

File No.: 04-1000-20-2018-262

June 19, 2018

s.22(1)

Dear s.22(1)

Re: **Request for Access to Records under the Freedom of Information and Protection of Privacy Act (the "Act")**

I am responding to your request of May 9, 2018 for:

In regards to the Development Permit and Rezoning Application for 1568 East King Edward Avenue (formerly 1526-1560 Kingsway), which was approved at Public Hearing on October 22, 2013, the following records:

- **Report on feedback from the public open house and public input/consultation;**
- **Traffic Study**

For part one of your request, all responsive records are attached. Please note that the document marked draft is the only version and was never finalized.

For part two of your request, the City no longer holds the traffic study document related to this application.

Under section 52 of the Act, and within 30 business days of receipt of this letter, you may ask the Information & Privacy Commissioner to review any matter related to the City's response to your FOI request by writing to: Office of the Information & Privacy Commissioner, info@oipc.bc.ca or by phoning 250-387-5629.

If you request a review, please provide the Commissioner's office with: 1) the request number (#04-1000-20-2018-262); 2) a copy of this letter; 3) a copy of your original request; and 4) detailed reasons why you are seeking the review.

Yours truly,



Barbara J. Van Fraassen, BA
Director, Access to Information & Privacy

Barbara.vanfraassen@vancouver.ca
453 W. 12th Avenue Vancouver BC V5Y 1V4

*If you have any questions, please email us at foi@vancouver.ca and we will respond to you as soon as possible. Or you can call the FOI Case Manager at 604.871.6584.

Encl.

:pm

1568 E King Edward (formerly 1526-1560 Kingsway)
PUBLIC CONSULTATION SUMMARY - DRAFT

Public Notification

A rezoning information sign was installed on the site on **XX March, 2013**. A community open house was held on Tuesday, April 2, 2013. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps).

April 2, 2013 Community Open House

A community open house was held from 4:30-7:30 pm on April 2, 2013, at the Kensington Community Centre. A notice of rezoning application was mailed to 650 surrounding property owners on March 19, 2013. Staff, the applicant team, and a total of approximately 27 people attended the Open House.

Public Response

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

- In response to the April 2, 2013 open house, a total of 4 comment sheets were submitted from individuals. Below is a summary of feedback regarding the various components of the proposal:

| Support | Yes | No | Unsure/ Maybe |
|--|---------|---------|------------------|
| 1. Do you support the proposed redevelopment of this site? | 2 (50%) | 1 (25%) | 1 (25%) |

- A total of 3 letters, e-mails, and online comment forms were submitted from individuals (approximately 33% in favour/33% opposed/33% unsure or unspecified).

Comments from those in support of the application:

- One comment noted that the design was seen as a positive, offering to 'renew' the look of the neighbourhood. Another said that he was "in favour of 6 storey projects all along Kingsway" and other major arterials.
- A comment noted that the need for rental stock in the city is great and that this project would help address that need.

Comments from those opposing the application cited the following concerns:

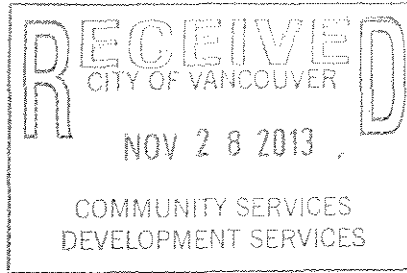
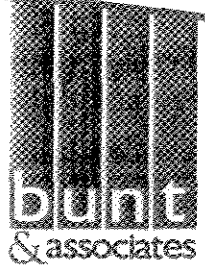
- The most common issues centered on building height and design, though were noted on only a few sheets. Height, particularly above the existing zoning allowance of four storeys, was seen as too much, and a comment stated that

this bonus of FSR ought to be “earned”. One person objected to the Rental 100 policy itself, calling it “illegal under charter”. Another comment was uncertain about construction quality, citing nearby King Edward Village as a bad example and that the final product ought to have a “quality of construction (that) will create a building that the neighbourhood will be happy with and future tenants will be proud to occupy”.

