



## REFERRAL REPORT

Report Date: November 24, 2020  
Contact: Michael Naylor  
Contact No.: 604.871.6269  
RTS No.: 14174  
VanRIMS No.: 08-2000-20  
Meeting Date: December 8, 2020

TO: Vancouver City Council  
FROM: General Manager of Planning, Urban Design and Sustainability  
SUBJECT: CD-1 Rezoning: 810 Kingsway

### **RECOMMENDATION**

- A. THAT the application by Rize Alliance Lands Ltd. on behalf of Sammy's Carpets & Hardwood Ltd., the registered owner of the lands at 810 Kingsway [*PID 015-622-738, Lot A (Reference Plan 1671) of Lots 1 and 2, Block 79 District Lot 301 Plan 187; PID 015-622-771, Lot B (Reference Plan 1282) of Lots 1 and 2, Block 79 District Lot 301 Plan 187; PID 015-622-819, Lot 3, Block 79 District Lot 301 Plan 187 and PID 015-622-835, Lot 4, Block 79 District Lot 301 Plan 187*] from C-2 (Commercial) District to CD-1 (Comprehensive Development) District to increase the permitted floor space ratio (FSR) from 2.50 FSR to 3.65 FSR and the building height from 13.8 m (45.3 ft.) to 22 m (72.2 ft.) to permit the development of a six-storey, mixed-use building with 108 secured market rental residential units, be referred to Public Hearing together with:
- (i) plans prepared by Yamamoto Architecture Inc., received August 10, 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, 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 draft 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 Arts, Culture and Community Services.

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

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

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

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

## **REPORT SUMMARY**

This report evaluates an application to rezone the site at 810 Kingsway. The application is for a mixed-use, six-storey building with a total of 108 secured market rental housing units and commercial spaces at grade. A height of 22 m (72.2 ft.) and an FSR of 3.65 are proposed, with a total floor area of 8,348.9 sq. m (89,867 sq. ft.). The rezoning application is being considered under the *Secured Market Rental Housing Policy* (commonly known as *Rental 100*). If approved, the application would contribute 108 secured market rental housing units towards the City's housing goals as identified in the Housing Vancouver Strategy.

Staff have assessed the application and the proposed use and form of development are supported subject to further design development and other conditions outlined in Appendix B. It

is recommended the application be referred to Public Hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it, subject to the Public Hearing and to the conditions in Appendix B.

### **COUNCIL AUTHORITY/PREVIOUS DECISIONS**

Relevant Council Policies for this site include:

- *Secured Market Rental Housing Policy* (2012, last amended 2019)
- *Secured Rental Policy* (2019)
- *Rental Incentive Programs Bulletin* (2019, amended 2020)
- *Kensington-Cedar Cottage Community Vision* (1998)
- *Housing Vancouver Strategy* (2017)
- *Family Room: Housing Mix Policy for Rezoning Projects* (2016)
- *High-Density Housing for Families With Children Guidelines* (1992)
- *C-2 District Schedule* (1996, last amended 2019)
- *Green Buildings Policy for Rezoning* (2010, last amended 2018)
- *Community Amenity Contributions Policy for Rezoning* (1999, last amended 2020)
- *Vancouver Development Cost Levy By-law No. 9755* (2008, last amended 2019)
- *Vancouver Utilities Development Cost Levy By-law No. 12183* (2018, last amended 2019)
- *Urban Forest Strategy* (2014)

### **REPORT**

#### **Background/Context**

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

The site, zoned C-2 (Commercial), is located in the Kensington-Cedar Cottage neighbourhood on the south side of Kingsway between Prince Albert Street and St. Catherines Street (See Figure 1). It has an area of approximately 2,305.5 sq. m (24,816 sq. ft.) and a frontage of 74.6 m (245 ft.) on Kingsway. The site is comprised of four lots and is currently developed with a single-storey commercial building and an at-grade car park.

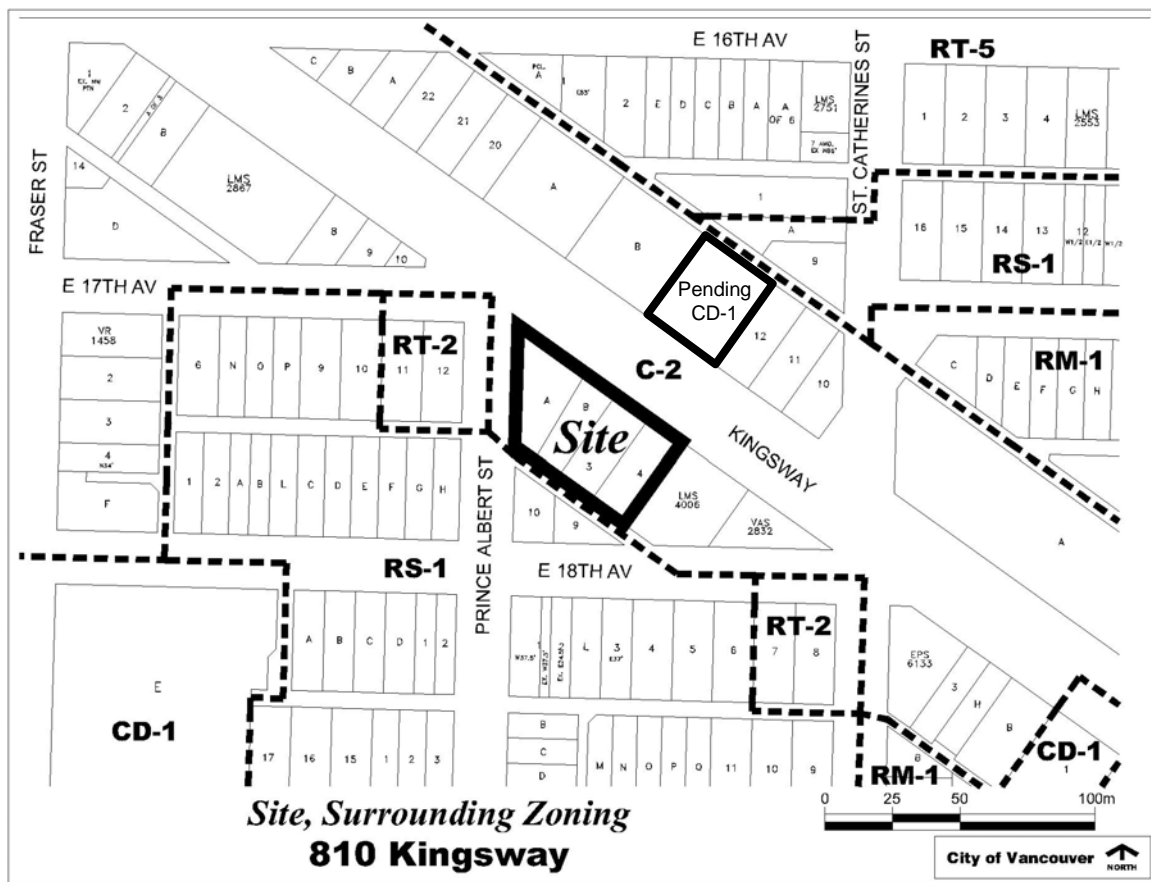
Both sides of Kingsway are zoned C-2 (Commercial), which permits mixed-use buildings up to 2.5 FSR and four storeys in height. Across Kingsway to the north, are two vehicle dealerships. The property to the east is a four-storey mixed-use building. To the south across the lane are two lots zoned RS-1 and to the west is a modestly scaled church. Kingsway is part of TransLink's Frequent Transit Network (FTN), and includes bus route #19 from Metrotown to Stanley Park.

Across Kingsway to the northwest, a similar secured market rental housing project at 855 Kingsway was approved at Public Hearing on June 5, 2018. Its CD-1 by-law has yet to be enacted.

**Neighbourhood Amenities** – The following amenities are within walking distance of the site:

- Parks: Robson Park is located 350 m to the northwest of the site, while Sunnyside Park is located 350 m to the east.
- Cultural/Community Space: Trout Lake Community Centre is located at 3360 Victoria Drive. Kensington Library is located 950 m southeast at 1428 Cedar Cottage Mews.
- Childcare: Nine licensed group childcare facilities are currently located within 1 km of the site.

**Figure 1 - Location Map**



**Local School Capacity** – There are four elementary schools located within a one-kilometre catchment of the subject site. The Vancouver School Board's (VSB) Draft Long Range Facilities Plan, dated May 29, 2019, indicates that Tyee Elementary and Charles Dickens Elementary currently have enrolment numbers above the total operating capacity. Enrolment at these schools is projected to remain above the operating capacity to 2027.

**Figure 2 – Local Elementary School Enrolments**

School name	2020 Capacity Utilization	2027 Capacity Utilization
Tyee Elementary	123 %	121 %
Charles Dickens	103 %	106 %
Florence Nightingale	66 %	72 %
Queen Alexandra	44 %	40 %

Enrolment capacity for 2020 does exist at Florence Nightingale Elementary (66% utilization) and Queen Alexandra Elementary (44% utilization). Projected enrolment capacity at these schools is forecast to remain relatively steady to 2027.

Sir Charles Tupper Secondary School is located approximately 1 km to the west of the site and has an operating capacity of 1,500 students. The current enrolment is 1,113 students (74% utilization) which is forecast to gradually increase to 82% utilization in 2027. VSB continues to monitor development and to work with the City of Vancouver to help plan for future growth.

## 2. Policy Context

**Secured Market Rental Housing Policy** – In May 2012, Council approved the *Secured Market Rental Housing Policy*, commonly known as *Rental 100*, which provides incentives for new developments where 100% of the residential floor space is secured rental housing. Rezoning applications considered under this policy must meet a number of criteria, including security of tenure, location and form of development. This policy was revised and retitled to the *Secured Rental Policy* on November 26, 2019.

**Secured Rental Policy** – On November 26, 2019, Council approved amendments to the *Secured Market Rental Housing Policy*, and retitled it to *Secured Rental Policy (SRP)*. The *SRP* expands on *Rental 100*, by consolidating rezoning opportunities for secured rental housing previously contained in the *Affordable Housing Choices Interim Rezoning Policy* and introducing new green buildings requirements. New rezoning applications and enquiries are required to meet the provisions of the *SRP*. However, in order to ensure consistency and fairness for in-stream applications, the policy requirements of the previous *Secured Market Rental Housing Policy* with respect to energy performance will continue to apply to projects where a supportive letter of response was received prior to November 26, 2019. The rezoning enquiry for 810 Kingsway received a letter of response on May 31, 2019, and is therefore considered under the previous *Secured Market Rental Housing Policy*, in respect of energy performance.

