



REFERRAL REPORT

Report Date: July 7, 2020
Contact: Theresa O'Donnell
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RTS No.: 13946
VanRIMS No.: 08-2000-20
Meeting Date: July 21, 2020

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: CD-1 (715) Amendment: 1649 East Broadway
(formerly 1619-1651 East Broadway)

RECOMMENDATION

- A. THAT the application by IBI Group Architects, on behalf 0923172 B.C. Ltd., the registered owner, a company related to the developer, Jameson Development Corp., to amend the text of CD-1 (Comprehensive Development) District (715) By-law No. 12299 for 1649 East Broadway [*PID: 030-467-365, Lot 1 Block 154 District Lot 264A Group 1 New Westminster District Plan EPP82462*], to increase the floor space ratio (FSR) from 4.0 to 5.0 and to increase the maximum building height from 33.2 m (108.9 ft.) to 36.5 m (119.8 ft.) thereby adding an additional two floors to permit a 12-storey mixed-use building consisting of commercial uses at grade and 114 secured rental residential units, of which not less than 20 per cent of the residential floor area that is counted in the calculation of the floor space ratio (23 residential units) will be secured as below-market rental units and the remaining 91 residential units will be secured market rental units, be referred to Public Hearing, together with:
- (i) plans prepared by IBI Group Architects, received March 9, 2020;
 - (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, if after Public Hearing, Council approves in principle this rezoning and the Housing Agreement described in Part 2 of Appendix B, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment prior to enactment of the CD-1 By-law, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and the General Manager of Planning, Urban Design and Sustainability.
- 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 assesses an application to amend the floor area and height sections of the CD-1 (Comprehensive Development) District (715) By-law No. 12299 for 1649 East Broadway (formerly 1619-1651 East Broadway) to permit the development of a 12-storey mixed-use development with commercial uses at grade and 114 rental residential units above, of which not less than 20 per cent of the residential floor area that is counted in the calculation of the floor space ratio (23 residential units) will be secured as below-market rental units and the remaining 91 residential units will be secured market rental units.

Staff have assessed the application and conclude that it meets the intent of the *Below-Market Rental Housing Policy for Rezoning*s and the *Grandview-Woodland Community Plan* which recognized that access to one of the city's and the region's most significant transit hubs presents an exceptional opportunity for people to live within a complete neighbourhood. If approved, the application is anticipated to contribute 114 secured market rental housing units, including 23 below-market rental units in not less than 20 per cent of the residential floor area that is counted in the calculation of the floor space ratio, to the City's affordable housing goals as identified in the *Housing Vancouver Strategy*. 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, subject to the public hearing, along with the conditions of approval outlined in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council policies and guidelines for this site include:

- *CD-1 (715) By-law No. 12299 for 1619-1651 East Broadway (1649 East Broadway), enacted October 30, 2018*
- *Grandview-Woodland Community Plan (2016)*
- *Below-Market Rental Housing Policy for Rezoning (2019)*
- *Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available Incentives (2017)*
- *Housing Vancouver Strategy (2017)*
- *Rental Incentive Guidelines (2012, last amended 2019)*
- *Rental Incentive Programs Bulletin (2012, last amended 2020)*
- *Family Room: Housing Mix Policy for Rezoning Projects (2016)*
- *High-Density Housing for Families with Children Guidelines (1992)*
- *View Protection Guidelines (1989, last amended 2011)*
- *Green Buildings Policy for Rezoning (2010, last amended 2017)*
- *Financing Growth (2004)*
- *Community Amenity Contributions – Through Rezoning (1999, last amended 2020)*
- *Vancouver Development Cost Levy By-law No. 9755 (2008, last amended 2020)*
- *Vancouver Utilities Development Cost Levy By-law No. 12183 (2018, last amended 2020)*

REPORT

Background/Context

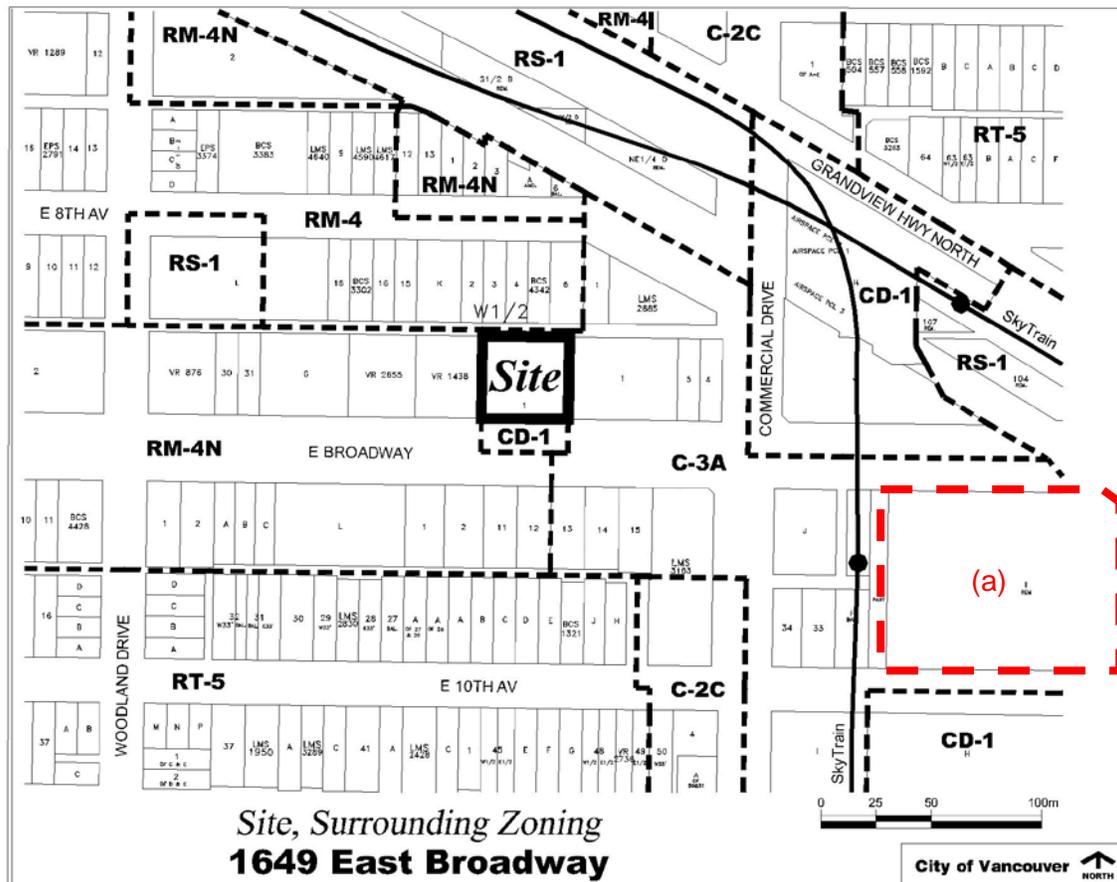
1. Site and Context

The subject site is located on the north side of East Broadway just west of Commercial Drive in the Grandview-Woodland area (see Figure 1). It is located in the Commercial-Broadway Station Precinct sub-area of the *Grandview-Woodland Community Plan* (see Figure 2). The site is comprised of a single parcel, with a total site size of 1,462 sq. m (15,737 sq. ft.), a frontage of 39.3 m (129 ft.) along Broadway and a depth of 37 m (122 ft.). It is within 100 metres (less than a two-minute walk) of the Commercial-Broadway SkyTrain station, which is one of the city's and the region's most significant transit hubs. Additionally, the site is located within two blocks of the 10th Avenue bikeway, the Mosaic bikeway (along Woodland Drive), the Central Valley bikeway (along Grandview Highway North) and the Lakewood bikeway (along 8th Avenue).

The property at 1649 East Broadway (previously 1619-1651 East Broadway) is currently vacant. The properties to the east along Broadway (north and south sides) are zoned C-3A and consist of two- to four-storey office buildings, as well as, the Rio Theatre. The properties to the west along Broadway (north and south sides) are zoned RM-4N and consist of three- to four-storey apartment buildings. The RM-4 zoned properties across the lane to the north mainly consist of single-family homes. Despite these existing uses, the *Grandview-Woodland Community Plan* embraces the sub-area's potential to become a transit-oriented precinct, providing policies that will guide the integration of important heritage resources with the potential to increase opportunities to rent, own or live in other forms of housing.

Significant developments in the immediate area are shown in Figure 1 and are listed below:

Figure 1: Surrounding Context and Zoning



- (a) 1780 East Broadway – Application to rezone from C-3A (Commercial) District to CD-1 (Comprehensive Development) District to permit a mixed-use development with three residential towers ranging in height from 24 to 30 storeys above a retail plinth. The proposal includes residential (including strata, rental and social housing units), retail, office, a childcare facility, and a new public plaza.

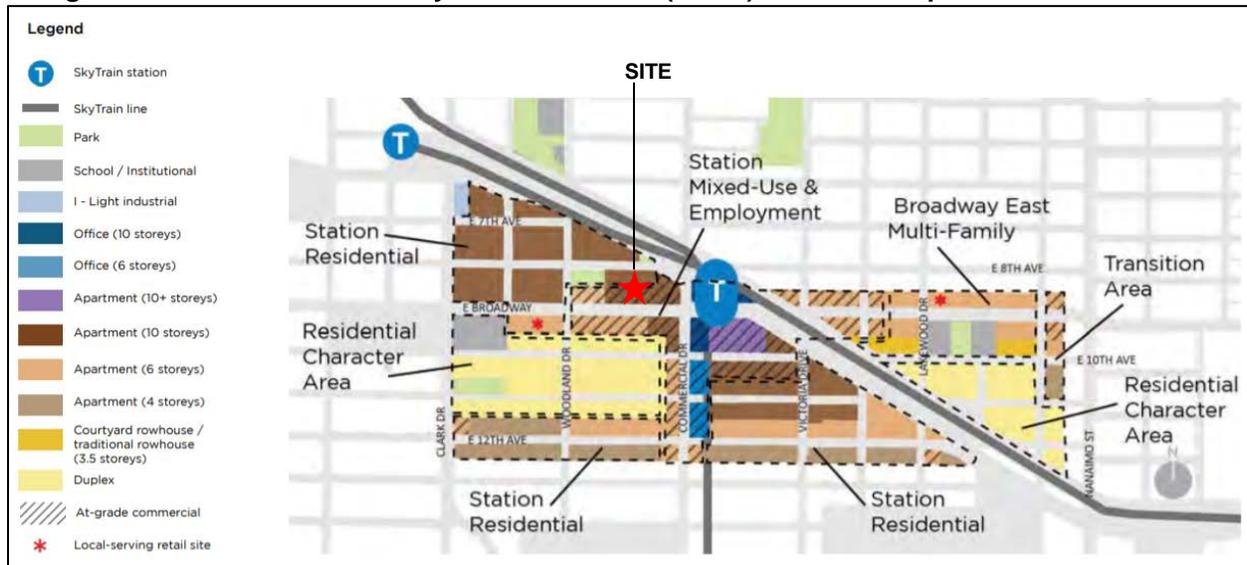
2. Policy Context

CD-1 (715) By-law No. 12299 – Approved on May 22, 2018 and Council enacted on October 30, 2018, the comprehensive development district permits the development of a 10-storey mixed-use building with 85 residential units, comprised of secured market rental and strata-titled market housing and commercial uses at grade.

