



## REFERRAL REPORT

Report Date: September 1, 2020  
Contact: Theresa O'Donnell  
Contact No.: 604-673-8434  
RTS No.: 13999  
VanRIMS No.: 08-2000-20  
Meeting Date: October 6, 2020

TO: Vancouver City Council  
FROM: General Manager of Planning, Urban Design and Sustainability  
SUBJECT: CD-1 Rezoning: 3701-3743 West Broadway

### **RECOMMENDATION**

- A. THAT the application by 0916789 B.C. Ltd. (Westbank), the registered owners of the lands located at 3701-3743 West Broadway [*PID 011-489-847, Lot A (See 368932L) Block 193 District Lot 176 Plan 4581; PID 011-489-308, Lot 9, Except the South 7 Feet and the East 7 Feet now Highways, Block 193 District Lot 176 Plan 4581; and PID 005-111-706, Lot 12 Block 193 District Lot 176 Plan 4581*] to rezone the lands from RS-1 (Residential) and C-2 (Commercial) District to CD-1 (Comprehensive Development) District, to increase the permitted floor space ratio (FSR) from 0.7 and 2.5 respectively to 5.27 and building height from 13.8 m (45.3 ft.) to 52.61 m (172.6 ft.) for the development of a 14-storey mixed-use building, with 161 secured rental housing units, of which 20% of the residential floor area will be secured as moderate income units, under the *Moderate Income Rental Housing Pilot Program*, be referred to Public Hearing together with:
- (i) plans prepared by Leckie Studio Architecture and Design Inc., received November 15, 2019 with revisions submitted on May 27, 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 the Public Hearing.

- B. THAT, if after Public Hearing, Council approves in principle the rezoning and the Housing Agreement described in Part 2 of Appendix B, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment prior to enactment of the CD-1 By-law, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and the General Manager of Planning, Urban Design and Sustainability.

- C. THAT, if the application is referred to a Public Hearing, the application to amend the Sign By-law to establish regulations for this CD-1, 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 enactment of the CD-1 By-law, the Noise Control By-law be amended generally as set out in Appendix C;

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

- E. THAT, subject to enactment of the CD-1 By-law, the Subdivision By-law be amended generally as set out in Appendix C;

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

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

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

## **REPORT SUMMARY**

This report evaluates an application to rezone 3701-3743 West Broadway, to permit a height of 52.61 m (172.6 ft.) and an FSR of 5.27, under the *Moderate Income Rental Housing Pilot*

*Program* (the “*MIRHP Program*”). The application proposes a mixed-use development consisting of a 14-storey building with commercial uses at grade and 161 secured rental housing units, of which 20% of the residential floor area is reserved for Moderate Income Rental Housing Units (the “moderate income units”). The moderate income units will be rented at rates targeted to meet the affordability needs of households earning between \$30,000 and \$80,000 per year, with rent increases to be capped at the *Residential Tenancy Act’s* (RTA) annual allowable rental increase regardless of a change in tenancy.

Staff have assessed the application and conclude that it meets the intent of the *MIRHP Program*. The application is also consistent with the *Development Cost Levy By-law No. 9755* definition of “for-profit affordable rental housing”, for which certain Development Cost Levies may be waived, as described in this report.

If approved, the application would contribute 161 secured rental housing units towards the City's housing goals as identified in the *Housing Vancouver Strategy*. Staff recommend the application be referred to a Public Hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it, subject to the Public Hearing, along with the Conditions of Approval outlined in Appendix B.

## **COUNCIL AUTHORITY/PREVIOUS DECISIONS**

- *Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available Incentives* (2017, last amended 2019)
- *Housing Vancouver Strategy* (2017)
- *Family Room: Housing Mix Policy for Rezoning Projects* (2016)
- *High-Density Housing for Families With Children Guidelines* (1992)
- *Green Buildings Policy for Rezoning Projects* (2010, last amended 2018)
- *Community Amenity Contributions — Through Rezoning Projects* (1999, last amended 2020)
- *Vancouver Development Cost Levy By-law No. 9755* (2008, last amended 2020)
- *Vancouver Utilities Development Cost Levy By-law No. 12183*
- *RS-1 District Schedule and Guidelines* (2009)
- *C-2 District Schedule and Design Guidelines* (2003)
- *Urban Forest Strategy* (2014)
- *Public Art Policy for Rezoned Development* (1994, last amended 2014)

## **REPORT**

### **Background/Context**

#### **1. Site and Context**

This 2,155.6 sq. m (23,203 sq. ft.) subject site is comprised of three lots located at the northwest corner of West Broadway and Alma Street in the West Point Grey neighbourhood (see Figure 1). There are no existing residential rental units on this site.

The site contains one lot that is zoned RS-1 which permits low density residential development and is vacant. The other two lots are zoned C-2, which permits mixed-use commercial development, and are developed with a one-storey retail building with surface parking. There

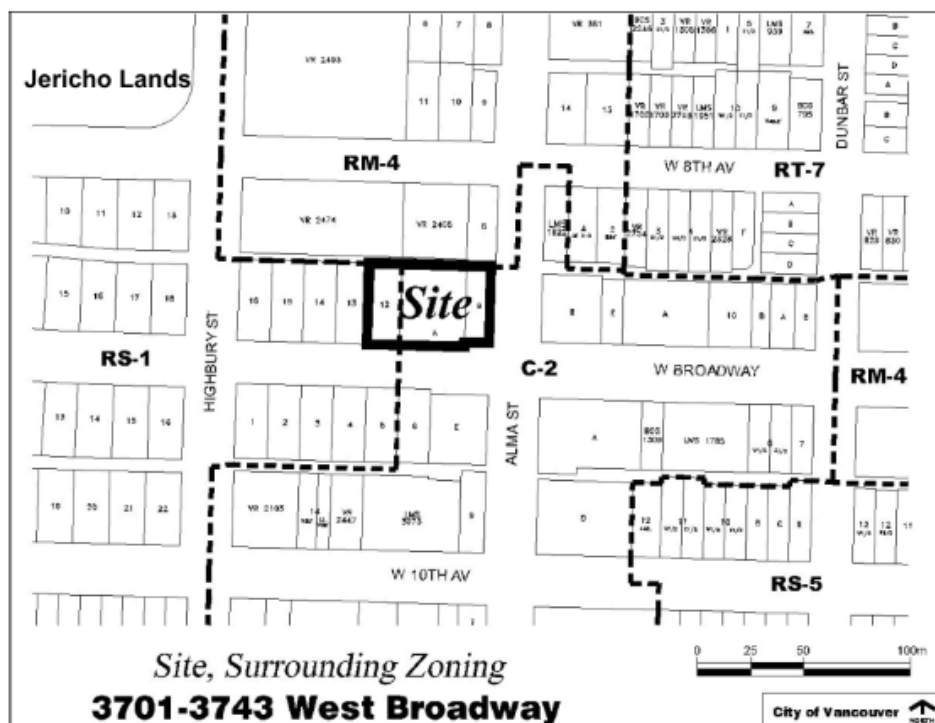
are four remaining RS-1 lots on this block, west of the subject site. The site has a 57 m (187 ft.) frontage along West Broadway and 38 m (125 ft.) frontage along Alma Street. The site slopes down approximately 2.9 m (9.6 ft.) from the southwest corner to the northeast corner.

The area east and south of the subject site is zoned C-2 and generally developed with a mix of one-storey commercial and four-storey mixed-use buildings. The lots directly north are zoned RM-4 and developed with three-storey rental buildings.

West Broadway and Alma Street are two arterial roads which are part of TransLink's Frequent Transit Network. There are six bus routes which run along these streets, within a one minute walk of the subject site. The intersection at West Broadway and Alma Street is potentially a future transit station for Translink's Millennium Line Broadway Extension project from Arbutus Street to University of British Columbia (UBC).

The Jericho Lands are located one block to the northwest of the site (see Figure 1). The Jericho Lands consist of 90 acres owned jointly by the MST Partnership, composed of the Musqueam Indian Band, Squamish Nation, and Tsleil-Waututh Nation, and Canada Lands Company, a Federal Crown corporation. In July 2018, Council directed staff to undertake a multi-year planning process to create a Policy Statement for the site. The public consultation process began in March 2019 and includes extensive engagement with the community and coordination with the landowner partnership. The Policy Statement is expected to provide direction on a number of topics including reconciliation, land use, density, height, public benefits, transportation, built form, character, and sustainability, and guide redevelopment of the Jericho Lands.

**Figure 1 – Location Map**



**Neighbourhood Amenities** – The following neighbourhood amenities are located within a 15 minute walk of the subject site:

- **Parks/Beaches:** Almond Park, McBride Park, Hastings Mill Park, Jericho Beach
- **Community Spaces:** Sacred Space Studio Community Health Centre, St. James Milonga Community Centre, Jericho Hill Community Centre, Kitsilano Branch Vancouver Public Library
- **Institutional:** Redemption Church, Our Lady of Perpetual Help Parish, Point Grey Inter-Mennonite Fellowship
- **Childcare:** St. James Day Care Centre, Play to Learn Children's Centre, Kidcoover

**Local School Capacity** – This site is located within the catchment area of *Bayview Community Elementary School* located at 4102 West 16th Avenue and *Kitsilano Secondary School* located at 2550 West 10th Avenue. *Bayview Community Elementary School* is currently being rebuilt to provide a building that is seismically safe with a new school anticipated by 2021. During construction, students in the area will attend *Queen Elizabeth Elementary School* at 4102 West 16th Avenue. Per the Vancouver School Board (VSB)'s *Draft Long Range Facilities Plan* dated May 29, 2019, there is school capacity for additional students in both elementary and secondary levels. *Bayview Community Elementary School* had an operating capacity of 340 students in 2017 with a surplus of 78 spaces. By 2027, the draft plan forecasts having a surplus of space for 89 students. *Queen Elizabeth Elementary School* had an operating capacity in 2017 of 89% with 365 students enrolled and a surplus capacity for 45 students. By 2027, *Queen Elizabeth Elementary School* is expected to have a surplus of 180 student spaces. In 2017, *Kitsilano Secondary School* had an operating capacity of 1,371 students. Based on the VSB draft plans, enrolment in 2017 resulted in a surplus of space for 129 students. By 2027, the draft plan forecasts having an operating capacity for 1,500 students with a surplus to accommodate 38 students. VSB also continues to monitor development and work with the City of Vancouver to help plan for future growth.

## 2. Policy Context

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

On November 26, 2019, Council approved an extension of the timeline of the *MIRHP Program* to enable new rezoning proposals to be considered until January 1, 2021. Following the pilot, staff will report back to Council with recommendations regarding the construction of moderate income rental housing.

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

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

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

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

## **Strategic Analysis**

### **1. Proposal**

This application proposes a mixed-use building with a height of 52.61 m (172.6 ft.), a total floor area of 11,370.6 sq. m (122,392 sq. ft.) and density of 5.27 FSR (see Figure 2). The application includes commercial uses at grade and 161 secured rental housing units, of which 20% of the residential floor area would be secured as moderate income rental units.

The original rezoning application received on November 15, 2019 proposed a mixed-use building consisting of a podium along West Broadway and a 14-storey residential tower. Following comments received from the community open house, the Urban Design Panel and the staff review, a revised application was received on May 27, 2020. The revised proposal has similar massing and density as the original application; however, there was a substantial change to the building design. Further changes from the original to the revised application are noted

under the form of development section. This report is based on the revised application, including corresponding conditions in Appendix B.

The FSR was incorrectly stated in the revised application as 5.34 FSR. The staff technical review determined that it is 5.27 FSR, as noted in Recommendation A and in the draft CD-1 By-law in Appendix A.

**Figure 2: Perspective looking northwest from Broadway & Alma\***



\*Rendering reflects revised application received May 27, 2020

## 2. Land Use

The site is comprised of one lot zoned RS-1, which permits low density residential uses, and two lots zoned C-2 (encompassing the majority of the property), where commercial and residential uses are permitted. The intent of the *C-2 District Schedule* and its *Design Guidelines* is to provide for a wide range of commercial uses serving both local and city-wide needs, as well as residential uses, along arterial streets.

A total of 965.7 sq. m (10,395sq. ft.) of retail space is proposed at grade along Alma Street, wrapping around the corner to West Broadway (see Figure 3). At-grade retail uses will contribute to the future success of the street given the mixed uses in the area and potential for a future Skytrain station. A total of 10,404.9 sq. m (111,997sq. ft.) of residential floor area is proposed, of which 100% of the residential space is dedicated to secured rental units.



**Figure 3: Commercial use proposed at grade\***

\*Rendering reflects revised application received May 27, 2020

### **3. Form of Development** (Refer to drawings in Appendix E and statistics in Appendix H)

The *MIRHP Program* permits consideration of additional height and density to support moderate income rental developments. For sites zoned RS-1, a height of up to six storeys may be considered. For C-2 sites at an arterial intersection, a building height up to 14 storeys may be considered.

As there are limited urban design directions under the *MIRHP Program*, staff evaluated the proposed form of development based on the following considerations:

- Intent of existing zoning and the *MIRHP Program*;
- Height – response to location and context;
- Neighbourliness – impact mitigation to adjacent neighbourhood development;
- Appropriateness of neighbourhood character and expression; and
- Proximity to transit and amenities.

**Existing Zoning** – If development were to occur on the single RS-1 lot under the *RS-1 District Schedule*, it would be limited to low density residential development with a maximum height of 10.7 m (35 ft.) and density of 0.7 FSR, or up to 0.86 FSR if a Laneway house were proposed.

Under the *C-2 District Schedule*, a maximum height of 13.8 m (45 ft.) and 2.5 FSR in a four-storey mixed-use building is permitted. On November 29, 2019, Council directed staff to bring forward revisions to the *C-2 District Schedule* to introduce a six-storey mixed-use rental-only development option. At the Public Hearing for the C-2 amendments on July 24, 2020, Council directed staff to report back after Council has considered the report regarding amending the Rental Housing Stock Official Development Plan to include the C-2 zones, and following further public consultation in the fall of 2020. Staff are currently assessing the timing of this work in relationship to other housing work priorities.



**Figure 4 – Comparison of Proposed Development and C-2 Building Envelope**

Figure 4 shows the proposed Alma Street elevation and compares a typical C-2 building profile (blue dotted line) to the proposed building envelope (red dotted line). For further context, the existing C-2 building across Broadway and the RM-4 building across the lane to the north, are shown.

A development at this location under the *MIRHP Program* allows for consideration of a tower-podium form with a tower height up to 14 storeys. Given the height, the impact on adjacent residential sites and the public realm necessitates careful consideration. This proposal was selected for the *MIRHP Program* due to the ability to deliver a significant number of moderate income and market rental units in a location which is served by transit, local amenities and services, and would not displace existing on-site residential tenants.

**Height and Density** – The stacked volumes terrace away from the west property line which helps reduce the bulk of the building (see Figures 4 and 5). At the upper levels, the building achieves an average floor plate of approximately 418 sq. m. (4,500 sq. ft.), which is similar to a nearby 12-storey tower located within two blocks of the site. When viewing this building from a distance, the profile at the upper levels will be similar to the nearby tower. The proposal includes a partial 15th storey which is restricted to amenity uses. Staff support the proposed building height and density, which complies with the *MIRHP Program*. Appendix B contains provisions to ensure the proposed dimensional aspects of the stacked volumes are retained through the Development Permit process.

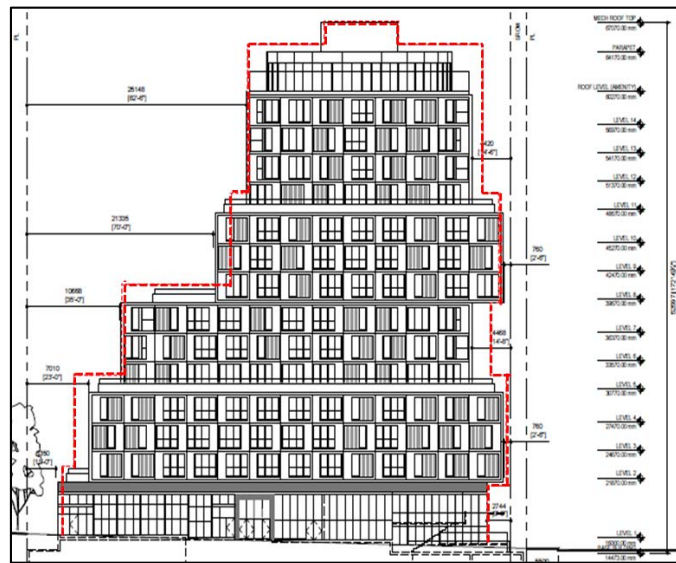
**Figure 5: West Broadway Elevation and Comparison with Earlier Submission Drawings**

Figure 5 shows a comparison between the original rezoning submission represented by a red dashed line, overlaid with the revised building profile from the May 27, 2020 submission

**Transition and Neighbourliness** – The *MIRHP Program* requires proposals to transition effectively to the surrounding area. The building massing is made up of shifting and interlocking rectangular volumes that are stacked into four parts with an amenity space on the roof (see Figures 5 and 6). The floor levels transition from a podium with a floor plate of approximately 1,208 sq. m. (13,000 sq. ft.) to a smaller floor plate of approximately 418 sq. m. (4,500 sq. ft.) at the upper levels. The commercial units at grade are double-height and include a mezzanine area. Ground-oriented townhouse units are proposed along the west side of the property, to provide a buffer to the adjacent single-family house to the west. The tower portion of the building is positioned closest to the intersection of West Broadway and Alma Street, which helps address the adjacent properties and activates the public realm.