**Rental Incentive Guidelines** – The intent of the *Rental Incentive Guidelines* is to inform the way in which City incentives, taken at the applicant's discretion, are applied to eligible secured rental projects. The guidelines also provide further information on the incentives approved by Council in May 2012 through the *Secured Market Rental Housing Policy*, including general direction for the consideration of additional density through rezoning. The guidelines apply to the *Secured Market Rental Housing Policy* and have since been superseded by the *Rental Incentive Programs Bulletin* and introduction of the *SRP*.

**Rental Incentive Programs Bulletin** – To correspond with Council's approval of the *Secured Rental Policy* in November 2019, a new *Rental Incentive Programs Bulletin* was issued. This bulletin provides updated information on Development Cost Levy (DCL) waivers and other incentives available to eligible secured rental projects. The additional density considerations provided in the *Rental Incentive Guidelines* will continue to apply to applications considered under the *Secured Market Rental Housing Policy*.

**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 and family units.

### ***Strategic Analysis***

#### **1. Proposal**

The application proposes a six-storey, mixed-use building with commercial uses at grade and a total of 108 secured rental housing units over two levels of underground parking (see Figure 3). The proposed building height is 22 m (72.2 ft.) and the proposed density is 3.65 FSR with a total floor area of 8,348.9 sq. m (89,867 sq. ft.).

#### **2. Land Use**

The site is currently zoned C-2 (Commercial) District. The intent of the C-2 District Schedule 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. The C-2 District Schedule emphasizes building design that furthers compatibility among uses, ensures livability, limits impact on adjacent residential sites, and contributes to pedestrian interest and amenity.

**Figure 3 – Kingsway Frontage View of Proposed Development**

The proposal includes commercial retail units and residential uses, consistent with the intent of the C-2 District and the *Rental 100* policy. A total of 1,041.4 sq. m (11,210 sq. ft.) of leasable commercial space is proposed on the Kingsway frontage.

### **3. Density, Height and Form of Development**

*(Refer to drawings in Appendix E and statistics in Appendix G)*

For sites in the C-2 District, the *Rental 100* policy and the *Rental Incentive Programs Bulletin* provide general direction for consideration of additional height and density. The additional height and density are contingent on urban design performance including shadow impacts and on ensuring a compatible fit with the surrounding context.

**Height and Density** – The proposed building height of 22 m (72.2 ft.) or six storeys and density of 3.65 FSR are consistent with the *Rental 100* policy and the *Rental Incentive Programs Bulletin*, which allow consideration of an additional two storeys over the four permitted in the C-2 District.

**Figure 4 – Kingsway Frontage View of Proposed Development**

**Neighbourhood Fit** – Properties along both sides of Kingsway are zoned C-2 (Commercial). There are mixed-use buildings to the east along Kingsway, as well as two residential properties zoned RS-1 to the south across the lane. A community church is located to the west across Prince Albert Street. The existing C-2 zoning requires a stepped form at the rear to provide relief for low-density neighbouring properties. In recent years, several six-storey secured rental buildings have been built, approved or proposed along this section of Kingsway.

The proposed six-storey building includes commercial spaces at-grade with five storeys of rental housing above. Privacy and overlook impacts to the neighbours are considered to be minimal and will be further mitigated through design development conditions.

The two additional storeys do result in a slight increase in shadow impact when compared to a four-storey building conforming to the existing zoning. Staff have reviewed the shadow studies provided and conclude that the proposed additional two storeys would not impact the neighbouring properties as the majority of the shadow falls onto the Kingsway roadway. Five three-bedroom townhouses are proposed along the lane, see Figure 5. These units create an effective transition to the adjacent RS-1 lower density area while providing housing that is suitable for families. The proposal is considered an appropriate contextual fit, balancing the impacts on neighbouring properties with the delivery of secured market rental housing.



**Figure 5 – Prince Albert Street View of Proposed Development**

**Streetscape** – Kingsway is a primary arterial diagonally crossing the city, with a width of 100 ft. in this location. The existing zoning anticipates an engaging streetscape including a four-storey massing, vibrant commercial services, and pedestrian-oriented frontages.

The proposed six-storey building provides a notable setback on levels five and six to express a four-storey streetwall generally along Kingsway but with a full six-storey corner expression. The frontage along Kingsway is also broken up through vertical articulation and recess to provide further relief. The ground plane is activated with several narrow commercial spaces, a café, a restaurant and a small open corner plaza space with opportunity for outdoor seating.

Further design development is expected through the development permit process to achieve a more pedestrian-oriented ground level design including a modest increase to the size of the corner plaza at Prince Albert Street and Kingsway. Design conditions related to these recommendations are included in Appendix B.

**Livability** – The application proposes an indoor and outdoor amenity space on the second level. The outdoor amenity space is oriented to the south and has good solar access. Staff recommend increasing the size of the amenity areas to ensure sufficient space is provided for a range of activities appropriate for the number of expected residents. Design conditions related to these recommendations are included in Appendix B.

**Landscape** – There are currently no existing trees on the site. The application proposes to add new landscaping at-grade along Prince Albert Street, on private patios along the rear lane and on the podium outdoor amenity space. There are five existing street trees that will be retained, while new street trees will be planted where space permits. Design conditions in Appendix B also include consideration for a replacement tree in the corner plaza space at-grade.

**Urban Design Panel Review** – The Urban Design Panel reviewed and supported this application on August 19, 2020 (see Appendix D).

Staff conclude the proposal responds well to the *Secured Market Rental Housing Policy* and the *Rental Incentive Programs Bulletin*, and recommend approval subject to design conditions in Appendix B.

#### 4. Housing

The *Housing Vancouver Strategy* strives to enhance access to rental housing and sets a number of short- and long-term rental housing targets. This application, if approved, would contribute 108 secured market rental housing units to the City's rental housing targets set out in the *Housing Vancouver Strategy* (see Figure 6).

**Figure 6 – Progress Towards 10-Year Housing Vancouver Targets for Purpose-Built Market Rental Housing as of June 30, 2020**

Housing Type	10-YEAR TARGETS	Units Approved Towards Targets
<b>Purpose-Built Market Rental Housing Units</b>	20,000	3,728

\*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.

\*\*\*Includes Developer-Owned Below-Market Rental Housing

**Housing Mix** – On July 13, 2016, Council adopted the *Family Room: Housing Mix Policy for Rezoning Projects* which requires that 35% of all units are to be designed in accordance with the *High Density Housing for Families with Children Guidelines*. The rezoning proposal would deliver a variety of unit types in the form of 34 studios, 36 one-bedroom units, 30 two-bedroom units, and 8 three-bedroom units. The two- and three-bedroom units account for 35% of all units.

**Figure 7 – Proposed Unit Mix**

Type	Count	Percentage
Studio	34	31 %
1-bed	36	33 %
2-bed	30	28 %
3-bed	8	7 %
<b>Total</b>	<b>108</b>	<b>100 %</b>

**Security of Tenure** – All 108 units would be secured as rental housing through a Housing Agreement and a Section 219 Covenant for the longer of 60 years and the life of the building. Covenants will be registered on title to prohibit the stratification and/or separate sale of individual units.

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

the CHMC Market Rental Survey for the Mt. Pleasant/Renfrew Heights area within which this site is located is 1.3%. This means that 13 out of every 1,000 market rental units in this area were empty and available for rent. A vacancy rate of 3.0 to 5.0% represents a balanced market.

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

**Development Cost Levy Waiver** – The proposal is currently not eligible for a DCL waiver. However, the applicant may modify its proposal at the development permit stage such that the proposal qualifies for a DCL waiver under the DCL By-law. If the applicant decides to seek the waiver, they will be required to request it during the development permit application process by submitting a DCL Waiver Form. Through the development permit application process, staff would ensure that the average unit sizes do not exceed the maximum thresholds for “for-profit affordable rental housing” set out by the DCL By-law.

## 5. Transportation and Parking

Frequent bus service is available on Kingsway, which includes bus route #19 between Metrotown Station and Stanley Park. The project is eligible for a 20% reduction to residential parking and a 10% reduction to commercial parking requirements due to proximity to frequent transit.

The application proposes 99 vehicle parking spaces for the commercial and residential uses, including resident and visitor spaces. In addition, the application proposes two Class A loading spaces, two Class B loading spaces, 196 Class A bicycle spaces, and three Class B bicycle spaces. Staff recommend altering the configuration of the loading spaces and loading corridors to provide convenient access to the proposed restaurant and café. This will require changes to the ground floor layout and may potentially impact the public lobby amenity area.

As part of the rezoning, the applicant will also be required to fund streetscape and transportation upgrades near the site to address neighbourhood traffic impacts from the rezoning.

All Engineering conditions are included in Appendix B.

## 6. Environmental Sustainability

**Green Buildings** – The *Green Buildings Policy for Rezoning*s requires that rezoning applications satisfy either the near zero emission buildings or low emissions green buildings conditions within the policy.

This application has opted to satisfy the *Green Buildings Policy for Rezoning*s under the low emissions green buildings requirements. The low emissions green buildings pathway represents City priority outcomes, establishing limits on heat loss, energy use, and greenhouse gases, and drawing on industry best practices to create more efficient, healthy and comfortable homes and workplaces. The applicant has submitted preliminary energy modeling analysis detailing building performance strategies to meet the energy use intensity, greenhouse gas and thermal demand targets.

**Natural Assets** – The *Urban Forest Strategy* helps 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 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 tree with a diameter greater than 20 cm is subject to the Tree By-law and requires a permit if it is proposed to be removed. There are no existing trees of this size on the site. There are five street trees on City lands adjoining the site, and protection of these street trees during construction is required. Two new street trees are proposed along Prince Albert Street as part of the application, while five smaller trees will be included on the ground-level patios facing the rear lane. See Appendix B for the Landscape conditions.

### ***Public Input***

**Pre-Application Community Consultation** – The applicant held a pre-application open house on October 22, 2019 at Glad Tidings Church, 3456 Fraser Street, to get early feedback on the proposal. One person attended this event. One written comment was received, expressing support for rental housing and support for the proposed height and density.

**Public Notification** – A rezoning information sign was installed on the site on May 25, 2020. Approximately 1,315 notification postcards were distributed within the neighbouring area on or about July 3, 2020. Notification and application information, as well as an online comment form, was initially provided on the Rezoning Centre's applications webpage ([vancouver.ca/rezapps](http://vancouver.ca/rezapps)) and subsequently re-directed to the City's new digital engagement platform *Shape Your City Vancouver* ([shapeyourcity.ca](http://shapeyourcity.ca)).

