



POLICY REPORT  
DEVELOPMENT AND BUILDING

Report Date: April 11, 2016  
Contact: Kent Munro  
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RTS No.: 11360  
VanRIMS No.: 08-2000-20  
Meeting Date: April 19, 2016

TO: Vancouver City Council

FROM: Acting General Manager of Planning and Development Services

SUBJECT: CD-1 Rezoning - 3365 Commercial Drive and 1695-1775 East 18th Avenue

**RECOMMENDATION**

- A. THAT the application by Cressey 18th Avenue Holdings Ltd. (Inc. No. 0969486), to rezone 3365 Commercial Drive [*Lot 4, Blocks A and B, District Lot 753, Plan 8865; PID: 009-908-056*], 1695 East 18th Avenue [*Lot 5, Blocks A and B, District Lot 753, Plan 8865; PID: 009-649-123*], 1707 East 18th Avenue [*Lot 3 Except the South 7 feet, Now Road Block A, District Lot 753, Plan 1795; PID: 014-282-810*], and 1775 East 18th Avenue [*Lot 1, Block A, District Lot 753, Plan 1795; PID: 005-338-115*], together with City-owned land at 1733 East 18th Avenue [*Lot 2, Block A, District Lot 753, Plan 1795; PID: 009-908-200*], from RS-2 (Residential) District to CD-1 (Comprehensive Development) District to among other things, increase the floor space ratio (FSR) to 2.40 to permit the construction of a 3½- to six-storey residential building containing 110 secured for profit affordable rental units, and to restore, rehabilitate and designate the exterior of a heritage building known as the Myers Residence on the westerly portion of the site into two strata residential units adjacent to a new two-unit strata infill building, be referred to a Public Hearing together with:
- (i) plans prepared by Yamamoto Architecture Inc., received on March 12, 2015, with amendments received on December 2, 2015;
  - (ii) draft CD-1 By-law generally as presented in Appendix A; and
  - (iii) the recommendation of the Acting General Manager of Planning and Development Services to approve the application, subject to conditions contained in Appendix B;

FURTHER THAT THE Director of Legal Services be instructed to prepare the necessary CD-1 By-law in accordance with Appendix A for consideration at the Public Hearing.

- B. THAT, if after Public Hearing, Council approves in principle this rezoning and the Housing Agreement described in section(c) of Appendix B, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment, after the Housing Agreement has been agreed to and signed by the applicant and its mortgagee(s) and prior to enactment of the CD-1 By-law.
- C. THAT, subject to approval in principle of the rezoning, the existing building, known as "The Myers Residence" (the "heritage building ") at 3365 Commercial Drive [Lot 4, Blocks A and B, District Lot 753, Plan 8865; PID: 009-908-056], be added to the Vancouver Heritage Register in the 'C' evaluation category.
- D. THAT, subject to approval in principle of the rezoning, pursuant to Sections 593 and 594 of the Vancouver Charter, Council approve the designation of the exterior of the heritage building as protected heritage property;

FURTHER THAT the Director of Legal Services be instructed to prepare a Heritage Designation By-law for consideration at the Public Hearing.

- E. THAT Recommendations A through D be adopted on the following conditions:
  - (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; 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 assesses an application to rezone five lots located at 3365 Commercial Drive and 1695-1775 East 18th Avenue from RS-2 (Residential) District to CD-1 (Comprehensive Development) District. The application proposes a 3½- to six-storey apartment building containing 110 secured for-profit affordable rental housing units fronting Commercial Drive and East 18th Avenue. On the most westerly portion of the site, adjacent to existing lower density residential development, the application proposes to relocate, restore and designate the exterior of the heritage house on site known as the Myers Residence and convert the building into two strata housing units, and construct a new two-unit strata infill building adjacent to the heritage house. The rental building is being considered under the City's Interim Rezoning Policy on Increasing Affordable Housing Choices Across Vancouver's Neighbourhoods policy and, if approved, all rental housing units would be secured for the

longer of the life of the building and 60 years. The rehabilitated heritage building and the infill building have been proposed under the City's Heritage Policies and Guidelines which strive for the long-term protection of the City's heritage resources.

This application responds to the recommendations arising from the Mayor's Task Force on Housing Affordability and the resulting policy. Approval of this application would contribute to Vancouver's Housing and Homelessness Strategy that encourages a range of housing options to meet the needs of diverse households. In addition, the application responds to the City's heritage goals and objectives and will contribute towards the preservation of Vancouver's early history. The site is located at the interface between the Cedar Cottage neighbourhood and a major arterial route including the elevated Skytrain guide-way; as well as a number of significant specimen trees. With continuing dialogue with the community, the proposal has evolved through the application review process. If approved, the proposal will provide affordable rental and family housing in a well-located setting. The overall development concept would preserve a number of existing mature trees and establish an appropriate transition in scale and form along its East 18th Avenue frontage.

Staff support the application, subject to conditions contained in Appendix B, and recommend that the application be referred to a Public Hearing, with the recommendation of the Acting General Manager of Planning and Development Services to approve it, subject to the Public Hearing, along with the conditions of approval outlined in Appendix B.

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

Relevant City policies for this site include:

- Housing and Homelessness Strategy (2011)
- Final Report from the Mayor's Task Force on Housing Affordability (2012)
- Interim Rezoning Policy on Increasing Affordable Housing Choices Across Vancouver's Neighbourhoods (2012, last amended December 2, 2013)
- Heritage Policies and Guidelines (1986, last amended in 2002)
- High-Density Housing for Families with Children Guidelines (1992)
- Green Buildings Policy for Rezoning (2010, last amended 2014)
- Community Amenity Contributions – Through Rezoning (1999, last amended 2014)
- Vancouver Development Cost Levy By-law (2008, last amended July 21, 2015)
- Kensington Cedar Cottage Community Vision (1988)
- RS-2 and RS-7 Infill and Multiple Dwelling Guidelines (1983, last amended 2005).

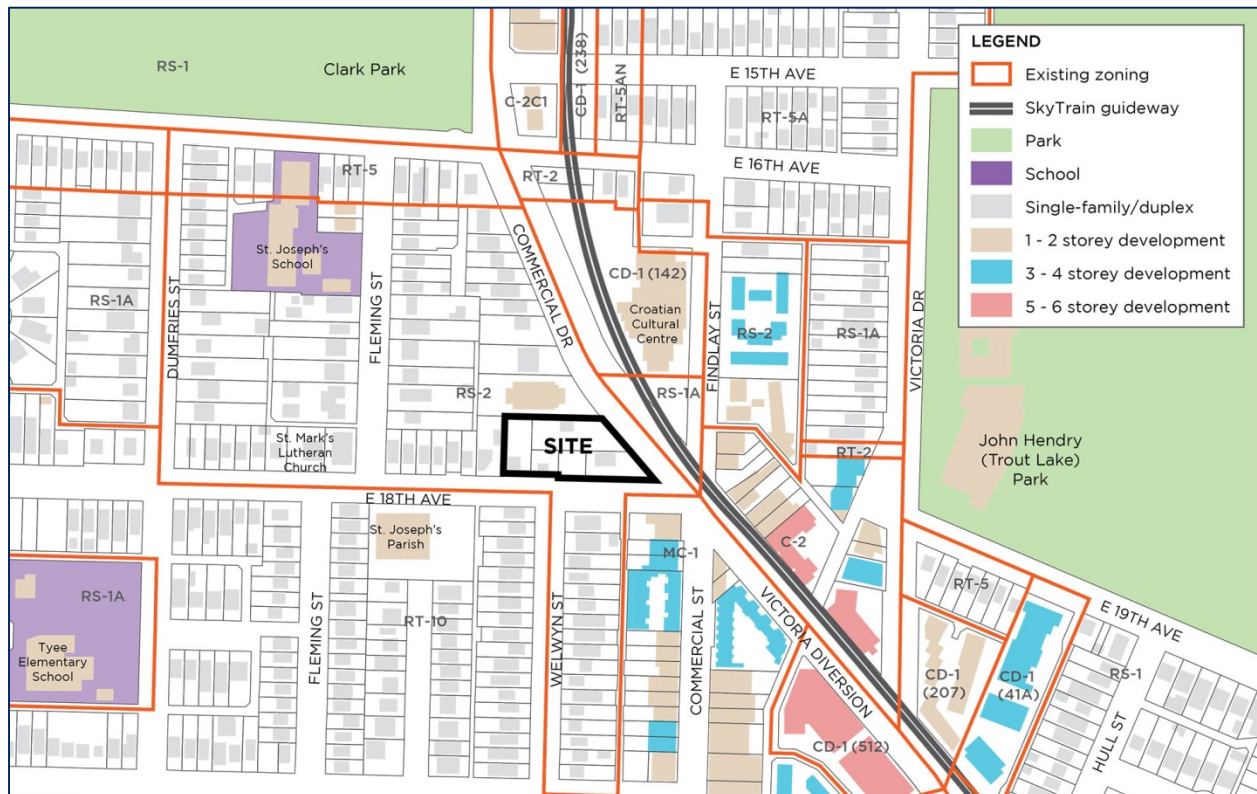
### ***REPORT***

#### ***Background/Context***

The subject site is comprised of five RS-2 zoned lots totaling approximately 0.8 acres (3,261.6 m<sup>2</sup> / 35,106 sq. ft.), one of which is currently owned by the City, and is located on the northwest corner of Commercial Drive and East 18th Avenue within the Kensington Cedar Cottage community (see Figure 1). The site has an overall frontage of 101 m (332 ft.) on East 18th Avenue and 54 m (178 ft.) on Commercial Drive and is within 500 metres of a local shopping area along Commercial Drive. The site is well served by transit, is in close proximity

to the Skytrain station at Broadway and Commercial Drive and is near bikeways on 14th Avenue and Dumfries Street. Two existing churches front onto East 18th Avenue to the west of the subject site -- St. Joseph's Parish on the south side and St. Mark's Lutheran Church on the north side. Two significant parks (Clark Park on East 15th Avenue and John Hendry Park on Victoria Drive) and two community centres (Trout Lake Community Centre on Victoria Drive and the Croatian Cultural Centre on Commercial Drive) are all within a five-minute walk of the site.

Figure 1: Site and surrounding context



Immediately to the north of the subject site is a two-storey apartment building developed under RS-2 zoning directly accessed from Commercial Drive. A higher density context extends to the south along the Victoria Diversion where several recent developments under the area's MC-1, CD-1 and C-2 zones have produced four-, five- and six-storey residential buildings. Over the past decade the area has evolved into a successful multi-family node focused around Commercial Street. Commercial Drive is a wide arterial corridor with an elevated Skytrain guide-way that runs past the site at a distance of 80 feet. As a result of its corner location, the subject site sits at the junction of two different built contexts – the arterial frontage with a combination of uses and building heights up to six storeys and the non-arterial East 18th Avenue frontage with a lower-scaled residential character to the west.

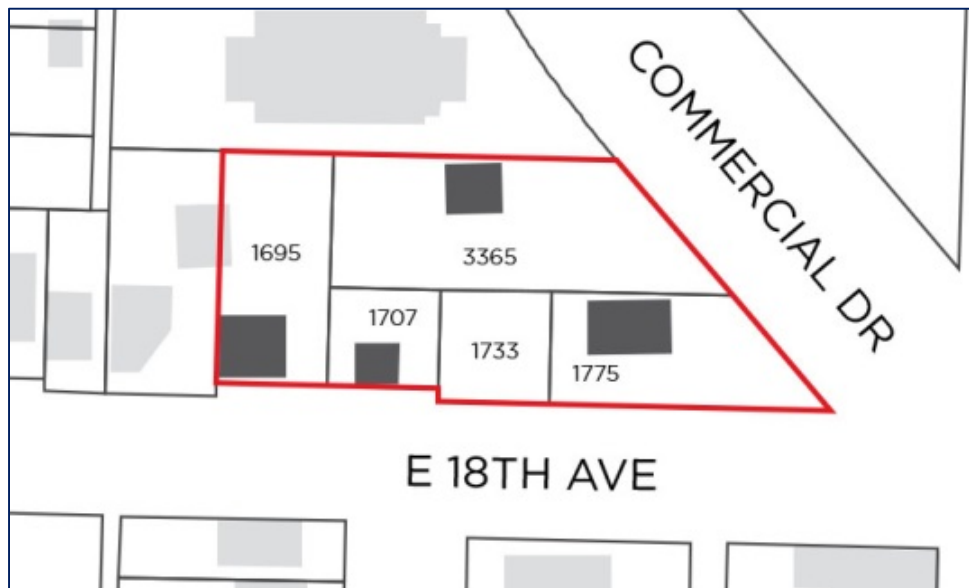
The subject site currently contains four older rental houses. One vacant lot at 1733 East 18th Avenue is owned by the City (see Figure 2). The City-owned lot is considered to be surplus land; should this application be approved, it is the City's intent to sell the lot to the applicant, subject to Council approval, so that it can be consolidated with the other four lots.

Several of the lots are large and over-grown with trees and bushes of varying degrees of health. Notable landscape elements include a cluster of large Lawson Cypress trees at the southeast corner of the site and a large Western Hemlock near the north property line. The ground elevation rises to the west and some sections of the site are below the grade level of East 18th Avenue.

All of the lots within the subject site are zoned for RS-2 development. Given their larger lot sizes, developing under the provisions of RS-2 zoning would permit the clearing of all existing buildings and landscaping and the construction of five large single-family homes.

Research has established that the existing character building at 3365 Commercial Drive is a heritage building and one of the early houses built in the area. The building's significance and condition has been reviewed by the Vancouver Heritage Commission and they support the addition of the building to the Vancouver Heritage Register. Redevelopment under the site's current RS-2 zoning would not assure the retention of the heritage building.

Figure 2: Existing lot configuration showing location of existing houses



### *POLICY CONTEXT*

**Housing and Homelessness Strategy** — On July 29, 2011, Council endorsed the Housing and Homelessness Strategy 2012-2021 which includes strategic directions to increase the supply of affordable housing and to encourage a housing mix across all neighbourhoods that enhances quality of life. There are priority actions to achieve some of the strategy's goals. The priority actions that are relevant to this application include refining and developing new zoning approaches, development tools and rental incentives to continue the achievement of secure, purpose-built rental housing and to use financial and regulatory tools to encourage a variety of housing types and tenures that meet the needs of diverse households. This application proposes studio, one-, two- and three-bedroom unit types that would be preserved as secured for-profit affordable rental housing through a housing agreement.

**Interim Rezoning Policy on Increasing Affordable Housing Choices Across Vancouver's Neighbourhoods** — On October 3, 2012, Council approved an Interim Rezoning Policy aimed at encouraging innovation and enabling real examples of affordable housing types. These examples will be tested for potential wider application to provide ongoing housing opportunities across the City. This policy is one component of a broad action plan that responds to the recommendations of the Mayor's Task Force on Housing Affordability by delivering a set of actions to address the challenges of housing affordability in the City. Rezoning applications considered under the Affordable Housing Choices policy must meet a number of criteria regarding affordability, location and form of development (see Affordable Housing Choices policy location map in Appendix D).

**Heritage Policies and Guidelines** — Council has instructed the Director of Planning and the Development Permit Board to give special attention to heritage resources on the Vancouver Heritage Register, when approving any conditional use or in an area zoned comprehensive development, so that whenever possible, heritage resources are conserved. Heritage designation will be a prerequisite to accepting certain bonuses and incentives.

**Kensington Cedar Cottage Community Vision** — Approved on July 21, 1988, the Community Vision sets direction for development in the area and supports rezonings for projects involving the retention of buildings on the Vancouver Heritage Register.

**RS-2 and RS-7 Infill and Multiple Dwelling Guidelines** — Intended for use in conjunction with the RS-2 District Schedule, these guidelines set minimum site area requirements, urban design considerations and lot assembly requirements for multiple dwelling applications through the Development Permit process.

## ***STRATEGIC ANALYSIS***

### **1. Proposal**

A rezoning application was submitted on March 12, 2015 and revised on December 2, 2015 to consolidate and rezone five lots located at 3365 Commercial Drive and 1695-1775 East 18th Avenue. A comprehensive development containing a market rental housing building, preservation of the historic Myers Residence along with a two-unit infill strata building is proposed (see drawings in Appendix E). The application seeks an overall density of 2.40 FSR. The heritage building would be restored and converted to two strata residential units and the exterior of the building would be designated as protected heritage property which would protect it from future demolition. A legal agreement would also be registered on title to the site to secure the long-term preservation of the heritage building.