Grandview-Woodland Community Plan – Future land use on the subject site is guided by the *Grandview-Woodland Community Plan* (approved July 2016). The plan anticipates development on this site (for a minimum frontage of 36.6 m (120 ft.)) providing a mixed residential tenure for up to 4.0 FSR with building heights up to 10 storeys. The Commercial-Broadway Station Precinct sub-area is envisioned to be a mixed-use community with expanded opportunities for a wide diversity of people to live, work, shop and gather. The plan recognizes the strategic

regional importance of the Commercial-Broadway Station area as a transit hub and increases housing opportunities with a focus on rental housing in this area.

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



Below-Market Rental Housing Policy for Rezoning – In November 2019, Council approved the *Below-Market Rental Housing Policy for Rezoning* providing the project requirements and criteria which the guide consideration of additional height and density for rezoning projects to achieve below-market rental housing in areas of the city where change is already enabled.

In areas of the city where existing plans and policies already enable redevelopment to apartment forms, the policy allows for modest increases in height and density for projects which include 100 per cent of the residential floor area as secured rental housing and at least 20 per cent of the residential floor area that is counted in the calculation of the floor space ratio as below-market rental housing made available to households earning below \$80,000/year. Qualifying projects may be mixed-use (e.g. include a commercial component), but all of the residential units proposed in the development must be rental in tenure.

Additional height and commensurate density will be considered generally up to two additional storeys for projects 8 to 11 storeys enabled under existing plans or policies; or three additional storeys for projects 12 storeys or more enabled under existing plans or policies. Projects will be evaluated on a case-by-case basis with proposed additional height and commensurate density evaluated alongside public realm impacts and urban design considerations, including view cones, shadow impacts on important public open spaces.

Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available Incentives – On November 29, 2017 Council approved the application process, project requirements and incentives for moderate income rental housing. Between January 1, 2018 and July 1, 2019, the City accepted rezoning proposals for new buildings where 100 per cent of the residential floor area is secured as rental housing and at least 20 per cent of the residential floor area is permanently secured as moderate income units. Those moderate income units are to be rented at rates targeted to meet the affordability needs of moderate income households earning between \$30,000 and \$80,000 per year and there are

to be caps on rental increases at rates set under the provincial *Residential Tenancy Act*, even on a change in tenant. The purpose of the pilot is to test the level of interest from the development industry and demonstrate financial and operational feasibility of these projects in different parts of the city, including the level of affordability that can be achieved. Staff will report back to City Council with lessons learned from the pilot, and if appropriate, recommendations for a new, long term program to encourage the construction of moderate income rental housing.

Housing Vancouver Strategy – In November 2017, Council approved the *Housing Vancouver Strategy (2018–2027)* and *3-Year Action Plan (2018-2020)*. The strategy seeks to shift the supply of new homes toward the right supply, with targets for new units along a continuum of housing types. The Housing Vancouver targets were based on the core goals of retaining the current diversity of incomes and households in the city, shifting housing production towards rental to meet the greatest need, and coordinating action with partners to deliver housing for the lowest income households. Overall, 72,000 new homes are targeted for the next 10 years, including 12,000 social, supportive and non-profit co-operative units and 20,000 purpose-built rental units. Nearly 50 percent of the new units will serve households earning less than \$80,000 per year, and 40 percent will be family-size units. This application will contribute towards the targets for purpose-built market rental units and units for families.

Development Cost Levy By-Laws – Under Section 3.1A of the *Vancouver Development Cost Levy By-law No. 9755* (the “DCL By-law”) and Section 3.2 of the *Vancouver Utilities Development Cost Levy By-law No. 12183* (the “Utilities DCL By-law”) projects that meet the by-laws definition of “for-profit affordable rental housing”, a term specifically used by the province in Section 523D(10.3)(a) of the *Vancouver Charter*, are eligible for a DCL waiver for the residential portion of the development. The DCL By-law and the Utilities DCL By-law establish maximum unit sizes and maximum average rents by unit type for the project to be eligible for the waiver. Current rental rates and unit sizes are outlined in the *Rental Incentive Programs Bulletin* and are updated on an annual basis.

On November 26, 2019, Council approved changes in principle to the DCL By-law and the Utilities DCL By-law to remove the waiver for “for-profit affordable rental housing,” effective September 30, 2020; however, applications submitted prior to September 30, 2020 will remain eligible for a waiver of the DCLs for the residential portion of the project under the Utilities DCL By-law, provided that a building permit is issued on or before September 30, 2021.

Staff note that the term “for-profit affordable rental housing” as defined by the *Vancouver Charter*, and used in relation to the DCL By-law and Utilities DCL By-law does not necessarily create rental units that are affordable to all Vancouver residents. The DCL Waiver provides opportunities for the creation of a range of rental levels, in accordance with the housing continuum objectives of the *Housing Vancouver Strategy*.

STRATEGIC ANALYSIS

1. Proposal

This application proposes to amend the text of CD-1 (715) By-law No. 12299 to increase the maximum permitted floor space ratio (FSR) and maximum permitted building height to enable two additional storeys and a change in residential tenure to 100 per cent secured market rental with not less than 20 per cent of the residential floor area that is counted in the calculation of the FSR as below-market rental housing. The two-additional floors will accommodate a 12-storey

mixed-use development with commercial use at grade and 114 secured rental residential units above, comprised of 91 market rental units and 23 below-market rental units (the “below-market units”), over two levels of underground parking accessed from the lane. A density of 5.0 FSR and building height of 36.45 m (119.55 ft.) are proposed, representing an increase in density of 1.0 FSR and 3.8 m (12.34 ft.) of building height.

2. Land Use

The application proposes a mixed-use development with commercial and residential uses consistent with the existing land use context as well as what is anticipated under the Plan.

Figure 2: View from Broadway Looking West



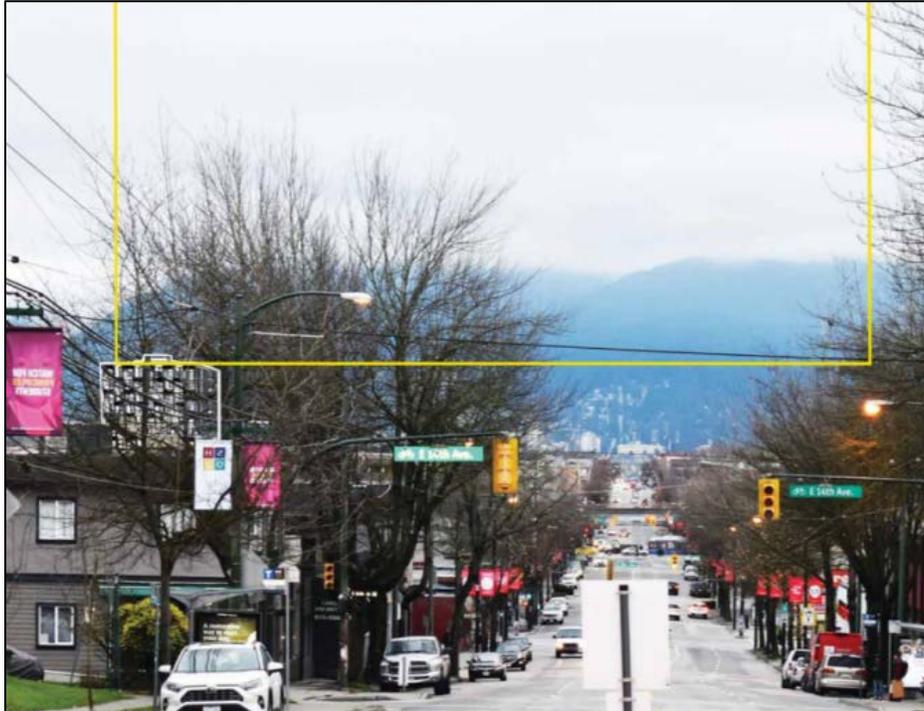
3. Density, Height and Form of Development (refer to drawings in Appendix D and project statistics in Appendix H)

In review of the public realm and urban design considerations, staff concluded that the additional two storeys will not have any significant impact. As the site is located on the north side of Broadway, close to the corner of Broadway and Commercial Drive, the proposed 12-storey building's shadow does not affect the sidewalk along Broadway nor does it affect W.C. Shelly Park to the northwest of the site. Further, the building massing will fit in the neighbourhood context considering the future development potential on neighbouring sites along Broadway comprises of 10-storey apartment buildings under the *Grandview-Woodland Community Plan*.

The upper level massing (levels 7 to 12) is set back from the east and west boundaries to minimize its impact and allow for more openness, sunlight and views. A horizontal break in massing at level 7 further articulates the upper massing to create a hierarchy and improves the proportions of the building. A residential amenity room and outdoor amenity area are proposed on level 7 serving as common amenity space for the residents.

The Commercial Drive view cone (View Cone 21) passes over this site. View Cone 21 is the street-end view from Commercial Drive at 15th Avenue (Clark Park) to the Northshore mountains. This view frames the historic drive and the view narrows travelling north down through the commercial district. A small portion of the parapet and the roof top mechanical penthouse encroach into the westernmost edge of the view cone (see Figure 3). The Director of Planning is supportive of this modest encroachment noting that it does not unduly compromise the public view or the intent of the *View Protection Guidelines*.

