



POLICY REPORT  
DEVELOPMENT AND BUILDING

Report Date: May 23, 2012  
Contact: Kent Munro  
Contact No.: 604.873.7135  
RTS No.: 9087  
VanRIMS No.: 08-2000-20  
Meeting Date: June 12, 2012

TO: Vancouver City Council  
FROM: Director of Planning  
SUBJECT: CD-1 Rezoning: 3212 East Boulevard

**RECOMMENDATION**

- A. THAT the application by Allan Diamond Architect on behalf of Satvinder Lally, to rezone 3212 East Boulevard (PID: 011-523-867, Lot 1, Block 485, District Lot 526, Plan 4502) from RS-1 (Single-Family Dwelling) District to CD-1 (Comprehensive Development) District to permit a six-unit Housing Demonstration Project at a density of 1.18 FSR, be referred to a Public Hearing, together with:
- (i) plans received on February 11, 2011 and on May 1, 2012;
  - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
  - (iii) the recommendation of the Director of Planning to approve, subject to conditions contained in Appendix B;

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

- B. THAT, subject to enactment of the CD-1 By-law, the Subdivision By-law be amended as set out in Appendix C;

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Subdivision By-law at the time of enactment of the CD-1 By-law.

- C. THAT, subject to enactment of the CD-1 By-law, the Parking By-law be amended to include this CD-1 and to provide parking regulations generally as set out in Appendix C;

FURTHER THAT the Director of Legal Services be instructed to bring forward the necessary amendments to the Parking By-law at the time of enactment of the CD-1 By-law.

- D. THAT Recommendations A through C be adopted on the following conditions:
- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
  - (ii) THAT any approval that may be granted following the public hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
  - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

### ***REPORT SUMMARY***

This report assesses an application to rezone 3212 East Boulevard from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District. The application proposes a Housing Demonstration Project comprising a principal building containing four strata-titled units of which two would have rentable “lock-off suites”, and a second building at the lane containing parking at grade and residential space on the upper level. The proposal meets the criteria to qualify for consideration as a Housing Demonstration Project, including a new form of housing in the neighbourhood, improved affordability and a degree of neighbourhood support. The building form has evolved in response to neighbourhood feedback through the application review process, and staff believe that the proposal, subject to the conditions outlined in Appendix B including a reduction in the scale and form of the lane building, is an appropriate contextual fit in this location. Staff recommend that the application be referred to a Public Hearing, with the recommendation of the Director of Planning to approve it, subject to the Public Hearing.

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

- Arbutus Ridge, Kerrisdale, Shaughnessy (ARKS) Community Vision (2005)
- Neighbourhood Housing Demonstration Project Policy (1996)
- Housing and Homelessness Strategy (2011)
- Green Buildings Policy for Rezonings (2010)

### ***CITY MANAGER'S/GENERAL MANAGER'S COMMENTS***

The General Manager of Community Services RECOMMENDS approval of the foregoing.

## *REPORT*

### *Background/Context*

The Neighbourhood Housing Demonstration Project Policy was approved in 1996 to allow for rezonings in the single-family areas of Community Vision areas, so that projects which demonstrate an alternative to single-family housing could be considered. Since then, a number of projects have been built which demonstrate various examples of ground-oriented multiple family housing in neighbourhoods for which the prevailing form of housing is the detached single-family house. Housing Demonstration Projects must demonstrate a housing form which is not otherwise found in the neighbourhood. The application proposes a “fourplex” form which is not found in this neighbourhood.

Applications such as this can help to meet the goals of the 2011 Housing and Homelessness Strategy which contains strategic directions to increase the supply of affordable housing and encourage a housing mix across all neighbourhoods that enhances quality of life. The 3-Year Action Plan (2012-2014) identifies priority actions to achieve some of the Strategy’s goals. The priority actions that relate to this application are to use regulatory tools to encourage a variety of housing types and tenures that meet the needs of diverse households.

### *Strategic Analysis*

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

This 652 m<sup>2</sup> (7,020 sq. ft.) site is located at the southeast corner of 16th Avenue and East Boulevard in the Arbutus Ridge neighbourhood (see Figure 1 below). Comprised of a single parcel, it has frontage on East Boulevard of 16.46 m (54 ft.) and a depth of 39.62 m (130 ft.). The site is currently developed with a single-family house.

The site is surrounded by several different zoning districts, resulting in a mix of residential housing types:

- In the RS-1 district to the south and west are similar-sized lots developed with one-family dwellings. Immediately to the south of the site is a single-family house and the York House Little School, which provides kindergarten programs.
- To the east, the First Shaughnessy District (FSD) is characterized by single-family homes on large lots, along with some multiple conversion dwellings and infill development.
- The Kitsilano RT-8 District to the north allows two-family dwellings, infill dwellings, multiple conversion dwellings and multiple dwellings. Many of the large old houses along the north side of 16th Avenue, opposite the rezoning site, are multiple conversion dwellings.

Commercial services are available nearby with a local-serving commercial area on the west side of Arbutus Street at 16<sup>th</sup> Avenue. In addition, the site is an equal distance between Arbutus Shopping Centre and the West Broadway commercial precinct, both of which are less than one kilometre away. The site is well served by transit, with bus routes on 16th Avenue and on Arbutus Street, and the 99 B-line bus on Broadway. In addition, several bikeways serve the area including the Cypress bikeway, the 10th Avenue bikeway, and the 29th Avenue bikeway.

Figure 1: Site and Surrounding Zoning



## 2. Housing Proposal

The principal building on the site would contain four three-bedroom strata-titled units with basements, each approximately 2,000 sq. ft. in size. In addition, two of the units would each contain within that 2,000 sq. ft. a secondary unit or lock-off suite at about 455 sq. ft., which can be used either as an extension of the larger dwelling unit or as a separate rental suite. They would be at the basement level but have direct access to the exterior. At the rear of the site is the “lane building”, for which the application has proposed a five-car garage and two strata-titled studio units on an upper floor. These units above the garage are proposed to be approximately 328 and 378 sq. ft. in floor area, smaller than the minimum 398 sq. ft. that is permitted outright under zoning. Staff are recommending design development conditions, described below under “Form of Development”, to reduce the lane building to the size of a three-car garage, with a single one-bedroom unit on the upper floor, and to relocate two of the five parking spaces to an exterior pad.

## 3. Housing Demonstration Project (HDP)

HDPs were conceived to enable the consideration of new housing options in Community Vision areas. HDPs encourage a housing mix within neighbourhoods that enhance quality of life and housing stability, in keeping with the City’s long-term strategic goal to make Vancouver a sustainable, affordable, inclusive and livable city. The HDP Policy and the ARKS Vision rezoning policy state that rezoning applications will be considered for a Housing Demonstration Project on the condition that:

- the proposal demonstrates a new housing form in the neighbourhood, improved affordability, and a degree of neighbourhood support; and
- any increase in land value, beyond the normal profit allowed by the City’s standard bonusing process, be converted into improved affordability.

