



## REFERRAL REPORT

Report Date: November 2, 2021  
Contact: Yardley McNeill  
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RTS No.: 14751  
VanRIMS No.: 08-2000-20  
Meeting Date: November 16, 2021

TO: Vancouver City Council  
FROM: General Manager of Planning, Urban Design and Sustainability  
SUBJECT: CD-1 Rezoning: 3304 Kingsway

### **RECOMMENDATION TO REFER**

THAT the rezoning application and plans, described below, be referred to Public Hearing together with the recommendations set out below and with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the conditions set out below;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary zoning by-laws, in accordance with the recommendations set out below, for consideration at the Public Hearing.

### **RECOMMENDATION FOR PUBLIC HEARING**

- A. THAT the application by Yamamoto Architecture Inc. on behalf of Jam (3304 Kingsway) Holdings Inc., the registered owner of the land at 3304 Kingsway [*PID 010-929-193; Lot A, Except Portions in Reference Plans 2447 and 8858, Block 36 District Lot 37 Plan 6270*], to rezone the land from C-2 (Commercial) District to CD-1 (Comprehensive Development) District to increase the permitted floor space ratio (FSR) from 2.5 FSR to 3.93 FSR and the building height from 13.8 m (45.3 ft.) to 24 m (78.7 ft.), to permit the development of a six-storey, mixed-use building with 79 secured market rental residential units and commercial space at-grade, be approved in principle;

FURTHER THAT the draft CD-1 By-law, prepared for Public Hearing in accordance with Appendix A, be approved in principle;

FURTHER THAT the proposed form of development be approved in principle, generally as prepared by Yamamoto Architecture Inc., received January 14, 2021, provided the Director of Planning may allow minor alterations to this form of development when approving the detailed scheme of development;

AND FURTHER THAT the above approvals be subject to the Conditions of Approval contained in Appendix B.

- B. THAT subject to approval in principle of the rezoning and the Housing Agreement described in Part 2 of Appendix B, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment prior to enactment of the CD-1 By-law, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and the General Manager of Planning, Urban Design and Sustainability.
- C. THAT subject to approval of the CD-1 By-law, the application to amend the Sign By-law to establish regulations for the new CD-1, generally as set out in Appendix C, be approved.
- D. THAT subject to approval of the CD-1 By-law, the Noise Control By-law be amended to include this CD-1 in Schedule B, 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 new CD-1 By-law.

- E. THAT Recommendations A to 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 3304 Kingsway from C-2 (Commercial) District to CD-1 (Comprehensive Development) District to permit a density of 3.93 FSR and building height of 24 m (78.7 ft.), under the *Secured Rental Policy* (“SRP”). The proposal is for a six-storey, mixed-use building with a total of 79 secured market rental housing units and commercial use at-grade.

Staff assessed the application and conclude that it meets the intent of the *SRP*. If approved, the application would contribute 79 secured rental housing units towards the City’s housing goals as identified in the *Vancouver Housing Strategy*.

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

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

Relevant Council Policies for this site include:

- *Secured Rental Policy* (2019)
- *Rental Incentive Programs Bulletin* (2019, amended 2020)
- *Housing Vancouver Strategy* (2017)
- *Victoria-Fraserview/Killarney Community Vision* (2002)
- *Family Room: Housing Mix Policy for Rezoning Projects* (2016)
- *High-Density Housing for Families With Children Guidelines* (1992)
- *C-2 District Schedule* (2020)
- *Green Buildings Policy for Rezonings* (2010, amended 2018)
- *Community Amenity Contributions Policy for Rezonings* (1999, amended 2020)
- *Vancouver Development Cost Levy By-law No. 9755*
- *Vancouver Utilities Development Cost Levy By-law No. 12183*
- *Urban Forest Strategy* (2014)

### **REPORT**

#### **Background/Context**

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

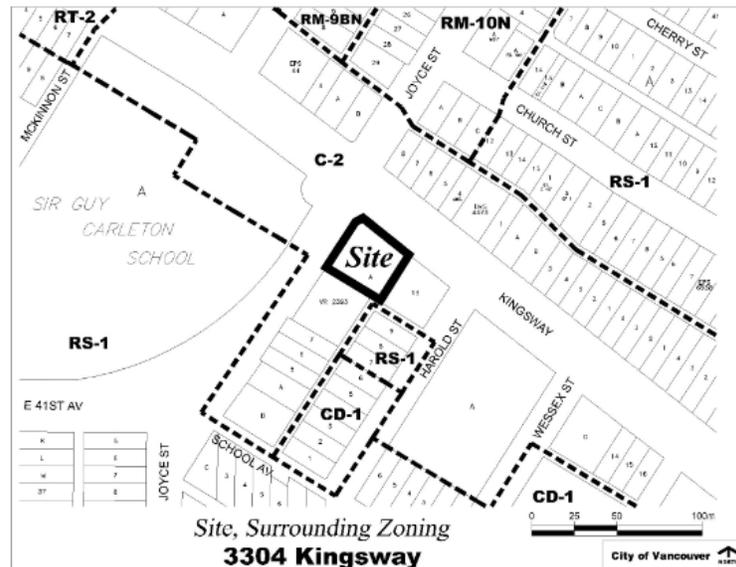
This 1,256 sq. m. (13,520 sq. ft.) site is located on the southeast corner of Kingsway and Joyce Street in the Victoria-Fraserview/Killarney neighbourhood (see Figure 1). The site is zoned C-2 (Commercial) District, and developed with one-storey retail use. The C-2 (Commercial) District permits a maximum density of 2.5 FSR and a height up to 13.8 m (45.26 ft.).

Surrounding properties along Kingsway are primarily zoned C-2 and developed with one and two-storey commercial buildings. To the west, across Joyce Street, is Sir Guy Carleton Elementary School. South of the site is a 12-storey residential building zoned CD-1 (121).

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

- **Parks:** Collingwood Park (300 m), Gaston Park (350 m), Foster Park (480 m), Melbourne Park (530 m), Aberdeen Park (575 m), Killarney Park (750 m), Earles Park (800 m), Central Park (925 m) and Carleton Park (960 m).
- **Cultural/Community Space:** Collingwood Neighbourhood House (350 m), Vancouver Public Library - Collingwood Branch (550 m), YMCA of Greater Vancouver (650 m), Collingwood Neighbourhood House - Annex (825 m), Killarney Community Centre (800 m) and Swangard Stadium (Burnaby, 1.1 km).
- **Childcare Facilities:** Collingwood Early Learning and Care Centre and Preschool (350 m), Killarney Community Centre School Age Care (750 m), Collingwood Neighbourhood House (875 m) and Little Oak Montessori School (1 km).

Figure 1: Location Map



**Local School Capacity** - This site is located within the catchment area of Sir Guy Carleton Elementary School at 3250 Kingsway and Killarney Secondary School at 6454 Killarney Street. Per the Vancouver School Board (VSB)'s 2020 Long Range Facilities Plan, approved January 25, 2021, Sir Guy Carleton Elementary is not currently in use due to damage sustained from a fire to the school site. Since September 2016, Carleton students have primarily been attending Cunningham Elementary School located at 2330 East 37<sup>th</sup> Avenue. At the time of the incident, the enrolment at Carleton was 308 students. In response to the fire, the VSB offered Carleton families enrolment options that included the option to attend neighboring Cunningham Elementary School or attend other nearby schools in the Killarney family of schools. The enrolment from the Carleton catchment is forecasted to decrease, and it is expected there will be sufficient elementary capacity within the nearby schools to accommodate all students forecasted to enrol by 2029.

Killarney Secondary School has an operating capacity of 3,249 students. In 2019, 2,187 students were enrolled, marking a 67% capacity utilization rate. It is anticipated there will be sufficient capacity for an additional 1,062 students. In 2029, enrollment is expected to be slightly lower with 2,139 students. The VSB continues to monitor development and work with City staff to help plan for future growth.

## 2. Policy Context

**Secured Rental Policy** – On November 26, 2019, Council approved amendments to the *Secured Market Rental Housing Policy* (commonly known as *Rental-100*) 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 (AHC)* and introducing new green buildings requirements. New rezoning applications 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 owner submitted a rezoning enquiry prior to the deadline and received

a letter of support. Therefore the energy performance requirements of this application can be reviewed against those described within the *Secured Market Rental Housing Policy*. See Sustainability section for more detail.

To facilitate the delivery of secured rental units, staff presented City Council with amendments to the SRP this fall, that included changes to the C-2 District Schedule to facilitate six-storey market rental housing proposals through a development permit (DP) process.

**Rental Incentive Programs Bulletin** – To correspond with Council’s approval of the SRP 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 including additional density considerations.

**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 strategy’s 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 ten year period from 2018 to 2027, including 12,000 social, supportive and non-profit co-operative units and 20,000 purpose-built rental units. This rezoning will contribute towards the targets for purpose-built market rental units and family units.

## ***Strategic Analysis***

### **1. Proposal**

This application proposes to rezone 3304 Kingsway to permit a six-storey mixed-use building with 79 secured market rental housing units and commercial uses at-grade. A density of 3.93 FSR is proposed, representing a total floor area of 4,934.3 sq. m (53,112 sq. ft.) and a height of 24 m (78.7 ft.). Vehicle and bicycle parking will be located underground, with access off the rear lane.

### **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 goods and services, to maintain commercial activities and personal services that require central locations to serve larger neighbourhoods, districts or communities and to encourage creation of a pedestrian oriented district shopping area by increasing the residential component and limiting the amount of office use.

This proposal, with residential and commercial land uses, is consistent with the intent of the SRP and the C-2 District schedule. A total of 564.5 sq. m. (6,076 sq. ft.) of retail space is proposed along Kingsway and 100% of the residential space is dedicated to secured rental units.

**Figure 2 – View of Proposed Development along Joyce Street (West Elevation)**

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

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

**Form of Development** - For sites in the C-2 zones, the *Rental Incentive Programs Bulletin* provides general direction for consideration of additional height and density, with an emphasis on limiting shadow impacts and on ensuring a compatible fit with the surrounding context. On C-2 sites, increased height up to six storeys with commensurate achievable density may be considered, subject to urban design performance evaluated on the consideration of the intent of base zoning, streetscape, neighbourliness, and standard of livability.