**Shadow Impacts** – Staff acknowledge the proposed tower form will cast additional shadows on the neighbouring areas in comparison to a development under the C-2 zoning. Conditions in Appendix B contain recommendations to ensure the overall volume of the building is controlled and provides an acceptable level of openness to the sky. See Appendix E for a comparison between a typical C-2 building shadow that of the proposed building during the fall equinox.

**Architectural Expression** – The original rezoning application as shown in Figures 5 and 6, proposed interlocking and shifting volumes, which were gradually slimmer at the upper floors. A matrix of vertical fins was used to organize building elements and encase the volumes. A rooftop amenity area was provided on a partial 15th floor level, which was encased with a continuation of the fin matrix at full-height.

In response to public input and staff recommendations, a revised proposal was submitted as shown in Figures 5 and 6. Measures were taken to soften the transition to the lower scale neighbourhood context with adjustments to the overall architectural expression. Major changes were made in the design of the building which eliminated the fin matrix and proposed new building materials to communicate a more porous and residential design.

**Figure 6: Comparison between Original Building Proposed and Revised Submission**

Figure 6 shows the original rezoning submission from November 15, 2019 on the left, and the revised submission from May 27, 2020 on the right. The major changes include replacing the fin matrix with a precast concrete cladding.

As shown in Figures 5 and 6, the revised plans present four stacked volumes which are more displaced from each other as distinct volumes, rather than a single column. The setback along the west side yard for the second to fourth level has increased from 5.8 m (19 ft.) to 7.0 m (23 ft.), which results in more spatial relief at the lower levels and better transition to adjacent lower-scaled residential zones. Design conditions are included in Appendix B to ensure the porosity as shown in the revised application is maintained. The intent of shifting the building volumes into distinct components is to avoid an institutional character, a concern raised in the public comments.

**Public Realm** – The site is located at the western terminus of West Broadway and the intersection of Alma Street, a transitional area between a commercial shopping area and residential streetscape. The building incorporates commercial ground-floor units with double-height glass walls which contribute to an active pedestrian experience and create a high level of porosity from the building interior to the sidewalk. The commercial level is also setback from the residential units above (see Figure 3) which helps expand the public realm and allows for increased planting, seating, and patio space. Further design development conditions are identified in Appendix B to refine how the proposed building transitions from West Broadway's commercial streetscape into the quieter residential area.

**Amenity** – This application proposes an indoor amenity room of approximately 121 sq. m. (1,300 sq. ft.) and an adjacent shared outdoor space on the top roof deck of the tower (see roof plan in Appendix E). The amenity area has been determined by staff to be sufficient in size to accommodate a broad range of activities for residents and their guests. Design conditions are included in Appendix B to include a children's play area and urban agriculture opportunities. The building will also be pet friendly.

**Livability** – A mix of studios, one-bedroom, two-bedroom and three-bedroom units are provided. All units include private outdoor space in the form of balconies and decks. To further improve liveability and ensure privacy for existing and future residents, design conditions are included in Appendix B to maximize the livability of unit layouts and ensure there are added privacy measures to minimize overlook and noise impacts.

The *MIRHP Program* allows consideration of the relaxation of unit sizes and configurations, subject to the project's location, evaluation of liveability, design performance, and affordability. The relaxation allows for reduced studio unit sizes from a minimum of 37 sq. m (398 sq. ft.) to 29.7 sq. m (320 sq. ft.), and an allowance for inboard bedrooms (i.e. bedrooms without external windows) within the three-bedroom moderate income rental units.

**Landscape** – The proposal provides hard and soft landscaping elements and outdoor seating. Landscape conditions in Appendix B will enhance the landscape design at the public realm interface and ensure provision of urban agriculture and children's play areas are incorporated. Staff also recommend green roofs where possible to further enhance sustainability objectives and social interactions.

**Urban Design Panel Review** – The Urban Design Panel reviewed this application on March 4, 2020 and supported the proposal with recommendations to revise the fin expression as it relates to the perceived bulk of the building and to reconsider their impact on light and view. Other comments called for reconsidering the size and number of operable windows to improve daylighting and natural ventilation, and for design development of the western edge of the building to improve transition with the single-family dwellings to the west.

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

#### 4. Housing

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

**Figure 7: Progress Towards 10 Year Housing Vancouver Targets for Purpose-Built Market and Developer-Owned Below-Market Rental Housing as of March 31, 2020**

Housing Type	CATEGORY	10-YEAR TARGETS	Units Approved Towards Targets
<b>Purpose-Built Market Rental Housing Units</b>	Market Rental	16,000	3,373
	Developer-Owned Below Market Rental	4,000	130
	Total	20,000	3,503

*\*Note that tracking progress towards 10-year Housing Vancouver targets began in 2017*

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

*\* Since the last progress report, Council has approved an additional 204 MIRH units during the period of January 1st, 2020 to July 31st, 2020, for a total of 334 MIRH units.*

**Vacancy Rates** – Vancouver has exhibited historically low vacancy rates during the last 30 years. In 2019, the purpose-built apartment vacancy rate was 1.0% in Vancouver, which was

equivalent to approximately 585 units. The vacancy rate based on the Canadian Mortgage and Housing Corporation (CMHC) Market Rental Survey for the Kitsilano/Point Grey area was 0.6%, meaning 6 out of every 1,000 market rental units in the area were empty and available for rent. A vacancy rate of 3.0% is considered to be a balanced rental market.

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

**Housing Mix** – These units are to be designed in accordance with the *High Density Housing for Families with Children Guidelines* (2016) which includes provision of at least 35% family units (two and three bedrooms units) for both the moderate income units and market rental units. This application provides for a broad cross-section of household types and would deliver 56 family units across the project. Appendix B provides conditions to ensure the family unit requirements in both the market rental and moderate income rental portions of the project meet the guidelines. The complete unit mix is illustrated in Figure 8.

**Figure 8: Proposed Unit Mix, Market and Moderate Income Rental**

<b>Market</b>		<b>Moderate Income</b>	
Studio	42	Studio	12
1-bed	42	1-bed	9
2-bed	41	2-bed	9
3-bed	4	3-bed	2
Total	129	Total	32
Total 161 units			

**Proposed Rents and Income Thresholds** – In 2016, the median household income in the West Point Grey neighbourhood was \$84,951. Under the *MIRHP Program*, all of the housing units in the project must be secured rental with a minimum of 20% of residential floor area as moderate income units. This application would deliver approximately 32 units to be rented at rates that meet the affordability requirements of moderate income households under the MIRHP Program, as illustrated in Figure 9.

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

**Figure 9: Proposed Rents for Moderate Income Rental Units, Market Rents in Newer Westside Buildings, Costs of Ownership and Household Incomes Served**

Unit Type	Moderate Income Rental Units		Newer Rental Buildings - Westside <sup>2</sup>		Median-Priced Ownership Unit – Westside <sup>3</sup>	
	Average Starting Rents	Average Household Income Required <sup>1</sup>	Average Market Rent	Average Household Income Required <sup>1</sup>	Monthly Costs of Ownership	Average Household Income Required <sup>1</sup>
Studio	\$950	\$38,000	\$1,804	\$72,160	\$2,819	\$112,760
1 Bedroom	\$1,200	\$48,000	\$1,999	\$79,960	\$3,413	\$136,520
2 Bedroom	\$1,600	\$64,000	\$3,059	\$122,360	\$5,191	\$207,640
3 Bedroom	\$2,000	\$80,000	\$3,876	\$155,040	\$8,571	\$342,840

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

<sup>2</sup> October 2019 CMHC Rental Market Survey for buildings completed in year 2010 or later, Vancouver Westside.

<sup>3</sup> BC Assessment 2019, based on the following assumptions in 2019: median of all BC Assessment recent sales prices in Vancouver Westside in 2019 by unit type, 10% down payment, 5% mortgage rate, 25-year amortization, \$150 – 250 monthly strata fees and monthly property taxes at \$2.56 per \$1,000 of assessed value.

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

Average market rents in newer rental buildings on the Westside are also shown in the middle two columns in Figure 9. A market rental studio unit could be affordable to a single person employed in occupations such as administrative services management. A two-bedroom market rental unit could be affordable to a couple employed in occupations such as technical roles in construction or engineering.

The market rental housing component will provide options that are significantly more affordable than home ownership as illustrated in Figure 9.

**Waiver of the City-wide DCL and the Utilities DCL – MIRHP Program** projects that qualify as “for-profit affordable rental housing” under the *DCL By-law* and *Utilities DCL By-law* are eligible for a DCL waiver and a waiver of the Utilities DCL provided that the building permit is issued prior to September 30, 2021. The applicant has requested a waiver of DCLs for the residential portion of the building. The average proposed starting rents across the moderate income rental units, which comprise at least 20% of the residential floor area that is counted in the calculation of the floor space ratio, are required to meet the maximum average rents as outlined in the *DCL By-law* and *Rental Incentive Programs Bulletin*.

The *DCL By-law* does not allow rents for the moderate income rental units to be increased ahead of initial occupancy, and subsequent increases are permanently capped at the annual allowable rate permitted under the *Residential Tenancy Act* [S.B.C. 2002] c. 78, regardless of any change in the tenancy. The applicant will be required to submit a DCL Waiver Form, including a final rent roll that sets out the starting monthly rents for the moderate income rental



units prior to issuance of the occupancy permit in order to ensure compliance with the DCL By-law and the *MIRHP Program*.

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

**Security of Tenure** – All 161 units in the project will be secured as rental through a Housing Agreement and a Section 219 Covenant for the longer of 60 years or the life of the building. The agreement is to be enacted by Council by by-law and registered on title to secure starting rents for the moderate income units (as per Figure 10), and will prohibit the stratification and separate sale of individual units. The agreement will also limit the rates at which rents for the moderate income units may be increased, even on a change in tenant. Annual reporting on the operation of the moderate income units will be required and will contain information including rents and verification of tenant eligibility. Property owners will also be responsible for verifying that households continue to qualify every five years after they move in and when a household member moves in or out. The addition of new moderate income units and market rental units contributes towards Housing Vancouver targets. Conditions related to securing the units are contained in Appendix B.

**Existing Tenants** – As there are no existing residential units on this site, a Tenant Relocation Plan is not required.

## 5. Transportation and Parking

Vehicle parking is provided in two levels of underground parking, accessed from the lane. The application proposes a total of 51 vehicle parking spaces, including 27 resident spaces, 8 visitor spaces, and 15 commercial spaces. Six of these spaces are also accessible spaces. The application will meet the requirements of the Parking By-law by providing a Transportation Demand Management (TDM) Plan, which provides for reductions in the number of physical spaces required in exchange for providing TDM measures. Additional Engineering conditions are set out in Appendix B.

The site is well served by public transit with frequent bus service along West Broadway with the 99 B-line bus service, as well as the number 7, 14, 32, N17, and 9 bus routes, all within less than 100 m of the subject site.

The development will be responsible for delivery of transportation safety and traffic management improvements at the intersection of West Broadway and Alma Street, including: widened sidewalks and boulevards, curb ramps, traffic calming devices, and improved roadway lighting. In addition, a lane dedication will be secured on the north side of the property to create a standard lane width of 20 ft. Detailed Engineering conditions are set out in Appendix B.

## 6. Environmental Sustainability and Natural Assets

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

This application is required to satisfy the *Green Buildings Policy for Rezoning*s and is pursuing the low emissions green buildings requirement. 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. the Protection of Trees By-law aims to maintain a healthy urban forest by requiring permission to be granted to remove trees that meet certain conditions. The intent is to retain and protect as many healthy, viable trees as possible, while still meeting the challenges of development, housing priorities, and densification. This is in keeping with City goals to achieve resilient and healthy natural systems in our urban areas. A ‘by-law sized tree’ has a tree trunk diameter of 20 cm or greater and requires a tree permit when it is proposed to be removed.

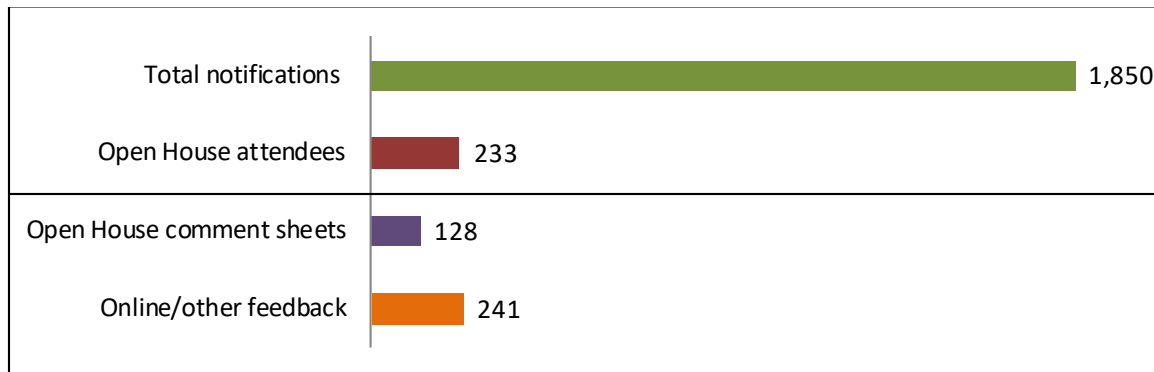
There are currently three existing trees along the shared property lines to the north and west portion of the site and five City trees along the boulevard adjacent to West Broadway. This application proposes to add 109 on-site trees which include maple, magnolia, cherry, and serviceberry species. There are seven trees proposed in the boulevard along West Broadway and Alma Street. The final number of trees planted will be determined through the Development Permit process.

## 7. PUBLIC INPUT

**Pre-application Open House** – On May 16, 2019, a pre-application open house was held at Lord Byng Secondary School to solicit early feedback on the proposal. Approximately 155 people attended this open house. The feedback indicated some support for rental housing and some concerns with respect to the proposed height, density, neighbourhood context and impact on the local community.

**Public Notification** – A rezoning information sign was installed on the site on December 18, 2019. Approximately 1,850 notification postcards were distributed within the neighbouring area on or about January 24, 2020. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage ([vancouver.ca/rezapps](http://vancouver.ca/rezapps)).

**Community Open House** – On February 13, 2020 a community open house was held at the St. James Community Square. Staff, the applicant team, and a total of approximately 233 people attended the Open House.

**Figure 10: 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.).

**Public Response** – Approximately 369 comments have been received via comment sheets, letters, emails or on-line comment forms. In addition, an online petition by the West Point Grey Residents Association opposed to the application with 2,894 signatures as of July 29, 2020 has been received. Appendix D provides a detailed summary of the results of the public consultation. A summary of the key themes and staff responses is provided below.

Support for the proposal cited the following:

- Provision of affordable housing, particularly on the Westside
- Building height, density, and massing
- Proximity to transit and community amenities
- Building design
- Adequate parking for renters
- Neighbourhood context

Concerns expressed by respondents included the following:

- Excessive density, height, massing, and potential precedence
- Building design and compatibility with neighbourhood character
- Lack of affordable housing units
- Size of residential units
- Parking, traffic, safety
- Consultation process

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

*Precedence, height, density and neighbourhood fit* – The *MIRHP Program* is a pilot program limited to 20 proposals. As part of the *MIRHP Program*, staff ran a specialized “pre-enquiry” intake process that allowed proposals to be evaluated at a preliminary stage, vetted for eligibility under the *MIRHP Program* and other City policies, and ranked based on a number of performance criteria established on the basis of key policy objectives. These objectives included testing the possibility of delivering a diversity of rental projects that permanently secure moderate income units across the City in a range of zoning districts, building scales and locations.

Criteria used to evaluate the projects included:

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

This proposal was selected for inclusion in the *MIRHP Program* based on the strength of its performance under the criteria above. In particular, the application at this site proposes to deliver a significant number of new moderate income and market rental units in a location which is served by transit, amenities, open space and services while not displacing any existing residential tenants. The *MIRHP Program* allows for consideration of 14-storeys in height to assist with the delivery of moderate income and rental units. Staff supports the height and density proposed.

The broader context of the West Point Grey neighbourhood is undergoing significant change with the future transformation of the Jericho Lands and potential future Skytrain station. While the proposed building delivers on Council's rental housing objectives, additional height and density are required. This results in a form that is generally taller than the existing context, with the exception of a 1970 era, 12-storey rental tower, two blocks to the north. On balance, the building form has achieved an acceptable transition to the surrounding area and will contribute to an active streetscape and public realm that is part of this growing neighbourhood.

