kingsway

1001 Kingsway

Revised Rezoning Application

July 6, 2022

vaha vancouver affordable housing agency

community LAND TRUST

NEW COMMONS DEVELOPMENT

ZGF

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01

EXECUTIVE SUMMARY

01 EXECUTIVE SUMMARY

Letter of Intent

Allison Smith
City of Vancouver
Planner | Rezoning Centre
Planning, Urban Design & Sustainability

RE: Revised Rezoning Application for 1001 Kingsway, Vancouver, BC

Community Land Trust (CLT) and New Commons Development (NCD), referred to herein as the Developers, on behalf of Vancouver Affordable Housing Agency (VAHA) submit this Revised Rezoning Application regarding the redevelopment potential of the following property:

- **1001 Kingsway**
- PID: 011-951-591, 011-951-613, 011-951-621, LOT H, J, K BLOCK 64 PLAN VAP4040 DISTRICT LOT 301 NWD GROUP 1

Following the ***Kensington-Cedar Cottage Community Vision***, the Developers are submitting a revised application for rezoning to create a CD-1 Comprehensive Development residential project on this property.

Location and Site Description
The site is situated in the Kensington-Cedar Cottage neighbourhood of Vancouver, at the northeast corner of Kingsway and Windsor Street. The neighbourhood is comprised of predominantly single family dwellings, low-rise apartment buildings and one to three-storey commercial mixed-use buildings. The site is situated along Kingsway, just south of Charles Dickens Elementary School and adjoining Sunnyside Park. The single-family detached dwellings immediately to the north of the project site are zoned RM-1.

The project site is irregularly shaped, sloping upwards from the north to the south. The approximate 13,456 SF area site contains three legal lots. The site is bounded by a rear lane and abuts an adjacent property to the east, Kingsway to the south and Windsor Street to the west. The site is currently occupied by a three-storey multi-tenanted commercial building which is approximately 7,700 SF with underground and surface parking.

Intent and Proposal
The site is zoned under C-2. This zoning allows for a maximum density of 2.5 FSR and a maximum height of 72 feet. However, it is proposed that the site be rezoned to CD-1, under the Rezoning Policy set out in the ***Kensington-Cedar Cottage Community Vision*** and the consideration of additional density under the ***City of Vancouver Rental Incentive Guidelines***, to achieve higher density and building height.

The intent of this development is to build 5 levels of residential over 1 level of commercial space with 2 levels of underground parking. The intent is to have 33,039 SF of residential space housing a total of 66 social housing units. This project will be a newly created co-op; a much anticipated prospect for this community. This proposed development is intended to be built with stick frame construction methodology over a concrete commercial retail level and built to meet Passive House Certification.

The proposed development will achieve a floor to space ratio of 3.81 with a proposed building height of 82.5' .

Rezoning Rationale
The proposed rezoning to CD-1 will seek to increase both the maximum building height and the FSR based on the Rezoning Policy set out in the ***Kensington-Cedar Cottage Community Vision*** and the consideration of additional density under the city of ***Vancouver Rental Incentive Guidelines.***

Amenity Spaces
There are amenity spaces proposed for this site; one indoor and two outdoor. The indoor amenity space is located on Level 2, adjoining an outdoor amenity space at Level 2. A second outdoor space is located on the roof. The Level 2 outdoor space will be primarily hardscaped with a dense planting area at the lane edge and is accessed from corridor or the common amenity space. The roof space will capture sun throughout the day and is being proposed as an edible garden with planters, communal seating and the main children's play area. Both of these spaces will be available and accessible to all residents.

The proposed outdoor amenity space is 1,694 SF at Level 2 and 2,176 SF at roof.

In addition to the indoor and outdoor amenity spaces (which will be accessible to all residents of the building), the City has stated a requirement to see private balconies added to this project. In keeping with the City Guidelines, all family units (2 and 3 beds) will have a full balcony and all studios and 1 beds will have Juliet balconies.

Pre-Application Public Engagement

On Tuesday, December 4th, 2018, the Developers hosted an Open House at the Vancouver First Church of the Nazarene. Approximately 660 invitations were sent to homeowners, using the addresses provided by the City of Vancouver. The event had 9 information boards covering topics such as the neighbourhood, project statistics and objectives, proposed massing and floor plans, elevations and shadow impacts. There was 1 attendee with his child (excluding members of the project team). The conversation with the attendee was generally positive. He is a neighbour who understood that the properties along Kingsway were changing and that the future zoning was for higher density. He was concerned about how the project might shadow his property and wanted to know how the project might impact the development density of his property on 18th Avenue. He filled out a comment sheet, noting that he hoped the adjacent properties (including his home) would be rezoned for higher density.

A scanned copy of his comment sheet will be included as Appendix 14 of this revised rezoning submission. Included later in this submission will be copies of the information boards.

City Led Open House
On Monday, September 30th, 2019, the City of Vancouver hosted an Open House at the Vancouver First Church of the Nazarene as required for the rezoning process. There were 20 boards displaying the rezoning application for the 12-storey scheme previously proposed.

This event was well-attended by the public with mixed support for the proposal.

Commitments to Meet the Requirements of the *Green Buildings Policy for Rezonings*
The Developers commit to meeting the requirements of the ***Green Buildings Policy for Rezonings*** Path A route. They commit to providing the documentation required in the Development Permit, Building Permit and Occupancy Permit Applications.

At this schematic stage of design, in addition to the measures identified in the Sustainable Design Strategy section of Rezoning Application package, the Developers commit to the following requirements:

- **A.1 Near Zero Emissions Building Standard:** RDH has been retained as the Passive House consultant and have provided design advice throughout schematic design and design development.
- **A.2 Energy System Sub-Metering and Reporting:** Design and build to include building metering and sub-metering of energy, and to enter into agreement on energy reporting
- **A.3 Low-Emitting Materials:** The project shall be designed to minimize emissions from interior materials containing volatile organic compounds (VOCs) or added urea formaldehyde

Sustainability Rationale
In keeping with the latest ***Green Buildings Policy for Rezonings***, amended by the City of Vancouver, this building will be designed to Passive House standards. This includes a host of design considerations including, but not limited to, high efficiency insulation, solar shading, heat recovery, and a high level of consideration for airtightness and reduced thermal bridging. Below is a short list of some of the Passive House Design Criteria which will inform our revised rezoning proposal.

- Low window to wall ratio and orienting glazing to maximize daylight and minimize solar heat gains,
- Passive House Certified windows,
- Highly-insulated walls and roof assemblies,
- Repeated high-performance details to minimize thermal bridging and air leakage,
- LED lighting in appropriate areas,
- Low-flow fixtures throughout,
- Full electrification of the mechanical system.

Community Benefits
The Developers are proud to submit this Revised Rezoning Application for this exciting new project. This neighbourhood will benefit from a newly formed co-op and an activation of Windsor Street. In keeping with the ***City of Vancouver's Healthy City Strategy***, the project will also propose the benefits of a courtyard, site interface and a visual connection to the adjacent streets, self-expression as a community, active facades and covered outdoor areas. Most importantly, this development offers new, affordable rental housing which is undersupplied through the City of Vancouver.

02

PROJECT

02 PROJECT

Project Overview

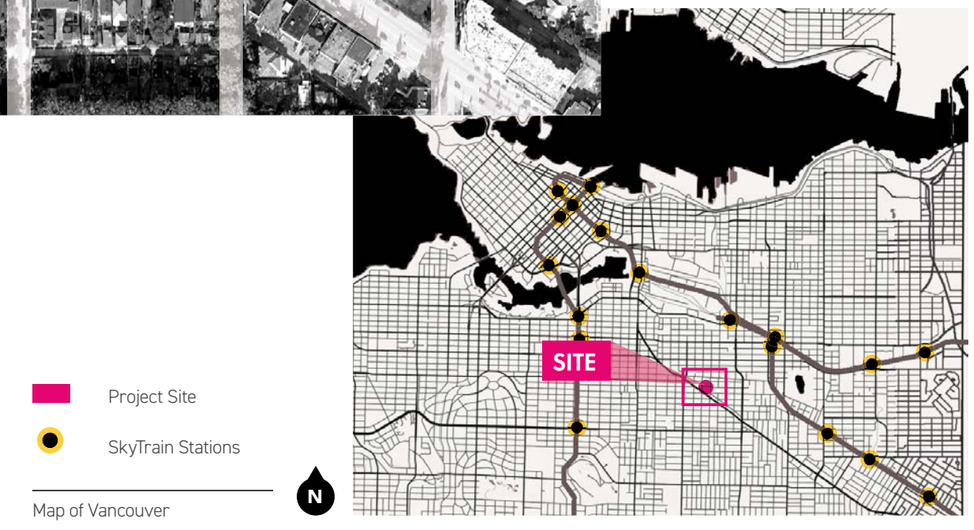
Project Vision

The Kingsway project aims to provide much needed social housing, as well as high-quality ground floor retail space. Floor plan layouts are comprised of affordable rental homes that maximize both the number of homes and affordability levels with 100% of the homes rented at, or below the low end of market. 14% of homes will be fully wheelchair accessible, with 100% of the homes designed to be adaptable in response to changing needs over time.

Several design principles and parameters have been set out that the proposed building intends to adhere to. These include:

- Passive House certification;
- CSA Universal Design standards;
- Consideration and demonstration of opportunities to expedite construction schedules, such as off-site pre-fabrication;
- Incorporation of elements which facilitate personal interaction between residents, and opportunities for integration with non-residential components of project such as community and retail





Project Objectives

Affordability

The development offers a diverse mix of high quality affordable housing that intends to meet the needs of residents and their larger community.

Focus for the site has been put on maximizing the number of affordable homes along with ensuring an appropriate mix of studio, one bedroom and family homes. Senior government funding is being sought to allow this project to exceed the City's requirements.

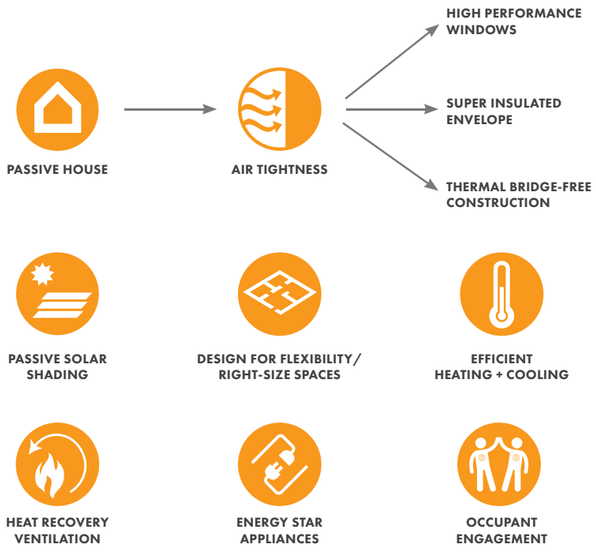
A high-performing building provides benefits for the residents and the broader community...

Building Performance

With a team of highly qualified design and construction professionals, the Kingsway project will be a high-performance building that targets Passive House certification.

A high-performing building provides benefits for the residents and the broader community, including improved thermal comfort, high levels of indoor air quality and a design that maximizes daylighting and minimizes solar heat gain. These parameters have been used as key drivers in developing the building form and construction approach. Highly efficient use of resources such as electricity and water, combine with the effective use of environmentally conscious materials to create low-consuming, healthy homes.

The performance requirements set out by the Passive House Institute ensure that these homes will provide excellent thermal comfort, radically low energy bills, and acoustic dampening of traffic noise.



Building Performance Key Drivers.

Schedule

The team is working in a collaborative partnership through design and construction, while leveraging innovative materials and methods to benefit the schedule.

Closely considering constructability, pre-fabrication and material selection will all contribute significantly to schedule efficiencies, bringing much needed affordable homes to the neighbourhood. Also, the project team will try to locally source materials, while managing costs, as this is a fundamental principle in order to maintain and deepen affordability.