The application proposes a six-storey building form with a partial step back on the sixth floor. A rounding-off six storey corner expression emphasizes the continuity of the façades on both streets and provides a softness of transition at the intersection. The building form, façade composition, and preliminary materials are appropriate and contribute positively to the streetscape.

Building setbacks at the street level enhance the public realm, support pedestrian traffic, and allows commercial uses to animate the streets. Staff recommend further design development for a more engaging commercial frontage and additional public amenities. Recommendations to achieve this are included in Appendix B.

**Streetscape** – Kingsway is a primary arterial and shopping street in the city with a wide right-of-way of approximately 30.5 m (100 ft.). The proposed new development is anticipated to fulfill the intent of the existing zoning by creating a streetscape appropriate to the scale of the street, vibrant commercial services, pedestrian-oriented commercial frontages and public realms.

**Neighbourhood Fit** - The site is at the southeast corner of the intersection of Kingsway and Joyce Street. It is adjacent to C2 sites on both east and south sides. The existing building on the east is a two-storey commercial building and to the south is a three-storey, mixed-use development with a courtyard. The site across the lane is zoned RS-1 and constructed as a parking lot.

The proposed development fits well in this area and does not cause unduly negative impacts to the neighbouring properties. Further design development should occur to the interface with the

lane and the two adjacent existing buildings to create a more respectful relationship. Design conditions related to these recommendations are included in Appendix B.

**Height and Density** - The proposed building height of 24 m (78.7 ft.), and density of 3.93 FSR are consistent with the *SRP* and *Rental Incentive Programs Bulletin*, which allows consideration of an additional two storeys over the four permitted under C-2 zoning. Staff support the proposed height and density, subject to the design development conditions contained in Appendix B.

**Figure 3 – Southeast View of Proposed Development**



**Amenity Space** - The application includes multiple amenity spaces for residents. There is a small indoor amenity room of 39.7 sq. m. (472 sq. ft.) and a contiguous outdoor amenity space on the second floor; a large rooftop outdoor amenity space which includes a children's play area and urban agriculture; and below grade amenity space provided in the second level of the underground parking lot. Design conditions in Appendix B require a larger indoor amenity room of approximately 74.5 sq. m. (800 sq. ft.) above grade to accommodate a wide range of activities for residents, with access to daylight and connection to the outdoor amenity space.

**Livability** – The proposal contains 79 dwelling units with relatively small unit sizes ranging from approximately 48 sq. m. to 68 sq. m. (532 sq. ft. to 733 sq. ft.) for two-bedroom units; 36.7 sq. m. to 45.5 sq. m. (395 sq. ft. to 490 sq. ft.) for one-bedroom units; and 29.7 sq. m. (320 sq. ft.) for some studios. Further design development should occur to the unit sizes and layouts to follow the recommendations in the *High-Density Housing for Families with Children Guidelines (HDHFCG)*. Staff are supportive of the smaller unit sizes provided there is generous and high quality indoor and outdoor amenity spaces to improve the overall livability of the development.

Further design development is recommended in Appendix B to improve the overall livability of units facing the lane to ensure adequate access to daylight, external views, and privacy. Figure 4 shows an example of an alternative floor layout the applicant is exploring whereby some of the units are reorganized and balconies have been shifted apart to allow for increased light access and privacy between units.

**Figure 4 - Comparison of Proposed Residential Floor Plans with an Alternative Layout**



**Landscape** – Soft and hard landscaping is proposed with a focus on providing a mix of native and adaptive plant materials with evergreen shrubs, perennials and grasses. A rooftop amenity space is proposed which includes urban agriculture plots and space for outdoor seating and dining. Further landscaping to enhance entryways and screen parking and loading areas is recommended in Appendix B.

**Urban Design Panel** – This application was not reviewed by the Urban Design Panel (UDP) given the relatively small scale of the proposal and general compliance with the SRP. Appendix B includes conditions for further design development at the development permit stage. The proposal may be presented to the Urban Design Panel at the development permit stage, at the discretion of the Director of Planning.

**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 79 secured market rental housing units to the City’s rental housing targets set out in the *Housing Vancouver Strategy* (see Figure 5 below).

**Figure 5 - Progress Toward 10 Year Housing Vancouver Targets for Purpose-Built Market Rental Housing as of March 31, 2021**

Housing Type	10-YEAR TARGETS *	Units Approved Towards Targets*
<b>Purpose-Built Market Rental Housing Units</b>	20,000	6,069

\*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** – This proposal would deliver a variety of unit types in the form of studio, one-bedroom, and two-bedroom units. On July 13, 2016, Council adopted the *Family Room: Housing Mix Policy for Rezoning Projects* policy that requires a minimum of 35% family units. This application would deliver 29 family units (37%) in the form of two-bedroom units. These units must be designed in accordance with the *High Density Housing for Families with Children Guidelines*.

**Average Rents and Income Thresholds** – The average rents on the Eastside of Vancouver for residential units are shown in the table below. Rent increases over time are subject to the *Residential Tenancy Act*.

**Figure 6 - Market Rents in Newer Eastside Buildings, Costs of Ownership and Household Incomes Served**

Unit Type	Proposed Average Unit Size (sq. ft.)	Newer Rental Buildings Eastside <sup>1</sup>		Monthly Costs of Ownership for Median-Priced Unit Eastside <sup>2</sup> (with 20% down payment)	
		Average Rent	Average Household Income Served	Monthly Costs Associated with Purchase	Average Household Income Served
<b>Studio</b>	414 sq. ft.	\$1,549	\$61,960	\$2,142	\$85,668
<b>1 Bedroom</b>	469 sq. ft.	\$1,825	\$73,000	\$2,613	\$104,501
<b>2 Bedroom</b>	700 sq. ft.	\$2,354	\$94,160	\$3,694	\$147,764

<sup>1</sup> Data from the October 2020 CMHC Rental Market Survey for buildings completed in 2011 or later on the Eastside of Vancouver

<sup>2</sup> Based on the following assumptions: median of all BC Assessment sales prices in Vancouver Eastside in 2020 by unit type, 20% down payment, 5% mortgage rate (in-line with Bank of Canada conventional rate), 25-year amortization, \$150 – 250 monthly strata fees and monthly property taxes at \$2.92 per \$1,000 of assessed value (2020 assessments and property tax rate)

As the table reveals, market rental housing is significantly more affordable than home ownership as illustrated in Figure 6 above. An average market rental studio unit could be affordable to a single person working as a librarian or public school teacher. A two-bedroom market rental unit could be affordable to a couple employed in trades, such as automotive technicians or machine operators. Market rental housing provides options that are significantly more affordable than average home ownership costs as illustrated in Figure 6.

**Vacancy Rates** – Vancouver has exhibited historically low vacancy rates in the last 30 years. In 2021, the purpose-built apartment vacancy rate was 2.8% in Vancouver. The vacancy rate (based on the CHMC Market Rental Survey) for the Southeast Vancouver area was 5.4%. A vacancy rate of 3-5% represents a balanced market. This one-year spike in the vacancy rate in this CMHC zone can be partially attributed to the COVID-19 pandemic, the vacancy rate in the same area was 0.7% in 2017, 0.2% in 2018 and 2.7% in 2019.

**Security of Tenure** – All 79 units would be secured as rental housing through a Housing Agreement and/or 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. The addition of new market rental housing units contributes toward the Housing Vancouver targets. Conditions related to securing the units are contained in Appendix B.

## 5. Transportation and Parking

The application proposes 34 underground vehicle parking spaces, accessed from the lane, for the commercial and residential uses including visitor spaces. In addition, the application proposes one Class B loading space, 166 Class A bicycle spaces, and eight Class B bicycle spaces.

The application will meet the Parking By-law, which provides for reductions in the number of parking spaces. Based on the proximity to transit, the development is eligible for a 20% reduction to residential parking and a 10% reduction to commercial parking requirements.

The site is well served by public transit with several bus stops located along Kingsway, Joyce Street and 41st Avenue. These bus routes include the 19 and N19 along Kingsway and R2, 26, and 41 along Joyce Street. The site is 600 m away from the Joyce-Collingwood SkyTrain Station. Nearby bike lanes include the BC Parkway, which runs under the SkyTrain Expo Line, and the 45<sup>th</sup> Avenue local street bikeway.

Engineering conditions related to transportation, public realm and parking are included in Appendix B.

## 6. Environmental Sustainability and Natural Assets

**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 *Policy* 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.

Energy performance requirements under the *Rental 100* policy required projects to meet the conditions specified in the City's *Green Building Policy for Rezoning*s whereas in the *SRP*, projects are required to meet the energy efficiency requirements of the *Green Buildings Policy for Rezoning*s, as well as employ zero emissions building heating and hot water systems. The intent of this policy change is to help advance work towards the City's *Climate Emergency Response*.

**Natural Assets** – The *Urban Forest Strategy* seeks to preserve, protect, and strengthen Vancouver's urban forest and tree canopy for the future. Council amended the *Protection of Trees By-law* in 2014 to maintain a healthy urban forest, requiring that permission be granted to remove trees that meet certain conditions. The intent is to retain and protect as many healthy, viable trees as possible, while still meeting the challenges of development, housing priorities, and densification. This is in keeping with City goals to achieve resilient and healthy natural systems in our urban areas.