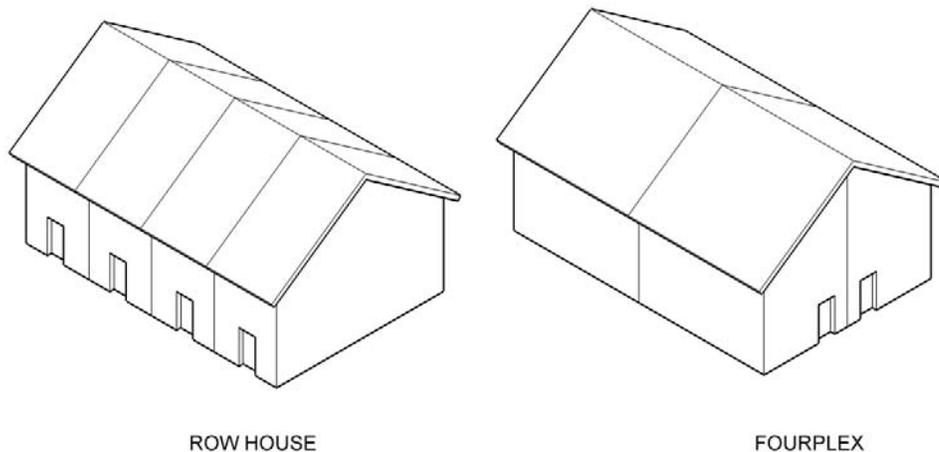
In addition, the ARKS Vision rezoning policy requires any Housing Demonstration Project to respond to Vision Directions about type, location and scale of new housing. The City's practice is that an HDP must be in a location that is supported in the Community Vision and that it must propose a housing type that is either supported or "uncertain" in the Vision.

**Housing Location** – This application is consistent with the ARKS Vision Directions for locations for new housing types, where there is support for new housing types along arterials, in proximity to local-serving shopping areas and in locations with convenient access to transit. The site fronts Arbutus Street, across from the rail corridor owned by CPR, and its side yard fronts onto 16th Avenue. Two bus routes operate along these arterial streets with nearby stops and the Cypress Bikeway is 200 metres to the east. Local shopping is available along Arbutus Street, while Arbutus Shopping Centre and the West Broadway commercial precinct are each less than one kilometre away.

**Housing Type** – The housing type initially contemplated for this project was a "rowhouse" form. In the ARKS Vision, rowhouse is an "uncertain" housing type. Since both "uncertain" and "approved" housing types may be considered in an application for an HDP, staff advised the applicant to proceed with a pre-application consultation with the community to gauge public support for a rowhouse development as an HDP at this location.

In response to those preliminary discussions with the community, the proposed form evolved into the "fourplex" form presented in the rezoning application submission. This design responded to a suggestion, by the ARKS Community Vision Housing Sub-Committee and others, that the principal building should look more like a traditional single-family home, rather than having a modern townhouse expression. Rowhouse and fourplex forms are illustrated below in Figure 2.

Figure 2: Rowhouse and Fourplex Housing Forms



"Fourplex" is a "not supported" housing type under the ARKS Vision, which states that "not supported" housing types should not be brought forward for consideration. Nonetheless, for this application, staff believe an exception should be made for the following reasons:

1. The proposal has evolved to the "fourplex" housing type over the course of the application process, with the objective of being more sensitive to the adjacent single-family residential neighbourhood.

2. As shown in Figure 2, the “fourplex” housing type is similar in mass or scale to the rowhouse form that was initially proposed. The primary difference relates to how the four housing units are demised within the overall built form.
3. Architecturally, the building has been designed to look like a multiple conversion dwelling (i.e. a converted house), similar to and compatible with those in the adjacent RT and FSD districts. Multiple conversion dwellings are supported in the ARKS Vision.

Moreover, the rezoning application proposes strata-titled housing units in a ground-oriented form which offer a compatible alternative to the single-family housing predominant in the neighbourhood. In the RS-1 District, housing choices are limited to one-family dwelling (with secondary suite and/or laneway house). Staff support the housing type proposed in this application as a demonstration of a more land-efficient, ground-oriented housing option, suitable for young families and for “empty nesters” looking to downsize while continuing to live in the area. Further, the proposed lock-off suites provide the opportunity for rental units in a multi-family form.

**Improved Affordability** – The applicant has indicated an average selling price of \$1,300,000 (in today’s market value) for the 2,000 sq. ft. units in the principal building. This is in contrast to single-family dwellings in the neighbourhood that are listed for sale in the current market from \$1,568,000 to \$4,750,000 depending on lot size, age of dwelling and location. Staff are satisfied that these units will generally offer a more affordable option for family housing in the neighbourhood. The smaller unit over the garage would provide a further affordable ownership option for a single adult or couple.

The policy for Housing Demonstration Projects indicates that any increase in land value, generated by the rezoning over and above a normal developer’s profit, must be invested in improved affordability. The Director of Real Estate Services has reviewed the application and concludes that the rezoning would generate a small increase in land value. The applicant has offered a contribution of \$25,000 towards the Affordable Housing Reserve as an investment of this land value into housing affordability.

**Degree of Neighbourhood Support** –A reasonable degree of neighbourhood interest and support for this project has been demonstrated through the application review process. A community open house, several meetings with the ARKS Housing Sub-Committee, and two neighbourhood notifications were used to gauge neighbourhood support. Throughout the process revisions have been made to address concerns that were heard, including:

- Revisions to the principle building to provide the appearance of a large character house rather than a rowhouse form;
- A reduction in the height of the principle building of approximately 3.5 ft.;
- A reduction in the massing of the lane building;
- A reduction in the number of the strata units from eight to five (two of which would have lock-off suites);
- An increase in the amount of parking from four to five spaces;
- A decrease in the overall density from 1.31 to 1.18 FSR.

A full discussion of the public consultation process is outlined in Appendix D.

Staff believe that the design revisions that have been incorporated into the revised proposal, and the design conditions required for the issuance of the development permit (including

reduction of the massing of the building at the lane), discussed below and contained in Appendix B, address many of the concerns identified during the consultation process.

#### 4. Form of Development and Density

The application, as proposed, includes development of this 54-by-130-foot site with two buildings: a principal building containing four dwelling units, two of which have lock-off suites, and a second building in the rear yard (the “lane building”) containing two dwelling units above five enclosed parking stalls, for a total of eight households.

The principal building may be compared with a new house developed under the existing RS-1 zoning. In this case, the proposal would provide an interior side yard of 15 feet to the neighbouring lot to the south, more than twice the setback separation of 5.4 feet required in RS-1. The proposed building height of 38 feet is similar to the RS-1 permitted height of 35 feet. The proposed front and rear yards would each be reduced by about 12 feet, although these incursions are set away from the neighbouring house by at least 23 feet. The total amount of floor area is about 45% greater than the maximum permitted under existing zoning. In general, the principal building has been designed to increase the number of dwelling units while reducing overlook and other effects on the adjacent neighbour. The massing of the principal building is comparable to building forms in the First Shaughnessy District to the east and in the RT-8 district across 16<sup>th</sup> Avenue to the north.