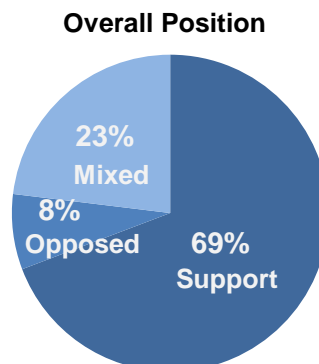
**Virtual Open House** – In-person open houses were put on hold based on the provincial health authority's restrictions for public gatherings due to COVID-19. Instead of an in-person event, a virtual open house was held from July 6 to July 26, 2020 on the Shape Your City platform. The virtual open house consisted of an open-question online event where questions were submitted and posted with a response over a period of three weeks. Digital presentations from the City and the applicant were posted for online viewing, along with a digital model representation of the proposed application.

Due to the pandemic, a virtual engagement strategy was put in place to ensure the City's process for public discussion and obtaining feedback was maintained. This virtual approach allowed people to access materials online and engage at different levels at a time and location of their choosing. An extended virtual open house period allowed people to ask questions regarding the proposal, which staff actively monitored and responded to publicly.

**Public Response and Comments** – Public input was received throughout the application process through online questions and comment forms, and by email and phone. A total of 15 submissions were received. Of the 14 online comment forms submitted, 13 had responded through Shape Your City, which included an optional question asking for an overall position on the application.

**Figure 8 - Overview of Notification, Responses and Overall Position**

<b>Public notification</b>	
Notification postcards	1,315
<b>Public response</b>	
Online questions	3
Online comment forms	13
Other input	2
<b>Total submissions</b>	<b>18</b>



Note: Providing an overall position is an optional question and may not directly reflect the qualitative feedback received below.

Below is a summary of feedback received from the public by topic and ordered by frequency.

Generally, comments of support fell within the following areas:

- **Building height, density and massing:** The proposed density along the Kingsway corridor is appropriate. Support for further density to accommodate more units was also noted by respondents.
- **Neighbourhood context:** The project would be a good addition to the neighbourhood, as it would help bring in more businesses and make it a more viable place to live and work.
- **Affordable housing:** The provision of affordable housing is needed to make the city more inclusive for everyone. One respondent noted that more mid-rise rental development would be a good addition to Vancouver.
- **Building design:** The architectural design of the building is appropriate and well suited for the Kingsway area.
- **Commercial space:** The proposed restaurant space would help activate the street.

Generally, comments of concern fell within the following areas:

- **Building height, density, and massing:** The building height is too high and would not be aligned with the neighbourhood context. One respondent would like to see a more human scale building.
- **Site design:** The long hallway on the west side of the building that connects to the parkade may create an unsafe experience for users.

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

*Building height and density* – Staff have reviewed the proposed form of development and have determined that the height, massing, and mix of uses are an appropriate design response to the neighbourhood context and are compliant with the rezoning policies for secured rental projects on an arterial street. Urban Design conditions to further improve the streetscape presence and reduce impacts on adjacent properties are set out in Appendix B.

*Site design* – Staff will work with the applicant at the development permit stage to revise and improve pedestrian access and circulation. Engineering conditions to improve functionality and safety of the ground floor are included in Appendix B.

### **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 Utilities DCL on the proposed 1,041.4 sq. m (11,210 sq. ft.) of commercial floor area and 7,307.5 sq. m. (78,657 sq. ft.) of residential floor area. Based on DCL rates effective September 30, 2020 it is anticipated that this proposal will generate approximately \$2,434,225 in DCLs.

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

This application may be eligible to request a DCL waiver provided that the project otherwise meet the requirements for a DCL waiver under Section 3.1A of the Vancouver DCL By-law. If the DCL waiver is taken, the value of the City-wide DCL waiver on the residential floor area would be approximately \$1,417,399.

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

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

The *Community Amenity Contributions Policy for Rezoning*s provides an exemption for routine, lower density secured market rental housing rezoning applications that align with the *Secured Market Rental Housing Policy* and the *Rental Incentive Programs Bulletin*. Because the site is currently zoned C-2 and proposes to rezone to six storeys, the application is eligible for this CAC exemption. The offered public benefit achieved through this application is securing 108 market rental housing units.

**Rental Housing** – The applicant has proposed that all of the residential units be secured as rental housing (non-stratified) for the longer of 60 years and the life of the building. 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 F for a summary of all the public benefits for this application.

### ***Financial Implications***

Based on rates proposed to take effect as of September 30, 2020, it is anticipated that the project will generate approximately \$2,434,225 in DCLs. This figure is subject to any DCL waivers that the applicant may be eligible for if the proposal is modified to meet the requirements for a DCL waiver at the development permit stage.

The 108 rental housing units, secured by a Housing Agreement and Section 219 Covenant for 60 years and the life of the building, will be privately owned and operated.

No additional CAC or public art contribution is applicable.

### ***CONCLUSION***

Staff have reviewed the application to rezone the site at 810 Kingsway from C-2 to CD-1 to permit development of 108 secured market rental housing units, and conclude the application is consistent with the objectives of the *Secured Market Rental Housing Policy*. The application qualifies for incentives provided for secured market rental housing, including additional height, density, and parking reductions. Staff further conclude that the proposed form of development represents an appropriate urban design response to the site and context. If approved, this application would 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.

\* \* \* \* \*



**810 Kingsway**  
**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 ( ).

**Uses**

3. Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 ( ), and the only uses for which the Director of Planning or the 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;
  - (c) Institutional Uses;
  - (d) Office Uses;
  - (e) Retail Uses;
  - (f) Service Uses;
  - (g) Utility and Communication Uses; and
  - (h) Accessory Uses customarily ancillary to the uses listed in this section.



### **Conditions of Use**

- 4.1 No portion of the first storey of a building, within a depth of 10.7 m of the front wall of the building and extending across its full width, shall be used for residential purposes except for entrances to the residential portion.
- 4.2 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) Farmer's 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.
- 4.3 The design and layout of at least 35% of the dwelling units must:
- (a) be suitable for family housing;
  - (b) include two or more bedrooms; and
  - (c) comply with Council's *High-Density Housing for Families with Children Guidelines*.

### **Floor Area and Density**

- 5.1 Computation of floor space ratio must assume that the site consists of 2,305 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.
- 5.2 The floor space ratio for all uses must not exceed 3.65.
- 5.3 Computation of floor area must include all floors of all buildings, including earthen floor, above and below ground level, having a minimum ceiling height of 1.2 m, measured to the extreme outer limits of the building.
- 5.4 Computation of floor area must exclude:
- (a) open residential balconies or 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, those 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 10% of the total permitted floor area; and
- (e) all residential storage area above or below base surface, except that if the residential storage area above base surface exceeds 3.7 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.

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

### **Building Height**

- 6.1. Building height, measured from base surface to top of parapet, must not exceed 22 m.
- 6.2. Despite the provisions of section 6.1 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 roof top appurtenances such as stairs, elevators, elevator machine rooms, mechanical screens, a vestibule accessing a green roof, or similar features, if the Director of Planning first considers:
  - (a) their 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**

- 7.1 Each habitable room must have at least one window on an exterior wall of a building.
- 7.2 The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24.0 m.
- 7.3 Measurement of the plane or planes referred to in section 7.2 must be horizontally from the centre of the bottom of each window.
- 7.4 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement if:

- (a) The Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council; and
- (b) The minimum distance of unobstructed view is not less than 3.7 m.

7.5 An obstruction referred to in section 7.2 means:

- (a) Any part of the same building including permitted projections; or
- (b) The largest building permitted under the zoning on any site adjoining CD-1 ( ).

7.6 A habitable room referred to in section 7.1 does not include:

- (a) a bathroom; or
- (b) a kitchen whose floor area is the lesser of:
  - (i) 10% or less of the total floor area of the dwelling unit, or
  - (ii) 9.3 m<sup>2</sup>.

### **Acoustics**

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

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

### **Zoning and Development By-law**

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

\* \* \* \* \*

**810 Kingsway  
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 Yamamoto Architecture Inc., received August 10, 2020, and provides that the Director of Planning may allow minor alterations to this form of development when considering the detailed scheme of development submitted with the development application.*

THAT, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the Director of Planning who shall have particular regard to the following:

**Urban Design**

- 1.1 Design development to the northwest corner plaza to enhance usability and increase the size of the public space by exploring the following:
  - (a) Further recessing the adjacent CRU at-grade to achieve a more substantial public space;
  - (b) Providing for greater CRU patio opportunities along Prince Albert Street. This space could be terraced and may be partially below the CRU floor elevation if needed;
  - (c) Further utilizing the grade change by providing public seating along Prince Albert Street at the grade of the existing sidewalk;
  - (d) Consider reducing parkade excavation at northwest corner to provide a new full-size tree on-grade located within the corner plaza space; and
  - (e) Designing mechanical vents into the raised planters where possible.
- 1.2 Design development to the common indoor and outdoor amenity areas through the following:
  - (a) Increasing the width and area of the indoor amenity room to accommodate a wide range of potential uses that serve a project of this size, which may necessitate incorporating part or all of the adjacent one-bedroom unit into the space. This will also allow for the expansion of the common outdoor space and further improve its usability;

- (b) Reducing depth and scale of planters, and potentially the adjacent private patios, so as to provide additional usable common outdoor area while still achieving appropriate privacy screening and usable private patios;
  - (c) Extending programming of the common outdoor area to the narrower eastern portion of the rooftop to better utilize this space for a wide range of resident uses; and
  - (d) Consider including an accessible common intensive green roof.
- 1.3 Design development to the townhouse expression at the lane through the following:
- (a) Providing increased architectural variation in vertical planes and/or material fenestration for enhanced expression of each individual townhouse module to improve visual and pedestrian interest;
  - (b) Exploring a lighter treatment of the townhouse parapet; and
  - (c) Consider incorporating Juliet balconies on the upper storey to enhance livability, visual interest and human scale.
- 1.4 Maintain use of high quality materials through the development permit application, generally as indicated in the rezoning application.
- 1.5 Provide detailed unit layouts with development permit application to be reviewed for livability.
- 1.6 Design development to identify on the architectural and landscape drawings any built and landscaped features intended to create a bird friendly design.

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

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

- 1.7 Design development to respond to CPTED principles, having particular regard for:
- (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 and by covering with vines, hedges or a rough finish material.

- 1.8 Design development to improve visibility and security in the underground parking in accordance with the Parking By-law including:
- (a) Overhead lighting and step lights at exit stairs and doors;
  - (b) 24 hour lights and walls painted white; and
  - (c) Visibility at doors, lobbies, stairs and other access routes.