Project Goals

This development at 1001 Kingsway will provide a mix of affordable housing including studios, one bedrooms and family homes. All the homes are rental and will be offered at or below market rental rates.

The project will maintain a continuous retail frontage along Kingsway wrapping on to Windsor Street. The massing adheres to the proposed future planning of six-storey new developments along Kingsway, reinforcing the urban nature of the area.

The project is pursuing Passive House Certification, an ultra low energy standard that requires virtually no energy for heating or cooling. It achieves this through combining a high-performing, highly insulated envelope with a mechanical ventilation system that simultaneously brings fresh air to the homes while removing stale air and extracting heat energy before exhausting. Consideration of solar shading to minimize overheating is combined with operable windows and partial cooling to ensure occupant comfort year-round.

Data Summary

For a more detailed breakdown, refer to the **Development Data & Project Statistics** section on pages 39-41.

Proposed Rezoning

CD-1

Proposed FSR

3.81

after exclusions.

Proposed Building Height

6 Storeys

Proposed Building Height

82.5'

25.1m
To the top of elevator overrun measured from established elevation, as provided by City of Vancouver.

Site Area

13,456 SF

1,250 SM

Proposed Residential Area

35,597 SF

(gross), including 33,039 SF Residential + 2,558 SF of in-unit Storage.

Proposed CRU Area

6,877 SF

Proposed Outdoor Amenity Area

3,870 SF

1,694 SF at level 2 & 2,176 SF at Roof (gross)

Proposed Indoor Amenity Area

1,437 SF

(gross). including 985 SF Indoor Amenity + 452 SF of Rental Office.

Proposed Number of Homes

66

Proposed Parking

22

Includes 6 Commercial Parking Stalls, 1 Carshare, 1 Class A Passenger Loading and 2 Class B Commercial Loading.

Proposed Bicycle Parking

166

02 SITE

03 SITE

Site Overview

Property Information

Civic Address
1001 Kingsway, Vancouver

PID and Legal Descriptions
- PID: 011-951-591, Lot H Block 64 District Lot 301 Plan 4040
- PID: 011-951-613, Lot J Block 64 District Lot 301 Plan 4040
- PID: 011-951-621, Lot K Block 64 District Lot 301 Plan 4040

Lot Area
13,456 SF (irregular)

Lot Size
Three legal lots comprising two lots of 33' x 122' (frontage x depth) and one irregular lot of 127.6' x 75.1' (frontage x depth)

Frontages
Kingsway and Windsor Street

Current Zoning
C-2 (proposed Rezoning to CD-1)

Current Use
Three-storey multi-tenanted commercial building with a surface parking lot as well as underground parking.

Proposed Use
Six-storey mixed-use residential building over two levels of underground parking. 66 affordable rental residential homes from levels 2 to 6 will make up 35,597 SF of the total 70,128 SF of Gross Floor Area (GFA excluding below-grade Parkade Areas). The ground floor will be comprised of 6,877 SF of retail fronting on both Kingsway and Windsor Street.



Aerial Map

Site Context

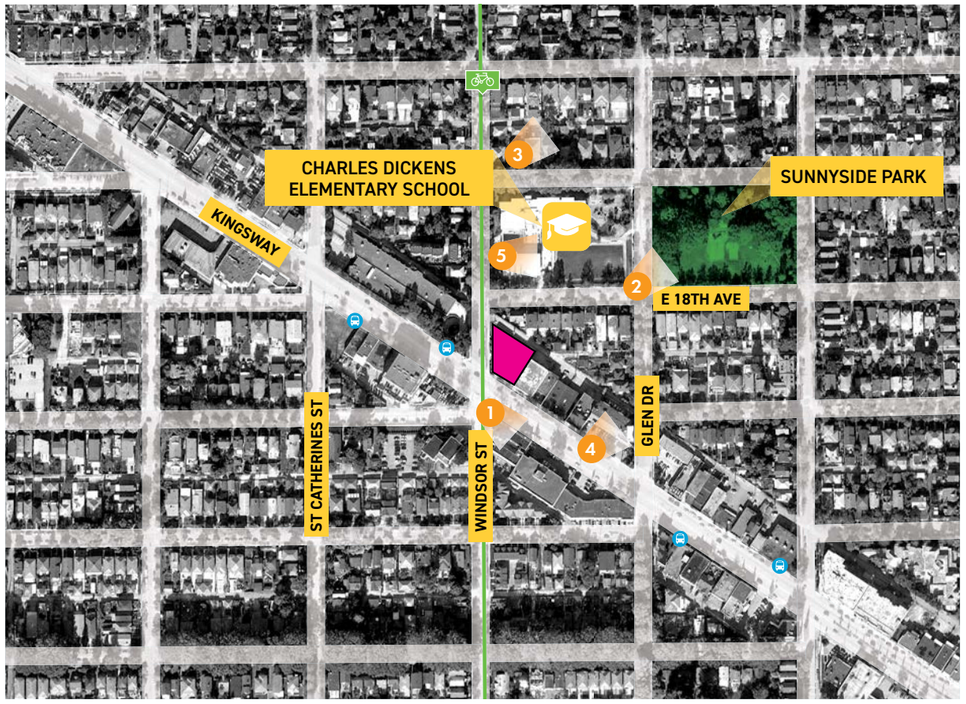
Neighbourhood Overview

1001 Kingsway is located in the Kensington-Cedar Cottage neighbourhood at the northeast corner of Kingsway and Windsor Street. The neighbourhood is comprised of predominantly single family dwellings, low-rise apartment buildings and one to three-storey commercial mixed-use buildings.

Situated along Kingsway, a major six-lane traffic route, the site is able to take full advantage of the transit system in place, with the number 19 bus stops located immediately west of the property.

The property is located just south of Charles Dickens Elementary school and adjoining Sunnyside Park. The single-family detached dwellings immediately to the north of the project site are zoned RM-1. Three to six-storey developments line Kingsway with multi-family developments behind. The neighbourhood beyond is predominantly single-family detached dwellings.

The site is adjacent to the number 19 bus stops running in each direction, connecting it to the broader transit network. Windsor Street, provides immediate access to the bike network.



Map of area within a 0.25 km range of the site.



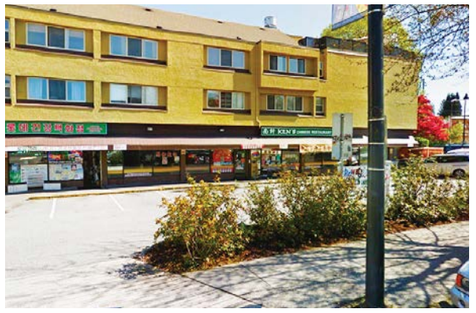
1 View from the site (intersection of Kingsway and Windsor) looking across the street.



2 Sunnyside Park.



3 Typical single family dwellings to the north and south of the site.



4 Commercial architecture along Kingsway.

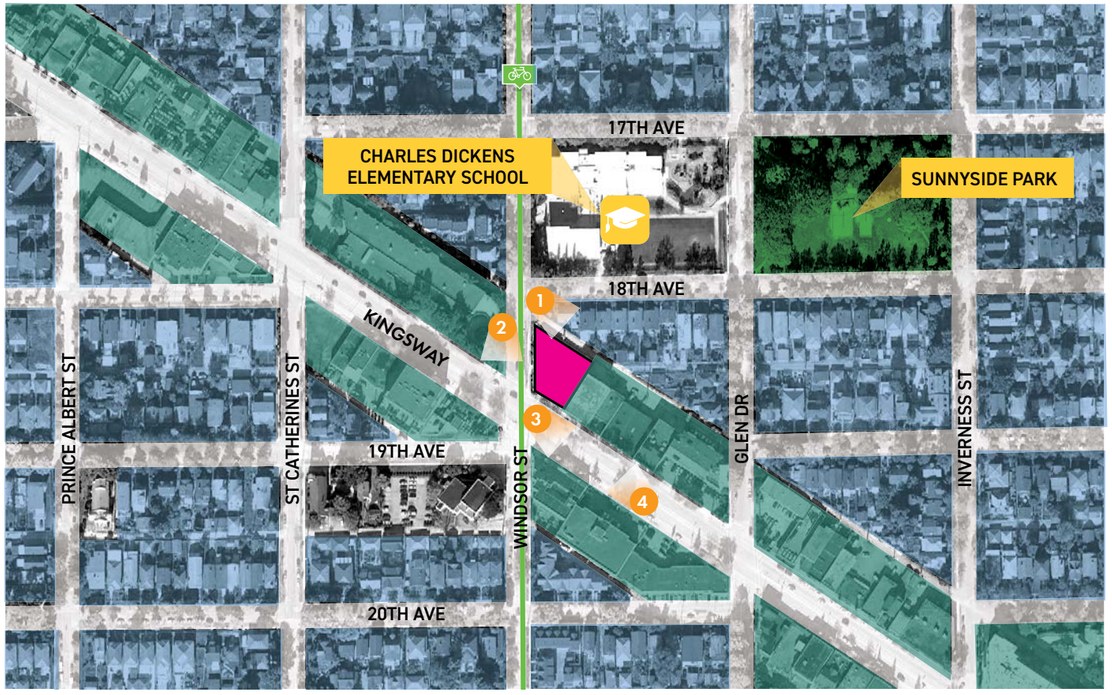


5 Charles Dickens School.

Site Features

The Kingsway property is an irregularly-shaped site on the northeast corner of the Kingsway and Windsor Street intersection. Sloping upwards from north to south, the site is occupied by a three storey building with underground parking supplying ten parking stalls. The existing building is approximately 7,700 SF and includes four retail units. The existing parkade is accessible from a ramp located at the rear of the building along the lane. The site is currently serviced for all utilities, including Hydro, water, storm and sanitary.

The site fronts Kingsway (six-lane) and Windsor Street (two-way street). There are no dedicated bike lanes, however, Windsor Street is a busy bike route.



Bicycle Friendly Road

Single Family Home Neighbourhood

Kingsway Corridor

Site

Legend

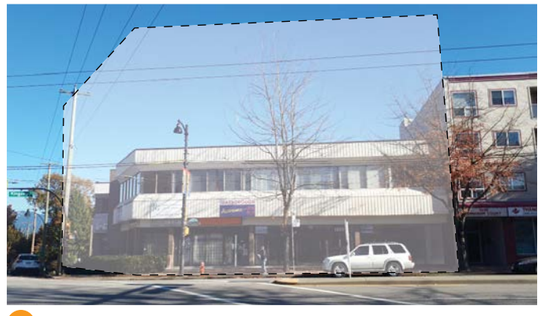
Current Use: The site is currently a 2 storey commercial building with on grade parking at lane.



1 Lane along rear yard of site with existing four-storey building on the right.



2 View from Windsor Street Looking West towards ICBC Claim Centre.



3 Kingsway south Elevation of exisiting building with existing 4 storey building on the right.



4 View of the site on Kingsway looking West.

04

ZONING

04 ZONING

Zoning Summary

C-2 Zoning Overview

The C-2 zoning allows for a maximum density of 2.5 FSR and a maximum height of 72' (22 m). The proposed rezoning to CD-1 will seek to increase both the maximum building height and the FSR based on the Rezoning Policy set out in the ***Kensington-Cedar Cottage Community Vision*** and the consideration of additional density under the ***City of Vancouver Rental Incentive Guidelines.***

Existing Policies and Guidelines

Required Setbacks for C-2 zoning
(from City of ***Vancouver Zoning and Development Bylaw***)

Front setback: 2.5 m (8') from the front property line.

