverse and sustainable communities. This application, if approved, is anticipated to deliver 360 secured rental housing units, 350 market units and 10 below-market units, to the City's inventory of rental housing, which would contribute to the targets set out in the *Housing Vancouver Strategy* (see Figure 7).

Figure 7: Progress Towards 10 Year Housing Vancouver Targets for Purpose-Built Market and Developer-Owned Below-Market Rental Housing as of June 30, 2020

Housing Type	CATEGORY	10-YEAR TARGETS	Units Approved Towards Targets*
Purpose-Built Market Rental Housing Units	Market Rental	16,000	3,555
	Developer-Owned Below Market Rental	4,000	173
	Total	20,000	3,728

*Note: Tracking progress towards 10 year Housing Vancouver targets began in 2017. * Unit numbers exclude the units in this proposal, pending Council approval of this rezoning application. Number also exclude 1123 Kingsway (105 market units, 26 below-market units) and 2538 Birch (195 market and 53 below-market units), which were approved in July after the end of quarter 2.*

Need for Purpose-Built Rental Housing – Additional purpose-built rental housing is needed to create more housing options for renters in the city. Vancouver has one of the lowest purpose-built rental vacancy rates in Canada. In the fall of 2019, the vacancy rate in the city was 1%. That means only 10 out of every 1,000 market rental units were empty and available for rent. A vacancy rate of 3% is considered to be a balanced rental market. The vacancy rate in 2019 in this area (Zone 10 - South East Vancouver Zone in the CMHC Market Rental Housing Survey) was higher than the city-wide average, at 2.7%.

The *Joyce-Collingwood Station Precinct Plan* also provides opportunities to increase the market rental stock through, among other things, encouraging secured market rental in areas identified for new apartments and exploring opportunities to incentivize increased affordability for projects that deliver 100% residential floor area as secured rental housing.

Housing Mix – On July 13, 2016, Council adopted the *Family Room: Housing Mix Policy for Rezoning Projects* that requires that a minimum of 35% of the units be family units with two or more bedrooms. These units are to be designed in accordance with the *High Density Housing for Families with Children Guidelines*. This application proposes 36% of the residential units as two or more bedrooms (see Figure 8), while approximately 40% of the below-market rental units are two or more bedrooms. The application as proposed is consistent with the policy and a provision is included in the CD-1 By-law to meet the minimum unit mix requirements.

Figure 8: Proposed Unit Mix

Type	Count	Percentage
Studio	15	4%
1-bed	217	60%
2-bed	93	26%
3-bed	35	10%
Total	360	100%

Security of Tenure – All residential units in the project will be secured as rental through a Housing Agreement and a Section 219 Covenant for the longer of 60 years and the life of the building. The agreement is to be enacted by Council by by-law and registered on title to secure starting rents for the below-market units. Covenants will be registered on title to prohibit the stratification, the separate sale of individual units and rentals for a term of less than one month.

The Housing Agreement will secure 637.4 sq. m of the residential floor area, equivalent to 10 units or one floor, for below-market units to be rented at 20% below the CMHC average market rents for the area and rents will be capped at the *Residential Tenancy Act* (RTA) annual allowable rental increase, regardless of a change in tenancy. The Housing Agreement will also secure tenant selection of the below-market units by the Collingwood Neighbourhood House. Conditions related to securing the units are contained in Appendix B.

Existing Tenants – The rezoning site does not currently have any residential uses and there are no eligible tenants as defined under the *Tenant Relocation and Protection Policy*.

5. Transportation and Parking

Parking and loading access is provided from the lane off Joyce Street, leading to four levels of underground parking. The site is directly north of the SkyTrain station. In order to improve the public realm around the station and to improve pedestrian and vehicular safety at the intersection, the proposal includes closing down the existing lane on the south side of the site and introducing a lane midblock to facilitate the site's vehicular circulation.

Vehicle Parking – Under the Parking By-law, the minimum required parking for the proposed uses on the site is 175 spaces, with seven dedicated to retail use and 168 to residential use. A total of 103 vehicle parking spaces are proposed with eight dedicated to commercial use and 91 to residential use. Staff support the requested relaxation of vehicle parking with provision of acceptable Transportation Demand Management (TDM) measures. Additional engineering conditions to support this reduction have been provided in Appendix B.

Loading – For the proposed floor area and uses, the Parking By-law would require a minimum of three Class A loading spaces as well as three Class B loading spaces (two for retail and one for residential). The application proposes two Class B loading spaces at grade level off the rear lane and no Class A passenger loading has been provided. As proposed the loading does not meet the requirements of the Parking By-law and will have to be addressed at the development permit stage.

Staff support the relaxation of one Class B loading space with provision of two Class A loading spaces to be provided in-lieu. Additional conditions regarding loading have been provided in Appendix B.

Bicycle Spaces – Under the Parking By-law, the minimum required bicycle parking for the development is 670 Class A spaces and 19 Class B spaces. The applicant proposes 672 Class A spaces and 19 Class B bicycle spaces, with three Class A spaces dedicated to commercial use and 670 to residential use. Staff note that the Class B bicycle spaces appear to be in the parkade and should be located at grade, on private property and outside the building.

Engineering conditions are contained in Appendix B.

6. Environmental Sustainability and Natural Assets

Green Buildings – The *Green Buildings Policy for Rezoning* (2010, last amended 2018) requires that residential rezoning applications satisfy either the near zero emission buildings or low emissions green buildings conditions within the policy.

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 modelling analysis detailing building performance strategies to meet the new energy use intensity, greenhouse gas and thermal demand targets.

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

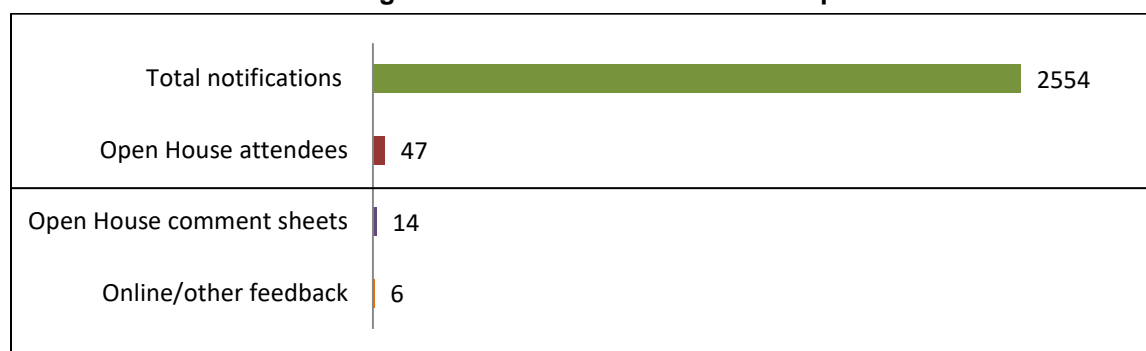
There are currently two existing "by-law" trees on the site which are proposed for removal to accommodate parkade construction. There are five existing City trees along Joyce Street, three of which are to be retained and two are proposed to be replaced due to their condition. This application also proposes a new plaza immediately south of the site with significant landscaping. As well, there are proposed landscaping elements on the podium roof level as well as on Level 36, the rooftop amenity floor. The final number of trees planted will be determined through the Development Permit process.

PUBLIC INPUT (refer to Appendix D)

Public Notification – A rezoning information sign was installed on the site on October 4, 2018. A total of 2,554 notifications were distributed within the neighbouring area on or about November 15, 2018. Notification and application information, as well as an online comment form, were provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps).

Community Open House – A community open house was held from 5-8 pm on November 15, 2018 at the Collingwood Neighbourhood House at 5288 Joyce Street. Staff, the applicant team, and a total of approximately 47 people attended the event.

Public Response – In response to the public consultation process, approximately 20 pieces of feedback were received, including open house comment sheets, emails, and additional written submissions.

Figure 9: Public Notification and Responses

* Note that all reported numbers above are approximate

Note:

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

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

The feedback indicated that there was general opposition to the proposal with respondents voicing concern over transportation, height and views. A summary of key themes and staff response is provided below.

Support for the proposal cited the following:

- Building height and density
- Provision of housing
- Building design and aesthetics
- Building amenities

Concerns expressed by respondents included the following:

- Building height and neighbourhood fit
- Increased traffic congestion and street parking
- Provision of housing
- Location

A detailed summary of public comments in response to the rezoning application can be found in Appendix D.

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

Building height and neighbourhood fit: The proposed tower is one of three station-marking towers identified in the *Joyce-Collingwood Station Precinct Plan*. One of the other tower sites, across the street at 5050 Joyce Street, is a 30-storey mixed-use development currently under construction. The proposed tower height is considered appropriate given the proximity to the SkyTrain station and it is compatible with the height of the anticipated surrounding buildings within this sub-area.

Traffic: The site is in close proximity to the Joyce-Collingwood station with access to SkyTrain and frequent bus service. As well, a Transportation Demand Management (TDM) Plan required at the development permit stage will help reduce vehicular trips to and from the development, providing solutions to congestion. As well, the proposed lane relocation will address safety concerns for the anticipated increased volumes that would otherwise exist at the current lane location.

Provision of Housing: Through a resubmission, the proposal is now a 100% secured rental project with a modest below-market component. Rental housing provides a more affordable housing alternative to home ownership for more than half of Vancouver's population and contributes to City initiatives including creating diverse and sustainable communities.

Location: The proposed location of the tower is in accordance with the tower locations detailed in the *Joyce-Collingwood Station Precinct Plan*.

PUBLIC BENEFITS

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

Development Cost Levies (DCLs) — Development Cost Levies (DCLs) collected from development help pay for facilities made necessary by growth including parks, childcare facilities, replacement (social/non-profit) housing and various engineering infrastructure. The site is subject to City-wide DCLs and City-wide Utilities DCLs on the proposed 23,428.7 sq. m (252,184 sq. ft.) of residential floor area and the proposed 479.4 sq. m (5,160 sq. ft.) of commercial floor area. Based on the rates that are anticipated to be in effect as of September 30, 2020, the total DCLs of approximately \$7,173,821 are 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 and Procedures for Rezoned Developments* requires rezoning proposals having a floor area of 9,290.0 sq. m (100,000 sq. ft.) or greater to contribute public art or provide 80% cash in lieu as a condition of rezoning. Public art budgets are based on a formula (effective September 30, 2016) of \$21.31 per sq. m (\$1.98 per sq. ft.) for all areas contributing to the total FSR calculation.

With 23,908.1 sq. m (257,344 sq. ft.) of eligible floor area proposed for the site, a public art budget of approximately \$509,541 is anticipated.

The Public Art rate is finalized at the development permit stage and is subject to periodic adjustments to address inflation. Developers may fulfill the public art commitment in one of two ways:

- Option A - Artwork is commissioned by the developer. An experienced public art consultant must be engaged to coordinate the public art process. Consultants are responsible for the preparation of art plans and the coordination of artist selection and artwork fabrication, installation, and documentation. The Public Art Committee reviews and approves the Public Art Plan which must be completed prior to issuance of the Development Permit.
- Option B - For developers not wanting to directly commission the artwork, 80% of the required art budget is paid to the City as a contribution to the Signature Projects Fund. These contributions are pooled with contributions from the City, philanthropists, and other agencies to commission artworks of major significance at key city sites.

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

As part of this application, the applicant has offered the following:

Rental Housing – The proposal includes 100% of the residential floor area as secured rental housing. The applicant is proposing that 350 residential units be secured as market rental housing and 10 residential units (637.4 sq. m of residential floor area or one-floor) be secured as below-market rental units, at 20% below the CMHC average market rents for the area with rents capped at the RTA annual allowable rental increase regardless of a change in tenancy. The public benefit accruing from these units is a contribution to the City's rental housing stock for the longer of 60 years and the life of the building. A Housing Agreement and Section 219 Covenant will be registered on title to preclude, among other things, stratification of the building, separate sale of individual units, and rentals for less than one month at a time.

Real Estate Services staff have reviewed the application and the costs of securing the 350 market rental housing units and the 10 below-market rental units and determined no additional CAC is expected.

Joyce-Collingwood Station Precinct Plan Public Benefits Strategy – The Joyce-Collingwood Public Benefit Strategy 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. To monitor and track progress towards the achievement of community amenities in accordance with the Plan, a summary of public benefits and progress to date is provided in Appendix F.

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

FINANCIAL IMPLICATIONS

Based on rates in effect as of September 30, 2020, total DCLs of approximately \$7,173,821 would be expected from this development.

If the rezoning application is approved, the applicant will be required to provide new public art on-site at an estimated value of \$509,541, or make a cash contribution to the City for off-site public art.

The 360 secured rental housing units will be privately owned and operated, secured by a Housing Agreement and Section 219 Covenant for the longer of 60 years and the life of the building.

No additional CAC is applicable.

CONCLUSION

Staff review of the application has concluded that the proposed land use, housing mix, form of development and public benefits are consistent with the intent of *Joyce-Collingwood Station Precinct Plan* and the *Housing Vancouver Strategy*. Staff further conclude that the proposed form of development represents an appropriate urban design response to the site and context. If approved, this application would contribute 360 secured rental residential units to the City's rental housing stock serving households with a range of incomes.

The General Manager of Planning, Urban Design and Sustainability recommends that the application be referred to public hearing together with the draft CD-1 By-law provisions generally shown in Appendix A with a recommendation that these be approved, subject to the public hearing, along with the conditions of approval listed in Appendix B, including approval in principle of the form of development as shown in plans included as Appendix E.

* * * * *

5055 Joyce Street
DRAFT CD-1 BY-LAW PROVISIONS

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

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.

[Schedule A is a map that will be prepared for the draft by-law that will be posted prior to the Public Hearing.]

Uses

- 2.1 The description of the area shown within the heavy black outline on Schedule A is CD-1 (____).
- 2.2 Subject to approval by Council of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in the By-law or in a development permit, the only uses permitted and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
 - (a) Dwelling Uses, limited to Dwelling Units in conjunction with any of the uses listed in this By-law;
 - (b) Cultural and Recreational Uses, limited to Arcade, Artist Studio – Class A, Arts and Culture Indoor Event, Community Centre or Neighbourhood House, Fitness Centre, Hall, Library, Museum or Archives, and Theatre;
 - (c) Institutional Uses, limited to Child Day Care Facility, Church, and Social Service Centre;
 - (d) Office Uses;
 - (e) Retail Uses, limited to Farmers' Market, Furniture or Appliance Store, Grocery or Drug Store, Grocery Store with Liquor Store, Liquor Store, Public Bike Share, Retail Store, and Secondhand Store;
 - (f) Service Uses, limited to Animal Clinic, Barber Shop or Beauty Salon, Beauty and Wellness Centre, Catering Establishment, Laundromat or Dry Cleaning Establishment, Neighbourhood Public House, Photofinishing or Photography Laboratory, Photofinishing or Photography Studio, Print Shop, Repair Shop – Class B, Restaurant, School – Arts or Self-Improvement, School – Business, and School – Vocational or Trade; and
 - (g) Accessory Use customarily ancillary to any use permitted by this section.

Conditions of use

- 6.1 The design and layout of at least 35% of the market rental dwelling units must:
- (a) be suitable for family housing;
 - (b) include two or more bedrooms, and:
 - (c) comply with Council's "*High Density Housing for Families with Children Guidelines*".
- 6.2 The design and layout of at least 35% of the below-market rental dwelling units must:
- (b) be suitable for family housing;
 - (b) include two or more bedrooms, and:
 - (d) comply with Council's "*High Density Housing for Families with Children Guidelines*".
- 6.3 All commercial uses must be carried on wholly within an enclosed building except for:
- (a) Farmers' Market;
 - (b) Neighbourhood Public House;
 - (c) Public Bike Share;
 - (d) Retail Store;
 - (e) Restaurant; and
 - (f) Display of flowers, plants, fruits, and vegetables, in conjunction with a permitted use.