### **Landscape**

- 1.9 Design development to explore an increased size, pedestrian friendly public plaza at the northwest corner, inviting the public with expanded programming and more opportunities for passive seating.
- 1.10 Design development to enlarge the Level 2 outdoor amenity space and expand programming by potentially reducing the size of private patios.
- 1.11 Design development to improve the sustainability strategy, by the following:
- (a) Explore the provision of green roofs to all available flat rooftops;
  - (b) Provide high quality materials to all landscape areas for durability into the future;
  - (c) Add substantially more landscape around all common entry areas, to accent and soften them;
  - (d) Add vines to any blank wall facades, ensuring the vine support is sturdy and low maintenance (avoid high maintenance modular “green wall” systems); and
  - (e) Add edible plants, which can be used as ornamentals as part of the landscape design, in addition to urban agriculture plots.
- 1.12 Design development to confirm the safety of neighbouring trees across the lane by ensuring construction access will not conflict with Tree Protection Barriers.

Note to Applicant: Current Arborist Report shows tree barriers at the drip-line of the neighbours trees, essentially blocking any lane access from Prince Albert Street. An alternate site access should be confirmed.

- 1.13 Design development to locate, integrate and fully screen parking garage vents in a manner that minimizes their impact on the architectural expression and the project's open space and public realm.
- 1.14 Design development to the Integrated Rainwater Management Strategy to explore opportunities for on-site rain water infiltration and soil absorption, as follows:

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

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.

- 1.15 Provision of plans, plan details and documentation/calculations that support integrated rainwater management, including absorbent landscapes, soil volumes and detention systems, as follows:

- (a) Detailed storm water report with calculations describing how the various best management practices contribute to the quality and quantity targets;
- (b) A separate soil volume overlay plan with schematic grading indicating intent to direct rainwater to infiltration zones; and
- (c) An overlay plan that shows amount and ratio of vegetative cover (green roof), permeable/impermeable hardscaping and notations describing the storage location of rainwater falling on each surface, including roofs.

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

- 1.16 Provision of coordination between Landscape Plan and architectural Site Plan, for most up to date information.
- 1.17 Provision of complete information, such as detail references and schedules, confirming all landscape elements.
- 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 and 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: 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 becomes the primary document for tree removal and 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 6 cm 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 (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 – 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.
- (a) 2 Class A loading spaces proposed in the underground parking level 1 can be provided in lieu of 1 Class B loading space.

Note to Applicant: Based on 2019 Parking By-law, car share is no longer counted at a 1:5 parking ratio to offset parking. Car share can be applied as a TDM measure for vehicle parking reductions on-site.

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

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

- 1.29 Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.
- 1.30 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site. Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. Detailed confirmations of these commitments will be sought at the building permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to building occupancy. Provision of

written acknowledgement of this condition is required. Please contact Engineering Services for details.

- 1.31 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation and construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.
- 1.32 Provision of generous and continuous weather protection on Kingsway.
- 1.33 Design development to improve access and design of bicycle parking and comply with the Bicycle Parking Design Supplement.
- (a) Provision of no more than maximum 40 Class A bicycle spaces (not including lockers) in each storage room;
  - (b) Provision of automatic door openers on the doors providing access to the bicycle storage rooms;
  - (c) Provision of minimum 1.2m wide access aisle to access the 193 total Class A bikes room directly adjacent to the Class A passenger space; and
  - (d) Provision of Class B bicycle spaces with a minimum 0.6m width and 1.8m length fully on private property.
- 1.34 Design Development to improve access and design of loading spaces and comply with the Parking and Loading Design Supplement.
- 1.35 Design development to provide convenient, internal, stair-free loading access to/from all site uses.

Note to Applicant: This must include the restaurant and café use as well.

- (a) 2.3 m (7' 6 ½") of vertical clearance is required for access and maneuvering to all Class A loading spaces. Overhead projections into loading spaces are not permitted;
  - (b) 3.8 m (12' 6") of vertical clearance is required for access and maneuvering to Class B loading spaces; and
  - (c) Provision of minimum 2.6 m for small car space R-27 beside a wall.
- 1.36 Design development to improve the parkade layout and access design and comply with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services, including the following:
- (a) Provision of improved interface of the parkade access and street/lane;

- (b) Ramp slopes must not exceed 10% for the first 20 ft. from (property line/back of sidewalk); and

Note to applicant: A single plan showing the entire length of the main access ramp may assist in displaying this information.

- (c) Provision of parabolic mirrors at the bottom and top of the ramps for improved visibility.

**1.37 Design development to improve accessibility and function of the proposed shared vehicle spaces.**

- (a) Provision of 2.9 m stall width for shared vehicle parking spaces.

Note to Applicant: The following information is required for drawing submission at the development permit stage to facilitate a complete Transportation review:

- (i) A complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided;
- (ii) All types of parking and loading spaces individually numbered, and labelled on the drawings;
- (iii) Dimension of column encroachments into parking stalls;
- (iv) Dimensions for typical parking spaces;
- (v) Dimensions of additional setbacks for parking spaces due to columns and walls;
- (vi) Dimensions of manoeuvre aisles and the drive aisles at the parkade entrance and all gates;
- (vii) 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;
- (viii) Areas of minimum vertical clearances labelled on parking levels;
- (ix) 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;
- (x) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable;
- (xi) Existing street furniture including bus stops, benches etc. to be shown on plans; and

(xii) The location of all poles and guy wires to be shown on the site plan.

- 1.38 Provision of a draft final Rainwater Management Plan 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.

The resubmission at DP must include the following amendments;

- (a) Recalculation of peak flow rates 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) Recalculation of the detention tank volume to equal the greater of either the pre-development peak flow storage volume or the amount of the 24 mm rainfall not captured in Tier 1 & Tier 2 practices;
- (c) Provide a landscaping and grading plan (with soil volumes) to support the proposal of landscaping capture; and
- (d) Provide a site map detailing the different surface types and how rainwater will be directed or retained in each area. Include the following:
  - (i) All routing of water throughout the site;
  - (ii) Buildings, landscape areas, patios and walkway locations;
  - (iii) Location of any proposed detention tank, water quality treatment and flow control system with connections to the sewer system; and
  - (iv) Area and depth of landscaping to support the claim of absorbent landscaping as a rainwater capture method.

Note to Applicant: The applicant is requested to schedule a meeting with IWM Branch prior to moving forward with the RWMP and resubmission with the DP application. To schedule the meeting, contact [rainwater@vancouver.ca](mailto:rainwater@vancouver.ca)

- 1.39 Provision of a final Rainwater Management Plan (RWMP), which includes a written report, supporting calculations, computer models and drawings to the satisfaction of Engineering Services prior to BP Stage 2 issuance.
- 1.40 A legal agreement related to Rainwater Management will be required prior to issuance of a development permit.
- 1.41 When submitting Landscape plans, please place the following statement on the landscape plan; this plan is "NOT FOR CONSTRUCTION" and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Please

contact Engineering, Development Services and/or your Engineering, Building Site Inspector for details.”

- 1.42 Clarify garbage pick-up operations. Please provide written confirmation that a waste hauler can access and pick up from the location shown without reliance of the lane for extended bin storage. If this cannot be confirmed, then an on-site garbage bin staging area is to be provided adjacent the lane.

## **Housing**

- 1.43 The proposed unit mix, including 34 studio units (31%), 36 one-bedroom units (33%), 30 two-bedroom units (28%), and 8 three-bedroom units (7%) is to be included in the development permit drawings.

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

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

- (a) An outdoor amenity area that is a minimum of 130 sq. m (1,400 sq. ft.) in size, and includes spaces suitable for a range of children's play activities;

Note to Applicant: Recommend incorporating play equipment or 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.

- (b) A minimum of 2.3 sq. m (24.7 sq. ft.) of bulk storage for each dwelling unit;
- (c) A multi-purpose indoor amenity space at least 37 sq. m (398 sq. ft.) with a wheelchair accessible washroom and kitchenette; and
- (d) A minimum balcony dimension of 1.8 m by 2.7 m.

- 1.45 Prior to issuance of a development permit, applicant to display a sign on the site, throughout construction, that acknowledges that secured market 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, Urban Design and Sustainability, the General Manager of Engineering Services and the General Manager of Arts, Culture and Community Services (or successors in function), as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

## Engineering Services

- 2.1 Consolidation of Lots A (Reference Plan 1671) and B (Reference Plan 1282) of Lots 1 and 2, and Lots 3 and 4; all of Block 79, District Lot 301, Plan 187 to create a single parcel.
- 2.2 Provision of a 5.5 m offset distance measured from the back of the existing curb for widened sidewalks along Kingsway to be achieved through building setback and statutory right of way (SRW) for public pedestrian use over a portion of the site. The SRW will be free of any encumbrance such as vents, structure, stairs, and planter walls at grade (and is to accommodate the underground parking structure within the SRW agreement).
- 2.3 Provision of a Statutory Right of Way for public use of the plaza proposed at the corner of Kingsway and Prince Albert Street.
- 2.4 Provision of a Shared Use Loading Agreement to the satisfaction of the General Manager of Engineering Services for the Class B loading space between the commercial and residential uses and label the spaces as 'Residential and Commercial Loading'.
- 2.5 Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the site (collectively called the "services") such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site will be issued until the security for the services are provided.

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

Based on the confirmed Fire Underwriter's Survey Required Fire Flows and domestic flows submitted by Integral Group Ltd. dated February 24, 2020, no water main upgrades are required to service the development.

Note to Applicant: The main servicing the proposed development is 200mm along Kingsway. Should the development require water service connections larger than 200mm, the developer shall upsize the existing main along Kingsway to the satisfaction of the General Manager of Engineering Services. The developer is responsible for 100% of the cost of the upgrading.

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 810 Kingsway does not require any upgrades.

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.

Note to Applicant: Development to be serviced to the 200 mm SAN and 300 mm STM sewers in lane south 800 block Kingsway.