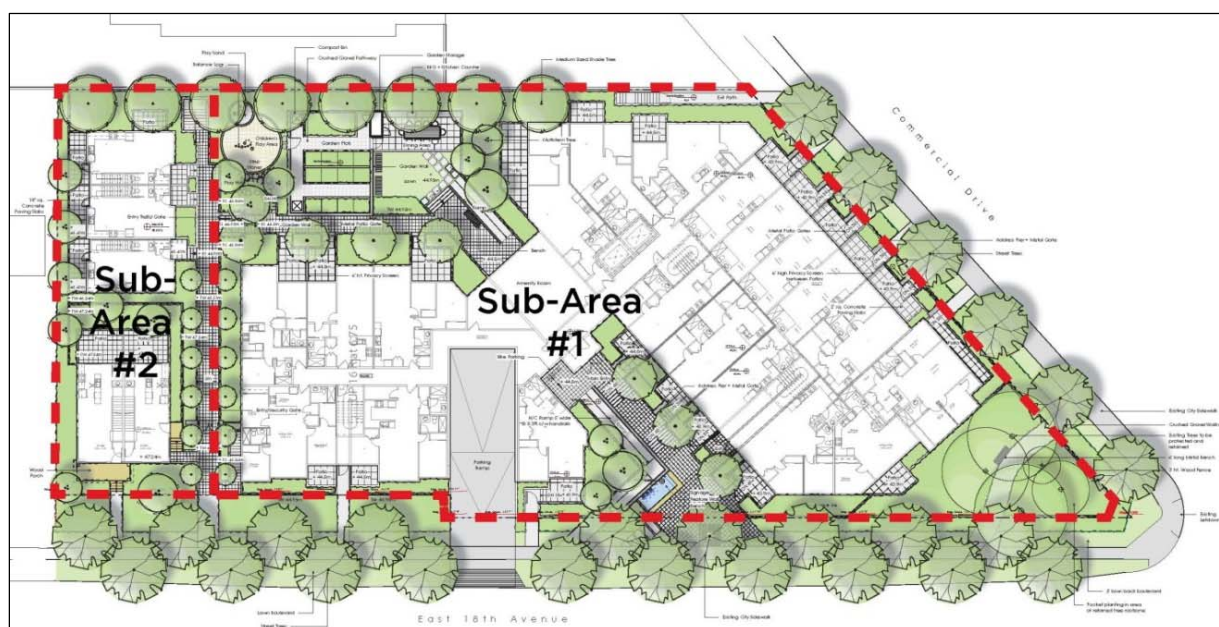
The site is proposed to be developed as two sub-areas. Sub-area 1 is advanced under the Interim Rezoning Policy on Increasing Affordable Housing Choices Across Vancouver's Neighbourhoods, otherwise known as the Affordable Housing Choices policy and contains a 3½-to six-storey apartment building with 110 secured for-profit affordable rental housing units (the "rental units") at a density of 2.70 FSR (see Figure 3). The proposed rental building would contain studio, one-, two-, and three bedrooms units. The applicant intends to provide 37% of the units as suitable for families, exceeding the current 25% minimum family housing target in the family housing policy. Further, eleven of the proposed rental units have three-



bedrooms and this addresses the City-wide need for larger units suitable for families. All ground-oriented units have outdoor patios and the main building entrance is off East 18th Avenue. One level of underground parking is proposed for the full site (being for both Sub-areas 1 and 2), accessed from East 18th Avenue.

Sub-area 2 is being advanced under the City's Heritage Policies and Guidelines and contains the heritage building from 3365 Commercial Drive, relocated to face East 18th Avenue and a two-unit strata infill building. The proposed density on Sub-area 2 is 0.96 FSR. The heritage building would be restored and converted into two strata dwelling units, for a total of four strata units in Sub-area 2, all of which would be three-bedroom units, suitable for families. Parking for Sub-area 2 is to be provided from the underground parking area accessed from Sub-area 1. Separate development provisions are applied to each sub-area (see draft CD-1 By-law in Appendix A); this will allow the portion of the site accommodating the heritage building and infill to become a separate strata from the remainder of the development.

Figure 3: Detailed site plan of the proposal



Consistent with the criteria outlined in the City's Affordable Housing Choices policy, the site is located on an arterial route and is within 500 m of a local shopping area. The form of development parameters set out in the policy are intended to set out appropriate transitions between higher density housing forms along arterials and lower scale residential neighbourhoods in behind. The proposed siting of the rental building responds to two different contexts: an arterial frontage on Commercial Drive and a non-arterial frontage on East 18th Avenue. These frontages are differentiated under design guidance embedded in the Affordable Housing Choices policy which permits consideration of up to six-storeys in height on the arterial and 3½-storeys along the non-arterial frontage. The application meets the urban design objectives of the policy through transitioning from the lower scaled heritage building and infill building on the western portion of the site and stepping up in building height and scale towards Commercial Drive (see Figure 4 and 5).

The Kensington Cedar Cottage Community Vision supports consideration of rezonings involving the retention of buildings on the Vancouver Heritage Register (VHR). The house at 3365 Commercial Drive has been reviewed by the Vancouver Heritage Commission who supports the addition of the building to the VHR. Staff recommend that Council resolve to add the heritage building to the VHR. Compensation in return for the heritage designation is proposed in the form of the two-unit strata infill building.

## 2. Form of Development (refer to drawings in Appendix E)

### Sub-area 1: Rental Building

The proposed rental apartment building is comprised of a six-storey block facing Commercial Drive and a 3½-storey block fronting East 18th Avenue, linked by a three-storey glass-enclosed bridge element that contains the lobby on the main floor and corridors above. One level of underground parking is proposed with access from the low point along East 18th Avenue. Retention of a significant stand of five mature Lawson Cypress trees at the corner of the site near Commercial Drive and East 18th Avenue is proposed. If the application is approved along with the proposed conditions of enactment, a significant Western Hemlock tree that exists near the north property line will also be retained. As such, the built form has been sensitively shaped and arranged on the site in order to integrate with the existing mature landscaping.

Figure 4: Aerial perspective showing the transition of built form across the site fronting East 18th Avenue





As noted previously, the surrounding context contains buildings of up to six-storeys in height. As such, development of a six-storey building with the fifth and sixth floors setback from the street does not represent a significant change in the scale of development along Commercial Drive and the Victoria Diversion. Viewed from a wider lens of appropriate urban form, the deflection of the street at the intersection where Commercial Drive turns into the Victoria Diversion, coupled with the width of the arterial, suggests that a six-storey massing is appropriate from a place-making point of view and represents a good contextual fit.

Furthermore, the width of the arterial and the proximity of the elevated Skytrain guide-way, coupled with the significant setback from Commercial Drive of the apartment block to the north, means that extended afternoon shadows cast from the six-storey massing fall mostly within the public realm rather than on private spaces. In the Affordable Housing Choices policy, ground oriented units are encouraged in the context of multi-dwelling buildings. In this instance, all main floor units provide direct access to private outdoor patios that are elevated from grade with a landscaped edge, thereby establishing an appropriate human scale and an activated edge along the surrounding streets. Staff support the proposed six-storey form as being consistent with the urban design performance criteria outlined in the Affordable Housing Choices policy.

The distance between the rental building and the closest neighbour to the west is 185 feet. The retention of a significant Western Hemlock tree in the rear of the subject site will provide a screening element, and in conjunction with the oblique views generated by the six-storey block (due to the Commercial Drive alignment), will result in limited over-look onto adjacent properties and an acceptable relationship with the context.

**Figure 5: East 18th Avenue streetscape showing proposed building heights**



The height of the 3½-storey portion of the rental building will be consistent with the height of the relocated heritage building, and given the falling grade along East 18th Avenue, lower than the prevailing rooftops in the neighbourhood to the west (see Figure 5 and building section drawings in Appendix E). In addition, the East 18th Avenue façade of the 3½-storey portion of the rental building will be designed to emulate the rhythm and width of town homes as a way of reducing the scale of the building and to provide a transitional form to the lower scaled neighbourhood to the west (see recommended conditions in Appendix B). The massing as proposed is supportable as the application demonstrates a compatible and transitional streetscape as required under the Affordable Housing Choices policy.

With regard to building setbacks to East 18th Avenue, staff note that the peculiarities of the property lines in the lot assembly, create a wider right-of-way than would typically exist along

East 18th Avenue. Further, the 3½-storey rental block provides a deeper setback from the street than the six-storey rental block to respond to the neighbouring condition to the west. An entry court breezeway between the 3½- and the six-storey rental blocks serves as a spatial break, physically separating the two building masses and reducing the building widths along East 18th Avenue. The open areas around the rental buildings contain a variety of landscape elements, patios and amenity areas including a children's play space. Staff will continue to seek further refinement of the project through the design conditions contained in Appendix B

### *Sub-area 2: Heritage Building and Infill Building*

In 2013, a rezoning enquiry was submitted for a rental housing project across the full site which if pursued would have resulted in the demolition of all the buildings on the subject site. Staff asked the applicant to have a Statement of Significance (SOS) prepared to assess whether the building at 3365 Commercial Drive had historic value. The Vancouver Heritage Commission reviewed the SOS on April 7, 2014 and subsequently supported the addition of the building to the VHR.

#### *Heritage Building: Value, Character and Condition*

The heritage building is a two storey wood-frame building constructed in 1911 and has been in continuous residential use since that date. The house was constructed for a mariner named Conrad Myer, on land previously purchased from the British Columbia Electric Railway Company in 1898. The site is located near the historic Inter-urban station that had been located at East 18th Avenue and Commercial Drive in the 'Epworth' township, now known as Cedar Cottage. The historic value of the heritage building lies within its contribution to the early development of the Cedar Cottage neighbourhood and the building's simple cross-gable form that is indicative of modest housing types from that time. Over the last one-hundred years, the house has changed little. The landscape around the historic house has been left to grow resulting in the heavily vegetated lot that exists today (see images in Appendix E).

#### *Compatibility of Conservation with Uses of the Site*

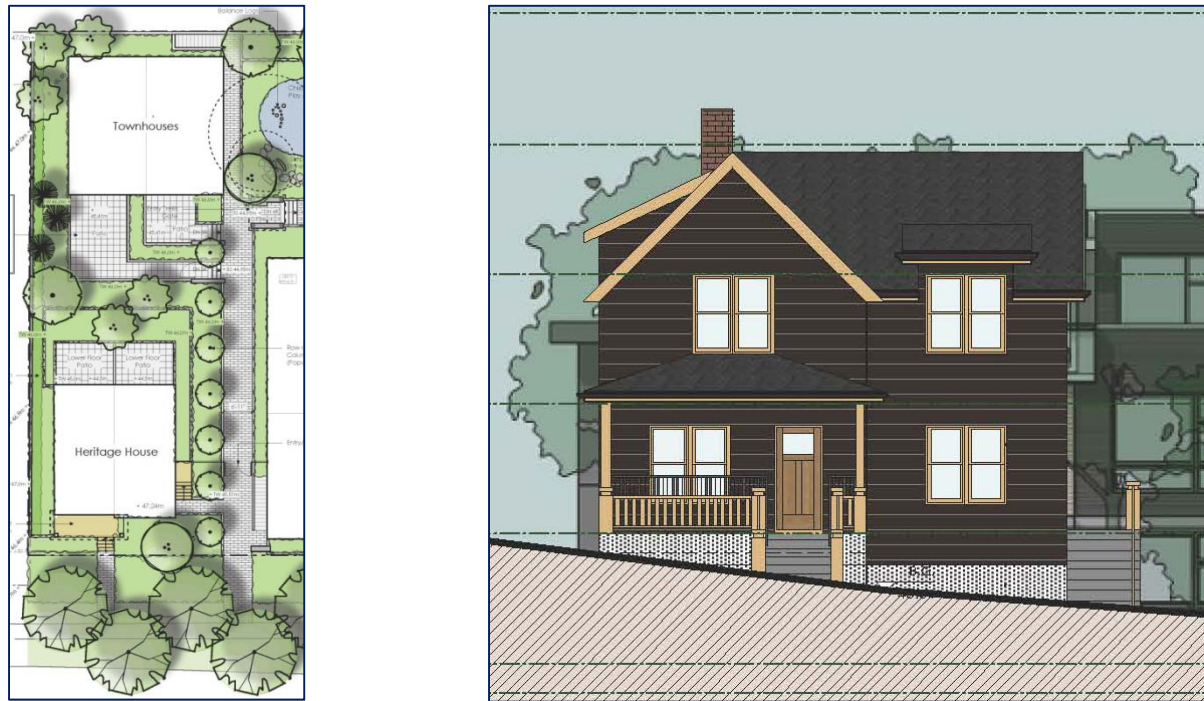
Early discussions on the potential redevelopment of the subject site concluded that keeping the heritage building in its current location would not be a viable retention option given its location and the substantial grade changes on the site. The application proposes to relocate the heritage building to face East 18th Avenue and construct a new two-unit strata infill building sited behind it. As discussed earlier in the report, positioning the heritage building adjacent to the west property line provides a transition in scale and form to the residential properties to the west. Staff concluded that while some historic significance of the heritage building would be compromised through the relocation of the building, sufficient historic value would be retained by the preservation of the building in a residential setting, consistent with similar buildings from that era along East 18th Avenue. The long term protection of the exterior of the heritage building would be secured through heritage designation by By-law enacted by Council pursuant to Sections 593 and 594 of the Vancouver Charter.

The site's current RS-2 zoning otherwise allows for consideration of laneway house development and this rezoning proposes a modest infill building in Sub-area 2 that does not detract from the street-facing heritage house.

On May 4, 2015 the Vancouver Heritage Commission evaluated a revised proposal as reflected in the evolving rezoning application (see Appendix D). Although the Commission did not

proffer its unqualified support for the application at that time, its detailed concerns were articulated and the Commission's motion indicated its desire for the proposal to be further revised to address concerns about the setting of the heritage building and the compatibility of the infill building. Subsequently, plans for Sub-area 2 were revised and staff have concluded that the revised proposal addresses the Commission's concerns and that it effectively balances those with concerns expressed by the community and by the Urban Design Panel.

**Figure 6: Site Plan of Sub-Area 2 showing the proposed siting of the heritage building and infill building and the restored south elevation**



On May 4, 2015 the Vancouver Heritage Commission evaluated a revised proposal as reflected in the evolving rezoning application (see Appendix D). Although the Commission did not proffer its unqualified support for the application at that time, its detailed concerns were articulated and the Commission's motion indicated its desire for the proposal to be further revised to address concerns about the setting of the heritage building and the compatibility of the infill building. Subsequently, plans for Sub-area 2 were revised and staff have concluded that the revised proposal addresses the Commission's concerns and that it effectively balances those with concerns expressed by the community and by the Urban Design Panel.

The size of the infill building was reduced from three strata units to two, and the infill building was re-oriented to a north/south alignment (see Figure 6 and drawings in Appendix E). Although the infill building is proposed at three-storays, the grades on the north portion of the site fall away so the height of infill building will be lower than the height of the heritage building. Conditions of approval are contained in Appendix B that will require the third floor of the infill building to be contained within a pitched roof to further reduce its scale.

In terms of the relationship of the heritage building to the street, a deep landscaped “front yard” setting is also proposed along East 18th Avenue. This will establish a street to house relationship that is reflective of the house’s original setting and is commensurate with the neighbouring property to the west. Along with the intended double row of street trees, the area between the curb and the heritage building will provide a significant landscaped setting. One could conclude that the siting of the relocated heritage building on East 18th Avenue and the more subordinate scale of the infill building address the Heritage Commission’s concerns and that the application responds well to urban design performance criteria.

The application was reviewed and supported by the Urban Design Panel on June 3, 2015 (see minutes in Appendix D). Staff have noted where UDP commentary influenced either the revised design or the recommended conditions of approval.

#### Tree Retention and New Landscaping

As noted, the subject site is significantly vegetated and it contains a number of significant specimen trees. A certified report by a professional Arborist was submitted with the rezoning application. Staff have reviewed the report and confirmed that the subject site contains a total of 39 existing trees that are over 20 cm (about 8 inches) in caliper. Seven trees over 20 cm caliper exist within the City-owned street right-of-way (see Figure 7).