Floor area and density

- 4.1 Computation of floor space ratio must assume that the site consists of 1,486.2 m², being the site size at the time of the application for the rezoning evidenced by this By-law, prior to any dedications.
- 4.2 The floor space ratio for all uses combined must not exceed 16.1.
- 4.3 Computation of floor area must include all floors having a minimum ceiling height of 1.2 m, including earthen floor, both above and below ground level, measured to the extreme outer limits of the building.
- 4.4 Computation of floor area must exclude:

- (a) open residential balconies or sun decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:
 - (i) the total area of all such exclusions must not exceed 12% of the permitted floor area for dwelling units; and
 - (ii) the balconies must not be enclosed for the life of the building;
 - (b) patios and roof gardens only if the Director of Planning first approves the design of sunroofs and walls;
 - (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses which in the opinion of the Director of Planning are similar to the foregoing; those floors or portions thereof so used, which are at or below the base surface, except that the exclusion for a parking space must not exceed 7.3 m in length; and
 - (d) 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.
- 4.5 Computation of floor area may exclude, at the discretion of the Director of Planning or Development Permit Board:
- (a) residential amenity areas, except that the exclusion must not exceed, in aggregate, the lesser of 10% of the total permitted floor area or 929 m²; and
 - (b) unenclosed outdoor areas at grade underneath tower building overhangs, except that they must remain unenclosed for the life of the building.
- 4.6 The use of floor area excluded under section 4.4 or 4.5 must not include any use other than that which justified the exclusion.

Building height

- 5.1 The building height, measured to top of the roof slab above the uppermost habitable floor, must not exceed 96.4 m.
- 5.2 Despite section 5.1 and section 10.18 of the Zoning and Development By-law, additional height may be permitted to accommodate the following items on the roof:
- (a) mechanical appurtenances such as elevator machine rooms;
 - (b) common indoor amenity space, access and infrastructure required to maintain green roofs or urban agriculture, roof-mounted energy technologies including solar panels and wind turbines;

- (c) decorative roof and enclosure treatments provided that the roof and enclosure treatment enhances the overall appearance of the building, and appropriately integrates mechanical appurtenances; and
- (d) items similar to any of the above;

provided the Director of Planning first approves the design and location of these items and that in no case the maximum permitted height may exceed 103.0 m, except that for an elevator overrun the maximum permitted height may not exceed 109.5 m.

Horizontal angle of daylight

- 6.1 Each habitable room must have at least one window on an exterior wall of a building.
- 6.2 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.
- 6.3 Measurement of the plane or planes referred to in section 6.2 must be horizontally from the centre of the bottom of each window.
- 6.4 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 the unobstructed view is not less than 3.7 m;
- 6.5 An obstruction referred to in section 6.2 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 (___).
- 6.6 A habitable room referred to in section 6.1 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

- 7.1 A development permit application for dwelling uses must include an acoustical report prepared by a registered professional acoustical engineer demonstrating that the noise levels in those portions of 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

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

* * * * *

5055 Joyce Street
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 by staff prior to the hearing will be noted in the Summary and Recommendations. Any further changes to the conditions approved by Council will be contained in its decision. Please consult the hearing minutes.

PART 1: CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT

Note: Consideration by Council at the public hearing of the proposed form of development is in reference to plans prepared by Perkins & Will received March 17, 2020, 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 the open frame balconies to mitigate the massing impact and maintain the proposed lightness of expression, as follows:
 - (a) Ensure the use of lightweight steel-cables and outriggers as the balconies' primary support as shown in the rezoning application, and carrying it to the later permitting stages;

Note to Applicant: The design development of balconies and planters should be porous and should not result in walled-in frames or heavy frame support structures.
 - (b) Consideration to further stagger and alternate the balconies with double-height spaces interspersed between floors.
- 1.2 Design development to refine the building's top element to improve the areas skyline.

Note to Applicant: Refer to section 8.1.10 of the *Joyce-Collingwood Station Precinct Plan*. Continue to provide a double-height expression of the top element. Explore material treatments to further distinguish it from the rest of the building to enhance the building's identity as viewed from afar. Design care should be taken to contain maintenance-cranes within the top volume so as not to detract from its prominence.
- 1.3 Design development to ensure provision of high quality materials and details necessary to achieve the architectural design illustrated in the rezoning application in later permitting stages.
- 1.4 Design development to enhance the appearance of the residential entry from Joyce Street.

Note to Applicant: Consider a different façade treatment, weather protection, or paving materials to the ground-level at the Joyce Street-lane junction.

- 1.5 Design development of store frontages to reinforce the human scale of the pedestrian shopping street.

Note to Applicant: Refer to section 8.1.18 of the *Joyce-Collingwood Station Precinct Plan*. Explore a strategy for loading access for retail spaces to ensure they maintain the potential to be divided into smaller units.

- 1.6 Provision of drawings to confirm the building will meet the required minimum 24.4 m (80 ft.) spacing from all nearby residential towers at and over 18.3 m (60 ft.) of height, and Horizontal Angle of Daylight requirements.

Note to Applicant: The intention is to ensure adequate spacing between residential towers in order to improve privacy for all current and future residents by minimising overlook or direct sightlines. This 24.4 m (80 ft.) clear distance is measured from the proposed building face to the nearby residential building.

- 1.7 Provision of built features intended to create a bird friendly design.

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

Landscape

- 1.8 Design development to the patio edge to ensure safety and enhance plaza interface.

Note to Applicant: Provide layered planting to frame the patio edge and to provide visual and seasonal interest. In addition, provide a large-scale section through the patio and plaza to illustrate proposed planting, materials and grading at the patio edge.

- 1.9 Design development to the “rooftop forest edge” on the lower podium roof to ensure tree growth and long-term health.

Note to Applicant: Ensure proposed tree species are suitable for their microclimate and are supported by sufficient soil volume. Provide a large-scale section to illustrate planting and edge conditions.

- 1.10 Design development to provide planting in the outdoor dining and lounge area on the amenity roof deck to enhance livability and to create a better balance between hard and soft landscapes.

Note to Applicant: This can be achieved by providing a linear planter along the perimeter of the outdoor dining and lounge area. Permanent planters would be desired.

- 1.11 Design development to the landscape treatment to increase the volume of soil, tree canopy cover and planting on slab.

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 Canadian Landscape Standards. At the perimeter of the building the slab can be angled downward (1.0 m across and 1.2 m down) to maximize contiguous soil volumes. Landscape sections with detailed dimensions and any relevant architectural sections should be provided to verify soil volume.

- 1.12 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); and
 - (g) Use grading methods to direct water to soil and storage areas.

- 1.13 Provision (or further development) of landscape features intended to create a bird friendly design.

Note to Applicant: Bird friendly plants should be included on the plant palette, enabling bird habitat conservation and bird habitat promotion. Refer to the Bird Friendly Design Guidelines for examples of landscape features that may be applicable, and provide a design rationale for the features noted. For more information, see the guidelines at: <https://guidelines.vancouver.ca/B021.pdf>.)

Engineering

- 1.14 Construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring provincial Approval of License. Applications for provincial Approvals or Licenses can be completed online. The application will be received and accepted into the province's online system, and the provincial authorizations team strives for 140 days to get the approval to the applicant. The approval holder must be able to produce their approval on site so that it may be shown to a government official upon request. Dewatering before this approval is granted is not in compliance with the provincial Water Sustainability Act. Provide a letter confirming acknowledgement of the condition.

For more information: <https://www2.gov.bc.ca/gov/content/environment/air-land-water/water/water-licensing-rights/water-licences-approvals>.

- 1.15 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.
- 1.16 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. Please contact Engineering Services for details.

- 1.17 The owner of 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.
- 1.18 Provision of generous and continuous weather protection along the Joyce Street frontage.
- 1.19 Relocate a portion of water treatment system access and any below-grade infrastructure located on City property at the southwest corner of the site (as shown on A103 & A110) to within the development site.
- 1.20 Clarification is required as to whether a portion of the southwest corner of the building is proposed to encroach into the lane corner-cut as appears to be shown on the Levels 01 to 05 plans. Delete any encroaching portion.
- 1.21 Provision of an acceptable design for the retractable bollards proposed in the lane west of the site (see site plan) and confirmation that there are no utility conflicts; and for the registration of an encroachment and operations agreement.
- 1.22 Delete the long wood-topped bench shown on the south side of the lane proposed to encroach onto BC Transit owned Lot D, Plan LMP3676, or make arrangements with BC Transit for this feature.
- 1.23 Delete those portions of suspended balconies at Levels 02 to 05 shown encroaching over the south and west property lines.
- 1.24 Delete proposed patio space from the laneway to the plaza conversion.

Note to Applicant: Refer to pg. 56 of the Rezoning Package (dated 2020-03-11). Patios located on streets, including sidewalks, are not included as part of a rezoning or development review. Reference the following link for additional information on public space and street use: <http://vancouver.ca/streets-transportation/street-and-sidewalk-use-for-business-and-activities.aspx>. For further information and applications related to patios contact Engineering Street Use Management Branch.

- 1.25 Provision of a finalized Transportation Demand Management (TDM) Plan, to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: A TDM Plan with a minimum of 24 points is required for the residential use and a minimum 12 points for the commercial uses to achieve the proposed vehicle parking reduction. The proposed plan achieves 20 points for the residential use and 22 points for the commercial-retail / service use. Consider providing additional measures such as FIN-02, ACT-01 and COM-01 for the residential use to achieve required TDM points. A single TDM measure may count towards multiple land uses if it is usable by each land use. Refer to [Schedule B](#) of the TDM policy for detailed requirements for each measure. Provide an updated TDM Plan as a separate package. The following additional information and clarifications are required to accept the TDM measures proposed:

(a) FIN-01 – Car Share Membership

- (i) Provision of a letter of support from a car share provider.
- (ii) Provision of an operational plan detailing how the memberships will be offered and delivered, and the schedule for doing so.
- (iii) If available, provision of any additional information regarding this measure (e.g. online sign-up portals or additional marketing materials) that demonstrates how the property owner will offer car share memberships and credits.

Note to Applicant: A total of 4 points appear achievable for residential use.

(b) FIN-02 – Public Transit Passes

- (i) Provision of an operational plan detailing the level of contribution, how subsidies will be offered, and how it will be delivered.
- (ii) If available, provision of any additional information regarding this measure (e.g. online sign-up portals or additional marketing materials) that demonstrates how the property owner will offer transit subsidies.

Note to Applicant: A total of 6 points appear achievable for commercial-retail / service use.

(c) ACT-01 – Additional Class A Bike Parking

- (i) Identify the number and location of the additional Class A bicycle parking on plans. Additional Class A bicycle parking spaces must meet the standards and minimums identified in the Parking By-law, and / or applicable Design Guidelines.

Note to Applicant: A total of 3 points appear achievable for commercial-retail / service use.

(d) ACT-02 – Improved Access to Class A Bike Parking

- (i) The proposed measure is not acceptable as a TDM measure. A dedicated bicycle elevator is required per by-law for Class A bicycle space located below the P1 parking level.
- (e) ACT-03 – Enhanced Class B Bicycle Parking
 - (i) Provision of concept design for enhanced Class B bicycle parking.
 - (ii) Identify the number, location and characteristics of the enhanced Class B bicycle parking on plans.

Note to Applicant: A total of 2 points appear available for the residential use.
- (f) ACT-05 – Bike Maintenance Facilities
 - (i) Note and dimension location of facilities on plans.
 - (ii) Bicycle maintenance facilities to be located with convenient access to and from Class A bicycle spaces.
 - (iii) Provision of an operational plan detailing:
 - A description of the amenities to be provided;
 - A means of providing access to all residents, commercial tenants, and the public (if applicable); and
 - Plan for maintaining these amenities.
 - (iv) If available, provision of any additional information regarding this measure (e.g. tool receipts, instructions for using an online sign-up portal, or marketing / instructional materials) that demonstrates how the property owner will operate, administer, and maintain this common facility.

Note to Applicant: A total of 2 points appears achievable for both the commercial-retail / service and residential uses, if made available to them.
- (g) ACT-06 – Improved End-of-Trip Amenities
 - (i) Provision of concept design for improved end-of-trip amenities.
 - (ii) Identify the location, number and type of end-of-trip amenities being provided on plans.

Note to Applicant: A total of 2 points appear achievable for commercial-retail / service use.
- (h) ACT-08 – Shared Bicycle Fleet

- (i) Provide additional details of the bicycles to be provided.
- (ii) Identify the location of the Class A Bicycle Parking designated for the fleet of cycles on plans.
- (iii) Provision of an operational plan including:
 - Ownership of equipment;
 - Equipment maintenance for storage, locking, charging (if applicable), user limitations (ride time, hours of operation, number of bicycles, etc.), administration, terms and conditions of use, and capital replacement of cycles and parts;
 - Plan for providing ongoing monitoring and reporting standards set out below; and
 - If available, any additional information regarding this measure (e.g. online sign-up portals or additional marketing materials) that demonstrates how the property owner will deliver this service.

Note to Applicant: A total of 4 points appear achievable for residential use.

(i) COM-02 – Car Share Vehicles and Spaces

- (i) Identify / note / dimension car share spaces on plans.
- (ii) Spaces to be located with convenient, public access at-grade, or on P1.
- (iii) Provide detailed information as to how and a design to enable members of the car sharing organization access into the building's underground parking 24 hours a day, 7 days a week.
- (iv) Standard Car Share Agreement.

Note to Applicant: A total of 4 points appear achievable for residential use and 3 points for commercial-retail / service use for the 4 car share spaces and vehicles provided on-site.

(j) SUP-02 – Real-Time Information

- (i) Identify the general locations for proposed displays on plans.
- (ii) Provide description of the content (e.g. transit lines, walk time to transit locations, availability of on-site car share vehicles, availability of nearby shared bicycles, etc.) to be displayed, and service provider.

Note to Applicant: A total of 2 points appear achievable for both the commercial-retail / service and residential uses.

(k) PKG-01 – Parking Pricing

- (i) Provision of operational plan of how parking pricing will be implemented.

Note to Applicant: A total of 4 points appear achievable for commercial-retail / service use. This must be applied to all commercial vehicle parking spaces.

(l) OTH-01 – Innovative Strategies – Measures proposed as Innovative Strategies in the TAMS Report

- (i) On-site bike repair services will be considered. Provide operational plan outlining how this will be provided at no cost to residents.

Note to Applicant: A total of 2 points appear achievable for residential use.

- (ii) Unbundled parking (i.e. the lease of parking stalls is separated from the lease of the unit).

Note to Applicant: The proposed measure is not acceptable as a TDM measure.