- One comment noted concerns about access, traffic, and noise. Specific to this was a worry about traffic on E 26th Avenue and that a single parking entry/exit would not be sufficient.
- A comment questioned the commercial viability of the retail space included in the proposal.

Comments from those either unsure or unspecified regarding the application held the following concerns:

- The majority of comments revolved around design and rental issues for the proposal. One commenter felt that at least half the units should be 2-bedroom units, and another felt a proportion should be included as fully-accessible units. Individual unit size was a worry, and a person asked if a single elevator would be enough to safely serve the building. One comment felt the building itself was too bulky.
- A comment expressed concerns over increased traffic flow and commercial vehicle access.



November 27, 2013
 Project No. 4945.01

Daniel Eisenberg
 GBL Architects
 140 - 2034 West 11th Avenue
 Vancouver, BC V6J 2C9

DE416646

Dear Daniel,

**Re: 1526 Kingsway DE416646, Vancouver, BC
 Responses to Prior-to Conditions**

As requested by Richard Wong and GBL Architects, Bunt Associates completed a review of the draft Prior-to Conditions associated with the above Rezoning and Development Permit Applications (DE416646) given in City Project Facilitator's email of July 25, 2013. Our review focuses on the transportation comments specifically Items 1.9, 1.10 and 1.30. Our responses are provided below together with the Prior-to Conditions (in *italic*) for your easy reference.

1.9 Provision of six parking spaces in the commercial parking area;

(Note to Applicant: The shared commercial/visitor spaces only count as one space each. A written rationale shall be submitted for consideration by the Director of Planning as to the sharing of these spaces.) Also refer to condition 1.30.

As Per the Parking Bylaw, the required parking supply for the proposed retail use (6,452 sf) is a minimum of 9 stalls. Parking supply requirement for the secured rental residential component (78 units) is a minimum of 30 stalls including 6 visitor stalls at a rate of 0.075 stall per unit.

According to the site plan design, the proposed parking supply at the underground parking level is 26 stalls, including 3 disability stalls as per requirement. These are in a gated facility for residential use only. As the site plans indicated, the required residential visitor stalls are proposed at the on-site surface parking area which will be shared with the retail use.

There are 8 parking stalls accommodated in the surface parking area with direct access from the lane, including 1 disability stall. For parking bylaw calculations, each disability stall is counted as 2 stalls for satisfying the minimum requirement. As such, there are 9 equivalent stalls in the surface parking area. Note that the bylaw requirement is 9 stalls for retail use and 6 stalls for residential visitors.

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In many urban mixed-use projects, there is synergy in sharing parking supply for different uses in a project when the peak parking demand patterns do not overlap at the same time. This is especially the case for the proposed retail use which is expected to generate highest parking demand during the daytime whereas the peak demand from residential visitors typically occurs in later afternoon/evenings. Therefore, the required parking supply from a demand perspective is less than the sum of the individual requirements. This approach considering the time-varying demand of uses avoids over-supply of parking.

The proposed site is located at the intersection of two arterial routes; Kingsway and King Edward Avenue. Another major arterial street in the City is Knight Street which is approximately 270m to the west. At present, there are frequent transit bus services on these streets as follows:

- Kingsway (diagonal) - Route #19 Metrotown to Stanley Park Loop, peak 6 buses/hour per direction
- King Edward Avenue (East-West) - Route #25, Brentwood Station to UBC Loop, peak 6 buses/hour per direction
- Knight Street (North-South) - Route #22, Dunbar Loop/Downtown Vancouver to Marine at Knight, peak 10 buses/hour per direction.

As indicated above, access to transit buses is within easy walking distances and also well connected to the regional SkyTrain systems. During the peak hours, there are a total of 44 buses observing the stops near the proposed site in an hour. Therefore, residential visitors and retail employees/customers are anticipated to be much less dependent on automobiles. Furthermore, the proposed retail use is relatively small in size and will likely be divided into 3 CRU's as indicated in the site plan. The anticipated draw of the customer base is expected to be from immediate neighbourhood where access by walking or cycling would be acceptable modes of access.

In light of the above, we estimate that the anticipated daytime parking demand to be less than the bylaw requirement and would be adequately accommodated in the proposed surface parking area. **Table 1** identifies anticipated parking demand as a percentage of the bylaw rate.