Figure 3: View Cone 21 and the Proposed Development



Staff are supportive of the application for an additional two storeys as meeting the intent of the *Below-Market Rental Housing Policy for Rezoning*s, subject to the conditions outlined in Appendix B. The proposal will also undergo further design development during the development permit review process.

The form of development is illustrated in Appendix D and the development statistics are summarized in Appendix H.

4. Housing

In accordance with the *Below Market Rental Housing Policy for Rezoning*s, the applicant has proposed 100 per cent of the residential floor area as secured rental housing and at least 20 per cent of the residential floor area that is counted in the calculation of the floor space ratio as below-market rental housing. Rental housing provides a more affordable housing alternative to home ownership for more than half of Vancouver's population and contributes to City initiatives including creating diverse and sustainable communities.

This application, if approved, is anticipated to deliver 114 secured rental housing units, 91 market units and 23 below-market units, to the City's inventory of rental housing, which would contribute to the targets set out in the *Housing Vancouver Strategy* (see Figure 4). Staff note that the previously approved rezoning application for 1619-1651 East Broadway included 45 rental units. This application represents a net increase of 69 secured rental housing units, including 23 units at below-market rates.

Figure 4: Progress towards 10-Year Housing Vancouver Targets for Secured Market Rental Housing as of March 31, 2020

Housing Type	10-Year Targets	Units Approved Towards Targets*
Purpose Built Market Rental Housing Units	20,000	3,503

Note: Tracking progress towards 10-year Housing Vancouver targets began in 2017.

* Unit numbers exclude the units in this proposal, pending Council approval of this rezoning application.

Need for Purpose-Built Rental Housing – Additional purpose-built rental housing is needed to create more housing options for renters in the city. Vancouver has one of the lowest purpose-built rental vacancy rates in Canada. In the fall of 2019, the vacancy rate in the city was one per cent. That means only 10 out of every 1,000 market rental units were empty and available for rent. A vacancy rate of three per cent is considered to be a balanced rental market. The vacancy rate in this area (Zone 9 - East Hastings Zone in the CMHC Market Rental Housing Survey) in 2019 was lower than the city-wide average, at 0.4 per cent.

The *Grandview-Woodland Community Plan* also sets out a target of 1,400 secured market rental units to be achieved through the 30-year life span of the Plan (2016 – 2046).

Housing Mix – On July 13, 2016, Council adopted the *Family Room: Housing Mix Policy for Rezoning Projects* that requires that a minimum of 35 per cent of the units be family units with two or more bedrooms. These units are to be designed in accordance with the *High Density Housing for Families with Children Guidelines*. This application proposes 37 per cent of the residential units as two or more bedrooms (see Figure 5); approximately 35 per cent of the below-market rental units are two or more bedrooms. The application as proposed is consistent with the policy and a provision is included in the CD-1 By-law to maintain the minimum unit mix requirements.

Figure 5: Proposed Unit Mix

Type	Count	Percentage
Studio	12	10.5%
1-bed	60	52.6%
2-bed	36	31.6%
3-bed	6	5.3%
Total	114	100%

Figure 6 provides this project's proposed starting rents for the below-market units, as set out in the DCL Bylaw. These starting rents are applicable for the below-market units which will comprise at least 20 per cent of the residential floor area that is counted in the calculation of the

floor space ratio, and will be targeted to moderate income households earning between \$30,000 and \$80,000 per year.

Figure 6: Proposed Rents for Below-Market Units, Market Rents in Newer Eastside Buildings, Costs of Ownership and Household Incomes Served

Unit Type	Below-Market Units		Newer Rental Buildings-Eastside ²		Median-Priced Ownership Unit- Eastside ³	
	Average Starting Rents	Average Housing Income Served ¹	Average Rent	Average Housing Income Served ¹	Monthly Cost Associated with Purchase of Median Priced Unit – Eastside	Average Housing Income Served ¹
Studio	\$ 950	\$38,000	\$1,584	\$63,360	\$2,270	\$90,800
1-bed	\$ 1,200	\$48,000	\$1,796	\$71,840	\$2,824	\$112,960
2-bed	\$ 1,600	\$64,000	\$2,378	\$95,120	\$3,852	\$154,080
3-bed	\$ 2,000	\$80,000	\$2,603	\$104,120	\$5,394	\$215,760

1. As per CMHC, affordable housing is defined as shelter costs equal to less than 30 per cent of total before-tax household income, and these values represent the average minimum household income required for the average unit according to the CMHC definition. The actual rents and income required will be a range.
2. October 2019 CMHC Rental Market Survey for buildings completed in the year 2010 or later, Vancouver Eastside.
3. BC Assessment 2019, based on the following assumptions in 2019: median of all BC Assessment recent sales prices in Vancouver Eastside in 2019 by unit type, 10% down payment, 5% mortgage rate, 25-year amortization, \$150 – 250 monthly strata fees and monthly property taxes at \$2.56 per \$1,000 of assessed value.

To be eligible to rent a below-market unit, a household must have a gross annual income that does not exceed the income requirements for the relevant unit type, and there must be at least one household member per bedroom. The eligibility requirements are described in further detail in the *Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available Incentives* document. All residents in the building will have equal access to common indoor and outdoor amenities and facilities illustrated in the architectural drawings in Appendix D.

Based on median incomes for Metro Vancouver, a one-bedroom below-market unit would be affordable to persons employed in a variety of occupations such as service workers, entry level researchers and non-profit workers. A three-bedroom unit would meet the needs of a two-income family employed in the trades, industrial arts and human resources.

Average market rents in newer rental buildings on the eastside are also shown in the middle two columns in Figure 6. An average market rental studio unit could be affordable to a single person working in occupations in the education sector and industrial sector. A two-bedroom market rental unit could be affordable to a couple employed in occupations such as technical roles in engineering or manufacturing.

The market rental housing component will provide options that are significantly more affordable than home ownership as illustrated in Figure 6.

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

Development Cost Levy Waiver – Housing staff have evaluated this application and determined that it qualifies for the DCL waiver (see Appendix F). To be eligible for the waiver,

this project must meet the maximum average rental rates and unit size restrictions under the *DCL By-law*. These requirements will form part of the Housing Agreement contained in Appendix B. See Appendix E for DCL waiver analysis.

The average starting rents across the below-market units, which comprise at least 20 per cent of the residential floor area that is counted in the calculation of the floor space ratio, meet the requirements of the *DCL By-law*.

The *DCL By-law* does not allow rents for the below-market units to be increased ahead of initial occupancy, and subsequent increases are permanently capped at the annual allowable rate permitted under the *Residential Tenancy Act* S.B.C. 2002 c. 78 (the **RTA**), regardless of any change in the tenancy. A final rent roll that sets out the starting monthly rents for the below-market units will be required prior to issuance of the occupancy permit in order to ensure compliance with the *DCL By-law*.

Through the Development Permit application process, the City will ensure that average unit sizes do not exceed the maximum thresholds set out in the *DCL By-law*. More information on the Development Cost Levy Waiver can be found in Appendix E.

Security of Tenure – All residential units in the project will be secured as rental through a Housing Agreement and a Section 219 Covenant for the longer of 60 years and the life of the building. A Section 219 Covenant will be registered on title to prohibit, among other things, the stratification, separate sale of individual units and rentals for a term of less than one month. The Housing Agreement will secure not less than 20 per cent of the residential floor area that is counted in the calculation of the floor space ratio for below-market units to be rented at rates targeted to meet the affordability needs of moderate income households earning between \$30,000 and \$80,000 per year with rent increases capped at the RTA annual allowable rental increase regardless of a change in tenancy. Conditions related to securing the units are contained in Appendix B.

Existing Tenants – The rezoning site is currently vacant and there are no eligible tenants as defined under the *Tenant Relocation and Protection Policy*.

5. Transportation and Parking

The site is located within 100 metres (less than a two-minute walk) of the Commercial-Broadway station, which provides access to the Expo and Millennium SkyTrain lines and the Evergreen Extension, as well as major bus routes. The application proposes two levels of underground parking accessed from the lane. A total of 70 parking spaces, 217 Class A bicycle spaces, and 2 Class B and 4 Class A loading stalls are proposed for residential and commercial uses.

Engineering Services has reviewed the rezoning application and have no objections to the proposal provided the applicant satisfies the rezoning conditions included in Appendix B.

PUBLIC INPUT

Notification – A rezoning information sign was installed on the site on May 21, 2020. Approximately 1,872 notification postcards were distributed within the neighbouring area on or about May 20, 2020. Notification and application information, as well as an online comment

form, was provided on the City of Vancouver Rezoning Centre webpage - www.vancouver.ca/rezapps.

Figure 7: Public Notification and Responses

Total notifications		1,872
Open House attendees	0	
Open House comment sheets	0	
Online/other feedback	18	

* Note that all reported numbers above are approximate

Note:

Each comment form or online response can include a number of comments which may reference points in support, potential concerns and questions or neutral/general statements. Therefore, staff focus on qualitative theming of comments and overall percentages are not provided.

Some duplication of responses may result where respondents chose to provide feedback to a rezoning application more than once using a number of mediums (open house comment sheet, online feedback, form letter, petition, etc.).

Public Response – In response to the public notification process 18 pieces of feedback were received, including emails and online comment forms (see Figure 7). The feedback indicated a general split between support and opposition for the proposal. A summary of key themes and staff response is provided below.

Support for the proposal cited the following:

- Density near Commercial-Broadway SkyTrain Station.
- Building design being a good fit for the neighbourhood.
- Support for more market and below-market rental housing on major arterials.

Concerns expressed by respondents included the following:

- Height and density being too much for the area.
- Parking ratio – concerns expressed regarding not enough stalls to accommodate development, as well as concerns there is too much parking given proximity to transit.
- Building design being not aesthetically pleasing.
- Insufficient consultation – no open house.
- Lack of family friendly units for larger households.
- Affordability of proposal and impact on surrounding neighbourhood.
- Development should conform to existing approvals.

PUBLIC BENEFITS

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

Development Cost Levies (DCLs) – 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.

This rezoning site is subject to City-wide DCLs and City-wide Utilities DCLs on the proposed 6,808.6 sq. m (73,287 sq. ft.) of residential floor area, as well as the 493.0 sq. m (5,307 sq. ft.) of commercial floor area.