The professional arborist has assessed all of the existing trees and has determined that the majority of these trees are in poor or declining health. Of the total of 46 trees inventoried, only 15 are considered to be healthy and can be expected to have a reasonable likelihood of longer-term survival. Many of the existing trees have suffered from lack of maintenance or neglect, some have been topped or have been improperly pruned and others suffer from infestation or disease. Several have multiple stems and are not considered high-value tree assets suitable for retention. The seven existing trees that are currently located within the public street right-of-way are not considered to be healthy enough to be safely retained and, with future development of sidewalks and curbs will be replaced with a double row of new street trees. Of the trees located within the five lots that comprise the subject site, 15 are deemed to be healthy enough that they could be retained based solely on their existing condition.

Figure 7: Tree removal, retention and replacement

Existing	Existing trees (>20 cm caliper)	Healthy trees	Currently existing trees to be retained
Street right-of-way	7	0	0
Subject site	39 *	15	6
Total	46	15	6

Proposed	Retained trees	New trees	Total
Street right-of-way	0	27	27
Subject site	6	54	60 *
Total	6	81	87

The rezoning application proposes to retain six of the 15 existing on-site healthy trees (of the nine not being retained, four have multiple stems and are not considered to be sound candidates for retention, the remaining five are within the proposed building foot print). Those proposed for retention are some of the largest of the existing healthy trees within the subject site and include five of the 15 m (50 foot) tall Lawson Cypress trees that are prominent at the corner of Commercial Drive and East 18th Avenue as well as the 23 m (75 foot) tall Western Hemlock that is situated near the north property line. To retain the Western Hemlock, the underground parking as proposed in the rezoning application will need to be reconfigured (see conditions in Appendix B).

As part of the application, a significant number of new trees would be planted across the subject site. A total of 81 new trees would be planted -- 54 new trees on the private property and 27 new street trees within the public road right-of-way. Along with the six existing mature trees to be retained, the total number of trees will be 87 which is 41 more trees than exist today (see Figure 7).

### 3. Housing

The Affordable Housing Choices policy is one component of a broad set of initiatives that responds to the recommendations of the Mayor's Task Force on Housing Affordability by delivering a set of actions to respond to the challenges of housing affordability in the city. Rezoning applications, considered under the Affordable Housing Choices policy, must meet a number of criteria regarding affordability, location and form of development (see Affordable Housing Choices policy location map in Appendix D).

Figure 8: Comparable average market rents and homeownership costs

	<b>3365 Commercial Drive and 1695- 1775 East 18th Avenue Average Proposed Rent (New Bldg.)</b>	<b>Average Market Rent in Newer Buildings - Eastside (CMHC, 2015)<sup>1</sup></b>	<b>DCL By-Law Maximum Averages Eastside (CMHC, 2015)<sup>2</sup></b>	<b>Monthly Costs of Ownership for Median- Priced Unit – Eastside (BC Assessment 2015)<sup>3</sup></b>
Studio	\$1150	\$1184	\$1260	\$1,441
1-bed	\$1500	\$1486	\$1675	\$2,152
2-bed	\$1950	\$1882	\$2084	\$2,942
3-beds	\$2350	-	\$2606	\$4,167

1. Data from the October 2015 CMHC Rental Market Survey for buildings completed in the year 2005 or later on the Eastside of Vancouver
2. For studio, 1 and 2-bedroom units, the maximum DCL rents for the Eastside of Vancouver are the average rents for all residential units built since the year 2005 City-wide as published by CMHC in the fall 2015 Rental Market Report. For 3-bedroom units, the maximum DCL rents for the Eastside of Vancouver are the average rents for all residential units built since the year 2000 City-wide as published in CMHC's website "Housing Market Information Portal" for 2015.
3. Based on the following assumptions in 2015: median of all BC Assessment recent sales prices in Vancouver Eastside in 2015 by unit type, 10% down payment, 5% mortgage rate, 25-year amortization, \$150 - 250 monthly strata fees and monthly property taxes at \$3.54 per \$1,000 of assessed value



As noted earlier, this rezoning application meets the location criteria for consideration of a six-storey secured for-profit affordable rental housing building. The application proposes to meet the affordability criteria of the Affordable Housing Choices policy by securing 100% of the proposed rental units through a housing agreement for 60 years or the life of the building, whichever is longer. Conditions related to securing the rental units are contained in Appendix B. All rental projects under the Affordable Housing Choices policy must meet the requirements of the *Vancouver Development Cost Levy By-law* (the "DCL By-Law") to waive the DCL charges and this application meets these requirements (see the Development Cost Levy Waiver Analysis chart in Appendix F and Figure 8). Affordable Housing Choices rental units are targeted to moderate income households and the program extends throughout all parts of the City, thereby providing options that are more affordable than home ownership (see Figure 8).

The subject site is presently occupied by four single-family dwellings which are rented to a mix of both long-term and recent tenants. Although the Rate of Change policy does not apply to RS zones, the applicant has worked with the tenants on an individualized basis and has submitted a draft Tenant Relocation Plan (TRP) which is consistent with the intent of the tenant care principles as outlined in the Rate of Change Guidelines and is individualized to the unique needs, circumstances and aspirations of these existing tenants (refer to the TRP in Appendix D).

**Figure 9: Rental unit types and numbers**

	Studio	One-Bedroom	Two-Bedroom	Three-Bedroom
Rental Building	31	38	30	11

A mix of studio, one-, two- and three-bedroom rental units are proposed (see Figure 9). The Affordable Housing Choices policy requires that 25 per cent of all units have two bedrooms or more and be suitable for families with children in accordance with the High Density Housing for Families with Children Guidelines. This applicant intends to provide 37 per cent of all rental units as two- and three-bedroom units, suitable for families with children. All four of the market strata units on Sub-area 2 will be three-bedroom units.

**Figure 10: Progress towards the secured market rental housing targets as set in the City's Housing and Homelessness Strategy (2011)\***

TARGETS	CURRENT PROJECTS				GAP
2012	Completed	Under Construction	Approved	Total	Above or Below 2012 Target
5,000	830	1,453	2,048	4,331	798

*\*Unit numbers exclude the units proposed at 3365 Commercial Drive and 1695, 1707, 1733, 1775 East 18th Avenue pending Council approval of this rezoning application*



Since the establishment of affordable housing targets in the City's Housing and Homelessness Strategy in 2011, a total of 4,331 secured residential rental units have been generated in the City. A long-term goal is to achieve 5,000 new units by 2021. If approved, this application would contribute an additional 110 units towards the City's stated short-term and long-term targets (see Figure 10).

#### 4. Transportation and Parking

The site is located on Commercial Drive and is well served by bus lines (Commercial Drive/Victoria Diversion), rapid transit (Commercial and Broadway Skytrain) and bicycle routes (East 14th and Woodland Drive/Dumfries). The application complies with the parking bylaw with respect to required vehicle and bicycle spaces. The size of the rental building marginally exceeds the maximum 100 unit threshold that triggers loading bay requirements.

A Transportation Study, prepared by a certified professional, was submitted and it shows traffic volumes taken during weekday peak times between 7:00 am and 9:00 am and 3:00 pm and 6:00 pm. In response to initial community feedback and early staff review of the application, additional transportation data was collected over the period of Saturday June 6 to Friday June 12, 2015. That additional research included vehicle turning counts at Welwyn Street and East 18th Avenue, and at Victoria Diversion and Commercial Street. An Automatic Traffic Counter (ATC) was also placed on East 18th Avenue and recorded three full days of data. An observational vehicle survey was also conducted on a Sunday morning at the local churches on East 18th Avenue (St Joseph's Parish and St Mark's Lutheran Church).

The consultant's transportation analysis concluded that if all the vehicle spaces provided on site were utilized, travel at peak times would generate 22-29 new vehicle movements onto East 18th Avenue, which is equivalent to one additional vehicle every two minutes. Given the proximity of the subject site to a major arterial, 65% of new vehicle movement is expected to turn east towards Commercial Drive, with 35% turning west into the adjacent neighbourhood.

Through the application review process, the community noted concerns about the traffic generated by visitors to and from the existing local churches in the area. The transportation consultant observed the activity generated at the time of a regular Sunday service and noted that the local streets in the area can accommodate the additional vehicle volume which is expected from development of the subject site. The consultant observed that church volunteers guide and direct the traffic before and after church services. This is a laudable initiative, however, it is noted that the effectiveness of these measures is highly dependent on the level of traffic management skills that these volunteers possess.

The study shows that the increase in vehicle movement that could arise from the proposed development of the subject site will not adversely impact traffic flow in the area. Further, given the amount of local amenities and transit service within a five- to ten-minute walk of the site, and the trend towards rental units having a lower demand for on-site parking, the proposed rental component may have a lower take-up of the parking spaces provided than anticipated. City staff monitor parking trends throughout the City and where consistent trends are observed these are factored into future parking standards.

## 5. Environmental Sustainability

The Green Building Rezoning Policy (adopted by Council on July 22, 2010) requires that rezoning applications received after January 2011 achieve a minimum of LEED® Gold rating, including 63 LEED® points, with targeted points for energy performance, water efficiency and stormwater management, along with registration and application for certification of the project. The applicant submitted a preliminary LEED® scorecard, which generally conforms to the Green Building policy, indicating that the project could attain the required LEED® points and, therefore, would be eligible for a LEED® Gold rating.

The preservation and re-use of the heritage house along with the retention of several large specimen trees is generally consistent with sustainability goals of the City. Through the conditions of this report, and in line with advice sought from the UDP regarding sustainability measures, staff are recommending conditions of approval that seek consideration of external shading devices on the south elevation of the rental building to mitigate solar gain. Additionally, the development of an extensive green roof on the 3½-storey rental block is sought in order to improve the sustainability performance of the development.

## 6. City-owned Lot at 1733 East 18th Avenue

One of the five lots that comprise the subject site (the lot located at 1733 East 18th Avenue) has been owned by the City of Vancouver since 1939 and has always been vacant. The lot is 295.4 m<sup>2</sup> (3,180 sq. ft.) in area, measures 18.2 m (60 ft.) x 16.1 m (53 ft.) and is located mid-block west of Commercial Drive (see Figure 2). The City lot represents nine percent of the total subject site area. The City has determined this relatively small lot is not required for infrastructure purposes nor is it suitable for additional community amenities for the area, particularly given the existing supply of park space and services in the area. The City has entered into an agreement with the applicant to sell the lot, but such purchase and sale is conditional on Council's unfettered consideration and approval in principle of the land use matters reflected in this rezoning application.

### *Public Input*

Engagement with the community began at a very early stage in the conceptual design process. As soon as the proponent produced plans and images of a proposal, these were shared with the community. The applicant then presented a concept with a six-storey rental building that extended across the entire subject site with commercial space at grade at a pre-application open house on October 7, 2013. Following the open house, a local community group - Cedar Cottage Area Neighbours (CCAN) submitted a letter outlining its concerns to the City.

To address community concerns early and directly, a number of issues raised were considered and responses communicated to CCAN, these include:

- elimination of retail/commercial uses from the proposal,
- reduction of the overall density of the proposal
- changes to the building form so that it would transition in scale and form to better relate to the existing neighbourhood
- improvements to the building design
- preservation of existing mature trees wherever practical.

The application has been significantly revised through the review process by removing all commercial uses, retaining the heritage house, and transitioning the building forms across the site from six-storeys at the east end to two- storeys (the heritage building) towards the west. Those changes resulted in a smaller rental development and a massing approach that responds to the single family neighbourhood to the west.

An application to rezone the subject site was submitted on March 12, 2015, with amendments received on December 2, 2015.

**Public Notification and Response** — The City of Vancouver Rezoning Centre webpage included notification and application information as well as an online comment form. A rezoning information sign was also posted on the site. An open house was conducted May 21, 2015 with staff and the applicant team present. About 1230 notifications were distributed within the neighbouring area. Approximately 116 people attended the event and a total of 119 responses have been received to date (see Figure 11).

**Figure 11: Public Notification and Input**



The public's response to the application as presented at the Open House highlighted concerns similar to those expressed at the enquiry stage including:

1. amalgamation of five lots into one development parcel,
2. retention of the heritage house and the scale of the infill building,
3. scale and massing of the rental building and proposed density,
4. impacts on currently undeveloped space and existing landscaping,
5. over-look from proposed development,
6. sale of the City lot at 1733 East 18th Avenue,
7. additional traffic on East 18th Avenue and in the surrounding community.

In light of neighbourhood concerns, the applicant made further revisions to the rezoning application and submitted new plans on December 2, 2015 showing a reduction in the size and massing of both the rental building and the infill building with a corresponding reduction in overall density from 2.55 FSR to 2.40 FSR.

### **Response to Public Comments**

Through the application review process and as this proposal has evolved, the CCAN group has continued to raise concerns with both the form of development and also with broader issues of the rezoning application. CCAN members have been consulted throughout the application

review process and staff met with representatives of this group on April 8, 2015 to discuss the revised application and to provide clarity on relevant City policies including the Affordable Housing Choices policy. While staff and the applicant have strived to address many of the issues raised, CCAN still has concerns and these were summarized in a position paper submitted to the City on June 21, 2015. Each issue within the CCAN position paper is listed in Appendix C with the corresponding response.

Neighbourhood feedback has assisted the applicant team in refining the application to achieve a more integrated development with the surrounding community. Through their comments, the application has evolved to a proposal which transitions from the single-family neighbourhood to the west to the higher density development along Commercial Drive. Support for the proposal is in line with the provisions of the City's heritage policies and the Affordable Housing Choices policy. Staff are satisfied that the form of development proposed demonstrates an appropriate contextual fit with the adjacent neighbourhood, and subject to conditions contained in Appendix B, recommend approval of the rezoning.

### ***Public Benefits***

In response to City policies which address changes in land use and density, this rezoning application, if approved, offers the following public benefits.

### **Required Public Benefits**

**Development Cost Levies (DCLs)** – Development Cost Levies collected from development help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and various engineering infrastructure. This site is subject to the Citywide DCL rate, which is currently \$143.27/m<sup>2</sup> (\$13.31/ sq. ft.).

For Sub-area 1, the applicant has requested a waiver of the DCL attributed to the for-profit affordable rental housing, in accordance with *Section 3.1A* of the DCL By-law. The total residential floor area eligible for the waiver is 7264.2 m<sup>2</sup> (78,192 sq. ft.). The total DCL that would be waived is estimated to be approximately \$1,077,792. A review of how the application meets the waiver criteria is provided in Appendix F.

For Sub-area 2, the DCL will be charged on all new floor area. On this basis, a DCL of approximately \$42,885 is anticipated and attributed towards the new residential floor area in the infill building of 299.3 m<sup>2</sup> (3,222 sq. ft.).

DCLs are payable at building permit issuance and are subject to an inflationary adjustment which takes place on September 30 of each year. When a DCL By-law with higher rates is introduced, a number of rezoning, development permit and building permit applications may be at various stages of the approval process. An application may qualify as an in-stream application and therefore may be exempt from DCL rate increases for a period of 12 months from the date of DCL By-law rate adjustment. If a related building permit application is not issued within the 12-month period, the rate protection expires and the new DCL rate will apply. See the City's [DCL Bulletin](#) for details on DCL rate protection.

**Public Art Program** – The Public Art Program requires all rezoned developments having a floor area of 9,290 m<sup>2</sup> (100,000 sq. ft.) or greater to commission public art or provide cash in

lieu. As the proposed new floor area is less than the 100,000 sq. ft. threshold, no public art contribution will be required.

### **Offered Public Benefits**

**Rental Housing** — The applicant has proposed 110 new for-profit affordable rental housing units be secured as rental housing (non-stratified). The public benefit accruing from these units would be their contribution to the City's secured market rental housing stock for the longer of 60 years and the life of the building. Covenants would be registered on title to preclude the stratification and/or separate sale of individual units.

This application includes studio, one, two, and three-bedroom apartments. The applicant proposes that the studio units would rent at \$1,150, the one-bedroom units would rent for \$1,500, the two-bedroom units would rent for \$1,950, and the three-bedroom units would rent for \$2,350 per month. Staff have compared the anticipated initial monthly rents in this proposal to the average monthly costs for newer rental units in East Vancouver, as well as to the estimated monthly costs to own similar units in East Vancouver, using 2015 Multiple Listing Service data.

When compared to average rents in newer buildings in East Vancouver (see Figure 8), the proposed rents are slightly higher for the one- and two-bedroom units, but below the maximum average rental rates to qualify for the DCL waiver. Average market rent figures were not available for three-bedroom units. In terms of the comparison to home ownership costs, the application will provide an affordable alternative to homeownership, particularly for the larger units.

