



POLICY REPORT

Report Date: October 30, 2018
Contact: Karen Hoesé
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RTS No.: 12794
VanRIMS No.: 08-2000-20
Meeting Date: November 13, 2018

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 Rezoning: 2542-2570 Garden Drive and 2309-2369 East 10th Avenue

RECOMMENDATION

- A. THAT the application by Rositch Hemphill Architects on behalf of Bucci Garden Homes Limited, the registered owner, to rezone:
- 2542 Garden Drive [*PID 006-925-081; Lot G of Lot 1, Block 165, District Lot 264A, Plan 20006*];
 - 2560 Garden Drive [*PID 003-249-018; Lot 5, Except the East 2 Feet, Now Lane, of Lot 1, Block 165, District Lot 264a, Plan 2654*];
 - 2570 Garden Drive [*PID 013-551-671; Lot 6 of Lot 1, Block 165, District Lot 264A, Plan 2654*]; and
 - 2309-2369 East 10th Avenue [*Lots A, B, C and D, all of Lot 1, Block 165, District Lot 264A, Plan 2676; PIDs 013-584-499, 013-584-537, 005-096-413 and 003-406-989 respectively*];

all from RS-1 (Single Family) District to CD-1 (Comprehensive Development) District, to increase the floor space ratio (FSR) from 0.70 to 2.65 and the maximum building height from 10.7 m (35 ft.) to 20.8 m (68 ft.) to permit the development of a six-storey residential building containing 68 strata-titled units be referred to a Public Hearing, together with:

- (i) plans prepared by Rositch Hemphill Architects, received December 15, 2017;
- (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
- (iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application in principle, including approval in principle of the form of development, subject to the Conditions of Approval 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 the enactment of the CD-1 By-law, the Subdivision By-law be amended generally 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 Recommendations A and B be adopted on the following conditions:
- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
 - (ii) THAT any approval that may be granted following the public hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
 - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

REPORT SUMMARY

This report evaluates an application to rezone a site located at 2542-2570 Garden Drive and 2309-2369 East 10th Avenue from RS-1 (One-Family) District to CD-1 (Comprehensive Development) District to permit the development of a six-storey strata-titled residential building containing 68 units over two levels of underground parking. The site is located in the Commercial-Broadway Station Precinct (CBSP) sub-area of the *Grandview Woodland Community Plan* ("GWCP").

Staff have assessed the application and conclude that it meets the intent of the GWCP. Staff recommend that the application be referred to a Public Hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it in principle, subject to the Public Hearing, and conditions contained within Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council policies for this site include:

- Grandview-Woodland Community Plan (GWCP) (2016)
- Family Room: Housing Mix Policy for Rezoning Projects (2016)
- High-Density Housing for Families with Children Guidelines (1992)
- Green Buildings Policy for Rezoning (2010, last amended 2017)

- Community Amenity Contributions – Through Rezoning (1999, last amended 2017)
- View Protection Guidelines (1989)
- Urban Forest Strategy (2014)

REPORT

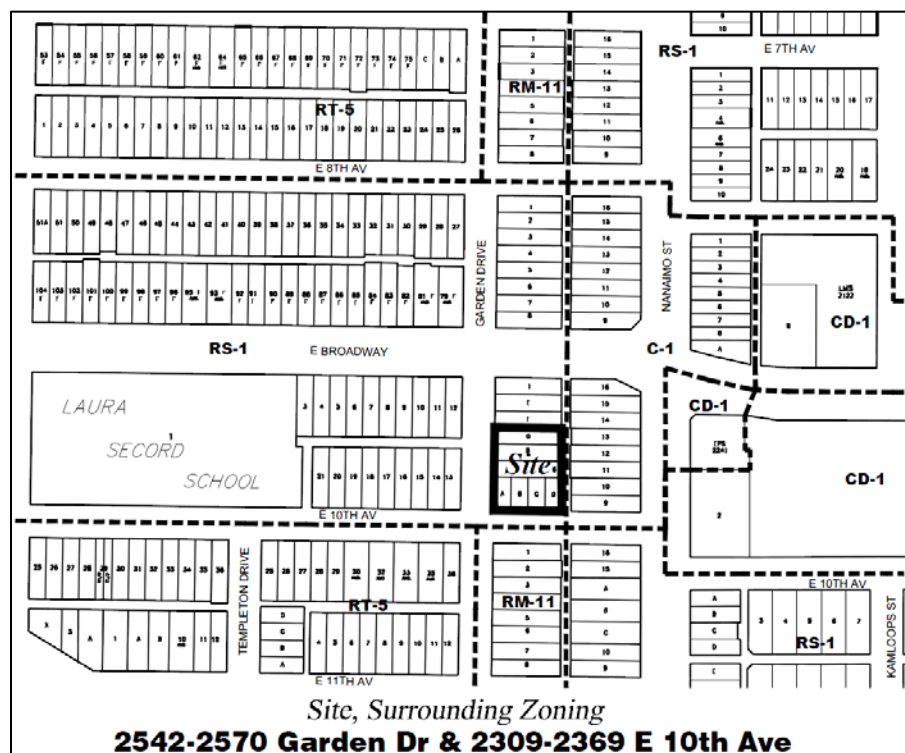
Background/Context

1. Site and Context

The subject site is located at the south-east corner of East 10th Avenue and Garden Drive (see Figure 1). The site is comprised of seven legal parcels, with four parcels fronting East 10th Avenue, and three parcels fronting Garden Drive. The total site size is 2,065.1 sq. m (22,229 sq. ft.), with a combined frontage of 50.3 m (165 ft.) along Garden Drive and a depth of 41 m (135 ft.) along East 10th Avenue. The site is currently zoned RS-1 and developed with single-family homes.

A comparable single-family context currently exists north and west of the site. Earlier this year, the block to the south was pre-zoned by the City to a new four-storey apartment zone (RM-11) to facilitate implementation of the GWCP. A service lane forms the eastern edge of the site and runs between East 10th Avenue and East Broadway. To the east of the site is the Nanaimo Shopping Node which is identified within the GWCP for increased height and density to enhance the mixed-use area.

Figure 1: Location Map - Site and Context



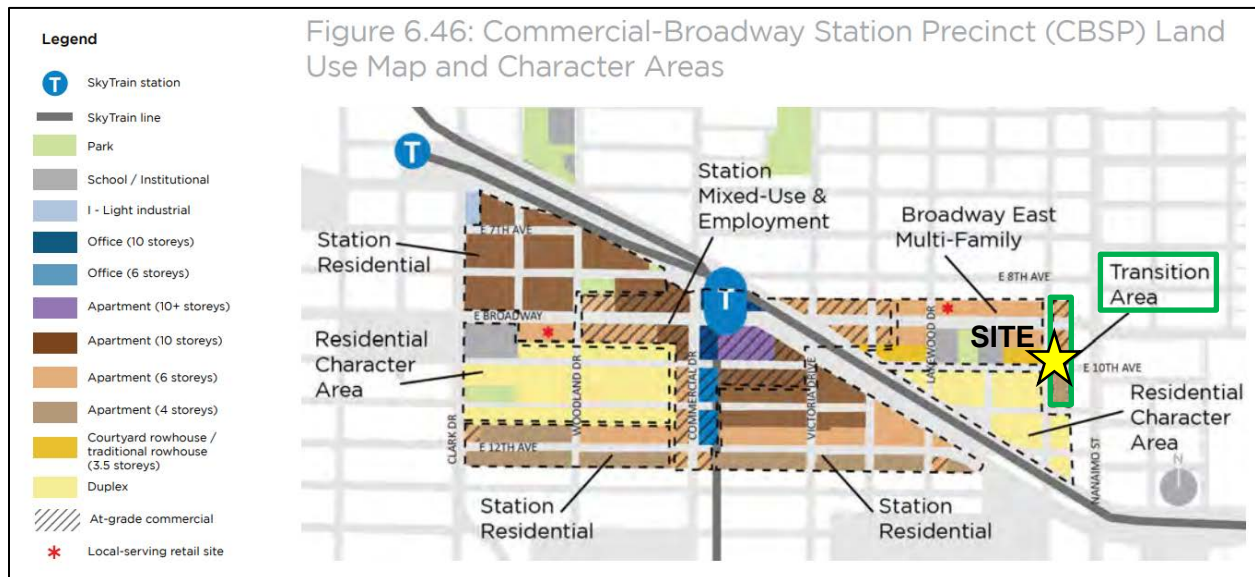
East Broadway is a primary arterial street and part of the Metro Vancouver frequent transit service. The site is well served by regular transit, and is within easy walking distance of the transit interchange at Broadway and Commercial. Laura Secord Elementary School is less than a five-minute walk from the subject site, and Vancouver Technical Secondary School under 10 minutes. The site is also within easy walking distance to Trout Lake (approximately 700 m), and in close proximity to four bikeways: Lakewood bikeway (along Lakewood Drive), Central Valley bikeway (along Grandview Highway North), 10th Avenue bikeway, and Sunrise bikeway (along Slocan Street).

2. Policy Context

Grandview Woodland Community Plan (GWCP) – Rezoning potential for the site is guided by the GWCP (approved July 2016). The site is located within the Commercial-Broadway Station Precinct (CBSP) sub-area, which is envisioned to be a mixed-use community with expanded opportunities for a wide diversity of people to live, work, shop and gather. No area is more than a ten-minute walk from the rapid transit station.

The subject site falls under Subsection 6.7.4 of the GWCP, called the Transition Area, which forms the eastern edge of the CBSP. The Transition Area is located on both sides of East Broadway between Garden Drive and the lane west of Nanaimo Street. In this Area, the GWCP anticipates mixed-use developments on sites facing East Broadway, and apartment buildings to the south (see Figure 2) which are six storeys in height directly adjacent to mixed-use sites, and four storeys as they transition towards lower-density residential areas beyond. This site generally falls within the six-storey apartment land use, but incorporates one parcel designated for mixed-use development.

Figure 2: Commercial-Broadway Station Precinct (CBSP) Land Use Map and Character Areas



Strategic Analysis

1. Proposal

In accordance with the GWCP, this application proposes a six-storey strata-titled residential building with 68 units (see Figure 3). Two levels of underground parking are accessed from the rear lane. The overall density proposed is 2.65 FSR and the maximum building height is 20.8 m (68 ft.).

Figure 3: Street View from Garden Drive Showing the Proposed New Development



2. Land Use

The application proposes a residential development with 68 strata-titled units. The use is consistent with the intent of the GWCP.

In July 2016, Council approved Family Room: Housing Mix Policy for Rezoning Projects, which increased the requirement for family units with two or more bedrooms from a minimum of 25 per cent to 35 per cent. Rezoning applications that include any residential strata housing are required to include a minimum of 10 per cent of units with three or more bedrooms and a minimum of 25 per cent of units with at least two bedrooms. Rezoning applications for secured market rental projects are provided with the flexibility to meet the 35 per cent of family unit requirement without identifying a minimum percentage of three-bedroom units.

As submitted, this application proposes approximately 41 per cent of the overall residential strata-titled units as two or more bedrooms (28 units). This application includes one studio unit, 57 per cent one-bedroom units (39 units), 13 per cent two-bedroom units (9 units) and 28 per cent three bedroom units (19 units). Despite the higher than required number of three-bedroom units, the proposal falls short of providing the minimum 25 per cent two-bedroom units as

required by the Family Room: Housing Mix Policy for Rezoning Projects. A condition of approval has been included in Appendix B to require the project meet the specified unit mix.