Through the rezoning review process, including consultation with affected neighbours and neighbourhood groups, the overall scale of the principal building was reduced from the original application (and density from 1.31 to 1.20 FSR). Other concerns included the proposal for six dwelling units compared to five parking stalls, and the scale of the lane building, especially in proximity to the neighbour’s backyard to the south. The lane building is significantly wider than the principal building, which is not consistent with the pattern of neighbourhood houses. In addition, the dwelling units proposed for above the garage were also smaller than the minimum 398 sq. ft. of floor area that is permitted outright under zoning. Staff are recommending a reduction in the mass of the lane building in order to move the upper floor massing away from the neighbouring back yard and to bring the number of strata units in line with the number of parking stalls.

The application proposes an increase in overall density to 1.20 FSR. Under the existing RS-1 zoning, the maximum density permitted is 0.60 FSR for a one-family dwelling plus the floor area in a laneway house (for a total of 0.81 FSR on this site). With the changes to the lane building recommended by staff, the proposed density would be reduced further to 1.18 FSR, for a total floor area of 770 m<sup>2</sup> (8,284 sq. ft.). This is the maximum density put forward in the draft by-law provisions in Appendix A.

The Urban Design Panel reviewed the application on October 6, 2010, and supported the proposed use, density and form of development (see Appendix D). Staff conclude that the proposed form of development can be supported, and that a modest increase in density at this location is appropriate, given the location of the site at the intersection of two arterials and its proximity to a commercial node and good transit. Staff recommend that the application be approved subject to further design development at the development permit stage (see draft By-law provisions in Appendix A and conditions of approval in response to the proposed form of development in Appendix B).

## 5. Parking and Circulation

Through the application review process, residents have raised concerns about parking and vehicular traffic. Under the Parking By-law, based on the standard for multiple dwellings, a total of six parking spaces would be required. The application initially proposed four parking spaces for eight strata units, with the revised application showing five parking spaces for six strata units. The application shows all five of the parking spaces enclosed within the lane building. With the recommended reduction of the length of that building, three of the spaces would remain enclosed and two would be on the exterior adjacent the lane building. All the parking spaces would be accessed directly from the lane. No traffic impacts on the neighbourhood are anticipated, as the site is well situated for vehicular access – the lane connects with 16th Avenue immediately behind the site.

As previously noted, the reduction in size of the lane building, would also result in the elimination of one of the small residential units above the parking, resulting in a total of five strata units. For a small development such as this, staff support the provision of one parking space for each strata unit, for a total of five spaces. For the two lock-off suites, additional parking is not considered essential given the proximity of the site to transit and local-serving conveniences. This is consistent with the approach to secondary suites in the RS districts and in rowhouse developments where lock-off suites are provided. As previously noted the site is well served by transit, has bike routes nearby, and is near Broadway, one of the busiest arterials in the City.

## 6. Environmental Sustainability

At the date this application was made (August 19, 2010), Council's Rezoning Policy for Greener Buildings required that all rezonings meet a minimum equivalent of LEED® Gold with specific targets and registration with the LEED® NC (New Construction) program. If projects were not eligible to participate in LEED® NC-1 due to the form of development, the project shall achieve BuiltGreen™ BC Gold with a minimum score of Energuide 82 or an equivalent achievement in green design.

The applicant has submitted a BuiltGreen™ BC checklist which shows 123 points being achieved by the project, which would result in a gold rating. The submitted energy evaluation indicates an Energuide rating of 82. Staff recommend that the proposed sustainable design features be noted on the plans and elevations at the development application stage.

The Environmental Protection Branch has reviewed the application and determined that there were no current or historic activities on this site that would require remediation. Should the rezoning be referred to a Public Hearing, the application can be considered without additional enactment conditions related to soil remediation.

### ***PUBLIC BENEFITS***

In response to City polices which address changes in land use, this application offers the following public benefits:

## Required Public Benefits

**Development Cost Levies (DCLS)** – DCLs apply to all new construction and help pay for facilities made necessary by growth, including parks, child care facilities, replacement housing (social/non-profit housing) and various engineering infrastructure. The City-wide DCL is applicable and it specifies a rate of \$2.64 per square foot for developments of 1.2 FSR or less, payable at Building Permit issuance. This would generate a DCL payment of approximately \$21,870. Amenities eligible for DCL funding for the ARKS area include parks, replacement housing and transportation facilities to meet the demands generated by new development.

## Offered Public Benefits

**Community Amenity Contribution** – Under Council’s Financing Growth Policies, Community Amenity Contributions (CACs) are not anticipated from Housing Demonstration Projects.

**Affordable Housing Reserve** – The applicant has offered a contribution of \$25,000 to satisfy the Housing Demonstration Project program requirement that any increase in land value, beyond the normal profit allowed by the City’s standard review process, be converted into improved affordability. These monies are to be allocated to the Affordable Housing Reserve. Real Estate Services has reviewed this and recommend that this offer be accepted.

## *Implications/Related Issues/Risk (if applicable)*

### *Financial*

The financial contributions that may accrue to the City, should Council approve this application, are estimated at \$21,870 in Development Cost Levy payments and a contribution of \$25,000 towards the Affordable Housing Reserve.

Approval of the report recommendations will have no financial implications with respect to the City’s operating expenditures, fees, or staffing.

## **CONCLUSION**

In summary, this proposal has evolved through the enquiry and application review process such that staff feel that it has merits for consideration as a Housing Demonstration Project. The proposed fourplex housing form is not materially different than a rowhouse housing type that would otherwise be an acceptable housing form as per the ARKS Community Vision. Furthermore, the site is considered to be well located for a Housing Demonstration Project and the new housing type proposed has merit within the context of broad City policies and objectives. Staff are recommending reductions in the number of strata units, reductions to the scale of the lane building, and a requirement to provide five parking stalls in order to address community concerns and to ensure that this proposal fits sensitively into its context.

Staff recommend that the application be referred to a Public Hearing, together with the recommendation of the Director of Planning to approve it, subject to the Public Hearing and with the conditions outlined in Appendix B, including approval in principle of the form of development as shown in plans included in Appendix E.

\* \* \* \* \*

3212 East Boulevard  
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 numbered (\_\_\_) attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D to By-law No. 3575.

*[Schedule A, not attached to this appendix, is a map that amends the City of Vancouver zoning map. Should the rezoning application be referred to Public Hearing, Schedule A will be included with the draft by-law that is prepared for posting.]*

**Uses**

- 2.1 The description of the area shown within the heavy black outline on Schedule A is CD-1 (\_\_\_).
- 2.2 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 Dwelling Units, Multiple Dwelling, and Principal Dwelling Unit combined with a Secondary Dwelling Unit; and
  - (b) Accessory Uses customarily ancillary to the uses listed in this section 2.2.