Under the terms of the Housing Agreement, a complete rent roll that sets out the initial monthly rents for all units will ensure that those initial rents must meet (or be below) the maximum rent levels established in the DCL By-law (see Figure 8) at the time of the approval in principle by Council following a public hearing. Once a project is approved, the DCL maximum rents can be increased annually during the period of construction (until occupancy) only by the Allowable Rent Increases set out annually by the Provincial Residential Tenancy Office. All subsequent rent increases are subject to the Provincial *Residential Tenancy Act*.

Through the development permit application process, the City will ensure that average unit sizes do not exceed the maximum thresholds set out by the DCL By-law.

**Heritage** — The owner has offered to conserve and rehabilitate the heritage building currently located at 3365 Commercial Drive and to accept the designation of the heritage building's exterior as protected heritage property, which is a highly valued community feature. If approved, the designation will be effected by enactment of a Heritage Designation By-law and the owner will enter into a legal covenant to secure the conservation and rehabilitation of the heritage building in perpetuity.

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

As the public benefit achieved for this application is for-profit affordable rental housing and heritage conservation and designation, no additional cash CAC is offered in this instance. Real Estate Services staff have reviewed the applicant's development pro forma and have concluded that, after factoring in the costs associated with the provision of for-profit affordable rental housing units for the longer of the life of the building or 60 years, and the rehabilitation and designation costs for the heritage house, no further contribution towards public benefits is necessary in this instance.

See Appendix F for a summary of the public benefits that would be achieved should this application be approved.

### *Financial Implications*

As noted in the Public Benefits section, there are no cash CACs or public art contributions associated with this rezoning.

The site is subject to the City-wide DCL and it is anticipated that the infill component of Sub-area 2 will generate approximately \$42,885 in DCLs. The 110 for-profit affordable rental housing units in Sub-area 1 qualify for a DCL waiver under Section 3.1A of the DCL By-law and the value of the waiver is estimated to be approximately \$1,077,792.

The for-profit affordable rental housing units, secured by a Housing Agreement for the longer of the life of the building or 60 years, will be privately owned and operated.

### *CONCLUSION*

Staff have reviewed the application to rezone the site at 3365 Commercial Drive and 1695-1775 East 18th Avenue from RS-2 to CD-1 to increase the allowable density and height and permit development of 110 for-profit affordable rental housing units, and the relocation, restoration and designation of the heritage building at 3365 Commercial Drive along with a two-unit strata infill building. It is concluded that the application is consistent with the Interim Rezoning Policy on Increasing Affordable Housing Choices across Vancouver's Neighbourhoods, the City's Heritage Policies and Guidelines and is consistent with the DCL By-Law definition of "For-Profit Affordable Rental Housing" for which DCLs may be waived.

The application would allow for the addition of 110 rental units and if approved, would make a contribution to the goals of providing a variety of housing options in the City and increasing the amount of rental housing accommodation.

The proposed form of development represents an appropriate urban design response to the site and context and is therefore supportable. The Acting General Manager of Planning and Development Services recommends that the rezoning application be referred to a Public Hearing, together with a draft CD-1 By-law generally as set out in Appendix A, 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.

\* \* \* \* \*



3365 Commercial Drive and 1695-1775 East 18th Avenue  
DRAFT 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 marginally numbers Z-\_\_\_\_( ) attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D, to By-law No. 3575.

**Sub-Areas**

2. The rezoning site is to consist of two sub-areas generally as illustrated in Figure 1, for the sole purpose of computation of floor area and allocation of maximum height and conditions of use.

Figure 1



**Uses**

- 3.1 The description of the area shown within the heavy black outline on Schedule A is CD-1 ( ).
- 3.2 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 Development Permit Board will issue development permits are:

- a) Dwelling Uses, limited to Multiple Dwelling, Multiple Conversion Dwelling, Infill Two Family Dwelling and Principal Dwelling Unit with Lock-off Unit; and
- b) Accessory Uses customarily ancillary to the uses listed in this section 3.2.

#### Conditions of Use

- 4.1 The design and layout of at least 25 % of dwelling units in sub-area 1 must:
  - a. be suitable for family housing;
  - b. include two or more bedrooms; and
  - c. comply with Council's "High Density Housing for Families with Children Guidelines".

#### Floor Area, Density and Site Area

- 5.1 For the purposes of computing floor space ratio the site area of Sub-area #1 is 2 683.5 m<sup>2</sup>, being the site area at the time of the application for the rezoning, as evidenced by this by-law, prior to any dedications.
- 5.2 For the purposes of computing floor space ratio the site area of Sub-area # 2 is 578.3 m<sup>2</sup>, being the site area at the time of the application for the rezoning as evidenced by this by-law, prior to any dedications.
- 5.3 The floor area and density for all uses in each sub-area must not exceed the maximum permitted floor area and density set out in the following table:

Sub-Area	Maximum Permitted Floor Area (m <sup>2</sup> )	FSR	Site Area
1	7264 m <sup>2</sup>	2.70	2,683.5 m <sup>2</sup>
2	555 m <sup>2</sup>	0.96	578.3 m <sup>2</sup>

- 5.4 The maximum permitted floor area for the site is 7 819 m<sup>2</sup>
- 5.5 The maximum permitted floor space ratio for the site is 2.40.
- 5.6 Computation of floor area must include:
  - (a) all floors, including earthen floors, measured to the extreme outer limits of the buildings; and
  - (b) stairways, fire escapes, elevator shafts, and other features which the Director of Planning considers similar, measured by their gross cross-

sectional areas and included in the measurements for each floor at which they are located.

5.7 Computation of floor area must exclude:

- (a) open residential balconies or sun decks, and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:
  - (i) the total area of all such exclusions must not exceed 12% of the permitted floor area;
  - (ii) the balconies must not be enclosed for the life of the building;
- (b) patios and roof gardens, if the Director of Planning first approves the design of 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, which are at or below base surface, except that the maximum exclusion for a parking space must not exceed 7.3 m in length; and
- (d) amenity areas, including recreation facilities and meeting rooms, except that the total excluded area is not to exceed 10 per cent of the permitted floor area.
- (e) areas of undeveloped floors located:
  - (i) above the highest storey or half-storey and to which there is no permanent means of access other than a hatch, or
  - (ii) adjacent to a storey or half-storey with a ceiling height of less than 1.2 m;
- (f) floors located at or below finished grade with a ceiling height of less than 1.2 m;
- (g) all residential storage area above or below base surface, except that if the residential storage area above base surface exceeds 3.7 m<sup>2</sup> for a dwelling unit, there is to be no exclusion for any of the residential storage area above base surface for that unit;
- (h) bicycle storage at or below base surface, except there must be a secured and separate bicycle room equipped with bicycle racks capable of storing at least one bicycle for every four dwelling units; and

- (i) the top landing of any stair that opens on to a rooftop deck and leads to a mechanical, storage or service area, and the mechanical, storage or service area accessed by that stair.

5.8 The use of floor area excluded under section 5.7 must not include any use other than that which justified the exclusion.

### **Building Height**

6.1 In sub-area 1 building height, measured from base surface, must not exceed 18.34 m.

6.2 In sub-area 2, building height, measured from base surface, must not exceed 9.4 m.

6.3 Section 10.11 of the Zoning and Development By-law is to apply to this By-law, except that the Director of Planning may permit a greater height than otherwise permitted for mechanical appurtenances such as elevator machine rooms.

### **Building Setbacks**

7.1 In sub-area 1 the setback from Commercial Drive must not be less than 2.13 m.

7.2 In sub-area 2 the setback from East 18th Avenue must not be less than 2.74 m.

### **Horizontal angle of daylight**

8.1 Each habitable room must have at least one window on an exterior wall of a building.

8.2 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.

8.3 Measurement of the plane or planes referred to in section 8.2 must be horizontally from the centre of the bottom of each window.

8.4 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 the unobstructed view is not less than 3.7 m.

8.5 An obstruction referred to in section 8.2 means:

- (a) any part of the same building including permitted projections; or

- (b) the largest building permitted under the zoning on any site adjoining CD-1 (\_\_\_).

8.6 A habitable room referred to in section 8.1 does not include:

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

#### Acoustics

9. A development permit application will require evidence in the form of a report and recommendations prepared by a person trained in acoustics and current techniques of noise measurement, demonstrating that the noise levels in those portions of dwelling units listed below do not exceed the noise level set opposite such portions. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq) sound level and is 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

\* \* \* \* \*

3365 Commercial Drive and 1695-1775 East 18th Avenue  
PROPOSED CONDITIONS OF APPROVAL

Note: Recommended approval conditions will be prepared generally in accordance with the draft conditions listed below, subject to change and refinement prior to finalization of the agenda for the Public Hearing.

**CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT**

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by Yamamoto Architecture Inc. and stamped "Received December 2, 2015", subject to the following conditions, provided that the Acting General Manager of Planning and Development Services may allow minor alterations to this form of development when approving the detailed scheme of development as outlined in (b) below.
- (b) That, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the Acting General Manager of Planning and Development Services, who shall have particular regard to the following:

**Urban Design**

- 1. Architectural expression will employ an improved palette of high quality durable materials and a refined detail finish throughout the buildings.  
  
Note to Applicant: Materials and architectural expression at detailed design stage should ensure legibility of the buildings as residential rather than institutional use.
- 2. Provision of extensive green roof to the 3½-storey rental block to improve sustainability measures.  
  
Note to Applicant: This will also provide visual relief to the occupants of the six-storey rental block.
- 3. Design development to provide a 2.1 m setback to the north corner of the six-storey building to improve the transition to the neighbouring site.  
  
Note to Applicant: Adjustments to the form should be in-keeping with the overall design, noting that the angled corner should be maintained. Staff do not anticipate a reduction in floor area as a consequence of this condition.
- 4. Design development to mitigate direct overlook between the infill building and adjacent development to the west.  
  
Note to Applicant: Detailed design development should include reflected elevations of the building at 1665 E18th Avenue.



5. Design development to substantially enclose the upper level of the infill building within a pitched roof form to improve compatibility with the adjacent development.
6. Design development to mitigate direct overlook from upper levels of the six-storey building to existing adjacent development to the west.

Note to Applicant: This can be accomplished with the use of translucent glazing to a 36 inch height at the balcony guard rail or similar measures.

7. Consideration of design development to the bridge component on the rental building to add visual interest and improve lobby entrance legibility.
8. Design development to emphasize townhome scale massing of Levels 1-3 on the 3½-storey rental block fronting East 18th Avenue.
9. Design development to mitigate solar heat gain on the south elevation.

Note to Applicant: This can be accomplished through the provision of external solar shading devices.

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

10. Design development to take into consideration the principles of CPTED (Crime Prevention Through Environmental Design) having particular regard to reducing opportunities for:
  - (i) theft in the underground,
  - (ii) break and enter,
  - (iii) mischief and vandalism such as graffiti, and
  - (iv) mitigate possible CPTED concerns in the parking area.

#### **Landscape Design**

11. Design development to retain trees #1646, 1647, 1648, 1649, 1650 and #1678;

Note to Applicant: The analysis will require additional arborist reporting and details of construction work near trees. Explore opportunities to retain additional healthy trees, with special consideration to companion trees. Retention of tree no. 1678 will require modifications to the underground parkade and open space plan including the child's play area. To optimize tree protection, employ special construction methods, such as vertical shoring and setback and limit excavation outside the dripline. The proposal should not rely on canopy encroachments or surface disturbances (such as intensive re-landscaping). Avoid landscape or grading proposals that may cause unnecessary compaction of roots and

changes to the existing growing conditions (i.e. water availability and drainage).

12. Design development to grades, retaining walls, walkways and structural design, such as underground parking, to maximize soil volumes (exceed BCLNA Landscape Standard) to accommodate new and existing trees and landscaping:

Note to Applicant: Wherever possible, take advantage of natural soils and the water table by locating new trees at grade beyond the edge of the underground slab. To avoid raised planters above grade, angle the corner of the underground slab downward (1 m across and 1.2 m) to maximize contiguous soil volumes. Planted landscapes on slab should be designed to maximize soil depths by lowering the slab, wherever possible, or providing tree wells, if necessary.

13. Design development to location of utilities;

Note to Applicant: Avoid the awkward placement of utilities (pad mounted transformers, "Vista" junctions, underground venting) visible to the public realm. Where utilities must be located near a street or sidewalk, a secondary circulation route is the preferred location. Every effort should be made to integrate utility access into structures and behind lockable, decorative gates or screened with landscaping.

14. Consideration to explore design options that respect the City of Vancouver, Bird Friendly Design Guidelines; Note to Applicant: refer to <http://www.vancouver.ca/commsvcs/guidelines/B021.pdf>

15. Provision of a detailed Landscape Plan illustrating soft and hard landscaping.

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/ proposed plant material. Plant material should be clearly illustrated on the Landscape 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.

16. Provision of a "Tree Management Plan".

Note to Applicant: Provide a large scale tree plan that is separate from the landscape plan. The plan should clearly illustrate all trees to be removed and retained, including dimensioned tree protection barriers and important construction management directives drawn out of the arborist report(s) such as clearly illustrating the limit of excavation and footing design strategy (i.e. vertical shoring, shotcrete).

17. Provision of detailed architectural and landscape cross sections (minimum 1/4" inch scale) through tree protection zones, all proposed common open spaces and semi-private patio areas.

Note to Applicant: In tree protection areas, the sections should illustrate and dimension the limit of excavation, 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.

18. Application of universal design principles in the outdoor spaces, such as wheelchair accessible walkways and site furniture.
19. Provision of the necessary infrastructure to support urban agriculture, such as tool storage, hose bibs and potting benches at all common amenity locations.
20. Provision of a partial irrigation plan.

Note to Applicant: Provide high efficiency irrigation for all planted areas, including urban agriculture areas and individual hose bibs for all private patios of 100 square feet (9.29 sq. m). On the plan, illustrate hose bib symbols accurately and provide a highlighted note to verify the irrigation is to be designed and constructed.

21. Provision of an outdoor Lighting Plan.

Note to Applicant: Consider "CPTED" principles and avoid any lighting that can cause glare to residential uses.

22. Provision of an updated, detailed arborist report.

Note to Applicant: The expanded arborist report should inform design. Include any construction limitations such as the location of construction materials, temporary structures, utility conflicts, site access, development phasing and temporary irrigation requirements.

23. Provision of a registered biologist report, where applicable.

Note to Applicant: The report is a cautionary measure should tree removals be scheduled from Mar.15-Aug.15, the period generally accepted as the bird nesting window.

24. Provision of a letter of assurance for arborist supervision.

Note to Applicant: Arborist supervision is typically necessary when any

work is required within a minimum root protection zone of a retained tree. The arborist should discuss the details of any supervision requirements within the arborist report, particularly if the plans depict any work that encroaches into a minimum root protection zone. Typically, an assurance letter will outline up to four key construction points where the arborist shall be contacted to attend the site. The letter must be signed by the owner, the contractor and the arborist.

25. Submission of a bird friendly strategy for the design of the building and landscape is encouraged in the application for a development permit.

Note to Applicant: The strategy should identify any particular risks with regard to the Bird Friendly Design Guidelines and propose design features or measures to reduce these risks. For more information, refer to attached Guidelines  
<http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.

### Housing

26. The proposed unit mix including 30 two-bedroom and 11 three-bedroom units are to be included in the Development Permit drawings, which may be varied under the discretion of the Director of Planning or Development Permit Board provided that it does not go lower than 25% of the dwelling units.
27. Design development to ensure that a minimum of 25 percent of the proposed market strata units are designed to be suitable for families with children, including some three bedroom units.
28. A common outdoor amenity area is to be provided which includes an area suitable for a range of children's play activity.
29. The rental building is to comply with the High Density Housing for Families with Children Guidelines and include a common amenity room with a kitchenette (and an accessible washroom adjacent to this amenity room).

### Sustainability

30. Confirmation of the building's sustainability performance as required by the Green Buildings Policy for Rezoning, including achieving Gold certification under LEED® For Homes - Multi-family Mid-rise with a minimum of 14 Energy and Atmosphere (EA) points, 1 water efficiency point and 1 storm water point or surface water management point.

Note to Applicant: Submit a LEED® checklist and a sustainable design strategy outlining how the proposed points will be achieved, along with a receipt including registration number from the CaGBC, as a part of the Development

Permit application. The checklist and strategy should be incorporated into the drawing set. A letter from an accredited professional confirming that the building has been designed to meet the policy and application for certification of the project will also be required under the policy.

### Heritage Conservation

31. Revise the Statement of Significance (SOS) for the building at 3365 Commercial Drive to reflect advice from the Vancouver Heritage Commission SOS Sub-Committee.

