

PROJECT TEAM

Alliance has assembled a qualified team.

ALLIANCE | PARTNERS

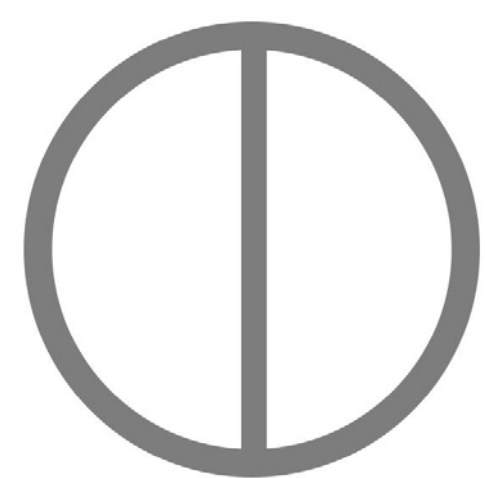


ALLIANCE PARTNERS | DEVELOPER

As a real estate developer, builder and member of the community, we see what we do a little differently than most. Founded by a self-made entrepreneur, we are guided as much by social responsibility as we are by creating distinctive, meaningful work spaces and commercial projects.

GBL ARCHITECTS | ARCHITECTURE

GBL Architects is a Vancouver based architectural firm with over 35 years of local experience; we are leaders in residential, commercial and mixed-use design, as well as complex multi-phased master planned developments.



CONSIDERED DESIGN | LANDSCAPE ARCHITECTS

Considered Design Inc is a studio based design practice specializing in the creation of landscape defined by the process of conceiving, detailing, constructing and enjoying. Julian Pattison and Alison Magill lead the company and are award winning Landscape Architects/Designers based in Vancouver, BC.



BUNT & ASSOCIATES | TRANSPORTATION CONSULTANTS

Founded in 1993, Bunt & Associates is one of the largest specialist transportation and engineering consulting companies in Western Canada. Their strengths lie in providing enterprising solutions to urban transportation planning challenges and in assisting their clients in attaining project goals.



KANE CONSULTING

KANE CONSULTING | SUSTAINABILITY CONSULTANTS

Kane Consulting Partnership is an experienced team of sustainability consultants and Engineers that specializes in helping to build and operate better, smarter buildings. By utilizing the benefits of location, passive strategies and technology, individual buildings and communities improve their use of natural resources and in turn, reduce their environmental footprint.

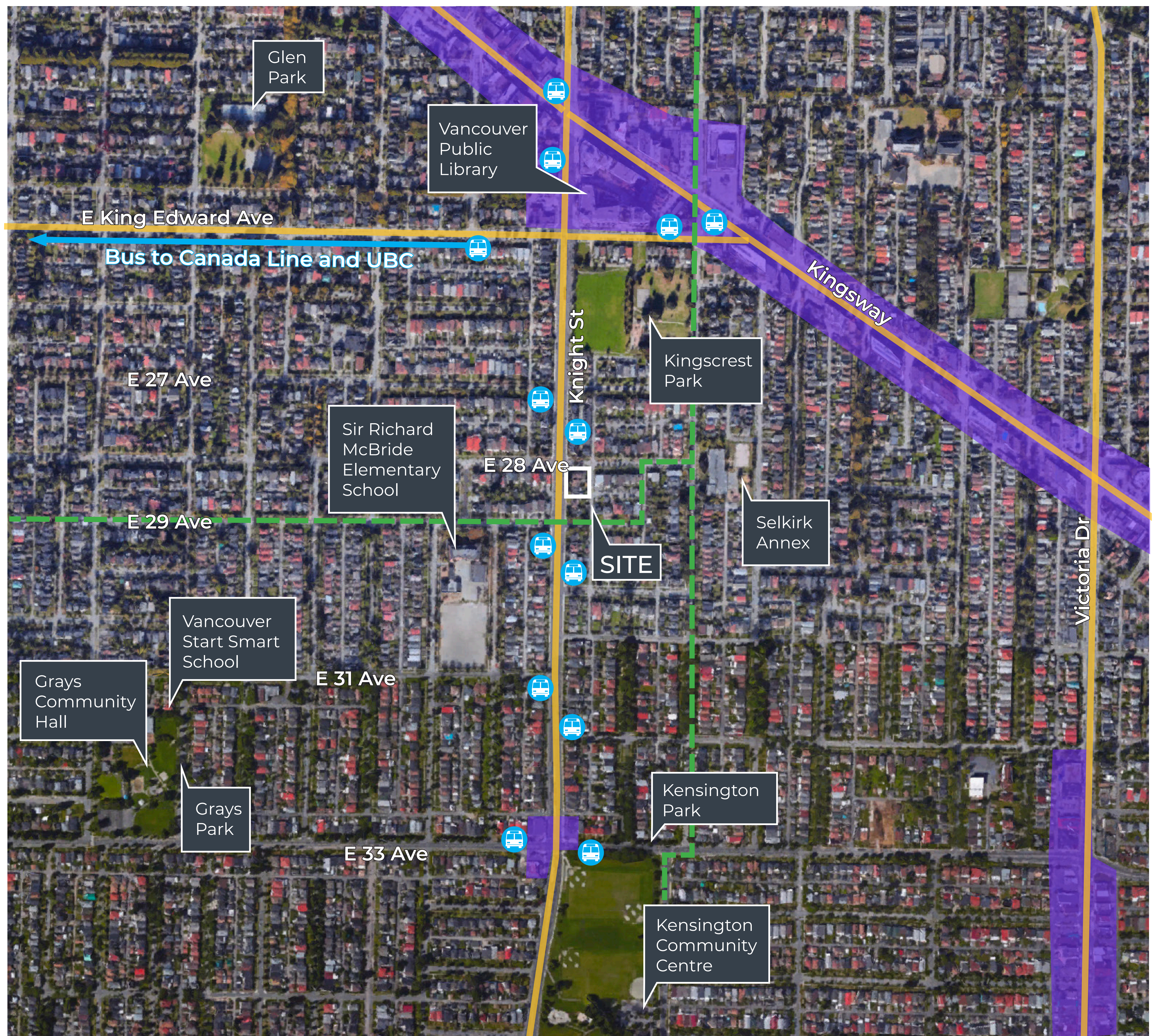




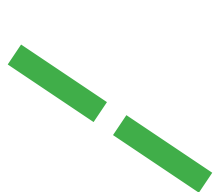

POONI GROUP | PLANNING CONSULTANTS

Pooni Group is a leading urban planning and land development consultancy based in Vancouver, Canada. Their team of skilled planners and professionals bring industry-leading knowledge, strong community relationships and a solid understanding of local perspectives.

AREA CONTEXT

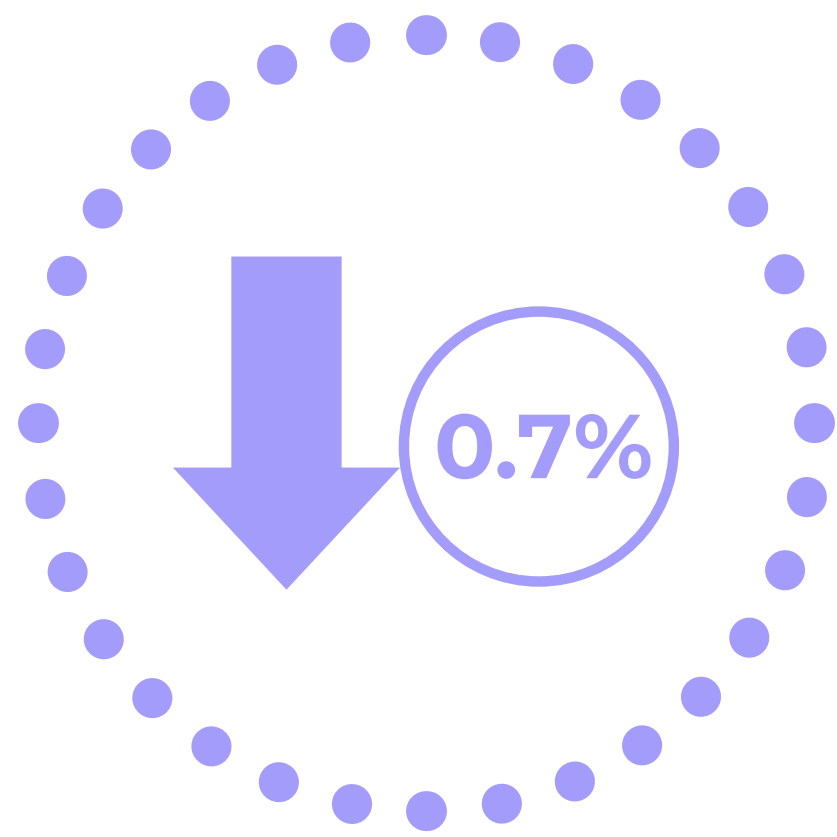
The site is located in the Kensington-Cedar Cottage neighbourhood and is in close proximity to shopping, transit, and a number of community amenities.



 Frequent Transit Network  Bus stop  Bikeway  Commercial Shopping Areas

HOUSING SNAPSHOT

New rental housing is critical with a low vacancy rate, and a limited, aging supply in Vancouver and Kensington-Cedar Cottage.



Low Rental Vacancy

The City of Vancouver's rental vacancy rate remains low at 1.0%, but the Cedar Cottage neighbourhood vacancy rate is even lower at 0.7%.¹ In other words, in 2019, for every 1,000 rental units in this area, only seven were empty and available for rent.