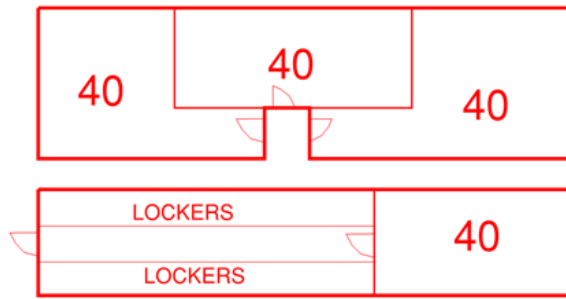
1.26 Subject to the acceptance of an approved TDM Plan, entry into a TDM agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, which:

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

1.27 Subject to the acceptance of the finalized TDM Plan, entry into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of 4 two-way Shared Vehicle(s) and the provision and maintenance of 4 Shared Vehicle Parking Space(s) for use exclusively by such Shared Vehicle(s), on terms and conditions satisfactory to the General Manager of Engineering Services and the Director of Legal Services, including the following:

- (a) Provide 4 two-way Shared Vehicle(s) to the development for a minimum period of 3 years, TERM;

- (b) Enter into an agreement with a two-way Shared Vehicle Organization satisfactory to the General Manager of Engineering Services to secure the operation and maintenance of the Shared Vehicle(s);
 - (c) Provide and maintain the Shared Vehicle Parking Space(s) for use exclusively by such shared vehicles;
 - (d) Make arrangements to allow members of the Shared Vehicle Organization access to the Shared Vehicle Parking Space(s);
 - (e) Provide security in the form of a Letter of Credit for \$50,000 per Shared Vehicle;
 - (f) Registration of the Shared Vehicle Agreement against the title to the development, with such priority as the Director of Legal Services may require and including a covenant under section 219 of the Land Title Act of British Columbia, a statutory right of way, or other instrument satisfactory to the Director of Legal Services, securing these conditions;
 - (g) A letter of intent from a two-way car share company indicating their willingness to supply car share vehicles on the site at building occupancy. The letter is to also indicate acceptance of the general location, configuration and accessibility of the shared vehicle spaces; and
 - (h) Car share vehicle spaces are required to have a minimum 2.9 m (9.5 ft.) width.
- 1.28 Parking, loading, bicycle and end-of-trip facilities, and passenger loading spaces must be provided and maintained in accordance with the requirements of the Vancouver Parking By-law, except that the provision of 2 Class A and 2 Class B loading spaces are required.
- 1.29 Provision of a landscape and site plan that generally reflect the improvements to be provided as part of the Services Agreement.
- 1.30 Eliminate gates / door swing more than 1'-0" over the property lines of into the SRW area.
- 1.31 Design development to improve access and design of bicycle parking and comply with the Bicycle Parking Design Supplement.
- (a) Interior cab dimensions of designated bicycle elevator to be minimum 1.7 m (5.5 ft.) x 2.0 m (6.67 ft.), and 1.1 m (3.5 ft.) wide doors. Accommodation of oversized bicycles within this elevator may increase requirements.
 - (b) Provision of bicycle storage rooms to accommodate a maximum of 40 bicycles.
- Note to Applicant: This number may be increased to 120 if the room is compartmentalized and providing independent access to each section within the bicycle storage room (see below).



- (c) Provision of commercial Class A bicycle spaces to be located in a bicycle storage room independent of residential Class A bicycle storage.
- (d) Provision of minimum 5% Class A bicycle spaces to be provided as oversized spaces.
- (e) Provision of minimum 10% Class A bicycle spaces to be provided as lockers.
- (f) Provision of automatic door openers for all doors providing access to Class A bicycle spaces.
- (g) Provision of minimum 1.5 m (5 ft.) access aisle required for oversized Class A bicycle spaces.
- (h) Provision of design specifications for stacked bicycle racks including dimensions, vertical and aisle clearances.

Note to Applicant: Racks must be usable for all ages and abilities.

- (i) Provision of Class B bicycle spaces to be conveniently located as transient parking for persons who are not residents or employees of a building with directional signage to any portion of Class B spaces located on the P1 parking level.

Note to Applicant: Consider providing a portion of Class B spaces at grade adjacent the residential lobby (outside of the SRW). Class B spaces are to be located independent of shared Class A bicycle spaces and may not be stacked. Reference Section 6.4.5 of the Parking By-law.

1.32 Design development to improve access and design of loading spaces and comply with the Parking and Loading Design Supplement, including the following:

- (a) Provision of convenient, internal, stair-free loading access to / from all site uses.

Note to Applicant: Access to Class B loading is not currently provided for the residential use.

- 1.33 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 maximum 25% of vehicle spaces to be provided as small car.

Note to Applicant: Approximately 56% of vehicle spaces have been provided with dimensions under minimum required depth for standard vehicle spaces. These spaces have been counted toward the total number of small car spaces provided. Reference Section 4.1.8 of the *Parking By-law*.
 - (b) Provision of required visitor spaces.

Note to Applicant: Visitor spaces may not be shared with the commercial uses on-site.
 - (c) Provision of a residential security gate separating commercial, visitor, car share, loading and passenger loading spaces from residential vehicle spaces.
 - (d) Provision of a minimum 2.7 m (8.8 ft.) for small car spaces located adjacent two walls or columns setback more than 1.2 m (4 ft.).

Note to Applicant: Reference small car space on the P4 parking level.
 - (e) Provision of minimum 5.5 m (18 ft.) depth required for all accessible vehicle spaces on all parking levels.
- 1.34 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 on plans showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided.
 - (b) All types of parking, bicycle and loading spaces individually numbered, dimensioned and labelled on the drawings.
 - (c) Dimension of column encroachments into parking stalls.
 - (d) Dimensions for typical parking spaces.
 - (e) Dimensions of manoeuver aisles and the drive aisles at the parkade entrance and all gates.
 - (f) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and to the underside of raised security gates. These clearances must consider mechanical projections and built obstructions.

- (g) Additional partial section plan through Class B loading showing elevations, grades and minimum vertical clearance.
 - (h) Areas of minimum vertical clearances labelled on parking levels.
 - (i) Design elevations on both sides of the ramps and drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances. The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings.
 - (j) Dimension interior cab dimensions for Class A bicycle elevator.
 - (k) Indicate the stair-free access route from Class A bicycle storage rooms to reach the outside.
- 1.35 Provision of a draft final RWMP prior to development permit issuance. As it is acknowledged that not all design components are advanced fully at this stage, placeholders will be accepted in this resubmission with the expectation the final report will include all relevant details.

Note to Applicant: The resubmission at development permit must include the following amendments:

- (a) Ensure that the Permavoid / Passive Irrigation system meets the intent of the Rainwater Bulletin and that the system is designed in such a way that water is available for landscaping as needed and capacity is available to capture rainwater during rainy periods minimizing peak flows from the site.
- (b) Provide a breakdown of the irrigation demands for the landscaping that will passively irrigate from the Permavoid storage. Coordination with the Landscape Architects is required to select appropriate species for this system.
- (c) Recalculate the available storage within the Permavoid System to account for only the void space provided by the product.
- (d) Reconsideration of the release rate and detention tank sizing in the likely event of receiving rainwater inputs from the Permavoid system during continuous wet weather.
- (e) Provide a summary chart of all the catchment areas which include the required retention, any direct retention achieved, and storage capacities for that catchment to provide a full picture of 24 mm retention across the site.
- (f) Provide an updated site map detailing the different surface types and how rainwater will be directed or retained in each area which matches the landscape drawings provided. Include the following:
 - (i) All routing of water throughout the site;

- (ii) Clear location of the Premavoid System and the landscaping located over it;
- (iii) Location of any proposed detention tank, water quality treatment and flow control system with connections to the sewer system;
- (iv) Area and depth of landscaping to support the claim of absorbent landscaping as a rainwater capture method; and
- (v) Ensure all calculations are provided for pre and post development peak flow rates, including R-value calculations and any assumptions used.

Note to Applicant: The applicant is requested to schedule a meeting with IWM Branch prior to moving forward with the RWMP and resubmission with the development permit application. To schedule the meeting, contact rainwater@vancouver.ca.

- 1.36 Provision of a final Rainwater Management Plan (RWMP), which includes a written report, supporting calculations, computer models and drawings to the satisfaction of Engineering Services prior to the issuance of any building permit.
- 1.37 A legal agreement (Section 219 Covenant), related to Rainwater Management will be required prior to issuance of a development permit.
- 1.38 When submitting Landscape Plans, please place the following statement on the landscape plans; this plan is "NOT FOR CONSTRUCTION" and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Please contact Engineering, Development Services and / or your Engineering, Building Site Inspector for details.

Sustainability

- 1.39 All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezoning*s (amended May 2, 2018), including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or alternate near zero emissions standard approved by the Director of Sustainability), or Low Emissions Green Buildings. The requirements for Low Emissions Green Buildings are summarized at <http://guidelines.vancouver.ca/G015.pdf>.

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

Crime Prevention Through Environmental Design (CPTED)

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

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

Housing

1.41 The proposed unit mix, including 15 studio units (4%), 217 one-bedroom units (60%), 93 two-bedroom units (26%) and 35 three-bedroom units (10%) is to be included in the development permit drawings.

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

1.42 The development should be designed in accordance with the *High-Density Housing for Families with Children Guidelines*, including the provision of:

- (a) A children's play area of at least 130 sq. m (1,400 sq. ft.) in size (S. 3.3.2(a));
- (b) Seating on the rooftop with direct line of sight to the play area (S.2.5.2) if the play area is situated on the rooftop;
- (c) A minimum of 2.3 sq. m (24.7 sq. ft.) of bulk storage for each dwelling unit;
- (d) Multi-purpose indoor amenity space at least 37 sq. m (398 sq. ft.) with a wheelchair accessible washroom and kitchenette. Consider positioning this space on the rooftop adjacent to the children's play area to enable parental supervision from the amenity room; and
- (e) A balcony with 1.8 m (6 ft.) by 2.7 m (9 ft.) minimum dimensions (S. 4.3.2).

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

PART 2: CONDITIONS OF BY-LAW ENACTMENT

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

Engineering

- 2.1 Provision for a Statutory Right-of-Way (SRW) agreement for public access as if dedicated lane over the north 6.1 m (20 ft.) of the site. Portions of structure on Levels P1 to P4 and Level 03 and above will be accommodated within the SRW area.

Note to Applicant: If the proposed bamboo vertical wall feature is to remain within the SRW at the north property line, the SRW width must be increased the appropriate amount to encompass a 6.1 m (20 ft.) clear driving width adjacent to the wall feature.

- 2.2 Provision for an SRW agreement for vehicle manoeuvring purposes over a 14 m (45.9 ft.) x 2 m (6.6 ft.) area adjacent to the south side of the required 6.1 m (20 ft.) lane SRW where it intersects with the current City lane. Portions of structure on Levels P1 to P4 and Level 03 and above will be accommodated with the SRW area.

- 2.3 Provision of a 5.5 m (18 ft.) offset distance measured from the back of the existing curb for widened sidewalks along Joyce Street to be achieved through building setback and surface SRW for public pedestrian use over a portion of the site. The SRW will be free of any encumbrance such as vents, structure, stairs, and planter walls at grade (and is to accommodate the underground parking structure within the SRW agreement).

Note to Applicant: Relocate the proposed “*generator room exhaust*” vent to outside of this sidewalk SRW area.

- 2.4 Arrangements are to be made for an encroachment agreement for those parts of the proposed plaza within the existing southerly and westerly dedicated lanes.
- 2.5 Provision of an encroachment agreement for maintenance of the proposed laneway to plaza conversion, including but not limited to all landscape, furniture, hard surface, lighting, stairs, walls, etc.

Note to Applicant: All public realm space within the street Right-of-Way or secured through dedication or Statutory Right-of-Way, including public squares and plazas, shall be designed in consultation with Engineering and to the satisfaction of the General Manager of Engineering Services.

- 2.6 Provision of a Shared Use Loading Agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for one Class B loading space between the commercial and residential uses and to label the space as ‘*Residential and Commercial Loading*’.

- 2.7 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 R.F. Binnie & Associates Ltd. dated March 2, 2020, no water main upgrades are required to service the development.

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

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

Note to Applicant: The developer for 5050 Joyce Street has already proposed to and agreed with the City to complete a sewer upgrade of approximately 260 m of 375 mm sanitary main on Joyce Street from Manhole ID FJCQP1 to Manhole ID FJCQQF on Euclid; the works have already commenced and are anticipated to be substantially complete prior to this application reaching public hearing. 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.

The post-development 10-year flow rate discharged to the storm sewer shall be no greater than the 10-year pre-development flow rate. The pre-development estimate shall utilize the 2014 IDF curves, whereas the post-development estimate shall utilize the 2100 IDF curves to account for climate change.

Developer’s Engineer to submit design brief, calculations and / or model, and design drawings to the City. All submittals including upgrade design drawings (90% design stage or better) are required to be reviewed and accepted by the City Engineer prior to development permit issuance.

Development to be serviced to the 300 mm sanitary and 600 mm storm sewers in lane north of Vanness Avenue.

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

- (c) Provision of improvements at the intersection of Joyce Street and Vanness Avenue including:
 - (i) Upgrades to the existing traffic signal to accommodate proposed geometric changes and closure of the east-west lane adjacent the site.
 - (ii) Associated enabling works and adjustments to all existing infrastructure to accommodate the proposed street improvements (including any replacement or modification of related traffic signal equipment).

Note to Applicant: City to provide geometric design.

- (d) Provision of street improvements along Joyce Street adjacent to the site and appropriate transitions including the following:
 - (i) 1.22 m (4 ft.) wide front boulevard with street trees where space permits;
 - (ii) Minimum 3.05 m (10 ft.) wide broom finish saw-cut concrete sidewalk;
 - (iii) Hard surface treatment between the sidewalk and the building;
 - (iv) Upgraded street lighting (roadway, bikeway and sidewalk) adjacent to the site to current City of Vancouver standards and IESNA recommendations;
 - (v) Removal of the existing lane crossing and ramps and reconstruction of the sidewalks and curb to current standards; and
 - (vi) Adjustment to all existing infrastructure to accommodate the proposed street improvements.
- (e) 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.

- (f) Provision of new pad mounted service cabinet / kiosk.

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

- (g) Provision of design and construction of a new lane within the lane SRW area including a standard concrete pedestrian lane crossing, curb returns and curb ramps at the new lane crossing on Joyce Street including any adjustment required to existing infrastructure to accommodate the proposed lane improvements.
- (h) Provision of lane lighting on standalone poles c / w underground ducts. The ducts should be connected to the existing City of Vancouver SL infrastructure.
- (i) Provision of a laneway to plaza conversion treatment for the portion of existing lane proposed to be closed, to the satisfaction of the General Manager of Engineering Services and in consultation with the City of Vancouver.
- (j) Provision of speed humps in the lane east of the 4900-5000 Block of Joyce Street.
- (k) Provision of funding for the installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.
- (l) Provision of street trees where space permits. Final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. Tree species to the approval of the City Arborist. Street tree planting to include appropriate soil volumes and approved root barriers of rigid construction, 2.4 m (8 ft.) long and 0.5 m (1.5 ft.) deep, centre on each street tree adjacent to the sidewalk and any off street bike facility.

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

- 2.8 Engineering Services will require all utility services to be underground for this “conditional” development. 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 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. The applicant shall provide written confirmation from BC Hydro that all required electrical plant is provided for on-site.

Note to Applicant: Submission of a Key Plan to the City for review and approval prior to submission of any third party utility drawings. The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan (<https://vancouver.ca/files/cov/2015-002-clearances-from-the-existing-bc-hydro-high-voltage-overhead-conductors-and-transformers.pdf>). All third party service lines to the development shall be shown on the plan (e.g., BC Hydro, Telus, Shaw, etc. The review of third party utility service drawings will not be initiated until the Key Plan is defined.

For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at umb@vancouver.ca.

Sustainability

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

Housing

- 2.10 Make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services to enter into a Housing Agreement and / or Section 219 Covenant to secure all residential units as secured rental housing units, including at least 10 units, (637.4 sq. m of the residential floor area, equivalent to one-floor, that is counted in the calculation of the dwelling unit area per the CD-1 By-law) to be secured as below-market rental units, to be rented at 20% below the CMHC average market rents for the area, and the remaining units to be secured as market rental units, subject to the conditions set out below for such units, for the longer of 60 years and the life of the building and such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may require.