**Density**

- 3.1 Computation of floor space ratio must assume that the site consists of 652.16 m<sup>2</sup> [7,020 sq. ft.], being the site size at the time of the application for the rezoning evidenced by this By-law, and before any dedications.
- 3.2 The floor space ratio for all uses must not exceed 1.18, and the number of dwelling units must not exceed seven.
- 3.3 Computation of floor space ratio must include:
  - (a) all floors of all buildings, having a minimum ceiling height of 1.2 m, including earthen floors and accessory buildings, both above and below ground level, to be measured to the extreme outer limits of the building;
  - (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; and

- (c) where the distance from a floor to the floor above or, where there is no floor above to the top of the roof joists, exceeds 3.7 m (12 ft.), an amount equal to the area of the floor below the excess height.

3.4 The following areas shall be excluded from the computation of floor space ratio:

- (a) open residential balconies or sundecks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, provided that the total area of all exclusion does not exceed 8% of the residential floor area being provided;
- (b) patios and roof gardens, provided that 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 not exceeding 7.3 m in length so used, which are in a building located within 8.4 m of the rear property line;
- (d) areas of undeveloped floors which are 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;
- (e) floors located at or below finished grade with a ceiling height of less than 1.2 m;
- (f) covered porches if:
  - (i) they face a street or a rear property line and are at the level of the basement or first storey,
  - (ii) that portion facing the street or rear property line is open or protected by guard rails,
  - (iii) the total area being excluded does not exceed 5% of the permitted floor area; and
  - (iv) the ceiling height, excluding roof structures, of the total area being excluded does not exceed 3.1 m measured from the porch floor; and
- (g) all residential storage space above or below base surface, except that if the residential storage space above base surface exceeds 3.7 m<sup>2</sup> per dwelling unit, there will be no exclusion for any of the residential storage space above base surface for that unit.

3.5 The use of floor space excluded under section 3.4 must not include any purpose other than that which justified the exclusion.

### Building Height

4.1 The building height, measured above base surface, must not exceed 11.47 m [37.63 ft.], except that, for any building located within 11 m of the rear property line, the building height, measured above base surface, must not exceed 8.05 m [26.43 ft.].

### Horizontal Angle of Daylight

- 5.1 Each habitable room must have at least one window on an exterior wall of a building.
- 5.2 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.
- 5.3 Measurement of the plane or planes referred to in section 5.2 must be horizontally from the centre of the bottom of each window.
- 5.4 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;
- the Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement.
- 5.5 An obstruction referred to in section 5.2 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 (\_\_\_).
- 5.6 A habitable room referred to in section 5.1 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

6. All development permit applications 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

\* \* \* \* \*

3212 East Boulevard  
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 Allan Diamond Architect, and stamped "Received City Planning Department, February 11, 2011 and May 1, 2012", provided that the Director of Planning 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 Director of Planning, who shall have particular regard to the following:

**Design Development**

- 2. Reduction in the lane building to have a north-south dimension no greater than the principal building, a setback of at least 15 feet to the interior property line, and a single dwelling unit;

Note to Applicant: The site should continue to provide five parking stalls, of which three may be enclosed.

- 3. Provision of at least 398 sq. ft. (37 m<sup>2</sup>) in floor area for each dwelling unit;

**Sustainability - Green Building**

- 4. Identification on the plans and elevation drawings of the built elements contributing to the building's sustainability performance in achieving the proposed BuiltGreen BC Gold and a minimum score of Energuide 82, as required by the Green Buildings Policy for Rezoning;

Note to Applicant: Provide an updated checklist confirming the above; a detailed written description of how the selected points have been achieved with reference to specific building features in the development; and note those features on the plans and elevation drawings. The checklist and description should be incorporated into the drawing set. Registration of the project is required under the policy, and certification is encouraged.

**Crime Prevention Through Environmental Design (CPTED)**

- 5. Design development to respond to CPTED principles, having particular regard for:
  - (i) theft and security in the parking area;
  - (ii) break and enter; and
  - (iii) mischief and vandalism, such as graffiti.

## Landscape Design

6. Provision of an arborist report to outline a strategy for the safe and healthy retention of the perimeter laurel hedge and any neighbor trees/landscaping;

Note to Applicant: the laurel hedge retention is integral to the landscape scheme. It preserves the existing character of the streetscape and allows for additional space within the site that would otherwise not be available if the amenity were located solely on private property. The arborist will need to review the development proposal to comment on the impacts and setbacks to disturbance for any hardscaping (walls, walkways, garage footings) within or near to the critical root zone. Grades in proximity to the hedge should be blended, where possible, to avoid retaining walls or curbs at the property line. Design development will need to respond to the minimum setbacks. Pruning requirements (refer to Engineering condition 15), tolerances and post-disturbance mitigation should also be discussed. Consideration should be given to improving visibility at the sidewalk/lane interface. Where the hedge cannot be retained in part or whole, the landscape plan will need to be revised significantly to ensure high quality layered planting, walls and fences and functional layout are provided. Design development to new walls, fences or excavation to retain neighbor vegetation in a safe and healthy manner.

7. Provision of a 2-foot-wide landscape strip and columnar hedge (or a combination of trees and hedges) along the south property line to improve privacy between neighbors;
8. Provision of additional small species trees (minimum of four) in the south patio and planter areas;
9. At time of development permit application, provision of a detailed Landscape Plan illustrating soft and hard landscape treatment;

Note to Applicant: The Landscape Plan should include a Plant List which includes all proposed plant names, sizes, and quantities, and is keyed to the Landscape Plan. The Landscape Plan should also include all surface treatments, site furniture, lighting, hose bibs, retaining walls, at-grade utilities, and public realm details (including street trees, lamp posts, fire hydrants, sidewalks and curbs).

10. Provision of a Tree Plan, including dimensioned tree protection barriers;

Note to Applicant: refer to Protection of Trees By-law (sec. 4.0, 4.3).

11. Provision of large scale sections [typical] through the landscaped areas, including the north, south and west interface;

## Engineering

12. Provision of adequate garbage and recycling storage for the site and clarification of the garbage pick-up operation.

13. Deletion of portions of the trellis shown encroaching over the north property line.
14. Indication on the landscape plans that the existing hedge that surrounds the site will be trimmed back, so as to be at least 0.30 m (1.0 ft.) behind the back of the City sidewalk, in order to provide adequate width for pedestrians.

#### 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 Director of Planning, the General Manager of Engineering Services, and the Approving Officer as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

##### Engineering

1. Provision of a Services Agreement to detail the on- 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 is provided.
  - 1.1. Provision of sewer service to meet the sewage and drainage demands of the project.

Note to Applicant: The rezoning application lacks the level of detail needed to determine if sewer main upgrading is required. Please supply project details including projected flow rates, square footage and fixture counts to determine if sewer 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 upgrades.
  - 1.2. Provision of adequate water service to meet the fire flow demands of the project.

Note to Applicant: The rezoning 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 applicants mechanical consultant to determine if water system upgrading is required, should upgrading be necessary then arrangements to the satisfaction of the 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.
  - 1.3. Provision of a standard concrete lane entry at the lane east of East Boulevard on the south side of 16th Avenue.

- 1.4. Provision of a concrete pad in the front boulevard adjacent to the existing bus stop on the south side of 16th Avenue adjacent to the site.
2. Undergrounding of all new utility services from the closest existing suitable service point.