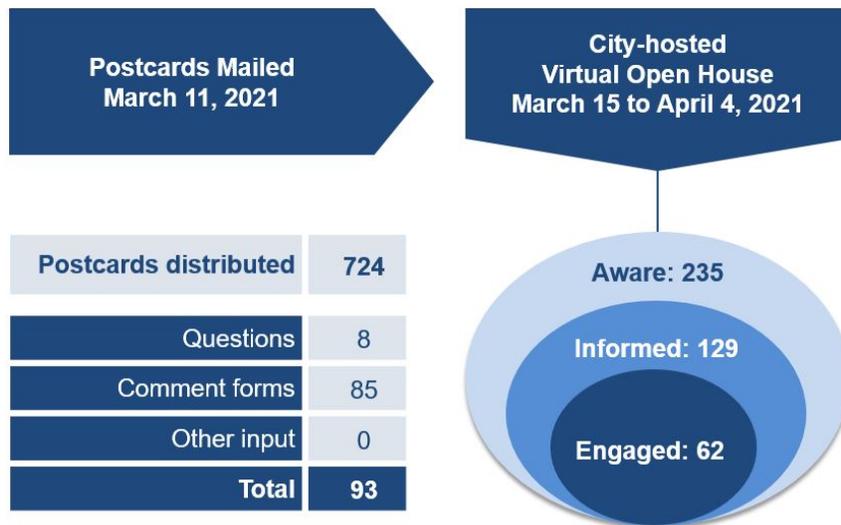
The subject site contains no existing trees. This application proposes to add nine new trees. The final number of trees planted will be determined through the development permit process.

## 7. Public Input

**Public Notification** – A rezoning information sign was installed on the site on January 27, 2021. Approximately 724 notification postcards were distributed within the neighbouring area on or about March 11, 2021. Notification and application information, as well as an online comment form, was provided on 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 the COVID-19 pandemic. In lieu of an in-person event, a virtual open house was held from March 15, 2021 to April 4, 2021 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.

**Figure 7: Overview of Notification, Responses and Overall Position**



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 93 submissions were received. A summary of all public responses is found in Appendix D.

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, massing and context:** The building height, massing and density are appropriate given the close proximity to transit. The project will encourage

growth, provide improvements and generate more vibrancy in this area.

- **Building design:** The buildings design and curved architecture adds unique character to the neighbourhood and a positive addition to the streetscape. The rooftop amenity space is supported as an effective use of space and well oriented to maximum access to sunlight.
- **Housing stock:** Additional rental housing stock is greatly needed especially during the housing crisis that Vancouver is currently facing.
- **Retail space:** Inclusion of retail space is appreciated and maintains the commercial characteristic of this part of Kingsway.

Generally, comments of concern fell within the following areas:

- **Building height, density, massing and context:** Not enough density and height for this project that is located on a main intersection and has close proximity to two major bus routes and within walking distance of the Joyce-Collingwood Skytrain station.
- **Building design:** There is not enough setback between the building and sidewalk given the busy intersection of Joyce Street and Kingsway. The lack of landscaping features is a concern.
- **Affordability:** Concern the rental housing is not affordable.

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

- Building height, density, massing and context – The proposed density and height is consistent with the *SRP*.
- Building design – Further design development and landscaping is anticipated to strengthen the public realm into a more pedestrian friendly space. See conditions in Appendix B.
- Affordability – The *SRP* intends to deliver permanently secured rental units. This application provides 79 secured market rental units within a close proximity of public transit.

## 8. 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.

The site is currently subject to the City-wide DCL and Utilities DCL. DCLs are payable at building permit issuance based on rates in effect at that time and the floor area proposed at the development permit stage.

Based on the DCL Bylaws in effect as of September 30, 2021 and the proposed 47,036 sq. ft. of residential floor area and 6,076 sq. ft. of commercial floor area, \$1,460,289 of DCLs are expected from the project.

As currently permitted under section 3.1A of the DCL By-law this project, given its CAC exempt status, may seek to qualify for a waiver of City-wide DCLs on the residential floor area at the development permit application stage as “for-profit affordable rental housing”. The corresponding waiver for the proposed project if taken would be \$857,879.

DCL bylaws are subject to future adjustments by Council, including annual inflationary rate adjustments. 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.

**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 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 Rezonings* provides an exemption from CACs for routine, lower density secured market rental housing rezoning applications that comply with the City’s rental policies. This application meets the criteria for an exemption as a C-2 zoned site proposed to rezone to no more than six storeys.

**Rental Housing** –The applicant has proposed that all 79 of the residential units be secured as rental housing 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. As set out in Appendix B, a Housing Agreement and Section 219 Covenant are required to be registered on title to preclude the stratification and/or separate sale of individual units.

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

### ***Financial Implications***

Based on the DCL bylaws and rates in effect as of September 30, 2021, it is estimated that the project will pay \$1,460,289 in DCLs. The project may seek to qualify for a \$857,879 waiver of City-wide DCLs at the development permit application stage.

**The 79 rental housing units will be privately owned and operated, secured by a Housing Agreement and Section 219 Covenant for the longer of 60 years and the life of the building.**

### ***CONCLUSION***

Staff have reviewed the application to rezone the site at 3304 Kingsway from C-2 to CD-1 to permit development of 79 secured market rental housing units, and conclude the application is

consistent with the objectives of the *SRP*. 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 notable 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.

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**3304 Kingsway  
PROPOSED CD-1 BY-LAW PROVISIONS**

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

**Zoning District Plan Amendment**

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan 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) Cultural and Recreational Uses;
  - (b) Dwelling Uses, limited to Dwelling Units in conjunction with any of the uses listed in this By-law;
  - (c) Institutional Uses;
  - (d) Live-Work Use;
  - (e) Office Uses;
  - (f) Retail Uses;
  - (g) Service Uses;
  - (h) Utility and Communication Uses; and
  - (i) Accessory Uses customarily ancillary to the uses permitted in this section.

### **Conditions of Use**

- 4.1 The design and layout of at least 35% of the dwelling units must:
- (a) be suitable for family housing; and
  - (b) include two or more bedrooms.
- 4.2 No portion of the first storey of a building to a depth of 10.7 m from the front wall of the building and extending across its full width may be used for residential purposes except for entrances to the residential portion.
- 4.3 All commercial uses and accessory uses must be carried on wholly within a completely enclosed building except for:
- (a) Farmers' Market;
  - (b) Neighbourhood Public House;
  - (c) Public Bike Share;
  - (d) Restaurant; and
  - (e) Display of flowers, plants, fruits and vegetables in conjunction with a permitted use.
- 4.4 The Director of Planning may vary the use conditions of section 4.3 to permit the outdoor display of retail goods, and may include such other conditions as the Director of Planning deems necessary, having regard to the types of merchandise, the area and location of the display with respect to adjoining sites, the hours of operation and the intent of this By-law.

### **Floor Area and Density**

- 5.1 Computation of floor area must assume that the site area is 1,256 m<sup>2</sup> being the site area 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 combined must not exceed 3.93.
- 5.3 Computation of floor area must include all floors having a minimum ceiling height of 1.2 m, both above and below base surface, measured to the extreme outer limits of the building.
- 5.4 Computation of floor area must exclude:
- (a) balconies and 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 these exclusions must not exceed 12% of the floor area being provided for dwelling uses and 8% of the floor area being provided for all other uses; and
- (ii) the balconies must not be enclosed for the life of the building;
- (b) patios and roof decks, 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 the base surface, except that the exclusion for a parking space must not exceed 7.3 m in length;
- (d) amenity areas accessory to a residential use, to a maximum of 10% of the total floor area being provided for dwelling uses; and
- (e) all residential storage area above or below base surface, except that if 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.

### **Building Height**

6.1. Building height, measured from base surface, must not exceed 24 m.

### **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 adjoining site.

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:

a. 10% or less of the total floor area of the dwelling unit; or

b. 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 acoustical engineer demonstrating that the noise levels in those portions of the dwelling units listed below will not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq24) sound level and will be defined simply as noise level in decibels.

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

\* \* \* \* \*

**3304 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 November 30, 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 strengthen a pedestrian-oriented commercial frontage and public realm, including:

- (a) Creating a fine-grained commercial frontage expression with transparent glazing, high quality materials, and robust detailing to address pedestrian interest and scale;

Note to Applicant: Enlarged elevations and/or renderings of street level and supporting design details are required to provide at Development Permit application stage for review.

- (b) Providing generous and continuous weather protection to the full width of the frontage on both streets;

Note to Applicant: The design of weather protection should be integrated into the overall building design and relate to the pedestrian scale. A comfortable depth-to-height ratio is approximately 1:1.5 and approximately 10 ft. above sidewalk level.

- (c) Incorporating attractive pedestrian amenities to create a positive addition to the street public realm; and

Note to Applicant: The pedestrian amenities may include benches, container plantings, sandwich boards, display racks, and/or public art to add pedestrian comfort and street vitality.

- (d) Striving to provide a greater depth for the commercial space in front of the raised storage.

- 1.2 Design development to increase the size of above-grade indoor amenity space to accommodate a broad range of indoor activities for all the residents.

Note to Applicant: The indoor amenity space should be sized commensurate with the served residents and accommodate the needs for both adults and children. *High Density Housing for Families with Children Guidelines (HDHFCG)* also suggests that the indoor amenity space should provide appropriate common indoor amenity space for families with children where individual units are not suited to desired indoor activities. Since both family and non-family unit sizes are relatively small, generous and high quality indoor amenity spaces are essential components of the development to ensure the overall livability. Considering large underground amenity spaces have been proposed, staff recommend increasing the above-grade indoor amenity room to a minimum of 10 sq. ft. per unit (totally approx. 800 sq. ft.) to properly accommodate the activities desired in rooms needing good access to natural light and connection to outdoor amenity space. A minimum 15 sq. ft. per unit of indoor amenity space (totally approx. 1,200 sq.ft.) should be provided if the proposed underground amenity space could not be fulfilled at a later stage of design. Responding to this condition may result in a reduction of floor area and unit count.

- 1.3 Design development to the underground amenity space to significantly increase the safety and the sense of security, to create a welcoming and well-used amenity space for all residents. The principle of CPTED should be employed with special focus in the following areas:

- (a) Maximizing visual connection between elevator lobby, amenity space, and/or other common areas;
- (b) Avoiding blind corners;
- (c) Providing adequate lighting, including pathways, stairs, lobby, entrances/exits;
- (d) Securing and separating amenity space from non-residential use, bike rooms, and other service areas;
- (e) Incorporating legible signage for way finding and help finding;
- (f) Relocating the amenity space from P2 to P1 whenever possible.