Table 1 - Anticipated Parking Demand

| | Afternoon Peak | | Evening | |
|---------------------|-----------------|----------|-----------------|----------|
| | % of Bylaw Rate | Demand | % of Bylaw Rate | Demand |
| Retail | 50% | 5 | 0% | 0 |
| Residential Visitor | 20% | 2 | 100% | 6 |
| Total | | 7 | | 6 |

The Urban Land Institute's Shared Parking Manual was used as a guide to determine parking demand and adjusted to reflect this site's characteristics

During both the afternoon peak and evening, it is expected that adequate parking will be available. The type and opening hours of the new CRUs will influence the parking demand during the early evening, between these two peaks. In general, when the residential visitor demand is highest in the evening, parking demand of the retail uses will be significantly lower or zero after retail business hours. Given the anticipated peak demands of 5 for the retail and 6 for the visitor, there is flexibility in the arrival and departure times of parking vehicles while still maintaining adequate parking supply.

In conclusion, it is our opinion that the proposed shared parking at the surface parking area between retail use and residential visitors is supported from a parking demand perspective.

1.10 Provision of one additional Class B loading space as per Subsection 5.2.5 of the Parking Bylaw;

(Note to Applicant: For retail uses; one space is required for the first 465m² of gross floor area, and an additional space is required for any portion of the next 1860m².) Also refer to condition 1.30.

As per the bylaw, there is no requirement for Class B loading space for residential use with less than 100 dwelling units. The bylaw requirement for off-street retail loading is one Class B space for the first 465 square metres and one space for any portion of the next 1,860 square metres. The proposed retail area is 599.4m² (or 6,452 sf) which requires two Class B spaces strictly based on bylaw calculations. The second Class B space is marginally triggered by the total area exceeding the first 465m² (or 7% of the full requirement for the second Class B space).

The retail use will be divided in 3 CRU's resulting in an average unit size of approximately 2,000 sf. Given the relatively small unit size of the retail stores, it is considered that one Class B space would be adequate for the proposed retail use. It is also unlikely to have the 3 CRU's with Class B loading activities occurring at the same time.

One Class B loading bay has been proposed in the site plan at the access point from the lane. It is our opinion that the second Class B space is not required from a loading demand perspective, The requirement for a second Class B space would result in unnecessary hardship and added cost to project for a constrained corner lot where the retail component is only about 11% of the overall development area. The primary use of the project is secured rental residential, a much needed affordable housing type in the City.

1.30 Provision to comply with the Parking and Loading Design Supplement to the satisfaction of General Manager of Engineering Services. The following items are required to meet provisions of the parking by-law and the parking and loading design supplement:

- *Provide visitor parking wholly separate from the commercial parking to the satisfaction of the GMES.*

See our responses to Item 1.9 above. Shared parking between retail use and residential visitors is feasible in mixed-use developments and supported from a parking demand perspective due to the fact that peak demands from these two uses do not occur at the same time.

- *Provision of measures to improve visibility of inbound vehicles on the main parking ramps.*

(Note to Applicant: Vehicles at the bottom of the ramp will turn wide into the path of exiting cars, so visual identification of each vehicle is important.)

We have verified the anticipated vehicle turning paths using the AutoTURN computer program at the both ends of the parking ramp, as illustrated in attached **Exhibits 1 and 2**. We confirm there is adequate vehicle turning space available. To ensure visibilities, we propose to install traffic control devices, such as reflective mirrors, pavement markings, as illustrated in the exhibits.

- *Identify and mark the loading space on-site to ensure that delivery vehicles are aware of its location.*

The proposed Class B loading space will be clearly marked with pavement markings and traffic signs to regulate the intended use.

- *Provide an access corridor from the loading/garbage areas to all the CRU's.*

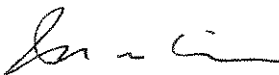
According to the proposed site plans, an access corridor is available between the loading/garbage and the 3 CRU's.

* * * * *

We trust we have adequately addressed Prior-to Conditions, items 1.9, 1.10 and 1.30. Should you require further information please do not hesitate to call us.