Note to Applicant: All services and in particular electrical transformers to accommodate a primary service must be located on private property. The development site is not to rely on secondary voltage from the existing overhead network. Any alterations to the existing underground/overhead utility network to accommodate the development will require review and approval by the Utilities Management Branch. Early contact with the Branch is encouraged.

#### Affordable Housing Reserve

3. Pay the amount of \$25,000 to the City, prior to enactment of the CD-1 By-law, as a contribution to the Affordable Housing Reserve, on terms and conditions satisfactory to the Director of Legal Services.

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 are 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, and letters of credit, and provide for the withholding of permits, as deemed appropriate by, and in the form and content satisfactory to, the Director of Legal Services.

\* \* \* \* \*

3212 East Boulevard  
DRAFT CONSEQUENTIAL AMENDMENTS

SUBDIVISION BY-LAW NO. 5208

A consequential amendment is required to delete PID: 011-523-867; Lot 1, Block 485, D.L. 526, Plan 4502 from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

PARKING BY-LAW NO. 6059

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. This By-law amends the indicated provisions of the Parking By-law.
2. Council repeals section 4.1.5, and substitutes:  
"4.1.5 CD-1 District Parking Requirements  
  
Unless otherwise provided in Schedule C or in a CD-1 By-law, the parking requirements for a CD-1 District must be calculated using the standard set out in this by-law for the area in which the CD-1 District is located as shown on the maps which form part of this by-law."
3. In section 4, Council re-numbers sections 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.1.11, 4.1.12, 4.1.13, and 4.1.14, as 4.1.8, 4.1.9, 4.1.10, 4.1.11, 4.1.12, 4.1.13, 4.1.14, and 4.1.15 respectively.
4. In re-numbered section 4.1.13, Council removes all references to section 4.1.12 within that section, and substitutes 4.1.13 in each case.
5. After section 4.1.6, Council adds:  
"4.1.7 Mount Pleasant Industrial Area and Central Broadway requirements  
  
Non-Residential Uses (except Hotel) - Central Broadway and Mount Pleasant industrial area.  
  
Non-residential uses (except Hotel) in Central Broadway and Mount Pleasant industrial area shall provide:  
  - (a) at least one parking space for each 145 m<sup>2</sup> of gross floor area for the first 290 m<sup>2</sup> of gross floor area, and one additional space for each additional 70 m<sup>2</sup> of gross floor area; and
  - (b) not more than one space for each 40 m<sup>2</sup> of gross floor area."
6. In section 4.2, in the first sentence, Council strikes out the words "Map 4.3.1", and substitutes "Map 2B".

7. Council repeals section 4.3.9, and re-numbers section 4.3.10 as section 4.3.9.
8. In section 4.6.3, Council strikes out the words "number of".
9. In section 5.1.1, Council strikes out "In", and substitutes "Unless otherwise provided in Schedule C or a CD-1 By-law, in".
10. In section 6.1.1, Council strikes out "In", and substitutes "Unless otherwise provided in Schedule C or a CD-1 By-law, in".
11. In section 7.1.1, Council strikes out "In", and substitutes "Unless otherwise provided in Schedule C or a CD-1 By-law, in".
12. In section 16, after the words "Schedules A", Council strikes out "and", and substitutes ",", and after the letter "B", Council adds "and C".
13. After Schedule B, Council adds:

**"Schedule C  
CD-1 Districts Parking Requirements**

Address	By-law No.	CD-1 No.	Parking requirements
3212 East Boulevard			Parking, loading and bicycle spaces in accordance with by-law requirements on (insert date of public hearing), except that there must be a minimum of five parking spaces.

\* \* \* \* \*

**3212 East Boulevard  
ADDITIONAL INFORMATION**

**1. Urban Design Panel**

The Urban Design Panel reviewed the application at its meeting of October 6, 2010, and supported the use and form of development (8-0).

Introduction: Alison Higginson, Rezoning Planner, introduced the proposal for a site that is currently zoned RS-1. The purpose of the rezoning is to create a comprehensive development district zoning which would permit a total of eight dwelling units on the site. The project is comprised of four 3-level dwelling units and two garden suites in the principal building with two small studios above the parking garage at the rear of the site. The proposed rezoning would alter the density, height, site coverage and yard regulations of the RS-1 district. In addition the application is seeking a parking relaxation. In terms of policy the site is located within the Arbutus Ridge Kerrisdale Shaughnessy Community Vision area. The rezoning is proposed as a housing demonstration project which can be considered under the Vision without additional area planning being completed. This type of project is required to demonstrate the new form of housing in a neighbourhood, improved affordability and a degree of neighbourhood support. Staff are considering the project on the bases of the mix of the unit types that are proposed. The site is located on two significant arterials which are well served by transit and also adjacent to local commercial services.

Sailen Black, Development Planner, further described the proposal noting the zoning for the neighbourhood to the north allows for multiple dwellings. He also described the context for the area noting the single family character in the area which includes consulates, senior's homes and care facilities. Four parking stalls will be provided.

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

- Fit within the immediate context especially with regard to the adjacent neighbours; and
- Architectural and landscape design in terms of livability for the future occupants.

Ms. Higginson and Mr. Black took questions from the Panel.

Applicant's Introductory Comments: Allan Diamond, Architect, further described the proposal noting that the property is close to amenities. They originally designed a townhouse oriented project but the client wanted more diverse unit types and Vision group wanted a more traditional form. The units above the garage are small and are designed for students or for people who want a small city home. Mr. Diamond noted that they are proposing four car parking spaces and that there is a bus stop on West 16th Avenue. Mr. Diamond described the architectural expression noting that they are not trying to replicate a heritage building but is similar to other architectural expression in the surrounding neighbourhood.

Jarrold McAleese, Landscaping Architect, described the landscaping plans noting that they are trying to maintain the existing hedge with a bit of art deco flair to the entrance while giving

privacy. Trees will be added to the corners of the property. They have incorporated storm water retention, crushed rock and permeable pavers on the walkways.

The applicant team took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement:

- Enhance the ability of the occupants to easily access and store bicycles;
- Ensure effective acoustic separation between the suites and for road noise;
- Design development to enhance private outdoor space particularly for the lowest levels; and
- Consider some massing and details simplification.

Related Commentary: The Panel supported the proposal and thought it was a well handled and interesting project.

The Panel supported the variation of suite types stating that it was a good choice to provide smaller units in the neighbourhood. They thought the project had a good relationship to its neighbours and as well spoke to the older architectural expression found in the area. However, several Panel members suggested the massing be simpler so as to not read as a single house or replicate heritage houses in the area. Regarding the height, a couple of Panel members noted that the proposal was at the upper limits but still fit well on the site. As well they thought there was enough of a setback and that the sideyard were comfortable. One Panel member suggested the applicant take privacy into consideration when adding glazing on the side walls of the buildings.

As a demonstration project the Panel said they would like to see more of this type of housing noting that it allows for more affordable price ranges.