*Affordability* – The *MIRHP Program* intends to increase the supply of secured rental units for moderate income households and to address Vancouver's low vacancy rate. The project would deliver much needed rental units in a community with a high degree of amenities and frequent transit service.

*Building Design* – The overall form and character of the building are supportable in terms of contextual fit, subject to further design development conditions as listed in Appendix B to improve streetscape presence and reduce impacts on adjacent properties.

*Parking, Traffic, and Safety* – Reduced parking requirements lower the overall project cost to support the delivery of rental housing. The project will comply with the Parking By-law and the applicant is proposing a Transportation Demand Management (TDM) Plan, which provides for reductions in minimum parking requirements in exchange for providing enhanced transportation

demand management measures. The site is located approximately 100 m from frequent transit bus service and within the area of a future transit station as part of the Millennium Line Broadway Extension Project.

The proposed development is well-served by public transportation and cycling facilities. Further, staff have reviewed the Transportation Assessment and Management Study provided by the applicant and have determined that impacts from the development on the adjacent roadway network to be negligible.

Appendix B includes a number of detailed conditions to enhance the safety of all roadway users around this development. The development will be responsible for delivery of transportation safety and management improvements at the intersection of West Broadway and Alma Street, including: widened sidewalks and boulevards, curb ramps, traffic calming devices, and improved roadway lighting.

*Consultation Process* – The *MIRPH Program* was approved in 2017 to assist with achieving targets set out in the *Housing Vancouver Strategy*, specifically around housing moderate income households. Throughout the rezoning review, staff received approximately 369 pieces of communication through e-mail, letter, phone calls, or other means as well as an online petition opposed to the rezoning with approximately 2,880 signatures. All feedback received has assisted staff with the review of this rezoning application and directly contributed to the recommendations included within this report.

Further concerns were raised that the notification for the revised plans was inadequate, citing a lack of a second City-led Open House as an obstruction for meaningful community engagement. Staff followed City procedures by updating the City rezoning webpage and ensuring a sticker was placed on the existing site sign to notify the community that revised plans had been submitted by the applicant team and were available online. As the revised plans did not substantially change the height, use, and density of the proposal, it was felt that a second City-led Open House was not required.

## 8. PUBLIC BENEFITS

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

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

This site is subject to the City-wide DCL and the City-wide Utilities DCL on the proposed 10,404.9 sq. m (111,997 sq. ft.) of residential floor area, as well as on the 965.7 sq. m (10,395 sq. ft.) of commercial floor area.

In accordance with section 3.1A of the DCL By-law, the applicant has requested a waiver of DCLs attributed to the residential floor area qualifying as for-profit affordable rental housing. As described previously in this report, *MIRHP Program* projects for which applications are submitted before September 30, 2020 will remain eligible for a Utilities DCL waiver, provided that a building permit is issued within 12 months of the effective date of the Utilities DCL By-law change.

Based on the rates in effect as of September 2020, the value of the waiver of both the DCLs and the Utilities DCLs for the residential floor area is approximately \$3,139,276. A review of how the application meets the waiver criteria is provided in Appendix F. It is anticipated that the commercial component of the project will generate approximately \$212,786 in DCLs, which cannot be waived and will be paid by the applicant.

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

**Public Art Program** – The Public Art Policy for Rezoned Developments requires that rezonings with a floor area of more than 9,290 sq. m. (100,000 sq. ft.) contribute public art or provide 80% cash in lieu as a condition of rezoning. Public art budgets are based on a rate of \$1.98 per square foot. With 122,392 sq. ft. of floor area proposed, a public art budget of approximately \$242,336 (or \$193,869 at 80% cash in lieu) is anticipated. The Public Art rate is finalized at the development permit stage and is subject to Council approval of periodic adjustments to address inflation.

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

The *Community Amenity Contributions – Through Rezoning* policy requires secured market rental applications proposing more than six storeys, to be subject to a CAC evaluation. Real Estate Services have assessed the application and costs of securing 20% of the residential floor area for moderate income rental units and determined no additional CAC is required.

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

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

### ***Financial Implications***

The site is subject to both the City-wide DCL and the Utilities DCL. However, projects providing 100% of dwelling units that meet the definition of for-profit affordable rental housing are eligible for the waiver of both DCLs, provided that the building permit is issued before September 30, 2021, as described above. The applicant has requested the waiver. Based on rates in effect as of September 30, 2019, the value of the residential waiver is estimated to be \$3,139,276. It is anticipated that the commercial component of the project will generate approximately \$212,786 in total DCLs.

The 161 units of 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.

The applicant will also be required to provide new public art on site at an estimated value of \$242,336 or make a cash contribution to the City for off-site public art in the approximate amount of \$193,869 (80%).

### **CONCLUSION**

Staff have reviewed the application to rezone the site at 3701-3743 West Broadway from RS-1 and C-2 to CD-1 to permit development of a mixed-use building with 161 secured rental housing units, of which a minimum of 20% of the residential floor area will be secured as moderate income rental units, and conclude that the application is consistent with the objectives of the *Moderate Income Rental Housing Pilot Program*. The incentives provided including additional height, density, parking relaxations and a waiver of DCLs, assist with the delivery of needed rental housing units. Staff further conclude that the recommended form of development represents an appropriate urban design response to the site and context given what may be permitted under the *MIRHP Program*. If approved, this application would make a contribution to the achievement of key housing goals outlined in the *Housing Vancouver Strategy*.

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

\* \* \* \* \*

**3701-3743 West Broadway**  
**DRAFT BY-LAW PROVISIONS**

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

**Zoning District Plan Amendment**

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

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

**Designation of CD-1 District**

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

**Definitions**

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

**Uses**

4. Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 ( ), and the only uses for which the Director of Planning 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, Arts and Culture Indoor Event, Billiard Hall, Bowling Alley, Club, Community Centre or Neighbourhood House, Fitness Centre, Hall, Library, Museum or Archives, and Theatre;
- (c) Institutional Uses, limited to Child Day Care Facility 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, Secondhand Store, and Small-scale Pharmacy;
- (f) Service Uses, limited to Animal Clinic, Auction Hall, Barber Shop or Beauty Salon, Beauty and Wellness Centre, Cabaret, Catering Establishment, Laundromat or Dry Cleaning Establishment, Neighbourhood Public House, Photofinishing or Photography Studio, Print Shop, Production or Rehearsal Studio, Restaurant, School – Arts or Self-Improvement, School – Business, School – Vocational or Trade, and Wedding Chapel;
- (g) Utility and Communication Uses, limited to Public Utility and Radio Communication Station; and
- (h) Accessory uses customarily ancillary to the uses permitted in this Section.

### **Conditions of Use**

- 5.1 A minimum of 20% of the total dwelling unit area must be Moderate Income Rental Housing Units.
- 5.2 The design and lay-out of at least 35% of the dwelling units must:
  - (a) be suitable for family housing;
  - (b) include two or more bedrooms; and
  - (c) comply with Council's "High-density Housing for Families with Children Guidelines".
- 5.3 There shall be no dwelling units above the 14th storey.
- 5.4 The uppermost storey is limited to amenity areas to be made available only to occupants of dwelling units within the building.

- 5.5 All commercial uses and accessory uses listed in this section shall be carried on wholly within a completely enclosed building except for the following:
- (a) Farmers' Market;
  - (b) Neighbourhood Public House;
  - (c) Public Bike Share;
  - (d) Restaurant; and
  - (e) Display of flowers, plants, fruits and vegetables in conjunction with a permitted use.

**Floor Area and Density**

- 6.1 Computation of floor space ratio must assume that the site consists of 2,155.6 m<sup>2</sup> being the site size at the time of the application for the rezoning evidenced by this By-law, prior to any dedications.
- 6.2 The floor space ratio for all uses must not exceed 5.27.
- 6.3 Computation of floor area must include all floors having a minimum ceiling height of 1.2 m, including earthen floors, both above and below base surface, measured to the extreme outer limits of the building.
- 6.4 Computation of floor area and dwelling unit area must exclude:
- (a) open residential balconies or sun decks and any other appurtenances, which in the opinion of the Director of Planning are similar to the foregoing, except that:
    - (i) the total area of all such exclusions must not exceed 12% of the permitted floor area; and
    - (ii) the balconies must not be enclosed for the life of the building;
  - (b) patios and roof gardens, if the Director of Planning first approves the design of the sunroofs and walls;
  - (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment or uses, which in the opinion of the Director of Planning are similar to the foregoing, whose floors or portions thereof so used that are at or below base surface, except that the exclusion for a parking space must not exceed 7.3 m in length;
  - (d) amenity areas, including recreational facilities and meeting rooms accessory to a residential use, except that the total exclusion must not exceed 1,137 m<sup>2</sup>; and

- (e) all residential storage area above or below base surface, except that if the residential storage area above base surface exceeds 3.7 m<sup>2</sup> for a dwelling unit, there will be no exclusion for any of the residential storage area above base surface for that unit.
- 6.5 The use of floor area excluded under section 6.4 must not include any use other than that which justified the exclusion.
- 6.6 Where floor area associated with storage space is excluded under section 6.4 (e), a minimum of 20% of excluded floor area above base surface must be located within the Moderate Income Rental Housing Units as storage space.

### **Building Height**

- 7.1 Building height, measured from base surface to the roof of the amenity room must not exceed 52.61 m.
- 7.2 Despite the provisions of section 7.1 and of section 10.18 of the Zoning and Development By-law, the Director of Planning may permit a greater height than otherwise permitted for mechanical appurtenances such as elevator machine rooms and mechanical screens; and if the Director of Planning first considers:
  - (a) siting and sizing in relation to views, overlook, shadowing, and noise impacts; and
  - (b) all applicable policies and guidelines adopted by Council.

### **Horizontal Angle of Daylight**

- 8.1 Each habitable room must have at least one window on an exterior wall of a building.
- 8.2 The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24.0 m.
- 8.3 Measurement of the plan or planes referred to in section 8.2 must be horizontally from the centre of the bottom of each window.
- 8.4 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement if the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council, and:
  - (a) The minimum distance of unobstructed view is not less than 3.7 m; or
  - (b) The habitable room is within a unit assigned to moderate income households and containing a minimum of three bedrooms, where the

horizontal angle of daylight requirement is relaxed for no greater than one of the habitable rooms in the unit.

- 8.5 An obstruction referred to in section 8.2 means:
- (a) any part of the same building including permitted projections; or
  - (b) the largest building permitted under the zoning on any site adjoining CD-1 ( ).
- 8.6 A habitable room referred to in section 8.1 does not include:
- (a) a bathroom; or
  - (b) a kitchen whose floor area is the lesser of:
    - (i) 10% or less of the total floor area of the dwelling unit; or
    - (ii) 9.3 m<sup>2</sup>.

### Acoustics

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

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

### Zoning and Development By-law

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

\* \* \* \* \*

**3701-3743 West Broadway**  
**CONDITIONS OF APPROVAL**

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

**PART 1: CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT**

*Note: Consideration by Council at the Public Hearing of the proposed form of development is in reference to plans prepared by Leckie Studio Architecture and Design Inc., received November 15, 2019 and May 27, 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 mitigate the appearance of height by:

- (a) Adjusting the rooftop amenity room so that its walls, at any point, are at least 3 m away from the roof edge;
- (b) Using a lighter and more transparent wall system for the rooftop amenity room;
- (c) Ensuring the precast wall panels do not extend substantially above roof slab level;
- (d) Recessing the guardrails at least 1 m from the roof edge and using a highly transparent material for them;
- (e) Ensuring any portion of the amenity room's roof overhang does not extend more than 0.3 m; and,
- (f) Using planters to screen the amenity room.

Note to Applicant: This condition's key intention is to ensure the rooftop amenity room does not read as an additional storey above the actual Level 14, and that the precast panels as presented at the development permit stage, do not extend substantially (e.g. not more than approximately 0.5 m) above the roof slab level so as to make Level 14 appear as a double-height level. Similarly, recess any guardrails, minimise the amenity-room's potential roof overhang, and use screening planters to make the amenity-room 'fade' away and not read as part of the primary massing and height. Also see the condition on Building Height.

1.2 Design development to ensure impacts on the surrounding area will not be increased by:

- (a) Maintaining in subsequent permit applications the setbacks as shown in the rezoning application; and,
- (b) Ensuring shadows on September 21st do not extend beyond the southside curb-line on West 8th Avenue.

Note to Applicant: In terms of maintaining setbacks, those for all the outermost wall planes on the west and south are especially important to provide a degree of spatial volumetric relief from the neighbouring RS and RM zoned lots. The point about not shadowing beyond the south side curb-line on West 8th Ave may affect how high the parapet can extend. The development application drawings should include a dash line to show where the wall planes and shadow extents were indicated at the rezoning application.

1.3 Design development to maintain a residential character by:

- (a) Ensuring the balconies, especially ones at the corners, remain open as shown in the rezoning application;
- (b) Maintaining the glass-to-solid wall ratio as shown in the rezoning application; and,
- (c) In subsequent permit applications, maintaining the setbacks as shown in the rezoning application.

Note to Applicant: Punctuating the wall surfaces with open balconies and wider windows helps the building read more as a residential building rather than an institutional building. Steering away from an institutional expression was one of the concerns from the public feedback.

1.4 Design development to enhance the public realm interface by:

- (a) Maintaining a high degree of porosity between the interior and exterior for the commercial floor's primary wall planes;
- (b) Incorporating more planting on the western half of the ground plane along West Broadway; and,
- (c) Exploring publicly usable seating around the site edges.

Note to Applicant: Planting at the western half of the ground plane is to improve the building's transition to the tree-lined residential zone neighbourhood to the west. Incorporating seating, especially at the Broadway and Alma Street edges may help better ground this development as a node, and a place for respite.

1.5 Design development to ensure livable spaces for residents, and privacy for both residents and neighbours by:

- (a) Re-orienting the balcony for the southwest unit on Levels 2, 3 and 4 away from facing the west side yard to face Broadway;

- (b) Adding privacy screening devices to the north and west edges of decks on Levels 2, 5, 8 and the roof;
- (c) Ensuring the studio units do not fall below 29.7 sq. m (or 320 sq. ft); and,
- (d) Providing ample planting for the townhouse patios along the west side yard for the privacy of both the building's residents and the immediately westerly neighbours.

Note to Applicant: Privacy screens can take the form of planters and/or light metal mesh panels. However, these screens should be designed as not to enclose the spaces behind them, thus adding visual bulk. Additionally, please cross-reference to the Landscape conditions with regards to planter details. Re-orienting the balconies away from the side yard on Levels 2 to 4 is to reduce the number of balconies facing the lower scale neighbour's backyard, hence affording the neighbours more privacy. Staff recognise the *MIRHP Program* may reconsider relaxations such as inboard bedrooms (bedrooms without external windows) within the three-bedroom moderate income rental units. However, if inboard bedrooms are to be included, the unit lay-out should demonstrate it can receive indirect sunlight by means of being connected to another bedroom that has windows by having large sliding doors and clerestory windows that allow the inboard bedrooms to open to the living room and by other measures.

### **Crime Prevention through Environmental Design (CPTED)**

- 1.6 Identify on the drawings strategies that consider the principles of CPTED including the following conditions:

- (a) Limiting opportunities for nuisance activities, mischief in alcoves, and blind corners;
- (b) Limiting unobserved access or activity and encouraging natural visual surveillance;
- (c) Mail theft;
- (d) Site lighting developed with considerations for safety and security; and
- (e) Reduced opportunities for graffiti;

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

- 1.7 Design development to improve visibility and security in the underground parking in accordance with the Parking By-law including:

- (a) Overhead and step lighting at exit stairs and doors;
- (b) 24-hour lights and white-painted walls; and



- (c) Ensuring visibility at doors, lobbies, stairs and other access routes.

## Landscape

- 1.8 Design development to the west property line interface to create a smoother transition to the RS-1 neighbourhood by allowing a wider landscape setback at the ground level with significant vegetation, including trees which are wider spaced;

Note to Applicant: This will likely require revisions to the building footprint or building setback.

- 1.9 Design development to expand programming in common outdoor space by the provision of a children's play area, in keeping with the *High-Density Housing for Families with Children Guidelines*.

Note to Applicant: It is suggested this be located on the rooftop amenity space, replacing the dog area.

- 1.10 Design development to include and integrate Tree #N001 at the northwest corner into the overall landscape plan.

- 1.11 Design development to improve the sustainability strategy, by the following:

- (a) Provide high quality materials to the proposed intensive green roof and terraces for durability into the future;
- (b) Allow planters at upper decks to include overarching shrubs, to be visible from below, softening the edges and consisting of woody evergreen plant material for year round presence; and
- (c) Add edible plants, which can be used as ornamentals as part of the landscape design in addition to providing urban agriculture plots.