### Engineering

32. Provision of crossings to the satisfaction of the General Manager of Engineering Services, please show a standard commercial crossing design on site and landscape plans. A crossing application is required.
33. Clarification of the garbage pick-up operations for the heritage building. It appears residents must travel through unsecured portions of the parkade to access the garbage room.
34. Clarify garbage pick-up operations. Please provide written confirmation that a waste hauler can access and pick up from the location shown.

Note to Applicant: pick up operations should not rely on bins being stored on the street or lane for pick up, bins are to be returned to storage areas immediately after emptying.

35. Make arrangements for provision of additional street trees between the property line and back of city sidewalks to the satisfaction of the General Manager of Engineering Services in consultation with the General Manager Vancouver Board of Parks and Recreation.
36. Update landscape and site plan to reflect the change in sidewalk locations and size sought by this rezoning application. Show front boulevard trees and offset sidewalk along the Commercial Drive frontage of the site.
37. Delete pavers and special sidewalk treatments from public property and show standard concrete treatments. Note to applicant: An interconnected water service will be required for this development. Please contact Water Design branch for details.
38. Parking, loading, and bicycle spaces shall be provided and maintained according to the provisions of the Vancouver Parking By-law except that a minimum of 2 Class A loading spaces shall be provided for the site.
39. Compliance with the Bicycle Parking and Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: Please refer to the Bicycle Parking and Parking and Loading Design Guideline and Supplements for details.

Bicycles:

- (i) Clearly label the path intended to be used by residents to bring bikes to and from the bicycle rooms to outside the building.
- (ii) Provision of horizontal bicycle spaces not located within a bicycle room to be within a hard shell locker.
- (iii) Provide automatic door openers on the doors along routes providing access to the bicycle room(s).

Parking Spaces

- (iv) Any column 2' in length must be set back 2' from either end of the parking space.
- (v) Dimension all columns encroaching into parking stalls.
- (vi) Provide additional parking stall width for stalls adjacent to walls or stalls with columns set back more than 4' from the end of the stall.

Parking Ramps and Drive Aisles

- (vii) Relocate loading space to a more typical stall configuration, its current location obstructs maneuvering for passenger vehicles.
- (viii) Provision of design elevations on both sides of the parking ramp at all breakpoints.
- (ix) Provision of a minimum 20' wide overhead security gate between the visitor parking area and the secured residential parking.
- (x) Note to Applicant: if it is not possible to provide a 20' opening, then a 12' gate should be provided to prevent the possibility of vehicle conflict when two cars are passing through the gate.
- (xi) Mark hatchings on the floor in the gap between two parking spaces at the southwest corner of the main parkade to identify this as pedestrian space.

**CONDITIONS OF BY-LAW ENACTMENT**

- (c) 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 and to the Acting General Manager of Planning and Development Services, the General Manager of Engineering

Services, the Chief Housing Officer and the Approving Officer, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

### Engineering

1. Consolidation of Lots 1, 2, and 3 (Except the South 7 Feet Now Road), Block A, Plan 1795; Lots 4 and 5, Blocks A and B, Plan 8865; All of DL 753 to create a single parcel.
2. Dedication of a 2.1 meter x 2.1 meter corner-cut at the 18th Avenue and Commercial Drive intersection of the site for road purposes. (The 2.1 meters is to be measured along the edge of each of the street frontages).
3. Provision of a natural watercourse agreement. Records indicate a natural watercourse passes through this site, a legal agreement ensuring that should the watercourse be discovered or impact the site during development and beyond that its flow will not be obstructed. On-site management of the watercourse is required.
4. Provision of a Right of Way to accommodate a Public Bike Share (PBS) Station. PBS requirements include:
  - (i) **Size:** At minimum, the smallest sized station at 16 m x 4 m should be accommodated. The physical station with docked bicycles is 2 m wide and has a required bicycle maneuvering zone of 2 m for a total width of 4 m.
  - (ii) **Location:** The station should be located on private property while still clearly visible to the public with 24/7 public access. The preferred location is near the intersection of Commercial Dr. and East 18 Avenue to allow easy access to the street.
  - (iii) **Surface treatment:** A hard surface is required with no utility access points within 150 mm. Acceptable surfaces include CIP concrete (saw cut or broom finished), asphalt and pavers. Other firm, paved materials are subject to approval.
  - (i) **Grades:** The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At minimum, spot elevations at the four corners of the station must be provided.
  - (ii) **Sun exposure:** No vertical obstructions to maximize sun exposure as station operates on solar power. Ideally the station should receive 5 hours of direct sunlight a day.
  - (iii) **Power:** Provision of an electrical service and electrical power is to be available in close proximity to the PBS station.

5. Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the site (collectively called the "services") such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site will be issued until the security for the services are provided.
  - (i) Provision of minimum 1.8 m wide concrete sidewalk broom finish with saw cut joints and a minimum 1.2 m sod front boulevard with street trees on both Commercial Drive and East 18 Avenue adjacent the site. Note; a modified sidewalk design will be required to address a conflict with the existing traffic signal controller kiosk and the new sidewalk location.
  - (ii) Provision of a concrete curb and gutter on East 18 Avenue. for the full length of the development including asphalt paving to centerline of the road. Work to include adjustment of all utilities necessary to accommodate the installation of the new curb and pavement.
  - (iii) Provision of improved street lighting on East 18 Avenue. Work to include a review of adequacy of existing lighting and addition of lighting should it be determined and upgrading of the existing lighting to meet current standards which may include LED lighting.
  - (iv) Provision of new curb ramps at the intersection of Commercial Drive and East 18 Avenue to current City standards. Work to include replacement of the curb return at this location to accommodate the new ramps should it be necessary.
  - (v) Provision of audible signals at the intersections of Commercial Dive and East 18 Avenue and at Commercial Street and Victoria Diversion.
  - (vi) Provision of adequate water service to meet the fire flow demands of the project. The current application lacks the details to determine if water main upgrading is required. Please supply project details including projected fire flow demands as determined by the applicant's mechanical consultant to determine if water system upgrading is required. Should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any water system upgrading that may be required.
  - (vii) Provision of upgraded storm and sanitary sewer to serve the site. Sub-area #2 (Rental Site) places additional load on the combined system, as a result, approximately 40m of existing combined sewer on Commercial Dr. from the manhole adjacent to 3365 Commercial Dr. to the downstream manhole must be upgraded to a minimum 200mm sanitary



sewer and 250 mm storm sewer at the applicant's cost. The work is currently estimated at \$110,000 (2015 dollars).

6. Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but are not limited to, junction boxes, switchgear, pad mounted transformers and kiosks (including non BC Hydro Kiosks) are to be located on private property with no reliance on public property for placement of these features. There will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch. The applicant may be required to show details of how the site will be provided with all services being underground.

### Housing

7. Make arrangements to the satisfaction of the Chief Housing Officer and the Director of Legal Services to enter into a Housing Agreement securing all residential units as for-profit affordable rental housing units pursuant to Section 3.1A of the Vancouver Development Cost Levy By-law for the longer of the life of the building or 60 years, subject to the following additional conditions:
  - (i) No separate-sales covenant.
  - (ii) A non-stratification covenant.
  - (iii) None of such units will be rented for less than one month at a time.
  - (iv) At least 25% of the units must have two or more bedrooms and be designed to meet the City's "High Density Housing for Families with Children Guidelines".
  - (v) A rent roll indicating the proposed initial monthly rents for each rental unit.
  - (vi) A covenant from the owner to, prior to issuance of an occupancy permit, submit a finalized rent roll to the satisfaction of the Chief Housing Officer and the Director of Legal Services that reflects the initial monthly rents as of occupancy in accordance with the Housing Agreement on either a per unit or a per square foot basis.
  - (vii) Such other terms and conditions as the Chief Housing Officer 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 by by-law enacted pursuant to section 565.2 of the Vancouver Charter.

## Heritage

8. The owner enters into a Heritage Restoration Covenant for the rehabilitation, registration and long-term protection of the heritage building. The agreement is to be completed and registered in the Land Title Office to the satisfaction of the Director of Planning and the Director of Legal Services prior to the enactment of the rezoning by-law.

Note to Applicant: The agreement must be signed by the owner and any party with a financial charge on the title to give priority. The purpose of the agreement is to secure the protection of the heritage building during and after construction and ensure its rehabilitation in a timely manner consistent with a conservation plan, in addition to allowing the City to place a commemorative plaque on the building or lands, and related matters. Please contact the heritage planner to receive a copy of the draft agreement for review.

9. Designation of the exterior of the heritage building as a protected heritage property, pursuant to sections 593 and 594 of the Vancouver Charter and enactment of the Heritage Designation By-law by Council;
10. Submit a finalized copy of the Conservation Plan for the heritage building as prepared by the heritage consultant.

## Soils

11. If applicable:
  - (i) Submit a site profile to the Environmental Planning, Real Estate and Facilities Management (Environmental Contamination Team);
  - (ii) As required by the Manager of Environmental Planning 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
  - (iii) If required by the Manager of Environmental Planning 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 Planning, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until a Certificate of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, has 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-law.

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

\* \* \* \* \*

3365 Commercial Drive and 1695-1775 East 18th Avenue  
Public Consultation

**Response to Public Comments**

Through the application review process and as this proposal has evolved, the CCAN group has continued to raise concerns with both the form of development and also with broader issues of the rezoning application. CCAN members were consulted throughout the application review process and staff met with representatives on April 8, 2015 to discuss the revised application and to provide clarity on relevant City policies including the Affordable Housing Choices policy. While staff and the applicant have strived to address many of the issues raised, CCAN continues to have a variety of concerns, as summarized in a position paper submitted on June 21, 2015. Each issue within the CCAN position paper has been listed below along with the corresponding response.

- *Too much rental development in the area:*

The Affordable Housing Choices policy supports development of affordable housing models only on those sites with defined locational parameters. The Affordable Housing Choices policy allows consideration of up to two projects within ten blocks on any specified arterial and local shopping area. Council has approved an Affordable Housing Choices application on Knight Street and the subject rezoning application will be the second that meets the locational criteria as measured from Commercial Drive.

It should also be noted that the City's Secured Market Rental Housing Policy (R-100) applies to other zones in this area and it is a policy intended to address the rental housing shortage in the City. Both the Affordable Housing Choices policy and R-100 policy require proposals to proceed through a rezoning application process which includes a public hearing, by which local community feedback can be considered. A rental housing project under an earlier version of the R-100 policy for a nearby site at 1888 Victoria Diversion ("The Porter") was approved by Council in 2011 and construction was completed in 2013. That project brought 203 rental housing units into the area and it is completely subscribed. The reported turnover rate of units at about one percent is a strong indicator of the demand for rental housing in this area.

- *Amalgamation of five lots into one development parcel:*

Amalgamation of the multiple lots is consistent with development proposals across the City and the underlying RS-2 policy as it relates to multiple dwellings or infill development on irregularly shaped lots which front onto an arterial. Two sub-areas are to be created. The westerly sub-area is proposed to be developed at a scale and density that are similar to the prevailing RS-2 zoning and with what is typical when a heritage resource is being preserved. The easterly sub-area would accommodate the rental building; two of the lots within that sub-area front directly onto Commercial Drive and other two will regularize the parcel into an appropriate development site.

- *Retention of the heritage house:*

The Kensington Cedar Cottage Community Vision supports consideration of rezonings involving the retention of buildings on the Vancouver Heritage Register (VHR). The Vancouver Heritage Commission assessed the building at 3365 Commercial Drive and determined that the building has historic value and is worthy of addition to the

Vancouver Heritage Register (VHR). At the pre-application stage, the neighbourhood expressed concerns that this building was not included in the redevelopment proposal. The retention and relocation of the heritage house is compatible with the City's Heritage Policies, and with the broader aspiration to protect meritorious pre-date dwellings from demolition and to re-use existing housing stock where practical.

The relocation and retention of the heritage house achieves a transition in scale from the rental building to the neighbourhood to the west and demonstrates a streetscape pattern that is consistent with the terms of the Affordable Housing Choices policy and is compatible with the existing built form within the RS-2 zoned area to the west.

- Constructing an infill building behind the heritage house  
Construction of the infill building will off-set the costs to relocate, restore and designate the heritage house. Providing additional density in exchange for retention and designation of a heritage resource is a long-held practice in Vancouver and one which has contributed towards the preservation of Vancouver's early history. Developing an infill building in the rear of a lot or off a lane is an established urban design principle which preserves the streetscape presence of the heritage house.

To address concerns over the length of the infill building adjacent to the shared property line to the west, the infill building length was reduced and the number of units was lowered from three to two. Further, the infill structure has been re-aligned along the north/south axis. These changes result in a smaller infill building, less overlook and a reduced building length as seen from the property to the west.

- 3½-storey rental building on East 18th Avenue:

Developing secured rental accommodation is a significant goal in Vancouver given to the low City-wide rental vacancy rates. The Affordable Housing Choices policy was developed to assist with this goal and, under the policy, a six-storey building facing the arterial can be considered on this site given its location. The policy also states that a 3½ storey transitional building form can be considered between the arterial-fronting building and an existing lower-scaled neighbourhood. Staff assessed the community feedback and the surrounding context and determined that, in order to adhere to the Affordable Housing Choices policy, the rental building fronting East 18th Avenue would have to be reduced from four-storeys to 3½ storeys. As the proposal was revised through the application review process, this revision was made.

The portion of the rental building facing East 18th Avenue is a 3½ storey massing. The proposed architecture does not incorporate pitched roofs which, if they were to be incorporated, would result in a marginally higher overall building height. In terms of the floor space proposed, the form of the proposed 3½ storey building is no different than it would be if it were a "traditional" 3½ storey structure with a pitched roof (see Figure 1). The top partial floor is set back along all frontages and that top level is limited to half the floor area of the third floor below. Figure 1 illustrates how a 3½ storey building can be designed with either a flat roof or contained with a pitched roof form. Both massing options are considered a 3½ storey building and generally present a three storey expression to the street

Figure 1: 3½- Storey Building Roof Line Options

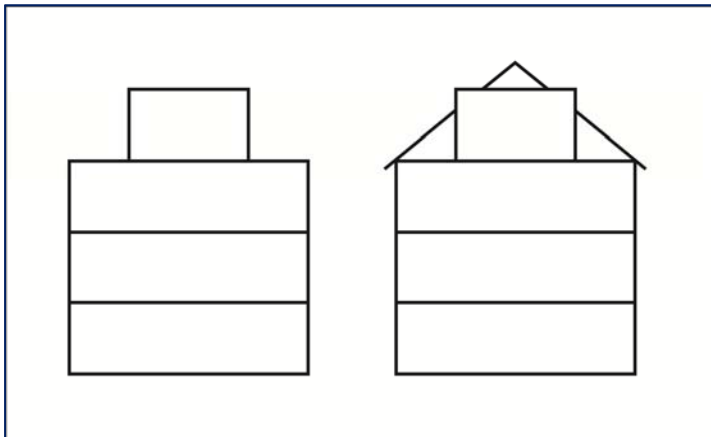


Figure 2: Proposed East 18th Avenue Streetscape



As noted, relocation of the heritage house to the western portion of the site, and the 3½ storey expression for the rental building fronting East 18th Avenue, achieves a transition in scale and a sensitive streetscape response (see Figure 2). Due to the difference in grade between the sites to the west and the proposed development, the ridge-line of the heritage house and parapet height of the 3½-storey rental building, will both be slightly lower than the existing ridge-line of the neighbouring house to the west.

As noted in the Affordable Housing Choices policy, ground oriented units are encouraged in the context of multi-storey residential development. This can be achieved through providing all ground level units with access to grade including unit entries and private out-door patios with a landscaped edge condition. Staff are satisfied that the proposed treatment of the street frontage addresses the Affordable Housing Choices policy goals for street activation and ground orientation.

Further, staff will be seeking additional design changes to achieve a townhome scaled expression for the façade of the 3½-storey portion of the rental building fronting East 18th Avenue. Recommended conditions of approval to emphasise these changes are contained in Appendix B.