Limited Rental Supply

In the Kensington-Cedar Cottage neighbourhood, there is very little existing rental supply. Only 11% of the total housing supply is purpose-built rental, compared to 25% in Vancouver overall.²



Aging Rental Buildings

Existing rental housing in Cedar Cottage is aging, over 67% of the rental units were constructed almost 40 years ago.³



Family-oriented rental units needed

According to the Canadian Mortgage and Housing Association data collection from 2018, there are only 237 two-bedroom rental apartment units, and 19 three-bedroom rental apartment units in all of Kensington-Cedar Cottage.⁴

¹[Canadian Mortgage Housing Corporation, Housing Portal, 2019]

²[City of Vancouver, Housing Vancouver Annual Progress Report, 2019]

³[Canadian Mortgage Housing Corporation, Housing Portal, 2019]

⁴[Canadian Mortgage Housing Corporation, Housing Portal, 2019]

THE PROPOSAL

The proposal includes a 6-storey mixed-use rental building with approximately 10 ground-floor live/work rental homes and 62 purpose-built market rental homes.

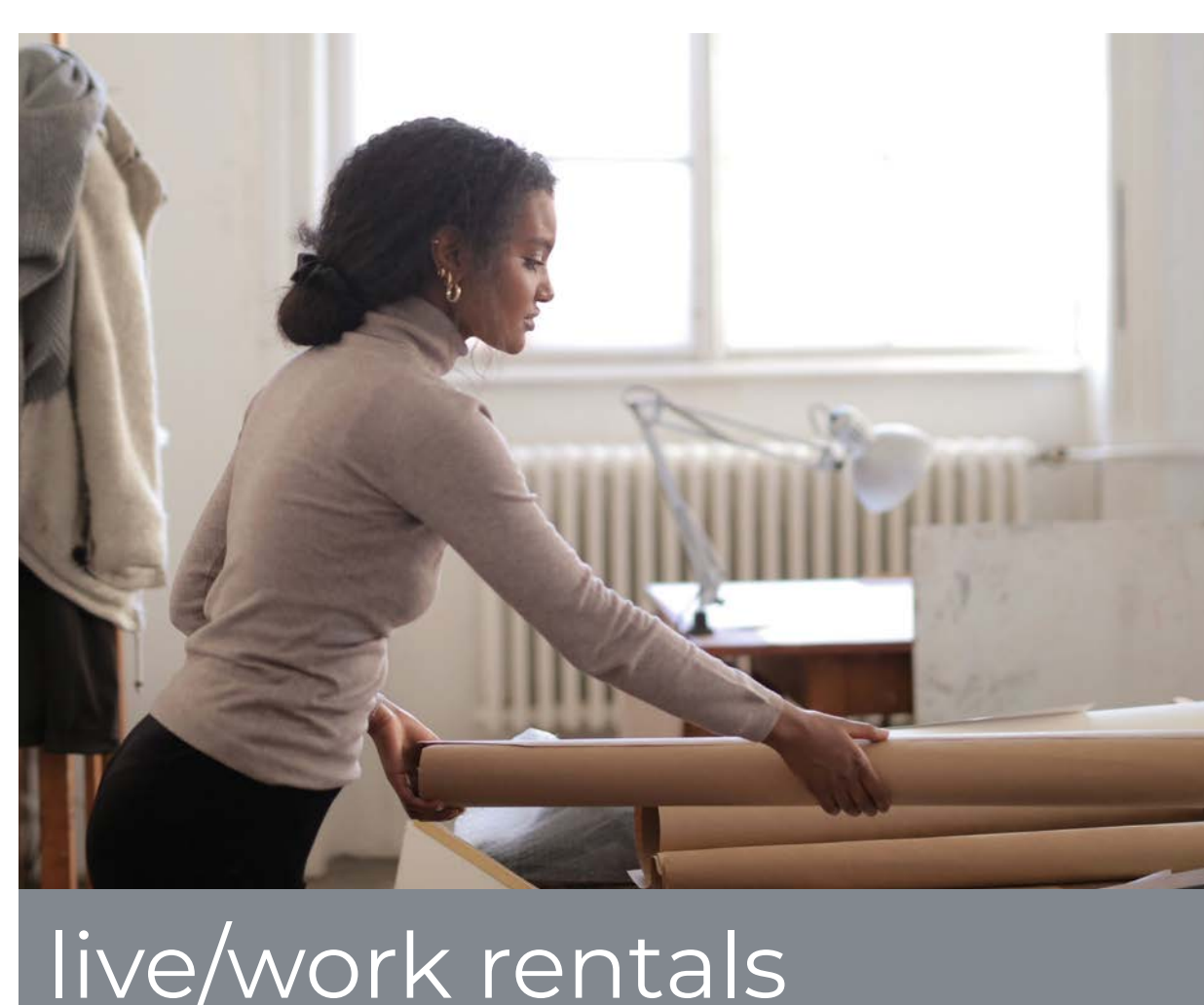
The proposal has been submitted under the Affordable Housing Choices Interim Rezoning Policy, which permits mid-rise forms up to 6-storeys on sites located on arterial streets and streets with frequent transit.



View looking southeast from corner of East 28 Avenue + Knight Street

Since the initial pre-application open house, the proposal design has been refined and now includes the addition of ten ground-floor live/work units in lieu of commercial space.

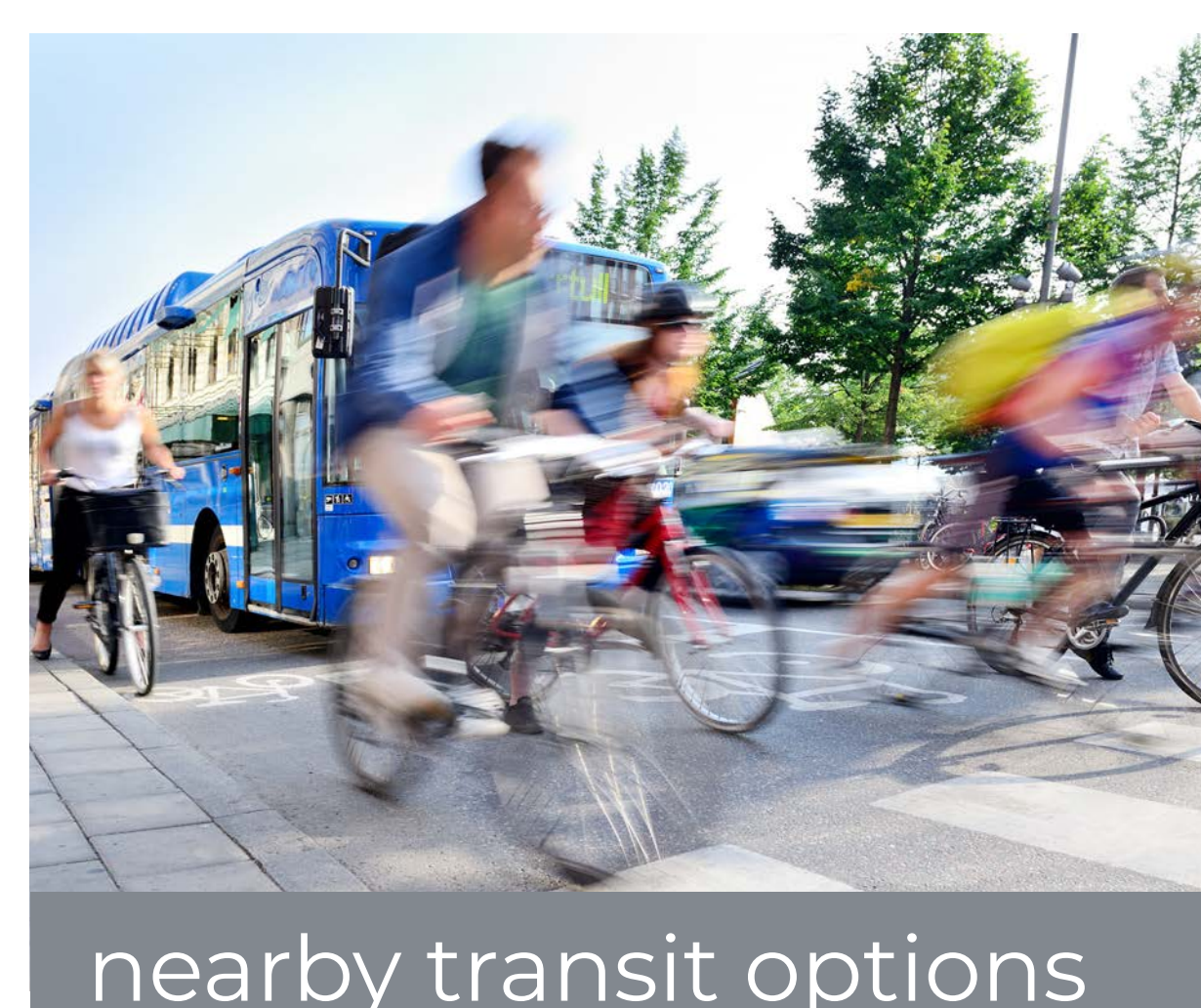
The proposal will provide new housing options for families, workers, and seniors within walking distance of transit, shops, services, and amenities. The proposal also features:



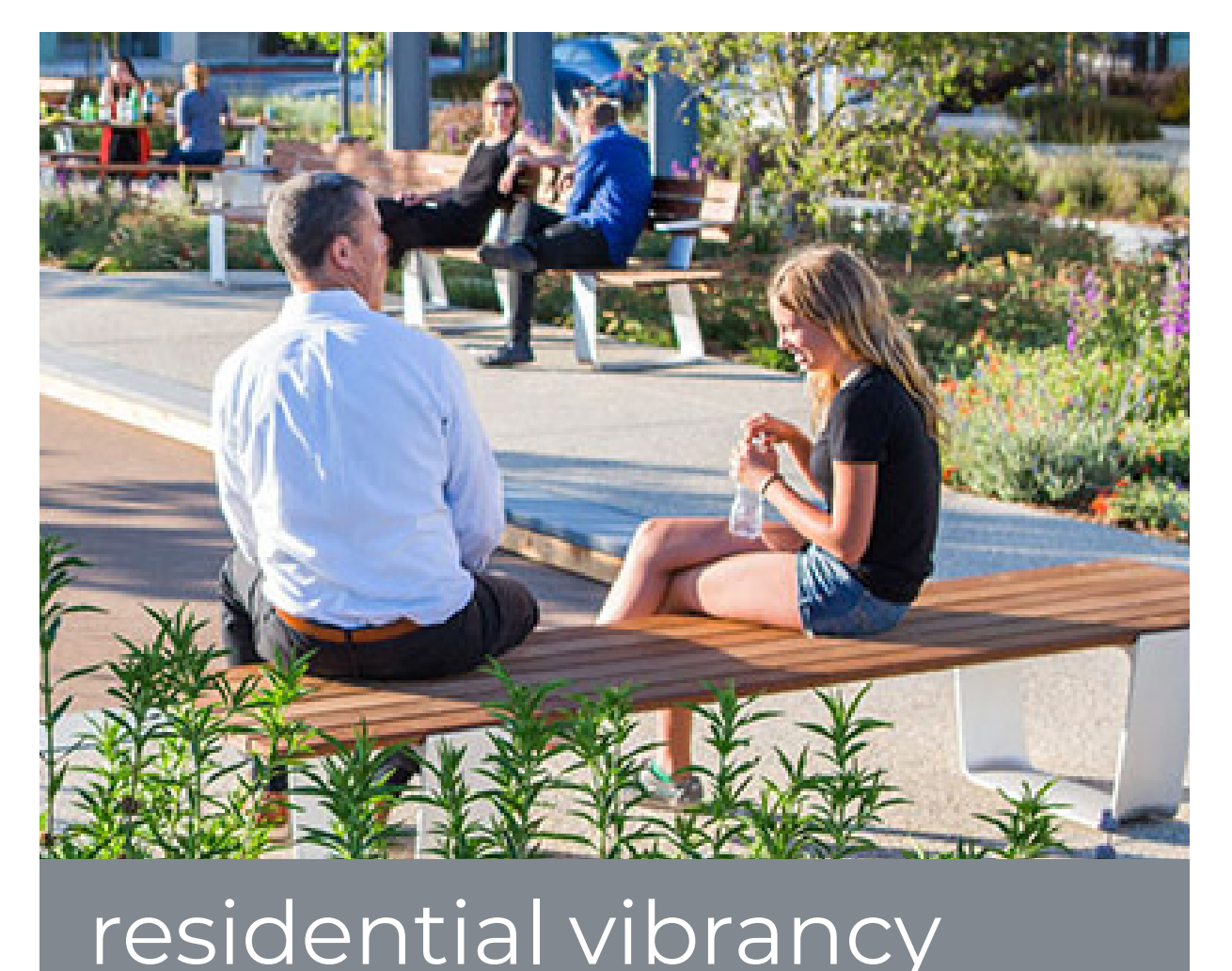
live/work rentals



family-sized homes



nearby transit options



residential vibrancy

PROPOSAL BENEFITS

The proposal brings a number of benefits to the Kensington-Cedar Cottage community.

The proposal will provide new rental housing and live/work opportunities, encourage sustainable transportation options, and support the creation of a complete community.



Secured rental housing for families, workers, and seniors.

Kensington-Cedar Cottage needs new rental homes as indicated by a very low 0.7% rental vacancy rate. This proposal will provide 72 new rental homes to help new and existing residents who may struggle to find housing in this community.



New flexible live/work options to support home-based businesses

Support for small businesses is needed. Ten new live/work secured rental units will provide flexible options for home-based, local businesses, emerging artists, and first time entrepreneurs. This also provides a gentle transition from commercial to residential uses.



Close to transit, schools, parks, and other community amenities

The site is located on a major transit route and within walking, cycling, and transit distance to many community amenities. This central location encourages residents to choose sustainable forms of transportation.

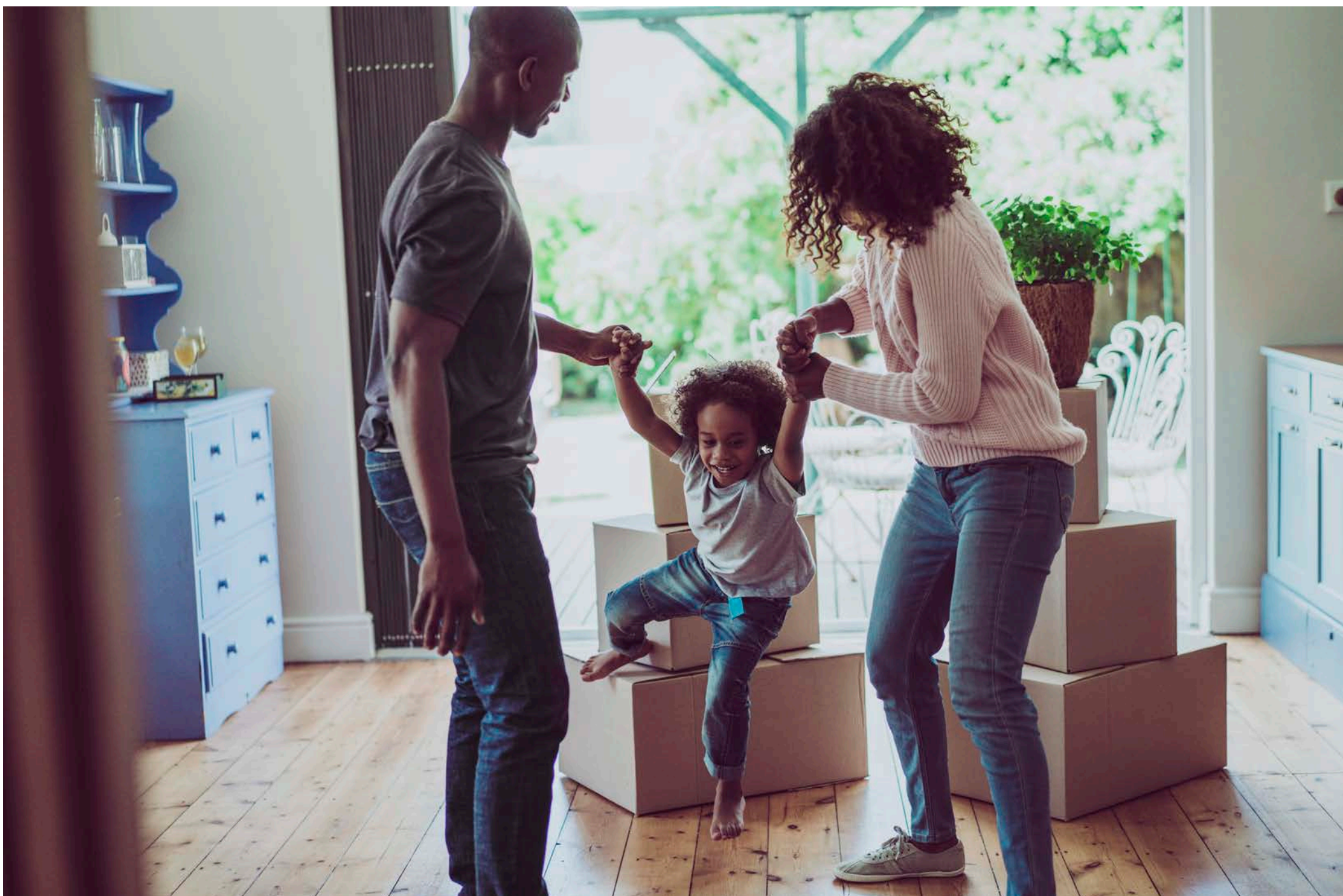


Helping create a complete, inclusive, and vibrant community

Homes for new residents and home-based businesses will support the creation of complete communities. This will also help to support existing businesses, add pedestrian presence and increase the street vibrancy.

RENTAL HOUSING

The proposal includes approximately 72 new purpose-built rental homes which will provide residents with a wider range of options.