A couple of Panel members suggested additional sound proofing over the lower floor living spaces. The Panel thought the liveability was good noting that the circulation was generous and sheltered. A couple of Panel members thought the bike storage needed to be better addressed and wanted to see it closer to the garage door. Also a couple of Panel members suggested flipping the coach house entrance so it was off the courtyard rather than the lane. A couple of Panel members suggested the lower floor didn't work and wanted to see more open ends on them to allow for more light.

The Panel supported the landscaping with several Panel members suggesting some outdoor space for the units. One Panel member suggested some thin trees on the south side of the site that would provide a separation to the neighbour. Another Panel member suggested moving the garbage on the south side of the site so the residents won't have to walk past it to get to their suites.

The Panel commended the applicant on green building and sustainable measures with one Panel member suggesting larger overhangs. The Panel agreed that the parking relaxation was an important precedent.

Applicant's Response: Mr. Diamond thanked the Panel for their comments.

## 2. Project Revisions and Public Consultation

**2009 Rezoning Enquiry** – In October 2009, an enquiry was received proposing a Housing Demonstration Project with eight dwelling units, with the principal building being a traditional “rowhouse” form. The enquiry was assessed against the Neighbourhood Housing Demonstration Project Policy criteria and the ARKS Community Vision (adopted by Council in November 2005) and found to merit further consideration. The enquirer was encouraged to meet with the ARKS Community Vision Housing Sub-Committee to discuss the proposal.

The applicant subsequently met with the ARKS Committee on two occasions. At this preliminary stage, areas of concern included:

- the “townhouse” form with doors facing onto 16<sup>th</sup> Avenue;
- the proposed density;
- the massing of the principle building and the lane building;
- the number of strata-titled units, and the overall number of units;
- traffic and parking impacts in both the lane and on nearby streets;
- the relative amount of landscaping; and
- conformance to ARKS Community Vision Directions.

**August 2010 Rezoning Application** – In their initial rezoning submission, the applicant responded to advice provided by the ARKS Housing Sub-Committee and others by revising the principal building. Rather than a rowhouse form, the building was re-designed as a “fourplex”, with the appearance of a large character house or multiple conversion dwelling. The proposal included a total of eight strata lots, of which six were in the principle building and two were above a four-car garage.

A notification postcard and invitation to a community open house, dated September 23, 2010, was sent to 295 nearby property owners and e-mailed to local community group representatives. The open house was held on October 13, 2010 at the Canadian Memorial Centre for Peace, with staff and the applicant team in attendance. Approximately 30 people attended. In addition, a rezoning information sign was installed on the site, and the notification and application information, as well as an online comment form, were provided on the City of Vancouver Rezoning Centre webpage ([vancouver.ca/rezapps](http://vancouver.ca/rezapps)).

In response to the notification and open house, a total of 44 e-mails, letters, online forms, and comment sheets were received. Approximately 14% were in support, 82% were opposed, and 4% did not specify. Those who supported the project indicated that:

- the area is well suited for condos and townhouses;
- it is a good use for the site due to its location on a main arterial;
- it provides more housing and housing options in a city with high demand; and
- that the concept is innovative and fits well within the neighbourhood.

Concerns expressed about the proposal were:

- the proposed density is inappropriate for a single-family zone, and that this may create a precedent in terms of density;
- the lot is too small to accommodate eight units;
- insufficient parking is provided;
- increased traffic at this corner location;

- minimal setbacks result in a lack of green space;
- increased height impacts sightlines and natural light;
- the proposal would change the appearance of the neighbourhood;
- increased density and traffic would impact the safety of the children from the nearby school;
- strata-titling of the units above the garage; and
- proposal contravenes the ARKS Community Vision

**February 2011 Revised Application** – In response to feedback from the public and staff, a revised application was submitted, including the following changes:

- the number of strata units proposed was reduced from eight to six, of which two would have lock-off suites, for a total of six units in the principle building and two in the lane building;
- the number of parking spaces in the lane building was increased from four to five; and
- the density was decreased from 1.31 to 1.20 FSR.

A notification of the revised application, dated February 15, 2011, was sent to 317 nearby property owners and e-mailed to local community group representatives. A revised rezoning information sign was installed on the site and the revised application information was provided on the City of Vancouver Rezoning Centre webpage.

In response to this notification, a total of 43 e-mails and letters were received, of which approximately 40% were in support and 60% were in opposition. Those who supported the project indicated:

- that the proposal complimented the neighbourhood;
- the density was necessary to provide for more affordability on the West side;
- that the proposal was environmentally sustainable (close to transit and services, thereby reducing auto dependency); and
- it integrated more people into the neighbourhood.

Those who opposed the application expressed concerns about:

- increased density on a single-family lot and setting a precedent;
- lack of parking;
- minimal setbacks and large site coverage;
- the visual appearance and change to the neighbourhood; and
- that the project does not meet the ARKS Community Vision.

**May 2012 Revisions** – While staff review of the February 2011 submission concluded that the principal building could now be supported, the mass and scale of the lane building could not. Neither could the size of the two units proposed for above the garage be supported, as they were both proposed at less than the minimum 398 sq. ft. required under the Zoning and Development By-law. Staff drafted design development conditions to reduce the lane building by moving two parking spaces to the exterior and by changing the residential to one unit. These conditions are discussed further in the Form of Development section of the report and are provided in Appendix B. The applicant responded by submitting revised drawings of the lane building on May 1, 2012. Should the rezoning application be approved, the revised lane building will be reviewed in detail at the development permit stage, however a preliminary

review of the submitted drawings indicates that the applicant's approach is an acceptable response to the design development condition.

**3. Comments of the General Manager of Engineering Services:**

The General Manager of Engineering Services has no objection to the proposed rezoning, provided that the applicant complies with conditions as shown in Appendix B.

**4. Comments of the Environmental Protection Branch:**

The Environmental Protection Officer provided the following comment on September 1, 2010:

"After review of our files for this site along with neighbouring sites, the Environmental Protection Branch does not require a site profile for this rezoning and has no concerns or requirements with respect to this rezoning."

**5. Comments of the Applicant:**

The applicant was provided with a copy of this report on May 16, 2012, and has provided the following comments:

"The proposal as presented in this submission we believe to be an appropriate response to the call by the City of Vancouver for Housing Demonstration Projects. This is an ideal site for such a demonstration project given the arterial roads, the transportation options, the adjacent District Schedules, and also the plethora of community amenities such as shopping and schools, etc. The massing of our proposal is in keeping with the massing noted in the immediate block, and the palette of materials will be appropriate and compatible with the neighbourhood.

We believe the much evolved proposal in this submission to be a thoughtful and significant response to an important public consultation process that included personal meetings and correspondence with the architect neighbor to the south, Public Open House feedback, meetings with the ARKS Housing Sub-Committee, as well as others in the community. We have worked with staff at every turn, respectfully taking into consideration feedback from all of the foregoing, on at least 20 direct changes including a redesign from a rowhouse form to the current one, reductions in FSR, massing, and height, as well as a reduced strata unit count.