In accordance with the provisions of Section 3.1A of the DCL By-law, the applicant has requested a waiver of both the DCLs and Utilities DCLs attributed to the residential floor area secured as for-profit affordable rental housing. A review of how the application meets the waiver criteria is provided in Appendix E.

In accordance with amendments to the Utilities DCL By-law approved in-principle by Council on November 26, 2019, a waiver of Utilities DCLs will no longer be available, effective as of September 30, 2020. In-stream applications will remain eligible for a Utilities DCL waiver, provided that the corresponding building permit is issued before September 30, 2021 (within 12 months of the effective date of the Utilities DCL By-law change).

Based on the rates in effect as of September 30, 2019, the value of the waiver of both DCLs and the Utilities DCLs is approximately \$1,886,391 and it is anticipated that the commercial component of the project will generate approximately \$109,530 in DCLs.

The DCL By-law requires that where rents are determined under section 3.1A(d) of the DCL By-law, they are to apply at initial occupancy. A final rent roll that sets out the initial monthly rents for the below-market units will be required prior to the issuance of the occupancy permit in order to ensure compliance with the DCL By-law. After occupancy, rent increases for the below-market units will be permanently capped at the annual allowable rate permitted under the RTA, regardless of any change in the tenancy. The City will ensure that average unit sizes do not exceed the maximum thresholds set out by DCL By-law through the Development Permit application process.

Public Art Program – The *Public Art Policy and Procedures for Rezoned Developments* requires rezoning proposals having a floor area of 9,290.0 sq. m (100,000 sq. ft.) or greater to contribute public art or provide 80% 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.

Community Amenity Contributions (CACs) – Within the context of the City's *Financing Growth Policy* and the *Grandview-Woodland Community Plan*, 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 applicant had previously offered and paid (at enactment of CD-1(715)) a cash CAC of \$3,000,000 which was directed to support delivery of the Grandview-Woodland Community Plan Public Benefits Strategy

As part of this application, the applicant has offered the following:

Rental Housing – The previous proposal for the site included 45 residential units to be secured as market rental housing (non-stratified) representing a minimum of 50 per cent of the residential floor area. This new proposal now includes 100 per cent of the residential floor area as secured rental housing, with a minimum of 20 per cent of the residential floor area that is counted in the calculation of the floor space ratio as below-market rental housing. The applicant is proposing that 91 residential units be secured as market rental housing and 23 residential units be secured as below-market rental units representing a net contribution of 46 market rental units and 23 below-market rental units when compared to the previous application.

The public benefit accruing from these units is a contribution to the City's rental housing stock for the longer of 60 years and the life of the building. A Housing Agreement and Section 219 Covenant will be registered on title to preclude, among other things, stratification of the building, separate sale of individual units, and rentals for less than one month at a time.

Real Estate Services staff have reviewed the application and the costs of securing the 91 market rental housing units (46 net new) and the 23 below market rental units (at moderate income rents) and determined no additional CAC is expected.

Grandview-Woodland Community Plan Public Benefits Strategy — The Grandview-Woodland Public Benefit Strategy identifies public benefits and infrastructure to support growth in the area, including both short-term and long-term priorities in and around the Plan area. To monitor and track progress towards the achievement of community amenities in accordance with the Plan, a summary of public benefits and progress to date is provided in Appendix F

See Appendix G for a summary of the public benefits for this proposed CD-1 amendment.

FINANCIAL IMPLICATIONS

Based on rates in effect as of September 30, 2019 it is anticipated that the project will pay approximately \$109,530 of DCLs. The residential component of the project is expected to qualify for a DCL waiver foregoing approximately \$1,866,391 of DCLs.

The 114 secured rental housing units will be privately owned and operated, secured by a Housing Agreement and Section 219 Covenant for the longer of 60 years and the life of the building.

No additional CAC or public art contribution is applicable.

CONCLUSION

Staff have reviewed the application to amend the CD-1(715) zoning at 1649 East Broadway to allow for two additional storeys and permit the development of a 12-storey mixed-use development with at grade commercial uses and 114 rental residential units above, comprised

of 91 market rental units and 23 below-market rental units in not less than 20 per cent of the residential floor area that is counted in the calculation of the floor space ratio. Assessment of the 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 directions of the *Grandview-Woodland Community Plan* and the *Below-Market Rental Housing Policy for Rezoning*s.

The General Manager of Planning, Urban Design and Sustainability recommends that the application be referred to public hearing together with the draft CD-1 By-law amendments as generally shown 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 D, be approved in principle, subject to the applicant fulfilling conditions of approval in Appendix B.

* * * * *

1649 East Broadway
PROPOSED AMENDMENTS TO
CD-1 (715) By-law No. 12299

Note: A By-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

1. This By-law amends the indicated provisions of By-law 12299
2. In Section 4.2, Council strikes out “4.0” and substitutes “5.0”.
3. In Section 5, Council strikes out “33.2 m” and substitutes “36.5 m; and no portion of the roof top mechanical appurtenances shall exceed 39.0 m from the base surface”.

1649 East Broadway
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 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 IBI Group Architects, stamped received March 9, 2020, 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 ensure no further encroachment into View Cone 21 in later permitting stages.

Note to Applicant: The encroachment is limited to the modest extent shown on the rezoning application drawings for a portion of the parapet and the elevator overrun.

2. Design development to ensure provision of high quality materials and details necessary to achieve the architectural design illustrated in the rezoning application in later permitting stages.
3. Design development to improve livability and privacy of the dwelling units.

Note to Applicant: All bedrooms should have operable exterior windows. Studio units facing the side yard is not desirable; consider incorporating these two units into a single three-bedroom unit with larger private outdoor space.

4. Confirmation of sufficient outdoor and indoor amenity space for all residential units.

Note to Applicant: The amenity spaces on level 7 are labelled for "Market" only. Confirm the space is available to all residential units.

5. Clarification of loading access for commercial units and residential access on Level 1 to ensure no conflict.

Note to Applicant: Include a strategy for access from commercial parking to Level 1 to ensure security for residential units.

6. Provision of built features intended to create a bird-friendly design.

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

Landscape

7. Design development to improve the outdoor amenity area on Level 7 by providing an informal children's play area and urban agricultural plots. Refer to Urban Design condition 5.

Note to Applicant: This is to meet the intent of the [High-Density Housing for Families with Children Guidelines](#). Children's play area should be prioritized and provided. In the case that urban agricultural plots and supporting facilities cannot be accommodated due to limit of space, incorporate edible plants in the planting design.

8. Design development to the landscape treatment to increase the volume of soil, tree canopy cover and planting slab.

Note to Applicant: Wherever possible, planted landscapes on slab should be designed to maximize soil depths. This will require integration of the landscape design and the structural plan. Soil depths should exceed Canadian Landscape Standards. At the perimeter of the building the slab can be angled downward (1 m across and 1.2 m down) to maximize contiguous soil volumes. Landscape sections with detailed dimensions and any relevant architectural sections should be provided to verify soil volume.

9. 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 practices;
 - (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.
10. Provision of landscape plans, large-scale sections and details for all levels with proposed landscapes.

Note to Applicant: Landscape plans should include grading, planting, material, furnishing information.

Crime Prevention through Environmental Design (CPTED)

11. 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

12. All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezoning* (amended May 2, 2018), 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).

Housing

13. The proposed unit mix is to be included in the development permit drawings and must include not less than 35 per cent family units (two or more bedrooms and be designed to be suitable for families with children) for each of the market rental units and below-market units.

Note to Applicant: Any changes in the unit mix from the rezoning application may only be varied under the discretion of the Director of Planning or Development Permit Board provided that the family unit mix for each of the market rental units and below-market units does not go lower than 35 per cent and the family units are designed to be suitable for families with children.

14. The development is to comply with the *High-Density Housing for Families with Children Guidelines*, and include outdoor common amenity and an indoor common amenity room with a kitchenette and accessible washroom.
15. Prior to issuance of a development permit, applicant to display a sign on the site, throughout construction, that acknowledges that secured market rental housing is being provided as part of the City of Vancouver's initiatives. Sign design, format, and location to be approved by the City.

Engineering

16. Water Sustainability Act: Construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a provincial Approval or Licence. Applications for provincial Approvals or Licences can be completed online. The application will be received and accepted into the province's online system, and the provincial authorizations team strives for 140 days to get the approval to the applicant. The approval holder must be able to produce their approval on site so that it may be shown to a government official upon request. Dewatering before this approval is granted is not in compliance with the provincial Water Sustainability Act. Provide a letter confirming acknowledgement of the condition.
17. Provision of any gas service to connect directly to the building without any portion of the service connection above grade with the road right-of-way.
18. 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.
19. 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 and 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.
20. Garbage pick-up operations for residential garbage and recycling on Level P1 appear challenging. A confirmation letter from the waste hauler provider should be requested.
21. Provision of generous and continuous weather protection on Broadway.
22. Provision of a finalized Transportation Demand Management (TDM) Plan to the satisfaction of the General Manager of Engineering Services. Provide TDM Plan as a separate package with complete information on TDM measures proposed, including the following clarifications:

Note to Applicant: A TDM Plan totalling 24 points is required for the proposed residential vehicle reduction. A TDM Plan totalling 12 points is required for the proposed commercial vehicle reduction.

- (a) ACT-01 – Additional Class A bicycle parking
 - (i) Identify the number and location of the additional Class A bicycle parking on plans. Additional Class A bicycle parking spaces must meet the

standards and minimums identified in the Parking By-law, and/or applicable Design Guidelines.