- 1.4 Design development to improve the livability of the proposed dwelling units with special focus in the following areas;

- (a) Appropriate privacy and adequate access to daylight, exterior view, and natural ventilation for the units on the lane side;

Note to Applicant: The livability of the units on the lane side are constrained by the limited exterior wall and U shape form. The issue may be resolved by orienting the windows and balconies toward the lane, providing larger windows, and separating balconies with greater distance. An alternative floor plan has been explored as illustrated in Figure 4 of the report. Other solutions can be explored at DP stage, provided similar or better performance can be attained.

- (b) Enlarged light well to allow adequate access to daylight and natural ventilation for the bedrooms facing the light well;

Note to Applicant: This may be achieved by increasing the light well to be at least 12 ft. deep by 14 ft. wide as illustrated in the alternative floor plan in Figure 4 of

the report. Other solutions can be explored at DP stage, provided similar or better performance can be attained.

- (c) Sufficient usable private open space for all residential units; and

Note to Applicant: All family units should be provided with a minimum 54 sq. ft. private open space with no dimension less than 6 ft., as recommended in *HDHFCG*. A slightly smaller private open space for one-bedroom and studio units may be considered, but no less than 35 sq. ft., provided the application demonstrates that the smaller private open space can comfortably accommodate at least a table and seating for two, and the building offers a significantly enhanced outdoor amenity space to accommodate needed outdoor activities for all residents.

- (d) Livable unit sizes and layouts.

Note to Applicant: Some proposed units are relatively small. Increase the size of living rooms and bedrooms where possible. As recommended in *High Density Housing for Families with Children Guidelines*, each bedroom should be large enough to accommodate a bed, a dresser, a desk or table, and some floor space for playing in children's bedrooms. Detailed unit layouts and design rationale are required to provide at Development Permit stage to demonstrate that the unit sizes and layouts reasonably support the activities for living.

- 1.5 Design development to the residential entry and the arrival sequence of the residential component, including:

- (a) A stronger visual denotation of the residential entry, including a customization of the entry canopy and entryway; and
- (b) A proper sized lobby area to accommodate circulation for residents in and out, a mailbox and parcel space, and a seating area with visual connecting to the public sidewalks.

- 1.6 Design development to the lane interface to contribute a more pedestrian-friendly lane environment and create a more respectful relationship with the adjacent buildings. Recommended design measures include:

- (a) Minimising the exposure of the concrete wall at parkade ramp access and loading area;
- (b) Integrating service elements, such as screens, ventilation louvres, and garage doors, into the overall building form and design to mitigate the aesthetic impact;
- (c) Exploring opportunities to incorporate landscape treatments along the shared property lines; and
- (d) Softening the edge of the 2nd level roof deck.

Note to Applicant: This may be achieved by locating the planters outside of the guardrails, minimizing the height of guardrails and planters, and selecting plants with rich visual effect. Also see landscape condition 1.13.

- 1.7 Design development to mitigate the visual impact of the exposed party walls by minimizing the overall extent and emphasizing articulation and material finish that complements the architectural character of the main building facades.
- 1.8 Provision of high quality and durable exterior finishes consistent with the rezoning application.
- 1.9 Submission of a bird-friendly strategy for the design of the building in the application for a Development Permit.

Note to Applicant: Refer to the Bird-Friendly Design Guidelines for examples of built features that may be applicable. For more information, see the guidelines at: <http://guidelines.vancouver.ca/B021.pdf>

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

- 1.10 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.

- 1.11 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**

- 1.12 Design development to propose as many new trees as possible, of significant size and scale and with as many as possible off-parkade structure, on free grade.

Note to Applicant: This is intended to mitigate lack of urban canopy on this site. This should be confirmed with a landscape plan overlaid with the parkade outline, at the time of Development Permit submission.

- 1.13 Design development to the rooftop outdoor amenity to achieve a more informal space and balance the hard and soft planted areas.

Note to Applicant: This can be achieved by the following:

- (a) The addition of more planting beds with some trees and other woody plants of larger scale; and
  - (b) Reducing the amount of hard surface walkways where possible, to minimum needed for access.
- 1.14 Design development to improve the sustainability strategy, by the following:
- (a) Add substantially more landscape around all entry areas, to accent and soften them;
  - (b) Explore adding vines to any blank wall facades, if any, ensuring the vine support is sturdy and low maintenance (avoid high maintenance modular “green wall” systems); and
  - (c) Add edible plants, which can be used as ornamentals as part of the landscape design in addition to urban agriculture plots.
- 1.15 Design development to ensure the intended landscape design is carried into the future by adequate maintenance, as follows:
- (a) Provide common maintenance access to all planted common areas; and
  - (b) Provide a high efficiency irrigation system for all planted areas.
- 1.16 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.
- 1.17 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.

1.18 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.

1.19 Provision of coordination between Landscape Plan and architectural Site Plan, for most up to date information.

1.20 Provision of complete information, such as references on the Roof Deck Plan, confirming all landscape elements.

1.21 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.

1.22 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.

1.23 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.

1.24 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.

- 1.25 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*".

- 1.26 Provision of an outdoor Lighting Plan.

### **Sustainability**

- 1.27 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**

- 1.28 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**

- 1.29 Confirmation of whether the proposed development impacts the Major Road Network (MRN), as defined under the South Coast British Columbia Transportation Authority Act (<https://www.translink.ca/plans-and-projects/projects/major-road-network>). In the event it is confirmed the proposed development impacts the MRN, a Construction Management

Plan shall be submitted directly to TransLink with a copy of the correspondence provided to the City of Vancouver.

Note to Applicant: The City of Vancouver and TransLink have authority over the MRN as it relates to carrying out construction works on a City Street that is designated as a MRN.

- 1.30 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-landwater/water/water-licensing-rights/water-licences-approvals>.

- 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 & 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 any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.
- 1.33 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.
- 1.34 Provision of generous and continuous weather protection on both frontages.
- 1.35 Provision of a finalized Transportation Demand Management (TDM) Plan to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: Refer to Schedule B of the TDM policy for detailed requirements for each measure. Provide TDM Plan as a separate package with complete information on TDM measures proposed, including the following clarifications:

(a) ACT-01 – Additional Class A Bicycle Parking

- i. Identify the number and location of the additional Class A bicycle parking on plans. Additional Class A bicycle parking spaces must meet the standards and minimums identified in the Parking By-law, and/or applicable Design Guidelines.
- ii. Note to Applicant: in order for retail/service use to earn three points for this measure, one additional Class A bicycle space to be provided. End of trip clothing lockers to be calculated on the base requirement and additional Class A spaces required to meet Bylaw.

(b) ACT-02 – Improved Access to Class A bicycle Parking

- i. Provision of concept design for excellent design of lighting, finishes, grades, convenience.

Note to Applicant: In order to earn two points for bicycle access fully separated from vehicle ramp, the residential and retail/service uses require access using a dedicated bicycle elevator located on site with access for all users of the building. As proposed, retail/service users require access to the residential lobby and need to use a residential elevator for their bicycle access.

(c) ACT-03 – Enhanced Class B bicycle parking

- i. Provision of concept design for enhanced Class B bicycle parking.
- ii. Identify the number, location and characteristics of the enhanced Class B bicycle parking on plans.

(d) ACT-05 – Bicycle Maintenance Facilities

- i. Note and dimension location of facilities on plans.
- ii. Bicycle maintenance facilities to be located with convenient access to from Class A bicycle spaces.
- iii. Provision of an operational plan detailing:
  1. A description of the amenities to be provided,
  2. A means of providing access to all residents, commercial tenants, and the public (if applicable), and
  3. Plan for maintaining these amenities.

- iv. If available, provision of any additional information regarding this measure (e.g. tool receipts, instructions for using an online sign-up portal, or marketing/ instructional materials) that demonstrates how the property owner will operate, administer, and maintain this common facility.

Note to Applicant: Confirm retail/service users will have access to the bicycle maintenance facilities located on P2. This level can only be accessed from the Residential lobby and elevators.

- 1.36 Subject to the acceptance of an approved TDM Plan, entry into a TDM agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, which:
- (a) Secures provision of funding towards long-term TDM monitoring fund in the amount of \$280 per parking space waived.
  - (b) Secures the provision of TDM measures on the site.
  - (c) Permits the City to access and undertake post occupancy monitoring of the TDM measures proposed.
  - (d) Agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.
- 1.37 Design development to improve access and design of bicycle parking and comply with the Bicycle Parking Design Supplement.
- (a) Provision of a dedicated bicycle elevator for all bicycle spaces located below the first underground level.

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

- 1.38 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:

- i. Improve two-way traffic flow at the top and the bottom of the main parkade ramp.

Notes to Applicant:

- 1. Parking space C5 may need to be relocated.
  - 2. A jug handle or corner cut may be required at the top of the main ramp
- ii. Improve visibility for two-way vehicle movement at the top and the bottom of the main parkade ramp. Parabolic mirrors are recommended.

- (b) Provision of 21'8" maneuver aisle width or additional stall width. Refer to V2 to R3.
- (c) Provision of improved interface of the parkade access and the lane.
  - i. Improve sightlines for the main parkade ramp at the lane and the Class B loading bay.
- (d) Provision of review of the parking and loading design considering vehicle and truck turning movements and show vehicle turning swaths considering:
  - i. Largest anticipated design vehicles and loading vehicles;
  - ii. Two-way flow at the top of the ramp and the lane, the full length of the ramp, the bottom of the main ramp and the maneuvering aisles through the parkade; and
  - iii. Loading to and from the lane.

Note to Applicant: Show all at grade structure and utilities on the maneuver diagrams at the lane.

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

- (a) A complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided.
- (b) All types of parking and loading spaces individually numbered, and labelled on the drawings.
- (c) Dimension of column encroachments into parking stalls.
- (d) Show all columns in the parking layouts.
- (e) Dimensions for typical parking spaces.
- (f) Dimensions of additional setbacks for parking spaces due to columns and walls.
- (g) Dimensions of manoeuver aisles and the drive aisles at the parkade entrance and all gates.
- (h) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates. These clearances must consider mechanical projections and built obstructions.
- (i) Details on the ramp/parkade warning and/or signal systems and locations of lights, signs and detection devices to be shown on the plans.
- (j) Areas of minimum vertical clearances labelled on parking levels.