3. Density, Height and Form of Development (see application drawings in Appendix E)

This application is situated in the transition area of the CBSP. The permitted land use in the GWCP changes from mixed-use to residential-only along the block between East Broadway and Garden Drive where the subject site is located.

Density: The proposed FSR of 2.65 is consistent with the maximum density contemplated in the GWCP for this location, which permits residential-only development.

Height/Massing: The proposal is generally consistent with the height and massing guidelines outlined in the GWCP. The GWCP allows a six-storey building form on this block and requires the building to be designed to appropriately transition from higher density developments along arterial streets (Nanaimo Street and East Broadway) to adjacent lower-density neighbourhoods. The proposed six-storey building provides shoulder setbacks above the fourth storey to reduce the overall scale of the building. Further efforts should be made to achieve a better transition to current and anticipated surrounding building forms as a condition of rezoning.

The site is also crossed by View Cone 27 which protects public views of the North Shore Mountains from the south shore of Trout Lake and limits the maximum permitted height on this site. The overall building height is below the maximum geodetic elevations set out for the preservation of View Cone 27. Conditions have been included in Appendix B to ensure that rooftop mechanical and rooftop appurtenances do protrude into the view cone.

Building Length: The inclusion of the northernmost parcel of the subject site results in a longer development site than what the GWCP envisions. Correspondingly, the proposed building has a greater length than what the GWCP anticipated. However, the overall massing is mitigated by an “H” typology building design with deeper setbacks at the central portion of the building. This form creates substantial breaks in the massing and allows for the provision of enhanced landscaping along Garden Drive.

Setbacks and Building Typology: The proposal generally conforms to the setback requirements outlined in the GWCP. The deeper setbacks achieved through the “H” building typology enhance the residential character along Garden Drive and the lane through the provision of spacious landscaped open space, and address the *Urban Forest Strategy*. The “H” typology also furthers the goal of the GWCP to improve the streetscape through public realm improvements and innovative building typologies. All street-fronting units on the main floor are ground-oriented and have individual entrances directly from the street to help activate the frontages. This typology also provides for greater window area to support three-bedroom units.

Urban Design Panel: The original application, dated December 15, 2017, was supported by the Urban Design Panel (UDP) (see Appendix D) on April 4, 2018. Staff conclude that the current proposed design responds well to the intent set forth in the GWCP and support this application, subject to the conditions outlined in Appendix B. The conditions include refinement of building height and massing of upper levels, minimizing the impact on the neighbouring property to the north, and better defining the transition from the public to private realms.

Staff note that the conditions are based on the original submission, but the applicant was asked to provide a test fit through the staff review process to ensure that the requested changes can be achieved at the Development Permit stage.

4. Transportation and Parking

Proposed Parking

The application proposes two levels of underground parking accessed from the lane between Garden Drive and Nanaimo Street. A total of 73 parking spaces and 85 Class A bicycle spaces are currently proposed. Parking, loading and bicycle spaces must be provided in accordance with the requirement of the Vancouver Parking By-law. Engineering rezoning conditions are included in Appendix B.

Broadway Triangle Transportation Study

When Council adopted the GWCP, staff were directed to complete a transportation assessment of the Broadway Triangle neighbourhood area (see Figure 4). In May 2017, City staff met with residents and community members as part of the *Broadway Triangle Transportation Study* to better understand existing transportation issues and concerns in the neighbourhood. Residents shared their concerns related to parking, vehicle speeds and traffic volumes on local streets (i.e. East 10th Avenue, Lakewood Drive, Garden Drive) and laneways (i.e. school-related activity adjacent to Laura Secord Elementary School).

Figure 4: Broadway Triangle Neighbourhood



The *Broadway Triangle Transportation Study* included a review of current travel patterns, traffic volumes, safety data, and existing regulations. In November 2017, a letter outlining the study

findings and recommendations was mailed to residents in the area. The Study provided a number of recommendations for transportation improvements within the neighbourhood (see Appendix D), including changes to unregulated parking on Semlin Drive and East 10th Avenue to address parking pressures from nearby transit, and traffic calming measures on East 10th Avenue adjacent to Laura Secord Elementary School to increase visibility for people crossing the street and to reduce vehicle speeds.

These improvements will be brought forward as part of the Capital Plan and Budget process and could be funded through a combination of rezoning conditions, development contributions and City funding. The City has committed funds to the majority of improvements, with the exception of two raised crosswalks on East 10th Avenue at Templeton Drive and on Lakewood Drive at East 10th Avenue, which staff are recommending be prioritized for delivery as part of the *GWCP Public Benefits Strategy*. Staff note that these improvements are part of a wider transportation study and do not form part of the enactment conditions in Appendix B.

Although not initially requested at time of rezoning submission, the applicant engaged a certified professional to prepare a transportation study following early feedback from the public Open House. The study found that the proposed development generated only a nominal amount of vehicle trips during the peak period, and is not anticipated to impact the safety and traffic volumes on adjacent streets. The applicant's study supported the findings of the City's *Broadway Triangle Transportation Study*.

5. Environmental Sustainability

The *Green Buildings Policy for Rezoning*s (amended by Council on February 7, 2017) requires that residential rezoning applications satisfy either the near zero emission buildings or low emissions green buildings conditions within the policy. These new requirements are mandatory for all rezoning applications received on or after May 1, 2017.

This application has opted to satisfy the updated version of the *Green Buildings Policy for Rezoning*s under the low emissions green buildings requirements. The low emissions green buildings pathway represents City priority outcomes, establishing limits on heat loss, energy use, and greenhouse gases, and drawing on industry best practices to create more efficient, healthy and comfortable homes and workplaces. The applicant has submitted preliminary energy modeling analysis detailing building performance strategies to meet the new energy use intensity, greenhouse gas and thermal demand targets.

Additionally, all developments will need to meet rainwater management requirements for retention, rate control, cleaning and safe conveyance. Conditions are included in Appendix B.

PUBLIC INPUT

Public Notification

A rezoning information sign was installed on the site on February 19, 2018. Approximately 1,015 notification letters were distributed within the neighbouring area on or about March 14, 2018. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (Vancouver.ca/rezapps).

Community Open House

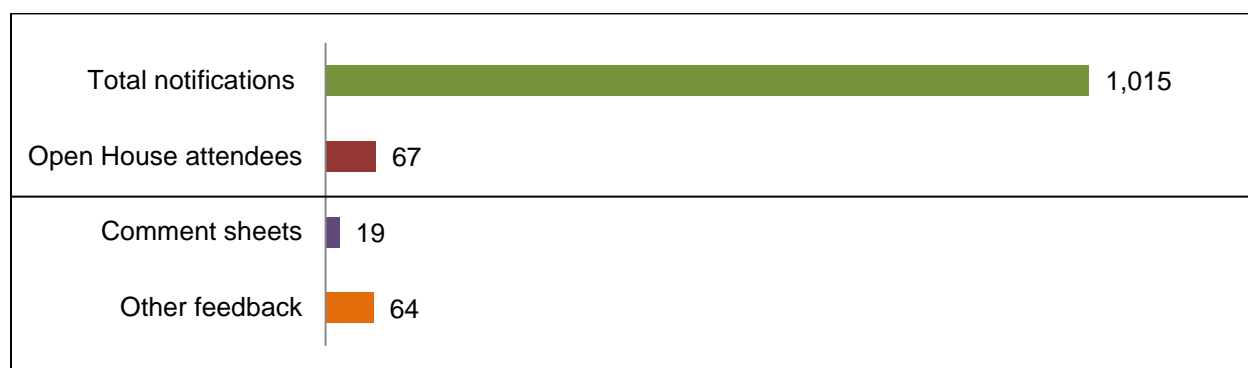
A community open house was held on April 12, 2018 at the Croatian Cultural Centre, located at 3250 Commercial Drive. Staff, the applicant team, and a total of 67 people attended the open house.

Public Response

Staff received a total of 83 responses to the rezoning submission through open house comment sheets, letters, emails and online comments forms (see Figure 5).

Overall, both support and concern were expressed regarding neighbourhood compatibility and building design. Other major concerns included the transparency of the GWCP planning process and traffic impacts. A summary of the feedback is provided below, with a full description of the public response in Appendix D.

Figure 5: Notification and Public Response



Support for the proposal cited the following themes:

- Fit of building design with surrounding neighbourhood;
- Suitability of the location, particularly with respect to its proximity to arterial streets and transit;
- Provision of new housing units and potential for increased affordability; and
- Proposed project density.

Concerns expressed by respondents included the following themes:

- Incompatible building height, massing and design, particularly in respect to the surrounding one- and two-storey context;
- Lack of affordability due to strata-titled tenure;
- Strain on community amenities/lack of community benefits;
- Lack of consultation and transparency during the GWCP planning process, and belief that the Broadway Triangle neighbourhood should not have been included within the plan boundary; and
- Potential for increased traffic in the neighbourhood and loss of on-street parking.

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

Neighbourhood Fit, Building Height and Design

In response to concerns about the impacts of this building with the existing neighbourhood form, staff note that the proposed building complies with the Council-approved GWCP in regards to height and density. Through conditions included in Appendix B, further design development will be required to better integrate the building into the area and address community concerns, particularly relating to the upper two storeys. Conditions in Appendix B include recessing the wings of the upper two storeys, reducing their height to provide more typical floor-to-floor heights, increasing shoulder setbacks above the fourth storey, and reducing balcony overhangs and projections. Although the GWCP does not provide specific policies addressing building design, the applicant has been responsive to previous community feedback following the pre-application Open House in part through revising the building design from a contemporary architectural expression to a more traditional one.

Parking

One of the primary concerns of nearby residents was traffic, particularly in relation to vehicle and pedestrian congestion and conflicts on the streets adjacent to Laura Secord Elementary School during student pick-up and drop-off times. Following the community Open House, staff requested that the applicant complete a traffic study for the area. The study reported only a short period (approximately 15 minutes) with increased vehicle activity surrounding the school, without significant observed conflicts. The vehicle trip generation estimate for the project (27 vehicles trips per hour during peak periods) indicates that peak hours of traffic are typically before peak school drop-off and pick-up times, and that only 4-5 vehicles coming from this development per hour during peak periods would travel past the school – a small number of vehicles which is not anticipated to significantly impact safety and traffic volumes on these streets. The recommendations flowing from the *Broadway Triangle Transportation Study* are anticipated to address the issues within this neighbourhood, and no additional conditions are requested as part of this rezoning.

Affordability

The GWCP allows for strata-titled residential buildings at this location. The GWCP stipulates the requirement for rental or combinations of strata-titled and rental developments in other areas of the Plan.

Community Amenities

The applicant is offering a Community Amenity Contribution (CAC) which will be allocated based on the *Public Benefits Strategy* (PBS) outlined in the GWCP. The GWCP PBS takes into account the existing network of amenities and infrastructure within the community and provides strategic direction to guide City investment over the next 25 years (see Appendix F). A portion of the CACs will be directly allocated towards transportation improvements in the neighbourhood (see “*Public Benefits – Offered by Applicant: Community Amenity Contributions (CACs)*” below).

GWCP Planning Process

Comments from residents expressed lack of consultation during the GWCP planning process. The GWCP process, completed over four years and adopted in 2016, strove to ensure broad input from community members through a variety of different channels. This included participation in community events, and a wide array of City-led activities that included street intercepts, multi-lingual focus groups, questionnaires, walking tours, story-telling activities, open houses, and evening and weekend workshops. A Citizens’ Assembly of 48 local residents was established in 2014 to further supplement planning work and to provide direct local feedback to the developing Plan. Two members from the Broadway Triangle neighbourhood were on the Citizens’ Assembly.