- (b) ACT-02 – Improved Access to Class A bicycle Parking
 - (i) Provision of concept design for excellent design of lighting, finishes, grades, convenience.
 - (ii) Provision of operational and design specifications for automated bicycle parking (if applicable).
 - (iii) Identify the number and location of the Class A bicycle parking provided above grade on plans, as well as note the access route to reach the Class A bicycle parking from the outside.
- (c) ACT-03 – Enhanced Class B bicycle parking
 - (i) Provision of concept design for enhanced Class B bicycle parking.
 - (ii) Identify the number, location and characteristics of the enhanced Class B bicycle parking on plans.
- (d) ACT-05 – Bicycle Maintenance Facilities
 - (i) Note and dimension location of facilities on plans.
 - (ii) Bicycle maintenance facilities to be located with convenient access to from Class A bicycle spaces.
 - (iii) Provision of an operational plan detailing:
 - A description of the amenities to be provided.
 - A means of providing access to all residents, commercial tenants, and the public (if applicable).
 - Plan for maintaining these amenities.
 - (iv) If available, provision of any additional information regarding this measure (e.g. tool receipts, instructions for using an online sign-up portal, or marketing/ instructional materials) that demonstrates how the property owner will operate, administer, and maintain this common facility.
- (e) COM-03 – Additional Pick-Up / Drop-off Spaces
 - (i) Spaces to be located with convenient, public access at-grade, or on P1.
 - (ii) Identify number, location, design, and dimensions of additional passenger loading spaces on plans.

Note to Applicant: The proposed measure is not acceptable as a TDM measure as the passenger spaces are located on Level P1 and these spaces do not provide easy access for all users. An additional 4 points is required to meet the minimum TDM Plan requirement.

- (f) SUP-01 – Transportation Marketing Services
 - (i) Provision of a description of the services to be provided.
 - (ii) If available, provision of any additional information regarding this measure (e.g., online signup portals or additional marketing materials) that demonstrates how the property owner will offer this service.
- (g) SUP-02 – Real-Time Information
 - (i) Identify the general locations for proposed displays on plans.
 - (ii) Provide description of the content (e.g. transit lines, walk time to transit locations, availability of on-site car share vehicles, availability of nearby shared bicycles, etc.) to be displayed, and service provider.
- (h) SUP-03 – Multimodal Way-finding Signage
 - (i) Identify the general locations for proposed displays on plans.
 - (ii) Provide conceptual design of the content (e.g. transit lines, walk time to transit locations, availability of on-site car share vehicles, availability of nearby shared bicycles, etc.) to be displayed.
- (i) OTH-01 – Innovative Strategies
 - (i) Identify the location of the on-site or off-site amenities and services on plans. Provision of a description/operational plan of the amenities and/or services to be provided, a means of providing access to all residents, tenants, and employees and a plan for maintaining these amenities.
 - (ii) Provision of acceptable rationale, justification, and assessment completed by a transportation consultant.

Note to Applicant: Subject to the acceptance and approval of the finalized TDM plan, the development is eligible for the following reductions to minimum vehicle parking requirements:

- (a) Residential Rental – 33 % reduction
 - (b) Commercial – 20 % reduction
23. Subject to the acceptance of an approved TDM Plan, entry into a TDM agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, which:

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- (a) Secures provision of funding towards long-term TDM monitoring fund in the amount of \$280 per parking space waived;
 - (b) Secures the provision of TDM measures on the site;
 - (c) Permits the City to access and undertake post occupancy monitoring of the Transportation Demand Management (TDM) measures proposed; and
 - (d) Agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.
24. Design development to improve access and design of bicycle parking to comply with the Bicycle Parking Design Supplement.
- (a) Design development to provide all bicycle parking no lower than Level P1.

Note to Applicant: A dedicated bicycle elevator is required for all bicycle spaces below the first underground level.
 - (b) Provision of a dedicated bicycle elevator for all bicycle spaces located below the first underground level.

Note to Applicant: The elevator is to have doors on both ends to allow bicycles to easily roll in from one end and roll out the other. The elevator to be a freight style elevator with durable finishes to comfortably accommodate two people with two bicycles and provide minimum interior dimensions of 1.7 m (5.5 ft.) by 2.1 m (6.67 ft.). A separate bicycle call button is to be provided on all floors requiring bicycle access to allow users to call the bicycle elevator directly. Accommodation of oversized bicycles within this elevator may increase requirements.
 - (c) Provision of alcoves for the bike rooms with access off the maneuvering aisles.
 - (d) Provision of automatic door openers on the doors providing access to the bicycle storage rooms.
 - (e) Provision of a minimum 1.2 m (4 ft.) wide access route between the bicycle parking spaces on Level 1 that is independent of the loading spaces.

Note to Applicant: As shown, the bicycle access route for the bicycle room requires travel through the Class B loading spaces.
 - (f) Provision of design specifications for stacked bicycle racks including dimensions, vertical and aisle clearances.

Note to Applicant: Racks must be usable for all ages and abilities. Ensure clearances provide the required space to accommodate the operation of the bicycle racks in the open position with the bicycle racks on the ground.
 - (g) Commercial Class A bicycle parking to be provided in an area separated from the residential bicycle parking.

25. Design development to improve access and design of loading spaces and comply with the Parking and Loading Design Supplement.
- (a) Provide a minimum 10.7 m (35 ft.) of stall length for the parallel Class B loading spaces.
 - (b) Provide turning swaths demonstrating independent arrival and independent departure for the parallel Class B loading spaces.
 - (c) Provide a clear unloading area or raised rear dock, minimum 1.8 m (6 ft.) wide, with suitable access to facilitate goods loading / unloading behind both parallel Class B loading spaces.
 - (d) Provision of convenient, internal, stair-free loading access to / from all site uses.

Note to Applicant: Ensure that a minimum 1.2 m (4 ft.) access aisle is provided along the north side of the site so that access is maintained. Ensure clearance is provided for all door swings.

26. Design development to improve the parkade layout and access design and comply with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services, including the following:
- (a) Columns must be setback a minimum 0.3 m (1 ft.) from the maneuvering aisle.
 - (b) Provision of all Class A loading spaces, all passenger spaces, and all visitor parking spaces to be located on Level P1 for ease of use.
 - (c) Provision of 2.9 m (9.5 ft.) stall widths for the passenger spaces. Minimum 4.0 m (13 ft.) width required for the first passenger space.
 - (d) Resolve conflicts behind the passenger spaces located by the O/H security gate on Level P2 near gridline 4/5 and gridline B.
 - (e) Provision of secure residential accessible parking behind the O/H residential security gate.

Note to Applicant: the following information is required for drawing submission at the development permit stage to facilitate a complete Transportation review:

- (a) A complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided.
- (b) All types of parking and loading spaces individually numbered, dimensioned, and labelled on the drawings.
- (c) Dimension of column encroachments into parking stalls.
- (d) Show all columns in the parking layouts.

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- (e) Dimensions for typical parking spaces.
 - (f) Dimensions of additional setbacks for parking spaces due to columns and walls.
 - (g) Dimensions of manoeuver aisles and the drive aisles at the parkade entrance and all gates.
 - (h) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates. These clearances must consider mechanical projections and built obstructions.
 - (i) Areas of minimum vertical clearances labelled on parking levels.
 - (j) Design elevations on both sides of the ramps and drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances. The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings.
 - (k) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable.
 - (l) Existing street furniture including bus stops, benches etc. to be shown on plans.
 - (m) The location of all poles and guy wires to be shown on the site plan.
27. Provision of a draft final Rainwater Management Plan (RWMP) prior to DP issuance. As it is acknowledged that not all design components are advanced fully at this stage, placeholders will be accepted in this resubmission with the expectation the final report will include all relevant details.
- The resubmission at DP must include the following amendments:
- a) Provide a landscaping and grading plan (with soil volumes) to support the proposal of landscaping capture.
 - b) Ensure that the Permavoid / Passive Irrigation system meets the intent of the Rainwater Bulletin and that the system is designed in such a way that water is available for landscaping as needed and capacity is available to capture rainwater during rainy periods minimizing peak flows from the site.
 - c) Provide a breakdown of the irrigation demands for the landscaping that will passively irrigate from the Permavoid storage. Coordination with the Landscape Architects is required to select appropriate species for this system.
 - d) Reconsideration of the release rate and detention tank sizing in the likely event of receiving rainwater inputs from the Permavoid system during continuous wet weather.
28. Provision of a final RWMP, which includes a written report, supporting calculations, computer models and drawings to the satisfaction of Engineering Services prior to BP Stage 2 issuance.

Note to Applicant: A legal agreement related to Rainwater Management will be required prior to issuance of a Development Permit.

Note to Applicant: The applicant is requested to schedule a meeting with IWM Branch prior to moving forward with the RWMP and resubmission with the Development Permit application. To schedule the meeting, contact rainwater@vancouver.ca.

29. Parking, loading, bicycle, and passenger loading spaces must be provided and maintained in accordance with the requirements of the Vancouver Parking By-Law, except that:
- (a) Two Class A loading bays to be provided in lieu of one of the two required Commercial Class B loading bays for a total of two Class B and two Class A loading bays on site. The Class A loading spaces can be provided on Level P1 in front of the secure Residential gate.

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. Provision of a 5.5 m (18 ft.) offset distance measured from the back of the existing curb for widened sidewalks along East Broadway to be achieved through building setback and statutory right-of-way (SRW) for public pedestrian use over a portion of the site.

Note to Applicant: The SRW will be free of encumbrance such as vents, structure, stairs, planter walls, benches, and plantings at grade (and is to accommodate the underground parking structure within the SRW agreement).

2. Provision of a Shared Use Loading Agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for one Class A loading space and the Class B loading space between the commercial and residential uses and label the spaces as ('Residential and Commercial Loading'). Specify times of use for commercial and residential uses.
3. 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 are provided.
 - (a) Provision of adequate water service to meet the fire flow demands of the project. Based on the confirmed Fire Underwriter's Survey Required Fire Flows submitted by Creus Engineering dated March 3, 2020 and domestic flows submitted by

MCW Consultants Ltd. dated March 3, 2020, no water main upgrades are required to service the development.

Note to Applicant: Should the development's Fire Underwriter's Survey Required Fire Flow calculation change as the building design progresses, a resubmission to the City of Vancouver Waterworks Engineer is required for re-evaluation of the Water System.

- (b) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project. Implementation of development at 1649 East Broadway requires the following in order to improve sanitary (SAN) sewer flow conditions:

(i) Local Servicing Upgrade:

- Upsize 160 m of 200 mm SAN main to 250 mm in Mclean Drive and East 6th Avenue from (MH__FJ CX4A) to (MH__FJ CX4F).
 - Upsize 56 m of 200 mm SAN main to 300 mm on Mclean Drive from East 7th Avenue (MH__FJ CX4A) to East 6th Avenue (MH__FJ CX4J).
 - Upsize 104 m of 200 mm SAN main to 300 mm on East 6th Avenue from Mclean Drive (MH__FJ CX4J) to L/E Clark Drive (MH__FJ CX4F).