Enhanced housing choices contribute to the diverse and vibrant communities that define Vancouver. This project's form of development, the variety of unit types including "lock-offs" and the strata titled form of ownership, offer to members of the greater community the possibility of home ownership at price points not otherwise found in this particular neighbourhood. This project's convenient proximity to the Cypress Bikeway, the Arbutus Greenway, and the applicant's agreement to replace and pay for the addition of a concrete passenger pad for transit users of the bus stop located just outside the property line - all encourage a more sustainable and environmentally progressive development that shuns urban sprawl.

The strong balance this project achieves - by speaking a neighborhood appreciated architectural design language - accomplishes important housing diversity, sustainability and affordability objectives and makes this Housing Demonstration Project an honest and healthy intermediary between the school, commercial businesses, arterial streets, single family homes, and multiple family conversion dwellings that surround it."

3212 East Boulevard  
FORM OF DEVELOPMENT



*View from 16th Avenue showing principal building on right and lane building on left. Massing of earlier proposal is ghosted in.*



*View from 16th Avenue and East Boulevard showing principal "fourplex" building. Massing of earlier proposal is ghosted in.*

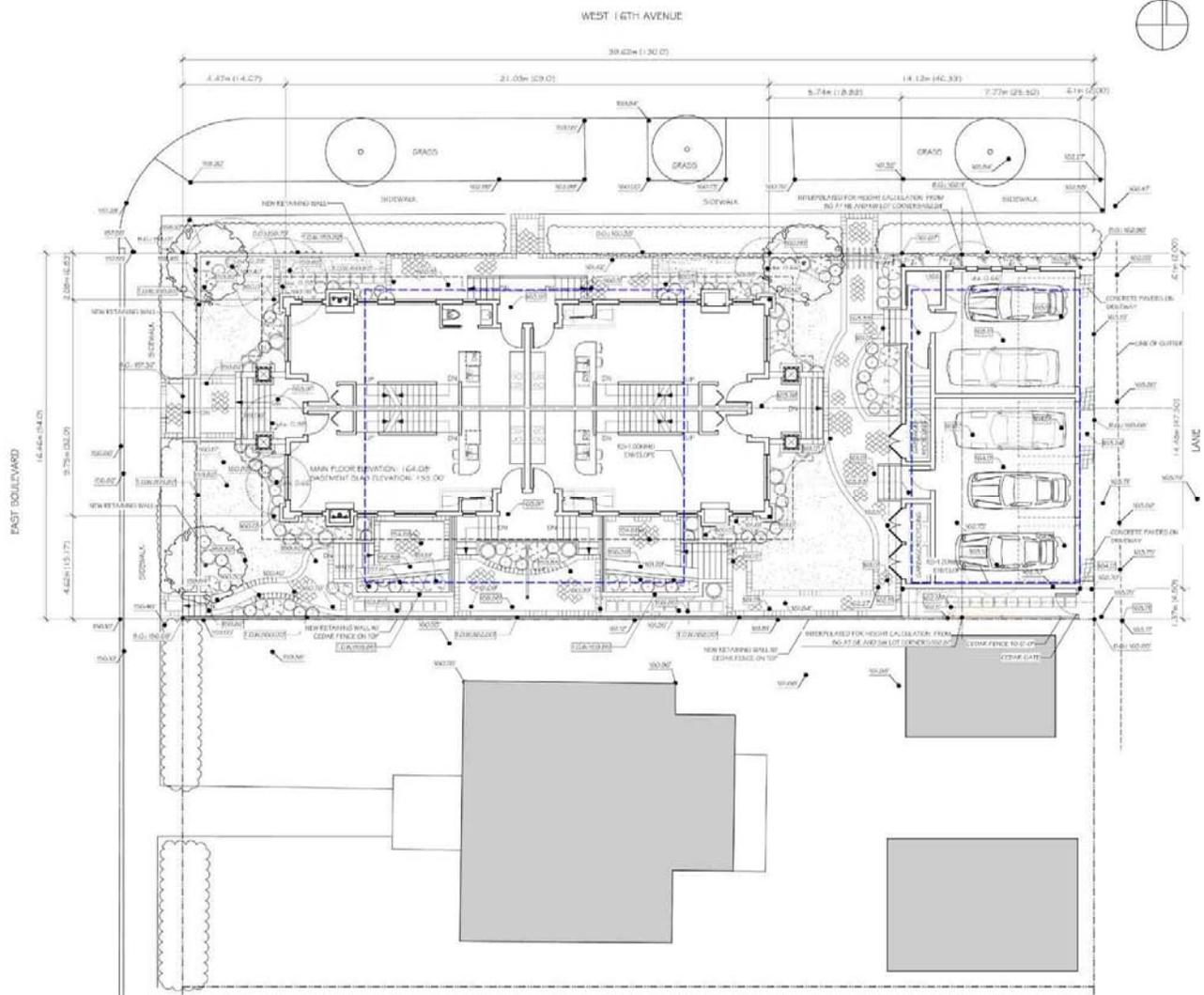


*South Elevation – of principal building, showing secondary suites' exterior access at basement level*



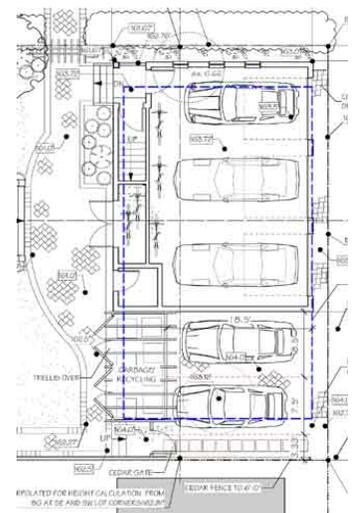
16th Avenue      principal building of proposed development      neighbouring single-family house

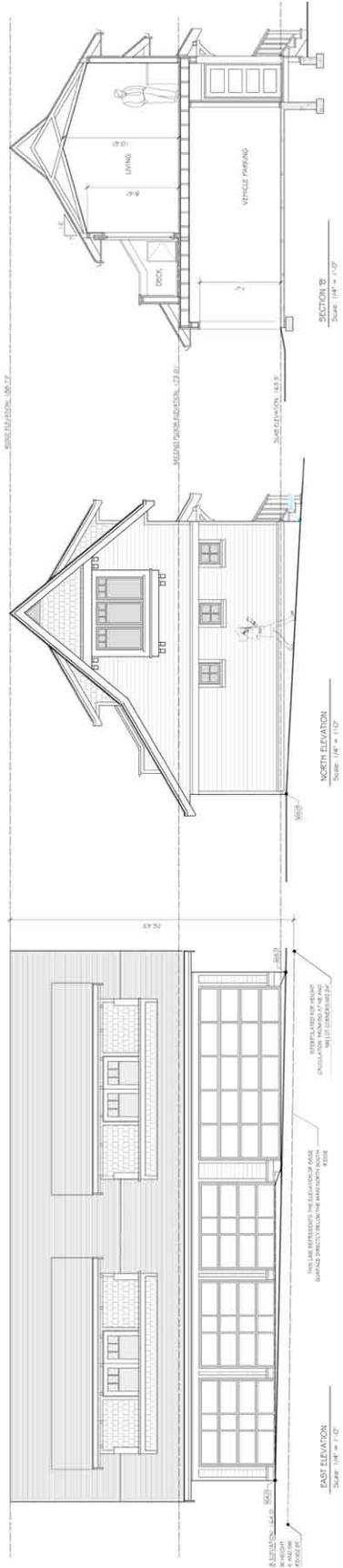
*West Elevation – facing East Boulevard. Dashed line indicates outline of RS-1 height envelope.*