Notification related to these events took the form of unaddressed and addressed mail, newspaper advertisements, in-store postcards, utility pole posters, social media, list-serv notifications and other outreach methods. Events were held throughout the planning area, and regularly in the Kensington-Cedar Cottage area (at the Croatian Cultural Centre).

PUBLIC BENEFITS

In response to City policies concerning changes in land use and density, this application addresses public benefits as follows:

Public Benefits – Required by By-law or Policy

Development Cost Levies (DCLs) – Development Cost Levies (DCLs) 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. A new City-wide Utilities DCL was introduced in 2018 to address the need for upgraded water, sewer, and drainage infrastructure as the City continues to grow. Rates for the new City-wide Utilities DCL will be phased in for residential developments over 1.5 FSR on the East Side between 2018 and 2020, with 50% of the full rate (i.e. West Side) applicable in 2018, increasing to 75% in 2019, and 100% in 2020.

This site is subject to City-wide DCLs and City-wide Utilities DCLs on the proposed 5,472 sq. m (58,899 sq. ft.) of residential floor area. Based on rates in effect as of September 30, 2018, total DCLs of approximately \$1,367,046 are anticipated from this development.

DCL rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection from DCL rate increases, provided that an application has been received prior to the rate adjustment. See the City's [DCL Bulletin](#) for details on DCL rate protection.

Public Art Program – The *Public Art Program for Rezoned Developments* requires that rezonings involving a floor area equal to, or greater than, 9,290 sq. m (100,000 sq. ft.) allocate a portion of their construction budgets to public art or provide cash in lieu as a condition of rezoning. As the proposed floor area is below the minimum threshold, no public art contribution will arise from this application.

Public Benefits – Offered by the Applicant

Community Amenity Contributions (CACs) – Within the context of the City's *Financing Growth Policy* and the GWCP, 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.

The site is subject to two separate fixed-rate CACs. The northernmost lot (2542 Garden Drive) is located within the 'Grandview-Woodland: Nanaimo St/East 12th Ave shopping nodes' CAC Target Area (\$67.13 per sq. ft.), while the remaining six lots are located within the 'Grandview-Woodland: Mid-rise Multi-family sub-areas' Target Area (\$22.38 per sq. ft.). The

applicant has offered a combined CAC total of \$1,405,543 which will be directed to support delivery of the *Grandview-Woodland Public Benefits Strategy* (GWPBS).

Grandview-Woodland Public Benefits Strategy (GWPBS) – The GWPBS identifies public benefits and infrastructure to support growth in the area, including both short-term and long-term priorities in and around the GWCP area, including housing, childcare, parks and open space, community and civic facilities, transportation, utilities and heritage. In addition to the delivery of affordable housing, the GWPBS identifies the delivery of civic and community facilities such as the renewal of the Britannia Community Centre/Library and existing fire halls, as well as supporting the provision of social facilities through organizations such as the Kettle Friendship Society and Kiwassa Neighbourhood House.

The delivery of public amenities and infrastructure funded from development contributions are prioritized based on community need and availability of CACs and other funding. Staff are working to develop a list of near-term priority projects to bring forward as part of the capital plan and budget processes, using development contributions collected from Grandview-Woodland rezonings to date and future development contributions anticipated in the GWCP area, and will report those to Council in the future. To monitor and track progress towards the achievement of community amenities in accordance with the GWCP, a summary of the progress to date is provided in Appendix F, and will be updated biannually.

Following input from multiple departments, staff recommend that \$160,000 of CACs be prioritized to deliver two raised crosswalks, on East 10th Avenue at Templeton Drive and on Lakewood Drive at East 10th Avenue, as part of the transportation benefits set out in the GWPBS and to support the recommendations of the City's *Broadway Triangle Transportation Study*. The remainder of the CAC is to be allocated to support delivery of other priority projects in the GWPBS as they are identified.

FINANCIAL IMPLICATIONS

The applicant has offered a cash CAC of \$1,405,543 to be allocated towards supporting the delivery of the GWPBS, with \$160,000 of the total amount prioritized to deliver transportation improvements within the neighbourhood in accordance with the recommendations contained within the *Broadway Triangle Transportation Study*.

The site is subject to both the City-wide DCL and the City-wide Utilities DCL. Should Council approve the rezoning application, it is anticipated that the applicant will pay approximately \$1,367,046 in DCLs based on rate in effect on September 30, 2018.

Approval and timing of specific projects will be brought forward as part of the Capital Plan and Budget process.

CONCLUSION

Staff have reviewed the application to rezone the site at 2542-2570 Garden Drive and 2309-2369 East 10th Avenue from RS-1 to CD-1 to permit development of a six-storey strata-titled residential development with 68 units. Community feedback and the local neighbourhood context have shaped revisions and conditions of approval associated with the rezoning application. Assessment of this rezoning application has concluded that the proposed form of development is an appropriate urban design response to the site and neighbourhood

context, and the application is generally consistent with the *Grandview-Woodland Community Plan*.

The General Manager of Planning, Urban Design and Sustainability 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. Further, it is recommended that, subject to the Public Hearing, the application including the form of development, as shown in plans in Appendix E, be approved in principle, subject to the applicant fulfilling the conditions of approval in Appendix B.

* * * * *

**2542-2570 Garden Drive and 2309-2369 East 10th Avenue
DRAFT BY-LAW PROVISIONS**

Note: A By-law to rezone an area to CD-1 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 numbered Z- () attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D of By-law No. 3575.

[Note: Schedule A, not attached to this appendix, is a map that 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.]

Designation of CD-1 District

2. The area shown within the heavy black outline on Schedule A is hereby designated CD-1 ().

Uses

3. Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 (), and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
 - (a) Dwelling Uses, limited to Multiple Dwelling;
 - (b) Retail Uses, limited to Public Bike Share; and
 - (c) Accessory Uses customarily ancillary to the uses permitted in this section.

Conditions of use

4. The design and layout of at least 35% of the dwelling units must:
 - (a) be suitable for family housing;
 - (b) include two or more bedrooms, of which:
 - (i) at least 25% of the total dwelling units must be two-bedroom units; and
 - (ii) at least 10% of the total dwelling units must be three-bedroom units; and

- (c) comply with Council's "High-Density Housing for Families with Children Guidelines".

Floor area and density

- 5.1 Computation of floor space ratio must assume that the site area is 2,065.1 m² being the site area at the time of the application for the rezoning evidenced by this By-law, and before any dedications.
- 5.2 The floor space ratio for all uses must not exceed 2.65.
- 5.3 Computation of floor area must include all floors, including earthen floor, above and below ground level, having a minimum ceiling height of 1.2 m, measured to the extreme outer limits of the building.
- 5.4 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 permitted floor area, and
 - (ii) the balconies must not be enclosed for the life of the building;
 - (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 so used, which are at or below base surface, except that the minimum exclusion for a parking space must not exceed 7.3 m in length; and
 - (d) all residential storage area above or below base surface, except that if the residential storage area above base surface exceeds 3.7 m² per dwelling unit, there will be no exclusion for any of the residential storage area above base surface for that unit.
- 5.5 Computation of floor area may exclude amenity areas, except that the total exclusion for amenity areas must not exceed 10% of permitted floor area.
- 5.6 The use of floor area excluded under sections 5.4 and 5.5 must not include any use other than that which justified the exclusion.

Building height

6. Building height, measured from base surface to the top of the highest roof, must not exceed 20.8 m, except that no part of the development shall protrude into the approved view cones as set out in the City of Vancouver View Protection Guidelines.

Horizontal angle of daylight

- 7.1 Each habitable room must have at least one window on an exterior wall of a building.
- 7.2 The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24.0 m.
- 7.3 Measurement of the plane or planes referred to in Section 7.2 must be horizontally from the centre of the bottom of each window.
- 7.4 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement, if:
- (a) the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council; and
 - (b) the minimum distance of unobstructed view is not less than 3.7 m.
- 7.5 An obstruction referred to in section 7.2 means:
- (a) any part of the same building including permitted projections; or
 - (b) the largest building permitted under the zoning on any site adjoining CD-1 ().
- 7.6 A habitable room referred to in section 7.1 does not include:
- (a) a bathroom; or
 - (b) a kitchen whose floor area is the lesser of:
 - (i) 10% or less of the total floor area of the dwelling unit, or
 - (ii) 9.3 m².

Acoustics

8. All development permit applications require evidence in the form of a report and recommendations prepared by a registered professional acoustical engineer 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 levels in decibels.

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

Zoning and Development By-law

9. Sections 2 through 14 of the Zoning and Development By-law apply to this CD-1 ().

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**2542-2570 Garden Drive and 2309-2369 East 10th Avenue
CONDITIONS OF APPROVAL**

Note: If the application is referred to a public hearing, these Conditions of Approval will be referenced in the Summary and Recommendations included in the hearing agenda package. Any changes to the conditions approved by Council will be contained in its decision. Applicants are advised to consult the public hearing minutes for any changes or additions to these conditions.

PART 1: CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

Note: Consideration by Council at the public hearing of the proposed form of development is in reference to plans prepared by Rositch Hemphill Architects, received December 15, 2017, and provides that the Director of Planning may allow minor alterations to this form of development when considering the detailed scheme of development submitted with the development application.

THAT, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the Director of Planning who shall have particular regard to the following:

Urban Design

1. Design development to reduce the appearance of the upper two floors to emphasize a four-storey building base with modest additions on the fifth and sixth floor by the measures as following:
 - (a) Recess the two front wings on the fifth and sixth floor (including balconies) to be generally in line with the central portion of the building.
 - (b) Provide a minimum of 10 ft. shoulder setback on south and north side.
 - (c) Eliminate the extra 3 ft. ceiling height above the living space of the top units.

Note to applicant: Devices providing extra daylight on the top floor may be considered provided the resulting extra volume is not visible from streets.
 - (d) Design development to downscale the overhangs over the balconies.
 - (e) Reconfigure the balconies on the fifth and sixth floor to minimize the additional massing caused by supports and projections.
2. Design development to ensure the maximum building height does not protrude into View Cone 27.

Note to Applicant: The maximum building height calculated for view protection includes all appurtenances such as mechanical penthouses, screens, and roof access. This condition may require a slight reduction of floor-to-floor height of top floors.

3. Design development to minimize the impact to the north neighbouring property by moving the balconies out of the side yard area whenever possible and limiting balcony projection no more than 4 ft. into the required side setback.
4. Design development to provide parkade-free landscape zone in the north side yard by recessing the foundation wall a minimum of 12 ft. from north property line.

Note to Applicant: The parking level two may need to be enlarged to make up for the loss of floor area on parking level one.

5. Design development to provide a clearer distinction between the public and private realm at the front entries.

Note to Applicant: This may be achieved by providing an elevated (2 ft. to 3 ft. above the fronting sidewalks) main floor, entry, patio, and/or a more robust fence detail. The fence should incorporate transparent panels to provide views through it and contribute to pedestrian visual interest.

6. Submission of a bird-friendly strategy for the design of the building is encouraged in the application for a development permit.

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

Landscape

7. Design development to provide a stronger buffer to the north neighbouring private property, by creating a parkade-free area along the north property line, between building face and property line. This will allow the tree buffer to be a larger growing tree species, established on grade (refer to Urban Design Condition #3).

Note to Applicant: It is understood that this will require revisions to the parkade. Suggested tree species could be a larger fastigate deciduous tree.

8. Design development to improve solar orientation for urban agriculture in the outdoor amenity area, while ensuring there is a tree buffer along the lane.