- Six-storey rental building on Commercial Drive:  
As noted previously, the Affordable Housing Choices policy allows for consideration of up to six-storeys for projects along an arterial such as Commercial Drive, provided they are within 500 m of a local shopping area. The context along Commercial Drive includes buildings with four-, five- and six-storeys. As such, development of a six-storey building does not represent a significant change in the scale for this area. Viewed from a wider lens of appropriate urban form, the deflection of the street at the intersection where Commercial Drive turns into the Victoria Diversion, coupled with the width of the arterial, suggests that a six-storey massing is appropriate from a place making point of view. Furthermore, the width of the arterial and the proximity of the elevated Skytrain guideway, coupled with the significant setback from Commercial Drive of the apartment block to the north, means that extended afternoon shadows resulting from the taller six-storey massing fall mostly within the public corridor rather than private spaces. As such, the six-storey height is supported in principle by staff as being consistent with the urban design performance criteria of the Affordable Housing Choices policy.
- Setback dimensions to property lines:  
Regarding the six-storey rental block, in response to both neighbourhood concerns, UDP commentary and the staff review, the setback profile of the building has been revised from that presented to the public at the Open House in May 2015. The original rezoning submission proposed a 0.5 foot setback to Commercial Drive at Levels two to five. The revised proposal moves the main floor of the building 10 feet back from the property line and reduces the setback to 7 feet for levels two-five. The sixth floor further set back from Commercial Drive by an additional 10 feet. Noting the width of the arterial corridor, staff support the revised building location relative to Commercial Drive. With regards to the 3½-storey rental block, staff note that the peculiarities of the street edge in the lot assembly creates a condition in which a wider boulevard is developed west along East 18th Avenue and a deeper setback for the western portion of the rental building. As a result, the building line of the 3½-storey rental block maintains that of the existing RS-2 residential development to the west.
- Preference for smaller scaled/less dense development:  
As noted previously, the subject site qualifies for consideration of a six storey rental building through the Affordable Housing Choices policy. Further, the proposal has been designed to respond to two very different neighbourhood scales-- the arterial on Commercial Drive and the non-arterial on East 18th Avenue. The scale of development of the Commercial Drive rental block is consistent with emerging patterns of development in the area. For the non-arterial frontage, the transition in building scales from the heritage house to the 3½-storey rental block to the six-storey rental block creates a transition in scale which is compatible with the RS-2 and RT-10 zones to the west. And, as noted previously, due to the change in grade along the street, proposed building heights for the heritage house, infill building and the 3½-storey rental block will be consistent with existing dwellings to the west.
- Overlook from new taller development:  
As it relates to concerns regarding overlook from the upper levels of the six-storey block to the existing adjacent development west along East 18th Avenue, staff note that these view impacts are over a distance of approximately 185 feet measured

directly from building face to building face. Furthermore, views out of the six-storey block will be oblique given the Commercial Drive road alignment and the prevailing street pattern on East 18th Avenue. Retention of the large specimen tree in the rear courtyard area will further screen views west from the upper floors of the six-storey rental block.

Potential shadow impacts and overlook onto the neighbour to the north will be reduced through the increased setback to the fifth and sixth floors on the northern portion of the rental building. Finally, reorientation of the infill building to a north-south axis will address overlook issues in terms of the adjacency to the property to the west.

- Tree removal versus tree retention:

As noted earlier, of the 39 trees on the site, six will be retained and an additional 54 planted. When combined with new street trees proposed, a total of 87 trees are proposed through the rezoning. The retained trees include five of the of seven large Lawson Cypress trees at the intersection of East 18th and Commercial Drive and the Western Hemlock close to the north property line. Conditions related to tree retention are contained in Appendix B.

With regard to concerns about tree removal as a result of the amalgamation, staff note that the majority of the existing trees are in poor or declining condition and that developing the site under the base RS-2 zoning would permit a similar number of trees to be removed, without the ability to secure the amount of replacement trees proposed in the rezoning application. The application proposes to replant the site with a greater amount of trees than exists on site today.

- Sale of the City owned Lot (1733 East 18th Avenue):

As noted earlier, the City has assessed the value of retaining this site for either transportation improvements or additional community amenities and determined the lot can be sold, given the variety of amenities in the area.

- Parking ramp location:

A desire was expressed to locate the parking ramp off Commercial Drive in order to reduce traffic impact onto East 18th Avenue. Direct parking access from an arterial street is not consistent with City-wide transportation policies, or the underlying RS-2 Guidelines which restrict parking access from an arterial street for irregular lot assemblies for multiple dwelling developments.

- Reduced parking provisions:

The project complies with the Parking By-law standard for secured rental projects. A total of 81 spaces are proposed for the combined 114 dwelling units on the site, along with a total of 148 bicycle spaces. Staff note that the proposal provides vehicle parking in excess of the Bylaw requirements, but that the condition to retain the Western Hemlock in the rear yard will reduce the overall parking numbers while still complying with the Bylaw requirements.

- Comprehensiveness of the traffic study:



A Transportation Study was submitted, showing traffic volumes taken during weekday peak times at 7:00 am to 9:00 am and 3:00 pm to 6:00 pm. The Transportation Study was revised with additional data collected over the period of Saturday June 6 to Friday June 12, 2015 covering vehicle turning counts at Welwyn Street and East 18th Avenue, and Victoria Diversion and Commercial Street along with an Automatic Traffic Counter (ATC) placed on East 18th Avenue covering three full days of data. An observational vehicle survey was also conducted on the Sunday morning at the local churches on East 18th Avenue (St Joseph's and St Mark's).

If every vehicle parking space provided in the proposed development was utilized, then travel at peak times would generate 22-29 new vehicle movements onto East 18th Avenue, which is equivalent to one additional vehicle every two minutes. Given the projects location, 65% of new vehicle movement is expected to turn east towards Commercial Drive, with 35% turning west into the adjacent neighbourhood.

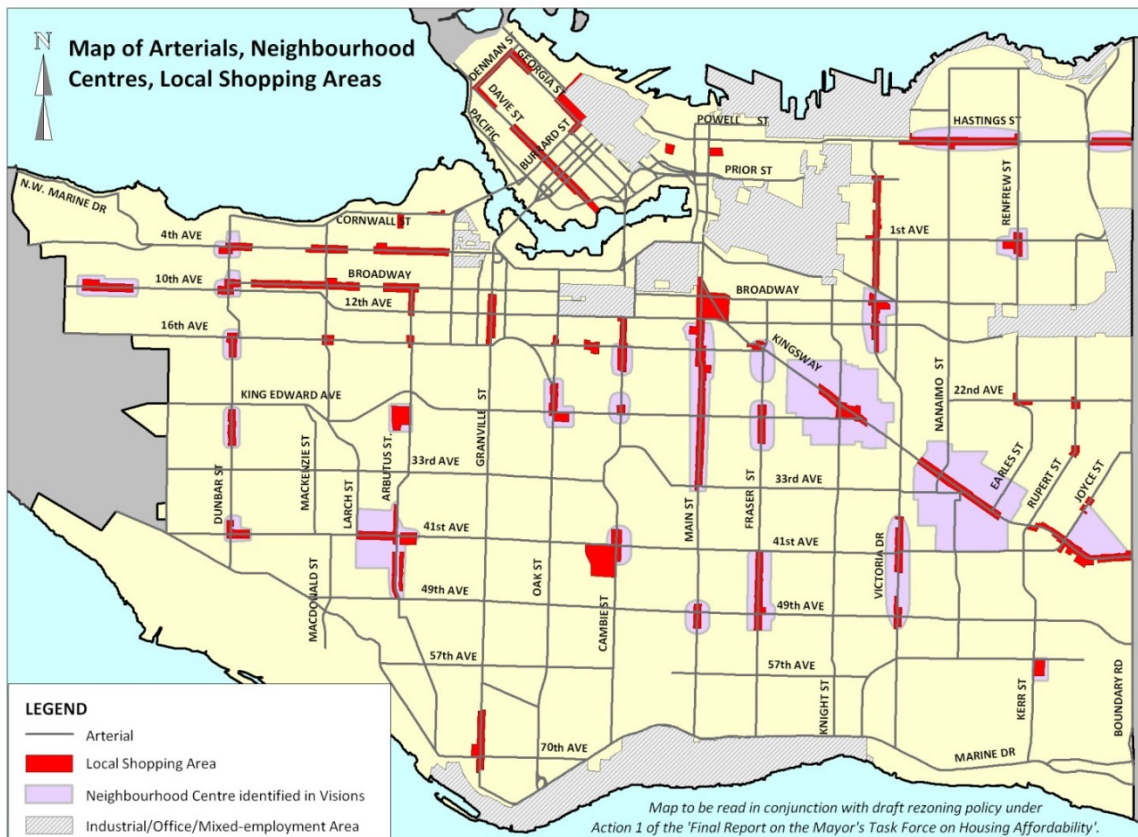
The community noted concerns over additional traffic generated by visitors to and from local churches in the area. The transportation consultant observed the activity generated by a regular Sunday service and noted the local streets in the area can accommodate the additional vehicle volume, however a more experienced traffic guard would alleviate congestion. Similar conditions exist for many schools and churches where the impact of vehicle movement to and from the neighbouring arterial requires skilled traffic management at key activity times.

The study shows that the increase in vehicle movement coming from this site will not adversely impact traffic flow in the area. Further, given the amount of local amenities within a five to ten minute walk of the site, the rental component is expected to have a decreased demand for parking.

- DCL Waiver  
The Affordable Housing Choices policy supports a variety of incentives in exchange for developing secured rental housing. One of the incentives is a waiver of the DCL for the area attributed towards secured rental units. The waiver is to assist with the development costs of providing secured rental accommodation and to meet the affordability requirements within the Affordable Housing Choices policy. The DCL By-law permits Council to waive the levy if the rental unit sizes, rental rates and cost of construction meet the requirements of the By-law. Further, DCLs are not payable for the existing floor area within the heritage building, a DCL will be collected on the floor area attributed towards the market infill building.
- Lack of further planning for KCC:  
The Kensington Cedar Cottage Community Vision was approved in 1998 and continues to provide direction for development in this area. The Vision supports rezonings which involve the retention of buildings on the Vancouver Heritage Register and the City's Affordable Housing Choices policy supports the City-wide development of secured rental accommodation. These two Council adopted policies support the rezoning without the need for further planning studies.

## 3365 Commercial Drive and 1695-1775 East 18th Avenue ADDITIONAL INFORMATION

### 1. Interim Rezoning Policy on Increasing Affordable Housing Choices: Location Map



Note: The City's Interim Affordable Housing Rezoning Policy allows for consideration of projects that increase affordable housing on or near arterials. These include 100% rental, or at least 20% below market value, amongst others. 1) Affordable housing projects up to 3.5 storeys, such as townhouses, row houses, stacked townhouses, etc., will be considered within approximately 100 metres (i.e. 1.5 blocks) of an arterial street. 2) Affordable housing projects up to 6 storeys will be considered on arterials within 500 metres of a Neighbourhood Centre or Local Shopping Area.

### 2. Tenant Relocation Plan

The site is presently occupied by four single family dwellings which are rented to a mix of both long term and recent tenants. The applicant has worked with the tenants on an individualized basis and has submitted a draft Tenant Relocation Plan (below) which is consistent with the intent of tenant care as outlined in the Rate of Change Guidelines and is individualized to the unique needs, circumstances and aspirations of these existing tenants.

#### Tenant Relocation Plan

##### 1. Describe the existing conditions compared to the proposed project:

- 4 Single Family houses ranging from 1700 sq. ft. to 2700 sq. ft. vs. a new rental apartment building, 3½ and 6 stories with 110 secured rental units.

- Existing rents are \$ 600, \$ 800, \$800 and \$1000 vs. rent range from studio \$ 1000 - 3 bedroom \$2600.
  - Existing units have three 3 bedroom and one 4 bedroom vs. 31 studio, 38 one bed, 30 two bed and 11 three bed.
2. Two-months free-rent requirement:
- Two long term residents 18+ yrs.', will be given three months' rent. One tenant is \$5000 in arrears and will not be granted 2 months' rent
  - Most recently rented house (January 2015) was told there would be no financial compensation in regards to free rent as the redevelopment process was underway and explained prior to beginning tenancy.
3. Notification:
- A minimum of 2 months' notice will be provided to residents.
  - If timeline certainty allows additional notice will be given.
4. Moving Expenses:
- A flat rate of \$750 will be provided to 3 tenants.
  - The tenant in arrears will not be provided a \$750 flat rate. Moving arrangements and costs will be their responsibility.

### 3. URBAN DESIGN ANALYSIS

The Urban Design Panel reviewed the rezoning application on June 3, 2015 and supported the application (minutes below).

EVALUATION: SUPPORT (8-2)

**Introduction:** Yardley McNeill, Rezoning Planner, introduced the proposal for a site located within the Kensington Cedar Cottage (KCC) Neighbourhood and situated along Commercial Drive and East 18 Avenue and described the context for the area. The Croatian Cultural Centre and Trout Lake's John Hendry Park is directly across Commercial Drive. To the north is RS-2 zoning up to Clark Park at East 15 Avenue with mixed commercial areas beyond. To the west and southwest are existing older stock single family dwellings. The zoning in the area is RS-2 to the west and north, C-2, RT-10, RS-2, MC-1 and CD01 zoning to the south and east. There are several new developments along Victoria Diversion to the south in the MC-1 and CD-1 areas with 4-, 5- and 6-storey residential buildings for both market and rental housing. Ms. McNeil noted that MC-1 permits up to 4-storeys (40 feet) for residential development. The existing site area is approximately 33,700 square feet which qualifies under RS-2 zoning for consideration of a multiple dwelling. This site is comprised of five lots, heavily wooded with a variety of specimen trees, most notably a cluster of seven large Lawson Cypress trees at the corner of East 18 Avenue and Commercial Drive and a Western Hemlock along the north property line. The ground elevation raises as heading west and some sections of the site are below the level of East 18 Avenue. Ms. McNeill mentioned that there is evidence of a stream that flowed north on this site. The Vancouver Heritage Commission reviewed the house at 3365 Commercial Drive in 2013 and determined the house warranted retention and addition to the Vancouver Heritage Register. Ms. McNeill noted that this rezoning application is to rezone the lands from RS-2 to a CD-1 under the rezoning provisions of the Kensington Cedar Cottage Community Vision regarding the preservation of heritage sites and the Interim Rezoning Policy for Increasing Affordable Rental Housing Choices Across Vancouver.

Ms. McNeill mentioned that the rezoning would create two separate and distinct sub-areas: Sub-area #1 is the heritage site, where the existing building at 3365 Commercial Drive will be relocated to East 18 Avenue, restored and converted to two units with the addition of three townhouse units in the rear of the site. The predate dwelling will be designated as legally protected heritage property and all five units will be market strata-titled units. Parking is provided underground and accessed from East 18th Avenue via the ramp on sub- area 2.

Sub-area # 2 will contain a 4-6 storey building with 112 secured rental units under the Affordable Housing Choices policy program and 64 underground parking stalls accessed off East 18th Avenue.

Ms. McNeill mentioned that the City's Affordable Housing Choices policy allows for consideration of projects that create affordable housing on or near arterials. Affordable housing projects up to 6-storeys can be considered on arterials within 500 meters of a neighbourhood centre or local shopping district. Projects are evaluated based on three criteria: Affordability, Location and Form of Development. Form of Development criteria includes a review of the urban design performance (including consideration of shadow analysis, view impacts, frontage length, building massing, setbacks, etc.)

Colin King, Development Planner, further described the proposal and mentioned that the proposal qualified for consideration under two separate rezoning policies: Affordable Housing Choices policy for the rental site and the KCC Vision regarding heritage retention for the heritage site. He noted that the Affordable Housing Choices policy does not have zoning matrix, so urban design performance criteria to assess the 6- storey proposal includes contextual fit as it relates to shadow analysis, view impacts, frontage length, building massing and setbacks. The Affordable Housing Choices policy also expects ground orientation where the development does not directly front the arterial. The proposal is an assembly of five lots including one City-owned lot. Mr. King mentioned that the existing condition includes the pre-date dwelling (identified as worthy of addition to the register by the Vancouver Heritage Commission). The site includes significant mature trees, including but not limited to the prominent stand at the corner of the site and two to the rear providing screening to adjacent 2-storey development. He also noted that the Topography is complex with a significant localized depression in the area of the dried creek-bed. He added that the creek-bed does not have any standing like Brewery Creek that would require for day lighting. He also noted that the existing adjacent development pattern is complex with a variety of heights up to 6-storeys south along Victoria Diversion falling to 2-storey walk-up apartment immediately adjacent to north. The arterial frontage is across from the SkyTrain elevated rail and the Croatian Cultural Centre.

Mr. King described the heritage proposal noting that the project went to the Vancouver Heritage Commission for review and was rejected but included conditions for support. Staff are currently evaluating the proposal in light of the Vancouver Heritage Commission's comments. The proposal includes relocation of the dwelling from its current location to a south-east quadrant of the site in line with existing and similarly scaled development along East 18 Avenue. The new infill containing three units is proposed for the rear of the site.