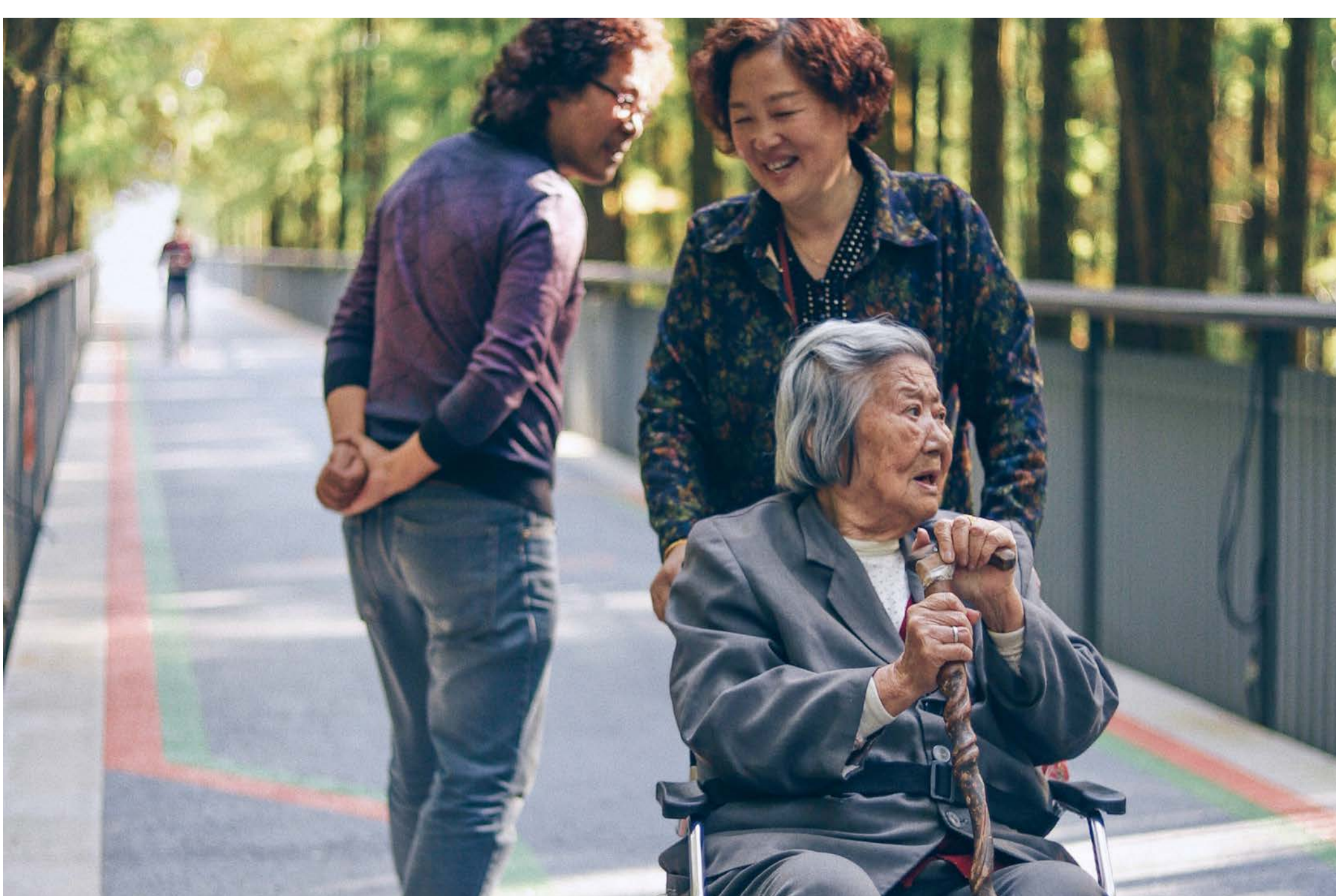
New rental suites

Much of the purpose-built rental in Vancouver was constructed in the 50s, 60s, and 70s. New rental apartments will provide more modern rental housing options that include amenities like elevators and universal design standards for accessibility.



Housing tenure options

The majority of the housing in Kensington-Cedar Cottage is single detached housing. The proposal will provide rental housing options for people to downsize and for families and individuals looking to rent in the community.



A mix of housing types and sizes

The proposal includes studios, one, two, and three bedroom homes, which will accommodate health care and service industry workers, downsizing seniors, and families. The live/work options will provide new spaces for people with small, home-based businesses. Additionally, approximately 36% of the homes in the proposal are family-oriented.

LIVE/WORK OPTIONS

New live/work secured rental units will help support the transition from commercial to residential while offering opportunities for small home-based businesses.

In response to feedback from the community our proposal now includes ten ground-floor live/work rental units in lieu of commercial space. These rental units will provide flexible spaces for small home-based businesses.

Support for small businesses

Live/work provides flexible options for people looking for a more affordable space to operate their home-based businesses. These spaces are important for emerging artists, first time entrepreneurs and family-run businesses.



Work from home

The impact of COVID-19 has revealed a new need for options for people to work from home. New live/work rental spaces are becoming increasingly important as people are looking for more low risk options start home-based businesses.



Transition from commercial to residential

The live/work units will provide opportunities for home-based businesses to operate near an existing commercial hub, while providing a low impact, gentle transition from commercial to residential areas.



CONNECTIVITY

The site is well connected to community services, amenities, transit, and cycling infrastructure.

Transit Connectivity

The site is located on an arterial network which provides connectivity within the city and regionally. The site is an 11-minute bus ride from the King Edward SkyTrain Station and a 45-minute bus ride from UBC, making it an ideal home for students or working professionals.



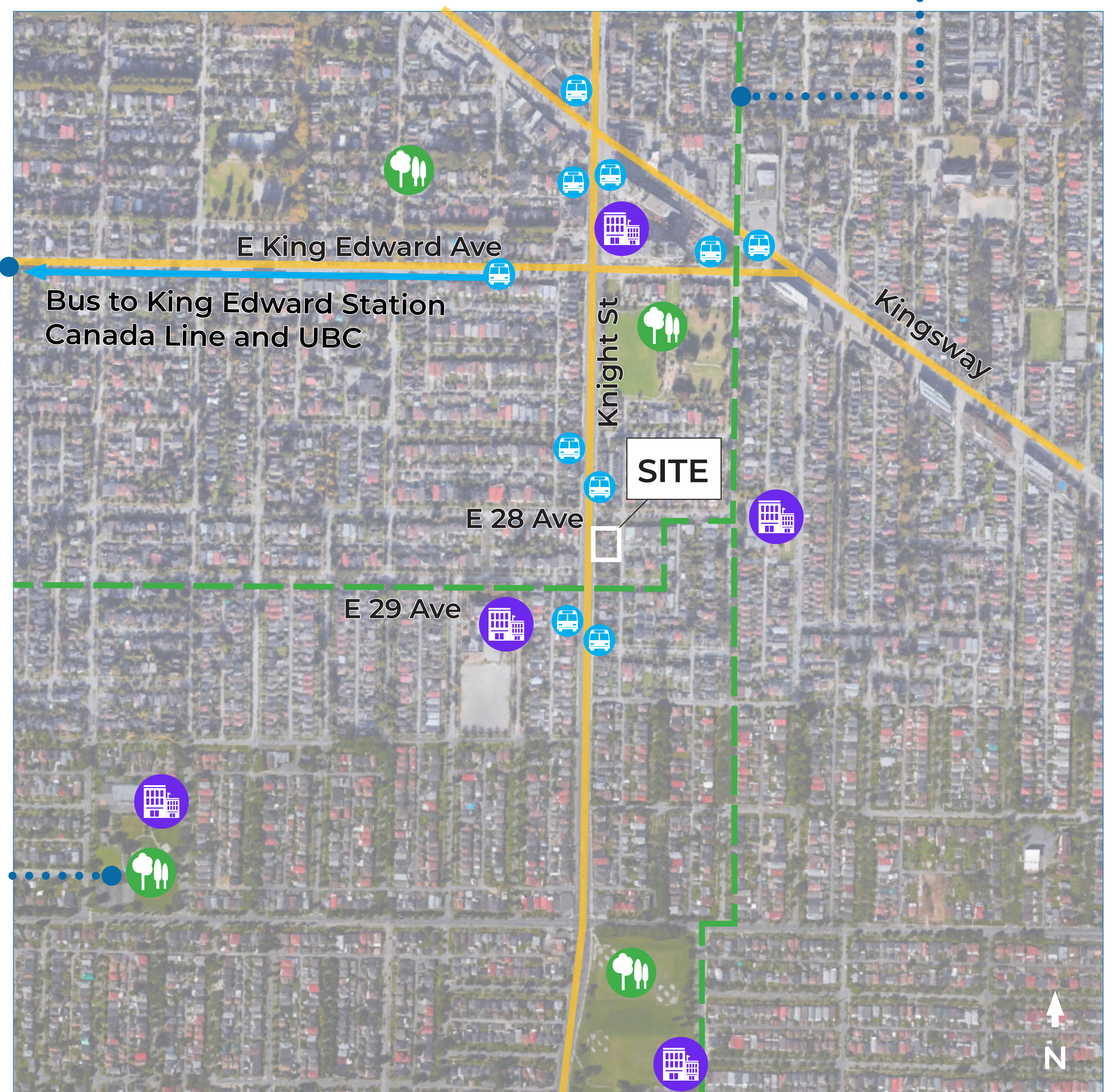
Cycling and walking

Bike routes, as well as other amenities and retail options are located in close proximity of the site, which encourage residents to opt for sustainable transportation options such as walking and cycling.



Parks, Schools, & Libraries

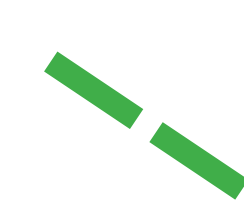
The neighbourhood is home to parks, schools, a community centre and a public library, which provide invaluable resources to families, seniors, and students.



Frequent Transit Network



Bus stop



Bikeway



Park



School, Community Centre or Public Library

TRANSPORTATION

The proposal complies with the City of Vancouver's policy *Transportation Demand Management for Developments in Vancouver*. This policy includes guidelines for managing transportation demand and strategies to lessen reliance on single occupancy vehicles.

Alliance has engaged Bunt & Associates Engineering to assess the transportation considerations needed for the proposal.