Side Yard setback: 2.5m (8') on a corner site, the exterior side yard and side back requirements shall be the same as the front yard and front setback

Rear Yard setback: 1.5m (5') under 6.1m (20') and 4.6m (15') above 6.1m (20')

Max. Building Height: 22.0m (72')

Parking Required

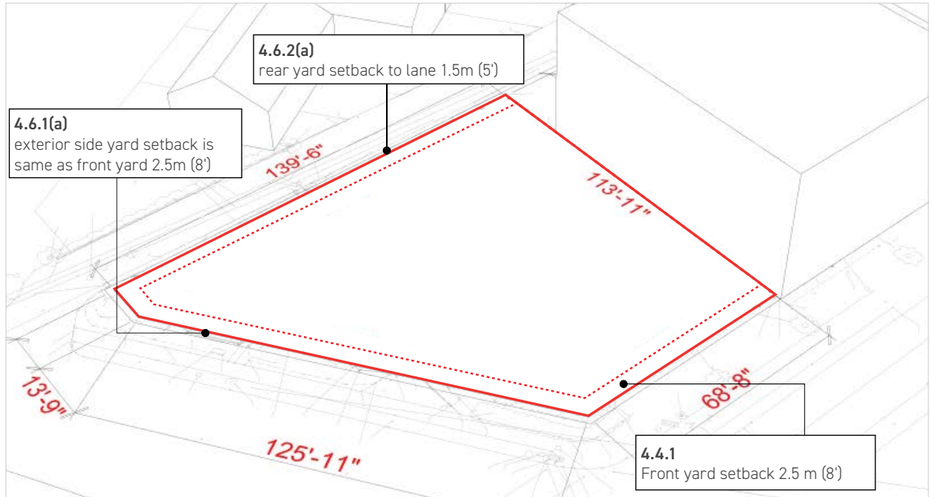
from **City of Vancouver Parking By-Law** *and also refer to Appendix 13.*

STALL TYPE	RESIDENTIAL	COMMERCIAL	TOTAL
General Stalls (with reductions of 60% for Residential and 30% for commercial)	12	7	19
Accessible	3	1	4
Visitor	3	0	3
Class A Passenger Loading	1	0	1
SUB-TOTAL	19	8	27
Long Term (Class A) Bicycle	113	2	115
Class B Goods Loading	0	2	2

Citywide Integrated Rainwater Management Plan

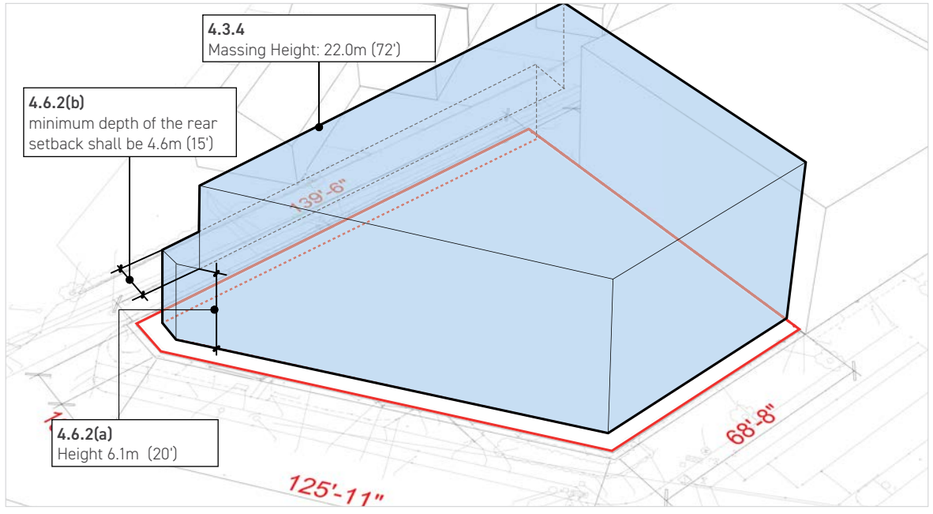
The proposed project will play its role in protecting and improving water quality in waterbodies within the vicinity of the site. Rainfall and water runoff will be collected in on-site detention tanks, which will be designed to not over burden the city sewarage system during storm events. Best practices will be implemented to reduce the demand for potable water by encouraging beneficial reuse.

Existing C-2 Zoning Requirements (at Grade)



Required Setbacks for Existing C-2 zoning from *City of Vancouver Zoning and Development Bylaw*

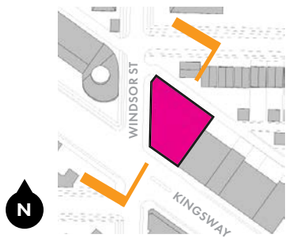
Existing C-2 Zoning Massing Requirements



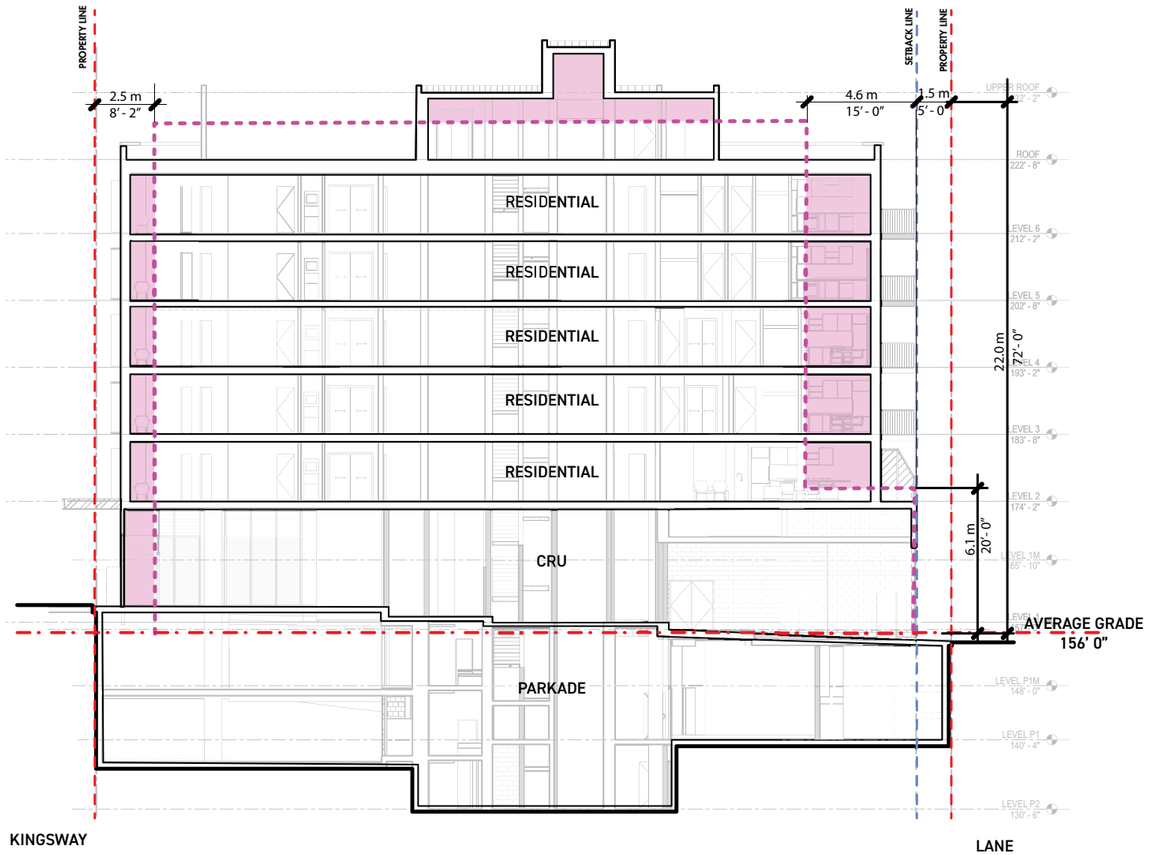
Required Setbacks, Building Height and Step-backs for Existing C-2 zoning from *City of Vancouver Zoning and Development Bylaw*

Rationale for Rezoning Variances

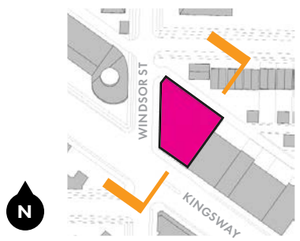
Current C-2 Zoning	Proposed CD-1 Zoning	Rationale
Height 22.0m (72') building height	**Height** 25.1m (82'-6") building height (to Top of Elevator Overrun)	**Height** The proposed building height extends over the maximum height currently allowed in the C-2 zoning guidelines. In keeping with the *Kensington Cedar Cottage Community Plan* new developments along Kingsway are achieving a similar height to the proposed (6 storey ~82.5 feet) **(VARIANCE)**, and the development will provide a continuous commercial front along Kingsway with a strong podium expression that matches the adjacent context . **This is being supported by a city recommended massing in response to the project AFRA.**



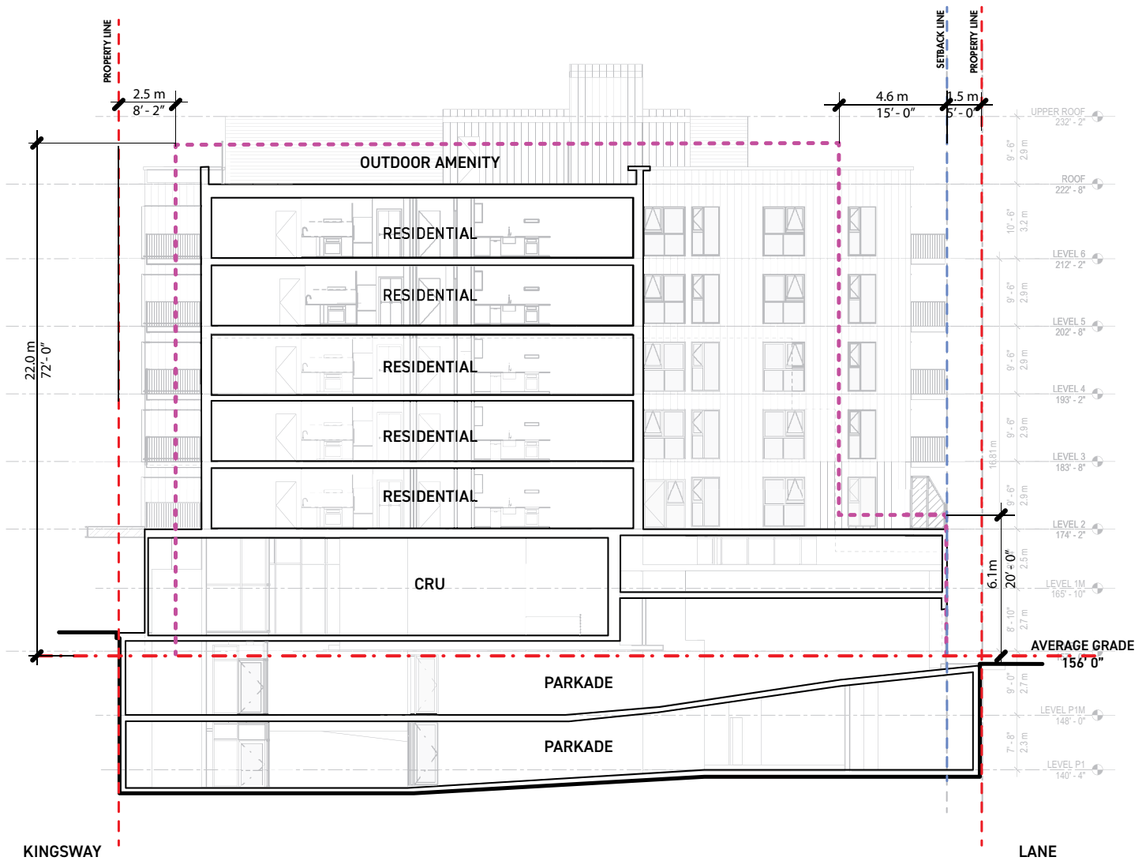
Cross Section through Tower and Kingsway



Current C-2 Zoning	Proposed CD-1 Zoning	Rationale
Density	**Density**	**Density**
2.5 FSR	3.81 FSR	The density has been increased from the 2.5 C-2 zoning to 3.81 as CD-1 **(VARIANCE).** This is similar to other developments along the Kingsway corridor. **The initial review from the City has indicated that this massing is supportable as it is in keeping with the future vision for Kingsway.**