- (c) Street improvements along Kingsway adjacent to the site and appropriate transitions including the following:
  - (i) 1.22 m (4 ft.) wide front boulevard with street trees where space permits;
  - (ii) Broom-finish saw-cut concrete sidewalk from the edge of the front boulevard to the property line;
  - (iii) Upgraded street lighting (roadway and sidewalk) adjacent to the site to current COV standards and IESNA recommendations;
  - (iv) Hard surface treatment within the SRW area;
  - (v) Removal of the existing driveway crossing and reconstruction of the boulevard, sidewalk, and curb to current standards;
  - (vi) Curb ramps; and
  - (vii) Adjustment to all existing infrastructure to accommodate the proposed street improvements.
- (d) Street improvements along Prince Albert Street adjacent to the site and appropriate transitions including the following:
  - (i) Minimum 1.22 m (4 ft.) wide front boulevard with street trees where space permits;
  - (ii) Minimum 3.05 m (10') wide broom-finish saw-cut concrete sidewalk adjacent to the CRU and minimum 2.14m (7 ft.) for the remainder of the frontage;
  - (iii) Upgraded street lighting (roadway and sidewalk) adjacent to the site to current COV standards and IESNA recommendations;
  - (iv) Removal of the existing driveway crossing and reconstruction of the boulevard, sidewalk, and curb to current standards;
  - (v) Curb ramps; and
  - (vi) Adjustment to all existing infrastructure to accommodate the proposed street improvements.
- (e) Provision of geometric changes at the intersection of Kingsway, Prince Albert Street and East 17th Avenue including the following:

- (i) Concrete median on Kingsway;
- (ii) Curb and gutter, including any required road reconstruction to current standards;
- (iii) Upgraded street lighting (roadway and sidewalk) adjacent to the site to current COV standards and IESNA recommendations;
- (iv) Front boulevards;
- (v) Broom-finish saw-cut concrete sidewalk;
- (vi) Curb ramps; and
- (vii) 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. Design details of off-site improvements to be finalized at the development permit stage.

- (f) Provision of intersection lighting upgrades to LED at the intersection of Prince Albert Street, East 17th Avenue and Kingsway.
- (g) 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.

- (h) Provision of new pad mounted service cabinet/kiosk on Prince Albert Street.

Note to Applicant: 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).

- (i) Provision for rebuilding of the lane between Prince Albert Street and East 18th Avenue as per CoV "Higher-zoned Streets/Lanes" specification. Install a new catch basin in the lane.
- (j) Provision of a new standard concrete pedestrian lane crossing, new curb returns and curb ramps at the existing lane crossing on Prince Albert Street adjacent to the site.



- (k) Provision of lane lighting on standalone poles c/w underground ducts. The ducts should be connected to the existing COV SL infrastructure.
- (l) Provision of street trees where space permits. Final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. Tree species to the approval of the City Arborist. Street tree planting to include appropriate soil volumes and approved root barriers of rigid construction, 8' long and 18" deep, centre on each street tree adjacent to the sidewalk and any off street bike facility.
- (m) Provision for the installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.

- 2.6 Provision of all utility services to be underground from the closest existing suitable service point for this "conditional" development. In addition, submission of a written confirmation from BC Hydro that all required electrical plant is provided for on the development property.

Note to Applicant: BC Hydro service to the site shall be primary. All BC Hydro infrastructure (e.g., pad mounted transformer, vista switch and control kiosks) shall be located on the development property.

This proposed development is adjacent to existing BC Hydro electrical works, contact BC Hydro for project review and comment to ensure any potential impact or risks from your proposed development or construction will be assessed and addressed. 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>).

Submission of a Key Plan to the City for review and approval prior to submission of any third party utility drawings is required. The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan. All third party service lines to the development shall be shown on the plan (e.g., BC Hydro, Telus, Shaw, etc.) and the applicant shall acquire written acceptance from the third party utilities prior to submitting to the City. The review of third party utility service drawings will not be initiated until the Key Plan is completed.

For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at [umb@vancouver.ca](mailto:umb@vancouver.ca).

- 2.7 Developer to submit a Hydrogeological Study to be reviewed and accepted by a City Engineer. The Study shall include a Groundwater Management Plan and an Impact Assessment, respectively, to demonstrate that no groundwater is to be discharged to the City's sewer network post construction, and that groundwater extraction/diversion shall have no significant negative impacts. The final Hydrogeological Study is required prior to rezoning enactment.

## **Sustainability**

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

## **Housing**

- 2.9 Make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services to enter into a Housing Agreement and Section 219 Covenant securing all residential units as secured rental housing units for the longer of 60 years and life of the building, subject to the following additional conditions:
- (a) A no separate-sales covenant.
  - (b) A no stratification covenant.
  - (c) That none of such units will be rented for less than one month at a time.
  - (d) That, if a waiver of the Development Cost Levies is sought pursuant to the Development Cost Levy By-law, all proposed residential units will meet the definition of "for-profit affordable rental housing" in the Development Cost Levy By-law and accordingly, the average size of all residential units will not be greater than specified for for-profit affordable rental housing in the Development Cost Levy By-law, and the average initial rents for all proposed residential units will not exceed rents specified for for-profit affordable rental housing in the Development Cost Levy By-law. A rent roll would be provided indicating the agreed initial monthly rents for each rental unit, when the Housing Agreement is entered into, prior to development permit issuance and prior to DCL calculation during building permit.
  - (e) Such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may in their sole discretion require.

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

## **Environmental Contamination**

- 2.10 If applicable:
- (a) Submit a site profile to Environmental Services (Environmental Protection);

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

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

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

\* \* \* \* \*

**810 Kingsway**  
**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:

“810 Kingsway            [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 #]            810 Kingsway”

**810 Kingsway  
ADDITIONAL INFORMATION**

**1. Public Consultation Summary**

**List of Engagement Events, Notification, and Responses**

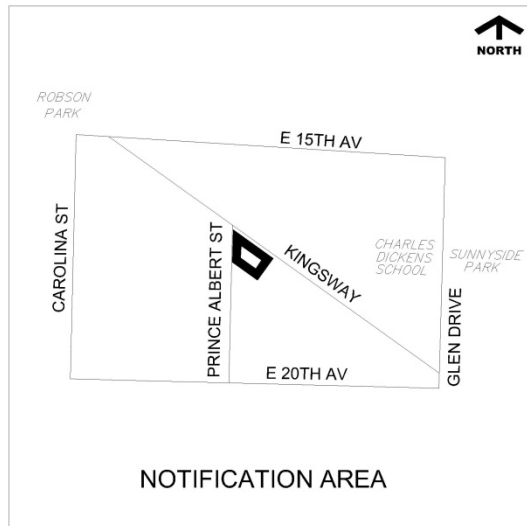
	Dates	Results
<b>Events</b>		
Pre-application open house (applicant led)	October 22, 2019	1 attendee
Virtual open house (City led)	July 6 – 26, 2020	272 participants (aware)* <ul style="list-style-type: none"> <li>• 101 informed</li> <li>• 12 engaged</li> </ul>
<b>Public Notification</b>		
Postcard distribution – Notice of Rezoning Application and Virtual Open House	July 3, 2020	1,315 notices mailed
<b>Public Responses</b>		
Pre-application comment forms	October 22, 2019	1 submittals
Online questions	July 6 – 26, 2020	3 submittals
Online comment forms <ul style="list-style-type: none"> <li>• via Rezoning Centre website</li> <li>• via Shape Your City platform</li> </ul>	April – July, 2020 June – September, 2020	1 submittal 13 submittals
Overall position <ul style="list-style-type: none"> <li>• support</li> <li>• opposed</li> <li>• mixed</li> </ul>	June – September, 2020	13 submittals <ul style="list-style-type: none"> <li>• 9 responses</li> <li>• 1 responses</li> <li>• 3 response</li> </ul>
Other input	April – September, 2020	1 submittal
<b>Online Engagement – Shape Your City Vancouver</b>		
Total participants during online engagement period	June – September, 2020	411 participants (aware)* <ul style="list-style-type: none"> <li>• 157 informed</li> <li>• 15 engaged</li> </ul>

*Note: All reported numbers above are approximate.*

\* The Shape Your City platform allows staff to capture more nuanced levels of engagement associated with the rezoning application, categorized as:

- **Aware:** Number of unique visitors to the application webpage that viewed only the main page.
- **Informed:** Visitors who viewed documents or the video/photo gallery associated with the application; *informed* participants are a subset of *aware* participants.
- **Engaged:** Visitors that submitted a comment form or asked a question; *engaged* participants are a subset of *informed* and *aware* participants.

## 1. Map of Notification Area



### Analysis of all comments received

Below is an analysis of all public feedback by topic and ordered by frequency.

Generally, comments of support fell within the following areas:

- **Building height, density and massing:** The proposed density along the Kingsway corridor is appropriate. Support for further density to accommodate more units was also noted by respondents.
- **Neighbourhood context:** The project would be a good addition to the neighbourhood as it would help bring in more businesses and make it a more viable place to live and work.
- **Affordable housing:** The provision of affordable housing is needed to make the city more inclusive for everyone. One respondent noted that more mid-rise rental development would be a good addition to Vancouver.
- **Building design:** The architectural design of the building is appropriate and well suited for the Kingsway area.
- **Commercial space:** The proposed restaurant space would help activate the street.

Generally, comments of concern fell within the following areas:

- **Building height, density, and massing:** The building height would be too high and not aligned with the neighbourhood context. One respondent would like to see a more human scale building.
- **Building design:** The long hallway on the west side of the building that connects to the parkade may create an unsafe experience for users.

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:*

- The outdoor amenity space is suitable and creates a good atmosphere.
- The townhouses are a great addition to the laneway as it will activate the area.
- The site is at a good location as it is along a major arterial with high pedestrian and traffic visibility.

*General comments of concern:*

- An adequate amount of rental buildings already exists in the area and their rents are very high. The project should be owner occupied.
- The proposed development does not have enough family units in a neighbourhood with a lot of families.
- More units proposed in this area would impact traffic.
- The building would overshadow the adjacent family homes and intrude on their privacy.

*Neutral comments/suggestions/recommendations:*

- More underground electric vehicle charging stations would make the proposal more sustainable.
- The neighbourhood needs a grocery store and more ethnic shops.
- Would like to have a public feature in the outdoor plaza instead of the private restaurant outdoor seating area.
- More landscaping would be preferred.
- The commercial space is good but the layout could be better designed.
- The developer should be given more incentives to attract services to make the neighbourhood more walkable and self-sufficient.
- While the development promotes proximity to public transit, the current buses are at capacity. The developer should work with the City and TransLink to increase bus services.

## 2. Urban Design Panel

The Urban Design Panel (UDP) reviewed this application on August 19, 2020. The application was supported with recommendations.

### **EVALUATION: Support with Recommendations (10-0)**

Rezoning Planner, Jim Spillane presented the rezoning application at 810 Kingsway under the Secured Market Rental Housing Policy, known as Rental 100. Jim began by providing an overview of the site and surrounding context. He concluded his presentation with a description of the site and a summary of the rezoning proposal.