Mr. King mentioned that the secured market rental component is comprised of a 6-storey block with frontage to Commercial Drive and a 4-storey block fronting East 18 Avenue.

They are linked by a 4-storey element containing an indoor amenity space at grade with apartments above. It is also over a parkade shared between both parcels and accessed from

the low point of the site on East 18 Avenue. He noted that there is a shared outdoor amenity space attached to the indoor amenity space. The two trees in the courtyard area could be retained with minimal interruption of the current landscape proposal and deletion of five parking spaces since the current proposed application exceeds required parking. As well these trees have high visibility from the north along Commercial Drive.

Mr. King mentioned that both blocks include an entry to the ground floor apartments to help activate the ground plane. The 4-storey East 18 Avenue frontage is articulated to reflect a 3-storey townhouse massing with the fourth floor set back five feet from the building face. He noted that the 6-storey block steps back at street level along Commercial Drive to provide private entries. From the second to fifth floor, the setback is less than two feet and then steps back an additional four feet at the 6 floor level. Setbacks to the north edge of the block are increased at the 4 floor level to the rear, but along the streetscape it is essentially a 6-storey to 2-storey transition to the north.

The massing at the corner is a direct expression of the 6-storey height and has been pulled back to retain a stand of five mature trees. Mr. King mentioned that staff are exploring retention of two additional trees in the stand which would reduce density.

Mr. King noted that LEED™ Gold is required and a checklist was provided in the presentation materials.

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

- Comments on the proposed relocation of the pre-date dwelling as it relates to streetscape compatibility along East 18 Avenue and generation of transitional heights across the development lot.
- Comments on the relationship between the infill development and; Existing adjacent development to the west along East 18 Avenue, specifically as it relates to neighbourliness and direct overlook to the rear yard given the nine foot
- Setback proposed along the shared side yard;
- The relocated dwelling, specifically as it relates to subordination of the infill component in heights and footprint on the lot.
- With regard to the 6-storey block, comments on the appropriateness of the 6-storey
- height to Commercial Drive in terms of contextual fit, with particular regard to the following:
- Setback profile at the upper levels along the north edge as it relates to compatibility with the adjacent development to the north;
- Apparent height and massing along the Commercial Drive frontage as it relates to
- Building setbacks at all levels;
- Proposed building expression, noting that this is at rezoning stage only and a fully resolved expression is not expected, as it relates to the expectation of ground
- Orientation in Affordable Housing Choices policy proposals.
- Comments on the bridging element as it relates to streetscape compatibility and

frontage length to the predominantly lower scale East 18 Avenue, and also in terms of visual permeability through the site to the landscaped area to the rear.

- Regarding sustainability measures, comments on the desirability or otherwise green roof to the rental component, noting the visibility of the 4-storey roof from the 6-storey block and also provide commentary on solar heat gain to the southern exposure.

Ms. McNeill and Mr. King took questions from the Panel.

**Applicant's Introductory Comments:** Taizo Yamamoto, Architect, further described the proposal and mentioned that they are trying to continue the street scale that has been established by the buildings along the street. That is why they have the 6-storey element

boundary to keep the western part of the site as low as possible. Another important factor is that the site slopes to the west and the height of the ridge is not much lower than the height of the 6-storey building. By relocating the predate dwelling it allowed them to create a very sympathetic stepping onto the 4-storey building. Also with respect to the infill, it is only 2-storeys relative to the rear yard because again of the slope. The main living spaces for those units are on the ground floor. Mr. Yamamoto said they are trying to pick up the smaller scale in the projecting bays of the 4-storey element which gives it a smaller rhythm that relates to the houses on the street. As well they are trying to create a break with the courtyard between the two wings. He noted that the single family homes across the street fronts the relocated predate dwelling. The ramp entrances has been shifted as far as they can towards the west before the site starts going uphill which would require a longer ramp and larger travel into the building. For the 4-storey element they tried to shift it to the front to pick up the streetwall and to allow for a large rear courtyard.

Jennifer Stamp, Landscape Architect, further described the landscaping plans and mentioned that the existing trees currently land in the children's play area which she feels can be easily incorporated as a play element. The existing stand on the corner will have a pathway for the public and some seating on the corner. The ground oriented units along Commercial Drive will have patios along the street edge. The main entry to the building will have a water feature to pay homage to a stream that was on the site pre 1910. Due to weight issues they are not planning green roofs in the proposal.

The applicant team took questions from the Panel.

**Panel's Consensus on Key Aspects Needing Improvement:**

- Design development to improve the grade conditions around the predate dwelling and existing adjacent development;
- Design development to better integrate the infill building with the predate dwelling and give more space to predate dwelling;
- Design development to improve the massing and expression of the 6-storey block;
- Design development of Commercial Streetscape to be more pedestrian friendly and to buffer vehicular traffic;
- Design development to improve the bridging element by radically reducing its mass;
- Consider an accessible roof on the 4-storey block;
- Re-examine site circulation to minimize paving;

- Consider revising 4-storey ground floor units to 2-storey townhouses on bottom.

**Related Commentary:** The Panel supported the proposal noting that it was a complication project.

The Panel supported the location of the predate dwelling but thought it created a challenging grade change between the existing property to the west. They suggested the applicant consider raising the height of the heritage house or look at moving the retaining wall. They wanted to see more space around the building. They noted that the setbacks on East 18 Avenue should align with the current condition.

Although the Panel supported the addition of the infill townhouses, they suggested the applicant might consider the Laneway House Guidelines in terms of scale and character as well as the sloping roof line. They thought they it was too large and too close to the predate dwelling

Regarding the 6-storey block massing, the Panel noted that in the absence of a policy context, the applicant might consider drawing on the Cambie Corridor Plan where there is some precedent. As well they thought a shoulder setback at the 4 and 5 floors would give some relief to the façade.

In terms of expression, the Panel thought more work could be done on the decks and suggested either breaking up the expression or treating the decks differently.

Regarding the street edge along Commercial Drive, the Panel thought the street trees should be adjacent to the street with the typical boulevard condition. As well they thought the 6-storey block's relationship to the street could be improved with a 10 or 12 foot setback since it feels a little tight to the street.

The Panel thought the landscape treatment of the townhouses needed improvement. As well they thought the walkway didn't feel connected and in fact felt rather narrow.

The Panel thought the bridging element needed some work. They suggested that it should be more transparent. One Panel member suggested removing the bridge at the ground floor allowing for more unit space and activation of the courtyard.

Regarding sustainability, some Panel members thought an accessible roof on the 4-storey block was worth exploring which would create a visual amenity for the residents in the 6-storey block. As well they thought there should be solar shading on the south façade although they noted that the existing trees would help somewhat in mitigating the solar gain.

**Applicant's Response:** Mr. Yamamoto thanked the Panel for their comments. He explained that there are still lots of things to work out noting that the entry and the infill will be the focus

#### 4. Vancouver Heritage Commission

The Vancouver Heritage Commission reviewed the rezoning application for 3365 Commercial Drive and 1695-1775 East 18th Avenue on May 4, 2015, as it relates to the heritage building at

3365 Commercial Drive, and passed the following motion:

Conservation Review: 3365 Commercial Drive - 1695 to 1775 East 18th Avenue - 'Myers Residence' VHR 'C' Rezoning Application (CD-1)

**Issues**

- (i) Relocation of heritage building and infill development, and transitional massing;
- (ii) Conservation Plan

Applicants: Nathan Gurvich, Cressey Development Group  
Christin Doeinghaus, Donald Luxton &  
Associates Donald Luxton, Donald Luxton &  
Associates

Staff: James Boldt, Heritage Group  
Yardley McNeill, Planner, Vancouver - Midtown Division

Staff reviewed the application and, along with the applicants, responded to questions.

MOVED by Commissioner Kluckner

SECONDED by Commissioner Maust

THAT the Vancouver Heritage Commission does not support the application to relocate and rehabilitate 3365 Commercial Drive due to the relocation of the house, its new siting and its condition;

FURTHER THAT the Commission is willing to consider a revised application that would address the position of the heritage house on the site with a reduced, more compatible infill project adjacent.