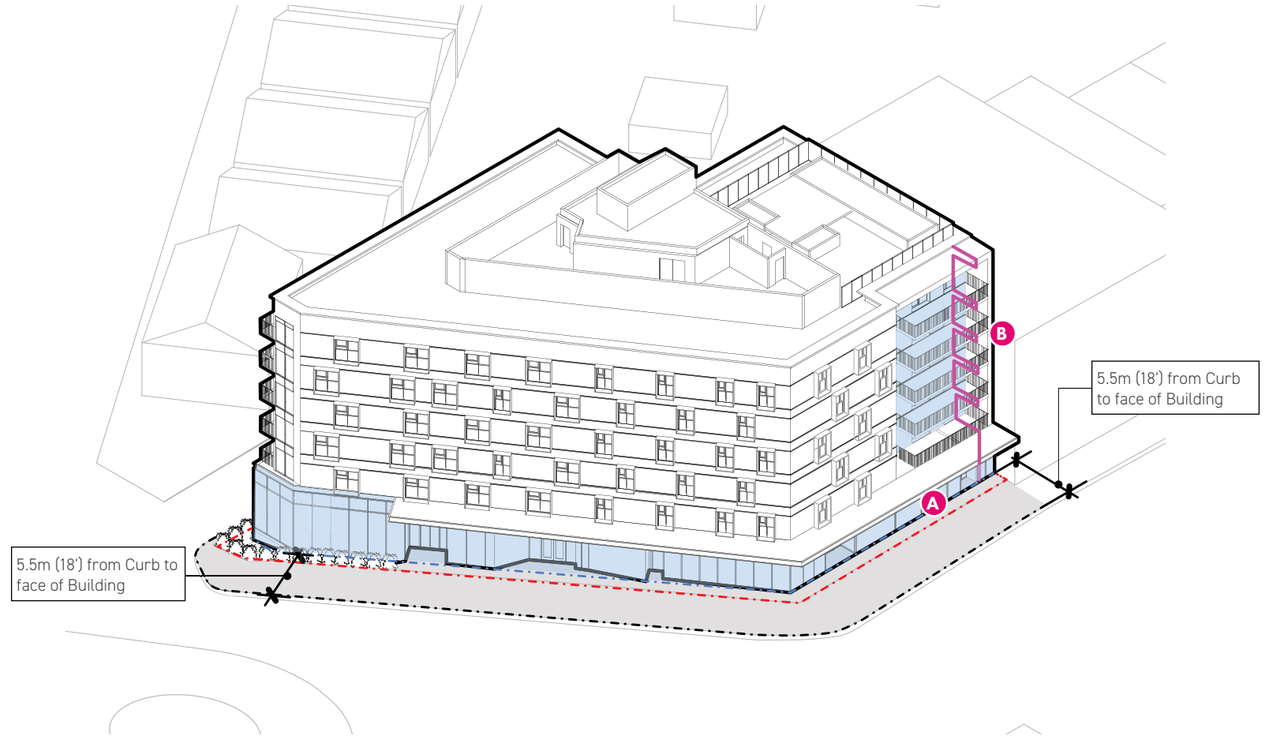


Cross Section through the Garden and Kingsway



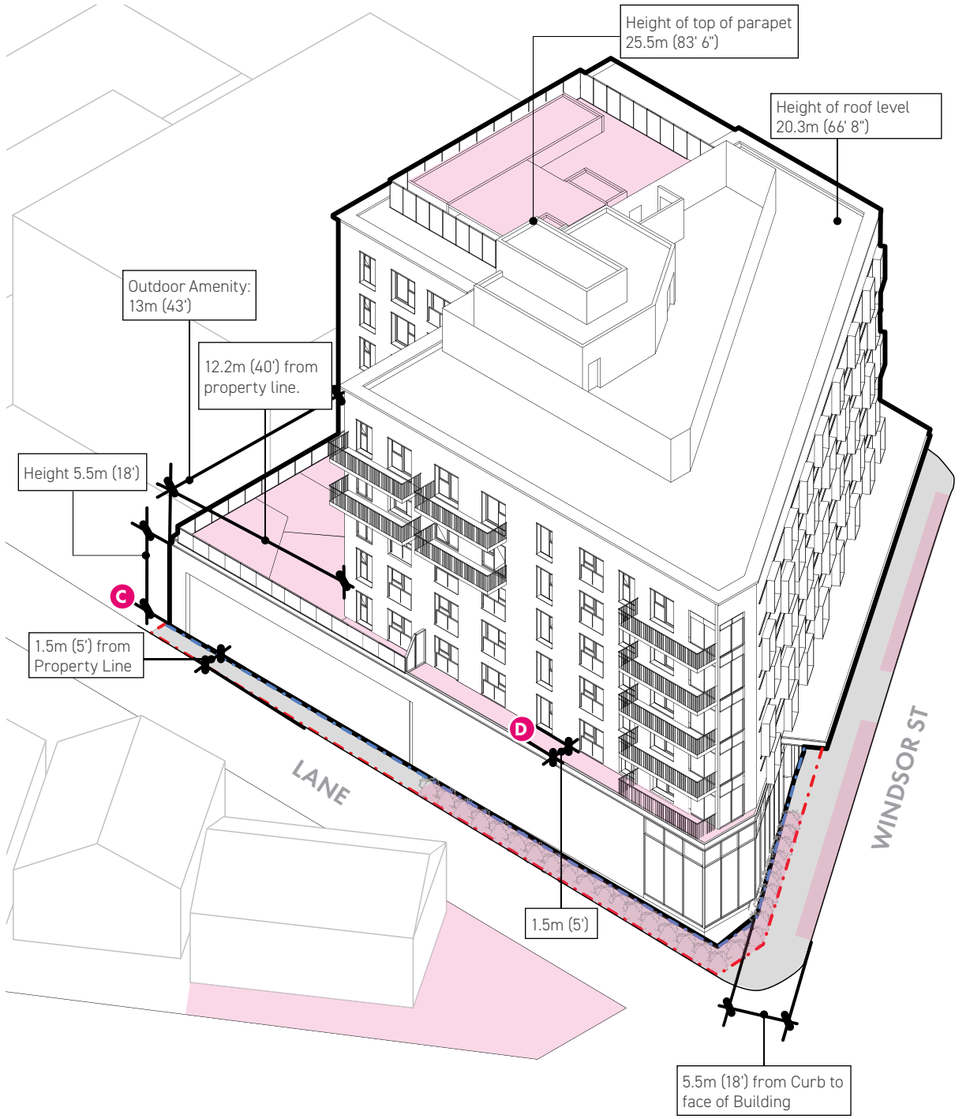
Current Zoning	Proposed CD-1	Rationale
Setbacks	**Setbacks**	**Setbacks**
Front Setback: C-2 Guideline 4.4.1 2.5m (8') from Property Line	5.5m (18') from curb lines along Kingsway and Windsor Street.	At the building front (along Kingsway and Windsor Street), the 5.5m (18') setback **(VARIANCE)** maintains a continuous generous public realm (refer to A). Balconies are located on the South East portion of this elevation to provide a residential texture and eyes on the street towards Kingsway. Balconies provide users with ample exterior space with expansive views (refer to B). **This is being supported by the City recommended massing in response to the project AFRA (Appendix 10 and Appendix 16).**
Side Yard Setback: C-2 Guideline 4.5.1(c) 2.5 m (8') from Property Line	Same setback and property line where the neighbouring building is.	Continuous public realm along the Kingsway and Windsor Street maintains visibility to the commercial and main residential entry.

Perspective View: Kingsway and Windsor Setback Variance



Current Zoning	Proposed CD-1	Rationale
Setbacks Cont. Rear Yard Setback: C-2 Guideline 4.6.2 1.5m (5') under 6.1m (20') and 4.6m (15') above 6.1m (20')	**Setbacks Cont.** 1.5m (5') from the Property line to Level 2 at 5.5m (18'). Above Level 2 at 5.5m (18'), a further setback of 1.5m (5') up to 25.1m (82.5')	**Setbacks Cont.** Along the Lane the 1.5m (5') setback is extended up the entire face of the facade, (refer to C). At Level 2, 5.5m (18') above established grade, the building is setback a further 13m (43') for the outdoor amenity space. The building envelope from level 2 upwards is setback to 3m (9'10") above 5.5m (18') **(VARIANCE)**, not including the balconies (refer to D). To ensure a high level of solar access for the outdoor amenity facing rooms, the building envelope is setback from the East Properly Line by 12.2m (40'). **This is also being supported by the City recommended massing in response to the project AFRA (Appendix 10 and Appendix 16).**

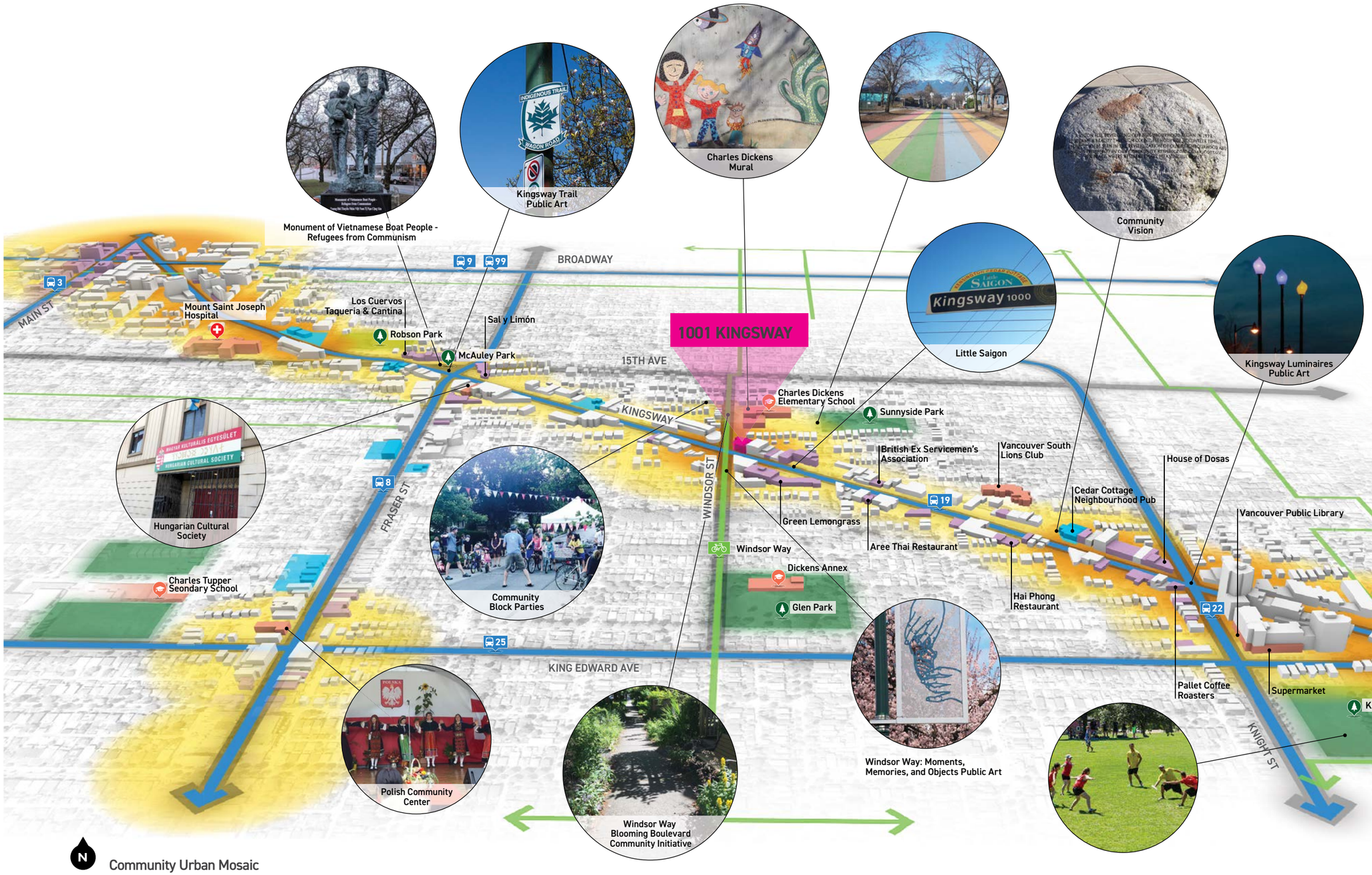
Perspective View: Laneway Setback Variance