The site is located on the south side of Kingsway, between Prince Albert Street to the west and St Catherines Street to the east. The site is currently zoned C-2 and is developed with a one-storey commercial building and an at-grade parking lot. It is located on the number 19 bus route through to Stanley Park, which is part of TransLink's Frequent Transit Network. The site has a frontage of approximately 244 ft. along Kingsway, and it has a depth of 122 ft. The area of the site is approximately 2,300 sq. m. (24,800 sq. ft.). Across Kingsway to the north are low-rise commercial buildings. The properties to the east are four-storey mixed use buildings. To the south across the lane are two single family homes zoned RS-1 and to the west is a small scaled church.

The Rental 100 policy allows for consideration of mid-rise forms of up to 6 floors at this location. This policy does not provide an FSR cap, however these projects commonly range from 3.2 to 3.7 FSR.

The proposal is to rezone the site from C-2 to CD-1, for a six-storey mixed use building with 108 secured market rental units and commercial use at-grade. It proposes an FSR of 3.62 and a maximum height of 72 ft. (22m). It contains 2 levels of underground parking with 95 vehicle parking spaces and 195 bike parking spaces.

Development Planner, Derek Robinson, gave a brief description of the proposed project before concluding with Staff questions for the Panel.

Derek began by presenting the ground floor plan of the project with a proposed restaurant and café at the corner, several CRUs along Kingsway, townhouses at the lane and two residential entries; including an enhanced public lobby space intended to integrate the commercial and residential uses.

On the second level plan, the proposed common indoor and outdoor amenity with southern exposure utilizes the townhouse roof deck fronting the lane. On this elevation it shows the applicant has taken steps to break up the façade length along Kingsway. Staff is seeking comments from panel on this as the proposed building length is approximately 223 ft.

Regarding the full six-storey corner expression, Staff is seeking comments from the panel on whether this corner could be further enhanced given the unique sightlines created by Kingsway's geometry.

Regarding the modest open space on the corner intended to transition from public to private, Staff is seeking comments from panel on whether the open space is effective or is there



opportunities to further enhance it; with the understanding that the design is also negotiating grade as elevation slopes down to the lane.

Staff is seeking comments from panel on the interface with the two triangular shaped RS-1 properties across the lane. On the slide presented, the proposal relative to the typical C-2 envelope shown in red, it was noted the proposed building pulls back further off the lane than typical C- 2.

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

1. Please comment on proposed height, form and massing, including:
  - a) Long frontages along Kingsway and the lane,
  - b) Visually prominent north-west corner and interface with plaza space, and,
  - c) Residential interface to the south.
2. Please comment on pedestrian interest and public realm development, including:
  - a) Corner plaza,
  - b) Variety of ground floor storefronts, and,
  - c) Site grading around the corner.
3. Please comment on architectural expression, materiality and colour, to be explored at future development stages.

The planning team then took questions from the panel.

Applicant's Introductory Comments:

This project is close to transit on Kingsway and Fraser and two blocks away from a bike route. The geometry of this site is unique given the intersection of Kingsway and Prince Albert. There are two single family homes to the south west of the site. The concept is to emphasize the four-storey street wall to transition to the existing four storeys on the east, to recess the volume and to create a six-storey corner element; to take advantage of the flat iron corner and help create some roof line variations along the length of the block. The applicant is trying to emphasize the shared lobby by breaking up the massing in the middle of the building, a break in the in-fill building in the middle and then the corner element.

The frontage on Prince Albert Street is shorter, breaking it in to smaller volumes. Because of the orientation and oblique intersection the townhomes there is a nice frontage rather than directly looking into garages which is common with C-2 type sites.

Regarding the lane, applicant tried to keep form as simple as possible to create some clarity between the elements and introduce a vertical rhythm; to represent the townhouses on a smaller scale while keeping the overall form simple.

The Plaza is an opportunity for an extension of the restaurant space. The plaza would wrap around the side of building. Given the grade change the proposal will need some space for a landscape buffer to help mitigate the grade change.

There is a secondary lobby that is private and only for residents use. It will give people the option to access the townhouses without having to interact with the communal aspect of the main public lobby. The townhouses are raised from the lane for privacy with planter buffers to help keep the separation.

The outdoor amenity area on the podium is southwest-facing, centrally located and convenient. There is an opportunity for planting, urban agriculture, children's play, and an indoor amenity area which is located adjacent to the main core of the building.

The applicant then presented the concept of the shared lobby space. The objective with this proposal is to redefine relationship and functionality between commercial and residential uses. To achieve this objective, the applicant is proposing to integrate a public lobby with the adjacent lobby space similar to a café or bar in a hotel. Public lobby on the ground floor will have a direct connection to the adjacent retail café. The permeable connection between the retail and residential uses is intended to create opportunities for connections between commercial tenants, their customers and residents.

The combination of programmed and un-programmed space in the public lobby is intended for public use, social interactions and work. The lower lobby allows for private access to the upper residential floors and townhomes. To achieve the connection of the public lobby, the main entrance is off of Kingsway and the secondary entrance is off Prince Albert St. Applicant presented the materiality and palette to emphasis the massing elements.

All street trees have been retained on Kingsway and two more have been added along Prince Albert St. Inside the property line along Kingsway there are concrete unit pavers to help distinguish between the on-site and off-site and to draw attention to the CRUs. At the public lobby entrance there is a change in colour of the paver, as well as bike parking, concrete and a timber bench, additional bike parking also is provided along the CRU frontage. On the corner of Kingsway and Prince Albert St. there is the public plaza, connecting to the restaurant. There is a small patio seating area on the one side and some landscape is provided to make some of the grade difference. Applicant noted there will be some challenges to keeping that useable. Along Prince Albert St. there is additional planting, shrub and tree planting along the building and at the corner there is a lane way and on Prince Albert St there is the other accessible residential lobby. Townhouse lobby is a long the lane way, each one has a concrete unit paver patio and a planting buffer to separate it from the lane way.

Up on the podium is the main amenity space with the barbeque, removable seating and adjacent indoor amenity space. Both of these spaces are to be used as one to have a nice flow from indoor to outdoor. There is also a play area with rubber surfacing for children play, urban agriculture and a secluded seating area. The remaining podium is a larger patio with a planting buffer and raised concrete planters and additional seating outside of those planters and additional planting on the south side providing privacy overlooking the lane.

Panel's Consensus on Key Aspects Needing Improvement:

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

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

- Explore increasing size of the corner outdoor plaza.
- Improve the amount of indoor and outdoor amenity space for residents.
- Explore a finer grain expression of the town house typology on the lane and review the heavy parapet at the top of the town house block.

Panel Commentary:

- Panel supports the proposed height, form and massing
- Panel noted the frontage along Kingsway was well handled - it was well broken up and nicely proportioned.
- Panel noted no concerns with residential interface to the south.
- Panel noted north-west corner and interface with plaza space could be increased in size and developed further. Consider pushing back the storefront to gain more plaza space.
- Panel supports the variety of ground floor storefronts and sizes.
- Panel noted the grading at the corner is well handled.
- Panel felt the flat iron corner is well handled.
- Panel supportive of architectural expression, materiality and colour.
- Design development to further increase the size of the indoor and outdoor amenity spaces. The panel felt that the rooftop was undeveloped (as a common amenity space) is a lost opportunity.
- Panel suggests sacrificing private patio space and planting area at the amenity podium to give more communal outdoor space to residents. Extend programming all the way to the east of the podium.
- Design development to explore vegetation on roof.
- Design development to the townhouse expression at the lane, other facades of the building have been well handled, but this one is the least accessible, Panel suggests more articulation along here.
- The panel was very supportive of the material palette being considered. The brick is excellent. The earthy façade with the metal paneling behind is subtle but compelling.
- The brick and fenestration pattern is cohesive and strong.
- The panel liked the shared common café/lobby space. The panel liked the subtle quiet expression of the second residential lobby on Prince Albert.
- The panel felt that the proposal is very well resolved for a rezoning and suggested to City staff that it not be seen again at panel.

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

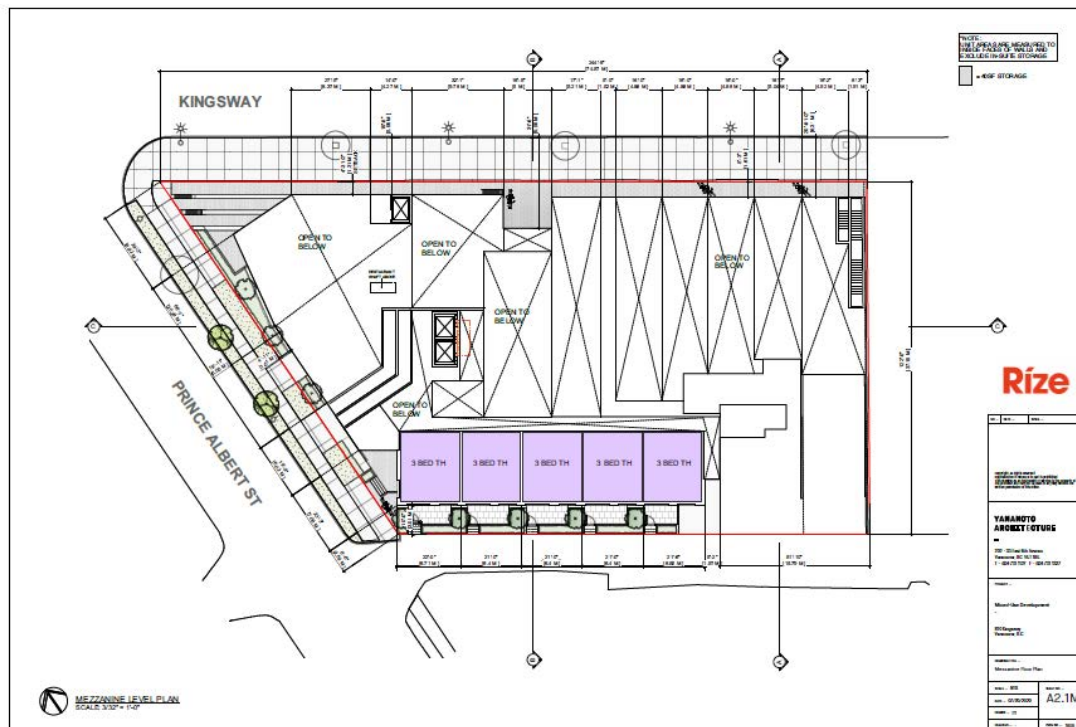
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# 810 Kingsway FORM OF DEVELOPMENT DRAWINGS