- 1.12 Design development to locate, integrate and fully screen parking garage vents in a manner which minimizes their impacts on the architectural expression and the project's open space and public realm.

- 1.13 Design development to the Integrated Rainwater Management Strategy to explore opportunities for onsite rainwater infiltration and soil absorption, as follows:

- (a) Maximize natural landscape best management practices;
- (b) Minimize the necessity for hidden mechanical water storage;
- (c) Increase the amount of planting to the rooftop areas, where possible;
- (d) Consider linear infiltration bio-swales along property lines, at lower site areas;
- (e) Use permeable paving;
- (f) Employ treatment chains systems (gravity fed, wherever possible); and
- (g) Use grading methods to direct water to soil and storage areas.

Note to Applicant: Refer to the City of Vancouver Integrated Rainwater Management Plan (I.R.M.P), Vol.1 & 2 for further information. A consulting engineer (subject matter

expert) will need to be engaged and early phase soil analysis will be needed. Further comments may be outstanding at the development permit stage.

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

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

- 1.15 Provision of coordination between Landscape Plan and architectural Site Plan, for most updated information.
- 1.16 Provision of complete information, such as detail references and schedules, confirming all landscape elements.
- 1.17 Consideration to relocate rather than remove Tree #N001 (Japanese Maple) and re-integrate into the final Landscape Plan.
- 1.18 Provision of a detailed Landscape Plan illustrating soft and hard landscape areas.

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

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

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

- 1.20 Provision of a "Tree Management Plan".

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

- 1.21 Provision of an arborist “letter of undertaking” to include signatures by the owner, contractor and arborist.

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

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

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

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

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

- 1.24 Provision of an outdoor Lighting Plan.

### **Sustainability**

- 1.25 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).

## Zero Waste

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

## Engineering Services

- 1.27 Parking, loading, bicycle, and passenger loading spaces must be provided and maintained in accordance with the requirements of the Vancouver Parking By-Law, except that:

- (a) Two Class A loading bays to be provided in lieu of one required Class B loading bay for a total of two Class B and two Class A loading bays on site.

Note to Applicant: The Class A loading spaces can be provided on Level P1 in front of the secure Residential gate.

- (b) One Class A passenger loading space, measuring 4.0 m width, is to be provided at grade.

- 1.28 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation & construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.

- 1.29 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site.

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

- 1.30 Submission of letter confirming acknowledgement that this application falls within the area with potential impacts due to the Broadway Subway Project construction and that you have contacted the Rapid Transit Office for more detailed information;

**Note to Applicant:** Please contact the City of Vancouver Rapid Transit Office ([rapidtransitoffice@vancouver.ca](mailto:rapidtransitoffice@vancouver.ca)) for more information on impacts to access and street use for your project.

- 1.31 Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.
- 1.32 Submission of an updated landscape and site plan to reflect the public realm changes including all of the off-site improvements sought for this rezoning. Where a design or detail is not available, make note of the improvement on the site and/or landscape plans. The landscape plan is to include the following:
  - (a) A note that says: “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.”
  - (b) Delete the proposed pavers shown on City property.
  - (c) Show proposed 6.1 m lane north of the development site and driveway at the lane crossing on Alma Street.
  - (d) Provide all standard street tree notes
- 1.33 Provision of City building grades is required. Design elevations are also required at all new entrances.
- 1.34 Clarify garbage pick-up operations. Confirmation that a waste hauler can access and pick up from the location shown is required. Pick-up operations should not require the use of public property for storage, pick up or return of bins to the storage location.
- 1.35 Provision of a draft final Rainwater Management Plan (RWMP) prior to DP 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.
- 1.36 Provision of a final RWMP, which includes a written report, supporting calculations, computer models and drawings to the satisfaction of Engineering Services prior to the issuance of any permit to construct.
- 1.37 A legal agreement related to Rainwater Management will be required as a condition of Development Permit.

Note to Applicant: The submission at DP must include the following amendments:

- (a) Peak flow calculations to use 1:10 year return period. Inlet time = 5 minutes. Travel time to be estimated by applicant. Ensure that the pre-development calculation uses the 2014 IDF curve values and the post-development calculation uses the 2100 IDF curve values.
- (b) Delineate catchment areas to absorbent landscaping to support claim that 24 mm retention target is feasible.

- (c) Tank volume to equal the greater of either the peak flow storage volume or the amount of the 24 mm rainfall not captured in Tier 1 & Tier 2 practices.
- (d) Justifications for not prioritizing the Tier 1 practice of Rainwater Harvesting & Reuse.
- (e) Removal of the treatment flow rate for water quality treatment device. Instead, provide total contributing area to the device, percent imperviousness, TSS removal criteria and total annual capture requirements.

Note to Applicant: Design of the proprietary treatment devices are typically performed by the manufacturer/service provider. 24 mm relates to a 70% capture of annual average rainfall. 48mm relates to a 90% capture of annual average rainfall.

- 1.38 Provide a section through the future emergency exit showing rise/run of stairs to demonstrate that there is adequate length of proposed enclosure for the grades/slab elevations proposed, as well as the proposed location of the exit door to the street.

Note to Applicant: The outermost wall of the stair enclosure should follow the building setback.

- 1.39 Provision of generous and continuous weather protection on both frontages.

Note to Applicant: A Canopy application for all new canopies that may encroach onto City property is required. Canopies must be fully demountable and drained to the buildings internal drainage systems.

- 1.40 Delete the portions of the “bicycle seating waiting feature” and “timber feature bench” proposed on street right-of-way on West Broadway.

- 1.41 Delete the raised planters and “timber feature bench” proposed within the SRW area on Alma Street.

Note to Applicant: The SRW is intended to provide a widened sidewalk and must be clear of all encumbrances in order to allow for public access.

- 1.42 Provision of a finalized Transportation Demand Management (TDM) Plan to the satisfaction of the General Manager of Engineering Services. Provide TDM Plan as a separate package with complete information on TDM measures proposed, including the following clarifications:

Note to Applicant: A TDM Plan totaling 24 points is required for the proposed vehicle reduction.

- ACT-02 – Improved Access to Class A bicycle Parking
  - Provision of concept design for excellent design of lighting, finishes, grades, convenience.
  - Provision of operational and design specifications for automated bicycle parking (if applicable).

- Identify the number and location of the Class A bicycle parking provided above grade on plans, as well as note the access route to reach the Class A bicycle parking from the outside.

Note to Applicant: A dedicated bicycle elevator for bicycle spaces located below the first complete level of parking is By-Law requirement and no TDM Plan points can be claimed for this measure. 2 points can be claimed for provision of concept design for excellent design of lighting, finishes, grades, convenience.

- ACT-05 – Bicycle Maintenance Facilities

- Note and dimension location of facilities on plans.
- Bicycle maintenance facilities to be located with convenient access to from Class A bicycle spaces.
- 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.
- 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.

- ACT-07 – Public Bike Share Space - Identify location of public bike share space on plans.

- Illustrate the size and location of the PBS space being provided, and how the development project is meeting the requirements as specified by City staff on plans.

- COM-02 – Car Share Vehicles and Spaces

- Identify/note/dimension car share spaces on plans.
- Spaces to be located with convenient, public access at-grade, or on P1.
- 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.

- SUP-03 – Multimodal Wayfinding Signage

- Identify the general locations for proposed displays on plans.
- Provide conceptual design 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.

- OTH-01 – Innovative Strategies - Secure bike parking.



- Identify the location of the on-site amenities and services on plans. Provision of a description/operational plan of the amenities and/or services to be provided, a means of providing access to all residents, tenants, and employees and a plan for maintaining these amenities.
- Provision of acceptable rationale, justification, and assessment completed by a transportation consultant.
- Provision of additional information describing the operation and design specifications for automated bicycle parking and the bike carousel.

Note to Applicant: Subject to the acceptance and approval of the finalized TDM plan, the development is eligible for the following reductions to minimum vehicle parking requirements:

- Residential Rental – 40% reduction

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

- (a) Secures provision of funding towards long-term TDM monitoring funding 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 Transportation Demand Management (TDM) measures proposed, and
- (d) Agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.

1.44 Design development to improve access and design of bicycle parking and comply with the Bicycle Parking Design Supplement.

- (a) Provision of a dedicated bicycle elevator for all bicycle spaces located below the first underground level.

Note to Applicant: The bike elevator shown requires design modifications. The elevator is to have doors on both ends to allow bicycles to easily roll in from one end and roll out the other. The elevator is to be a freight style elevator with durable finishes to comfortably accommodate two people with two bicycles and provide minimum interior dimensions of 5'-6" x 6'-8". A separate bicycle call button is to be provided on all floors requiring bicycle access to allow users to call the bicycle elevator directly. Accommodation of oversized bicycles within this elevator may increase requirements.

- (b) Provision of alcoves for the bike rooms with access off the maneuvering aisles.
- (c) Provision of automatic door openers on the doors providing access to the bicycle storage rooms.

- (d) Provision of the commercial bicycle parking spaces to be located outside of the secure residential parking areas.
- (e) Provision of design specifications for stacked bicycle racks including dimensions, vertical and aisle clearances.

Note to Applicant: Aisle widths in bicycle rooms must accommodate operation of stacked bicycle racks and must provide the required aisle width and clearance when the bicycle racks are on the ground in the open loading/unloading position. Racks must be usable for all ages and abilities.

- 1.45 Design Development to improve access and design of loading spaces and comply with the Parking and Loading Design Supplement.
- 1.46 Provision of double throats for the Class B loading spaces to facilitate maneuvering to/from both directions in the lane. Updated turn tracks to be provided.
- 1.47 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:
- 1.48 Provision of improved sightlines at the top of the parkade ramp at the lane. Mirrors are recommended.
- 1.49 Provision of the following information is required for drawing submission at the development permit stage to facilitate a complete Transportation review:
  - (a) A complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided.
  - (b) All types of parking and loading spaces to be individually numbered, dimensioned and labelled on the drawings.
  - (c) Dimension of column encroachments into parking stalls.
  - (d) Show all columns in the parking layouts.
  - (e) Dimensions for typical parking spaces.
  - (f) Dimensions of additional setbacks for parking spaces due to columns and walls
  - (g) Dimensions of manoeuver aisles and the drive aisles at the parkade entrance and all gates.
  - (h) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates. These clearances must consider mechanical projections and built obstructions.
  - (i) Areas of minimum vertical clearances labelled on parking levels.

- (j) 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.
- (k) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable.
- (l) Existing street furniture including bus stops, benches, etc. to be shown on plans.
- (m) The location of all poles and guy wires to be shown on the site plan.
- (n) Provide grid lines and grid numbers on the drawings for reference

## **Housing**

- 1.50 The unit mix to be included in the Development Permit drawings. Studio units, one-bedroom units, two-bedroom units, and three-bedroom units must comply with the unit mix guidelines in the *Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available Incentives*, for both the market and below market (moderate income) units.

Note to Applicant: The family unit mix must be increased to include a minimum of 35% family units as per the *Family Unit Mix Policy*.

Note to Applicant: Any changes to the unit mix from the rezoning application may only be considered under the discretion of the Director of Planning or Development Permit Board provided that the family unit mix does not go lower than 35% and meets the intent of the unit mix guidelines in the *Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available Incentives* (<https://bylaws.vancouver.ca/zoning/policy-rezoning-mirhpp.pdf>).

- 1.51 The development should comply with the *High-Density Housing for Families with Children Guidelines*, including the provision of:

- (a) An indoor common amenity room with a kitchenette and accessible washroom;
- (b) Common outdoor amenity areas with a children's play area;

Note to Applicant: Play equipment is not required for the children's play area but a soft surface play area and creative landscape/play features (such as balancing logs and boulders, sandbox, creative motor-skills developing features etc.) which provide a myriad of creative play opportunities for a range of ages is encouraged.

- (c) seating with direct line of sight to the play area; and
  - (d) a minimum of 2.3 sq. m. (24.7 sq. ft.) of bulk storage for each dwelling unit.
- 1.52 Prior to issuance of a development permit, applicant to display a sign on the site, throughout construction, that acknowledges that secured market and moderate income rental housing is being provided as part of the City of Vancouver's initiatives. Sign design, format, and location to be approved by the City.

## **PART 2: CONDITIONS OF BY-LAW ENACTMENT**

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

### **Engineering Services**

- 2.1 Consolidation of Lot 9, Except the South 7 feet and the East 7 feet now Highways, Lot A (See 368932L) and Lot 12; All of Block 193, DL 176, Plan 4581 to create a single parcel and subdivision of that site to result in :

- (a) The dedication of the northerly 10 feet (3.048 m) of the site for lane purposes;
- (b) The dedication of the southerly 7 feet (2.134 m) of Lot 12 and Lot A (the building line area) for road purposes.

A subdivision plan and application to the Subdivision and Strata Group is required. For general information see the subdivision website at: <http://vancouver.ca/home-property-development/apply-to-subdivide-or-join-properties.aspx>

- 2.2 Release of Easement and Indemnity Agreements 36034H (sign encroachment) and M25750 (landscaping encroachment) prior to building occupancy.

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

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

Note to Applicant: The 5.5 m setback/SRW is incorrectly dimensioned from the curb face, not back of curb, on drawing A301. Provide a survey plan prepared by a British Columbia Land Surveyor showing the existing dimension from the back of the City curb to the existing property

- 2.4 Provision of a 3.05 m (10') building setback from the ultimate north property line adjacent to the constricted portion of lane and a temporary SRW for vehicle access over the setback to provide, in conjunction with the 3.05 m (10') lane dedication, a consistent 6.1 m (20') drivable width from the east property line of Alma Street to a minimum 15 m westwards. This will allow for 2-way flow and truck access over this section of laneway. A westerly chamfer is to be provided to return to the final lane alignment. A legal survey of

the existing dimension in the lane is required to determine the final setback/SRW dimension.

Note to Applicant: Manoeuvring diagrams are required to determine the dimensions for the SRW that demonstrate satisfactory turning and queuing performance can be considered subject to Engineering review.

- 2.5 Provision of a Shared Use Loading Agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the Class B loading space(s) between the commercial and residential uses and label the space(s) as ('Residential and Commercial Loading'). Specify times of use for commercial and residential uses.

Note to Applicant: Engineering seeks two Class B and three Class A bays on site.

- 2.6 Provision of a surface Statutory Right of Way to accommodate space for a Public Bike Share (PBS) station meeting the following requirements:

- (a) **Size:** At a minimum a 16m x 4m sized station shall be accommodated. The full length of the space is to be continuous. The physical station with docked bicycles is 2m wide and has a required bicycle maneuvering zone of 2m for a total width of 4m.
  - (i) Remove all depictions of bike share bikes, docks, station equipment from the drawings.
  - (ii) Show and label the full PBS space with bold or dashed outline.
- (b) **Location:** The station must be fully located on private property while still clearly visible to the public with 24/7 public access. The preferred location is near the intersection of W Broadway and Alma St. to allow easy access to the street.

Note to Applicant: The location of the proposed PBS space as shown on Drawing A301 & L1.11 along the W Broadway frontage at the west end of the site measuring 16m x 4m (2m on private property north of the 2.1m dedication line, and 2m on public property within the 2.1m dedication) is acceptable.

- (c) **Access:** Consideration for placement of building elements (e.g. Fire department connections, HVAC vents, etc.) and landscaping that require frequent access and maintenance directly adjacent to the PBS space. These elements shall not be in conflict or cause frequent disruption to the PBS station.

Applicant to confirm no fire department connections are located adjacent to the PBS space.

- (d) **Surface treatment:** A hard surface, CIP concrete (saw cut or broom finished) is required with no utility access points (including vents, drains, etc.) within the PBS station footprint (except as noted below). Any utility access point within 1m of the PBS space is to be identified and shown in a detailed drawing submitted. Other firm, paved materials are subject to approval.

- (e) **Grades:** The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At minimum, spot elevations at the four corners of the station must be provided.
  - (i) Provision of spot elevations at four corners of the PBS space to confirm grades meet PBS requirements.
- (f) **Sun exposure:** There must be a minimum of 5m vertical clearance above the PBS space in order to maximize sun exposure as the station operates on solar power. Ideally the station should receive 5 hours of direct sunlight a day.
  - (i) Provision of a section drawing through the PBS station to confirm the height of the proposed canopy directly above the PBS space provides adequate clearance for sun exposure.
- (g) **Power:** Provision of an electrical service and electrical power is to be available in close proximity to the PBS station.
  - (i) Provision of updated drawings to show and label the power source connection for PBS on the landscape and site plans.

2.7 Entry into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of 1 Shared Vehicle and the provision and maintenance of 1 Shared Vehicle Parking Space for use exclusively by such Shared Vehicle on terms and conditions satisfactory to the General Manager of Engineering Services and the Director of Legal Services, including the following:

- (a) Provide 1 Shared Vehicle(s) to the development for a minimum period of 3 years;
- (b) Enter into an agreement with a 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) Register 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) Provide a letter of intent from a 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) Provide a letter of intent from a car share company indicating their willingness to supply car share Provision of 2.9m stall width for shared vehicle parking spaces.