The lengths and diameters of these improvements are approximate and subject to detailed design by Developer's Engineer.

The developer may submit a flow monitoring study to confirm the extent of the upgrade, which is to be reviewed and accepted by the City Engineer. The study shall provide data for minimum three months of wet weather flow and dry weather flow, to allow for model calibration and flow estimate verification. The required upgrades may be modified based on the outcomes of the flow monitoring study, at the discretion of the City Engineer. Contact utilities.servicing@vancouver.ca for direction prior to initiating any flow monitoring work.

The post-development 10-year flow rate discharged to the storm sewer shall be no greater than the 10-year pre-development 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.

Developer's Engineer to submit design brief, calculations and / or model, and design drawings to the City. All submittals including upgrade design drawings (90% design stage or better) are required to be reviewed and accepted by the City Engineer prior to development permit issuance.

Development to be serviced to the existing 200 mm SAN and 250 mm STM sewers in lane south of East 8th Avenue.

Note to Applicant: Groundwater requirements are not currently an immediate concern at this site. The City may require a Hydrogeological Study, Groundwater Management Plan, and / or Impact Assessment if dewatering rates are significant or concerning, to the City's discretion. The developer is advised to undertake adequate investigations to understand the site groundwater conditions early on in the planning and design process.

- (c) Provision of street improvements along East Broadway adjacent to the site and appropriate transitions including the following:
 - (i) 1.22 m (4 ft.) wide front boulevard with street trees where space permits;
 - (ii) Broom finish saw-cut concrete sidewalk from the edge of the front boulevard to the property line;
 - (iii) Hard surface treatment between the sidewalk and the building within the SRW area;
 - (iv) Upgraded street lighting (roadway and sidewalk) adjacent to the site to current City of Vancouver standards and Illuminating Engineering Society of North America (IESNA) recommendations; and
 - (v) Adjustment to all existing infrastructure to accommodate the proposed street improvements.
- (d) Provision to mill and pave lane along the development site's frontage.
- (e) Provision of lane lighting on standalone poles comes with underground ducts. The ducts should be connected to the existing City of Vancouver Street Lighting infrastructure.

Note to Applicant: Existing wood pole in the lane may conflict with access to the proposed parallel Class B loading spaces. Arrangements to the satisfaction of the General Manager of Engineering Services and the appropriate public utility companies for pole relocation are required, if the (driveway, loading bay, walkway, etc.) cannot be relocated.

Note to Applicant: 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 (the latest edition) and the Master Municipal Construction Documents (the latest edition).

- (f) Provision for the installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.
- (g) 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.

- (h) Provision of street trees where space permits. Final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. Tree species to the approval of the City Arborist. Street tree planting to include appropriate soil volumes and approved root barriers of rigid construction, 2.4 m (8 ft.) long and 0.5 m (1.5 ft.) deep, centre on each street tree adjacent to the sidewalk and any off street bike facility.
4. 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 plan, 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.

The applicant is to provide confirmation that all required electrical plant is provided for on-site. There is to 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 BC 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.

Note to applicant: Applicant is advised to contact Translink with regard to Limits of Approach and construction activities adjacent Translink infrastructure at <http://www.translink.ca/en/About-Us/Doing-Business-with-TransLink/Real-Estate/Adjacent-and-Integrated-Developments.aspx>.

Housing

5. Make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services to enter into a Housing Agreement and/ or Section 219 Covenant securing all residential units as secured rental housing units, including at least 20 per cent of the residential floor area that is counted in the calculation of the floor space ratio secured as below-market units, for the longer of 60 years and the life of the building and on such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may require.

The Housing Agreement or agreements will include but not be limited to the following terms and conditions:

- (a) A no separate-sales covenant;

- (b) A no stratification covenant;
- (c) A provision that none of such units are to be rented for less than one month at a time;
- (d) All rental units will be secured as rental for a term of the longer of 60 years and the life of the building;
- (e) A rent roll is to be provided indicating the agreed initial monthly rents for each below-market unit when the Housing Agreement is entered into, and prior to development permit issuance;
- (f) The unit mix will include not less than 35 per cent family units (two or more bedrooms and be designed to be suitable for families with children) for each of the market rental units and below-market units.
- (g) The average initial starting monthly rents for each below-market unit will be at or below the following rents, not subject to adjustment:

Below Market Unit Type	Maximum Average Starting Rents
Studio	\$950
1-bed	\$1200
2-bed	\$1600
3-bed	\$2000

and that a rent roll indicating the agreed maximum average initial monthly rents for the below-market units secured at below-market rates will be required prior to Development Permit issuance, and again prior to Occupancy Permit, to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services;

- (h) That, after an Occupancy Permit has been issued, rent increases for the below-market units will be capped at the Residential Tenancy Act maximum annual allowable increase, as published by the Province of British Columbia, regardless of a change in occupancy;
- (i) The applicant will verify eligibility of new tenants for the units secured as below-market rates:
 - (i) For new tenants, annual household income cannot exceed four (4) times the annual rent for the unit (i.e. at least 25% of household income is spent on rent); and
 - (ii) There should be at least one occupant per bedroom in the unit.
- (j) The applicant will verify the ongoing eligibility of existing tenants in the units secured at below-market rates every five (5) years after initial occupancy:

- (i) For such tenants, annual household income cannot exceed five (5) times the annual rent for the unit (i.e. at least 20% of income is spent on rent); and
- (ii) There should be at least one occupant per bedroom in the unit.

On an annual basis, or at the request of the City, the applicant will report to the City of Vancouver on the operation of the below-market units which will ensure that the City can confirm that such units are being operated as agreed, and will include a rent roll for the below-market units, and a summary of the results of eligibility testing for all such units; and

- (k) On such other terms and conditions as the General Manager of Planning, Urban Design or Sustainability (or successor in function) and the Director of Legal Services may require in their sole discretion.

Note to Applicant: This condition will be secured by a Section 219 Covenant and a Housing Agreement to be entered into by the City by by-law enacted pursuant to section 565.2 of the Vancouver Charter prior to enactment of the rezoning by-law.

Environmental Contamination

7. 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 agreements deemed necessary to fulfill 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 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, are provided to the City.

Agreements

Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as Covenants pursuant to Section 219 of the Land Title Act.

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges, and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-laws. 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.

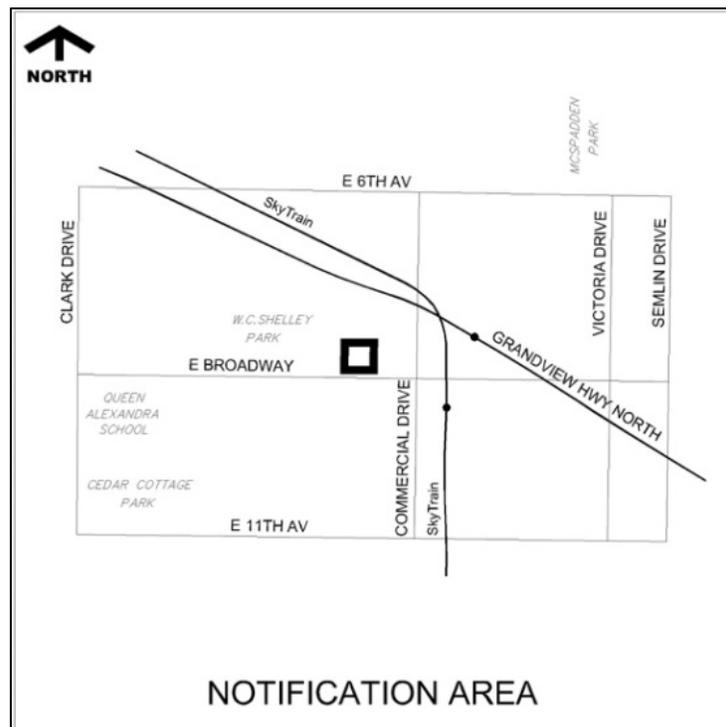
* * * * *

**1649 East Broadway
ADDITIONAL INFORMATION**

PUBLIC CONSULTATION SUMMARY

Public Notification

A rezoning information sign was installed on the site on May 21, 2020. Approximately 1,872 notification postcards were distributed within the neighbouring area on or about May 20, 2020. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps).



Public Response

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

- 17 e-mails, online comment forms, and other feedback were received from the public.

Total notifications		 1,872
Open House attendees	0	
Open House comment sheets	0	
Online/other feedback	18	

* Note that all reported numbers above are approximate

Note: Each comment form or online response can include a number of comments which may reference points in support, potential concerns and questions or neutral/general statements. Therefore, staff focus on qualitative theming of comments and overall percentages are not provided.

Some duplication of responses may result where respondents chose to provide feedback to a rezoning application more than once using a number of mediums (open house comment sheet, online feedback, form letter, petition, etc.).

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

Generally, comments of support fell in the following areas:

- **Building height, massing, and density:** Support for more and additional density near Commercial-Broadway SkyTrain Station, which is one of the busiest transit hubs in the City of Vancouver.
- **Building design:** The general design of the building is a good fit for the neighbourhood.
- **Housing Stock:** Support for more market rental and below market rental housing stock on major arterials such as Commercial and Broadway.

Generally, comments of concern fell into the following areas:

- **Building height, massing and density:** The additional density and height makes the development too tall and dense for the area causing important view cones to be blocked.
- **Parking within development:** Concerns were expressed that the ratio of units to parking stalls is not enough to accommodate this development. The lack of parking spaces will cause spill over to smaller side streets that will not be able to handle an influx of vehicle traffic. Other concerns were expressed as having too much parking proposed for this development as it is in close proximity to rapid transit.
- **Building design:** The building is visually and aesthetically not pleasing.

- **Consultation:** The consultation process for this development has not been sufficient and adequate enough as there was only an online feedback form available and no in person open house to voice concerns and other opinions.
- **Family Housing:** The development is not family friendly as it does not have enough 3 bedroom units to accommodate larger households.
- **Affordable Housing:** Worries about the affordability of this proposal and concerns on how this will affect the surrounding neighbourhood.
- **Process:** The development should conform to what the site was originally zoned for as concerns about transparency has been questioned as a result of this amendment.