Traffic Flow + Underground Parking Access

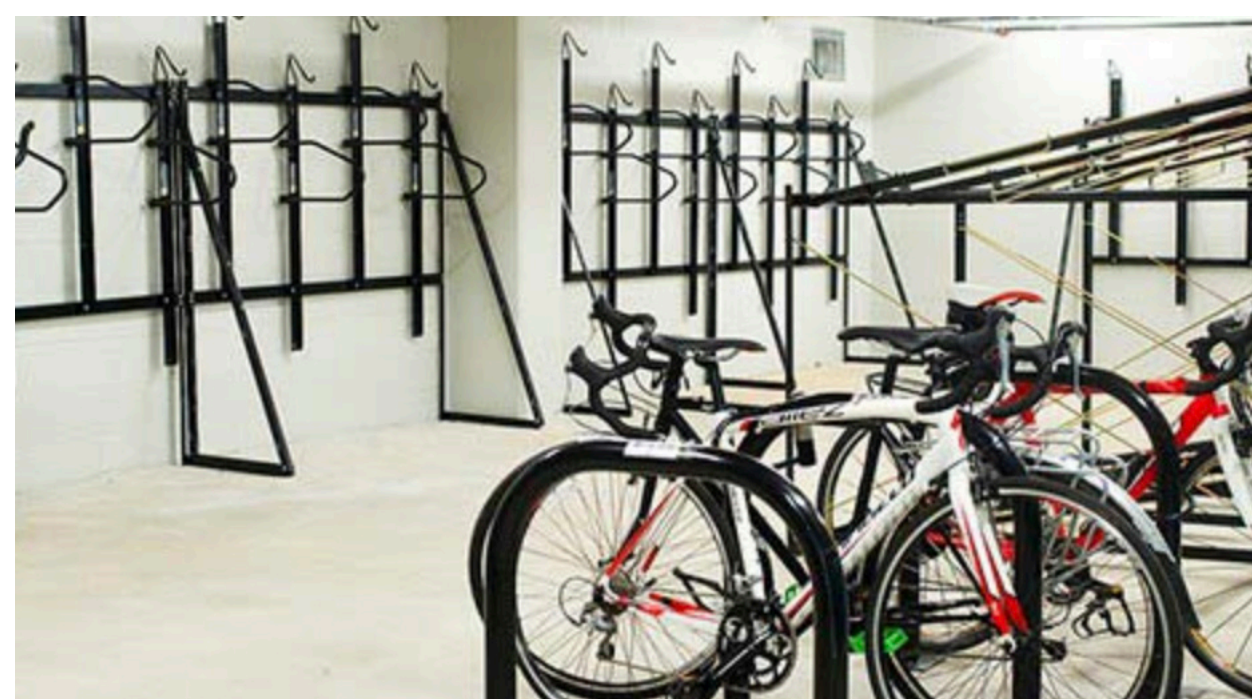
The underground parking access is located on the east lane which enables efficient traffic flow in and out of the parking. This access is aligned with the existing east-west lane to reduce impact to neighbours.



View of the rear lane located on the east of the building

Parking + Additional Transportation Demand Measures

The proposal seeks to provide 26 parking stalls and 161 bike stalls. The site is well situated for multiple modes of transportation as it is close to shopping and amenities, on a Frequent Transit Network, and at the intersection of two cycling routes on Dumfries Street (Dumfries Bikeway) and East 28th Avenue (Hillcrest Bikeway). Alliance has proposed the following Transportation Demand Measures (TDM) to further encourage the use of sustainable transportation options.



Additional Class A and Enhanced Class B Bicycle Parking

The proposal includes 27 additional Class A bicycles spaces, for a total of 156 spaces. The proposal also will provide well lit, indoor Class B bike parking located on the visitor portion of the parkade on P1.



Real-time Information

To enable the residents with trip planning, real-time travel information will be provided on large television screens in prominent locations of the building, such as in the residential lobby or elevators.



Multi-modal Wayfinding Signage

Wayfinding signage will prominently displayed in key locations to help direct residents and visitors to the nearby transportation options.

The proposal seeks a 20% reduction in parking spaces through the City's policies which are based on the unit count, location and the TDMs being proposed.

SUSTAINABILITY

Our proposal will meet or exceed the requirements of the City of Vancouver's Green Building Policy for Rezoning.

The proposal will pursue Option B: Low Emissions Green Buildings, which is intended to establish targets for heat loss, energy use, and greenhouse gases through employing best industry practices.

The proposal will include the following sustainability features:

Sustainable Building Design Strategies

Passive strategies include:

- Heat loss is minimized through an increased wall to window ratio and a decreased building perimeter.
- Building envelope will meet the City's airtightness target of 2.0 L/s/m @ 75 Pa.

Active strategies include:

- In-suite Heat Recovery Ventilator @ 70% effectiveness.
- Electric baseboard w/ Heat Recovery Ventilator.
- Domestic Hot Water via condensing boilers
- Reduced Light Power Densities.

Rainwater Management Plan

The proposal includes an integrated rainwater management plan, which will utilize a range of measures to manage rainfall through reuse and proper infiltration techniques. The proposal includes a resilient potable water access point, and a detention tank capture capacity of 36.3 m³.

Native Tree and Plant Species

Pollinating species will be supported by native, flowering trees, shrubs and grasses. These will be located through the landscape with raised planters between and surrounding each patio space, and on the third floor outdoor amenity space.

Tree Retention

The proposal includes the retention of two trees on East 28th Avenue.



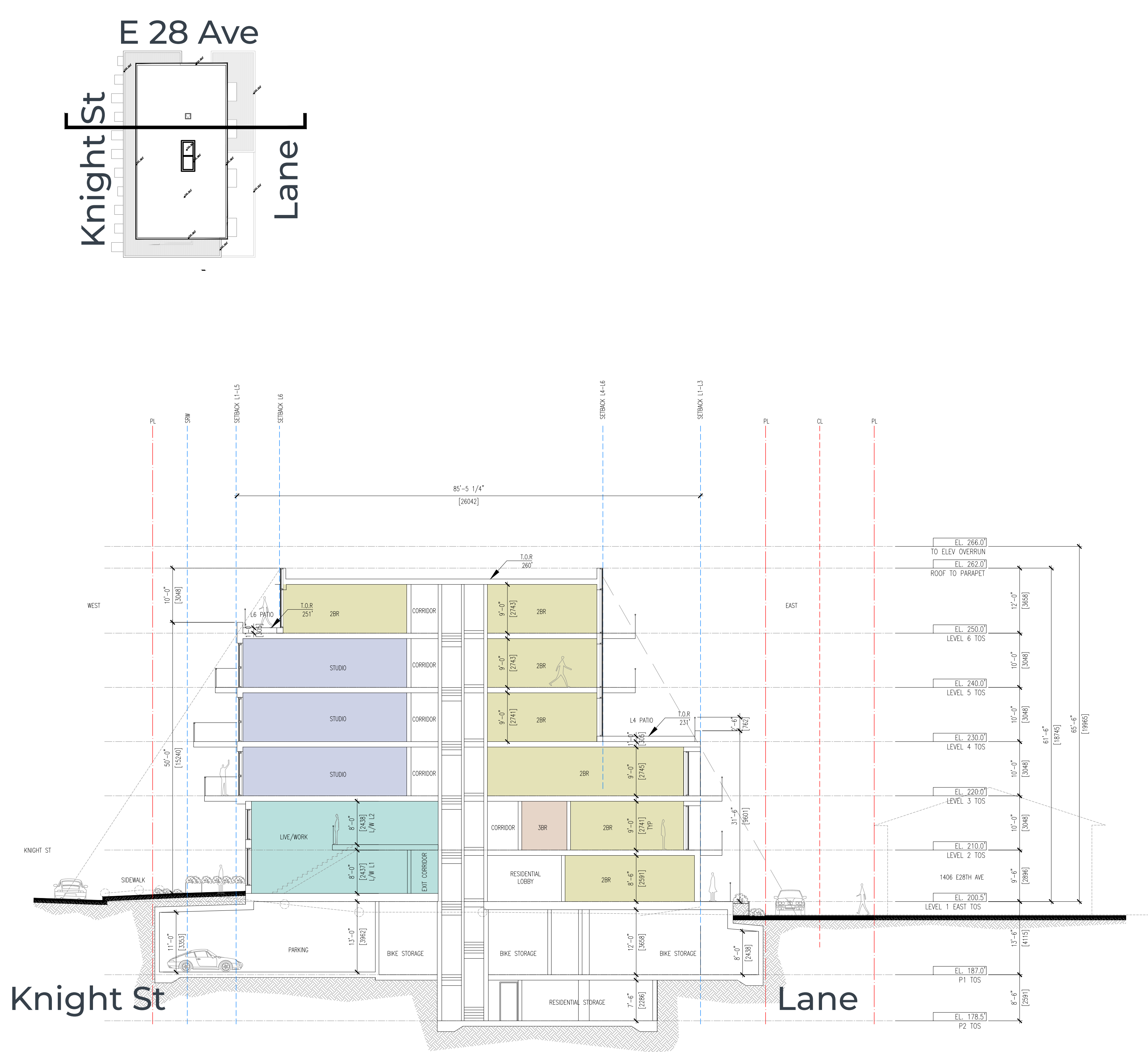
PROPOSAL DETAILS

Site Details	
Site Area:	1,512.9 sq m (16,285 sq ft)
Existing Zoning:	RS-1
Proposed Zoning:	CD-1
Proposed FSR:	3.1
Proposed Height:	20.1 m (66 ft)
Building Storeys:	6-storeys
Live/work Area:	823.7 sq m (8,866 sq ft)
Residential Area:	4,295.9 sq m (46,241 sq ft)
Total Area:	5,119.6 sq m (55,107 sq ft)
Unit Type Breakdown	
Live/work Units:	
1 Bedroom:	9
2 Bedroom:	1
Residential Units:	
Studio:	33
1 Bedroom:	4
2 Bedroom:	17
3 Bedroom:	8
Total of All Units:	72
Parking Breakdown	
Live/work Parking Spaces:	6
Residential Parking Spaces:	16
Visitor Parking Spaces:	4
Total Parking:	26 (3 accessible)*
Total Bike Stalls:	156 Class A, 5 Class B