2.8 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 is provided.

- (a) Based on the confirmed Fire Underwriter’s Survey Required Fire Flows and domestic flows submitted by R.F. Binnie & Associates Ltd. dated November 8, 2019, 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. Implementation of development(s) at 3701-3743 W Broadway requires the following in order to maintain acceptable/improve sanitary and sewer flow conditions.
  - (i) Local servicing upgrade to separate 113 m of 200 mm COMB sewer on W Broadway Avenue to 200 mm of SAN and 300 mm STM. (MH\_FJD3FH) to (MH\_G2PNZG)
  - (ii) The lengths and diameters of these improvements are approximate and subject to detailed design by Developer’s Engineer.
  - (iii) 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.
  - (iv) 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.
  - (v) Development to be serviced to the proposed 200 mm of sanitary and 300 mm of storm sewers on Broadway Avenue.
  - (vi) 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) Street improvements along Alma Street adjacent to the site and appropriate transitions including the following:
  - (i) 1.22m (4') wide front boulevard with street trees where space permits;
  - (ii) Minimum 3.05m (10') wide broom finish saw-cut concrete sidewalk;
  - (iii) Hard surface treatment next to the sidewalk within the remainder of the SRW;
  - (iv) Provision of a new driveway as per City of Vancouver "Commercial Driveway Crossing" specification at the proposed lane crossing on Alma Street.
  - (v) Curb ramp;
  - (vi) Adjustment to all existing infrastructure to accommodate the proposed street improvements.
- (d) Street improvements along West Broadway adjacent to the site and appropriate transitions including the following:
  - (i) Minimum 1.22 m (4') wide front boulevard with street trees where space permits;
  - (ii) Broom finish saw-cut concrete sidewalk from the edge of the front boulevard to the property line;
  - (iii) Removal of the existing driveway crossing and reconstruction of the boulevard, sidewalk, and curb to current standards;
  - (iv) Curb and gutter, including any required road reconstruction to current standards;
  - (v) Curb ramp; and
  - (vi) Adjustment to all existing infrastructure to accommodate the proposed street improvements.

Note to Applicant: The City will provide a geometric design for these street improvements. All elements of the Geometric design must be constructed to meet City Standards including, but not limited to relocation of existing catch basins or installation of new catch basins.

- (e) Construct new lane as per "higher-zoned laneway" specification. Install new catch basin in the lane.
- (f) Provision of improvements at the intersection of Alma Street and Broadway including:



- (i) Modifications to signal to accommodate the proposed curb realignment on Broadway adjacent to the site,
  - (ii) A centre median to restrict northbound left turns from Alma Street into the lane and connecting to the median at 8th Avenue, and 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).
- (g) Provision of upgraded street lighting (roadway and sidewalk) adjacent to the site to current City of Vancouver (COV) standards and Illuminating Engineering Society of North America (IESNA) recommendations.
- (h) Provision of intersection lighting upgrades at Alma Street and Broadway to current COV standards and IESNA recommendations.
- (i) 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.

- (j) Provision of lane lighting on standalone poles with underground ducts.

Note to Applicant: The ducts should be connected to the existing COV street lighting infrastructure.

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

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

- 2.9 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.

This proposed development is adjacent to existing BC Hydro electrical works. The applicant shall submit a surveyed clearance drawing to BC Hydro showing all BC Hydro plant and dimensioned clearances from the plant to the development. The applicant shall

provide written confirmation from BC Hydro that all required clearances from BC Hydro plant have been satisfied. See BULLETIN 2015-002-EL - Clearances from Existing BC Hydro High Voltage Overhead Conductors and Transformers for more information (<https://vancouver.ca/files/cov/2015-002-clearances-from-the-existing-bc-hydro-high-voltage-overhead-conductors-and-transformers.pdf>).

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](mailto:umb@vancouver.ca)

## **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 20% of the residential floor area that is counted in the calculation of the dwelling unit area per the CD-1 By-law secured as moderate income units subject to the conditions set out below for such units and in accordance with the requirements set out in the Moderate Income Rental Housing Pilot Program, for the longer of 60 years 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 the longer of 60 years and the life of the building;
- (e) That the average initial starting monthly rents for each moderate income rental housing unit, which comprise at least 20% of the residential floor area that is counted in the calculation of the floor space ratio, will be at or below the following rents, not subject to adjustment, as set out in section 3.1A(d) of the Vancouver Development Cost Levy By-law and section 2a of the *Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements And Available Incentives* Administration Bulletin:

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

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

- (f) That rent increases for the moderate income units will be capped at the *Residential Tenancy Act* maximum annual allowable increase, as published by the Province of British Columbia, regardless of a change in occupancy;
- (g) The applicant will verify eligibility of new tenants for the units secured at moderate income rates, based on the following:
  - (i) For new tenants, annual household income cannot exceed four (4) times the annual rent for the unit (i.e. at least 25% of household income is spent on rent); and
  - (ii) There should be at least one occupant per bedroom in the unit.
- (h) The applicant will verify the ongoing eligibility of existing tenants in the units secured at moderate income rates every five (5) years after initial occupancy:
  - (i) For such tenants, annual household income cannot exceed 5 times the annual rent for the unit (i.e. at least 20% of income is spent on rent); and
  - (ii) There should be at least one occupant per bedroom in the unit.
- (i) On an annual basis, or at the request of the City, the applicant will report to the City of Vancouver on the operation of the moderate income rental housing units which will ensure that the City can confirm that the units are being operated as agreed, and will include a rent roll for the moderate income units, and a summary of the results of eligibility testing for these units; and
- (j) 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.

## **Sustainability**

- 2.11 For buildings containing 20 units or more, 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.

## **Public Art**

- 2.12 Execute an agreement satisfactory to the Directors of Legal Services and Cultural Services to the provision of public art in accordance with the City's Public Art policy, such agreements to provide a security in the form and amount satisfactory to the aforesaid officials; and provide development details to the satisfaction of the Public Art Program Manager.

Note to Applicant: Contact the Art Program Manager at [publicart@vancouver.ca](mailto:publicart@vancouver.ca) to discuss your application.

## **Environmental Contamination**

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

## **Note to Applicant:**

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

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

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

\* \* \* \* \*

**3701-3743 West Broadway  
DRAFT CONSEQUENTIAL AMENDMENTS**

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

**DRAFT AMENDMENTS TO THE SIGN BY-LAW No. 11879**

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

“3701-3743 West Broadway [CD-1 #] [By-law #] C-2”

**DRAFT AMENDMENTS TO THE NOISE CONTROL BY-LAW No. 6555**

Amend Schedule B [Intermediate Zone] by adding the following:

“[CD-1#] [By-law #] 3701-3743 West Broadway”

**DRAFT AMENDMENTS TO THE SUBDIVISION BY-LAW NO.5208**

Council amends Schedule A of the Subdivision By-law in accordance with the plan labelled Schedule A and attached to and forming part of this By-law, by deleting *PID 005-111-706; Lot 12, Block 193, District Lot 176, Plan 4581*; from the RS maps forming part of Schedule A of the Subdivision By-law.

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**3701-3743 West Broadway  
ADDITIONAL INFORMATION**

**1. Urban Design Panel Minutes**

Address:	3701-3743 W Broadway
Permit No.	RZ-2019-00078
Description:	To develop a 14-storey mixed-use building with 153 secured rental units and commercial uses at grade; all over two levels of underground parking consisting of 53 vehicle spaces and 301 bicycle spaces. The maximum building height is 52.63 m (172.7 ft.), the total floor area is 11,537.4 sq. m (124,187.5 sq. ft.), and the floor space ratio (FSR) is 5.34. This application is being considered under the Moderate Income Rental Housing Pilot Program.
Zoning:	RS-1 and C-2 to CD-1
Application Status:	Rezoning Application
Review:	First
Architect:	Leckie Studio Architecture and Design
Delegation:	Michael Leckie, Architect, Leckie Studio Rodrigo Cepeda, Architect, Leckie Studio Kaitlyn Pelletier, Landscape Architect, Hapa Collaborative Jason Packer, LEED Consultant, Recollective Farouk Babul, Owner/Developer, Westbank
Staff:	Carly Rosenblat and Patrick Chan

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**EVALUATION: Support with Recommendations (5-0)**

**Introduction:**

Rezoning Planner, Carly Rosenblat, began by noting, this is a rezoning application for two lots at the northwest corner of Broadway and Alma St. One lot is zoned RS-1 and is currently vacant. The other lot is zoned C-2 (general commercial) and has an existing retail strip mall. The site is approximately 23,200 sq. ft. in size with a lot width along W Broadway of approximately 187 ft. and a depth along Alma St. of approximately 125 ft. There are no residential units on site.

The property to the north is zoned RM-4 which permits multi-family dwellings at a density up to 1.45 FSR and building heights to a maximum of 10.7 m (35.1 ft.). Directly north of the subject site, there is a 3 storey rental apartment. There is also a 12 storey building two blocks to the north.

Located a block to the north-west are the Jericho Lands, a 90 acre parcel co-owned by Canada Lands Company (a federal Crown corporation) and the MST Partnership, a joint ownership group composed of the Musqueam Indian Band, Squamish Nation, and Tsleil-Watuth First Nation. Potential land development of this site is currently under review, with a full buildout of the site anticipated to take place over 15 to 20 years.

To the east, is a mix of 1 storey commercial and 4 storey mixed-use buildings zoned C-2 along W Broadway. Conditional development potential of a C-2 zone would be a maximum 13.8 m (45 ft.) in height and 3.0 FSR most likely in the form of a four-storey mixed-use building with commercial uses at grade. To the South, is a 4 storey mixed-use building with 1 storey

commercial uses beyond, also zoned C-2. To the west, there are Single family homes zoned RS-1, which permits residential development up to 0.7 FSR and 10.7m (35.1 ft.) in height.

To note, this intersection may potentially be a site of a future Broadway Skytrain Extension from Arbutus St. to UBC. The applicant has been asked to provide an emergency exit to accommodate a potential future Skytrain.

The application is in response to the Moderate Income Rental Housing Pilot Program (MIRHPP), which is a limited pilot program that enables up to 20 rezonings city-wide for new buildings that provide 100% secured market rental housing, with a minimum of 20% of the residential floor area permanently secured for moderate income households with incomes between \$30,000-\$80,000 per year. If approved by Council, the rental units will be secured through a Housing Agreement which will be registered on title and in effect for 60 years or the life of the building, whichever is longer. As part of the MIRPP selection process, staff vetted projects for eligibility and ranked based on a number of performance criteria established on key policy objectives. Some of the criteria used to evaluate MIRHPP projects included: compliance with MIRHPP and other City policies, affordability, the total number of new rental units created, the impact on existing renters and rental housing units, and proximity to transit.

3701-3743 W Broadway proposes to deliver a significant number of new moderate income and market rental units in a location that is well-served by rapid transit and would not displace any existing rental units or residential tenants. This site is split-zoned. Under the MIRHPP policy, additional height up to 6 storeys may be considered for RS-1 zones and for C-2 zones, a height up to 14-storeys at arterial intersections may be considered. Additional considerations for rezoning include neighbourhood context.

### Proposal

This proposal is to rezone from RS-1 and C-2 to CD-1 to permit a 14-storey mixed-use building with 153 secured rental units and commercial at grade. Amenity space is located on the rooftop. The proposed density is 5.35 FSR which is equivalent to approximately 124, 187 sq .ft. (11,537 sq. m.) and a height of 172 ft. (52.63 m.). It includes two levels of underground parking that contain 53 vehicle parking spaces, which is accessed from the lane on the north side of the property. There are 301 bicycle spaces proposed and a Public Bike Share station located to the west of the main building entrance.

Development planner, Patrick Chan, began describing the site conditions and context. The subject-site sits at the threshold between a mixed-use C-zone and the quieter R-zone neighbourhoods, and this presents an opportunity to explore what a transitional node can be, in terms of scale, architecture and public realm. Broadway, immediately west of the site, tapers down to 60 ft. from its typical 80 ft. Right-of-Way. The site itself has an approximate 3 m cross-fall from the SW to the NE corner. There is a tree at the SW corner striding between the joint property-line. To the north are RM-4 lots which currently permitting three-storey apartments. There are some tower-in-park typologies up to 12-storey built a few decades ago in the vicinity. The other three corners of the Alma-Broadway junction are C-2 lots which permit up to 2.50 FSR and up to 45 ft. height. To the immediate west, the scale of development is single-family houses up to 35 ft. in a 2.5 storey level with low site-coverage.

Chan then noted that while the MIRHP Initiative indicates heights up to 14-storey may be considered, it is not specific about other urban design objectives. When rezoning policies do not recommends specific design and performance objectives, the base zone may be referenced to



understand and evaluate any differences in impact to the surrounding context. In this case C-2 is the base zone. One of the distinctive features about the C-2 type is the terracing at the building's rear to minimise bulk in the interfacing area with the often lower scale buildings across the lane. This terracing also helps lessen shadow impacts should these lower scale buildings be to the north of subject-site. Furthermore, if the subject-site shares a side yard with an R-zone, then the massing is stepped back above the third-floor at its side to make for a gentler transition. For larger developments, the C-2 Guidelines recommend incorporating varied breaks, projections and recesses, especially with vertical elements to break down appearance of expansive width and bulk.

The project's key design features are then presented: The design's key parti comprises of interlocking and shifting volumes stacked on each other. The volumes gradually get slimmer from 12,800 sq.ft. at the 165 ft. wide podium to 5,200 sq. ft. (67' x 80') at the top few floors. The average plate size is around 6,000 sq. ft. A matrix of vertical phenolic fins, acting as an organising element, encases the volumes. These volumes rest on a one-storey-plus-mezzanine commercial floor that is slightly recessed to visually expand the at-grade public realm. An amenity-room sits as the 15<sup>th</sup> level on the roof, and a fin-matrix extends full-height to enclose the roof space.

Staff recognize that while the proposal differs substantially from the typical C-2 form, some measures were considered to mitigate its transition to its lower scale surrounds. For example, these stacked volumes terrace away from the westerly R-zone lots. And, from the eighth floor and higher, a distance of 78 to 82 ft. is maintained from the west property-line. These measures strive to provide some degree of openness on the side of the building closer to the R-zones.

**Advice from the Panel on this application is sought on the following questions.**

Massing, Height + Character:

- Relation of the massing, height and expression to its surrounding concerning measure of scale, sense of openness, access to sunlight, attention to topography, privacy, and contextual fit.
- The fin-matrix's relation to its overall massing and bulk.
- Character as a residential building.
- Role as transition point from the more commercial Broadway to a residential setting.

Public Realm:

- The commercial floor design's ability to extend Broadway's commercial life and scale down to the residential context.

Livability:

- The units' general connection to the exterior and access to natural light from the interior and balconies.
- Sustainability and maintenance issues.

The planning team then took questions from the panel.

**Applicant's Introductory Comments:**

The applicant noted they shift the volumes and broke down the massing and articulation in an incremental way to the overall bulk and appearance of the building.

The project is treated like a terminus project along the Broadway corridor.

This project is addressing the affordable housing crises in Vancouver. The project is future forward in that it considers the neighborhood and the future Broadway sky train line.

The applicant noted they took in consideration the comments collected at the open houses regarding concerns with the view.

The public realm is made of understanding how to create connection through operable glazing systems along Alma and corner of Broadway. There is a break for the entry of the building. The project has a high degree of walkability in the neighborhood. There are a high number of bicycle stalls. The intent is to encourage connection to the public realm.

The fin system is carried down to the front of the balconies to mediate the effects of urban exposure for privacy. The fin system is at the scale of the tower window elements, they have considerable scale.

Regarding landscaping, West Broadway and Alma have very public frontage groundscapes relating to the interior architecture and vibrant public realm. Patios are spilling out seating at the lobby frontages. There are carpets that roll out from the exterior to interior spaces. Stepping to the west a midblock connection is provided, there is some permeability from west Broadway into the lane and some planting and raised planters. There is some vegetated screen and aesthetic character to the laneway. There is greenery spilling over the edges.

The amenity is angled to provide a beautiful view to the mountains. There is sun exposure to the south for urban agriculture.

The window to wall ratio is at 40%. The project is primary and electric building and there is deep soil depth to help with storm water management.

The project is hitting all the sustainability city requirements.

The applicant team then took questions from the panel.

**Panel's Consensus on Key Aspects Needing Improvement:**

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

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

- Reconsider the fin expression as it relates to the perceived bulk of the building and their impact on light and views to open space;
- Reconsider the size and number of operable windows to improve daylight and natural ventilation;

- Design Development to the western edge to provide a better fit to the single family residential context to the west recognizing that it is potentially short term, consider further stepping down.

**Related Commentary:**

- There was general support from the panel
- The panel noted with the existing context it is hard to imagine the project knitting into this; however given the future context and the rapid transit line to UBC what is being proposed appears appropriate.
- It is a fresh approach to housing. It is important rental housing for a certain income group.