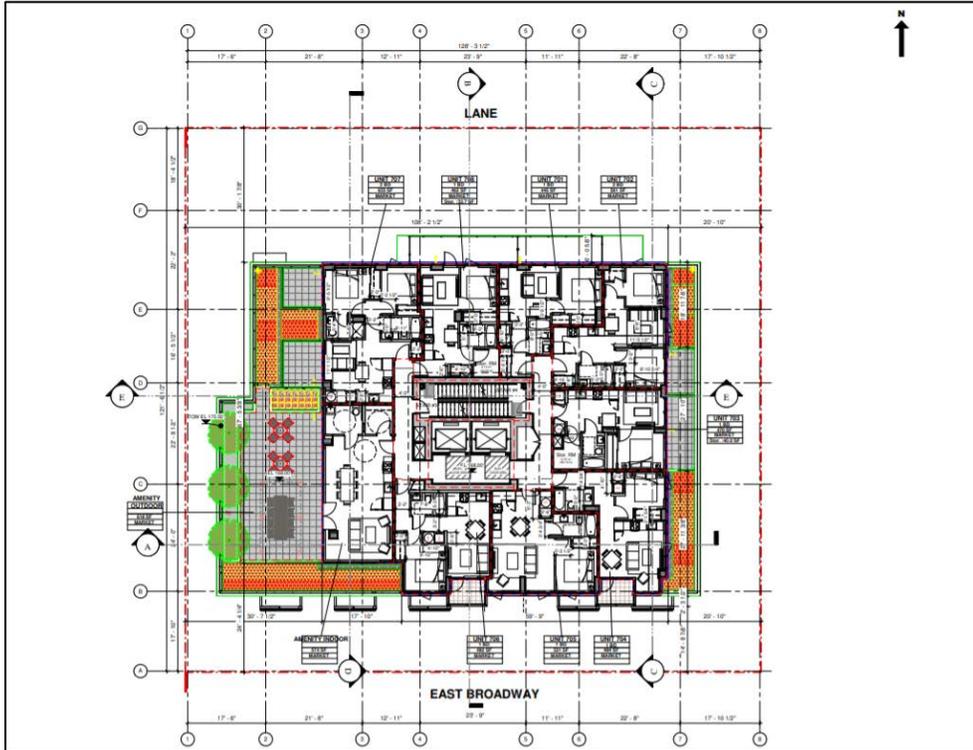
The following miscellaneous comments were received from the public (note: these were topics that were not ranked as highly as above).

Neutral comments/suggestions/recommendations:

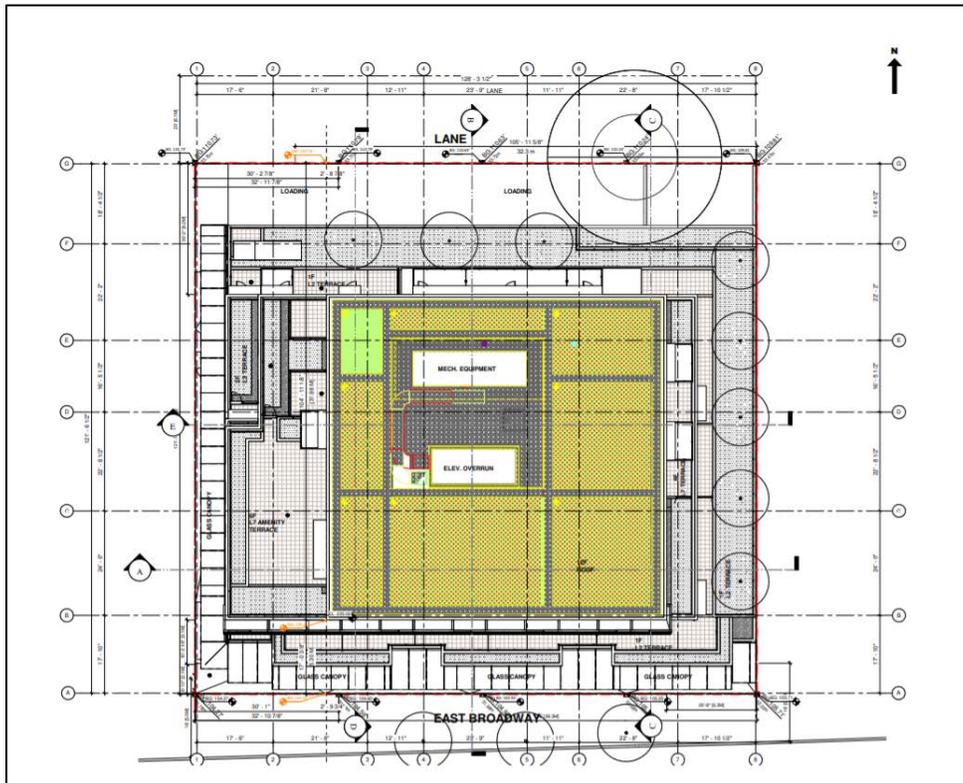
- The height should be made taller as it is on a major arterial.
- Building materials should be reconsidered as the development should be going with timber as opposed to concrete.
- Given the close proximity to transit, additional bicycle parking space and racks should be implemented on site.
- More considerations should be put forth on the sustainability aspects of this development.