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

1.40 Provision of a draft final Rainwater Management Plan (RWMP) prior to DP issuance.

Note to Applicant: As it is acknowledged that not all design component are advanced fully at this stage, placeholders will be accepted in this resubmission with the expectation the final report will include all relevant details.

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

- (a) Outline the applicable site rainwater management requirements including but not limited to:
  - i. volume reduction;
  - ii. water quality; and
  - iii. release rate control

Note to Applicant: Providing the project is a mixed-use development, the peak flow calculations are to use 1:10 year return period and inlet time of 5 minutes.

- (b) Outline the rainwater management approach proposed to meet the requirements. The approach shall include descriptions of each rainwater management practice/best management practice (BMP). BMPs proposed to meet the volume reduction requirement shall be classified as either Tier 1, 2 or 3 with calculation sizing summary of all BMPs proposed.

Note to Applicant: The RMWP must prioritize methods of capture by Tier 1 and 2 with Tier 3 only as a last resort.

- (c) Calculation 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.
- (d) Provide design specifics and details of all BMPs to support the design claim for meeting target requirements, including, but not limited to: the amount of volume detained, allowable release rate, dimensions, applicable inlet and outlet inverts, and approximate locations.
- (e) Provide the relevant excerpts of the landscape plan that supports the use of any landscape area or feature as a rainwater management practice.

Note to Applicant: The architectural and landscape plans make mention of planters and landscaping on level 2 and the roof which may contribute to the on-site rainwater management requirements as a Tier 2 practice

- (f) Provide a pre-development site plan showing:
  - i. orthophoto;
  - ii. existing drainage areas; and
  - iii. on-site and downstream offsite drainage appurtenances.
  
- (g) Provide post-development site plan(s) that include the following:
  - i. building location/footprint;
  - ii. underground parking extent;
  - iii. proposed service connections to the municipal sewer system;
  - iv. location and labels for all proposed rainwater management practices;
  - v. area measurements for all the different land use surface types within the site limits; and
  - vi. delineated catchments to demonstrate BMPs are appropriately sized.
  
- (h) Provide summary of all the catchment areas in a tabular form, including the required capture and treatment, any direct capture and treatment achieved from adjacent surfaces, and storage capacities for that catchment. Catchments must be shown in a proposed site plan drawing or figure as part of the Preliminary Rainwater Management Plan Report.
  
- (i) If on-site infiltration is proposed, provide a preliminary infiltration study that includes the following:
  - i. an evaluation of the potential for and risks of on-site rainwater infiltration, such as stability and soil contamination;
  - ii. results of infiltration testing at likely locations for infiltration practices and a proposed design infiltration rate;
  - iii. soil stratigraphy; and
  - iv. depth to bedrock and/or seasonally high groundwater at likely locations for infiltration practices.
  
- (j) Provide adequate and concise supplementary documentation for any proprietary products that clearly demonstrates how they contribute to and/or meet the rainwater management requirements.
  
- (k) Provide information on how the water quality requirement will be achieved on this site, as water quality treatment is required for the first 24 mm (~70% annual average rainfall) of all rainfall from the site that is not captured in Tier 1 or Tier 2 practices and 48 mm (~90% annual average rainfall) of treatment is required for high traffic areas. For the DP submission, the following should be included for review for all proprietary devices:
  - i. product Name and Manufacturer/Supplier
  - ii. total area and % Impervious being treated
  - iii. treatment flow rate

- iv. Supporting calculations to demonstrate adequate sizing.
- v. Include discussion of the specified treatment device's % TSS removal efficiency certification by TAPE or ETV
- vi. Location on of device in drawing or figure in the report.

Note to Applicant: The applicant may schedule a meeting with Rainwater Management Review group prior to moving forward with the RWMP to address any concerns or questions related to the conditions or comments prior to resubmission with the DP application. To schedule the meeting, contact [rainwater@vancouver.ca](mailto:rainwater@vancouver.ca).

- 1.41 Provision of a Rainwater Management Agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services registered prior to issuance of the Development Permit.
- 1.42 Provision of a final RWMP, which includes a written report supporting calculations, computer models and drawings to the satisfaction of Engineering Services prior to the issuance of any building permit. Provision of a final Operation & Maintenance (O&M) Manual for all rainwater systems to the satisfaction of Engineering Services. The O&M Manual shall be tailored specifically for the rainwater management practices proposed on-site and submitted as a standalone document prior to the issuance of any building permit.
- 1.43 Clarify garbage pick-up operations. Provide written confirmation that a waste hauler can access and pick up from the location shown without reliance on the lane for extended bin storage. If this cannot be confirmed, then an on-site garbage bin staging area is to be provided adjacent to the lane.
- 1.44 Architectural drawings: Elevations along property line do not match City supplied building grades. Revise to ensure City building grades are met. To minimize grade differences, interpolate a continuous building grade between the points given on the City supplied plan.
- 1.45 Landscape drawings: Hardscape finish on City property and SRW is to be standard concrete with exposed aggregate front boulevards. Remove exposed aggregate band running perpendicular to the sidewalk alignment near the intersection of Joyce Street and Kingsway.
- 1.46 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."
- 1.47 The following statement is to be placed 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 and Major Projects and/or your Engineering, Building Site Inspector for details.”

- 1.48 Submission of a Key Plan to the City for review and approval prior to submission of any third party utility drawings is required. The review of third party utility service drawings will not be initiated until the Key Plan is defined and achieves the following objectives:
- (a) The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan <https://vancouver.ca/files/cov/engineering-design-manual.PDF>; and
  - (b) All third party service lines to the development is to be shown on the plan (e.g., BC Hydro, Telus, Shaw, etc.) and the applicant is to provide documented acceptance from the third party utilities prior to submitting to the City.

Note to Applicant: Use of street for temporary power (e.g., temporary pole, pole mounted transformer or ducting) is to be coordinated with the city well in advanced of construction. Requests will be reviewed on a case by case basis with justification provided substantiating need of street space against other alternatives. If street use for temporary power is not approved, alternate means of providing power will need to be proposed. An electrical permit will be required.

- 1.49 Parking, loading, bicycle and passenger loading spaces must be provided and maintained in accordance with the requirements of the Vancouver Parking By-law.

Note to Applicant: Proposed parking reductions may be considered at the Development Permit stage with acceptable Transportation Demand Management (TDM).

## Housing

- 1.50 The proposed unit mix, including 45 studio units (57%), 5 one-bedroom units (6%), and 29 two-bedroom units (37%) 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.

- 1.51 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 to include areas suitable for a range of children’s play activities and urban agriculture, ranging in size from 130 sq. m. (1,400 sq. ft.) to 280 sq. m. (3,014 sq. ft.) and situation to maximize sunlight access (S. 3.3.2, 3.4.3);

- (b) A minimum of 2.3 sq. m (24.7 sq. ft.) of bulk storage for each dwelling unit (S. 4.4.2);
- (c) A multi-purpose indoor amenity space at least 37 sq. m. (398 sq. ft.) with a wheelchair accessible washroom and kitchenette. Consider positioning this adjacent to the children's play area to enable parental supervision from the amenity room (S. 3.7.3); and
- (d) A balcony for each unit with a minimum of 35 sq. ft. for studio and one-bedroom units and a minimum of 54 sq. ft. for two-bedroom and three-bedroom units.

Note to Applicant: Refer to urban design condition 1.4.

## PART 2: CONDITIONS OF BY-LAW ENACTMENT

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

### Engineering

- 2.1 Arrangements are to be made to the satisfaction of the GMES and the DLS for release of Easement & Indemnity Agreement 421407M (commercial crossings) prior to building occupancy.

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

- 2.2 Provision of a building setback and surface statutory right of way (SRW) for public pedestrian use over a portion of the site along Kingsway and Joyce Street to achieve a 5.5 metre offset distance measured from the back of the existing curb for widened sidewalks. 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 Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the Rezoning 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 all to the satisfaction of the General Manager of Engineering Services. No development permit for the site will be issued until the security for the services are provided. The timing for the delivery of the Services shall be determined by the General Manager of Engineering Services in his sole discretion and holds shall be placed on such permits as deemed necessary in his sole discretion. The Services are not excess and/or extended services and the applicant is not entitled to a Latecomer Agreement.
  - (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 Core Concept Consulting Ltd. dated December 11, 2020, no water main upgrades are required to service the development.

Note to Applicant: The main servicing the proposed development is 300 mm along Joyce Street or 200 mm along Kingsway. Should the development require water service connections larger than the existing main, the developer shall upsize the existing main 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 at 3304 Kingsway require the following in order to maintain acceptable combined sewer flow conditions.

- i. Local Servicing Upgrade:

Cap and abandon 16 m of 200 mm SAN first flush main from MH\_\_FJCPNT to MH\_\_FJCPNS at frontage of lot 3304 Kingsway (NW corner)

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 existing 200 mm Sanitary and 375 mm Storm sewers in Kingsway.

- (c) Provision of street improvements along Kingsway and Joyce Street adjacent to the site and appropriate transitions including the following:
- i. Minimum 1.22 m (4') wide front boulevard with street trees where space permits;
  - ii. Minimum 3.05 m (10') wide broom finish saw-cut concrete sidewalk;
  - iii. Hard surface treatment between the sidewalk and the building;
  - iv. Remove existing driveways on Joyce St and Kingsway and replace with full height curb, boulevard and sidewalk to City standards. New full height curb on Kingsway at the driveway letdowns are to be integral concrete curb and pad.
  - v. New concrete curb and gutter on Joyce St along the development site's frontage.
- (d) Provision of upgraded street lighting (roadway and sidewalk) adjacent to the site to current City standards and IESNA recommendations.
- (e) Provision of LED lighting in the lane, to ensure sufficient lighting is provided in the lane when entering from Harold Street. Confirmation that any relocated wood poles in the lane adjacent the site will not impact existing lane lighting, should any relocated pole include lighting impacts, upgrading of the lane lighting to current standard will be required.
- (f) Provision of new pad mounted service cabinet/kiosk, if voltage drop in existing street lighting branch circuit on Harold Street (to feed replacement lane lighting if required) exceeds 3%.