Site Plan – (above) showing principal “fourplex” building, five-car parking in the lane building and adjacent single-family development to south

Right – illustration of reduced lane building with three interior parking spaces and two exterior spaces

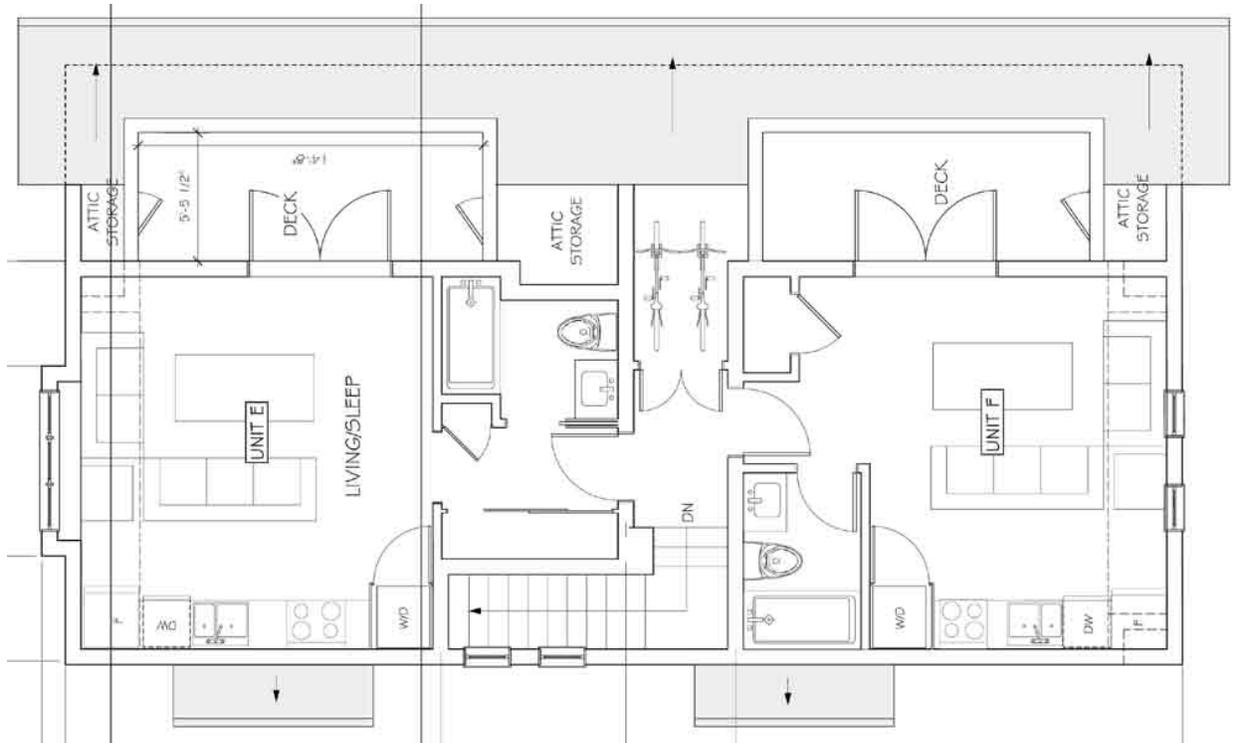




*Lane building as per application with five-car garage*



*Lane building – applicant's response to the staff recommendation to reduce the building's length (two adjacent exterior parking spaces are not illustrated)*



Lane Building 2<sup>nd</sup> Floor – showing application (top) with two studio units at 378 and 328 sq. ft. and (below) applicant's response to the staff recommendation to reduce the lane building's length which results in one 1-bedroom at 608 sq. ft.

3212 East Boulevard  
PUBLIC BENEFITS SUMMARY

**Project Summary:**

Housing Demonstration Project containing four townhouse units and two lock-off suites in a principal building, and one studio unit over a garage at the lane.

**Public Benefit Summary:**

Improved affordability and \$25,000 towards the Affordable Housing Reserve.

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 652 m <sup>2</sup> / 7,020 sq. ft.)	0.81	1.18
Max. Allowable Buildable Floor Space (sq. ft.)	5,686	8,284
Land Use	One-family dwelling with secondary suites and laneway houses	Multiple dwelling with secondary suites

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide) (Note 1)	\$13,817	\$21,870
	DCL (Area Specific)		
	Public Art		
	20% Social Housing		
Offered (Community Amenity Contribution)	Childcare Facilities	N/A	
	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage (transfer of density receiver site)		
	Housing (e.g. supportive, seniors)		
	Parks and Public Spaces		
	Social/Community Facilities		
	Unallocated		
	Other (Affordable Housing Reserve)	\$25,000	
<b>TOTAL VALUE OF PUBLIC BENEFITS</b>		<b>\$0</b>	<b>\$46,870</b>

**Other Benefits (non-market and/or STIR components):**

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\* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification. For the City-wide DCL, revenues are allocated into the following public benefit categories: Parks (41%); Replacement Housing (32%); Transportation (22%); and Childcare (5%). Revenue allocations differ among Area Specific DCL Districts.

3212 East Boulevard  
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

**APPLICANT AND PROPERTY INFORMATION**

Street Address	3212 East Boulevard
Legal Description	PID: 011-523-867; Lot 1, Block 485, D.L. 526, Plan 4502
Applicant	Allan Diamond
Architect	Allan Diamond Architects
Property Owner	Satvinder Lally

**SITE STATISTICS**

<b>SITE AREA</b>	54 x 130 ft. = 7,020 sq. ft. (16.46 x 39.62 m = 652.16 m <sup>2</sup> )
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**DEVELOPMENT STATISTICS**

	<b>DEVELOPMENT PERMITTED UNDER EXISTING ZONING</b>	<b>PROPOSED DEVELOPMENT</b>	<b>RECOMMENDED DEVELOPMENT (if different than proposed)</b>
ZONING	RS-1	CD-1	
USES	One-family dwelling, secondary suites, laneway houses	4 multiple dwellings, 2 multiple dwellings with 2 secondary suites	3 multiple dwellings, 2 multiple dwellings with 2 secondary suites
DWELLING UNITS	3 (house with suite + laneway house)	8 (6 strata, 2 rental)	7 (5 strata, 2 rental)
MAX. FLOOR SPACE RATIO	0.60 (plus lane house for a total of 0.81 on this site)	1.20	1.18
MAXIMUM HEIGHT	10.7 m (35.1 ft.)	principal building 11.47 m (37.63 ft.)  lane building 8.05 m (26.43 ft.)	
PARKING SPACES	6	5	