Note to Applicant: This could be achieved by relocating or redesigning the Urban Agriculture plots and Children's Play. Urban agriculture plots should follow the City's Urban Agriculture Guidelines for the Private Realm and include infrastructure required, such as potting benches, hose bibs, etc. Garden plots should be wheelchair accessible. Outdoor spaces should be visually accessible from common indoor amenity rooms.

9. Design development to locate, integrate and fully screen parking garage vents in a manner which minimizes their impact on the architectural expression and the project's open space and public realm.
10. Design development to the landscape treatment to increase the volume of soil, tree canopy cover and planting on slab. Soil depths should exceed BCLNA Landscape

Standards; specifically, a minimum of 3 ft. of growing medium depth should be provided for all tree plantings.

Note to Applicant: This might require changes to the parkade such as the integration of sloped and/or lowered slabs, to maximize contiguous soil volumes.

11. Design development to the Integrated Rainwater Management Strategy to explore opportunities for onsite rain water infiltration and soil absorption, as follows:

- (a) maximize natural landscape best management practises;
- (b) minimize the necessity for hidden mechanical water storage;
- (c) increase the amount of planting to the rooftop areas, where possible;
- (d) consider linear infiltration bio-swales along property lines, at lower site areas;
- (e) use permeable paving;
- (f) employ treatment chain systems (gravity fed, wherever possible); and
- (g) use grading methods to direct water to soil and storage areas.

Note to Applicant: Refer to the City of Vancouver Integrated Rainwater Management Plan (I.R.M.P), Vol.1 & 2 for further information. A consulting engineer (subject matter expert) will need to be engaged and early phase soil analysis will be needed. Further comments may be outstanding at the development permit stage.

12. Provision of plans, plan details and documentation/calculations that support integrated rainwater management, including absorbent landscapes, soil volumes and detention systems, as follows:

- (a) detailed storm water report with calculations describing how the various best management practices contribute to the quality and quantity targets;
- (b) a separate soil volume overlay plan with schematic grading indicating intent to direct rainwater to infiltration zones;
- (c) an overlay plan that shows amount and ratio of vegetative cover (green roof), permeable/impermeable hardscaping and notations describing the storage location of rainwater falling on each surface, including roofs.

Note to Applicant: The sustainable summary water balance calculations assume soil volumes are capable of receiving rainwater are only valid if water is directed from hard surfaces to infiltration zones.

13. Provision of improved sustainability by the provision of edible plants, in addition to urban agriculture plots.

Note to Applicant: Edible plants can be used as ornamentals as part of the landscape design.

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

Note to Applicant: The plans should be at a 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 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.

15. Provision of detailed **architectural and landscape** cross sections (minimum 1/4" inch scale) through common open spaces, semi-private patio areas and the public realm.

Note to Applicant: The sections should illustrate, the slab design and location, the soil profile, tree root ball, tree canopy and any associated landscaping. For private patios and amenity areas, illustrate and dimension planters on slab, planter sizes (inside dimension), soil, root ball, retaining walls, steps, patios and portions of the adjacent building, such as residential units or amenity rooms.

16. Provision of a "Tree Management Plan".

Note to Applicant: It is preferred that the arborist tree management plan become the primary document for tree removal/ protection related matters.

17. Provision of an arborist "letter of undertaking" to include signatures by the owner, contractor and arborist.

Note to Applicant: The signatures confirm that all parties are aware of the roles and responsibilities and that the project is on track to satisfy the steps and recommendations outlined by the arborist. For example, advanced planning will be needed to ensure that certain works, such as site supervision checkpoints, are coordinated.

18. Coordination for the provision of new street trees or any proposed City owned tree removals adjacent to the development site, where applicable.

Note to Applicant: New street trees to be shown and confirmed on the development permit plans. Contact Eileen Curran, Streets Engineering (604.871.6131) to confirm tree planting locations and Park Board (604.257.8587) for tree species selection and planting requirements. Provide a notation on the plan as follows, "*Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches in. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion*".

19. Provision of high efficiency irrigation for all planted areas and hose bibs for all patios and common areas greater than 100 sq. ft.

Note to Applicant: On the plan, illustrate irrigation connection points and hose bib symbols accurately and provide a highlighted note to verify the irrigation is to be designed and constructed. Hose bibs are requested to encourage patio gardening and hand watering on private patio and amenity decks.

20. Provision of enlarged detailed elevations for all vertical landscape structures and features (i.e. green walls, trellis).
21. Provision of an outdoor Lighting Plan.

Housing

22. Design development to meet the requirements in the *Family Room: Housing Mix Policy for Rezoning Projects (2016)* which requires at least 10% of the total dwelling units be three-bedroom units and at least 25% of the total dwelling units must be two-bedroom units.

Crime Prevention through Environmental Design (CPTED)

23. Design development to consider the principles of CPTED, having particular regard for:
 - (a) theft in the underground parking;
 - (b) residential break and enter;
 - (c) mail theft; and
 - (d) mischief in alcoves and vandalism, such as graffiti.

Sustainability

24. All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezoning* (amended February 7, 2017), including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or alternate near zero emissions standard approved by the Director of Sustainability), or Low Emissions Green Buildings. The requirements for Low Emissions Green Buildings are summarized at <http://guidelines.vancouver.ca/G015.pdf>.

Note to Applicant: The applicant will be required to demonstrate that the development is on track to achieve the above requirements at each stage of permit. For more detail on the above requirements and what must be submitted at each stage, refer to the most recent bulletin *Green Buildings Policy for Rezoning – Process and Requirements* (amended April 28, 2017 or later).

Engineering

25. The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation & construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.

26. Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.
27. Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site. Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. Detailed confirmations of these commitments will be sought at the building permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to building occupancy. Provision of written acknowledgement of this condition is required. Please contact Engineering Services for details.
28. Provision of a landscape plan that reflects the off-site improvements sought for this rezoning, including the following statement to be placed on the landscape plan.

The landscape plan is to be noted as "NOT FOR CONSTRUCTION" and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Please contact Engineering, Development Services and/or your Engineering, Building Site Inspector for details."

Note to Applicant: Add note to landscape plans "Installation of parking regulatory signage on Garden Drive and East 10th Avenue adjacent to the site to the satisfaction of the General Manager of Engineering Services".

29. Clarify garbage storage and pick-up space. Please show containers and totes on plans for recycling and garbage needs and refer to the Engineering garbage and recycling storage facility design supplement for recommended dimensions and quantities of bins.

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.

30. Provide automatic door openers on the doors providing access to the bicycle room and note on drawings.
31. Provision of a plan showing the access route from the Class A bicycle spaces to reach the outside.

Note to Applicant: The route must be 'stairs free' and confirm the use of the parking ramp, if required.

32. Design Development to improve the access to the residential storage rooms on Parking Plan Level 1 so that there is access to the residential storage rooms when vehicles are parked. Parking spaces are blocking access to the residential storage rooms.
33. Compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services as follows:

- (a) All types of parking spaces individually numbered, and labelled on the drawings.
- (b) Dimension column sizes and column encroachments into parking spaces.
- (c) Dimension all parking spaces.
- (d) Dimensions of additional setbacks for parking spaces due to columns and walls.
- (e) Dimensions of manoeuvre aisles and the drive aisles at the parkade entrance and all gates.
- (f) Section drawings showing elevations and minimum vertical clearances for parking levels, ramps, and security gates. These clearances must consider mechanical projections and built obstructions.
- (g) Areas of minimum vertical clearances labelled on parking levels.
- (h) Design elevations on both sides of the ramps and drive aisles at all breakpoints, disability spaces, and at all entrances. The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings. Slope and cross fall within the parking levels to be shown on the submitted drawings.
- (i) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable.
- (j) Dimension the size of the bicycle spaces and the access aisle width in the bike storage rooms.

<http://vancouver.ca/home-property-development/parking-policies-guidelines.aspx>

34. Green Infrastructure submission requirements must include the following elements:
- (a) Pre-development site plan showing orthophoto and existing drainage areas and appurtenances.
 - (b) A proposed site plan that delineates drainage areas, including the area measurements for pervious/impervious areas, and identifies appropriately sized green infrastructure practices for each of those areas.
 - (c) Geotechnical study that evaluates the potential and risks for onsite rainwater infiltration:
 - (i) Infiltration testing at likely locations for infiltration practices and a proposed design infiltration rate;
 - (ii) Soil stratigraphy;
 - (iii) Depth to bedrock and seasonally high groundwater; and
 - (iv) Assessment of infiltration risks such as slope stability and soil contamination.

- (d) Hydrologic and hydraulic analysis prepared by a qualified professional in the area of rainwater management showing how the site will meet the requirements of the Policy;
- (e) If lower tier green infrastructure options are chosen, then justifications must be included in the RMP report;
- (f) Include supplementary documentation for any proprietary products that clearly demonstrates how they contribute to the targets;
- (g) An updated and more detailed RMP from the rezoning submission that is signed and sealed by a qualified engineer;
- (h) The plan and report must demonstrate that access has been provided for maintaining the rainwater management system, such as providing truck access for pumping out sediment traps; and
- (i) Maintenance and operation guide for the rainwater management system that will be provided to the eventual owner or party responsible for maintenance.

Note to Applicant: The building/public realm should be designed to show leadership in the City's commitment to Green Building systems including an integrative approach to rainwater management to minimize potable water use and encourage the use of alternative water sources in areas such as toilet flushing and irrigation.

Legal arrangements may be required to ensure on-going operations of certain rainwater storage, rainwater management and green infrastructure systems.

PART 2: CONDITIONS OF BY-LAW ENACTMENT

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

Engineering

1. Consolidation of Lots A, B, C and D, all of Lot 1, Block 165, District Lot 264A, Plan 2676; Lot 5, Except The East 2 Feet, Now Lane, and Lot 6, of Lot 1, Block 165, District Lot 264A, Plan 2654; and Lot G, of Lot 1, Block 165, District Lot 264A, Plan 20006; to create a single parcel and subdivision of that site to result in the dedication of the east 2 feet of Lots 6 and D for lane purposes.

Note: A subdivision plan and application to the Subdivision and Strata Group is required. For general information see the subdivision website at:

<http://vancouver.ca/home-property-development/apply-to-subdivide-or-join-properties.aspx>

2. 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.

- (a) Provision of adequate water service to meet the fire flow demands of the project. Based on an estimate of the development's water demands, the water system should be adequate to service the development, but the applicant will supply project details including confirmed fire flow calculations based on the Fire Underwriter's Survey's document, *Water Supply for Public Fire Protection*, sprinkler demand based on NFPA 13/14, average day domestic water demands, and peak hour domestic water demands (sealed by a qualified Engineer) to confirm that water system upgrades are not required. Should review of the confirmed project details deem 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.

Note to Applicant: The above analysis assumes the proposed building will *not* utilize wood-frame construction. Should the developer choose wood-frame construction, the water analysis completed above may not be valid.

- (b) Provision of adequate sewer service requires the following in order to improve sewer flow conditions:
- (i) Separate 300 mm combined sewer system along East 10th Avenue:
- 189 m of 250 mm sanitary main between Templeton Drive and lane west of Nanaimo Street;
 - 134 m of 450 mm storm main between Templeton Drive and Garden Drive; and
 - 55 m of 375 mm storm main between Garden Drive and lane west of Nanaimo Street.
- (ii) The upstream combined main along lane west of Nanaimo Street should be connected to the new 250 mm sanitary main at Garden Drive and East 10th Avenue; or alternately, separate, upsize and regrade 100 m of 250 mm combined main to 250 mm sanitary main and 375 mm storm main on lane west of Nanaimo Street from East 10th Avenue to East Broadway, and tie in to the existing 1,050 mm combined trunk on East Broadway.
- (iii) The lengths and diameters of these improvements are approximate and subject to detailed design by Developer's Engineer.