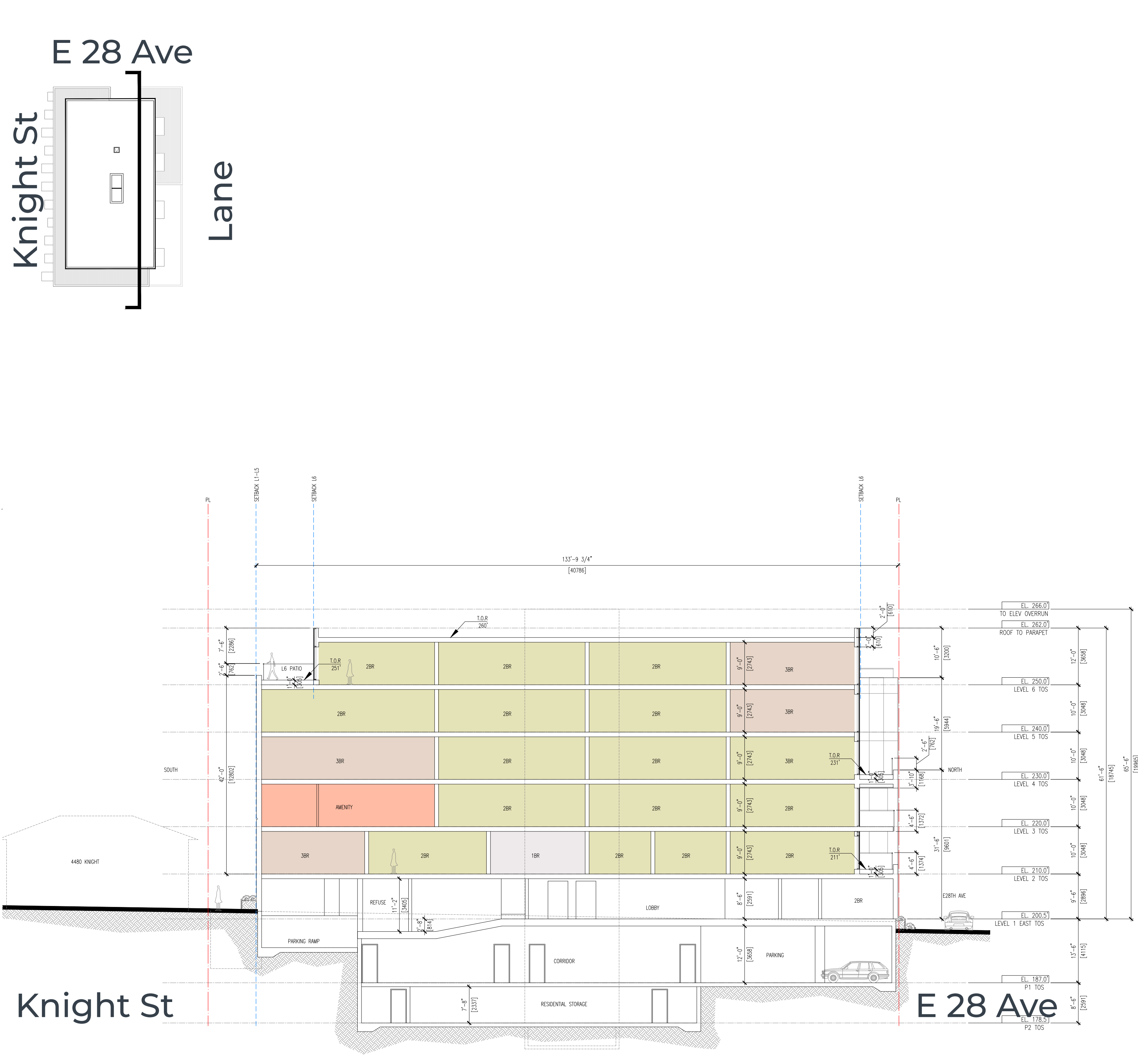
*The proposal seeks a 20% reduction in parking spaces through the City’s policies which are based on the unit count, location and the TDMs being proposed.



SECTIONS



North (short section)



West (long section)