05

DESIGN

05 DESIGN


Monument of Vietnamese Boat People - Refugees from Communism
Kingsway Trail Public Art
Charles Dickens Mural
Community Vision
Kingsway Luminaires Public Art
Little Saigon
Kingsway 1000
1001 KINGSWAY
BROADWAY
MAIN ST
15TH AVE
KINGSWAY
KING EDWARD AVE
FRASER ST
WINDSOR ST
KNIGHT ST
Mount Saint Joseph Hospital
Los Cuervos Taqueria & Cantina
Sal y Limón
Robson Park
McAuley Park
Charles Dickens Elementary School
Sunnyside Park
British Ex Servicemen's Association
Vancouver South Lions Club
House of Dosas
Cedar Cottage Neighbourhood Pub
Vancouver Public Library
Famous Food Mural
Green Lemongrass
Aree Thai Restaurant
Windsor Way
Dickens Annex
Glen Park
Hai Phong Restaurant
Pallet Coffee Roasters
Supermarket
Kingcrest Park
Hungarian Cultural Society
Charles Tupper Seondary School
Community Block Parties
Polish Community Center
Windsor Way Blooming Boulevard Community Initiative
Windsor Way: Moments, Memories, and Objects Public Art
Bus Routes
Bicycle Dedicated/Friendly Roads
Restaurants & Cafes
Point of Interest
Activated Zones
Properties Undergoing Rezoning/Development Permits
Site
Legend
N
Community Urban Mosaic

Community Urban Mosaic

Community Intersection
Located at the intersection of Kingsway and Windsor Street, multiple diverse communities overlap here, creating a rich urban mosaic. The project offers the potential to build a new community hub that acknowledges both the bike and pedestrian oriented Windsor Street and the urban nature of Kingsway.

Kingsway
Kingsway existed as an ancient Salish subsistence foot trail, stretching for more than 12km from the Fraser River (where New Westminster is now) to what used to be a creek at Main Street and 7th Avenue. In 1860 the Royal Engineers turned this route into a wagon trail to facilitate movement of troops between the colony at New Westminster and the burgeoning new settlement at Gastown.

With the arrival of the Interurban in 1897, which ran parallel to Kingsway, providing fast connection between Downtown Vancouver and New Westminster, the area began to be settled. Kingsway was paved and officially opened on September 30, 1913. In the 1930s the road was widened to its current six lane configuration and became part of the Trans-Canada Highway until 1964. For the second half of the twentieth century it served as a main commuter route for residents of Vancouver, Burnaby and New Westminster, celebrating the car with dealerships, drive-thru diners and motels.

Over the past few decades, the automotive focus of Kingsway has shifted towards infill developments providing more housing and retail choices bringing with it a more activated pedestrian realm.

Windsor Street, also known as Windsor Way
Windsor Way emerged as community-led grass roots initiative in the early 2000s. Residents along Windsor Street began the Blooming Boulevards Project, taking it on themselves to garden the city owned boulevards in front their homes. The installation by public Artist Karen Kazmer called "Windsor Way-Moments, Memories and Objects" then followed.

Windsor Way tracks the north-south bike route along Windsor Street from Great Northern Way to 43rd Avenue connecting the Off-Broadway, 10th Avenue and Midtown/Ridgeway east-west bike routes. The 4.3km long route links four parks and three elementary schools. Residents along the route took it upon themselves to create the Blooming Boulevard project, gardening the city-owned boulevards in front of their homes. The success of the Blooming Boulevards project led to the formal designation of Windsor Street as a bike route in 2003.

Since then community book swap libraries have sprung up along Windsor Way and across the neighbourhood. The streets have been further activated with communal herb gardens and regular block parties.

Community Reflected in Art
Karen Kazmer's *Windsor Way-Moments, Memories and Objects* celebrates the culture and community of Windsor Way in a series of aluminum banners mounted on street-light poles. The banners outline the hands of members of the community reinforcing the neighbourhood identity. David MacWilliam's 2009 *Kingsway Luminaires* are experienced by Kingsway commuters as they wait to cross the Knight Street intersection. Intentionally ambiguous, they evoke memories and ideas of Kingsway. While Sonny Assu's 2012 *Kingsway Trail* street markers project acknowledged both the ancient and the new, from indigenous foot trail, to the early European settlers' wagons and modern scenic car drive.

Neighbourhoods
Neighbourhoods that overlap the site include Kensington-Cedar Cottage, Dickens School Community, Little Saigon, and Kingsway. One block off Kingsway the neighbourhood is comprised of predominantly single-family dwellings, while more intensive developments, six-storeys and above, line Kingsway.

The Kensington-Cedar Cottage Community Vision, approved in 1998, acknowledged the need for more intensive development along the Kingsway corridor. It recognized the neighbourhood is comprised of a diverse, growing population, made up of 'many different backgrounds, languages, and income levels.' It identified the following priorities:

- community involvement,
- crime prevention,
- cleaner and greener neighbourhoods,
- taming of arterial traffic,
- transit improvements,
- better access to greenways and bike routes,
- maintaining the character of single-family neighbourhoods,
- three neighbourhood centres, and,
- providing more housing choices.

The 1001 Kingsway development responds to many of these priorities. Secured affordable rental accommodations provide more housing choices. Opportunities for social interaction and facilitation of community initiatives within the cooperative framework are maximized. Overlook and street activation are intended to assist with crime prevention. The incorporation of multiple landscaped roof terraces and landscaped site edges promote cleaner and greener streets. The development promotes bike usage with extensive provision of storage and a maintenance shop for bikes.

The development responds to the dense urban arterial of Kingsway, and transitions to the less intensively developed neighbourhood along Windsor Street and at the lane.

Design Rationale: The Building

Massing

A The building is conceived as a 1-story podium mass and a 5-story tower that responds to its context while maintaining recommended setbacks. The tower is partly pushed back to supply outdoor amenity space at the northeast corner that are envisioned to strengthen the connection to the single family residential neighbourhood to the north of the site.

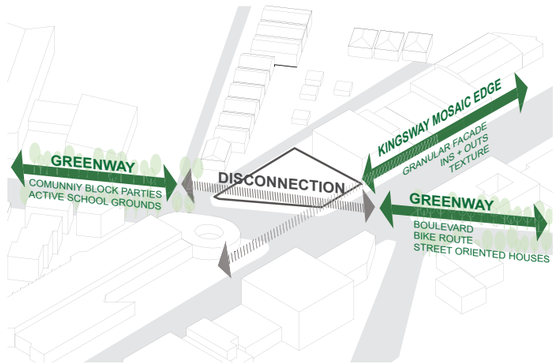
Street Presence

B The site is flanked by a highly active route to the west, a busy vehicular and retail street along the south and a lane to the north. Having a continuous podium expression along these streets connects the building to the streets while providing a smaller scale to the adjacent residential neighbourhood.

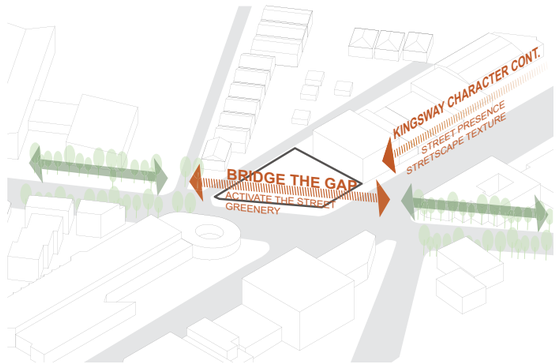
C The residential entrance located on Windsor street and the CRU spaces have entrances on Kingsway and Windsor Street, activating the street and public realm.

Outdoor Gardens

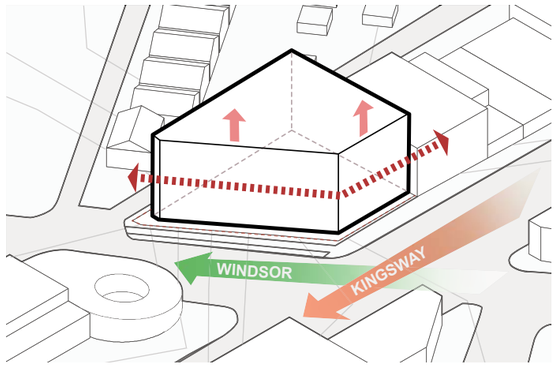
D The proposed development seeks to utilize opportunities to provide access to outdoor space for the residents. At Level 2 the outdoor space is directly linked to the amenity space. The roof top outdoor space provides additional play area for residents.



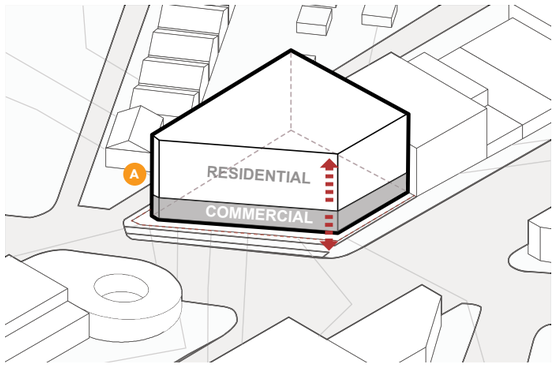
Analysis of the site.



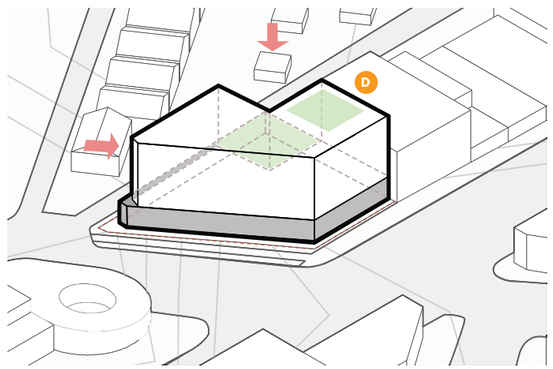
Bridge the greenway along Windsor St and continue the Kingsway Mosaic edge.



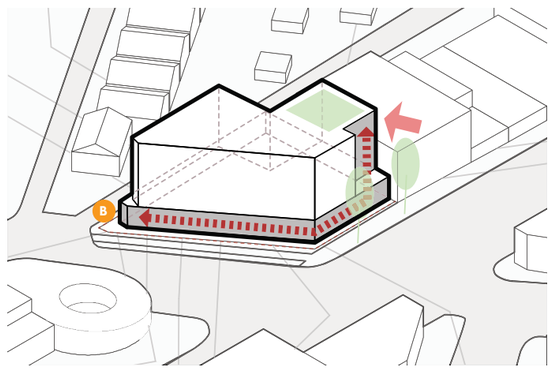
Respond to Kingsway and Windsor St.