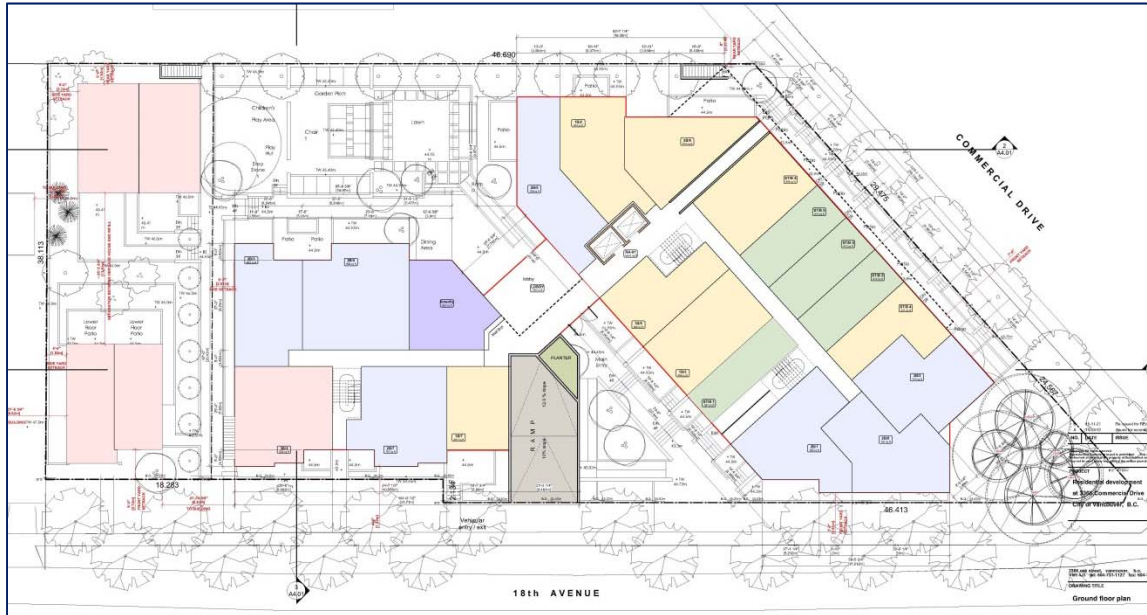
CARRIED UNANIMOUSLY

\*\*\*\*\*

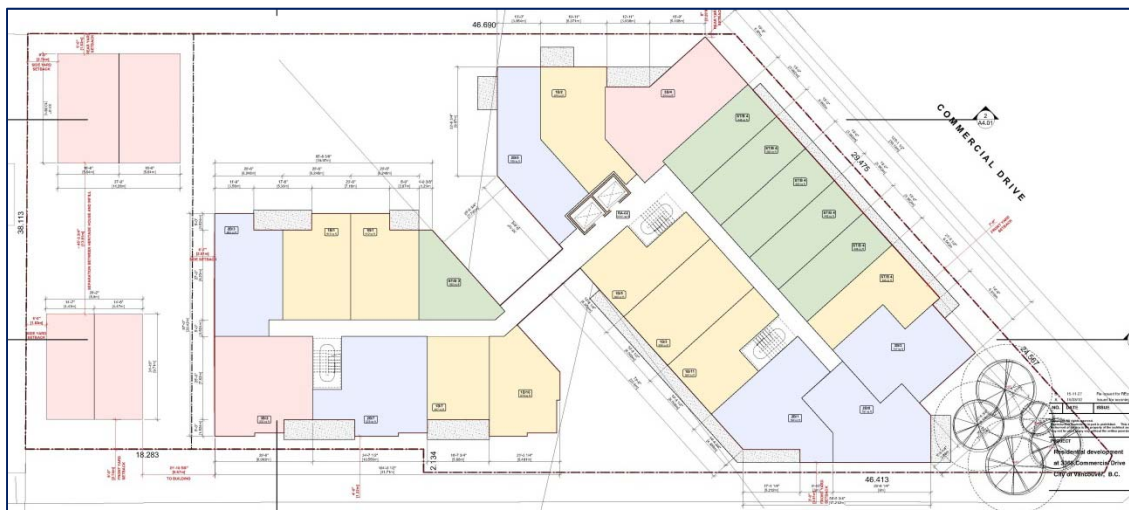


3365 Commercial Drive & 1695,1707,1733,1775 East 18th Avenue  
Form of Development

Main Floor Plan

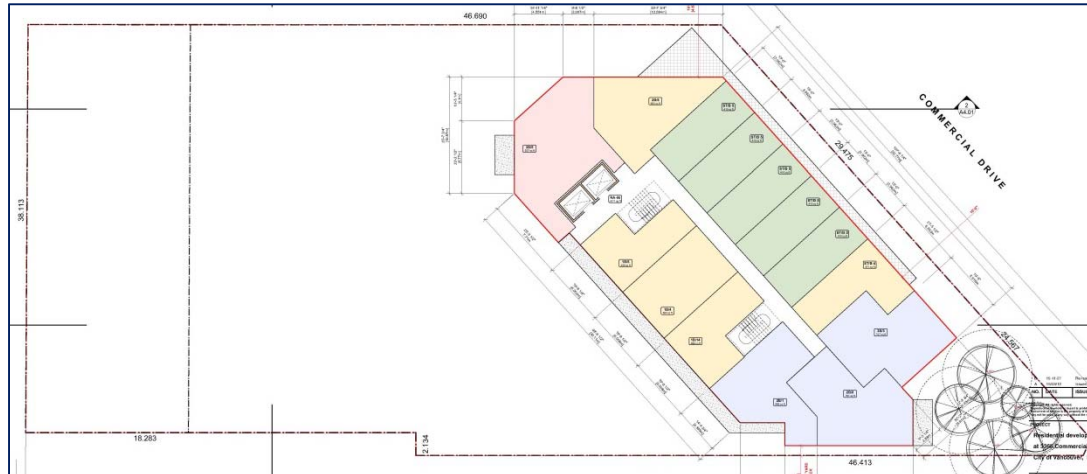


Second Floor Plan

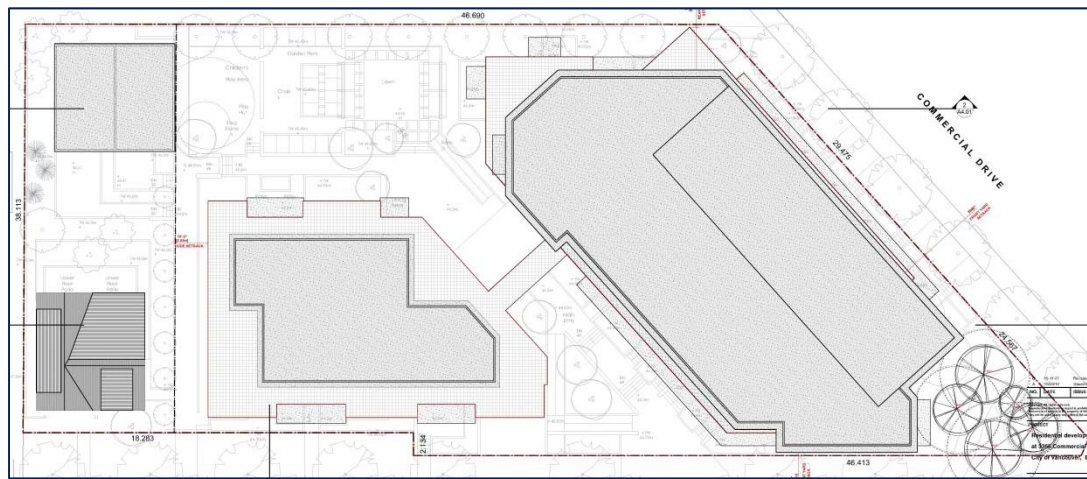




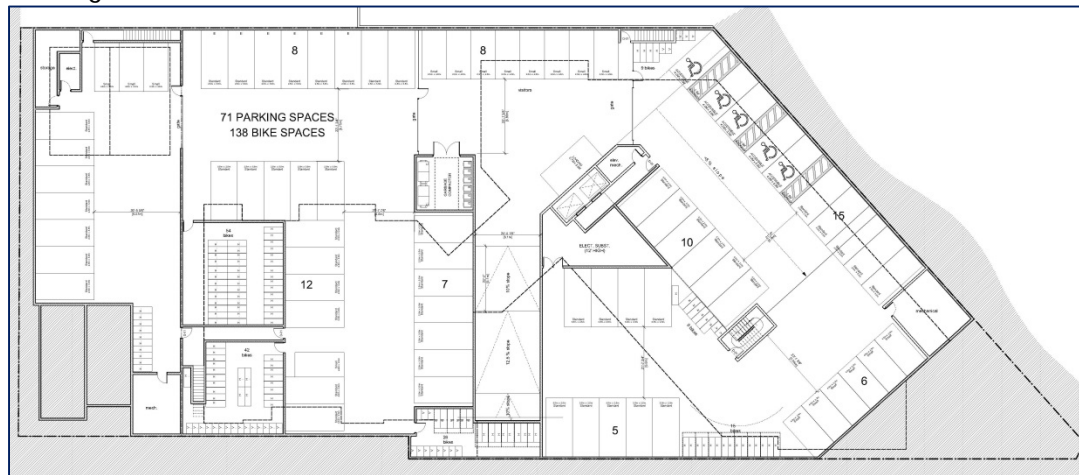
Sixth Floor Plan of Rental Building



Roof Plan

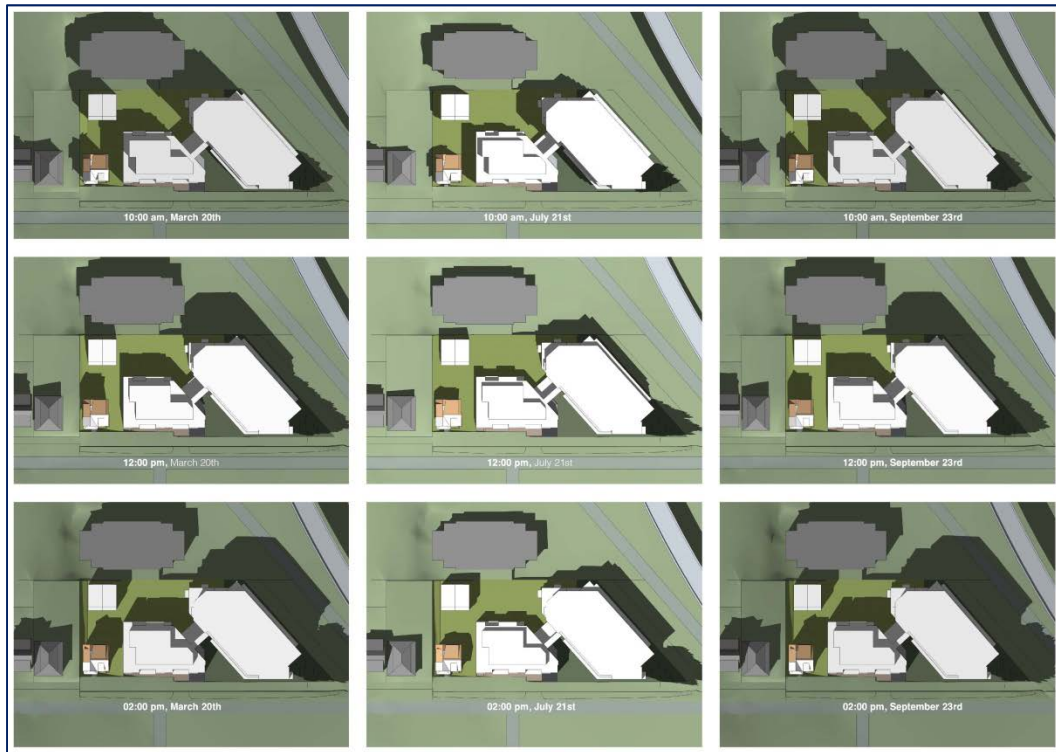


Parking Plan

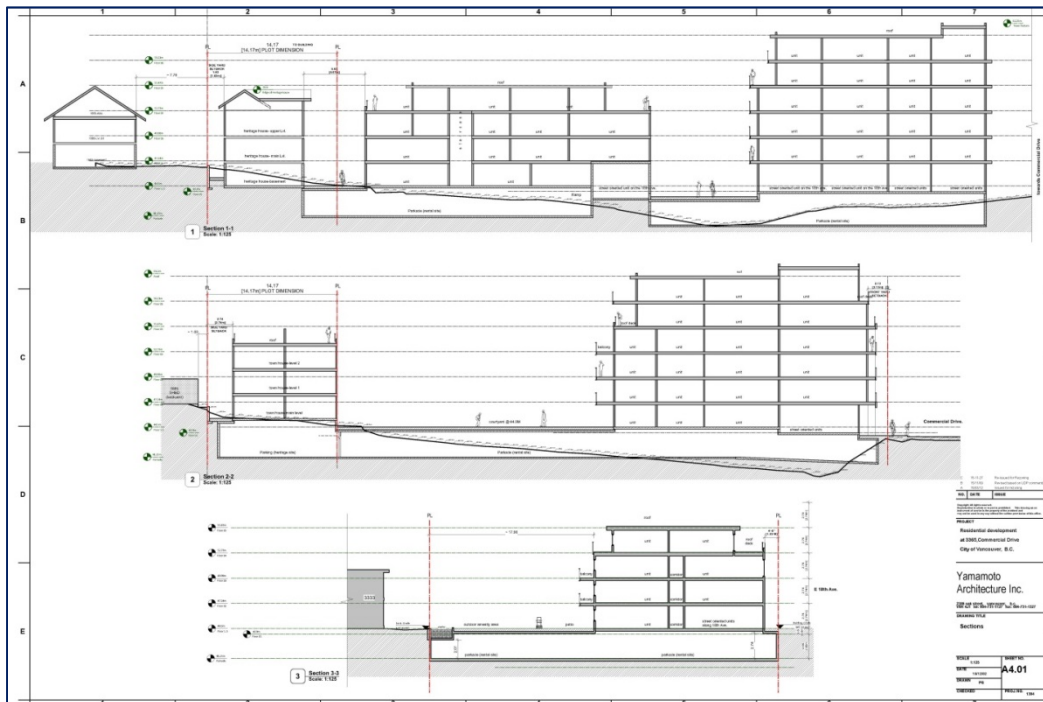




## Shadow Studies: March 20, July 21, September 23 (10:00 am, noon, 2:00 pm)



## Site Sections



Proposed East 18th Avenue Streetscape  
*(showing relocated/restored heritage house)*



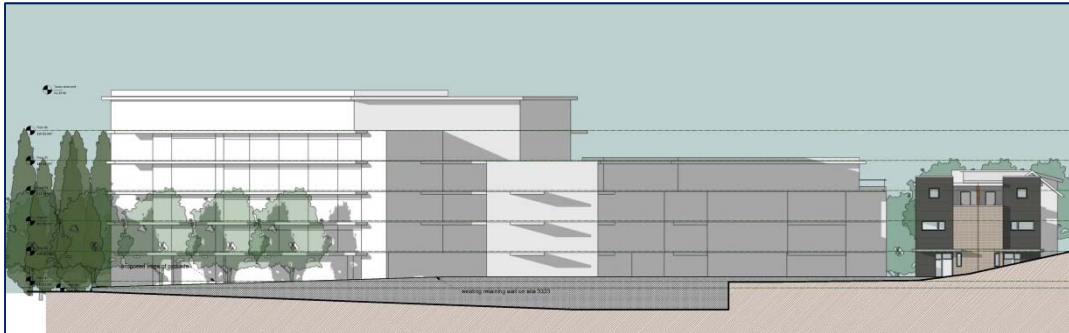
South Elevation of Rental Building



West Elevation of Relocated Heritage House and Infill Building  
*(showing rental building beyond)*



North Elevation of Rental Building(massing only)  
(showing Infill building to the right)



Aerial view of the site showing the lot at 3365 Commercial Drive circled in red





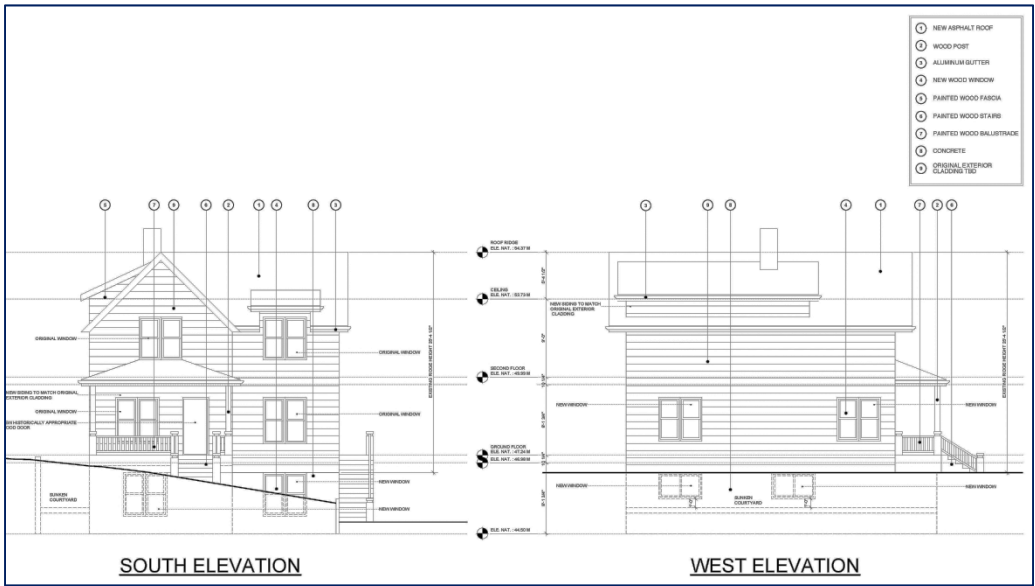
Heritage House: 3365 Commercial Drive ( existing location/condition)



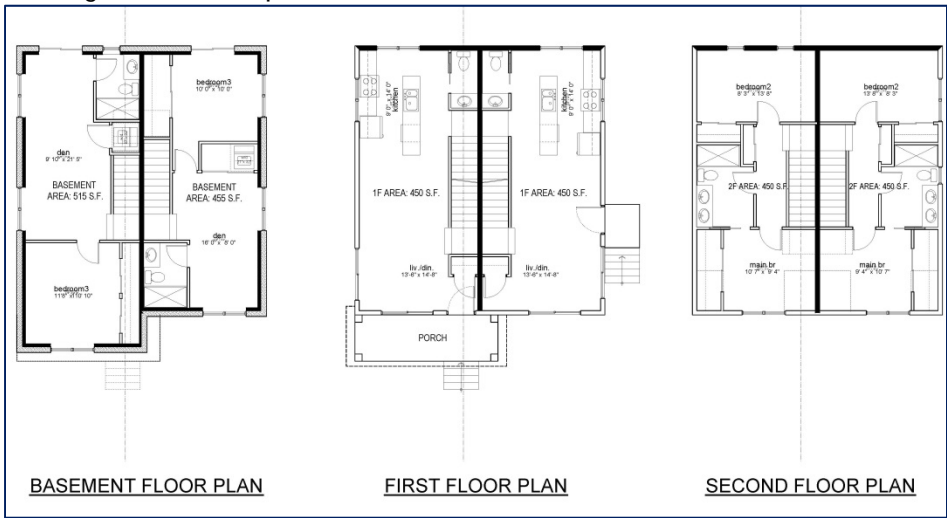
Proposed Relocated/Restored Heritage House- South Elevation  
(showing infill building beyond)



Heritage House: Proposed South and West Elevation  
*(showing proposed materials)*



Heritage House: Proposed Floor Plans





3365 Commercial Drive & 1695,1707,1733,1775 East 18th Avenue  
DEVELOPMENT COST LEVY WAIVER ANALYSIS

To qualify for a waiver of the Development Cost Levy (DCL) for the residential rental floor space, the application must meet the criteria set out in the relevant DCL By-law under Section 3.1A. This application qualifies as outlined below.

- (a) All dwelling units proposed in the building will be secured as rental through the Housing Agreement called for under rezoning condition section(c) # 8 in Appendix B.
- (b) None of the proposed dwelling units will be strata units, as required through the Housing Agreement.
- (c) The average size of the proposed dwelling units will not be greater than specified in the DCL By-law.

Unit Type	Number of Units Proposed	DCL By-law Maximum Average Unit Size	Proposed Average Unit Size
Studio	31	42 m <sup>2</sup> (452 sq. ft.)	40.4 m <sup>2</sup> (435 sf.)
One-Bedroom	38	56 m <sup>2</sup> (600 sq. ft.)	53.9 m <sup>2</sup> (580 sf.)
Two-Bedroom	30	77 m <sup>2</sup> (830 sq. ft.)	70.4 m <sup>2</sup> (758 sf.)
Three-Bedroom	11	97 m <sup>2</sup> (1,044 sq. ft.)	86.4 m <sup>2</sup> (930 sf.)

- (d) The average initial rents for the proposed dwelling units do not exceed rents specified in the DCL By-law.

Unit Type	Number of Units Proposed	East Area DCL By-law Maximum Average Unit Rent*	Proposed Average Unit Rent
Studio	31	\$1,260	\$1,150
One-Bedroom	38	\$1,675	\$1,500
Two-Bedroom	30	\$2,084	\$1,950
Three-Bedroom	11	\$2,606	\$2,350

\*Both the maximum and proposed rents are subject to annual adjustment as per the DCL By-law.

- (e) The proposed construction cost for the residential floor area does not exceed the maximum specified in the DCL By-law.

DCL By-law Maximum Construction Cost	Proposed Construction Cost
\$2,691 per m <sup>2</sup> (\$250 per sq. ft.)	\$2,235 per m <sup>2</sup> (\$208 per sq. ft.)

- (f) By way of the Housing Agreement, the tenure of the housing will be secured as rental for the longer of the life of the building and 60 years, and the initial rents at occupancy will be secured to meet the averages set out under (d) above.

3365 Commercial Drive & 1695,1707,1733,1775 East 18th Avenue  
PUBLIC BENEFITS SUMMARY

**Project Summary:**

Residential rental building with 110 secured market rental units, and the preservation and designation of a heritage house into two market residential units plus the construction of a two-unit infill market residential building.

**Public Benefit Summary:**

110 secured market rental housing units for 60 years or life of building, and, the restoration and designation of a heritage house.

	Current Zoning	Proposed Zoning
Zoning District	RS-2	CD-1
FSR (site area =3261.8 m <sup>2</sup> )	.75	2.40
Floor Area ( m <sup>2</sup> )	2,446 m <sup>2</sup>	7822.1 m <sup>2</sup>
Land Use	Residential	Residential

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (Citywide) ( On new market floor area only)	\$350,438	\$42,885 **
	Public Art	N/A	N/A
	20% Social Housing		
Offered (Community Amenity Contribution)	Childcare Facilities		
	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage		
	Affordable Housing		
	Parks and Public Spaces		
	Social/Community Facilities		
	Unallocated		
	Other		
TOTAL VALUE OF PUBLIC BENEFITS		\$350,438	\$42,885

\*\*DCL charged on new strata floor area only (299.3 m<sup>2</sup>).

**Other Public Benefits:**

110 secured market rental housing units and the preservation and designation of a heritage house.

\* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification.

3365 Commercial Drive & 1695,1707,1733,1775 East 18th Avenue  
APPLICANT AND PROPERTY INFORMATION

Applicant and Property Information

Address	3365 Commercial Drive & 1695,1707,1733,1775 East 18th Avenue
Legal Descriptions	<i>Lot 4, Blocks A and B, District Lot 753, Plan 8865, Lot 5, Blocks A and B, District Lot 753, Plan 8865, Lot 3 Except the South 7 feet, Now Road Block A, District Lot 753, Plan 1795, Lot 2, Block A, District Lot 753, Plan 1795, Lot 1, Block A, District Lot 753, Plan 1795.</i>
Developer	Cressey 18th Avenue Holdings Ltd., Inc. No. 0969486,
Architect	Yamamoto Architecture Inc.
Property Owner	Cressey 18th Avenue Holdings Ltd., Inc. No. 0969486, City of Vancouver

Development Statistics

	Development Permitted Under Existing Zoning	Proposed Development
ZONING	RS-2	CD-1
SITE AREA	3261.8 m <sup>2</sup>	same
USES	Residential	Residential
FLOOR AREA (m <sup>2</sup> )	2,446 m <sup>2</sup>	7822.1m <sup>2</sup>
Floor Space Ratio (FSR)	.75	2.40
HEIGHT (m)	10.7 m	18.1 m
PARKING, LOADING AND BICYCLE SPACES	As per Parking By-law	As per Parking By-law