North



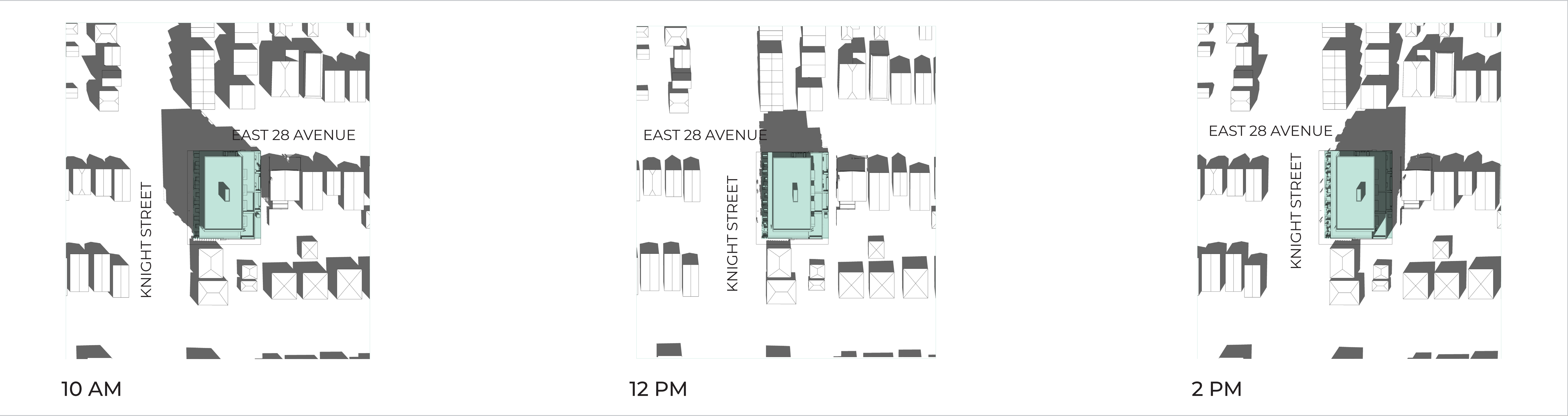
LANDSCAPE PLANS



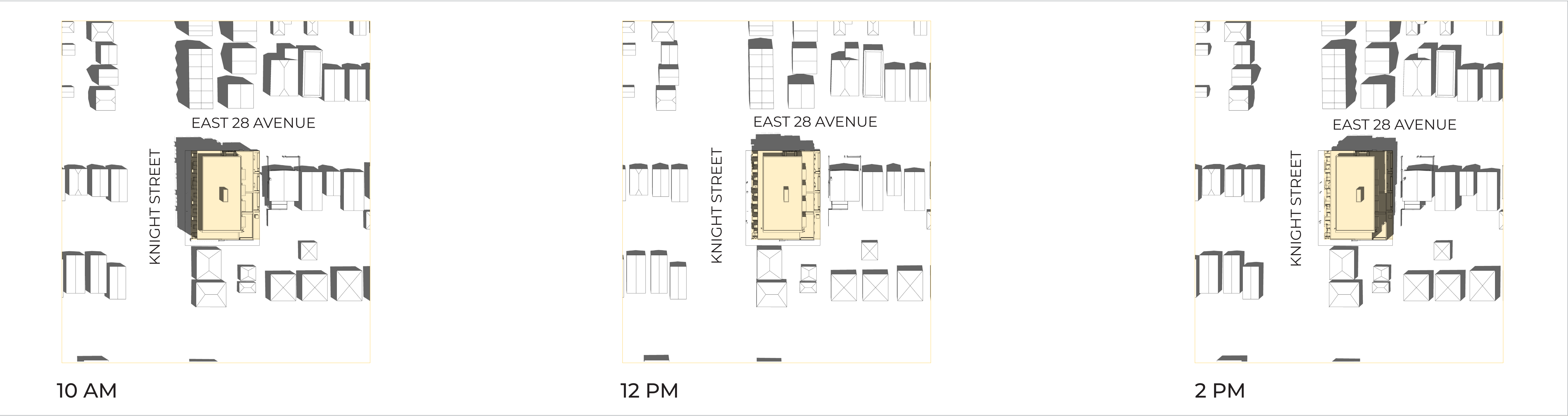
Ground-level

Third-floor

SHADOW STUDIES

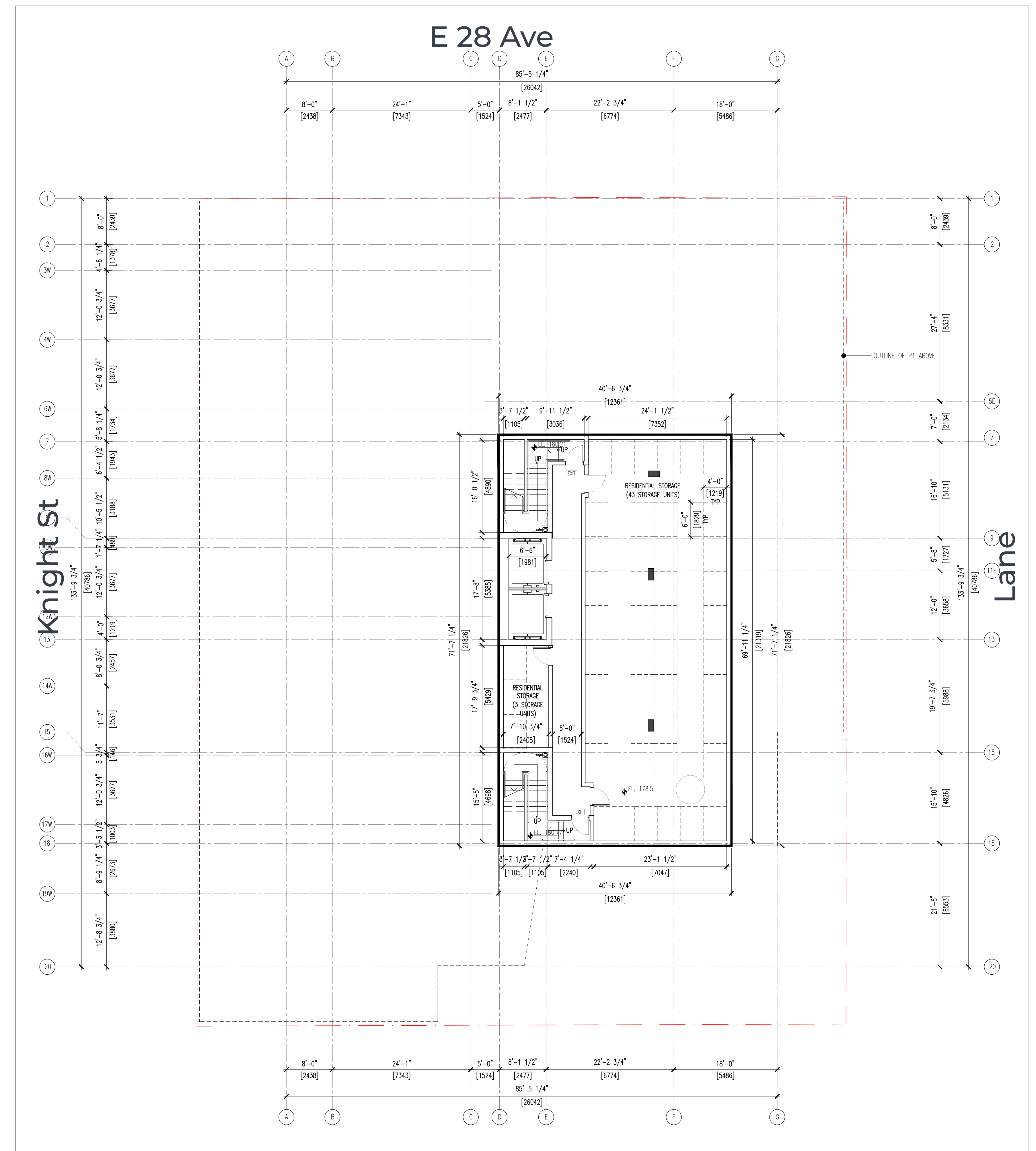


March 21 Equinox



June 21 Equinox

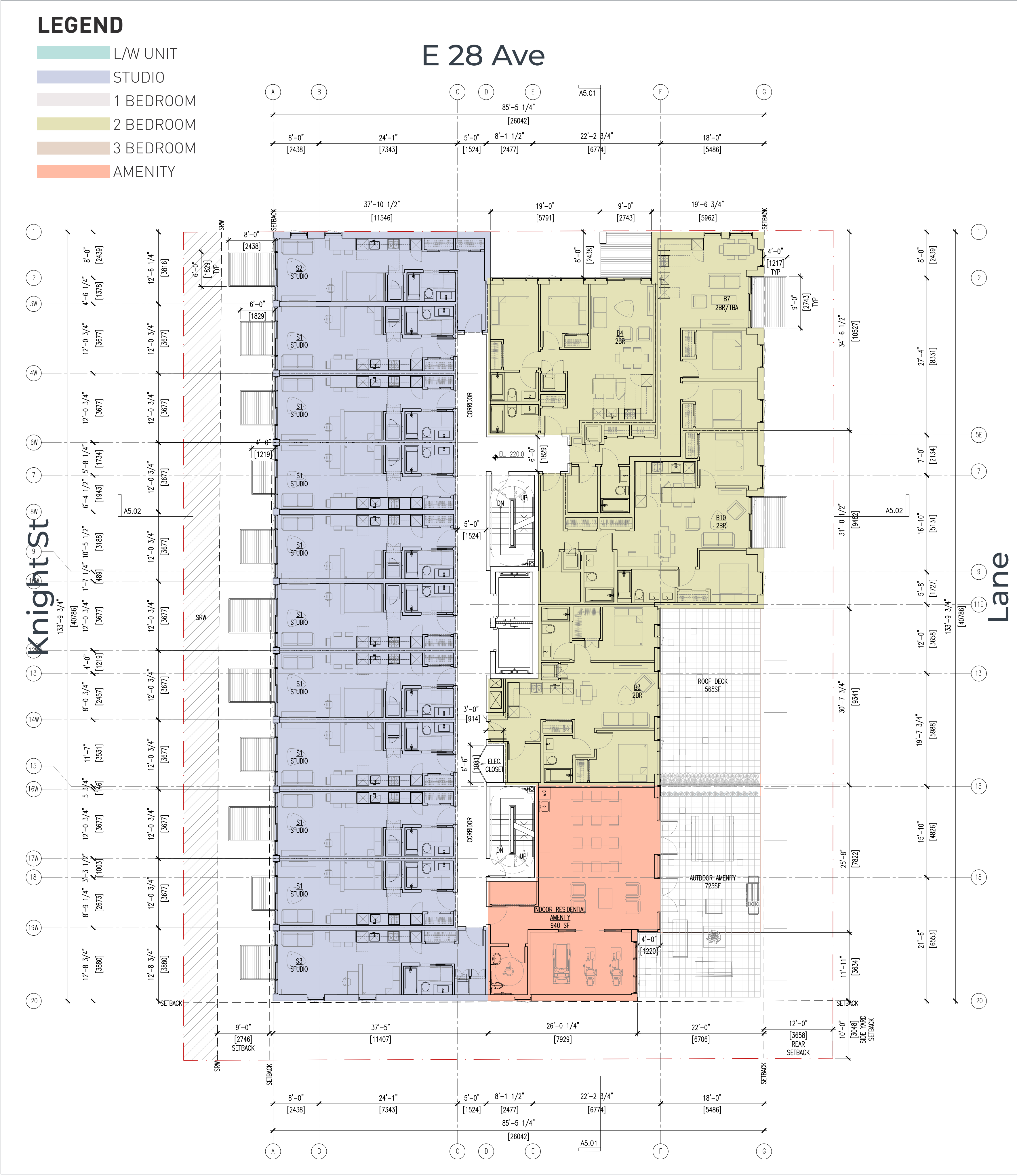
Parking - Level 1



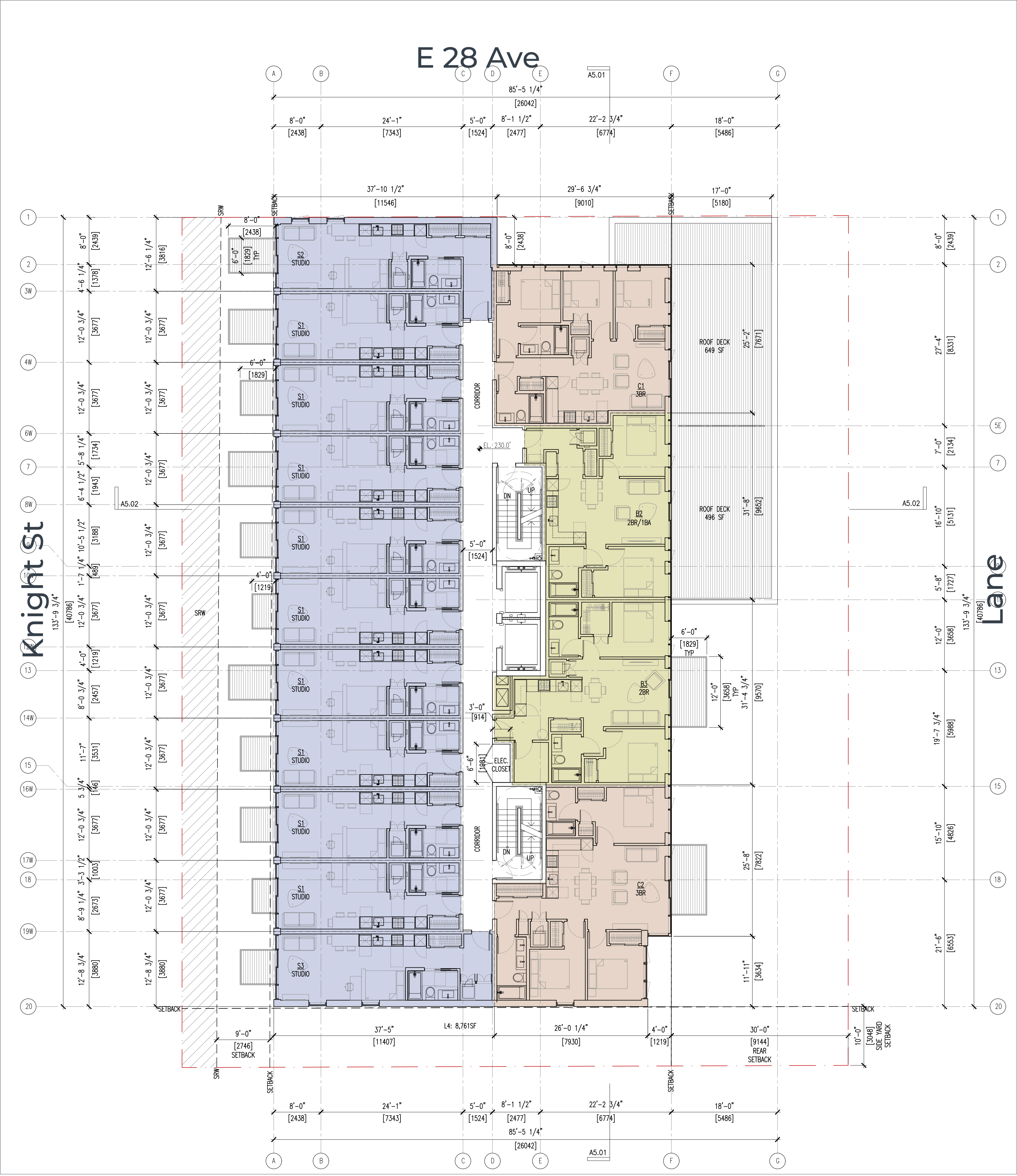
Level 1



FLOOR PLANS

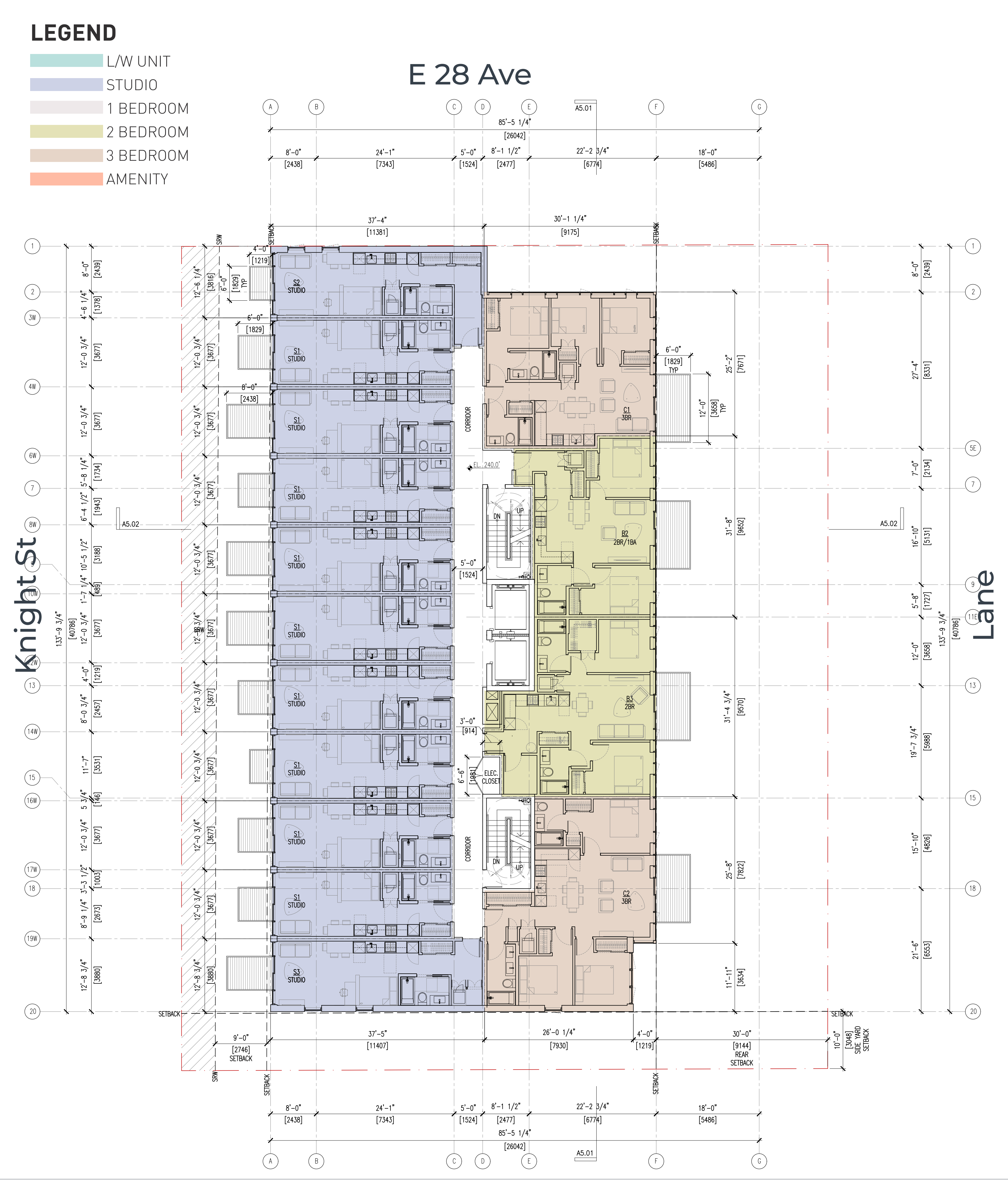


Level 3