Note to Applicant: Confirmation of pole removal is required. An electrical review by Applicant is required to confirm condition requirements prior to DP issuance.

- (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 relocation of existing bus stop amenities. The applicant is to pay all costs associated with removal and reinstallation of bus stop amenities including shelter, seating, litter can, advertising panels, foundations, drainage, and new electrical connection to the satisfaction of Engineering Services. Amenities will be supplied and installed by the City's street furniture contractor.

Note to Applicant: Bus shelters shall be placed in such a way as to maintain accessibility for bus boarding and alighting. Refer to the following standards:

- i. Typical bus shelter dimensions are approximately 4.3 m long by 2.2 m wide.
  - ii. Bus shelters shall be a minimum of 1.8 m from the curb.
  - iii. Bus shelters shall be a maximum of 9 m from the bus ID pole.
  - iv. There shall be a minimum of 3 m width direct clear path from the bus ID pole to the sidewalk to allow for ramp deployment and access to the front doors of the bus.
  - v. No conflict with underground utilities.
- (i) Arrangements for a cash security deposit of \$20,000 retained to ensure protection and replacement of existing bus shelter.
- (j) Remove and replace full depth of asphalt in the laneway along the 6 m development site frontage. Existing asphalt surface in this area has deteriorated.
- (k) Provision to construct speed humps in the lane east of Joyce Street.
- (l) Provision for the installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.

2.4 Provision of all third party utility services (e.g., BC Hydro, Telus and Shaw) to be underground. BC Hydro services to the site shall be primary.

2.5 BC Hydro System Vista, Vista switchgear, pad mounted transformers, low profile transformers and kiosks as well as telecommunications kiosks are to be located on private property with no reliance on public property for placement of these features. Submission of a written confirmation from BC Hydro that all these items will be located on the development property.

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

### **Sustainability**

2.6 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

- 2.7 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, prior to rezoning enactment, 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 a Section 219 Covenant. If the applicant chooses to seek a waiver of the Development Cost Levies at the development permit stage (and had not sought a waiver prior to rezoning enactment), a new Housing Agreement will be required prior to development permit issuance to secure the obligations in subsection (d) above.

## Environmental Contamination

- 2.8 If applicable:
- (a) Submit a site disclosure statement 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 constructed on the site pursuant to this rezoning until separate Certificates of Compliance, satisfactory to the City, for the on-site and off-site contamination, issued by the BC Ministry of Environment and Climate Change Strategy, 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.

\* \* \* \* \*

**3304 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:

“3304 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 #]      3304 Kingsway”

3304 Kingsway  
PUBLIC CONSULTATION SUMMARY

1. List of Engagement Events, Notification, and Responses

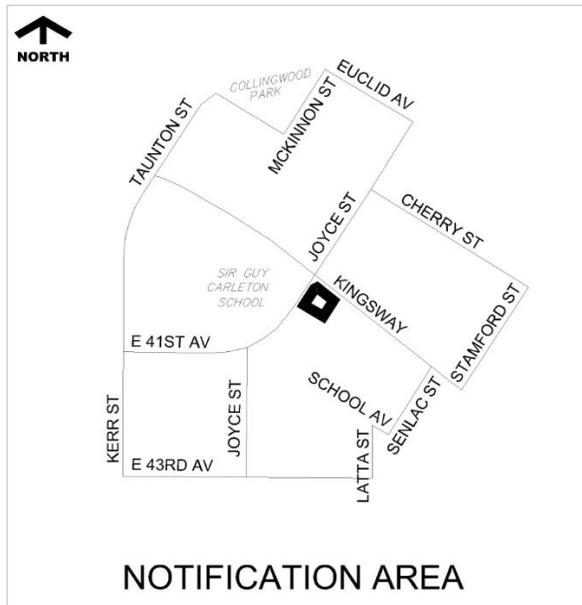
	Dates	Results
<b>Events</b>		
Virtual open house (City-led)	March 15 – April 4, 2021	235 participants (aware)* <ul style="list-style-type: none"> <li>• 129 informed</li> <li>• 62 engaged</li> </ul>
<b>Public Notification</b>		
Postcard distribution – Notice of rezoning application and virtual open house	March 11, 2021	724 notices mailed
<b>Public Responses</b>		
Online questions	March 15 – April 4, 2021	8 submittal
Online comment forms <ul style="list-style-type: none"> <li>• via Shape Your City platform</li> </ul>	January, 2021 – May 2021	85 submittals
Overall position <ul style="list-style-type: none"> <li>• support</li> <li>• opposed</li> <li>• mixed</li> </ul>	January, 2021 – May 2021	85 submittals <ul style="list-style-type: none"> <li>• 78 responses</li> <li>• 2 responses</li> <li>• 4 responses</li> </ul>
Other input	January, 2021 – May 2021	0 submittals
<b>Online Engagement – Shape Your City Vancouver</b>		
Total participants during online engagement period	January, 2021 – May 2021	480 participants (aware)* <ul style="list-style-type: none"> <li>• 244 informed</li> <li>• 91 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



## 2. Analysis of All Comments Received

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, massing and context:** The building height, massing and density are appropriate and a great addition to this neighbourhood given its close proximity to transit. The project will encourage growth, provide improvements and generate more vibrancy in this area.
- **Building design:** The building is well designed and a great addition to the existing streetscape. The curved architecture of the building is unique and will add character to the neighbourhood. The rooftop amenity space proposed is an effective use of space and well oriented for maximum sunlight exposure.
- **Housing stock:** Additional rental housing stock is greatly needed especially during the housing crisis that Vancouver is currently facing.
- **Retail space:** Inclusion of retail space is appreciated and needed in order to retain the commercial characteristics of this part of Kingsway and to provide even more services for local residents beyond just the currently existing 7-11 corner store.

Generally, comments of concern fell within the following areas:

- **Building height, density, massing and context:** Not enough density and height for this project that is located on a main intersection and has close proximity to 2 major bus routes and within walking distance of the Joyce-Collingwood Skytrain station.
- **Building design:** Not enough set back between the building and sidewalk especially for being right on a busy intersection (Joyce & Kingsway). Lack of landscaping features for this project is also a concern.
- **Affordability:** Uncertainty whether this project will be providing affordable rates for those who actually need it.

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

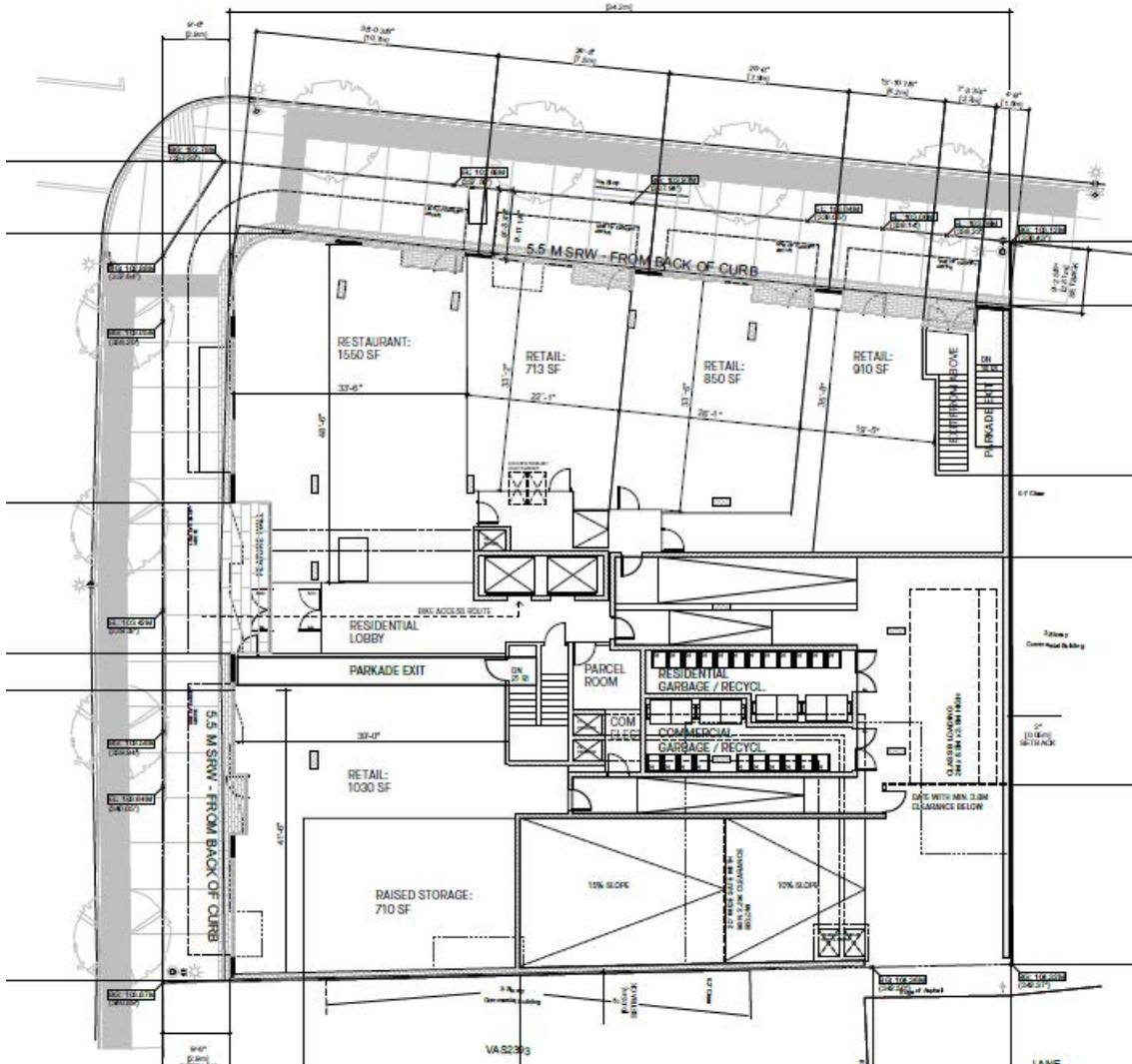
*Neutral comments/suggestions/recommendations:*

- The addition of a children's play area should be considered, as there will be a number of family-sized units in this building.
- The sidewalk directly in front of this building should be widened in order to accommodate increased usage once the project is finished.
- Kingsway is not a bicycle friendly road and considerations should be done for a bicycle lane (or other bicycle friendly road transformations) in order to encourage the use of the bicycle amenities proposed for this project.
- Extra public realm improvements should be done especially for the existing bus stop directly in front of this proposed development.