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

- (a) A no separate sales covenant;
- (b) A no stratification covenant;
- (c) A provision that none of such units will be rented for less than one month at a time;
- (d) All rental units will be secured as rental for a term of 60 years or the life of the building, whichever is greater;
- (e) That a rent roll be provided indicating the agreed initial monthly rents for each below market rental unit, when the Housing Agreement is entered into and again prior to development permit issuance;
- (f) That the average initial starting monthly rents for all below-market rental housing units in the project will be at or below 20% below the CMHC average market rent for zone 10, as follows:

Below Market Rental Housing Type	Maximum starting rents
Studio	\$878
1-bedroom	\$1,050
2-bedroom	\$1,494
3-bedroom	\$1,682

and that a rent roll indicating the agreed maximum average initial monthly rents for the units secured at 20% below the CMHC average market rents for the area, will be required prior to Development Permit issuance, and again prior to issuance of an Occupancy Permit, to the satisfaction of the General Manager of Planning, Urban Design or Sustainability (or successor in function) and the Director of Legal Services;

- (g) That rent increases for the below market rental units will be capped at the Residential Tenancy Act maximum annual allowable increase, as published by the Province of British Columbia, regardless of a change in occupancy;
- (h) That the below-market rental units referenced in (f) are applicable only to households earning between \$30,000- \$80,000 per year, and where the rent level does not exceed 30 per cent of the household's gross monthly income;
- (i) That Collingwood Neighbourhood house, or an alternative non-profit housing provider as approved by the City, will be engaged by the developer to ensure that the below-market rental units are rented to households that meet the income levels referenced in (h) above;
- (j) The applicant will verify the ongoing eligibility of existing tenants in the units secured at below-market rental rates as referenced in (f) every five (5) years after initial occupancy:
 - i. For such tenants, rent cannot exceed 30 per cent of the households gross monthly income;
- (k) On an annual basis, or at the request of the City, the applicant will report to the City of Vancouver on the operation of the below-market rental units which will ensure that the City can confirm that the units are being operated as agreed, and will include a rent roll for the below-market rental units, and a summary of the results of eligibility testing for these units.
- (l) On such other terms and conditions as the General Manager of Planning, Urban Design or Sustainability (or successor in function) and the Director of Legal Services may require in their sole discretion.

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

Public Art

17. Execute an agreement satisfactory to the Directors of Legal Services and Cultural Services for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials; and provide development details to the satisfaction of the Public Art Program Manager (a checklist will be provided).

Note to applicant: Please contact Karen Henry, Program Manager, 604.673.8282, to discuss your application.

Environmental Contamination

18. If applicable:
 - (a) Submit a site profile to the Environmental Protection Branch (EPB);
 - (b) As required by the Manager of Environmental Protection and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and
 - (c) If required by the Manager of Environmental Protection 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 Protection, City Engineer and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until a Certificate of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, has been provided to the City.

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

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject 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-laws.

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

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5055 Joyce Street
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE SIGN BY-LAW No. 11879

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

“5055 Joyce Street [CD-1 #] [By-law #] C-2C”

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

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

“[CD-1#] [By-law #] 5055 Joyce Street”

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5055 Joyce Street
ADDITIONAL INFORMATION

1. Urban Design Panel

The Urban Design Panel (UDP) reviewed this rezoning application on November 28, 2018.

EVALUATION: SUPPORT with RECOMMENDATIONS (7-0)

- **Introduction:**

Rezoning Planner, Karen Wong, introduced the site, located at the Northwest corner of Joyce St. and Vanness St., immediate North of the Joyce-Collingwood Skytrain station. The site scales down immediately to the North with the neighbor not anticipated to redevelop. The site is flanked by two lanes. The total site area is 15,977 sq. ft. (154' x 103').

Both the site and the neighbor to the North are zoned C-2C which allows a 35 ft. height (4 storeys) and 3.00 FSR (1.50 Res + 1.00 Com). There is a 30 degree angle required to minimize shadow to the North and transition smoothly to R zones. The 3.00 FSR is often not achievable due to site challenges and other urban design requirements.

The remainder of the block is zoned RM-4N which is a relatively flat site. It slopes down 1m towards the West. One of the potential challenges for this site includes the acoustic issues from the trains.

The proposal is for a 32-storey mixed-use building with commercial at grade. There will be 298 market strata residential units with 248,500 sq. ft. at a density of 15.5 FSR and 197 parking stalls.

The Applicant is considered to be under the *Joyce-Collingwood Station Precinct Plan*, sub-area J1 Joyce St @ Vanness Ave, which facilitate mixed-use tower at this site.

There is a 12% balcony exclusion. Over 12% would require panel input. The balconies are designed to minimize thermal bridges.

The minimum frontage is 132 ft. with local servicing commercial at grade and a choice of use (retail, service, office or residential) above grade. If residential, then acoustic mitigation is required to handle the noise from the road and the Skytrain to ensure livability. There is space to allow for a grocery store where practical (7,500-10,000 sq. ft.).

Development Planner Patrick Chan started with the site conditions and context, noting the site is immediately north of the Joyce-Collingwood Skytrain Station and located at Southwest corner of the Joyce-Vanness commercial hub where greater building heights are anticipated. The site is also currently zoned C-2C, which has a density allowance of 3.00 FSR and a 40 ft. height limit. In its surroundings, the site to the immediate North has been identified in the *Joyce-Collingwood Plan* as unlikely to redevelop in the near future.

After introducing the context, Mr. Chan went over the rezoning policies for the area. The main policy is the 189.5 m geodetic height cap, which references the Telus Building's height east of Boundary Road. The other design parameters are: A maximum 7,000 sq. ft. floorplate with a

limit of 100 ft. on each face; a general massing with distinct “base-middle-top” volumes with a top that can contribute to the area’s skyline; a strong four-storey podium to define the street-wall along Joyce Street; a 20 ft. setback from the property-lines for residential portions above the fourth level; a 5.5m minimum setback from the curb along Joyce Street to achieve a widened sidewalk; a 80 ft. distance from other residential buildings; and, for commercial frontages express a human-scale.

Mr. Chan then proceeded to discuss the proposed building, noting its 93m (305 ft.) height, its 7,000 sq. ft. floorplates which are 100 ft. or less in width on each face, and its four-storey podium. He then pointed out some of the setbacks for the residential tower to building-face were less than the recommended 20 ft., but they are at least 80 ft. distanced from nearby residential towers.

Mr. Chan then focused on the building’s key design feature – the light-weight balcony-frame. To provide thermal breaks, these balconies are suspended rather than extended from the floorplates. As such, this frame is both a design feature and a sustainability measure. To avoid adding bulk to the building, thus expressing “lightness”, and to ensure adequate lighting and air enters the units, the balconies are staggered. The overall frame is shifted at its mid-point (by changing the balcony-depth) to provide some variation and visual interest. To maintain this degree of “lightness” as shown in the rezoning application, it is important the balcony-frame do not further bulk up with the addition of heavier structural support elements (e.g. walls and posts). Additional structural elements may also compromise the units’ access to natural light and air. Mr. Chan’s last point about this balcony-frame was a query on how the plantings on it may be maintained throughout the seasons.

Other concerns Mr. Chan raised pertained to whether the shared outdoor space on the rooftop is sufficient to meet City guidelines for family-living in high density developments, and the commercial retail units’ ability to accommodate a wider range of uses given their shallower depths.

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

- a) Overall massing and design: Particularly the light-weight balcony-frame’s appropriateness as a response to the *Joyce-Collingwood Plan*’s recommended form of development limits for a 7,000 sq. ft. floorplate and 100 ft. width on any building-face. Feedback about the proposed setbacks and how well the building’s base-middle-top distinctions are expressed were also asked.
- b) Liveability and usability: The ability for the residential units to receive natural light through.

- **Applicant’s Introductory Comments:**

The Applicant introduced the project’s basic disposition of uses starting with the entrance facing the Skytrain station as an important feature. To address the movement of people, they have provided significant space on the sidewalk under rain protection to come to the front door, which is located on Joyce Street. By putting the main entrance on Joyce Street, this is good for the public but also maximizes the amount of retail space on Joyce Street of approximately 5000 sq. ft.

This is a family friendly project with 49% single BR, 51% 2BR and 3BR units. The top floor amenity features a swimming function, a children’s play function. The Southwest facing wall will

open up to the significant balcony and the indoor/outdoor pool. It's also triple glazed to the sky to give it an outdoor use feel even though it is a year round use.

The Applicant decided not to go the passive house route but retained a lot of energy efficiency of passive house standards.

The building is built to the maximum allowed envelope but does not maintain the maximum FSR.

This will be primarily a building that has more than once occupant so larger and deeper balconies are used, providing space and solar shading and include passive house qualities. This will vary from 5 ft. min to 10 ft. maximum.

There is a reduction of window to wall ratio, with a thickness to the wall that allows decent thermal performance.

The idea was proposed to suspend steel and concrete on outside of building with a few points of contacts, providing very little thermal bridging.

There is significant planting opportunities with rota molded bins with soil and drip feed irrigation system and the resident will have control of the landscape themselves with the developer retaining the right to come in and repair the landscape if there is deterioration.

There is expected urban farming in landscape balconies.

The colouration of the main building is 50% bronze colour finish and the balcony structure is powder coloured with paint.

Regarding visibility, the top of the building is different than the body. The swimming pool is designed to look like a beacon from a distance.

The building is designed with the neighbourhood in mind which has a lower price point. It is a more robust industrial design. It's an important building for Vancouver since it's the first building addressing the thermal envelope issues with a balcony strategy.

Landscape

The ground plane responds to the existing street scape on Joyce and the laneway across the street. The area across the street and the area around the Skytrain station are also being designed by Hapa and this will allow for a cohesive street scape. There will be a standard set back and street treatment around the Joyce side. The laneway is both the entrance and a functional City of Vancouver lane with opportunities for spill out from the café and a deck feature for the residential gateway paired with a water feature that adds some pedestrian scale and verticality and allows for an enclave that residents can occupy.

There's a buffering planted between the laneway and the BC parkway as well as connections to it.

To satisfy transit requirements restricting porosity, there is a planted buffer on the other side of the parkway.

At the podium, in the setback, there's an opportunity to have a west coast forest condition viewable from the streetscape, providing the lushness and enhancing the verticality of the forest.

There will be more significant, intense planting on the roof.

Sustainability

The energy model and uses are detailed in the package. The EUI is projected to be 98, achieved through heat recovery and significant envelope and shading components on the balconies, making it a very efficient building.

The applicant team then took questions from the panel.

- **Panel Consensus on Key Aspects Needing Improvement:**

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

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

- Design development of the outdoor areas
- Design development of the middle of the building regarding depth and details of balconies

- **Related Commentary:**

The panel members appreciated the presentation and the quality of the package. There were lots of positive comments on the project.

The panel members showed no major concerns about the base, the middle and the top of the building and had no concerns about the massing.

The panel members supported the location of the entrance to the building.
The project was well received by the panel members.

There were comments for design development of the social areas especially on the rooftop, to allow for planting and areas for seating for the enjoyment of residents.

There were recommendations for design development to the middle of the building with respect to the depth and details of the balconies.

Mr. Wen commended the design of the balconies as a large and nice feature of the building. The balconies may block some light on certain days but on most days, would provide much comfort.

Mr. Wen hopes that the project falls into affordable housing, given the location and the neighbourhood.

Mr. Wen feels there is room for design development to provide more light.

Mr. Wen commented that the common space is limited but the building is in a nicely design neighbourhood with lots of parks.

Ms. Shieh comments that the building massing is fine but cannot see a middle section, only a base and the tower and the setback is fine.

Ms. Shieh questions whether the common amenity space programming with a library and a swimming pool will be used by the residents and how it will contribute to the sociability of the building.

Ms. Shieh liked the balcony design and commented that it is a new concept to have the developer retain the rights of the balcony design and is unsure how it will be done.

Ms. Parsons feels the balcony concept is very interesting and the thermal bridging is very supportable, in particular the concept of rigging. However, the overall framework of building gets a bit monotonous and suggests trying to break up the middle portion a bit more.

Ms. Parsons feels that the balcony frame will provide enough lighting especially with the double height but expressed concerned about the maintenance, the winter irrigation, light and growth issues of planting, in particular looking out from inside the unit.

Ms. Parsons commented that there could be a bit more common spaces for the number of units in the building. Having an indoor/outdoor capability with the pool is positive but there should be more social interaction spaces.

Ms. Ockwell finds that the building is coherent and that it isn't different for the sake of being different. The base holds its own next to the train station.

Ms. Ockwell comments that the top has loads of potential to be interesting, and the pool amenity is quite fantastic for the building.

Ms. Ockwell commented that the thermally broken approach and the care the Applicant has taken for fine tuning depths for sun shading is nice to see at this stage.

Mr. Neale commented that the top of the building is rectal linear and consistent with the graphics of the neighbourhood. It is appropriate to the top of the building relative to the bulk of the balconies. The base is very successful.

Mr. Neale suggests varying the depth of the balconies to respect the orientation of the sun and the effect on the mass will be quite dynamic.

Mr. Neale commented that privacy and community is a balancing act and while it is important to have community interactions, there should be enough barriers to provide privacy to the owners and not just planting to do that.

Mr. Neale suggests ensuring there is sufficient space for people to enjoy the pool space.

Mr. Huffman comments that this is a really unique project which challenges us to think for future projects like these.

Mr. Huffman applauded the Applicant for the strong rigour to the structure which gets repeated on filigree and gives shape to the building as well as provide privacy between units. It is a unique element for the neighbourhood.

Mr. Huffman comments that the middle is subtle but clever and suggests being a bit more delicate at the top to help with the skyline.

Mr. Huffman commented that the staggered balcony works really well and provides the privacy as well.

Mr. Huffman commented that the suites are pretty small and suggested possibly reducing the corridors to give the suites more usable volume.

Mr. Sharma commented that the skyline with the pool with lights will be something to look at. Mr. Sharma likes the amenity pool with the outdoor deck. Most buildings don't have that.

Mr. Sharma feels that the setback works well with the neighbouring building and Skytrain and the outdoor space is done well.

Ms. Besharat appreciated the rigour of the building and the discipline with this octagonal shape.

Ms. Besharat commented that the initiative to have the balcony as free standing elements attached to the façade, reducing major thermal issues, is well handled.

Ms. Besharat suggested that success of the project will depend on the final detailing of the balconies like using sculpture elements added to the façade.

Ms. Besharat has some reservation about penetration of natural light in the units. While balconies are appreciated on the South side for solar shading, on the North side, it may make the units darker.

Ms. Besharat commented that the façade will be dynamic depending on the resident and how they will look after the balconies and vegetation which brings an element of excitement.

- **Applicant's Response:**

The Applicant thanked the panel members for their comments.

The Applicant expects the library to be a strong active social space to be used by residents for gathering as an alternative to the smaller personal units.

The Applicant commented that all the planting bins are set perpendicular to the façade so that light can penetrate and the planting will grow up in the narrow dimension of landscaping.

The Applicant explained that the balconies will be dynamic once the residents move in with furniture and planting. The Developer is not intending to police the balconies, only reserve the right to maintain an unkept area.