Height, Massing and Density

- The panel supported the height and massing proposed, particularly given the future transit station. It makes sense to develop density housing around transit.
- The project will be a catalyst for redevelopment in the neighbourhood.
- It is a challenging project for the neighbourhood given the current context. The project needs to be more neighbourly, particularly along the west property line. This edge could benefit from more stepping or setting back.
- The vertical mullions/fins are deep and it adds bulk to the building. Consider a mullion half as deep. Consider pulling more density in to neighborhood and pulling the green into the project.
- Panelists noted that the rhythms between the vertical and horizontal portions of the mullions/fins are the same the whole way up the building. Consider changing the depth of one of them.
- The screen around the perimeter of the roof at level 15 challenges the height of the building (14-storeys max.). It blocks views out and it hides the rotated amenity room.
- The building 'blocks' step out to the same line along Broadway – this contributes to the mass.
- The building will act as the terminus of Broadway. Consider providing a perspective view from further down Broadway.
- One panel member suggested increasing the floor to floor heights, and expressed concern with the inset balconies veiled behind the deep mullions/fins.

Public Realm

- The public realm has been very well handled. The panel likes the transparency, the retail wrapping west, and the change in elevation.
- Panel noted that the residential entry reads as too formal.
- The townhouses along the west are well done. Suggest exploring a different vocabulary.
- There should be something more at the ground plane at the corner such as public art, to indicate turning.

Product Durability

- The team is taking a big leap of faith with the proposed building material.
- The deep horizontals will be problematic – how to clean once water and dirt collects on them.

Other Commentary

- The panel noted to keep watch of livability and performance of units, consider increasing the size and the number of operable windows to improve daylight and natural ventilation. Also consider increasing the floor to floor heights on the narrow units.
- The fins will block daylight and impeded more freer views out of the units.
- Consider the proximity of dining room to dog run.
- Consider common amenity at level 8 – these are very large decks for so few units.
- Allow for opportunity for the off grid amenity to be visible all the way down to Broadway.
- The landscape is well handled; the planters are deep but narrow.
- Project appears to be heavy on the bike culture. Consider pulling more bike parking up to level P1.

**Applicant's Response**

The applicant team thanked the panel for their comments and will take the comments into consideration for further improvement.

## 2. Public Consultation Summary

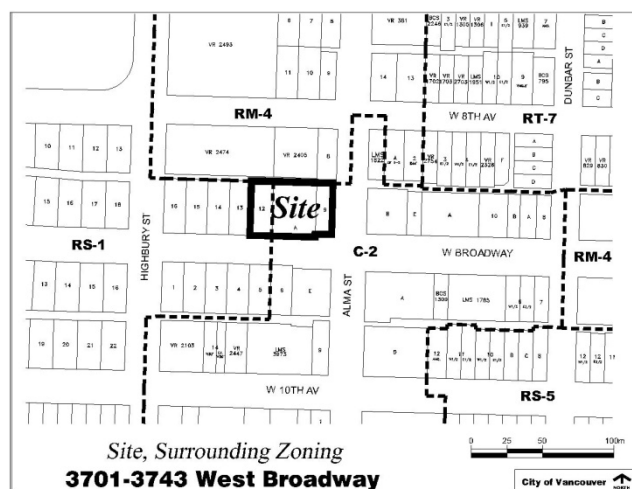
### PUBLIC CONSULTATION SUMMARY

#### Public Notification

A rezoning information sign was installed on the site on December 18, 2019. Approximately 1,850 notification postcards were distributed within the neighbouring area on or about January 24, 2020. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage ([vancouver.ca/rezapps](http://vancouver.ca/rezapps)).

#### Community Open House

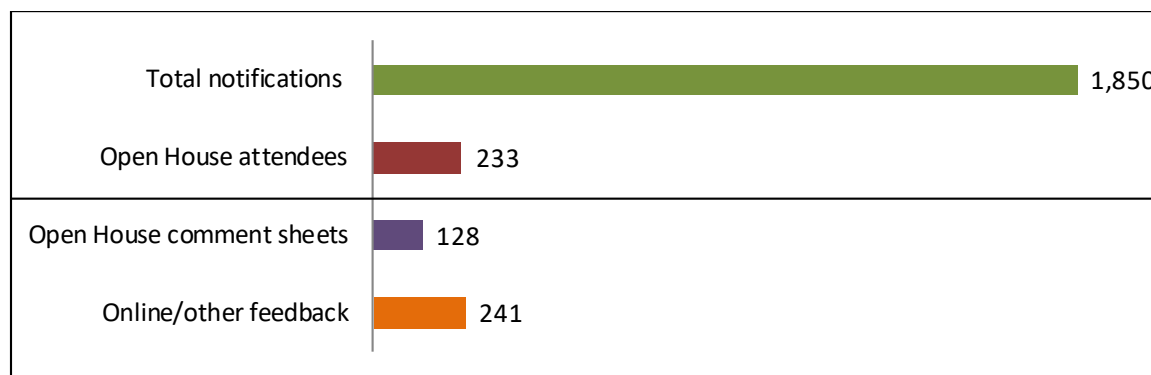
On February 13, 2020 a community open house was held from 5:00-8:00 pm at the St. James Community Square, 3214 West 10th Avenue. Staff, the applicant team, and a total of approximately 233 people attended the Open House.



#### Public Response

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

- 128 comment sheets, and 241 letters, e-mails, online comment forms, and other feedback were received from the public in response to the February 13, 2020, open house.
- 2,894 individuals as of July 29, 2020 have signed the "No Tower @ Alma & Broadway" online petition from the West Point Grey Residents Association in response to this proposal.



\* 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:*

- **Affordable housing:** Provides much needed affordable housing for the city and community, while emphasizing the provision for young professionals and families. Respondents also highlighted the need for increased housing affordability in the West side of Vancouver.
- **Building height, density, and massing:** The proposed height and density would be suitable for this location as it is close to University of British Columbia (UBC) and downtown. Respondents cited they would also support more height as this would allow for more units and diverse residents to move into the neighbourhood.
- **Transit oriented development:** The location would be suitable as there could be a future subway line to UBC. Respondents would support a taller building as well.
- **Building design:** The proposed building design is accepted for its contemporary style and it fits well into the neighbourhood. A few respondents would prefer some design changes but are generally supportive.
- **Community amenities and services:** Appreciate the proposed greenspace and convenient access to services.

- **Neighbourhood context:** The project will be a good addition to support a vibrant neighbourhood, while also complementing the Jericho Lands development.
- **General support:** The project received general support from respondents.
- **Rental buildings and renters:** The existing rental stock is aging and requires replacement of secured rental buildings. The project would also welcome diverse renters to the area rather than just homeowners.
- **Parking within development:** The proposed number of vehicle parking and bicycle space is adequate.

*Generally, comments of concern fell into the following areas:*

- **Building height, massing, and density:** The height, density, and massing of the proposal would negatively impact the surrounding neighbours. Respondents cited that they would prefer a lower building height with some people specifying a six storey building as the preferred option.
- **Neighbourhood context:** The proposed building does not fit the neighbourhood character or its low rise context. The changes would have a negative impact on residents' liveability.
- **Building design:** The building design is not aesthetically pleasing as it feels more like an institution or a prison, rather than at human scale. Some residents also suggested more alternative designs to choose from would be appreciated.
- **Parking within the development:** More vehicle parking within the development is required so street parking would not be impacted. Respondents also cited there is too much bicycle space and should not assume people would only rely on biking or public transit.
- **Affordable housing:** Not enough affordable housing units are proposed. The market and below market units would be unaffordable. Respondents cited that more low income housing is needed as opposed to moderate income housing.
- **Precedence:** The proposal would set a bad precedence in the neighbourhood, allowing for tall buildings to be developed.
- **Neighbourhood policy:** A development such as this should be considered within a community plan. The proposal also goes against the *West Point Grey Community Vision* (2010).

- **Original proposal (2016):** The original proposal in 2016 for a six storey building was more acceptable in form and design, it should be reconsidered.

*Note: A rezoning application for the subject site was submitted on December 21, 2016 to develop a six storey mixed-use building with 98 secured market rental units under the Affordable Housing Choices Interim Rezoning Policy (2012, amended 2016). This application was withdrawn by the applicant and instead, the current rezoning application was applied for under the MIRHP Program.*

- **Shadowing:** The neighbouring buildings would be shadowed by the proposed development.
- **Views:** The development would block skyline and views of residents who pay a significant amount of taxes to reside in this neighbourhood.
- **MIRHPP policy:** The project under the *MIRHPP Program* allows for too much density and abrupt transitions. Respondents suggested there are other approaches for affordable housing as well.
- **Transit oriented development:** A future subway line should not necessitate in a proposal of this scale. Allowing additional density for transit oriented developments also results in the loss of neighbourhoods. Some respondents suggested that the development should wait until the subway line is completed. Some respondents also cited opposition to a subway in their neighbourhood.
- **Traffic:** The proposed project would cause more traffic concerns and safety issues. Other respondents suggested that current traffic infrastructure is not able to support a new development.
- **Developer's profit:** This proposal is profit focused and only benefits the developer while neglecting the needs of the community. Respondents suggested that the developer is using the MIRHPP policy to fast track the proposal.
- **Neighbourhood consultation:** Existing residents feel they are not heard during the consultation process and would like to have more input.
- **Unit space:** The unit spaces are too small and not liveable, especially for families.
- **Community amenities:** There are not enough community amenities to service an additional population as existing amenities are already over utilized. Respondents also cited that there is a need for more common space and services.
- **Retail and commercial space:** The new development would displace small businesses, resulting in more vacant retail spaces. There is also a concern that the new commercial spaces within the development would not be affordable, except for large retailers.



- **Family units:** More family units would be needed within the development.
- **Biking suitability:** The area is not suitable for biking. The provision of bicycle spaces cater toward millennials rather than seniors who make up the majority of the neighbourhood.
- **Development in other areas:** The proposal would be more suited in other neighbourhoods that already have affordable housing and existing high density. It should not be considered in a high-end neighbourhood such as Point Grey.
- **Number of units:** Some respondents suggest that there are not enough units within the development, while other respondents highlight that there are too many units which could result to social issues.
- **Rental buildings and renters:** There is no need for more rental buildings in the area. Some respondents noted renters are considered transient and would not contribute to the neighbourhood's wellbeing.

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:*

- Would like this project to be fast tracked and approved.
- This development would contribute to supporting local businesses.
- The project would be suitable as the current use is under-utilized.
- The development sets a positive precedence in the area.
- The units are liveable because there are no inboard bedrooms.
- Appreciate that all units would have balconies.
- The project would be desirable for a student hub.
- The development would have a bicycle friendly design.
- The proposal should be a model development for future developments along the 99 B-line corridor.

*General comments of concern:*

- The development would negatively impact property taxes.
- The project received general opposition from respondents.
- The development is for offshore investors with no interest in the community.
- The Vancouver Plan should be completed before considering this project.
- There is a lack of landscaping and suitable trees proposed.
- The proposal needs to be in the context of current zoning policies.
- The noise and debris from construction would cause residents to vacate their homes.
- There would be a lack of privacy for neighbouring homes.
- The project would not be considered sustainable.

- Appreciate the building design but residents spent a significant amount of money on their homes and are concerned with the negative impact.
- The amenities within the development may not be designed well.
- Arterial developments such as this project would cause health issues due to vehicle emissions.
- This development would result in neighbourhood degradation.
- Preference for ownership over rental housing.
- Development is already exceeding growth; there is no need to develop for growth and the future subway line.
- Large concrete buildings such as this proposal would worsen global warming.
- Opposed to the developer stalling the original proposal in order to add more density.
- The project would result in alleyway disturbances.
- There are enough empty units in the area and further development in the area is not needed.
- Moderate income units and sustainability are the only desirable aspect of this project.

*Neutral comments/suggestions/recommendations:*

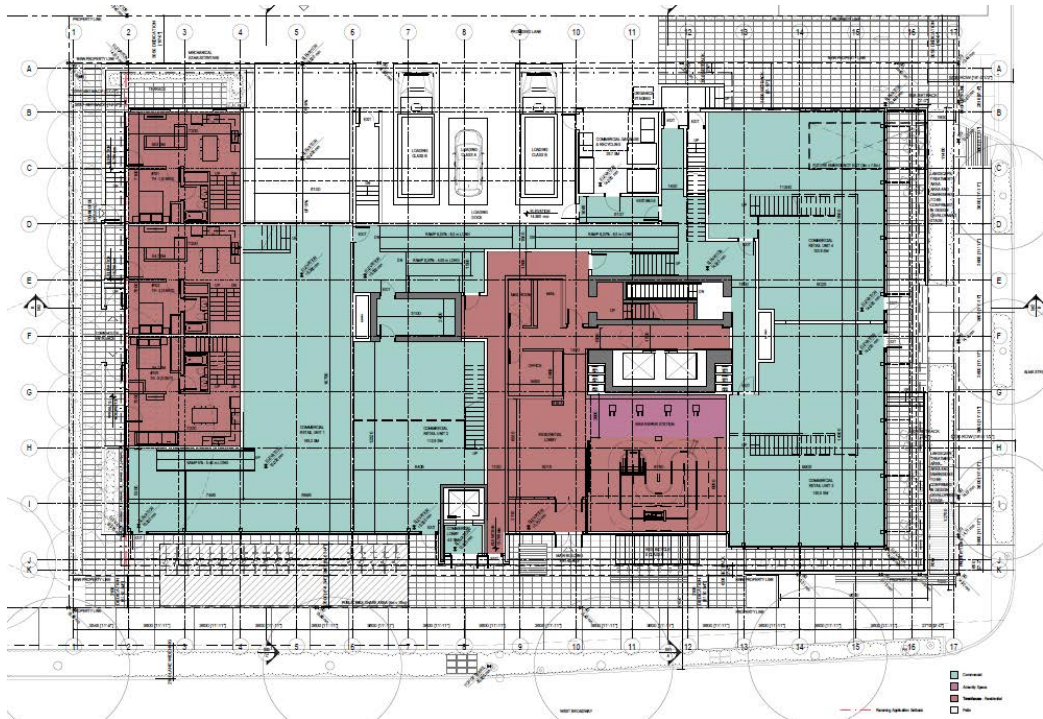
- Concerned that opposing voices will be louder, resulting in Council turning the project down and lowering the density.
- The six storey Parthenon building along West Broadway should be a model for development in this neighbourhood.
- Question on if there is demand for retail space as many lie empty in the area.
- Question on what regenerative design elements are incorporated to improve the neighbourhood.
- Question on height clarification and discrepancies.
- Question on whether the shadows would impact the neighbours during the winter season.
- Question on trees being affected by the BC Hydro lines and how the city will manage this.
- Question on how this development manage and respect urban wildlife.
- Would like to have more shared amenities and daycare space for families and children.
- Development this tall should be built on higher ground to avoid blocking views.
- Notifications should extend beyond the two block radius to other people who may be future residents of this proposal.
- Everyone in the city should have the opportunity for input in the development.
- Ensure accessibility for strollers and walkers.
- Ensure there are residents only parking as part of the project.
- Staff were helpful in answering questions at the open house.
- The development should be a pet friendly building.
- Would like to see weather protection, such as wide awnings for the proposed building.
- There should be at least 10% wheelchair accessible units for the proposal.
- The development needs to have better loading zones.
- Would appreciate sound proofing to reduce the health impacts of arterial developments.
- There should be smaller retail shops rather than large retails to enliven the streets.
- Developing larger affordable housing on the back streets would be more appropriate.

- The wall around the rooftop garden seems unnecessary as it makes the building look bigger than in reality.
- The building should have some reference to the site's historic use as a theatre.
- The proposal would allow people to transit to downtown, UBC and other locations conveniently.