## Site Plan / Ground Floor Plan



## Mezzanine Floor Plan



## Level 2 Floor Plan



### Level 3 and 4 Floor Plan



Level 5 Floor Plan

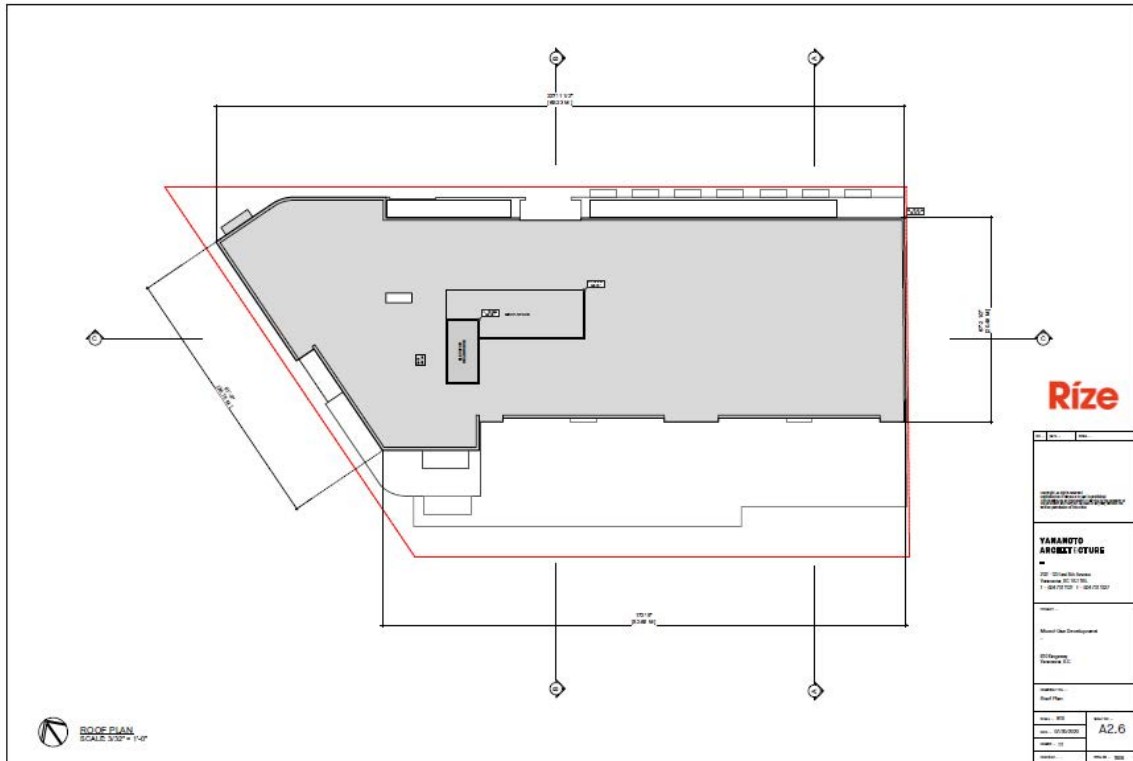


Level 6 Floor Plan

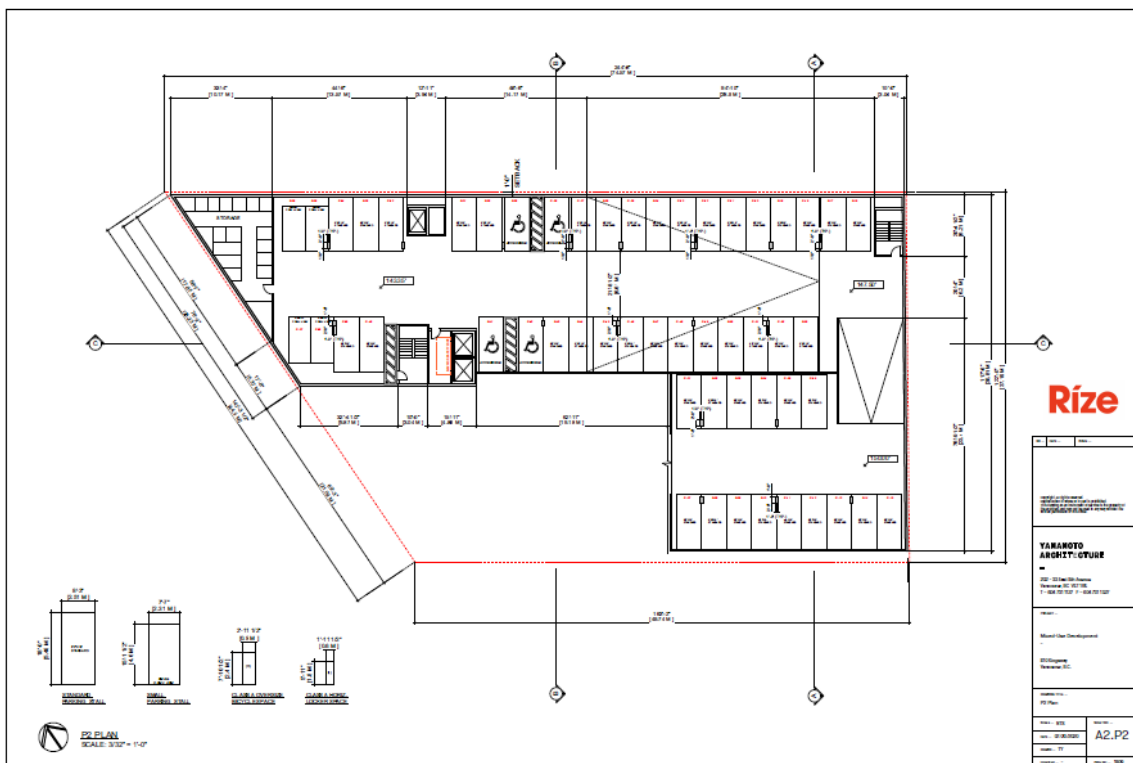




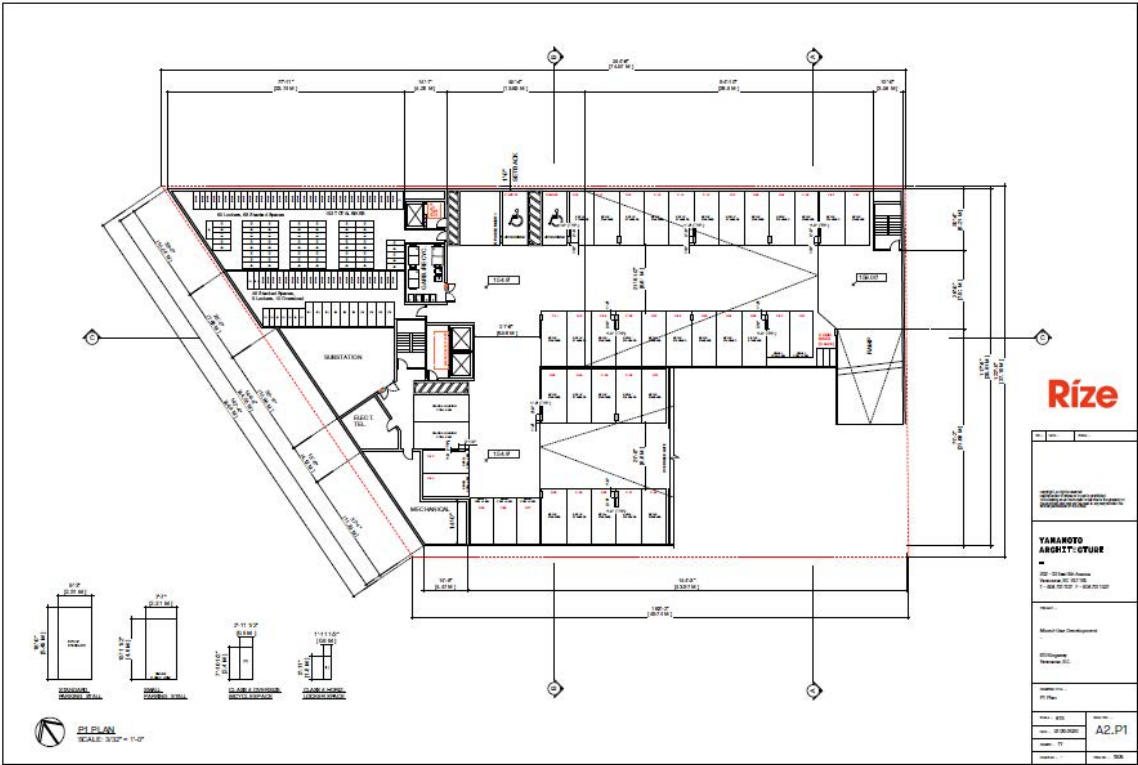
## Level 7 Rooftop Plan



## Level P2 Plan



Level P1 Plan



Streetscape Elevations

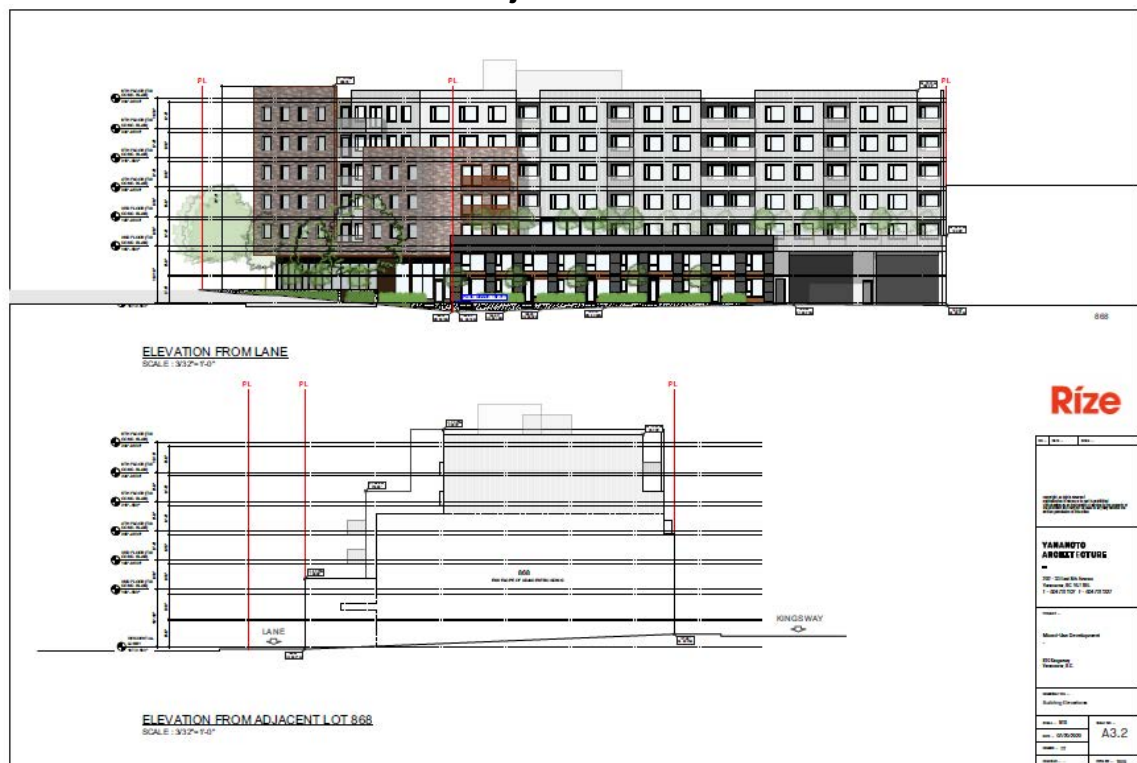




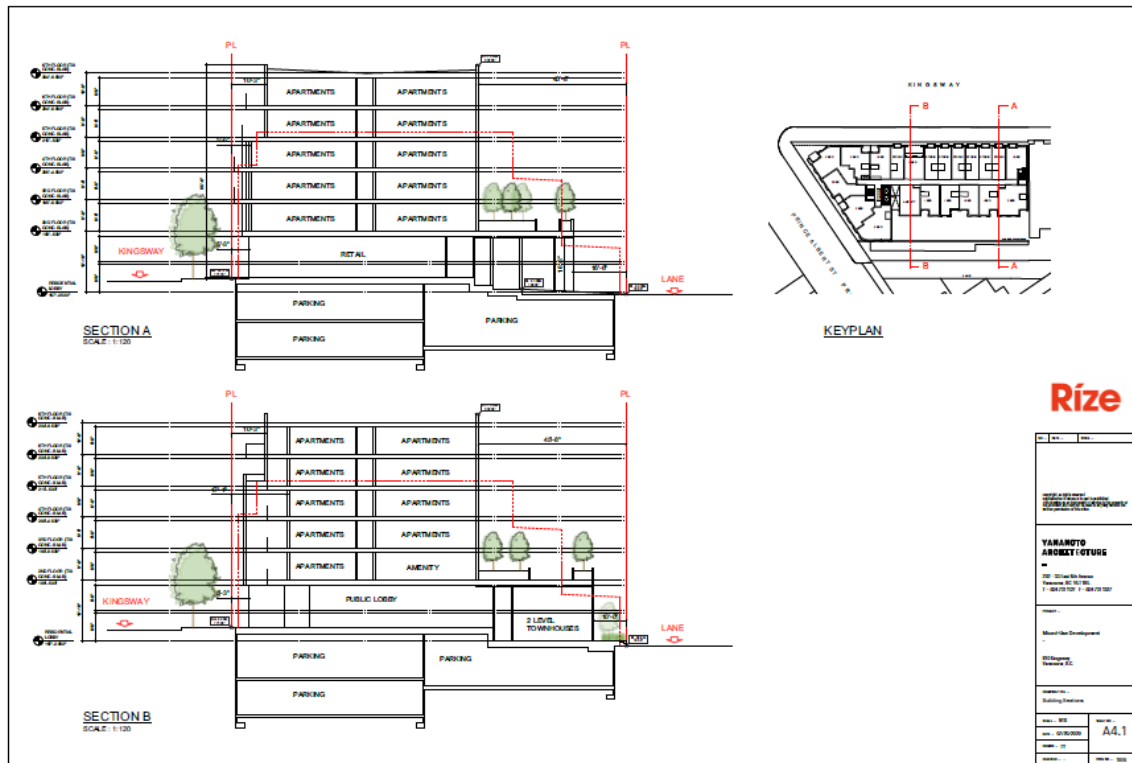
## Kingsway and Prince Albert Street Elevations



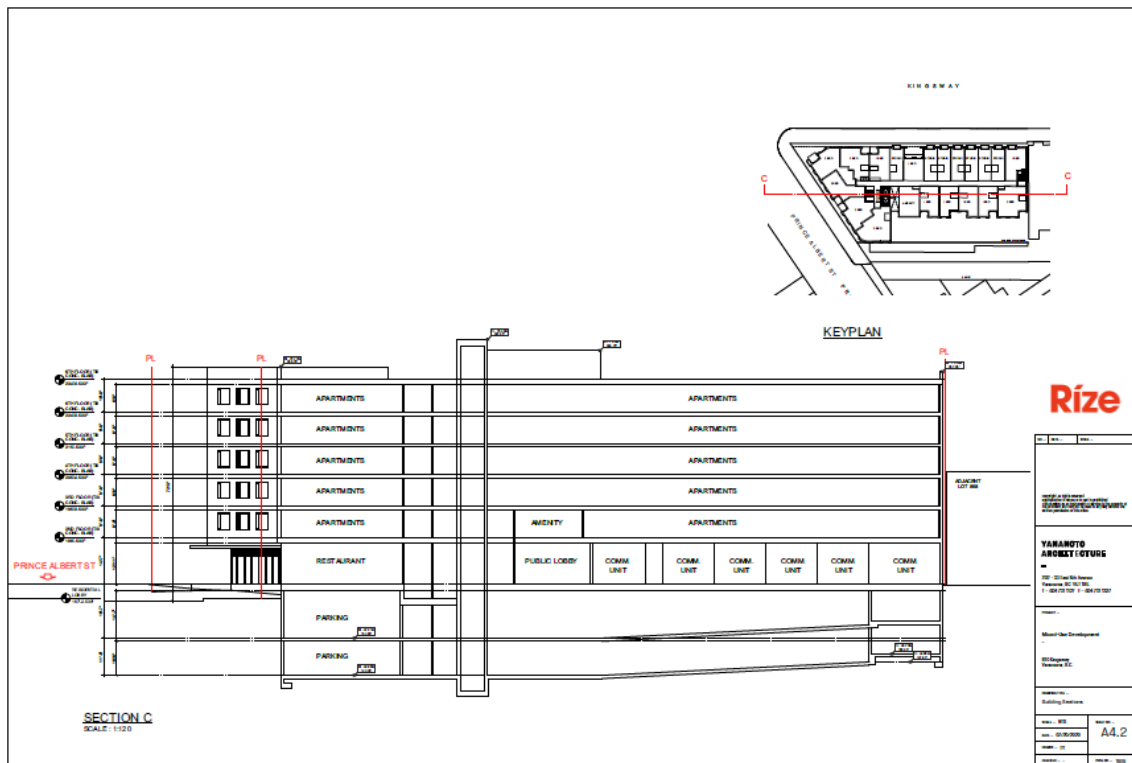
### Lane and Adjacent Lot Elevations



## Section - North-South



## Section – East-West



### Ground level landscape plan

## Shadow Studies



**810 Kingsway  
PUBLIC BENEFITS SUMMARY**

**Project Summary:**

Six-storey, mixed-use building with 108 secured rental units and commercial uses at grade.

**Public Benefit Summary:**

The proposal would provide 108 secured rental housing units through a Housing Agreement for the life of the building or 60 years, whichever is longer. The project would also contribute a DCL payment for the commercial and residential floor area.

	Current Zoning	Proposed Zoning
Zoning District	C-2	CD-1
FSR (site area = 2,305.5 sq. m. (24,816 sq. ft.))	2.5	3.65
Buildable Floor Space (sq. ft.)	62,040	89,834
Land Use	Mixed-use	Mixed-use

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

City-Wide DCL <sup>1,2</sup>	\$1,587,903
City-Wide Utilities DCL <sup>1,2</sup>	\$846,322
<b>Total</b>	<b>\$2,434,225</b>

**Other benefits (non-quantified):** 108 rental housing units secured for the longer of 60 years and the life of the building.

<sup>1</sup> Based on rates in effect as of September 30, 2020; rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection, see the City's [DCL Bulletin](#) for details.