- (iv) The post-development 10-year peak flow rate discharged from the site to the sewer shall be no greater than the 10-year pre-development peak flow rate. The pre-development estimate shall utilize the 2014 IDF curves, whereas the post-development estimate shall utilize the 2100 IDF curves to account for climate change.
- (v) Developer's Engineer to submit design brief, calculations and/or model, and design drawings to the City. Submittals to be reviewed and accepted by City Engineer.
- (c) Provision of new or replacement duct banks adjacent the development site that meet current City standards. Duct banks are to consist of electrical and communication ducts sized to meet City needs in a configuration acceptable by the General Manager of Engineering Services and in conformance with applicable electrical codes and regulations. A detailed design will be required prior to the start of any associated street work.

Note to Applicant: As-constructed documentation will be required that includes photographic and measured evidence of the installed number of conduits, their final locations and depths.

- (d) Provision of street re-construction on East 10th Avenue adjacent to the site to generally include removal of existing driveway crossings, new curb and gutter, new curb ramps, street repaving, and any resulting utility relocations.

Note to Applicant: City to provide geometric design.

- (e) Provision of a standard concrete lane crossing on East 10th Avenue, including new curb returns and curb ramps on both sides of the lane entry as per City standards.
- (f) Provision of a 2.44 m (8 ft.) sod grass front boulevard with trees, 1.83 m (6 ft.) saw cut broom finish concrete sidewalk, with some adjustment around the existing large tree as required, as well as landscaped back boulevard to property line on East 10th Avenue.
- (g) Retention of existing front grass boulevard with trees and provision of a 1.83 m (6 ft.) saw cut broom finish concrete sidewalk and landscaped back boulevard to property line on Garden Drive.
- (h) Provision of upgraded street lighting (roadway and sidewalk) adjacent to the site to current standards including a review of the existing lighting to determine its adequacy and a lighting design as required.
- (i) Provision of lane lighting on standalone poles with underground ducts.

The detailed Electrical Design will be required prior to the start of any associated electrical work to the satisfaction of the General Manager of Engineering Services and in conformance with Standard Specification of the City of

Vancouver for Street Lighting (draft), Canadian Electrical Code and the Master Municipal Construction Documents (the latest edition).

- (j) Provision of speed humps in the lane.
- 3. 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 not limited to System Vista, Vista switchgear, pad mounted transformers, LPT 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.

In addition, 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.

Note to Applicant: Please ensure that in your consultation with B.C. Hydro that an area has been defined within the development footprint to accommodate such electrical plant. Please confirm that this space has been allocated and agreement between both parties has been met.

- 4. Provision of a Rainwater Management Plan (RMP) that details how the rainwater management system meets the IRMP requirements for retention, cleaning and safe conveyance, prepared by a subject matter expert (Engineer) and signed/sealed by same, subject to review and acceptance by the City Engineer. The applicant should take into account the following:
 - (a) Runoff from the first 24 mm of rainfall from all areas, including rooftops, paved areas, and landscape must be retained and treated on site (landscapes over native subsoils with appropriately sized topsoil meets the 24 mm retention requirement);
 - (b) Staff will not accept the principle that distinct site areas that have large infiltration and/or storage capacity in some way compensate for those areas of the site that are impervious, without the runoff from the impervious areas being directed towards these absorbent areas, and this being clearly demonstrated.
 - (i) Where areas of growing medium do not have runoff directed on to them (from above) from adjacent impervious surfaces, they shall be assumed to be receiving/treating/storing only the rainfall that falls directly on to them; and
 - (ii) IRMP targets are to be achieved on site i.e. without using street right-of-way.
 - (c) The applicant must prioritize methods of retention according to the three tiers below. Justification must be provided for using a lower tier retention option. The tiers are as follows:

- (i) **1st tier priority green infrastructure practices** – Rainwater Harvesting for Reuse, Green Roofs, and Infiltration;
 - (ii) **2nd tier priority green infrastructure practices** – Retention within non-infiltrating landscapes, including absorbent landscape on slab, closed bottom planter boxes, and lined bio retention systems;
 - (iii) **3rd tier priority green infrastructure practices** – Detention storage with treatment and slow release.
- (d) Surfaces designed for motor vehicle use and other high pollutant generating surfaces require an additional 24 mm of treatment beyond the first 24 mm retained (for a total of 48 mm treated).
- (e) Water quality volume (24 mm for low pollutant generating surfaces like roofs and 48 mm for high pollutant generating surfaces like driveways) that leaves the site must be treated to a standard of 80% TSS removal by mass by using either individual BMPs that meet the standard or treatment trains of BMPs that, when combined, meet the standard. For proprietary treatment devices:
- (i) Provide product information for all treatment practices; and
 - (ii) Products need to be certified by TAPE - The Technology Assessment Protocol – Ecology Program, Washington State Department of Ecology's process for evaluating and approving emerging rainwater treatment BMPs. The applicant may propose other technologies but must provide supporting information that shows the technology meets the standard.

Note to Applicant: Legal arrangements may be required to ensure on-going operations of certain rainwater storage, rainwater management and green infrastructure systems.

Sustainability

5. Enter into such agreements as the General Manager of Planning, Urban Design & Sustainability and the Director of Legal Services determine are necessary that require the owner to report energy use data, on an aggregated basis, for the building as a whole and for certain common areas and building systems. Such agreement or agreements will also provide for the hiring of a qualified service provider to assist the owner for a minimum of three years in collecting and submitting energy use data to the City.

Environmental Contamination

6. If applicable:
- (a) Submit a site profile to Environmental Services (Environmental Protection);
 - (b) As required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and

- (c) If required by the Manager of Environmental Services and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Services, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until separate Certificates of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, have been provided to the City.

Community Amenity Contributions

7. Pay to the City a Community Amenity Contribution of \$1,405,543 to be allocated to support delivery of the *Grandview-Woodland Public Benefits Strategy*, which the applicant has offered to the City. Payment is to be made prior to enactment of the CD-1 By-law in the form of a bank draft, certified cheque or wire transfer, at no cost to the City. and on terms and conditions satisfactory to the Director of Legal Services.

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 registerable charges pursuant to 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 and at no cost to the City.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, letters of credit and withholding of permits, as deemed necessary by and in a form satisfactory to the Director of Legal Services. The timing of all required payments, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

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2542-2570 Garden Drive and 2309-2369 East 10th Avenue
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENT TO THE SUBDIVISION BY-LAW NO. 5208

Council amends Schedule A of the Subdivision By-law in accordance with the plan labelled Schedule A and attached to and forming part of this By-law, by deleting the following properties from the RS-1, RS-3, RS-3A, RS-5 and RS-6 maps forming part of Schedule A of the Subdivision By-law:

- (a) PID 013-511-671; Lot 6 of Lot 1, Block 165, District Lot 264A, Plan 2654;
- (b) PID 003-249-018; Lot 5, except the East 2 feet, now lane, of Lot 1, Block 165, District Lot 264A, Plan 2654;
- (c) PID 006-925-081; Lot G of Lot 1, Block 165, District Lot 264A, Plan 20006;
- (d) PID 003-406-989; Lot D of Lot 1, Block 165, District Lot 264A, Plan 2676;
- (e) PID 005-096-413; Lot C of Lot 1, Block 165, District Lot 264A, Plan 2676;
- (f) PID 013-584-537; Lot B of Lot 1, Block 165, District Lot 264A, Plan 2676; and
- (g) PID 013-584-499; Lot A of Lot 1, Block 165, District Lot 264A, Plan 2676.

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2542-2570 Garden Drive and 2309-2369 East 10th Avenue
ADDITIONAL INFORMATION

1. BROADWAY TRIANGLE TRANSPORTATION STUDY

OWNER/OCCUPANT
ADDRESS
CITY
POSTAL CODE

November 15th, 2017

This notice contains important information that may affect you. Please ask someone to translate it for you.

此通告刊載有可能影響閣下的重要資料。請找人為你翻譯。

ਇਸ ਨੋਟਿਸ ਵਿਚ ਮਹੱਤਵਪੂਰਨ ਜਾਣਕਾਰੀ ਹੈ ਜੋ ਕਿ ਤੁਹਾਡੇ ਲਈ ਜ਼ਰੂਰੀ ਹੋ ਸਕਦੀ ਹੈ। ਕਿਰਪਾ ਕਰਕੇ ਕਿਸੇ ਨੂੰ ਇਸ ਦਾ ਉਲਥਾ ਕਰਨ ਲਈ ਆਖੋ।

Thông báo này có tin tức quan trọng có thể ảnh hưởng đến quý vị. Xin nhờ người phiên dịch hộ.

Este aviso contiene información importante que puede afectarle personalmente. Pídale a alguien que se lo traduzca.

Ce document contient des renseignements importants qui pourraient vous concerner. Veuillez demander à quelqu'un de vous le traduire.

Dear Community Member,

Re: Broadway Triangle Transportation Study

In May 2017, City of Vancouver staff met with residents and community members as part of the Grandview-Woodland Community Plan to better understand existing transportation issues and concerns in the Broadway Triangle neighbourhood.

A transportation assessment has been completed which included a review of current travel patterns, traffic volumes, safety data, and existing regulations. City staff have identified the following recommendations:

1. Parking

The neighbourhood experiences parking pressure presumably from commuters who park in the neighbourhood on Semlin Drive and E 10th Avenue to use nearby transit. Currently on-street parking is unregulated meaning anyone can park in the area.

Recommendation: Convert unregulated parking to time limited and residential parking only.

There is concern with double parking during pick-up and drop-off times on E 10th Avenue beside Laura Secord Elementary School. The current no-stopping regulation on E 10th Avenue does permit brief pick-up and drop-off stopping activity (under 5 min); however this information is often unclear.

Recommendation: In coordination with the School Active Travel Program, the City will work directly with the Laura Secord Elementary School to review no-stopping regulations. The City can provide information to the school for parents and school volunteers to reinforce the allowable pick-up and drop-off activity in a no-stopping zone.

2. Laneways

There is concern that the lanes adjacent to Laura Secord Elementary School have high pedestrian volumes and school-related vehicle drop-offs. Stopping and parking in lanes creates unsafe mid-block crossing activity west of Lakewood Drive.

Recommendation: Consider opportunities for traffic calming the laneways through redevelopment.

3. 10th Avenue – Laura Secord Elementary

There is concern about vehicle speeds on 10th Avenue and Lakewood Drive adjacent to Laura Secord Elementary School. Through the School Active Travel program infrastructure improvements were identified to improve the safety and comfort of walking and cycling to the school, including additional pedestrian crossings.

Recommendation: The City will proceed with two new raised crosswalks – one on 10th Avenue at Templeton Drive (east side) and one on Lakewood Drive (north side) at 10th Avenue. Raised crosswalks extend the sidewalk across the street. This increases visibility for people crossing and calms traffic by reducing vehicle speed.

4. Lakewood Drive and N Grandview Hwy/ Central Valley Greenway (CVG)

Lakewood Drive is a busy local street serving the Laura Secord Elementary School and connecting two major bicycle routes. Lakewood Drive sees high volumes of people walking, cycling, and driving in and through the neighbourhood.

Recommendation: The City will explore design improvements at the intersection of Lakewood Drive and CVG to address poor site lines and improve visibility.