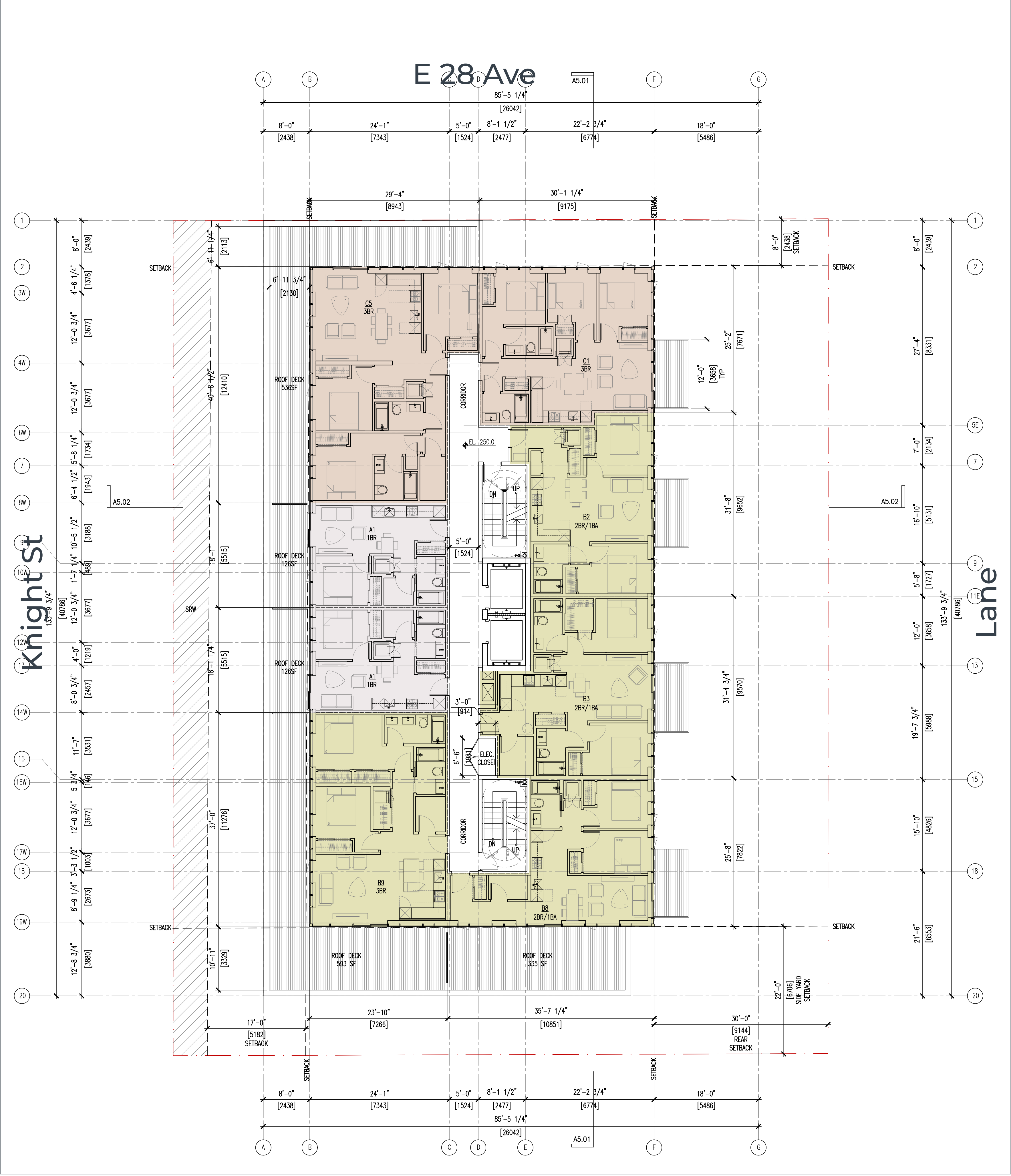


Level 4

FLOOR PLANS



Level 5



Level 6

DESIGN CONCEPT



View looking southeast from East 28 Avenue

DESIGN CONCEPT



View looking northwest from lane

DESIGN CONCEPT



Aerial view from Knight Street of balcony design

DESIGN CONCEPT



View looking northeast from Knight Street

DESIGN CONCEPT



Aerial view looking west from the lane

DESIGN CONCEPT



View looking south from East 28 Avenue