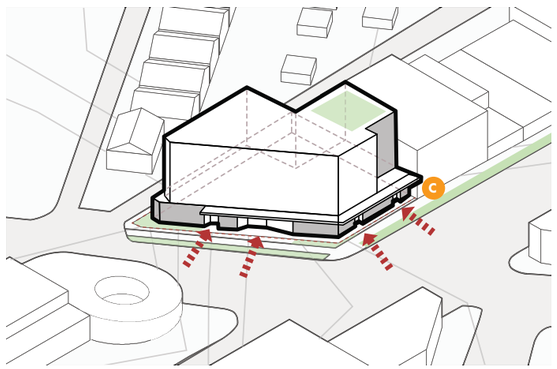
Differentiate the residential and commercial



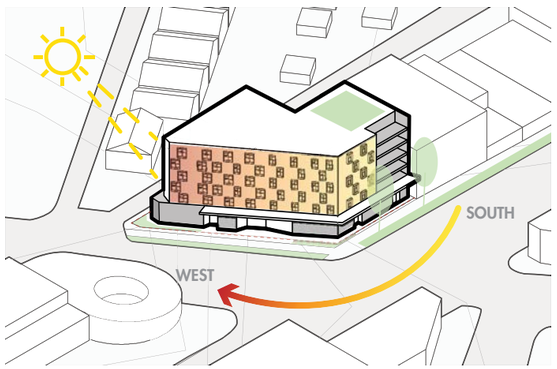
Push back the massing for outdoor amenity at second floor and allow greater daylight access for lane-facing windows.



Break down scale on south elevation where two trees are along the Kingsway St and wrap the massing with a ribbon from podium to southeast corner.



Place entrances along Kingsway and Windsor st. and activate the street.



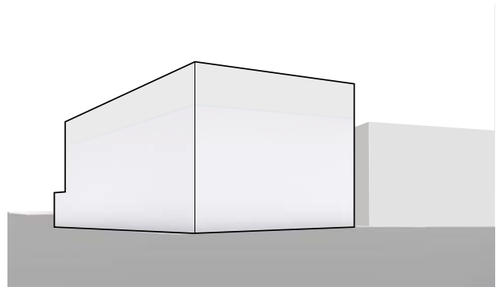
Add the shading devices on windows facing south and west.

Kensington-Cedar Cottage Community Vision, Zoning and Proposed.

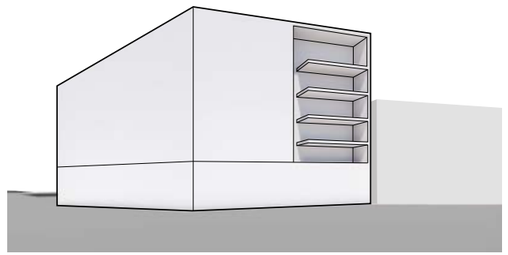
The view from the west of the site, 1 on Kingsway looking north east showing the difference between the proposed city-supported massing (right) and the massing allowed under current C-2 zoning (left).

The view from the rear lane to the north of the site, 2 showing the difference between the proposed massing (right) and the massing allowed by the current applicable guidelines (left).

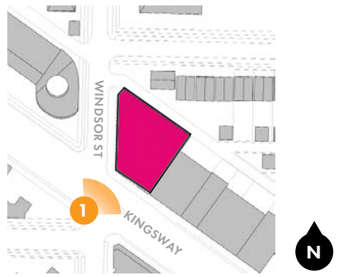
1 View from Kingsway Looking Northeast



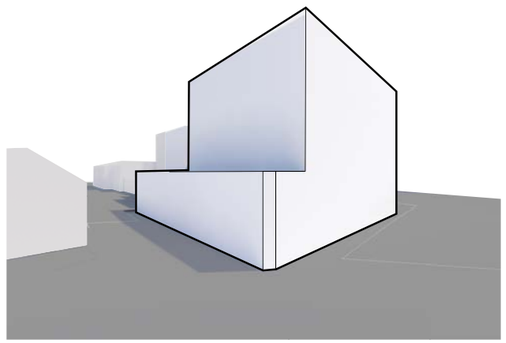
Based on Kensington-Cedar Cottage Community Vision and Zoning.



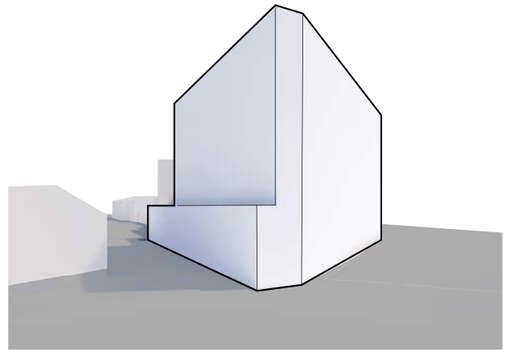
Proposed CD-1 building mass.



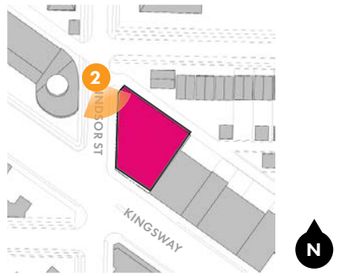
2 View from Windsor looking Southeast



Based on Kensington-Cedar Cottage Community Vision and Zoning.



Proposed CD-1 building mass.



Outdoor Amenity

Outdoor spaces are maximized with a courtyard connected to the main indoor amenity space on Level 2.

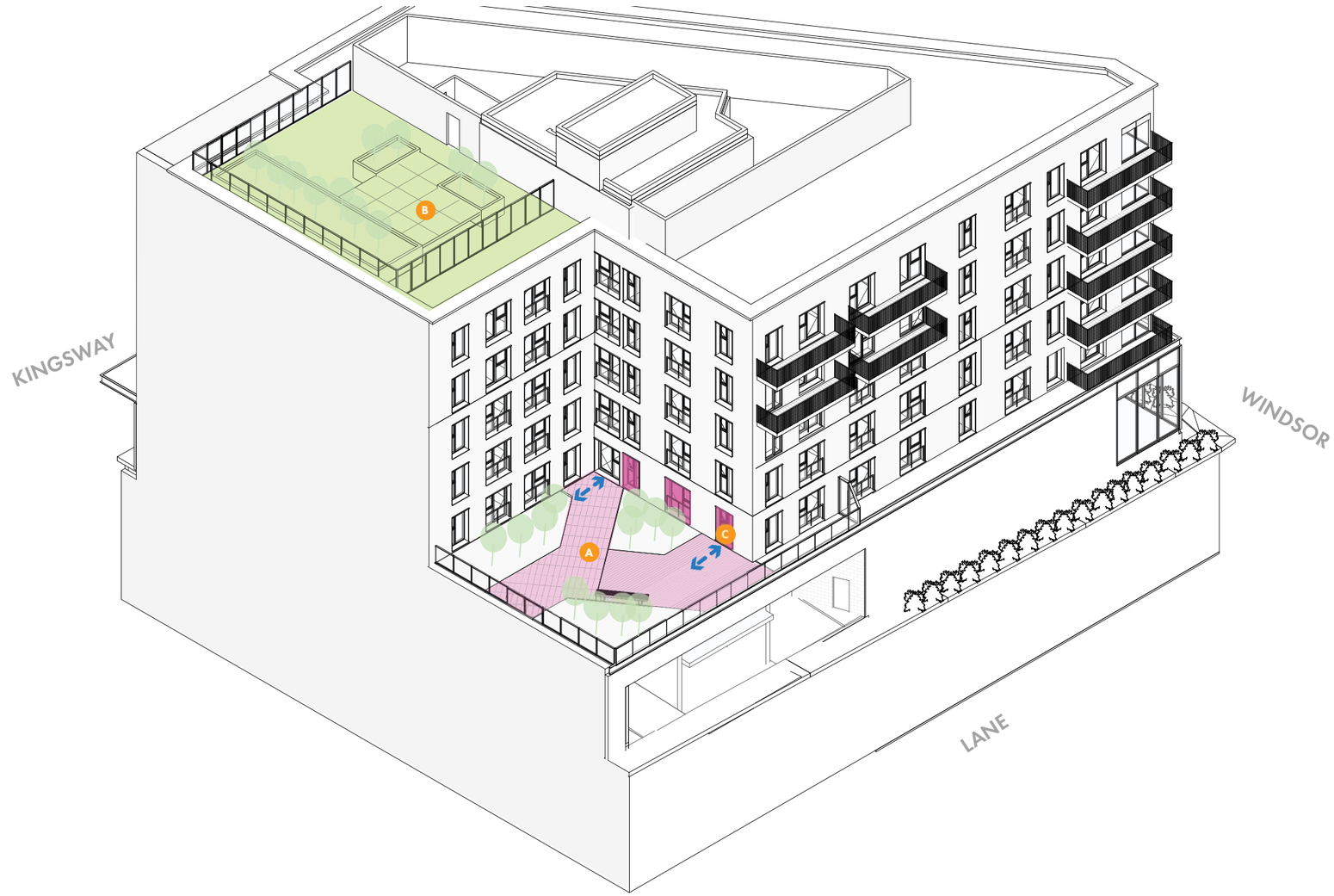
A The Level 2 garden is shaded and offers a hardscaped area with shade loving shrubbery and a quiet escape from the busy Kingsway.

B The rooftop playgroud space will capture sun throughout the day and is envisaged as an edible garden with planters, communal seating and space for BBQs, as well as the main children's play area.

Indoor Amenity

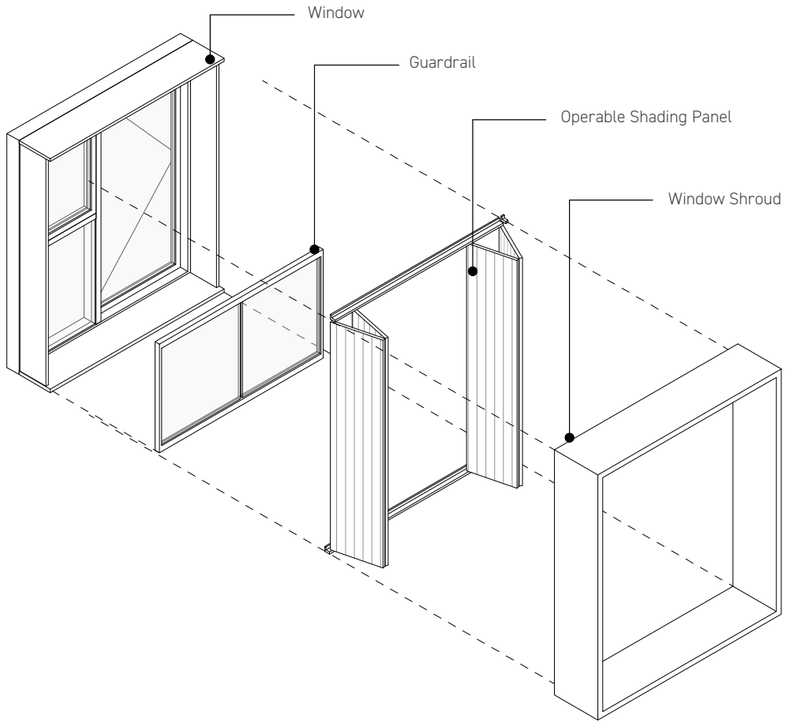
C The Indoor amenity space provided in this building exceeds the City's Housing Design and Technical guidelines. The larger indoor amenity space is located on Level 2 and has direct access to the adjoining outdoor amenity space.

Exterior Spaces



Window Shroud Shading Device

Response to the overheating and daylighting on the west elevation, the operable shading devices are supplied for units along Windsor Street.



Public Realm

Large, clear glazing wraps both Windsor and Kingsway Streets with an elevated horizontal band that provides signage opportunities for retail units, while separating the public realm from the residential above. A framed residential entry projects from the glazed plane and carries through to the interior to provide residents a warm, inviting entry. Strips of native and adaptive planting are provided along the street to enhance the open space and incorporate urban ecology into the public realm.