\* \* \* \* \*

3304 Kingsway  
FORM OF DEVELOPMENT DRAWINGS

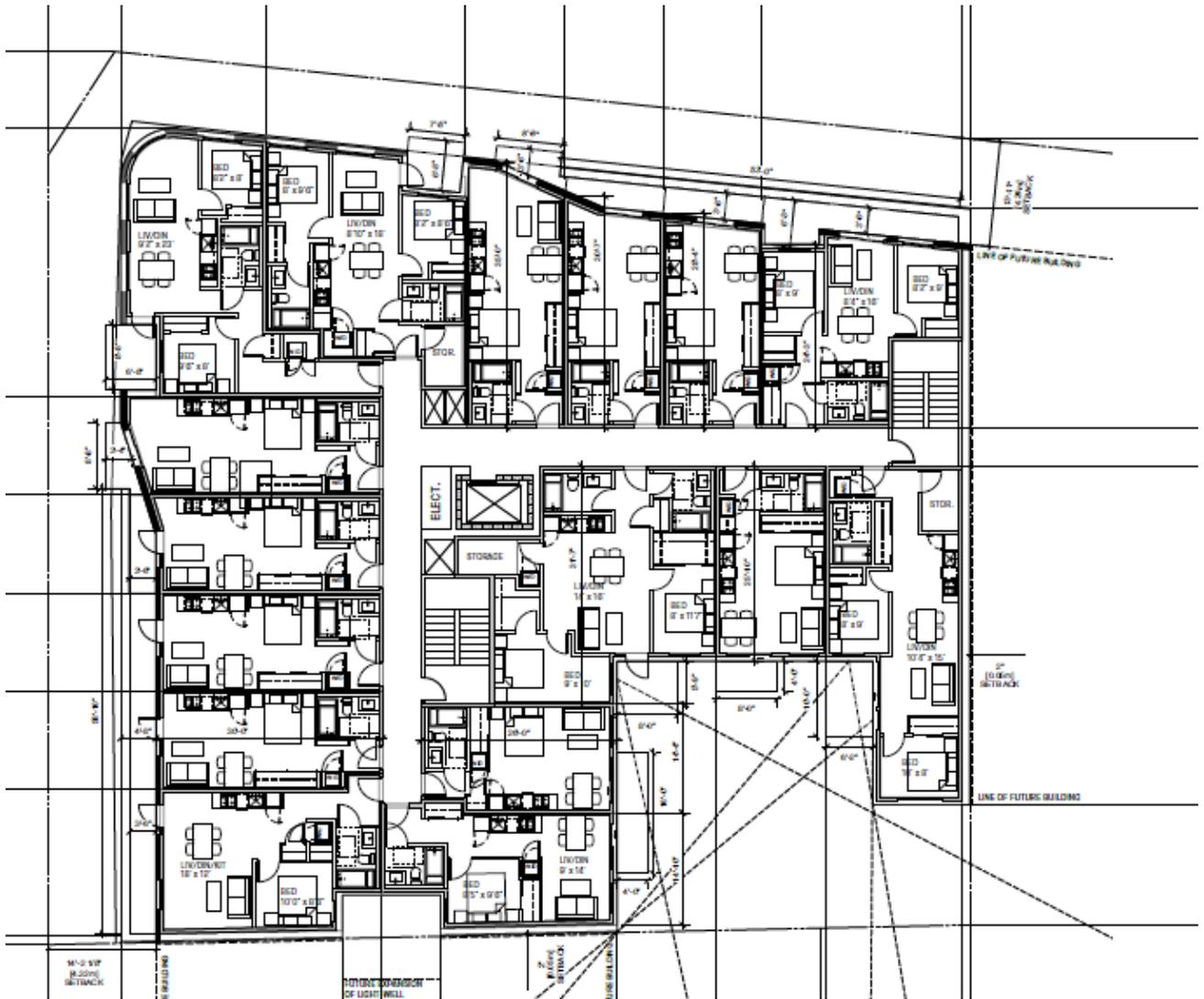
Level One





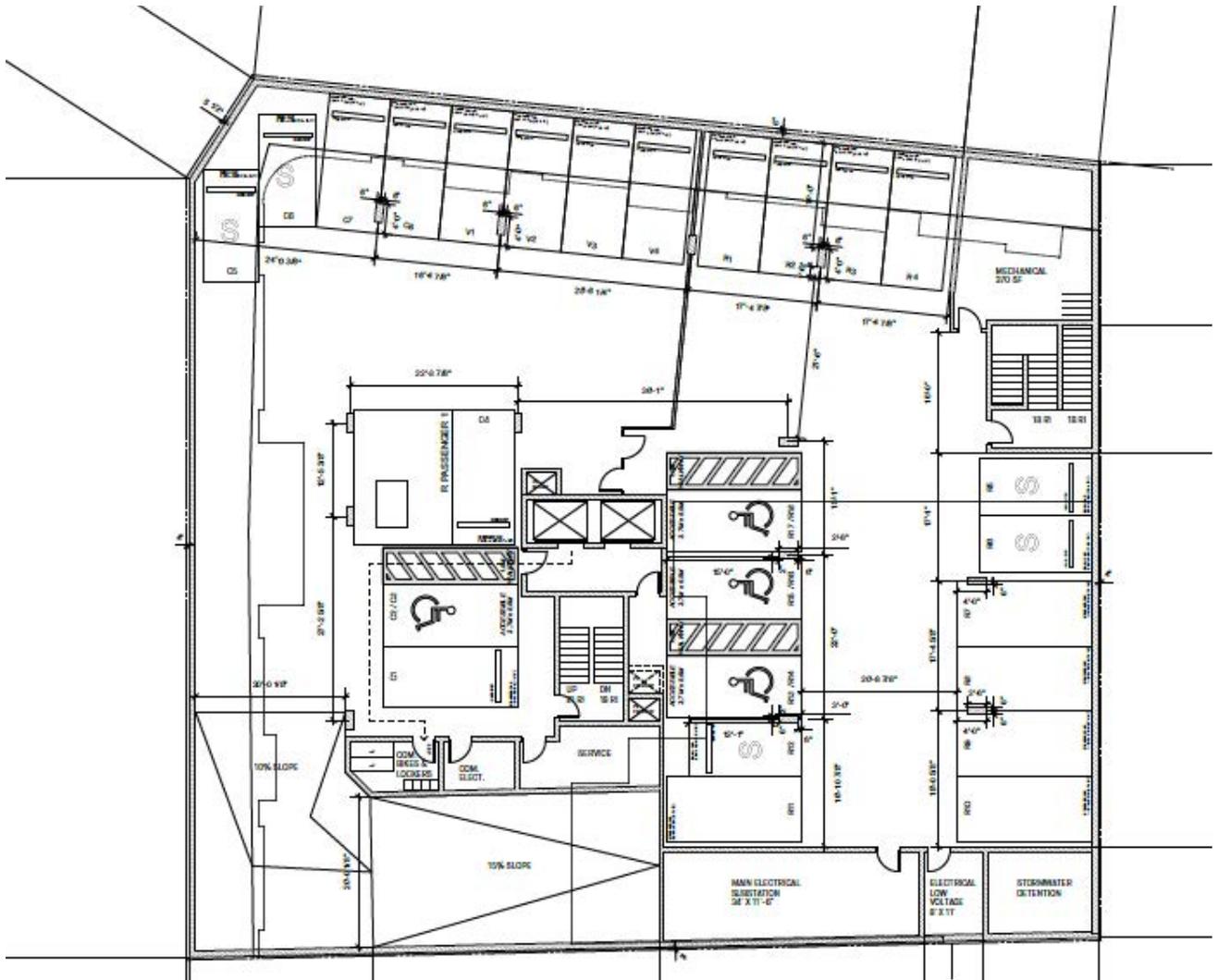


Level Six

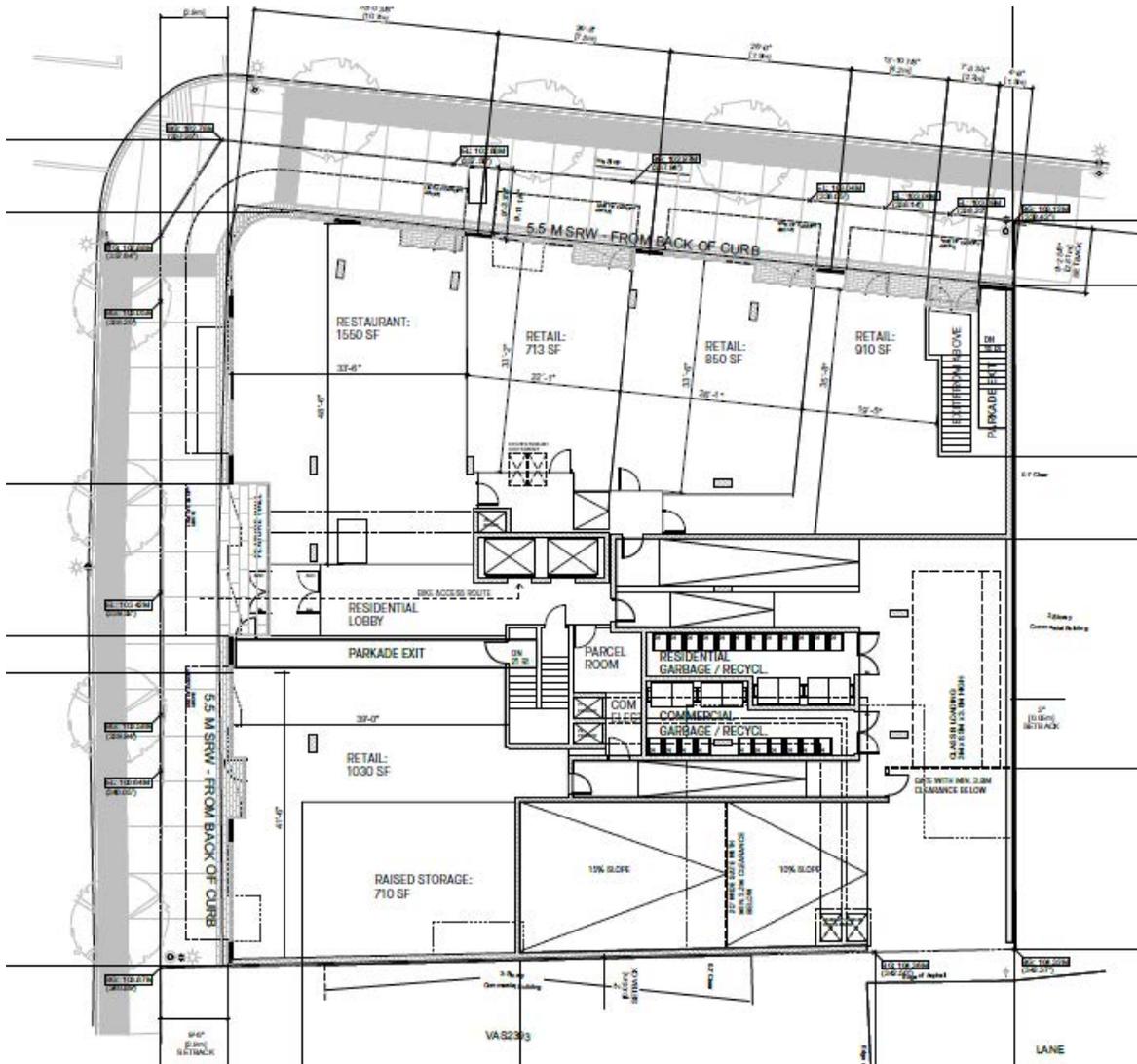




Parking Level One



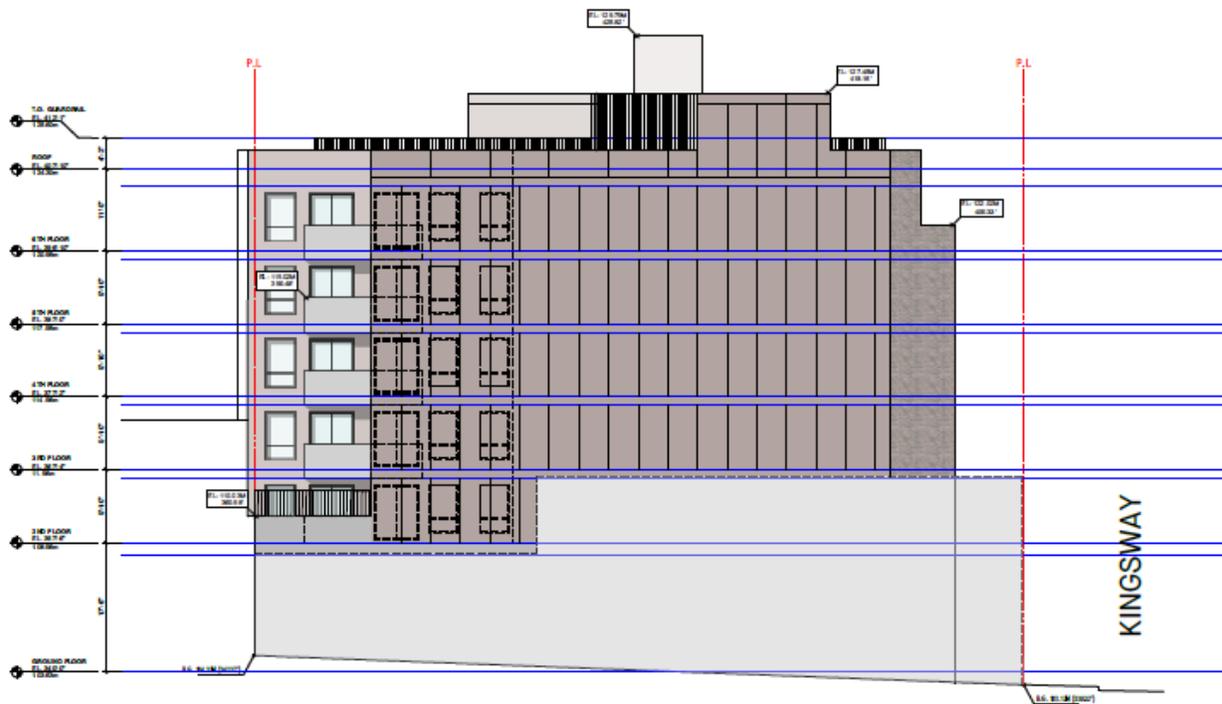
Parking Level Two



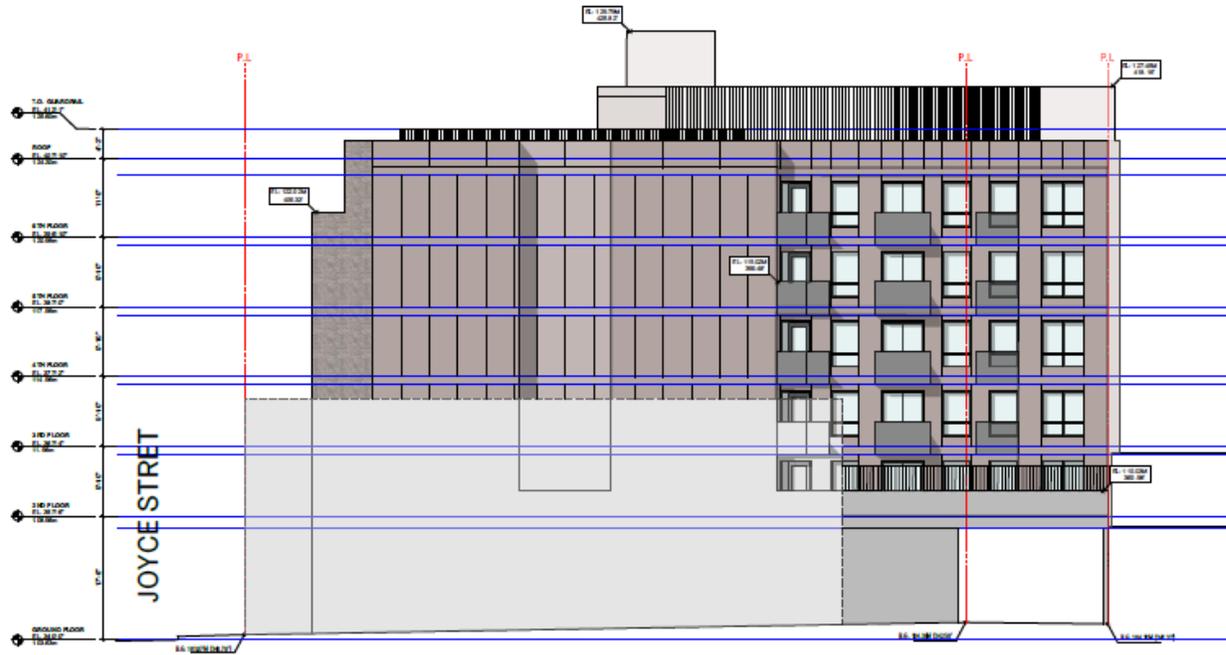
### North Elevation



### East Elevation



South Elevation



West Elevation



3304 Kingsway  
PUBLIC BENEFITS SUMMARY

**Project Summary:**

Six-storey, mixed-use building with 79 secured rental units and commercial uses at grade.

**Public Benefit Summary:**

The proposal would provide 79 secured market 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 = 1,256 sq. m. (13,520 sq. ft.))	2.5	3.93
Buildable Floor Space (sq. ft.)	33,800 sq. ft.	53,112 sq. ft.
Land Use	Mixed-use	Mixed-use

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

City-Wide DCL <sup>1,2</sup>	\$951,417
City-Wide Utilities DCL <sup>1</sup>	\$508,872
<b>Total</b>	<b>\$1,460,289</b>

**Other benefits (non-quantified):** 79 rental housing units secured for the longer of 60 years and the life of the building.

<sup>1</sup> Based on DCL bylaws in effect as at September 30, 2021. DCL bylaws are subject to future adjustment by Council, including annual inflationary rate adjustments. DCLs are payable at building permit issuance based on bylaws 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> 