5. Lakewood Drive

There is a desire by some residents to change the existing pedestrian activated signal at Lakewood Drive and East Broadway to a full signal to support greater access in and out of the neighbourhood.

Recommendation: No changes to the signal at Lakewood Drive and East Broadway. Any changes to the signals would need a further traffic impact study. Full signals can lead to an increase in vehicle traffic (especially north of Broadway in this case), and traffic calming or diversion measures may be needed to support a full signal.

6. Garden Drive

There is concern about vehicle traffic shortcutting south through the neighbourhood via Garden Drive in order to avoid queuing at the E Broadway and Nanaimo Street intersection.

Recommendation: No changes along Garden Drive. Traffic volumes on Garden Drive do not currently warrant traffic calming; however, future development may provide an opportunity for traffic calming improvements.

7. Nanaimo

There is a gap between signalized pedestrian crossings on Nanaimo Street between E Broadway and N Grandview Hwy. Offset intersections at E 10th, E 11th and E 12th Avenues may also lead to less safe places to cross Nanaimo Street. There is a strong east-west desire across Nanaimo due to destinations located east of Nanaimo, such as Vancouver Technical Secondary.

Recommendation: The City will proceed with a signal warrant study for Nanaimo Street at 10th and 11th Avenues to understand pedestrian crossing activity and traffic conditions.

Next Steps

Beyond these immediate steps, the City will continue to look for opportunities as development occurs to make further safety improvements for people walking and cycling, and increase local access to the neighbourhood. The city process of development review and rezoning application provide opportunities to improve sidewalks, add traffic calming measure, or consider additional intersection crossings.

Should you have questions or comments related to the project please contact the Community Transportation Planning team through email at cara.fisher@vancouver.ca or by telephone at 604-326-4830.

Sincerely,

Dale Bracewell, P.Eng
Manager – Transportation Planning
City of Vancouver, Engineering Services



2. URBAN DESIGN PANEL

The Urban Design Panel (UDP) reviewed this rezoning application on April 4, 2018. The application was supported with recommendations.

EVALUATION: SUPPORT with Recommendations

- **Introduction:**

Rezoning Planner, Mateja Seaton, introduced the project as a proposal for a six-storey strata residential building over two levels of underground parking, which generally meets the policy intent for this area.

The maximum height is 20.1 m (66 ft.) with an FSR of 2.65. There are 73 parking stalls and 85 bicycle stalls. 68 units are proposed, 41% of which are family units, with a mix of 58% 1- bedroom, 13% 2-bedroom, and 28% 3-bedroom units.

The site is a seven-lot assembly, located at the NE corner of 10th & Garden. It is currently zoned RS-1 and occupied by single-family houses. Four lots face East 10th Avenue, and three lots face Garden Drive and back onto a lane running parallel to Nanaimo Street, between Broadway and East 11th Avenue. The site size is 0.5 acres (2,065 sq. m). The lots have a combined frontage of approximately 165 ft. along Garden Drive and a depth of approximately 136 ft. along East 10th Avenue. The site is relatively flat, with minimal change in elevation.

The site is located within the Broadway Triangle neighbourhood (Broadway, Nanaimo, Grandview Cut). The site is 4-5 blocks from Commercial Sky Train station to the west, and a block west of the commercial node at Broadway and Nanaimo. It is well serviced by transit. Trout Lake park is about a 10 minute walk to the south (~800 m), Laura Secord Elementary School, a French Immersion school, is 2 blocks to the west. The site is largely surrounded by single family homes.

This application is considered under the *Grandview-Woodland Community Plan* (GWCP) which was adopted by Council in July 2016. The site is located in the Commercial Broadway Station Precinct, and specifically in the Transition Area, which allows heights up to 6 storeys and a density of 2.65 FSR for residential buildings and up to 3.0 FSR for mixed-use buildings. The GWCP allows for:

- South: 4 storey apartments;
- North: 6 storey mixed-use building;
- East: 6 storey mixed use buildings along Nanaimo within the Shopping Node; and
- West: 3 ½ storey rowhouses west across Garden Drive with duplexes beyond.

The northern lot (2542 Garden Drive) is identified as a mixed-use site in the GWCP (up to 3.0 FSR), while the others lots are identified as having a residential-only land use. A feasibility study was provided to demonstrate viability of remaining sites to the north with regards to accessibility, parkade maneuvering and loading.

The proposal is located within View Cone 27 which protects views of the North Shore Mountains from Trout Lake Park. Proposed development appears to comply with the view cone max height. Development Planner, Grace Jiang, introduced the project as being in the GWCP. The subject site is within the sub-area of Commercial-Broadway Station Precinct. This area has a large

portion of rental apartment buildings while the remainder areas are dominant by one/two family dwellings. Although this area has a high level of transit service, it has seen little change or development over the past several decades. The target of the Plan is to manage the change over time and facilitate high-density building forms appropriate for this transit-oriented neighbourhood. Currently, two rezoning applications near the SkyTrain station are in process. They are both rezoned to 10-storey buildings with 50% market rental units.

The site is at the edge of the Station sub-area. It is at the corner of Garden Drive and East 10th Avenue, half block away from Broadway and Nanaimo Street. In the built-out Plan, it plays an important role of transition from higher density developments along arterial roads to lower density neighbourhoods. The site on the north anticipates a 6-storey mixed use development fronting Broadway with maximum 3.0 FSR; on the east, it is adjacent to the future commercial shopping node on Nanaimo Street, which can be rezoned up to 3.2 FSR six-storey, mixed-use buildings. The neighbourhood to its west and south are city-initiated rezoning areas, including three and a half-storey rowhouses cross the Garden Drive, four-storey apartment buildings cross East 10th Avenue, and duplex and infill developments on the southwest area.

The Plan allows for an ownership residential building up to six storeys and 2.65 FSR. The building height is also governed by View Cone 27 from Trout Lake looking to North Shore Mountain. The original View Cone permits a 16 m building height. Staff are supportive of lifting the View Cone by approx. 5 m, thus a six-storey building is possible at this location and no roof top protrusion is allowed into the view cone.

The proposed building height is six storeys and generally below the view cone datum line. The roof deck is 66 ft. above the grade, including 10 ft. floor-to-floor height for the first four levels, and 11 ft. for the fifth and sixth levels. An extra 3 ft. ceiling height is proposed over the living space for penthouse units. The mechanical room is placed on the roof top.

The Plan requires minimum 10 ft. shoulder setback above the second floor. Staff would consider notable shoulder setbacks above the fourth floor on all sides. The intent is to significantly reduce the upper floor plate and manage the overall massing and apparent building height. Articulated massing is also anticipated to response to the smaller scale of buildings in the west and southwest area. The proposed upper floors are recessed from the south / north sides and corners above the fourth floor, but no shoulder setback on the west and east sides. It is noticeable that the balconies are completely framed, projected beyond the building envelope. Some of them wrap the corners. The design adds the massing to the base of the building.

The GWCP requires 10 ft. setback along both Streets. It also anticipates a 30 ft. rear setback to provide adequate view separation from the future development cross the lane. The GWCP expects to enhance streetscapes through public realm improvements and innovative building typologies to improve walkability.

The proposed building has an "H" shape with four wings stretching along the north and south sides. It provides generous front setbacks along Garden Drive, with 15 ft. at two wings and 32 ft. in the central portion. This creates opportunity for an entry courtyard and a "park" looking along Garden Drive. A 15 ft. setback is also provided on East 10th Avenue. Ground floor units have individual accesses and private patios facing the street. On the back, the majority of the building is placed 30 ft. from the rear property line, except two wings are set back by 12 ft. for the first four floors. Two- and three-bedroom corner units are proposed at these two wings. On the north interior side, a 12 ft. setback is proposed for the lower four levels, and a 20 ft. setback for the

upper floors. Three framed balconies are projected into this side yard. The unit in the middle can only face the side yard.

The application proposes a small (467 sq. ft.) indoor amenity room on the ground floor. The common outdoor amenity space and urban agriculture is co-located in the rear yard. The parking ramp is located at the north end of the site with access from the lane. Currently, the shared commercial lane is primarily used for servicing and parking access for the bank, restaurants and church (Basel Hakka Lutheran Church) fronting Nanaimo Street.

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

Please comment on the proposed height, massing, density, and form of development, in particular:

1. Does the building design provide an appropriate transition from the higher density developments along the arterial roads to lower density neighbourhoods?
2. Please comment on the success of the design of the framed balcony in terms of impression of building bulk.
3. Please comment on the success of the “H” shape building typology in terms of the resulting massing, streetscape, open spaces, and unit livability.
4. Does the form of development and landscape architecture contribute to an improvement of the public realm on both the streets and the lane?

The planning team then took questions from the panel.

- **Applicant’s Introductory Comments:**

The building is H-shaped due to the property being extra deep. The H-shape allows opportunity for prominent views as well as opportunity for different scales of front yard. It is a transitional area with front yards.

There is a 12 ft. set back from building face to property line. This is the new mandate for the Cambie Corridor/Cambie Corridor 3.

The interface is quite comfortable; the balconies are more substantial like an outdoor porch. There is this transition space from the internal to external.

The site has a lot of outdoor space. The ground floor has large size family-oriented balconies, the fifth floor has great terraces, and the sixth floor has access to private roof decks.

The landscape was designed to reflect the articulation of the building facades moving in and out with the terraces. The street edge has a small arbor to provide a smaller residential scale feel. Around the back, on the east side at the lane edge proposing a rain garden as a buffer barrier to the common area which is quite generous with room for various gathering spots and a future children’s play area.

The roof top will have screening between the east and west portions and surrounding the inaccessible areas will be a green roof. The overall concept is simple and as the project progresses the plan pallet will develop more.

The applicant team then took questions from the panel.

Panel's Consensus on Key Aspects Needing Improvement:

Having reviewed the project it was moved by Mr. Wen and seconded by and Mr. Neale and was the decision of the Urban Design Panel:

THAT the Panel SUPPORT the project with the following minor recommendations to be reviewed by City Staff:

- Review size and locations of the balconies to the side setbacks;
- Review size of the overhangs over the balconies.

- **Related Commentary:**

The panel supported the height, massing and density. The building design is a contextual fit for the neighbourhood. Being the first on the block this building will set the stone for future developments.

The panel supported the questions provided by planning.

Members of the panel found the six-storey design was a good fit to this site.

The panel supported the H-shape typology; it does create room for the landscape and transition into the residential neighbourhood. Also it provides a strength and proudness to the building.

There was a general concern with the proximity of the building with the interior north property line. The setback at the north side, with larger scale patios and neighbour large patios, this area will become crowded. Review of this is encouraged.

Some of the panel members found the framed balconies generally were successful; they provide a lot of good shading. The framed balconies provide layering and texturing but could still benefit from a bit of design refinement.

Other members found the framed balconies and overhang added to the bulk of the building.

A panelist suggested that going into the Development Permit stage, the applicants should revisit materials and some of the big glazing because it doesn't fit into the small-scale neighbourhood. The materials can be simplified to define whether the building is residential or contemporary in character. It was commented the public realm had not really approved but was passable.

A panelist noted the outdoor amenity on the way to the entrance is not needed and lesser trees for the back as it presently feels very shady. Suggestion included taking the front amenity to the back, and placing the amenity on the roof. The project would benefit from a bike elevator. A panelist noted to keep in mind the exhaust air going from the parkade to the residential area as it can be noisy and smelly.