Yours truly,

Bunt & Associates



Ian M. Wilson, E.I.T
Transportation Analyst



David Tam, P.Eng., MBA
Principal

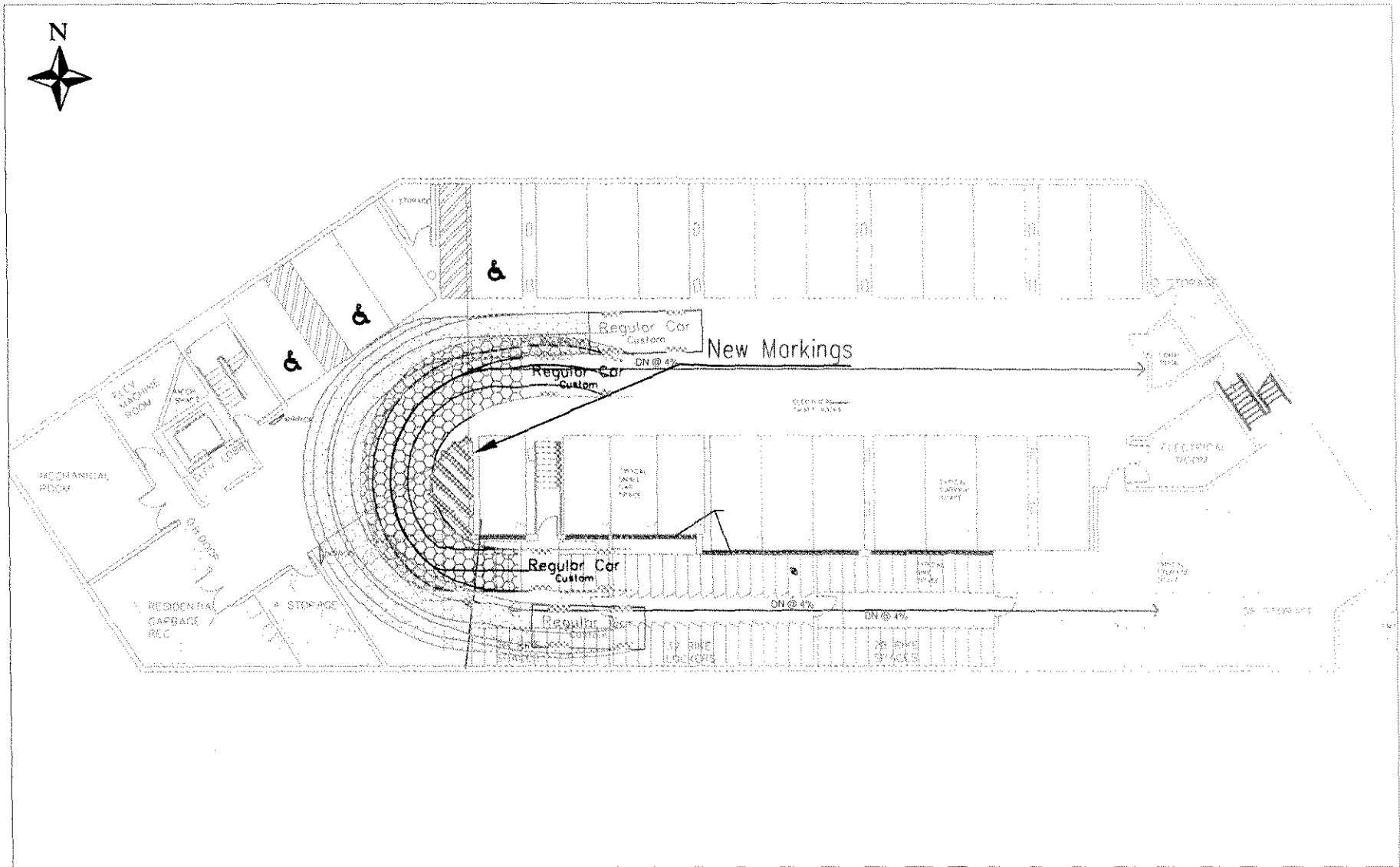
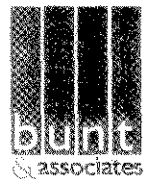