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 waiver of City-wide DCL for the residential floor area. Based on the rates in effect as of September 30, 2021, estimated value of the waiver for the proposed project is \$857,879

\* \* \* \* \*

**3304 Kingsway**  
**APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION**

**PROPERTY INFORMATION**

Civic Address	PID	Legal Description
3304 Kingsway	010-929-193	Lot A, Except Portions in Reference Plans 2447 and 8858, Block 36 District Lot 37 Plan 6270

**APPLICANT INFORMATION**

Property Owner & Applicant/Developer	Jam (3304 Kingsway) Holdings Inc. (Inc. No. BC1256727)
Architect	Yamamoto Architecture Incorporated

**SITE STATISTICS**

Site Area	1,256 sq. m. (13,520 sq. ft.)
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**DEVELOPMENT STATISTICS**

	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	3.93 FSR
<b>Floor Area</b>	3,140 sq. m (33,800 sq. ft.)	4,394.3 sq. m (53,112 sq. ft.)
<b>Maximum Height</b>	13.8m (45.28 ft.)	24 m (78.7 ft.)
<b>Unit Mix</b>	N/A	<b>Market Rental</b> Studio                    45 One-bedroom            5 Two-bedroom            29 <hr/> <b>Total                        79 units</b>
<b>Parking, Loading and Bicycle Spaces</b>	As per Parking By-law	As per Parking By-law
<b>Natural Assets</b>	<b>Existing:</b> 0 City trees	<b>Proposed (including existing):</b> 9 new on-site trees, confirmed through Engineering conditions

\* \* \* \* \*