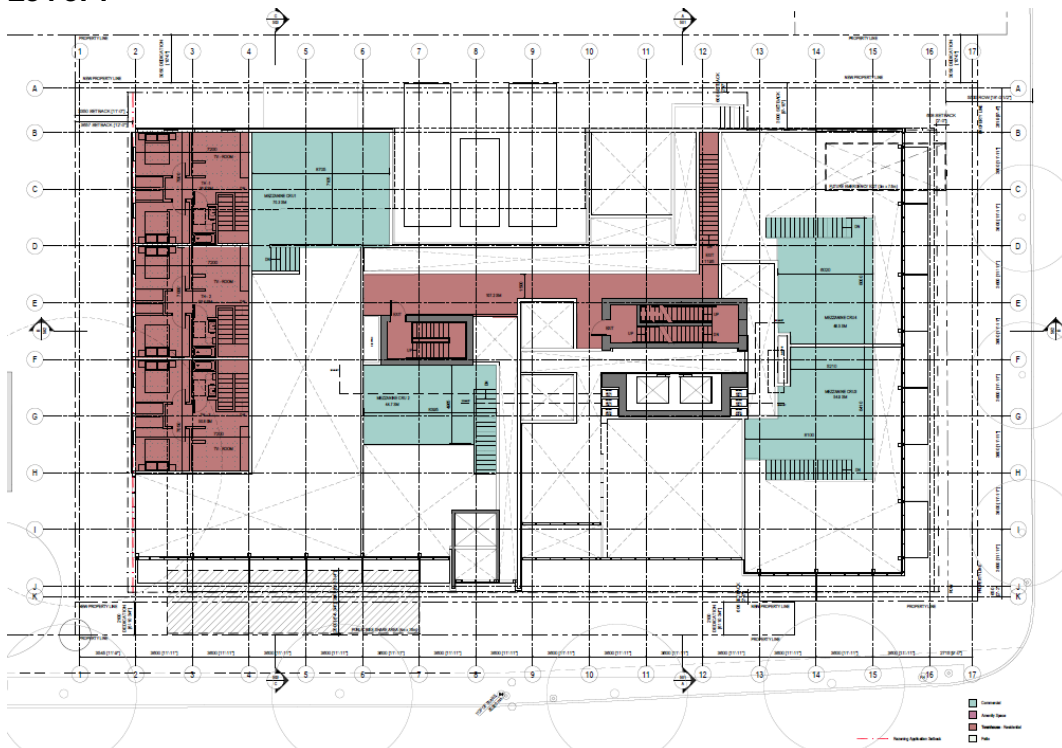
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3701-3743 West Broadway  
FORM OF DEVELOPMENT DRAWINGS

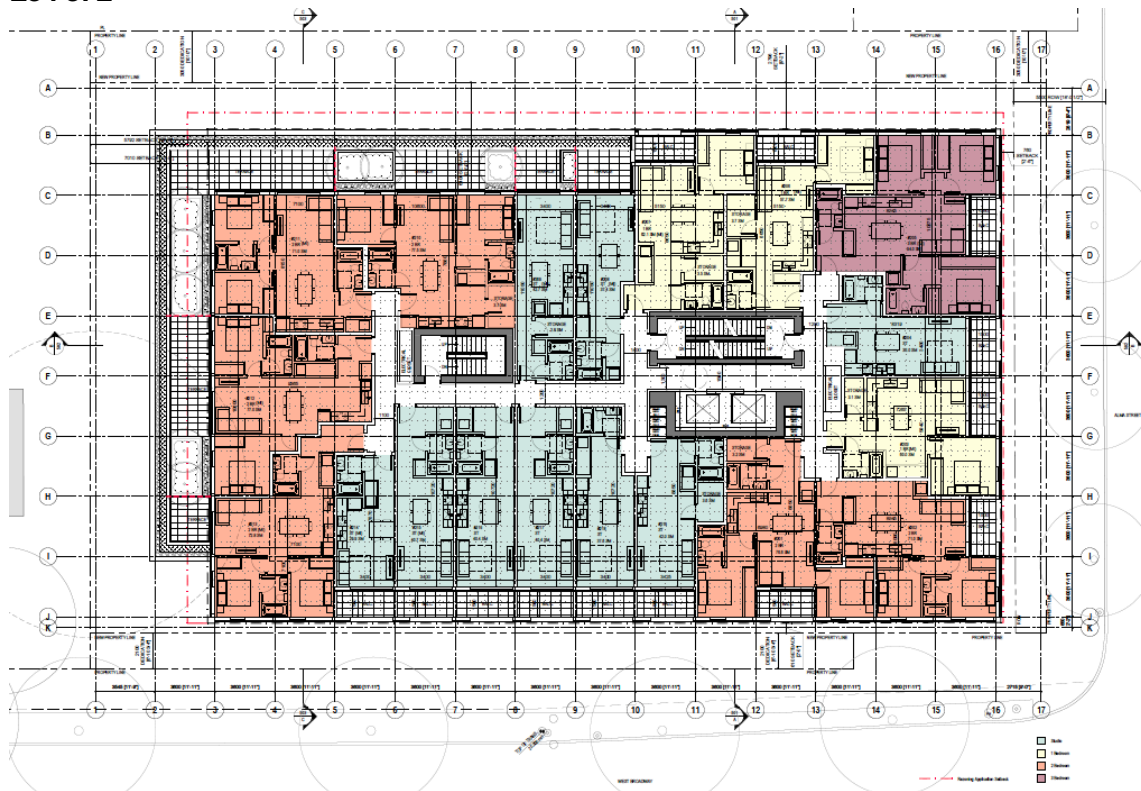
Ground Floor



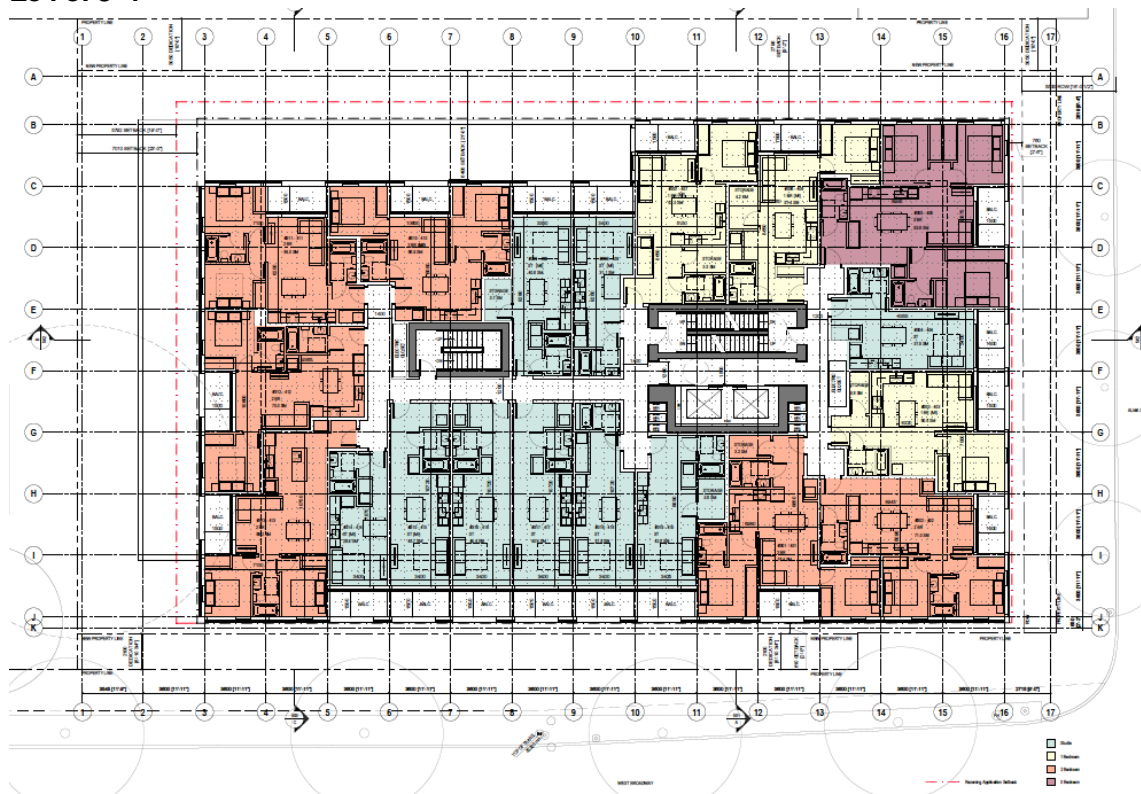
Level 1



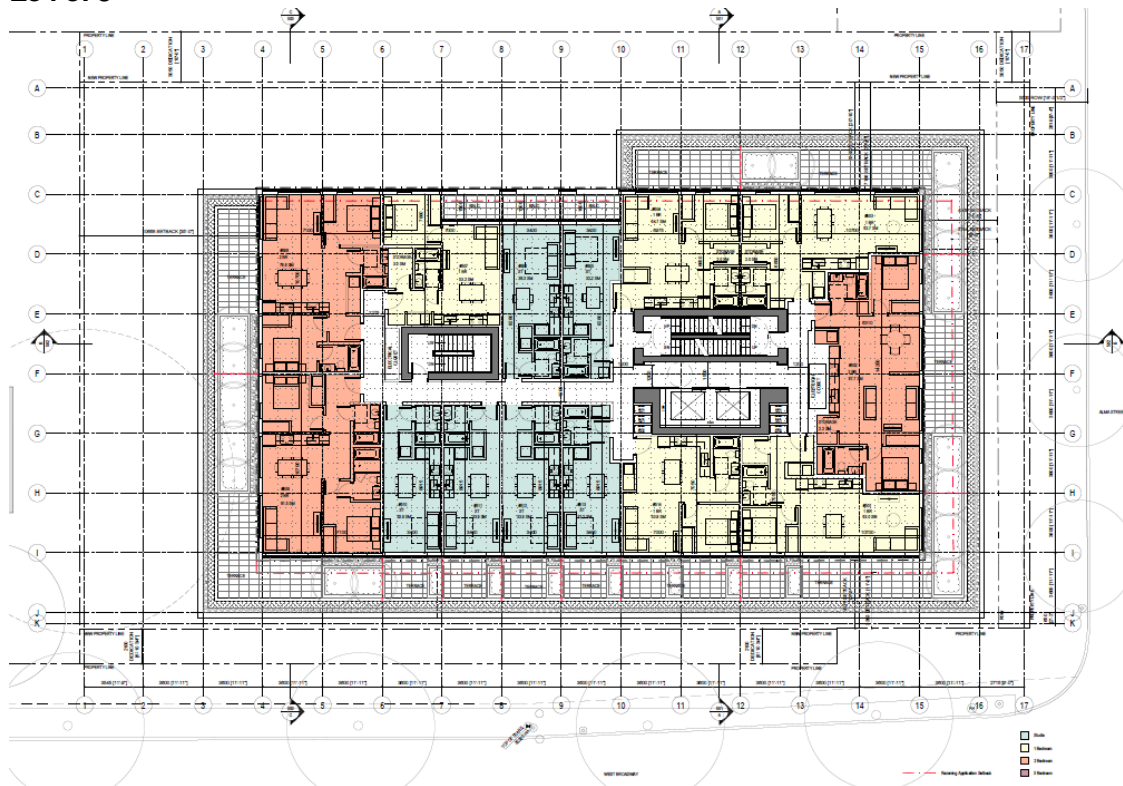
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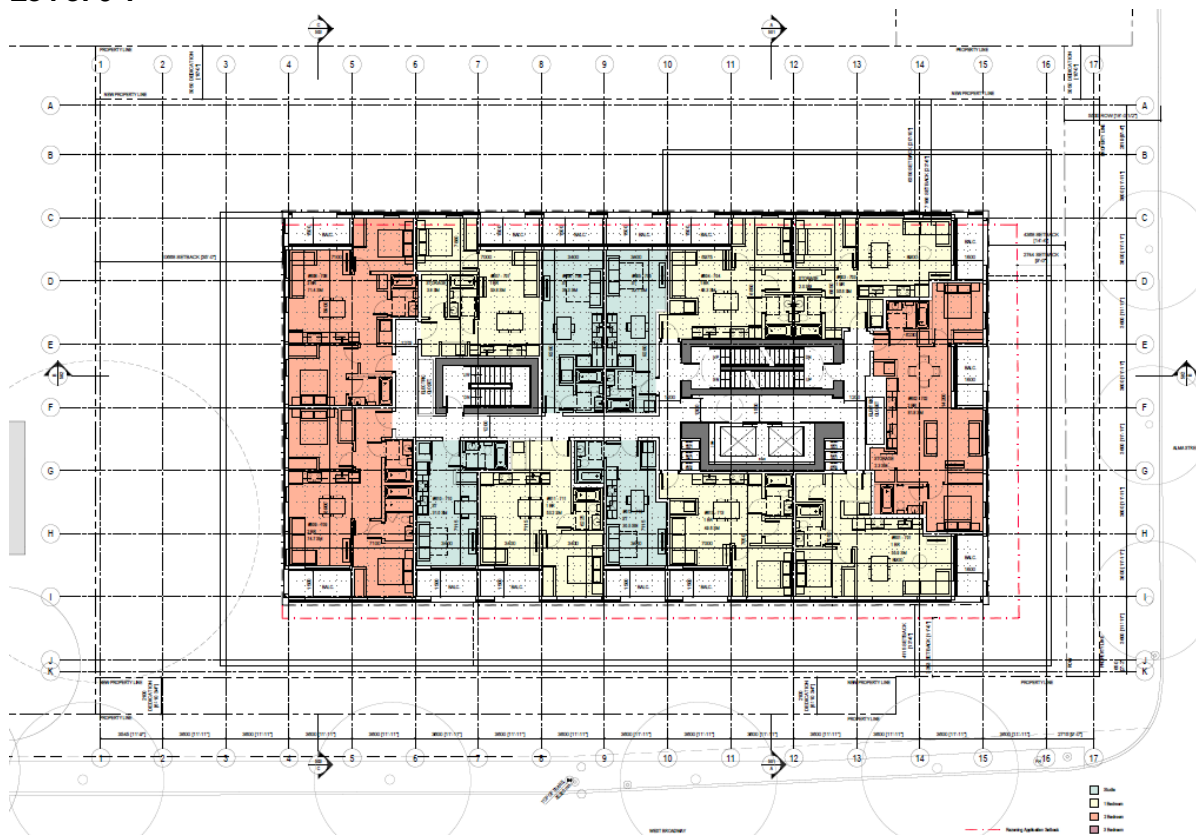
## Level 3-4



## Level 5

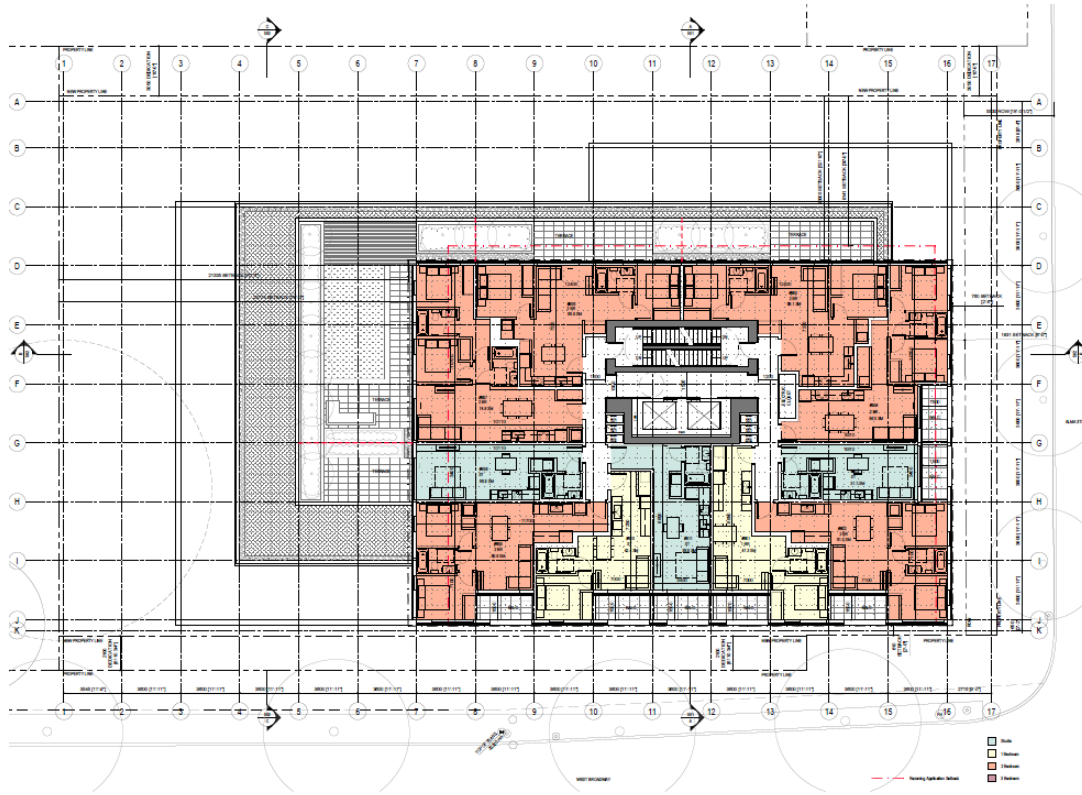


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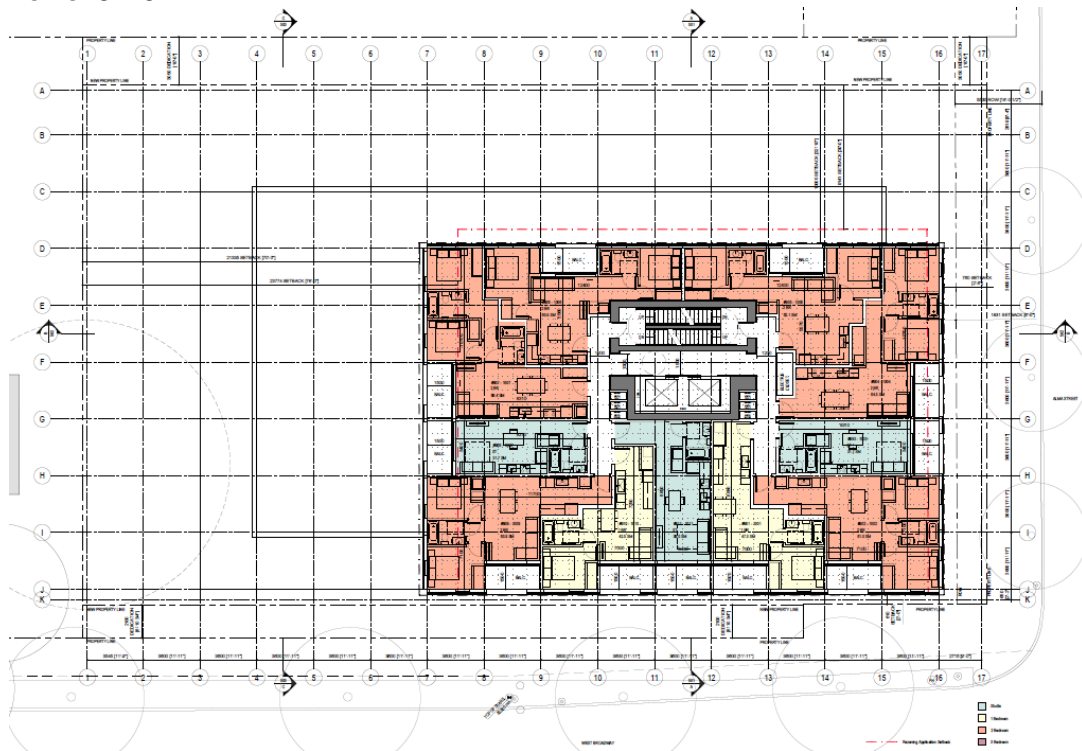