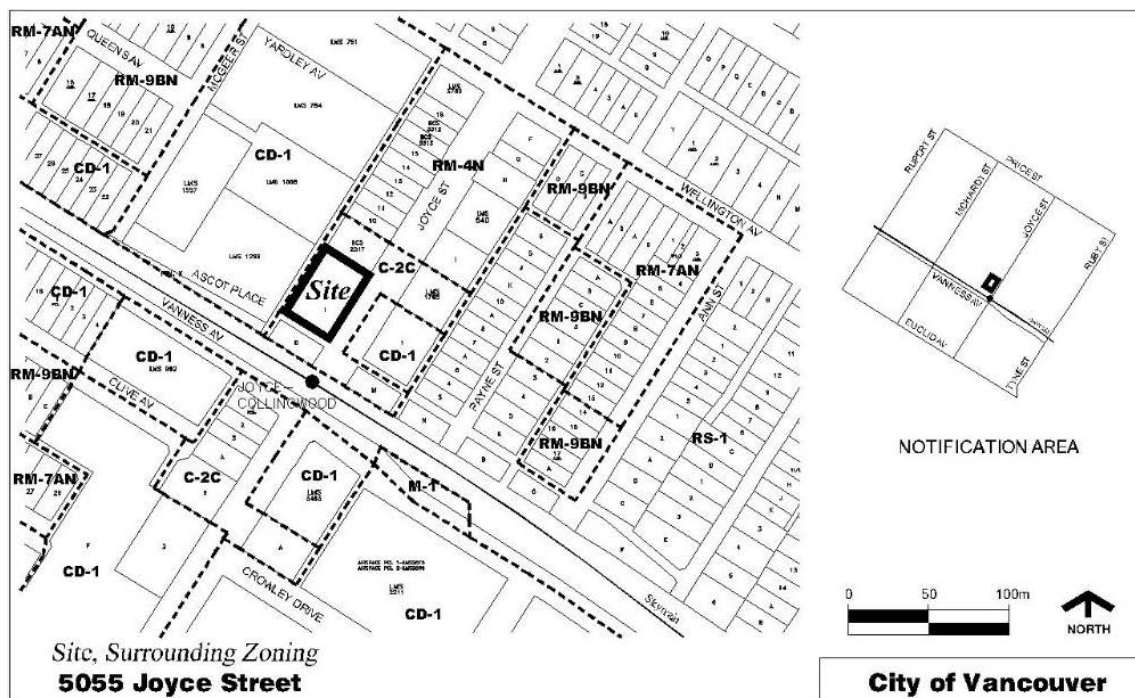
The Applicant commented that there will be ample space around the pool for sitting and indicated that the pool is facing the city and the mountains creating a great social space.

* * * * *

2. PUBLIC CONSULTATION SUMMARY

Public Notification

A rezoning information sign was installed on the site on October 4, 2018. A community open house was held on November 15, 2018. A total of 2,554 notifications were distributed within the neighbouring area on or about November 1, 2018. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps).



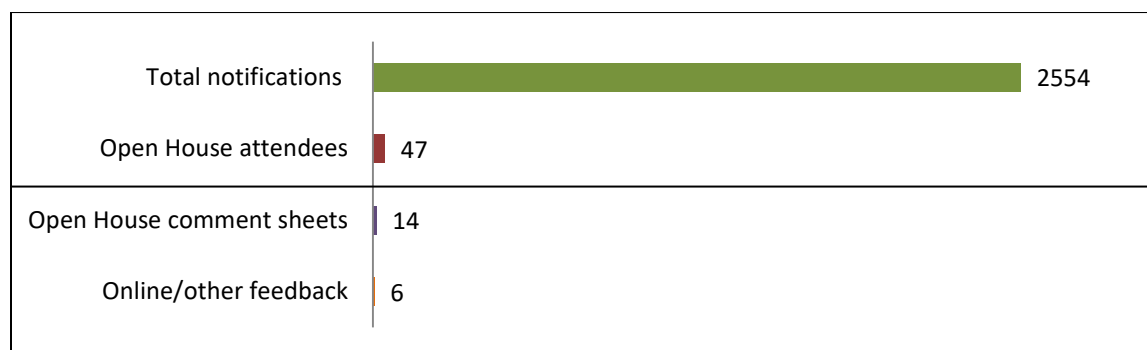
Community Open House

A community open house was held from 5:00-8:00 pm on November 15, 2018 at Collingwood Neighbourhood House, 5288 Joyce Street. Staff, the applicant team, and a total of approximately 47 people attended the Open House.

Public Response

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

- 14 comment sheets, and 6 letters, e-mails, online comment forms, and other feedback were received from the public in response to the November 15, 2018 open house.



* Note that all reported numbers above are approximate

Note:

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

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

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

Generally, comments of support fell in the following areas:

- **Building height and density:** Respondents considered the height and density appropriate considering proximity to a Skytrain station and transit.
- **Provision of housing:** Respondents felt that the number of family units is appropriate.
- **Building design and aesthetics:** Respondents considered the proposal to be appealing and representative of the area plan.
- **Building amenities:** Respondents were appreciative of the access and design of rooftop amenities.

Generally, comments of concern fell into the following areas:

- **Building height and neighbourhood fit:** Respondents considered 32-storeys to be out of scale with neighbouring buildings. Some felt that an increase of tower developments in the neighbourhood will impact residents and families.
- **Increased traffic congestion and street parking:** Respondents were concerned with the potential for increased traffic congestion on Joyce Street. Some also noted that a lack of underground parking spaces will lead to more residents parking on surrounding streets which might also contribute to congestion.

- **Provision of housing:** Respondents were concerned that the proposal does not provide affordable and/or subsidized housing options.
- **Location:** Those who commented noted that the existing buildings on this site are relatively new and would prefer the proposal to be built on the north side of Joyce Street to replace older buildings.

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

General comments of support:

- Proximity to Skytrain station will help alleviate traffic congestion
- Sufficient bicycle parking
- Appreciative of treatment of public realm and extension of bike way
- Appreciative of employment opportunities through project construction

General comments of concern:

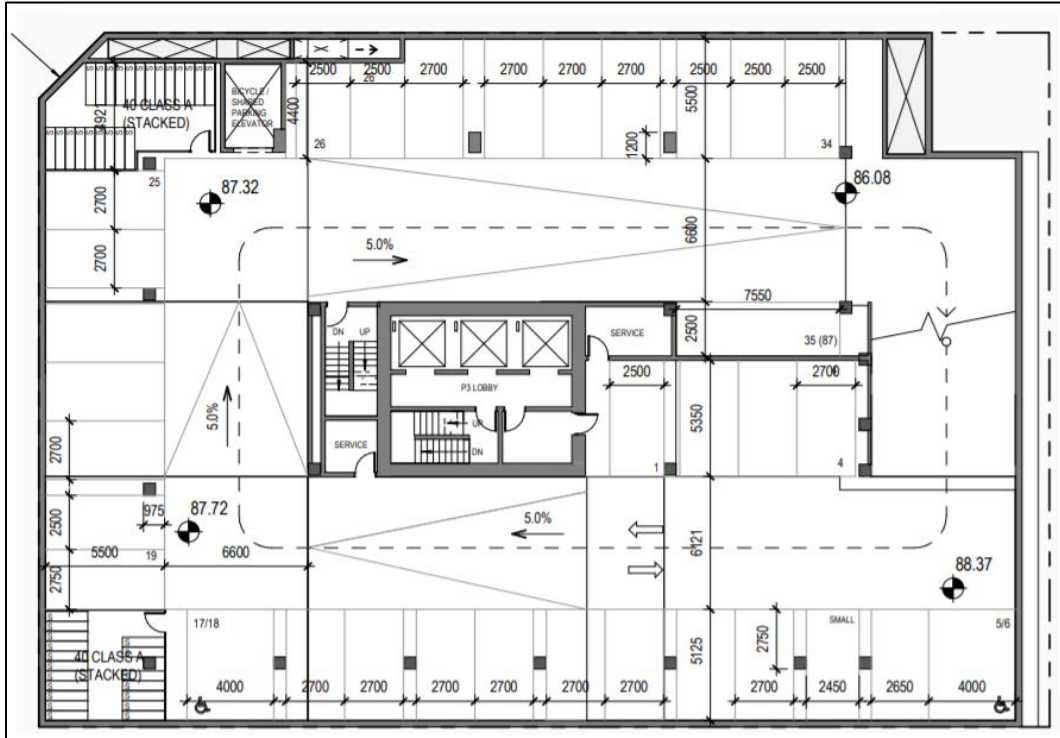
- Too much parking provided considering proximity to Skytrain station
- Lack of green space and open space in the area
- Concern about the potential of increased noise during construction phases and with increased density

Neutral comments/suggestions/recommendations:

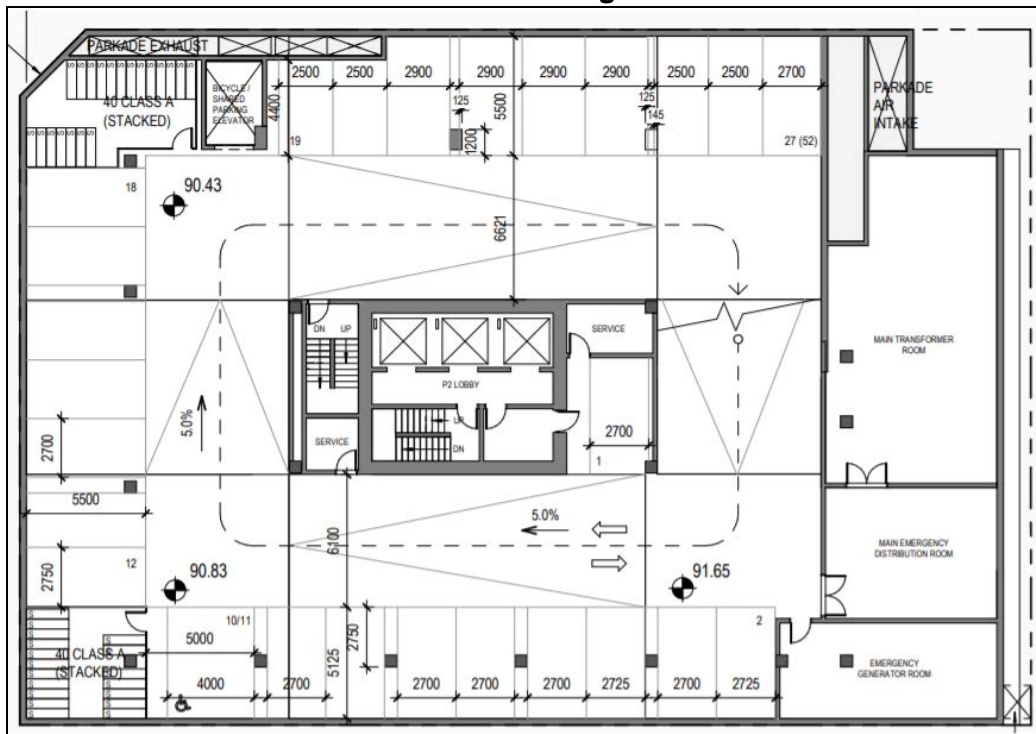
- Would like to see community amenities that serve existing and future residents such as a library, park improvements, and/or social services
- Insufficient funding to develop and/or maintain community programs that serve an increasing neighbourhood population
- Would like to see car sharing options
- Would like to see senior housing or townhomes
- Preference for larger retail floor space that can accommodate larger grocery stores
- Vines growing on side of building are difficult to maintain