Exhibit 1 Parkade Circulation

1526 Kingsway Rezoning and DP Applications
4945.01 November 27, 2013 Scale NTS



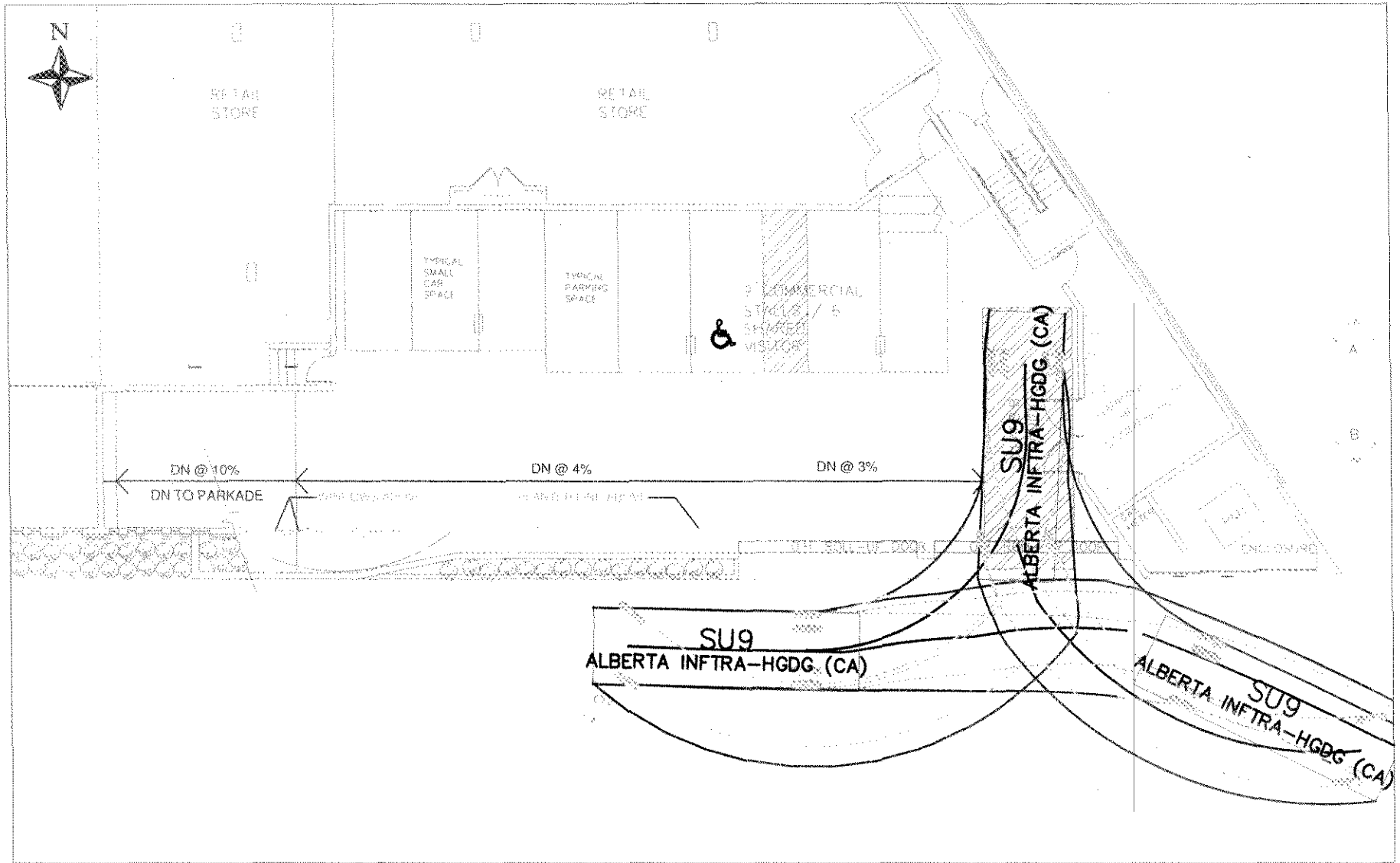


Exhibit 2 Loading Access