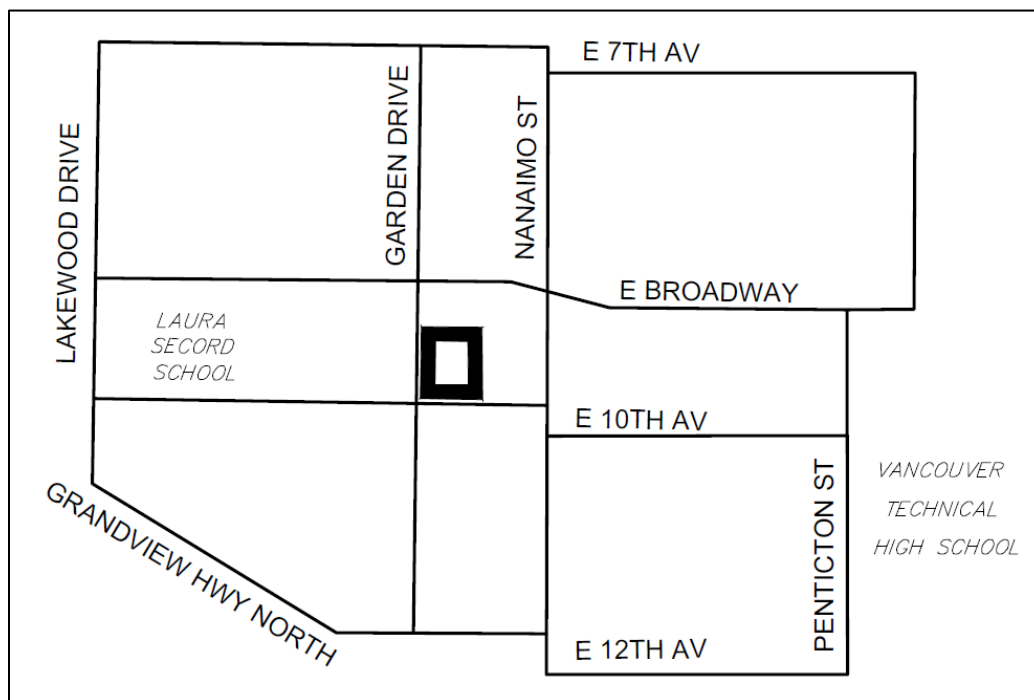
- **Applicant's Response:** The applicant team thanked the panel for their comments.

3. PUBLIC CONSULTATION SUMMARY

Public Notification

A rezoning information sign was installed on the site on February 19, 2018. Approximately 1,015 notification letters were distributed within the neighbouring area on or around March 14, 2018 (see Figure 6). Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (Vancouver.ca/rezapps).

Figure 6: Notification Area



Community Open House

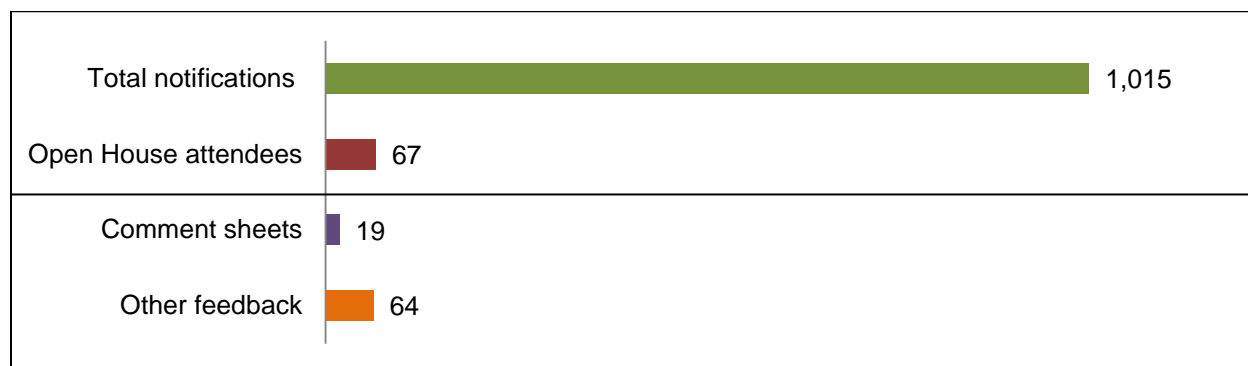
A community open house was held from 5:00-7:00 pm on April 12, 2018 at the Croatian Cultural Centre, located at 3250 Commercial Drive. Staff, the applicant team, and a total of 67 people attended the open house.

Public Response

Public responses to this proposal have been submitted to the City as follows (see Figure 7):

- In response to the April 12, 2018 open house, a total of 19 comment sheets were received from the public.
- A total of 64 letters, emails, online comment forms, and other feedback were received from the public, with 23 of these responses providing project specific feedback.
- A formal petition letter, signed by 64 community members, was received prior to the community open house.

Figure 7 - Public Notification and Response



Of the comments received, just over half of the respondents were opposed to the proposal, with a small number of individuals also sharing strong concerns without specifying level of support. In addition, a petition opposing the project, signed by 64 individuals, was submitted to the City.

Below is a summary of all feedback received from the public by topic, and ordered by frequency:

Comments of Support:

- **Overall building design:** Respondents liked the building design and/or felt that it suits the surrounding neighbourhood context. Some respondents also appreciated the revised design since the pre-application stage.
- **Neighbourhood fit:** Respondents felt that the arterial location and proximity to transit make this an appropriate location for this building form.
- **Housing supply and affordability:** Some respondents indicated that new units could contribute to improved housing affordability, particularly missing middle homes for young, working professionals.
- **Project density:** Respondents expressed support for the density of this project, with some indicating that more density could be added.

Comments of Non-support:

- **Neighbourhood fit:** Respondents suggested that a six-storey building does not fit in a neighbourhood dominated by one to two storeys. Townhouse forms were considered to be more appropriate in some instances.
- **Building height:** Many respondents suggested that a maximum of four storeys would be more appropriate. A number of individuals also suggested that reduced heights would allow for a more gradual transition to Nanaimo Street.
- **Form of tenure:** Respondents were concerned with the lack of rental or social housing provided.
- **Housing affordability:** Respondents were concerned that the units would not be affordable for median income-earning residents and that new development may contribute to increased land prices for the area.

- **Amenity capacity:** Many respondents expressed concern over the impact of additional density on community amenities and transportation options, with many individuals citing the existing crowding of the community centre, parks, and 99 B-line bus.
- **Overall building design:** Respondents expressed concerns over the building design not being sensitive or complimentary to the neighbourhood context.
- **Grandview-Woodland Community Plan planning process:** Respondents considered the Broadway Triangle neighbourhood not to be part of the Grandview-Woodland planning area, and felt as though this area was included in the plan late in the process and without proper consultation. Others disagreed with the designation of this site as a “Transition Area” and GWCP policies which support increased density for this area. Some respondents also considered the plan’s population predictions to be inaccurate and assumed that the population would increase more than expected.
- **Increased traffic:** Respondents were concerned that the new development will add even more traffic and congestion to an area with already existing traffic issues related to Laura Secord Elementary School. Some respondents were also concerned that underground parking will impact access to the laneway and create safety and congestion issues.
- **Community benefits:** Respondents were concerned that community benefits are undefined and unlikely to directly benefit this neighbourhood.
- **Adherence to Grandview-Woodland Community Plan:** Respondents questioned whether this project is consistent with the GWCP vision for a neighbourhood that supports residents of all ages and is culturally and economically diverse. Respondents felt that this type of housing would only suite high-end residents.
- **Impacts to on-street parking:** Respondents felt that more residents will add to existing parking conditions which are already taxed by the Laura Secord School and those who park in the neighbourhood and walk to the Commercial-Broadway SkyTrain station.

The following miscellaneous comments were received from the public:

Comments of support:

- Appreciates the provision of family sized units
- Design feels warm and inviting though maybe slightly suburban
- The large balconies are nice
- The design features a good mix of wood and brick exteriors
- The H-shape of the building transitions well from the Nanaimo corridor to the surrounding character homes
- The project will stimulate business growth in the area
- Proposed landscaping
- Rooftop gardens will look nice from the street
- Street level greening will soften the building edge and add privacy

Comments of non-support:

- Garden Drive and East 10th Avenue are non-arterial, residential streets
- The building will block mountain views

- Setbacks from the northern property line
- The proposed building should have peaked roofs and overhangs consistent with those the neighbours
- Edwardian-style townhouses would be more appropriate
- The project will disrupt neighbourhood cohesiveness
- The construction process will impose hardship on the community
- Ratio of one parking stall to one housing unit is ambitious
- Local businesses will not benefit since parking in the building will discourage pedestrian engagement in the community
- CACs are being used as a leverage for density
- Unit layout relies too heavily on one-bedroom composition – neighbourhood is in need of two-bedroom units for families

Neutral comments/suggestions/recommendations:

- The number of parking stalls should be reduced as this site is near a bike lane and has good transit access
- Ridesharing spaces could be provided in exchange for reduced number of parking spaces
- More visitor parking could be provided
- Central Valley Greenway bike route is increasingly busy and dangerous at intersections
- This area should be considered as "blocks under review" so that planners can properly survey and gauge the feelings of the owners/residents of our area - residents in the Broadway Triangle did not have any input into the GWCP
- The Broadway Triangle should be considered its own neighborhood
- Provision of a daycare centre

Petition Summary

In a petition letter from Franco Ferrari, dated December 9, 2017, and signed by 64 residents of the Broadway Triangle area, concerns were expressed about the addition of the neighbourhood into the GWCP boundary late in the planning process without proper consultation. Many residents consider the Broadway Triangle to be part of the Kensington-Cedar Cottage neighbourhood.

The petition expresses concern regarding the scale of the project and suggests that such large massing should not be considered on a residential street. It is suggested that the proposed six-storey building would represent a drastic change to the existing predominantly two-storey neighbourhood. Petition signatories do not support the building design, which has been revised since the pre-application stage, and consider it to be an improper fit for the neighbourhood.

The petition letter also outlines concerns regarding the increased population and the project setting a precedent for further such developments which have a high impact on the neighbourhood. It was expressed that the project would result in increased traffic and parking issues, both during and after construction, and will further exacerbate existing traffic issues related to Laura Secord Elementary School. It was also suggested that the proposed underground parking will impede deliveries to businesses along Nanaimo Street.

Finally, there was concern expressed that the CACs generated from this project are not guaranteed to be spent enhancing the neighbourhood.