<sup>2</sup> The proposal is currently not eligible for a DCL waiver for the residential floor area of the proposal. However, as the proposal is exempt from CACs, the applicant will have the option to modify its proposal to meet the requirements for a DCL waiver under the DCL By-law at the development permit stage and apply for a DCL waiver.

\* \* \* \* \*



## 810 Kingsway APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

### PROPERTY INFORMATION

Street Address	Property Identifier (PID)	Legal Description
810 Kingsway	015-622-738	Lot A (Reference Plan 1671) of Lots 1 and 2, Block 79 District Lot 301 Plan 187
	015-622-771	Lot B (Reference Plan 1282) of Lots 1 and 2, Block 79 District Lot 301 Plan 187
	015-622-819	Lot 3, Block 79 District Lot 301 Plan 187
	015-622-835	Lot 4, Block 79 District Lot 301 Plan 187

### APPLICANT INFORMATION

<b>Applicant/Developer</b>	Rize Alliance Lands Ltd.
<b>Property Owner</b>	Sammy's Carpets & Hardwood Ltd.
<b>Architect</b>	Yamamoto Architecture Inc.

### SITE STATISTICS

<b>Site Area</b>	2,305.5 sq. m. (24,816 sq. ft.)
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### DEVELOPMENT STATISTICS

	Permitted Under Existing Zoning	Proposed
<b>Zoning</b>	C-2	CD-1
<b>Uses</b>	Mixed-Use	Mixed-Use
<b>Max. Density</b>	2.5 FSR	3.65 FSR
<b>Floor Area</b>	5,763.7 sq. m (62,040 sq. ft.)	8,348.9 sq. m (89,867 sq. ft.)
<b>Maximum Height</b>	13.8m (45.3 ft.)	22 m (72.2 ft.)
<b>Unit Mix</b>	N/A	<b>Market Rental</b> Studio      34 1-bed        36 2-bed        30 3-bed        8 <hr/> <b>Total        108</b>
<b>Parking, Loading and Bicycle Spaces</b>	Per Parking By-law	Vehicle Parking spaces – 99 Class A Bicycle spaces – 196 Class B Bicycle spaces – 3 Class B Loading Space – 2 Class A Loading Space – 2
<b>Natural Assets</b>	<b>Existing:</b> 0 on-site trees at grade 5 off-site City-owned trees	<b>Proposed (including existing):</b> 0 on-site trees at grade 7 off-site City-owned trees

\* \* \* \* \*