* * * * *

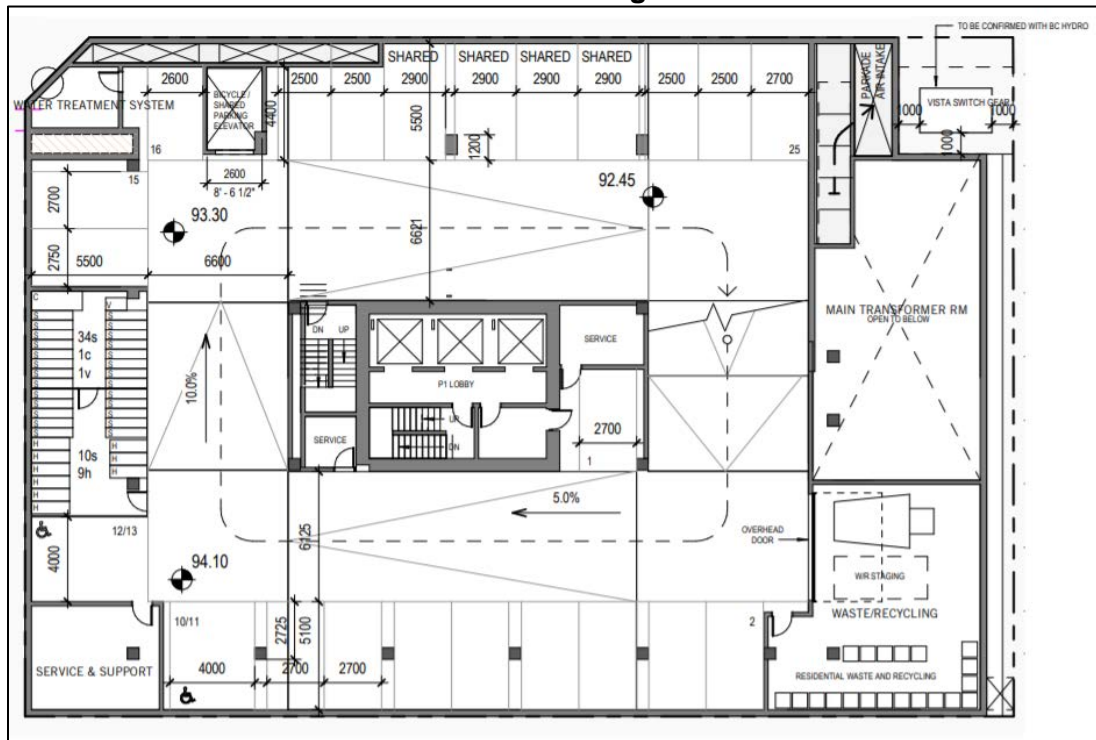
Floor Plan – Parking Level 3



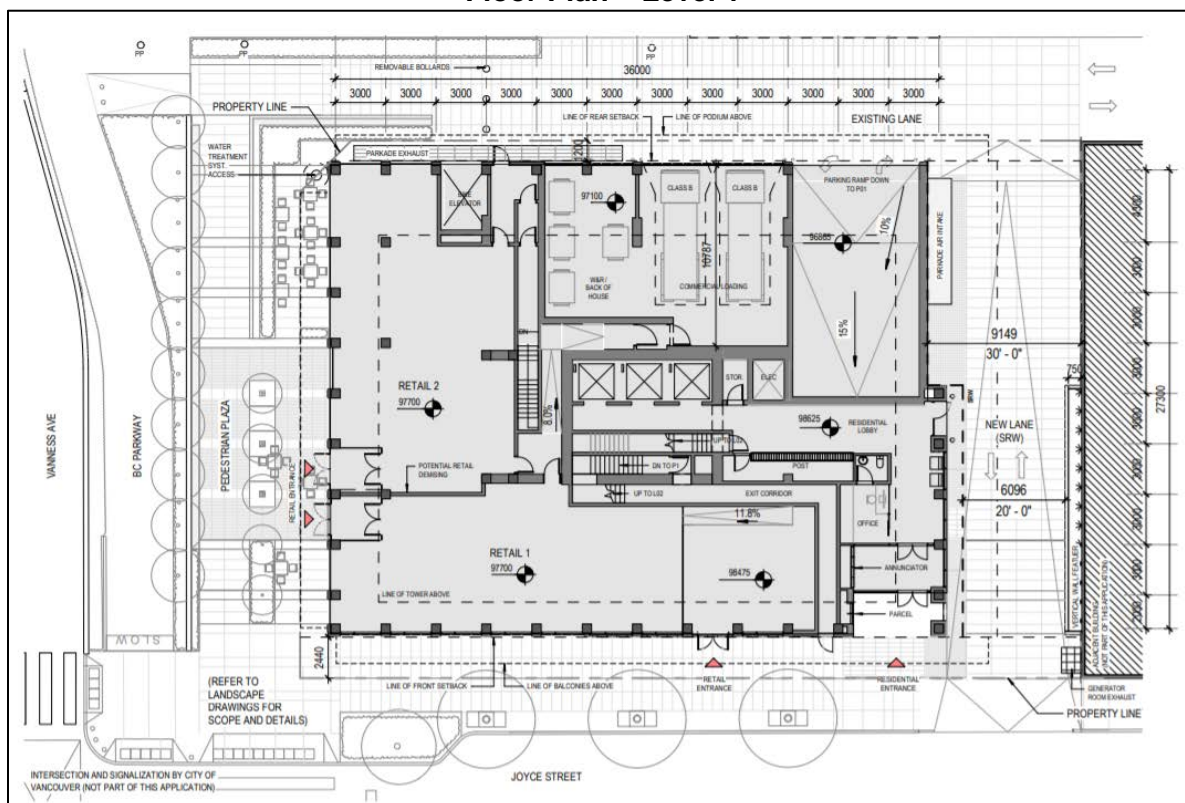
Floor Plan – Parking Level 2



Floor Plan – Parking Level 1



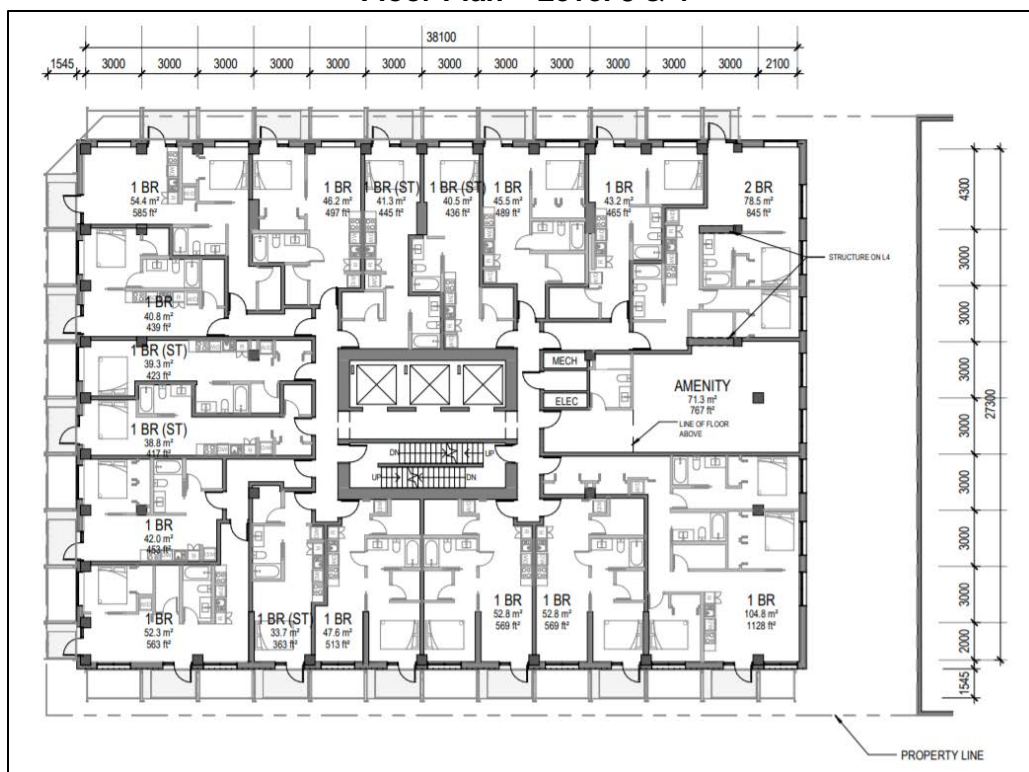
Floor Plan – Level 1



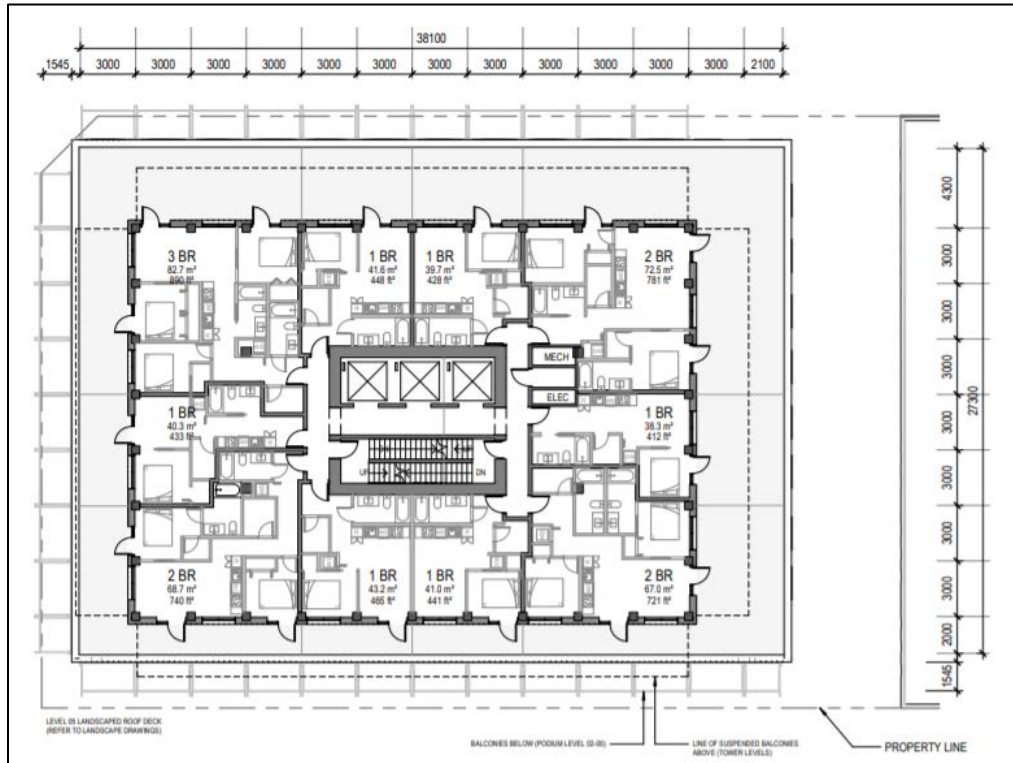
Floor Plan – Level 2



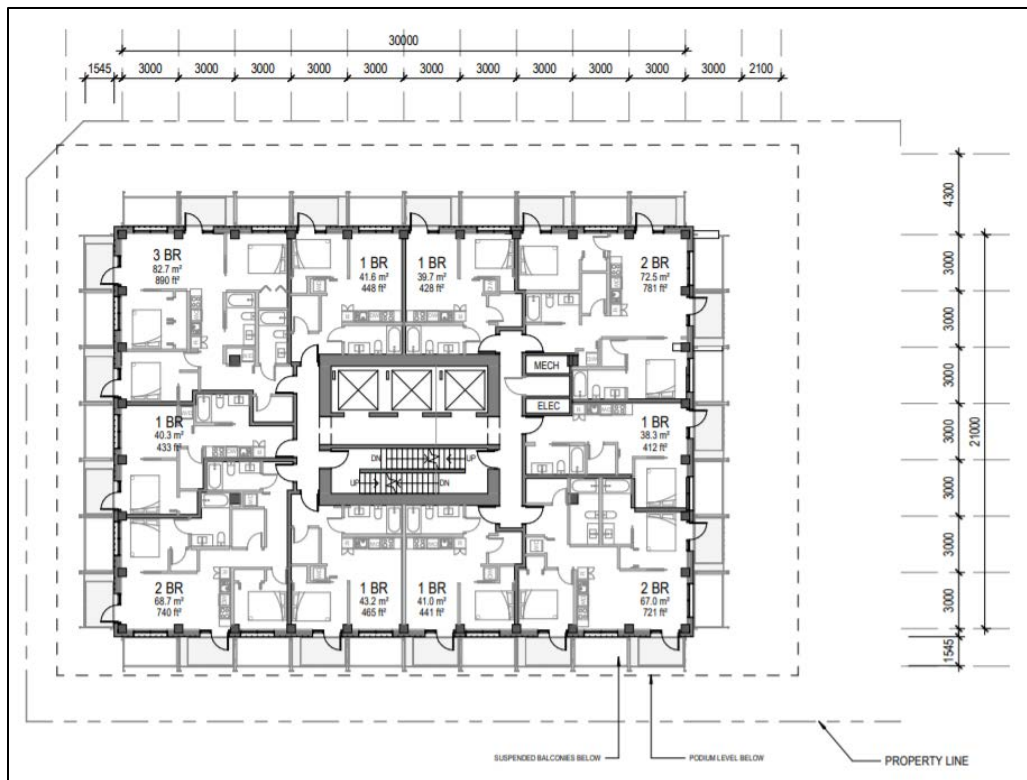
Floor Plan – Level 3 & 4



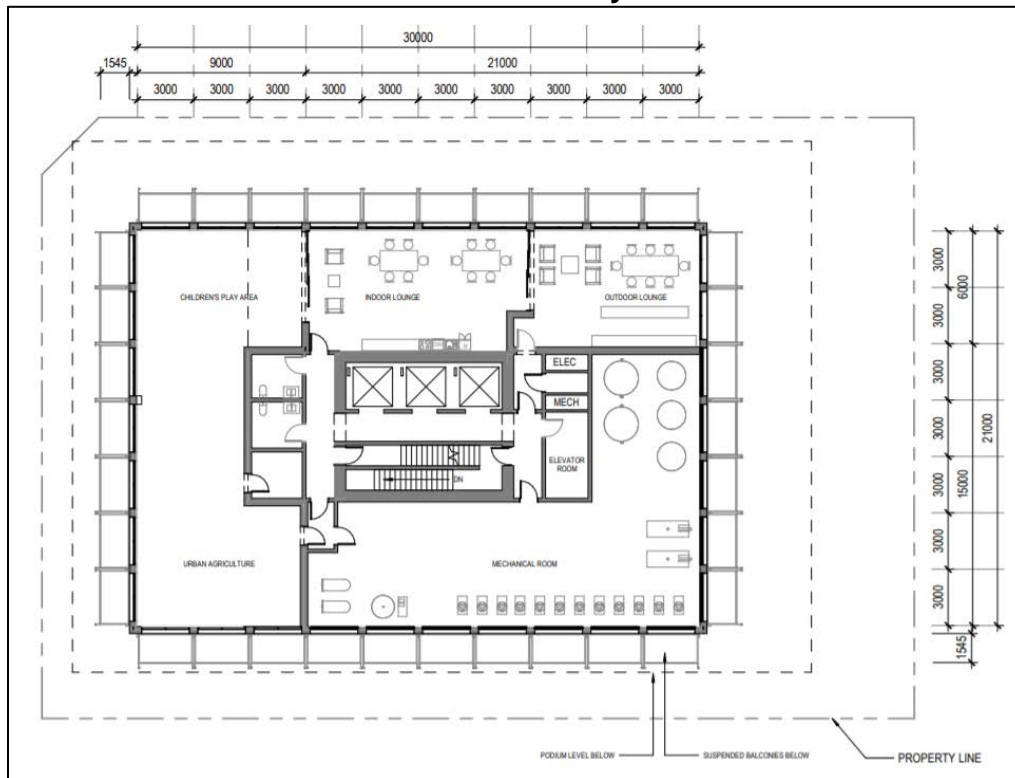
Floor Plan – Level 5



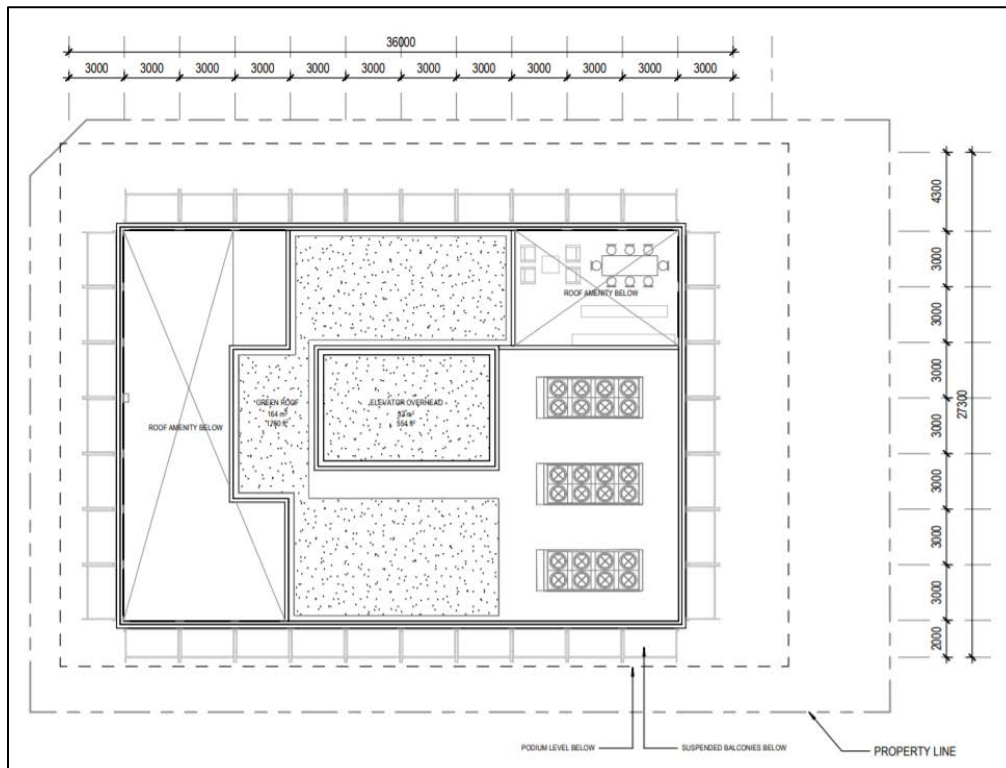
Floor Plan – Level 6 – 35



Floor Plan – Level 36 Amenity & Mechanical



Floor Plan – Roof Level 36



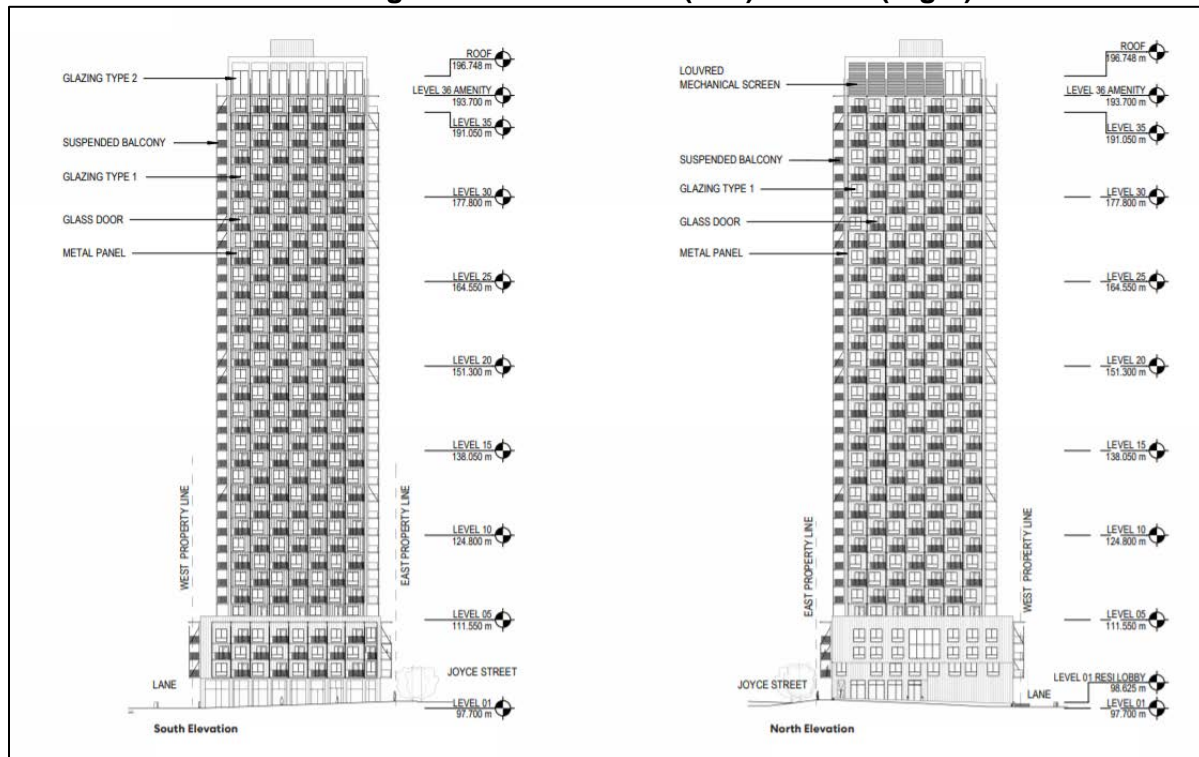
Street Elevation – Vanness Street