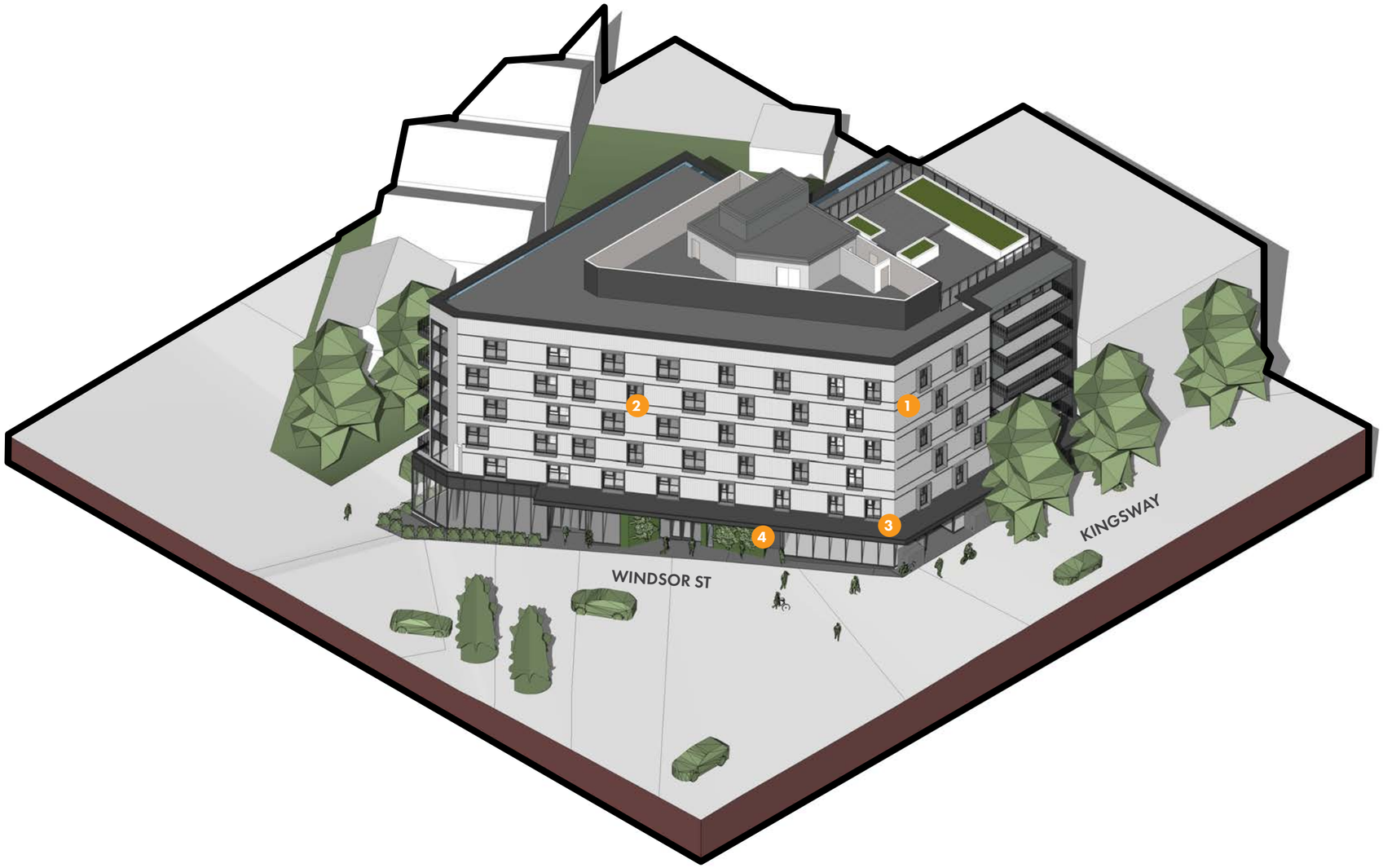
Design Rationale Summary

1. **Massing Scale & Building Form**
Massing is similar scale to nearby 6-storey developments, resulting in appropriate response for location on Kingsway.

2. **Activated Facade**
Juliet and projected balconies with operable windows active the facade providing eyes on the street for a safer and more connected community environment.

3. **Place-making**
Expressed entries and continuous canopy responds to pedestrian and public realm, creating sense of place.

4. **Revitalization of Street**
Retail units with clear glazing at grade, and planted areas allow for active frontage on all sides of the building.



Sustainable Design Strategy

1001 Kingsway is following Path A through the City of Vancouver's ***Green Buildings Policy for Rezoning*** - targeting Passive House Certification and providing metering and low-VOC materials.

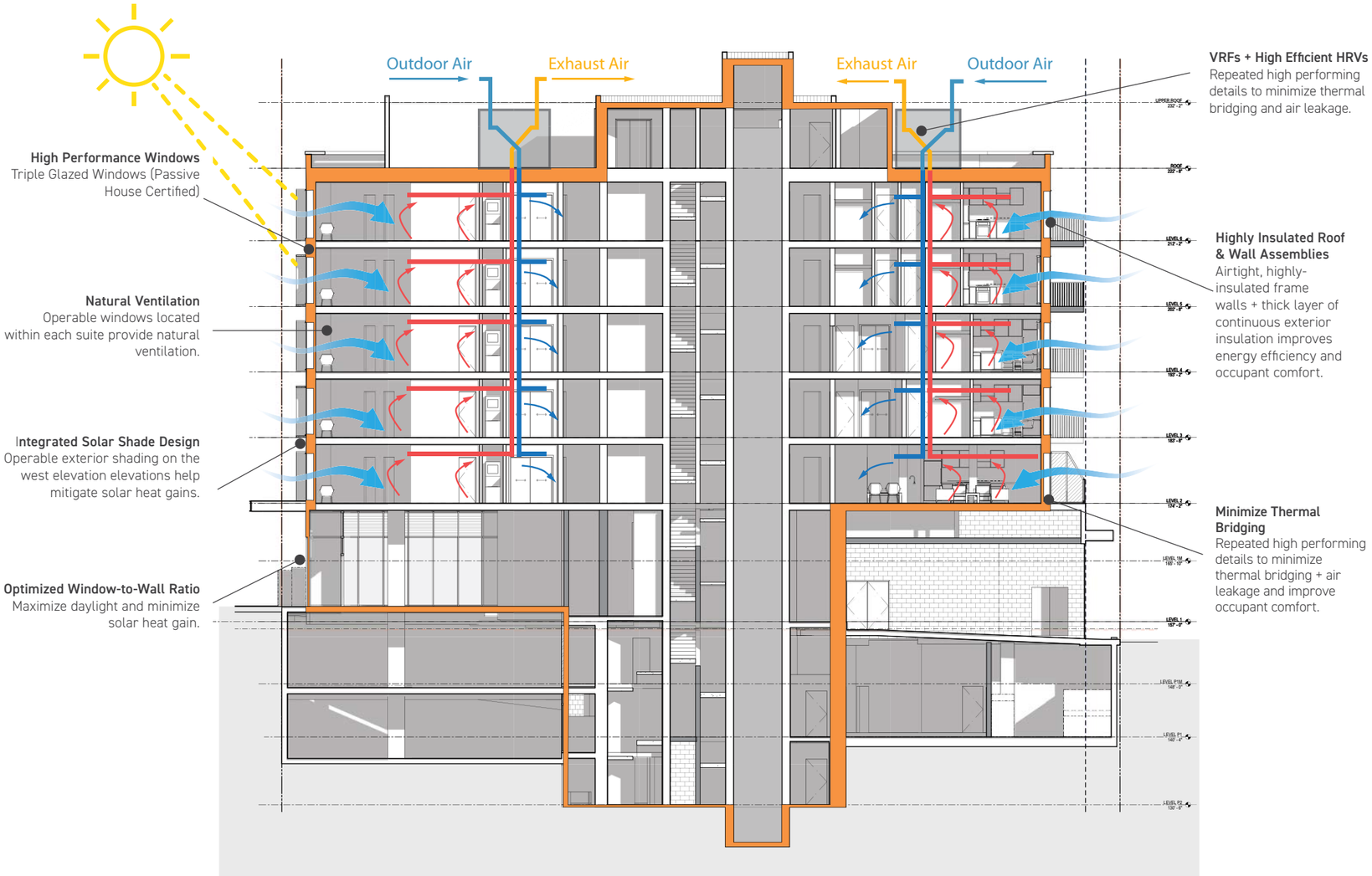
A - Net Zero Emissions Buildings
A.1 – Near Zero Emissions Building Standard
RDH consulting has been retained as the Passive House Consultant (Appendix 9) and have provided design advice throughout schematic design and design development.

A.2 – Energy Sub-Metering and Reporting
The Developers have provided a commitment (Appendix 9) to meet the requirements to separate master metering for each energy utility, sub-metering of major energy end uses and/or spaces uses within the building. The EnergyStar Portfolio Manager account will be set up for the project and a qualified service provider will be retained to support in yearly reports to the City for 3 years after occupancy.

A.3 - Low-Emitting Materials
The Developers have provided a commitment (Appendix 9) to design and construct with low emitting materials in line with ***Green Buildings Policy for Rezoning***.

Overview
A number of strategies are under development to meet the building performance goals of the project including:

- Low window-to-wall ratio and orientating glazing to maximize daylight and minimize solar heat gain,
- Triple-glazed (Passive House certified) windows,
- Super insulated wall and roof assemblies,
- Repeated high performing details to minimize thermal bridging and air leakage,
- LED lighting throughout,
- Low-flow fixtures throughout,
- Fully electrical building systems, eliminating gas-fired appliances and mechanical equipment,
- Operable exterior shading on the west elevation,
- System-level mechanical cooling.



Perspectives



Kingsway Looking East.



Windsor Street Looking South.

Development Data & Project Statistics

Project Data Summary

Street Address	1001 Kingsway, Vancouver, BC
Legal Description	PID: 011-951-591, Lot H Block 64 District Lot 301 Plan 4040 PID: 011-951-613, Lot J Block 64 District Lot 301 Plan 4040 PID: 011-951-621, Lot K Block 64 District Lot 301 Plan 4040
Zoning	C-2 (Existing) , CD-1 (Proposed)
Site Area	13,456 sf 1,250.1 sqm
FSR	3.81
Gross Area (Above Grade)	70,128 sf 6,515 sqm
Amenity Area (Total Indoor)	1,437 sf 134 sqm
Amenity Area (Total Outdoor)	5,650 sf 525 sqm

Proposed Height

6 storey		
Average Grade Across Site	+156'	47.5m
Height to highest occupied level	+56'-2"	17.1m
Height to top of Elevator Overrun	+82'-6"	25.1m

RESIDENTIAL UNIT SUMMARY

UNIT MIX BY LEVEL	STUDIO	1 BED	2 BED	3 BED	TOTAL
LEVEL 6	6	3	3	1	13
LEVEL 5	6	3	3	1	13
LEVEL 4	8	4	1	1	14
LEVEL 3	8	4	1	1	14
LEVEL 2	7	3	1	1	12
Grand total: 66	35	17	9	5	66

UNIT MIX BY TYPE	COUNT	% OF TOTAL	AVG. UNIT STORAGE	AVERAGE UNIT GFA*
STUDIO	32	48%	40 SF	359 SF
STUDIO ACC.	3	5%	40 SF	454 SF
1 BED	14	21%	40 SF	537 SF
1 BED ACC.	3	5%	40 SF	628 SF
2 BED	6	9%	40 SF	785 SF
2 BED ACC.	3	5%	40 SF	898 SF
3 BED	5	8%	40 SF	999 SF
TOTAL: 66	66	100%		

*Excluding Average In-Unit Storage

FAMILY UNIT TYPE	COUNT	% OF TOTAL UNIT COUNT
2 BED	6	9.09%
2 BED ACC.	3	4.55%
3 BED	5	7.58%
TOTAL: 14	14	21.21%

**Based on 2 and 3 Bedroom Units

ACCESSIBLE UNIT TYPE	COUNT	% OF TOTAL UNIT COUNT
STUDIO ACC.	3	4.55%
1 BED ACC.	3	4.55%
2 BED ACC.	3	4.55%
TOTAL: 9	9	13.64%