2542-2570 Garden Drive and 2309-2369 East 10th Avenue
FORM OF DEVELOPMENT

West Elevation



South Elevation



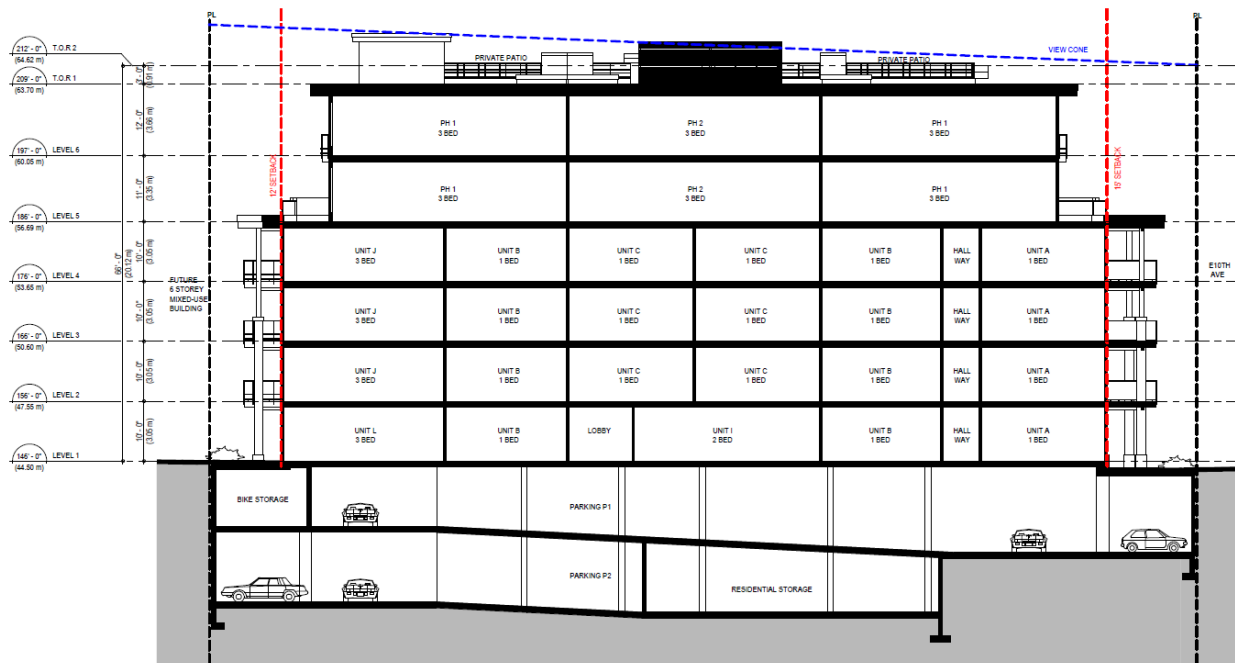
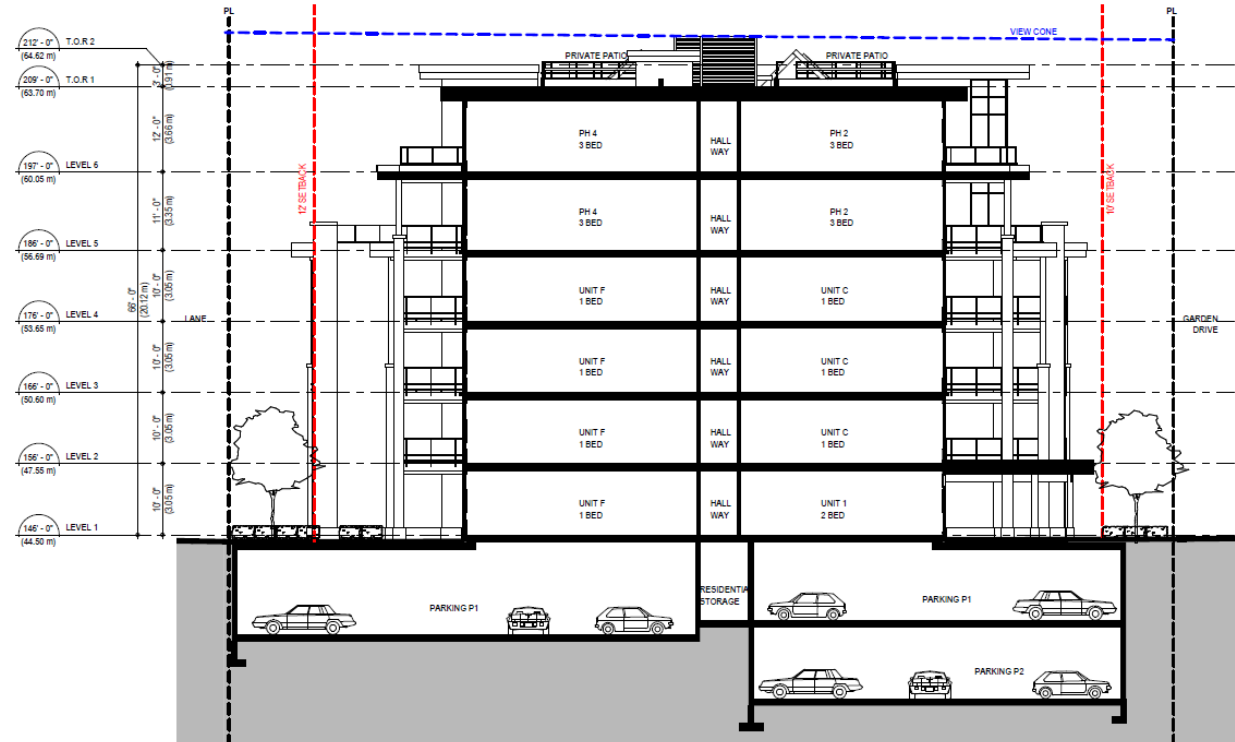
East Elevation



North Elevation



Sections



Site/Landscape Plan



2542-2570 Garden Drive and 2309-2369 East 10th Avenue

PUBLIC BENEFITS IMPLEMENTATION TRACKING GRANDVIEW-WOODLAND COMMUNITY PLAN (2016) Updated Mid-Year 2018



PUBLIC BENEFITS ACHIEVED

Category	Anticipated Public Benefits ^b	Completed (•) or In Progress (◦)	% ^c
Housing ^a	<ul style="list-style-type: none"> • 1,400 non-market units • 1,400 secured market rental units 		0%
Childcare	<ul style="list-style-type: none"> • Approx. 270 spaces for children 0-4 • Approx. 180 spaces for children 5-12 		0%
Transportation/ Public Realm	<ul style="list-style-type: none"> • Safety improvements for all modes with a focus on vulnerable road users and complete street designs • Upgrades and additions to cycling network • Street network and signal upgrades • New and enhanced plazas as part of redevelopment of key sites 		0%
Culture	<ul style="list-style-type: none"> • 23,000 ft² of artist work space integrated with mixed-use sites containing low-income housing for artists and cultural workers • Seek 18,000 ft² of non-profit creation/production studios 		0%
Civic/Community	<ul style="list-style-type: none"> • Britannia Community Centre renewal and expansion • Fire Hall #9 renewal • Community Policing Centre lease renewal 		0%
Heritage	<ul style="list-style-type: none"> • 5% allocation from cash community amenity contributions in Grandview-Woodland 		0%
Social Facilities	<ul style="list-style-type: none"> • Kettle redevelopment (including non-market and supportive housing) • Aboriginal Mother Centre Society renewal and expansion • Kiwassa Neighbourhood House renewal and expansion • Urban Native Youth Association redevelopment 		0%
Parks	<ul style="list-style-type: none"> • Renewal and improvement of 8 parks • Synthetic turf to replace existing field (location TBD) • Upgrade one track facility (location TBD) 		0%

EXPLANATORY NOTES

Population Growth

Base population is determined by the latest census year available when the Plan was approved. Projected growth numbers are determined by the numbers quoted in the Plan (if available). Growth is calculated by taking the difference between the latest census year and the base population and adding an estimate based on floor area completed since the latest census.

Development Activity

The Development Activity Chart tracks projects with 3 or more housing units and includes Development Permits, Building Permits, rezoning applications and enquiries:

- “Completed” projects have achieved Building Permit completion.
- “Under Construction” projects have achieved Building Permit issuance, but have yet to be completed.
- “Approved” projects include rezoning applications approved by Council and Development Permits that have been approved by the City. Any rezoning applications approved by Council that advance into the Development Permit stage are still counted as “Approved” projects until it achieves Building Permit issuance.
- “In review” projects include any rezoning applications, enquiries, or Development Permits that are under review by the City.

Public Benefits Achieved

The Public Benefits Implementation Tracker assists in monitoring progress toward the delivery of public benefits anticipated in the Plan. Public benefits that have either been completed or are under construction are included in this tracker. In addition, this tracker provides some insight on the progression of Major Projects or other City programs.

Other Notes

^a Gross numbers of units reported. In some instances, existing units may be demolished and replaced with new units. These numbers represent units that have been replaced and any additional units included as a part of new developments.

^b See chapter 16 of the [Grandview-Woodland Community Plan](#) for detailed information about the City’s commitments to deliver public benefits in Grandview-Woodland.

^c Percentages reflect estimated progress toward overall Public Benefits Strategy targets outlined in chapter 16 of the [Grandview-Woodland Community Plan](#).

**2542-2570 Garden Drive and 2309-2369 East 10th Avenue
PUBLIC BENEFITS SUMMARY**

Project Summary

A six-storey market residential building containing 68 strata-titled units.

Public Benefit Summary:

The project would generate City-wide DCLs and a CAC offering to support delivery of the Grandview-Woodland Public Benefits Strategy. Local transportation improvements in accordance with the recommendations of the *Broadway Triangle Transportation Study* are to be prioritized for delivery.

		Current Zoning	Proposed Zoning
Zoning District		RS-1	CD-1
FSR (site area = 2,065.1 sq. m/ 22,229 sq. ft.)		0.7	2.65
Floor Area (sq. ft.)		15,560 sq. ft	58,899 sq. ft.
Land Use		Single-Family Residential	Multi-Family Residential

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required ¹	City-wide DCL ^{2,3}	\$65,663	\$1,070,195
	City-Wide Utilities DCL ³	\$36,099	\$296,851
	Public Art	n/a	n/a
	20% Social Housing		
Offered (Community Amenity Contribution)	Childcare Facilities		\$1,405,543
	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage		
	Affordable Housing		
	Parks and Public Spaces		
	Social/Community Facilities		
	Other		
TOTAL VALUE OF PUBLIC BENEFITS		\$101,762	\$2,772,589

¹ DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification.

² City-Wide DCL revenues are allocated as follows: Replacement Housing (36%); Transportation (25%); Parks (18%); Childcare (13%); and Utilities (8%).

³ DCL rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection, see the City's [DCL Bulletin](#) for details.

2542-2570 Garden Drive and 2309-2369 East 10th Avenue
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Property Information

Address	Property Identifier (PID)	Legal Description
2542 Garden Drive	006-925-081	Lot G of Lot 1, Block 165, District Lot 264A, Plan 20006
2560 Garden Drive	003-249-018	Lot 5, except the East 2 feet, now lane, of Lot 1, Block 165, District Lot 264A, Plan 2654
2570 Garden Drive	013-551-671	Lot 6 of Lot 1, Block 165, District Lot 264A, Plan 2654
2309 East 10th Avenue	013-584-499	Lot A of Lot 1, Block 165, District Lot 264A, Plan 2676
2329 East 10th Avenue	013-584-537	Lot B of Lot 1, Block 165, District Lot 264A, Plan 2676
2349 East 10th Avenue	005-096-413	Lot C of Lot 1, Block 165, District Lot 264A, Plan 2676
2369 East 10th Avenue	003-406-989	Lot D of Lot 1, Block 165, District Lot 264A, Plan 2676

Applicant Information

Architect	Rositch Hemphill Architects
Developer/Property Owner	Bucci Developments Limited/Bucci Garden Homes Ltd.

Development Statistics

	Permitted Under Existing Zoning	Proposed Development
Zoning	RS-1	CD-1
Site Area	2,065.1 sq. m (22,229 sq. ft.)	2,065.1 sq. m (22,229 sq. ft.)
Uses	One-Family (Residential)	Multiple Dwelling (Residential Strata-Titled)
Floor Area	1,445.6 sq. m (15,560 sq. ft.)	5,471.9 sq. m (58,899 sq. ft.)
Floor Space Ratio (FSR)	0.70 FSR	2.65 FSR
Height	10.7 m (35 ft.)	20.8 m (68 ft.)
Unit Mix	n/a	Total units: 68 Two-bedroom units: 9 Three-bedroom units: 19
Parking, Loading And Bicycle Spaces	as per Parking By-law	73 parking spaces 85 Class A bicycle spaces