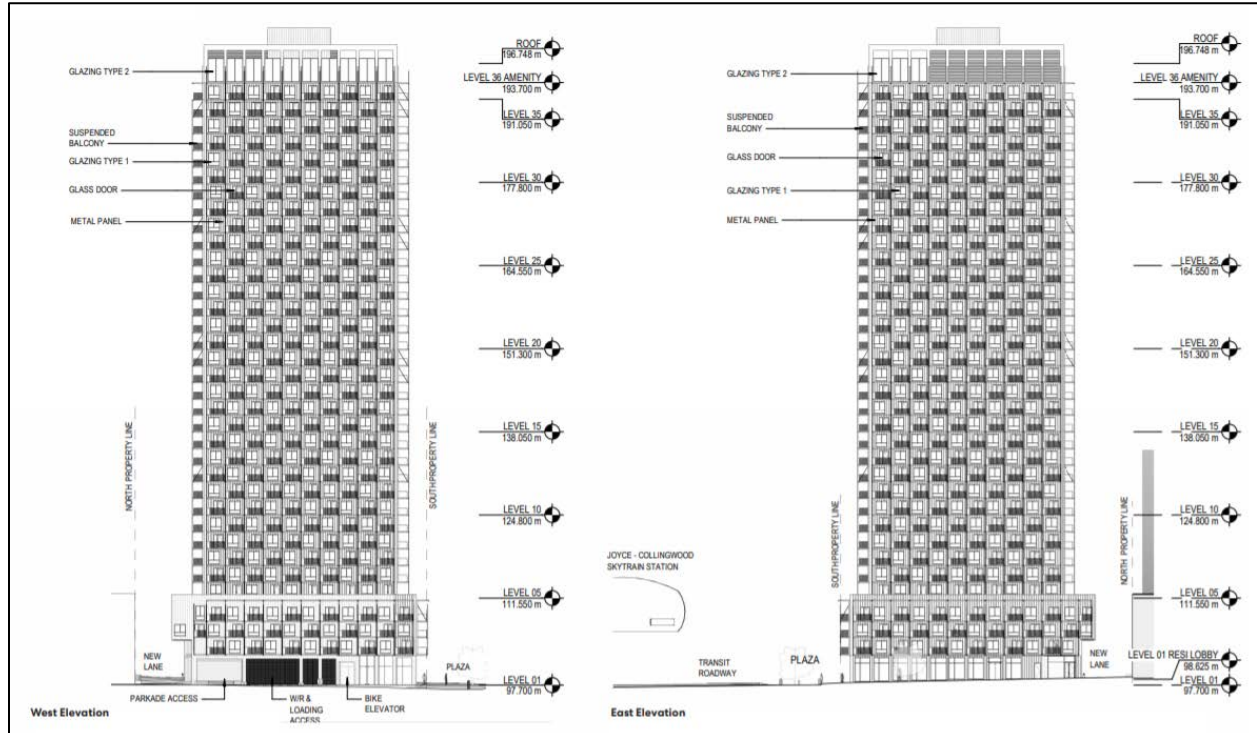
Street Elevation – Vanness Street



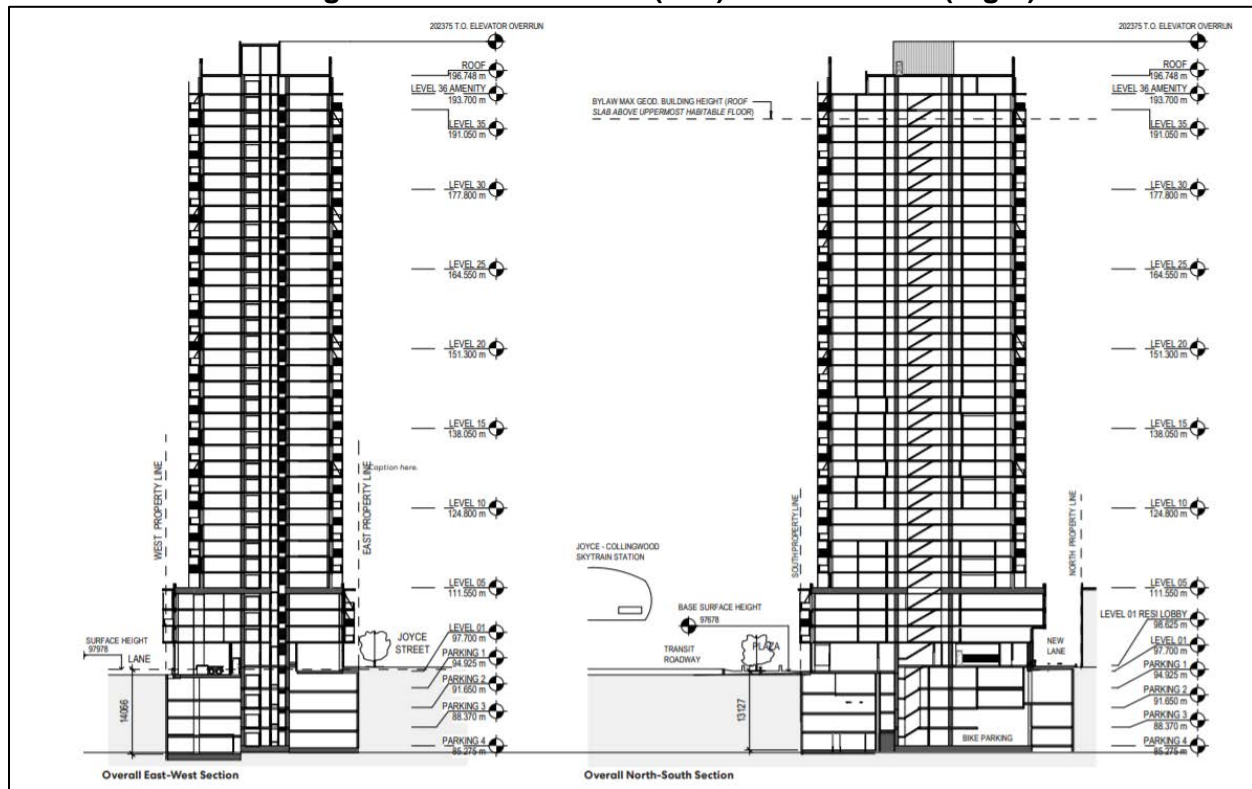
Building Elevations – South (Left) & North (Right)



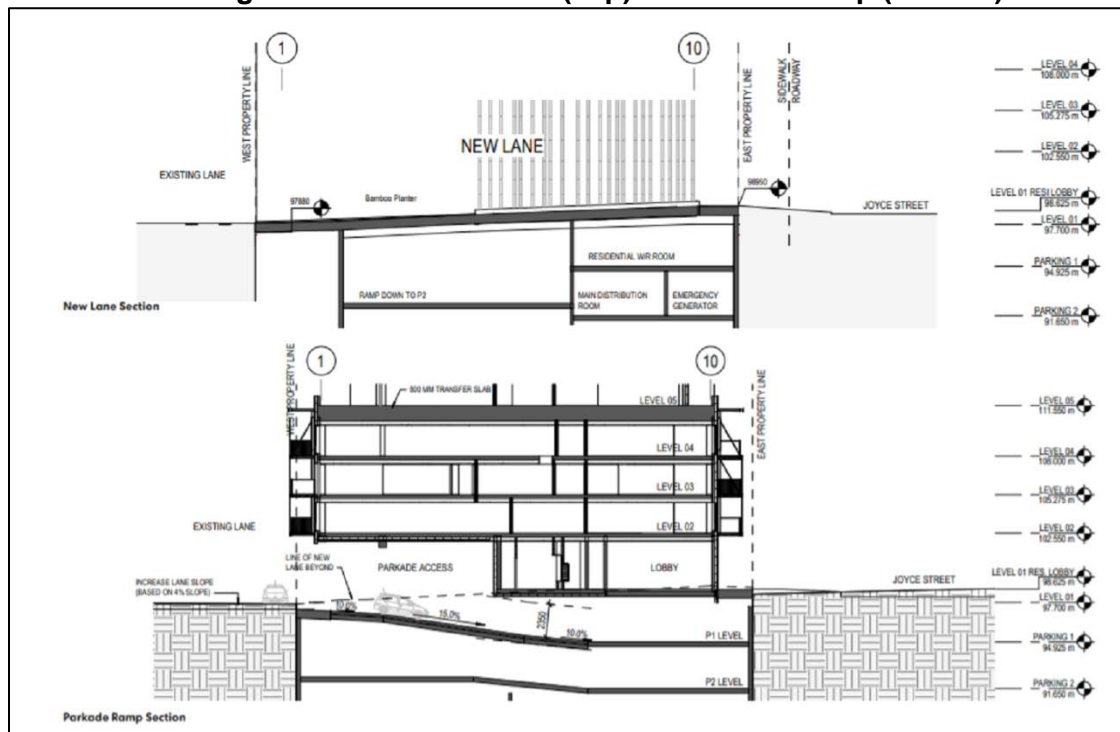
Building Elevations – West (Left) & East (Right)



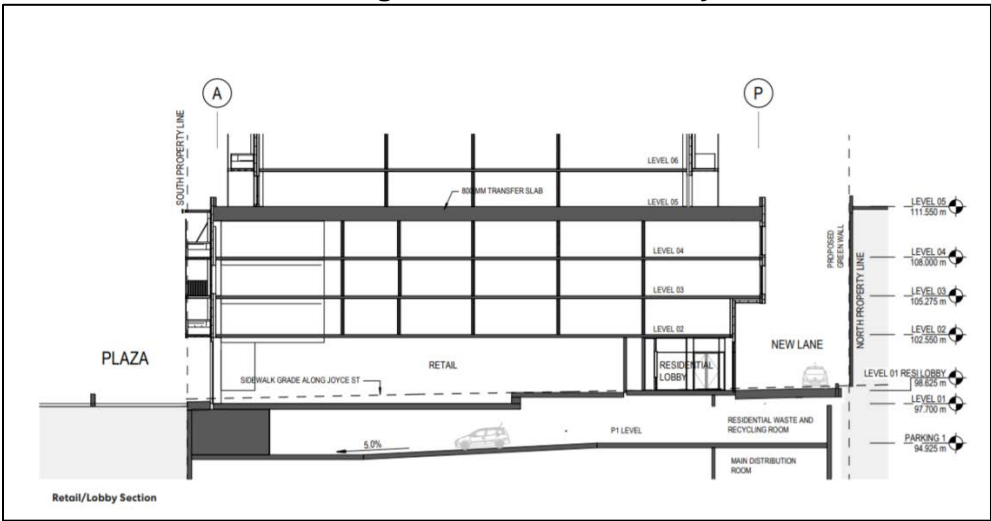
Building Sections – East-West (Left) & North-South (Right)



Building Sections – New Lane (Top) & Parkade Ramp (Bottom)



Building Section – Retail/Lobby



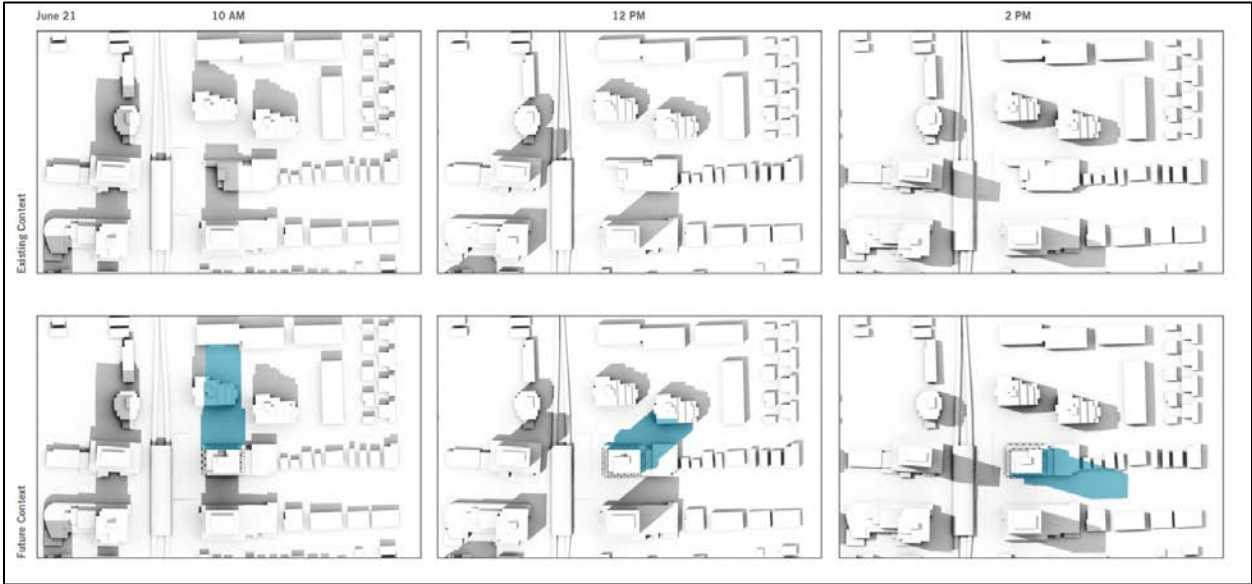
Overall Rendering – Looking North



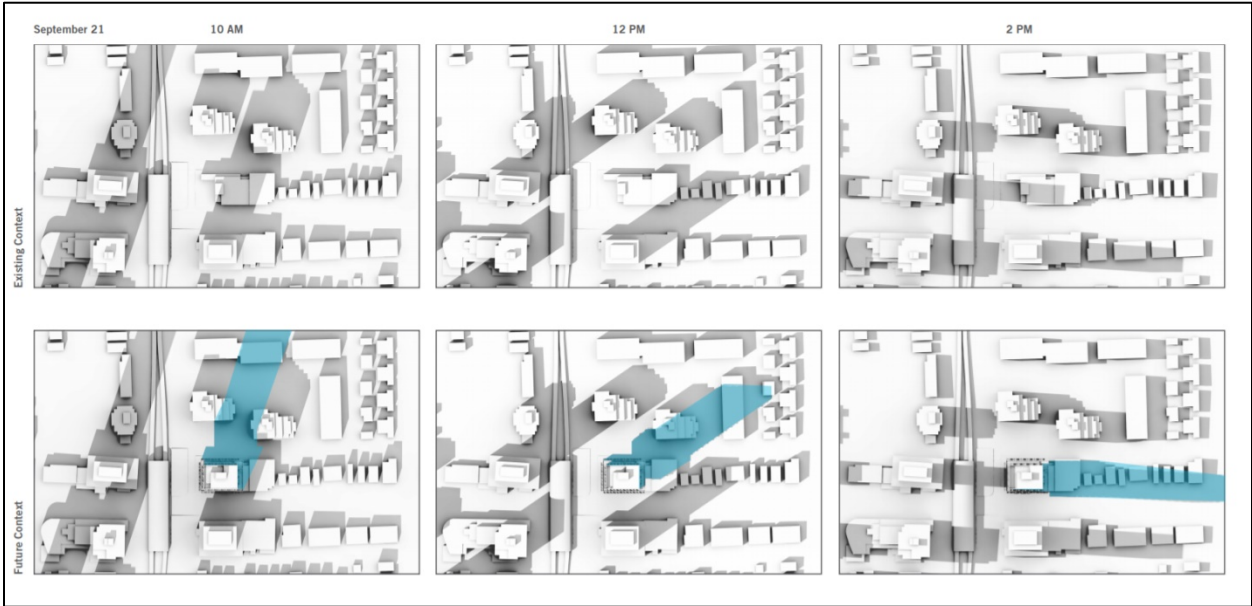
Rendering Viewed from Ground Level



Summer Shadow Study (June 21) – Existing (Top) Proposed (Bottom)