ABOVE GRADE BUILDING AREAS

	OCCUPANT AREAS (SF)				CIRCULATION & SERVICE (SF)		STORAGE & AMENITY (SF)		TOTAL (SF)	OUTDOOR AREAS (SF)		
LEVEL	**RESIDENTIAL**	**COMMERCIAL**	**RENTAL OFFICE**	**ENVELOPE EXCLUSION**	**CIRCULATION**	**BUILDING SERVICES**	**IN-UNIT STORAGE**	**INDOOR AMENITY**	**GFA**	**OUTDOOR AMENITY**	**PRIVATE ROOF DECK**	**PRIVATE BALCONY**
LEVEL 1	0.0	6,877.3	451.6	67.0	1,665.0	0.0	0.0	0.0	9,959.3	0.0	0.0	0.0
LEVEL 1M	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LEVEL 2	5,682.4	0.0	0.0	330.7	1,325.6	288.3	467.4	985.4	11,512.1	1,694.4	96.7	187.8
LEVEL 3	6,587.8	0.0	0.0	330.7	1,325.6	288.3	547.4	0.0	9,817.8	0.0	0.0	284.5
LEVEL 4	6,587.8	0.0	0.0	330.7	1,325.6	288.3	547.4	0.0	9,817.8	0.0	0.0	284.5
LEVEL 5	7,090.7	0.0	0.0	330.7	1,325.6	288.3	498.0	0.0	9,996.6	0.0	0.0	463.3
LEVEL 6	7,090.7	0.0	0.0	330.7	1,325.6	288.3	498.0	0.0	9,996.6	0.0	0.0	463.3
ROOF	0.0	0.0	0.0	0.0	0.0	1,900.6	0.0	0.0	9,028.1	2,175.7	0.0	0.0
UPPER ROOF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	33,039.4	6,877.3	451.6	1,720.7	8,292.8	3,342.2	2,558.1	985.4	70,128.5	3,870.1	96.7	1,683.4

Residential column totals exclude In-Unit Storage and Mechanical Shafts. GFA does not include Apportioned Parkade Egress at Level 1 or BOH areas.

BELOW GRADE PARKING AREAS

	PARKING AREAS (SF)		CIRCULATION & SERVICE (SF)		TOTAL (SF)
LEVEL	**VEHICLE PARKING**	**BIKE PARKING**	**PARKADE CIRCULATION**	**BUILDING SERVICES**	**PARKADE GFA**
LEVEL P2	7,915.0	0.0	1,536.3	978.2	10,429.4
LEVEL P1	6,995.6	3,068.9	1,947.6	608.4	12,620.5
	14,910.6	3,068.9	3,483.8	1,586.6	23,049.8

FSR SUMMARY

FSR INCLUSIONS		
FSR INCLUSIONS	**SF**	**SQM**
1 BED	7,440	691.2
1 BED ACC.	1,885	175.1
2 BED	4,648	431.9
2 BED ACC.	2,694	250.3
3 BED	4,993	463.9
CIRCULATION	3,956	367.5
CORE	2,672	248.2
CRU 1	3,863	358.9
CRU 2	3,014	280.0
INDOOR AMENITY	985	91.5
PARKADE EGRESS	731	67.9
RENTAL LOBBY	1,213	112.7
RENTAL OFFICE	452	42.0
STUDIO	11,378	1,057.1
STUDIO ACC.	1,361	126.4
	51,287	4,764.7

FSR EXCLUSIONS		
FSR EXCLUSION	**SF**	**SQM**
BIKE STORE	2,959	274.9
BIKE WORKSHOP	110	10.2
BOH	1,066	99.0
CORE	724	67.3
ENVELOPE EXCLUSION	1,721	159.9
IN-UNIT STR.	2,558	237.7
MECHANICAL RM.	885	82.2
MEP	1,581	146.9
MEP PENTHOUSE	1,901	176.6
OUTDOOR AMENITY	1,694	157.4
PARKADE	14,911	1,385.2
PARKADE CORE	2,586	240.3
PARKADE EXIT	450	41.8
PRIVATE BALCONY	1,683	156.4
PRIVATE ROOF DECK	97	9.0
RAINWATER STORE	113	10.5
ROOF	4,088	379.8
ROOF GARDEN	2,176	202.1
TRANSFORMER RM.	588	54.6
	41,891	3,891.8

EXTERIOR AREAS		
EXTERIOR AREA	**SF**	**SQM**
OUTDOOR AMENITY	1,694	157.4
PRIVATE BALCONY	1,683	156.4
PRIVATE ROOF DECK	97	9.0
ROOF GARDEN	2,176	202.1
	5,650	524.9

Exterior Areas based on Private and Shared Spaces for use by Residents.

BOH = Back of House

BOH areas include Waste Management Rooms and Commercial Facilities. Envelope Exclusion includes all cladding and insulation elements outside of the sheathing.

TOTALS SUMMARY

	SF	SQM
GROSS FLOOR AREA (GFA)	70,128	6,515.2
NET FLOOR AREA (NFA)	51,287	4,764.7
FSR		3.81

Net Floor Area for FSR = Gross Floor Area (GFA) - FSR Exclusions as listed. GFA total shown above is for the above grade areas only. NFA total shown above is as per the FSR Inclusions listed.

FSR = Net floor area / site area

Parking, Loading & Bicycle

Bunt was engaged to study the requirements of the project under the Vancouver Parking Bylaw 2019. They analyzed parking, loading and bicycle needs, which are summarized on this page. The study is appended to this report, please refer to Appendices.

PARKING SUMMARY

VEHICLE PARKING STALL TYPE	REQUIRED PARKING	PARKING REDUCTIONS	PROVIDED PARKING
CAR SHARE	N/A	N/A	1
COMMERCIAL - ACCESSIBLE	1	EACH COUNTS FOR 2 SPACES*	1
COMMERCIAL - SMALL	N/A	N/A	1
COMMERCIAL - STANDARD	9	- 4 SPACES (INC. SML STALL)	4
RESIDENTIAL - ACCESSIBLE	3	EACH COUNTS FOR 2 SPACES*	3
RESIDENTIAL - STANDARD	30	- 23 SPACES	7
RESIDENTIAL - VISITOR STANDARD	3	N/A	3
TOTAL: 20			20

VEHICLE LOADING STALL TYPE	REQUIRED PARKING	PROVIDED PARKING
LOADING CLASS A	1	1
LOADING CLASS B	2	2
TOTAL: 3		3

BIKE SPACE TYPE	REQUIRED SPACES	PROVIDED SPACES
COV - COMMERCIAL CLASS-A HORIZONTAL BIKE	MIN. 2	2
COV - OVERSIZED BIKE	MIN. 6	6
COV - RESIDENTIAL BIKE LOCKER	MIN. 11	11
COV - RESIDENTIAL CLASS-A HORIZONTAL BIKE	N/A	75
COV - RESIDENTIAL CLASS-B HORIZONTAL BIKE	MIN. 4 (RESI.)	4
COV - RESIDENTIAL VERTICAL BIKE	MAX. 34	18
RESIDENTIAL DOUBLE STACKING BIKE SPACE	MAX. 68	50
TOTAL: 166		166

LAND USE	DENSITY (SM)	DWELLING UNITS
HILS Secured Rental Housing	1,614	34
Secured Market Rental Housing	2,501	32
Retail	639	-
	4,754	66

Development Land Use breakdown extracted from BUNT Traffic Demand Management (TDM) Plan. All HILS Secured Rental Housing Units are Studio Units. Secured Market Rental Housing Units are a mixture of Studio, 1 BED, 2 BED and 3 BED units.

Pre-Application Public Engagement

On Tuesday, December 4th, 2018, the Developers hosted an Open House at the Vancouver First Church of the Nazarene. Approximately 660 invitations were sent to homeowners, using the addresses provided by the City of Vancouver. The event had 9 information boards covering topics such as the neighbourhood, project statistics and objectives, proposed massing and floor plans, elevations and shadow impacts.

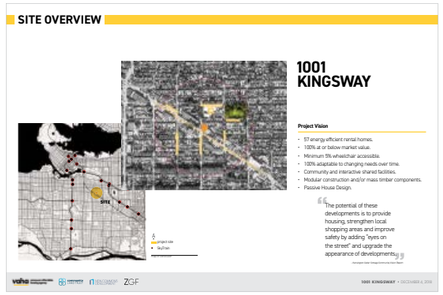
One comment sheet was filled out at the Open House a scanned copy of the comment sheet has been included as an appendix (Appendix 14) of this rezoning submission.

After the Open House and Letter of Enquiry process, the City suggested that in keeping with the changing context along Kingsway, more density and height, and specifically a tower, would be supportable at this site. This also provided an opportunity to provide more affordable housing in this neighbourhood and City.

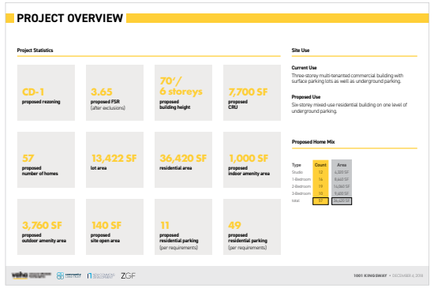
City Led Open House

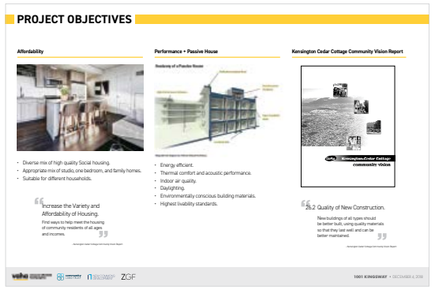
On Monday, September 30th, 2019, the City of Vancouver hosted an Open House at the Vancouver First Church of the Nazarene as required for the rezoning process. There were 20 boards displaying the rezoning application for the 12-storey scheme previously proposed.

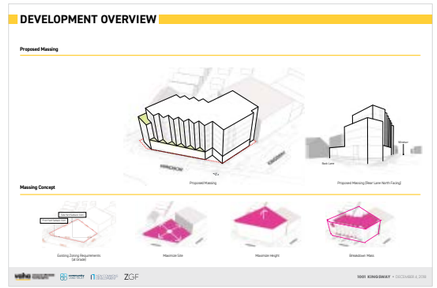
This event was well-attended by the public with mixed support for the proposal.

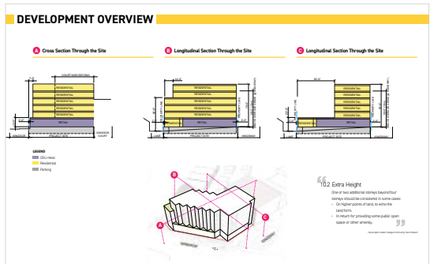


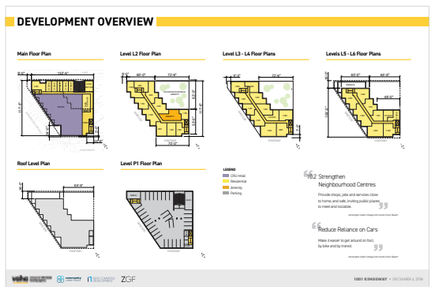


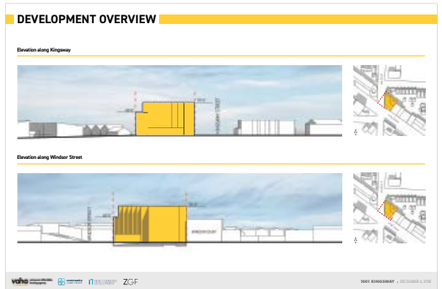


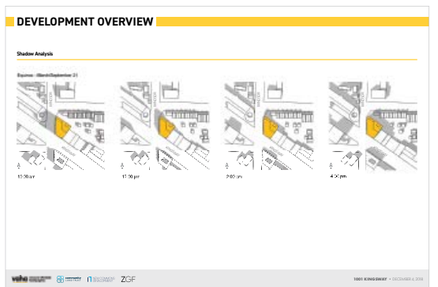












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