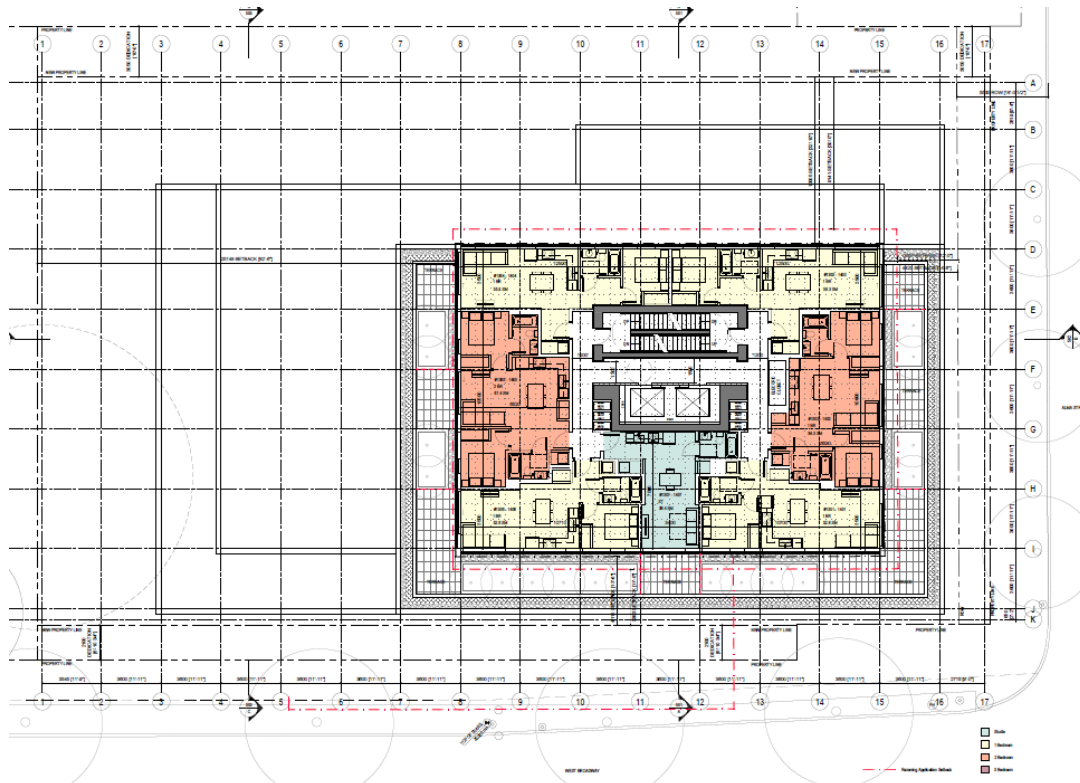
## Level 8



## Level 9-10



## Level 11

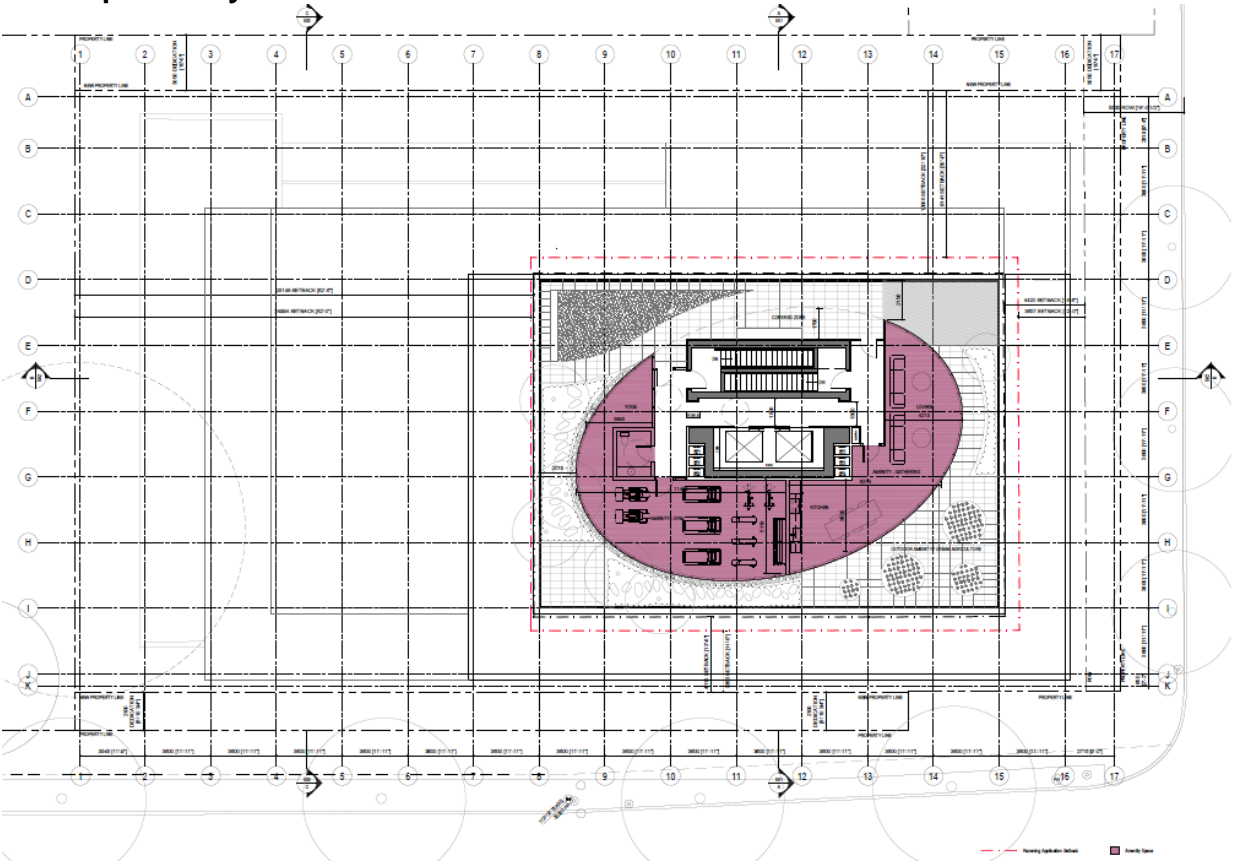


## Level 12-14

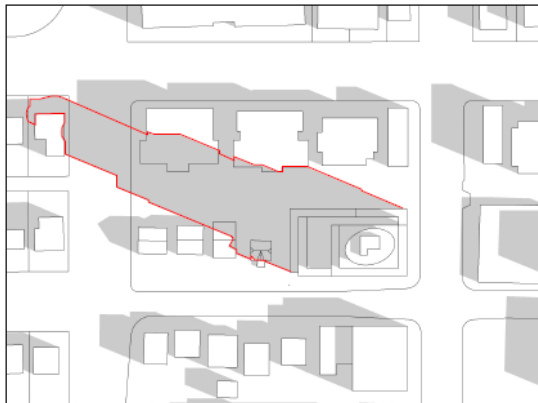




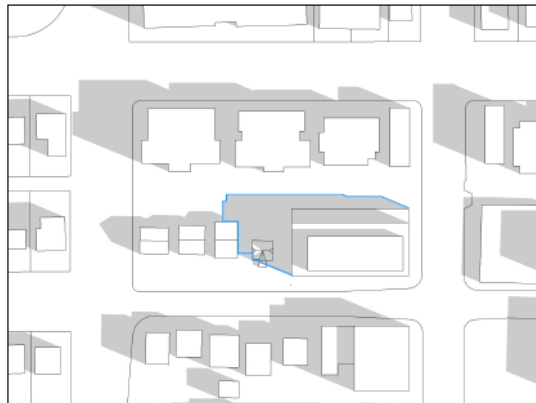
Rooftop Amenity Area



**Shadow Study:** Comparison of shadow impact between the proposed building and a typical C-2 building shadow. Shadows shown are at the Autumnal Equinox (September 21st). The fall equinox is used as an example of how the proposed development will impact the surrounding area at a time of year that falls between the longest and shortest days, which correspond with the shortest and longest shadows. The City typically evaluates shadow impacts at times when the public realm is most likely to be used. The City's general solar access policies seek to minimize shadow impacts on public open spaces such as parks and school playgrounds.



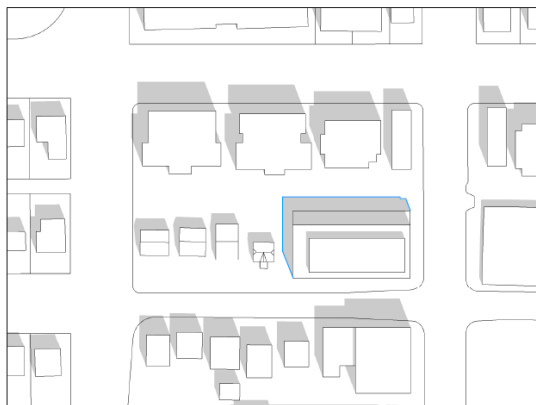
Rezoning Application: September 21 – 9:00am



Typical C-2 Zoning: September 21 – 9:00am



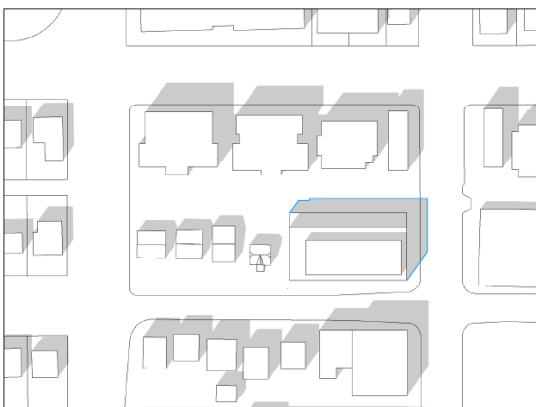
Rezoning Application: September 21 – 12:00pm



Typical C-2 Zoning: September 21 – 12:00pm



Rezoning Application: September 21 – 3:00pm



Typical C-2 Zoning: September 21 – 3:00pm

\* \* \* \* \*

**3701-3743 West Broadway**  
**DEVELOPMENT COST LEVY WAIVER ANALYSIS**

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

- (a) All dwelling units proposed in the building will be secured as rental through the Housing Agreement called for in the Conditions of Approval (Appendix B).
- (b) None of the proposed dwelling units will be strata units, as required through the Housing Agreement.
- (c) The average size of all the proposed dwelling units will not be greater than specified in the DCL By-law.

<b>Unit Type</b>	<b>No. units proposed</b>	<b>DCL By-law maximum average unit size</b>	<b>Proposed average unit size</b>
Studio	42	42 sq. m (452 sq. ft.)	36.3 sq. m (361 sq. ft.)
1-bedroom	42	56 sq. m (603 sq. ft.)	53.1 sq. m (500 sq. ft.)
2-bedroom	41	77 sq. m (829 sq. ft.)	70.8 sq. m (700 sq. ft.)
3-bedroom	4	97 sq. m (1,044 sq. ft.)	93.9 sq. m (1005 sq. ft.)

- (d) The average initial rents for all proposed moderate income rental housing units do not exceed rents specified in section 3.1A(d) of the DCL By-law.

<b>Unit Type</b>	<b>No. units proposed</b>	<b>DCL By-law maximum average unit rent</b>
Studio	12	\$950
1-bedroom	9	\$1,200
2-bedroom	9	\$1,600
3-bedroom	2	\$2,000

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

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**3701-3743 West Broadway**  
**PUBLIC BENEFITS SUMMARY**

**Project Summary:**

14-storey mixed-use building with 161 secured rental housing units, of which 20 per cent of the floor area will be secured as moderate income units.

**Public Benefit Summary:**

The proposal would provide 161 secured rental housing units, of which 20 per cent of the floor area will be secured as moderate income units, for the longer of 60 years and the life of the building. The project would also make a public art contribution and a DCL payment for the commercial floor area.

	<b>Current Zoning</b>	<b>Proposed Zoning</b>
Zoning District	RS-1 & C-2	CD-1
FSR (site area = 1,784.8 sq. m. (19,211 sq. ft.))	0.70 & 2.50	5.27
Buildable Floor Space (sq. ft.)	74,249	122,280
Land Use	Residential & Mixed-use	Mixed-use

**Summary of Development Contributions Expected under Proposed Zoning**

City-Wide DCL <sup>1</sup>	\$158,108
City-Wide Utilities DCL <sup>1</sup>	\$54,678
Public art contribution	\$242,336
<b>Total</b>	<b>\$455,122</b>

**Other benefits (non-quantified):** 161 rental housing units, of which 20 per cent of the floor area will be secured as moderate income units for the longer of 60 years and the life of the building.

<sup>1</sup> Based on rates in effect as at 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.

## 3701-3743 West Broadway APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

### PROPERTY INFORMATION

Street Address	Property Identifier (PID)	Legal Description
3701 West Broadway	011-489-847	Lot A (See 368932L) Block 193 District Lot 176 Plan 4581
3701 West Broadway	011-489-308	Lot 9, Except the South 7 Feet and the East 7 Feet now Highways, Block 193 District Lot 176 Plan 4581
3743 West Broadway	005-111-706	Lot 12 Block 193 District Lot 176 Plan 4581

### APPLICANT INFORMATION

<b>Developer</b>	Westbank
<b>Architect</b>	Leckie Studio Architecture & Design Inc.
<b>Property Owner</b>	0916789 B.C. LTD.

### SITE STATISTICS

<b>Site Area</b>	2,155.6 sq. m (23,203sq. ft.)
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### DEVELOPMENT STATISTICS

	Permitted Under Existing Zoning		Proposed	Recommended (Other Than Proposed)
<b>Zoning</b>	RS-1	C-2	CD-1	--
<b>Uses</b>	Residential	Commercial	Mixed-use	--
<b>Floor Space Ratio (FSR)</b>	0.7 FSR	2.5 FSR	5.34 FSR	5.27 FSR
<b>Floor Area</b>	1,508.9 sq.m. (16,242 sq.ft.)	5,389 sq.m. (58,007 sq.ft.)	11,370.6 sq.m. (122,392 sq.ft.)	--
<b>Maximum Height</b>	10.7 m (35 ft.)	13.8 m (45.3 ft.)	52.61 m (172.6 ft.)	--
<b>Unit Mix</b>	N/A		<b>Market:</b> Studio 42 1-Bed 42 2-Bed 41 3-Bed 4 <b>Subtotal 129</b>	<b>Moderate Income:</b> Studio 12 1-Bed 9 2-Bed 9 3-Bed 2 <b>Subtotal 32</b>
			<b>Total 161 units</b>	
<b>Parking Spaces</b>	Per Parking By-law		27 residential vehicle spaces, 8 visitor spaces, 15 commercial vehicle spaces, 1 car share space, 3 Class A, 2 Class B loading spaces	Per Parking By-law
<b>Bicycle Spaces</b>	Per Parking By-law		286 Class A and 9 Class B	Per Parking By-law
<b>Natural Assets</b>	<b>Existing:</b> 3 on-site by-law trees 5 existing City trees		<b>Proposed (including existing):</b> 109 on-site trees 7 City trees	--

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