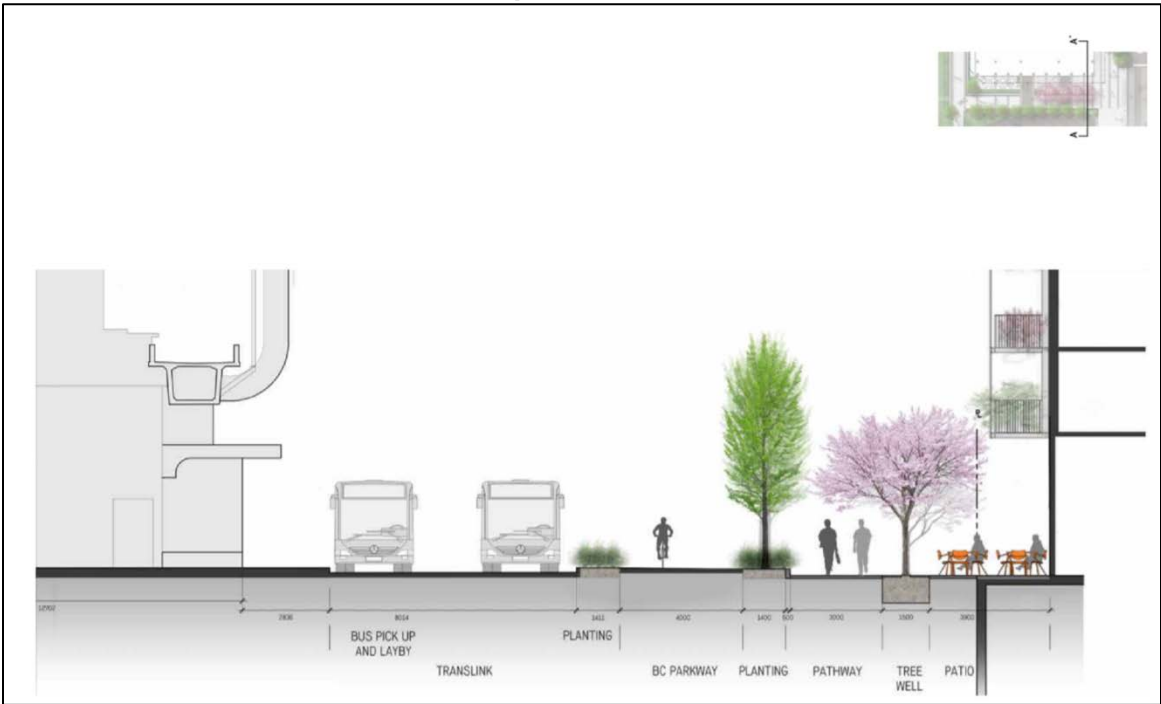
Fall Shadow Study (September 21) – Existing (Top) Proposed (Bottom)



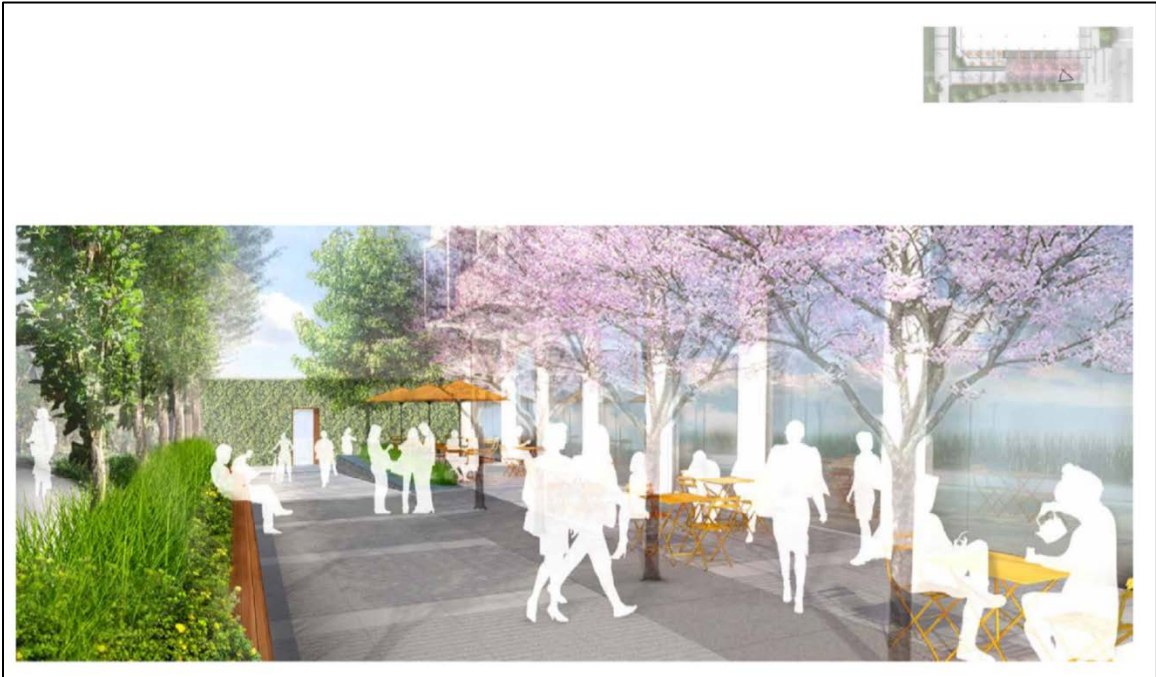
Landscape Plan – Ground Floor



Landscape Section – Plaza



Plaza Perspective



Landscape Plan – Level 5 Podium



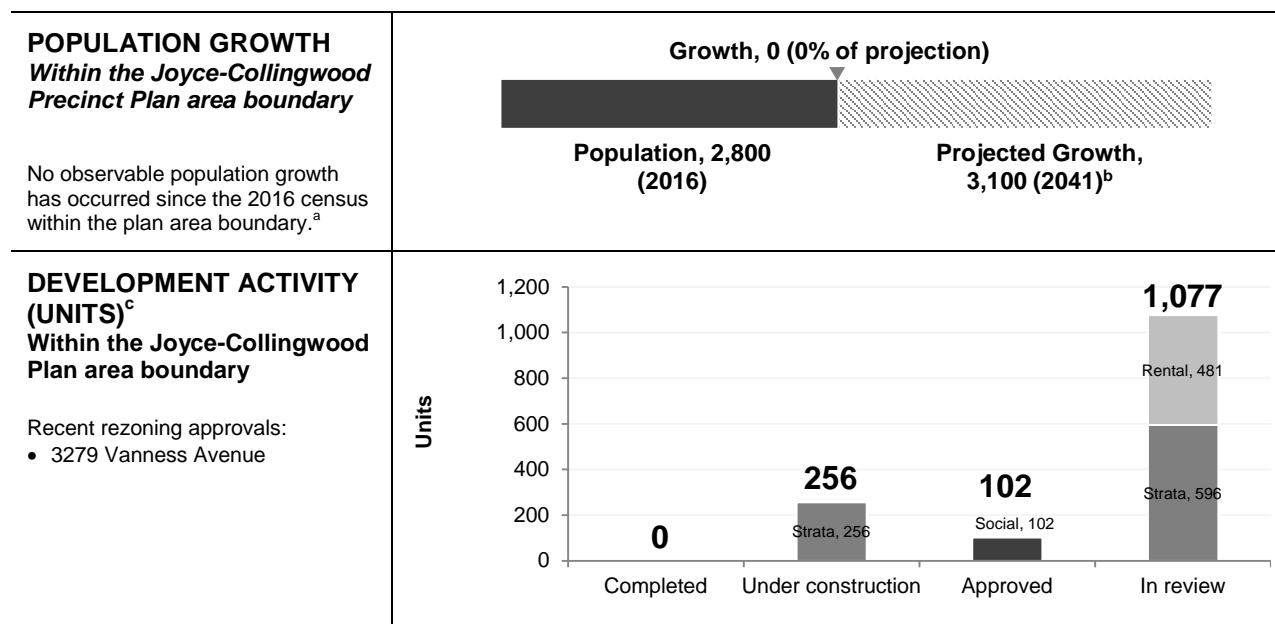
Landscape Plan – Level 36 Amenity



Landscape Plan – Roof





PUBLIC BENEFITS IMPLEMENTATION TRACKING
JOYCE-COLLINGWOOD STATION PRECINCT PLAN (2016)^a
Updated Year-End 2019



PUBLIC BENEFITS ACHIEVED SINCE 2016

Category	Anticipated Public Benefits since 2016 (+) ^c	Completed since 2016 (•) or In Progress (◦)	% ^e
Housing ^d	<ul style="list-style-type: none"> + Direct 30% of community amenity contributions and development cost levies towards affordable housing + 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 to four years + From those, 37 childcare spaces are expected on a City-owned site (either at Vanness Ave. or at Joyce St.) + Approx. 30 spaces for school age children five to 12 years 	<ul style="list-style-type: none"> • 10 spaces for five to 12 years (Nootka School Age Care) ^f • 30 spaces for five to 12 years (Renfrew Elementary) ^f 	30%
Transportation/ Public Realm	<ul style="list-style-type: none"> + New or upgraded sidewalks + Seek wider sidewalks along Joyce Street + Safety improvements to Joyce Street and Vanness Avenue intersection + Deliver a Boundary Road overpass for the BC Parkway + Improve north and south connectivity by upgrading active transportation connections under the SkyTrain + Work with TransLink on the second phase of station upgrades + Conduct a neighbourhood-wide multi-modal transportation study 	<ul style="list-style-type: none"> • Joyce-Collingwood Station upgrades and associated improvements to BC Parkway and Vanness Ave ◦ New sidewalks along McHardy St., Payne St., and Ruby St. ◦ 41st Ave B-Line ◦ Plazas on lanes north of Joyce-Collingwood Station 	10%
Culture	<ul style="list-style-type: none"> + Preserve, stabilize, and secure existing cultural assets + Retain or create multi-use neighbourhood creative spaces + Include art in public places 		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 expansion and renewal ^f 	40%
Heritage	<ul style="list-style-type: none"> + Support retention and refurbishment of one or both of 5330 and 5362 Joyce St. 		N/A

Table continues on next page

 Social Facilities	<ul style="list-style-type: none"> + Opening MOSAIC and CNH Annex at Wall Centre Central Park facilities + Opening Killarney Seniors' Centre + Explore opportunities to provide additional operating support to Collingwood Neighbourhood House 	<ul style="list-style-type: none"> • MOSAIC at Wall Centre Central Park opened ^f • Killarney Seniors' Centre opened ^f • Collingwood Neighbourhood House Annex opened 	<div>90%</div>
 Parks	<ul style="list-style-type: none"> + Collingwood Park improvements (playground improvements and wading pool spray pad replacement) + New local dog park + Collingwood Neighbourhood House plaza renewal + Create plazas on lanes north of the SkyTrain station + Explore opportunities to expand public use and activation under SkyTrain guideway + Plant trees in parks, open spaces, and along streets 	<ul style="list-style-type: none"> o <i>Collingwood Park renewal</i> 	<div>0%</div>

EXPLANATORY NOTES

The Public Benefits Implementation Tracker assists in monitoring progress toward the delivery of public benefits anticipated from the community plans. Data in these trackers reflects activity towards the targets that were identified in the Public Benefits Strategy, both within and in close proximity to the Plan area since the 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 The population projected growth differs from the Joyce-Collingwood Station Precinct Plan to reflect the 2017 amendments to the plan.

^c 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.

^d 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.

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

^f Public benefits in close proximity of plan area, but outlined in the Joyce-Collingwood Public Benefit Strategy

**5055 Joyce Street
PUBLIC BENEFITS SUMMARY**

Project Summary:

To build a 35-storey tower with 10 below-market rental units and 350 market residential units.

Public Benefit Summary:

The project would provide 360 secured rental housing units through a Housing Agreement for the life of the building and 60 years, whichever is longer, with 10 of the units to be rented at rates 20% below CMHC averages for the area.

	Current Zoning	Proposed Zoning
Zoning District	C-2C	CD-1
FSR (site area = 17,307 sq. ft.)	3.0	16.1
Floor Area (sq. ft.)	47,922	257,344
Land Use	Mixed-Use	Mixed-Use

Summary of Development Contributions Expected Under Proposed Zoning

City-wide DCL ¹	\$4,622,259
City-wide Utilities DCL ¹	\$2,551,562
Public Art	\$509,541
TOTAL	\$7,683,362

Other Benefits (non-quantified components):

- 350 market rental units.
- 10 below-market rental units to be rented at rates 20% below CMHC averages for the area.
- New lane connection along the north side of the site.
- Pedestrian plaza along the south side of the site across from the Joyce-Collingwood station.

¹ Based on rates that are anticipated to be in effect as of September 30, 2020; 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.

* * * * *

5055 Joyce Street
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	5055 Joyce Street
Property Identifier (PID) & Legal Description	<i>PID 024-143-111, Lot I Block 17 District Lot 51 Group 1 New Westminster District Plan LMP37967</i>
Applicant / Architect	Perkins & Will Architects
Developer / Property Owner	5055 Joyce Property Inc. (Westbank Corp.)

SITE STATISTICS

Site Area	1,486.2 sq. m (15,997 sq. ft.)
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DEVELOPMENT STATISTICS

	Permitted Under Existing Zoning	Proposed	
Zoning	C-2C	CD-1	
Uses	Mixed-use	Mixed-use	
Max. Density	3.00	16.1	
Floor Area	4,458.6 sq. m (47,992 sq. ft.)	23,908.1 sq. m (257,344 sq. ft.)	
Maximum Height	10.7 m (35.1 ft.)	Top of roof: 96.4 m (316.3 ft.) Top of mechanical screening: 103.0 m (337.9 ft.)	
Unit Mix	--	Studio 15 One-bedroom 217 Two-bedroom 93 Three-bedroom 35 <hr/> Total 360	
Parking	Per Parking By-law	Required: Residential 168 Car-Share 0 Retail 7 Total 175	Proposed: Residential 91 Car-Share 4 Retail 7 Total 102
Loading	Per Parking By-law	Class A 3 Class B 3	Class A 0 Class B 2
Bicycle Spaces	Per Parking By-law	Class A 370 Class B 12	Class A 370 Class B 12
Natural Assets Trees	On-site Trees – 2 City Trees - 5	On-site Trees Remove – 2 New – TBD City Trees Remove – 2 New - TBD	