* * * * *

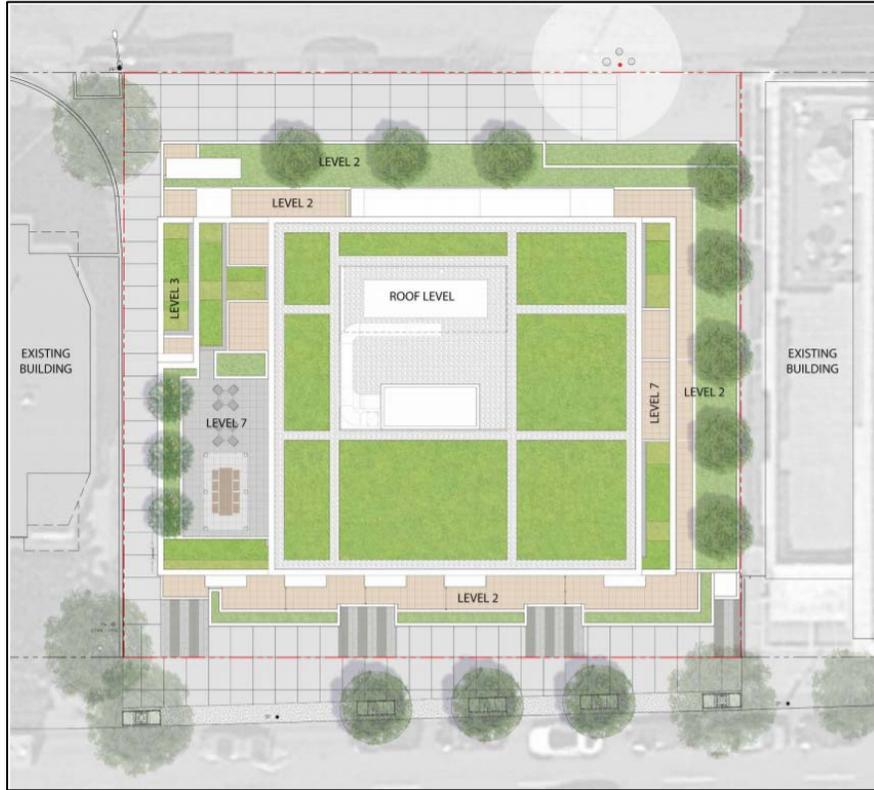
Floor Plan – Level 7



Floor Plan – Roof Level



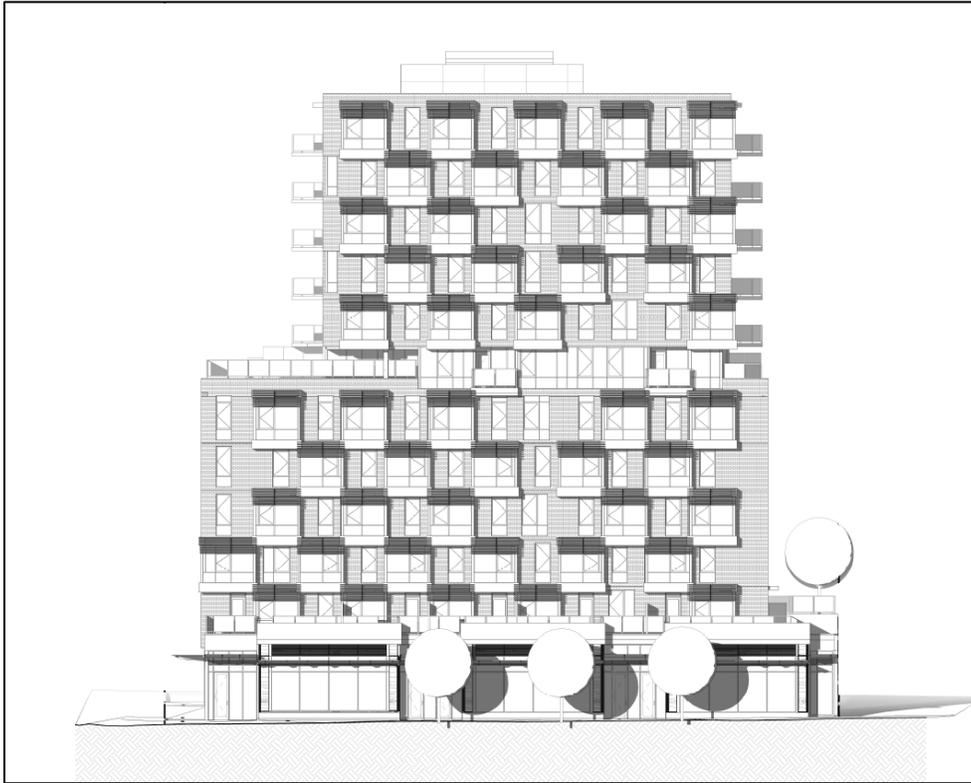
Landscape Plan



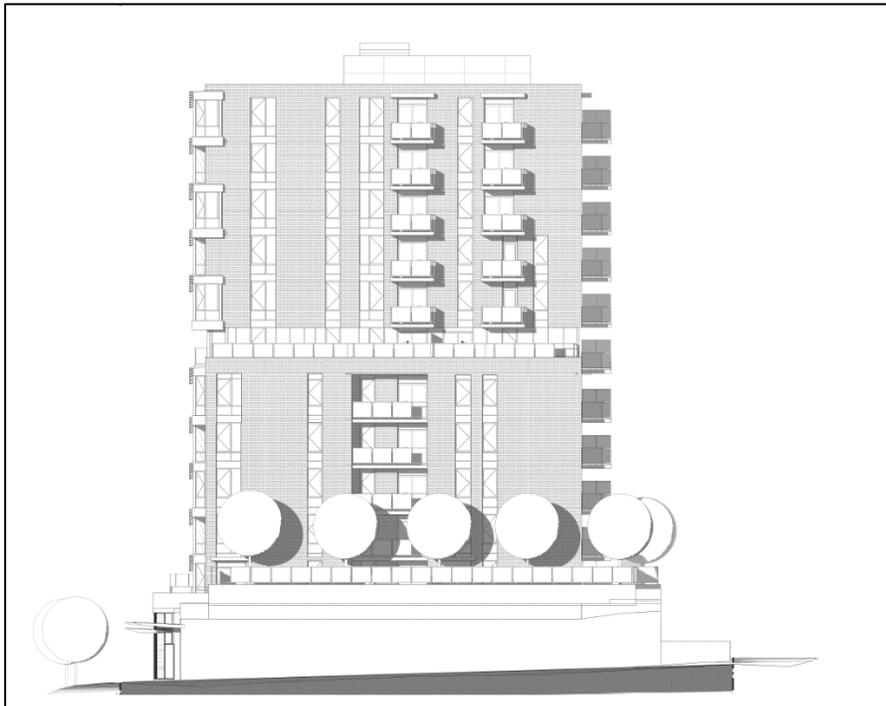
Rendering – Level 7 Outdoor Amenity



South Elevation (Looking North)



East Elevation (Looking West)



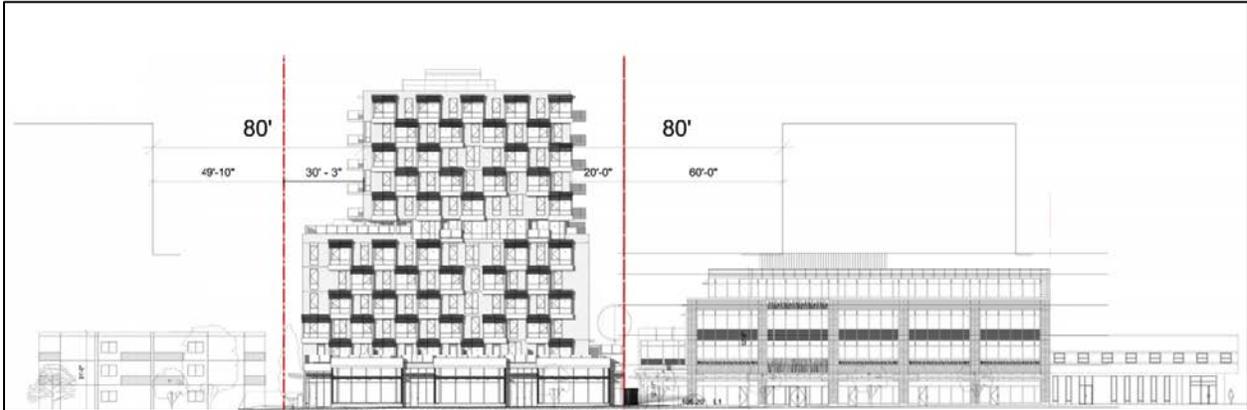
North Elevation (Looking South)



West Elevation (Looking East)



Streetscape – East Broadway Looking North



Rendering – View From East Broadway Looking East



Rendering – View From East Broadway Looking West



1649 East Broadway
DEVELOPMENT COST LEVY WAIVER ANALYSIS

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

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

Unit type	No. unit proposed	DCL By-law maximum average unit size
Studio	12	42 sq. m (450 sq. ft.)
1-bedroom	60	56 sq. m (600 sq. ft.)
2-bedroom	36	77 sq. m (830 sq. ft.)
3-bedroom	6	97 sq. m (1,044 sq. ft.)

- (d) The average initial rents for below-market units do not exceed rents specified in section 3.1A(d) of the *DCL By-law*. The following data reflects the DCL Waiver Request Form submitted by the applicant

Unit type	No. unit proposed	Proposed average unit rent*	DCL By-law maximum average unit rent*
Studio	3	\$950	\$950
1-bedroom	12	\$1,200	\$1,200
2-bedroom	5	\$1,600	\$1,600
3-bedroom	3	\$2,000	\$2,000

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

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

PUBLIC BENEFITS IMPLEMENTATION TRACKING
GRANDVIEW-WOODLAND COMMUNITY PLAN (2016)
Updated Year-End 2019

<p>POPULATION GROWTH</p> <p>No observable population growth has occurred since the 2016 census.</p>	<p style="text-align: center;">Growth, 0 (0% of projection)</p> <p style="text-align: center;">Population, 36,000 (2016) Projected Growth, 9,500 (2041)</p>															
<p>DEVELOPMENT ACTIVITY (UNITS)^a</p> <p>Recent rezoning approvals:</p> <ul style="list-style-type: none"> • 1535-1557 Grant St. (35 secured market rental) • 815-825 Commercial Dr & 1680 Adanac St. (38 secured market rental) • 1636 Clark Dr. and 1321-1395 E 1st Ave. (90 social) 	<table border="1"> <caption>Development Activity (Units)</caption> <thead> <tr> <th>Stage</th> <th>Total Units</th> <th>Breakdown</th> </tr> </thead> <tbody> <tr> <td>Completed</td> <td>10</td> <td>Strata, 10</td> </tr> <tr> <td>Under construction</td> <td>46</td> <td>Rental, 42; Strata, 4</td> </tr> <tr> <td>Approved</td> <td>369</td> <td>Social, 90; Rental, 145; Strata, 134</td> </tr> <tr> <td>In review</td> <td>1,839</td> <td>Social, 528; Rental, 183; Strata, 1,128</td> </tr> </tbody> </table>	Stage	Total Units	Breakdown	Completed	10	Strata, 10	Under construction	46	Rental, 42; Strata, 4	Approved	369	Social, 90; Rental, 145; Strata, 134	In review	1,839	Social, 528; Rental, 183; Strata, 1,128
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PUBLIC BENEFITS ACHIEVED SINCE 2016

Category	Anticipated Public Benefits by 2031 (+) ^b	Completed since 2016 (•) or In Progress (◦)	% ^c
Housing ^a	<ul style="list-style-type: none"> + 1,400 non-market units + 1,400 secured market rental units + Support the creation of shelter space, where feasible, and with the support of upper levels of government + Increase the diversity of housing in Grandview-Woodland + Support the protection of existing affordable rental stock; and allow gradual renewal of older/under built stock in RM areas. + Create new secondary rental opportunities in RT areas and via new townhouse/rowhouse and multifamily development 	<ul style="list-style-type: none"> ◦ 42 secured market rental units – 2109 East Hastings Street (under construction) • New RT-5, RM-8A, RM-11, RM-12 districts in GW to support increase in housing diversity 	5%
Childcare	<ul style="list-style-type: none"> + Approx. 159 new spaces for children 0 to four years + Approx. 65 renewed spaces for children 0 to four years + Approx. 90 spaces for school aged children five to 12 years + Approx. 190 renewed spaces for children five to 12 years 	<ul style="list-style-type: none"> • 69 spaces for children 0 to four years (Lord Nelson) • 22 spaces for children five to 12 years (Lord Nelson) 	20%
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 + Upgrades to walking environment and sidewalk network + Street network and signal upgrades + New and enhanced plazas as part of redevelopment of key sites + Redesign Commercial Drive as a complete street 	<ul style="list-style-type: none"> • E 10th Ave corridor improvements • Street closure at Woodland St. and 2nd Ave ◦ Street trees between Clark Dr. & Nanaimo St. ◦ Commercial Dr. Piazza – pavement to plaza (planning) ◦ Safeway site plaza – as part of larger site redevelopment ◦ Pandora/Portside Greenway (planning) ◦ Nanaimo Street upgrades - utilities and transportation improvements (scheduled completion: Summer 2020) 	5%
Culture	<ul style="list-style-type: none"> + Creation of 23,000 ft² of artist work space integrated with mixed-use sites containing low-income housing for artists and cultural workers + Seek up to 18,000 ft² of non-profit creation/production studios + Seek cultural spaces as part of Britannia Community Centre redevelopment 	<ul style="list-style-type: none"> ◦ Cultural amenities are proposed as part of proposed Britannia Centre redevelopment. 	0%
Civic/Community	<ul style="list-style-type: none"> + Britannia Community Centre renewal and expansion + Fire Hall #9 renewal + Community Policing Centre lease renewal 	<ul style="list-style-type: none"> ◦ Britannia Community Centre renewal (planning) 	0%
Heritage	<ul style="list-style-type: none"> + 5% allocation from cash community amenity contributions in Grandview-Woodland 	<ul style="list-style-type: none"> • 5% allocation from cash community amenity contributions • New RT-5 zone supports retention of existing heritage and character structures 	N/A
Social Facilities	<ul style="list-style-type: none"> + Aboriginal Mother Centre Society renewal and expansion + Kiwassa Neighbourhood House renewal and expansion 	<ul style="list-style-type: none"> ◦ Britannia Community Centre - NPO Hub (scoping) ◦ Britannia Community - Food Centre (scoping) 	0%

	<ul style="list-style-type: none"> + Vancouver Aboriginal Friendship Centre Society renewal and expansion + Urban Native Youth Association redevelopment + Kettle Friendship Society redevelopment 	<ul style="list-style-type: none"> o 1st and Clark Detox and Social Housing Project (planning) 	
A Parks	<ul style="list-style-type: none"> + Renewal and improvement of 8 neighbourhood parks + Install new synthetic turf to replace existing field (location TBD) + Upgrade one track facility (location TBD) + Create new and enhanced plaza areas as part of redevelopment of key sites + Introduce new shared space areas + Increase tree planting in neighbourhood + Work with school boards to allow community use of neighbourhood schools and greenspaces during non-school times 	<ul style="list-style-type: none"> o Land acquisition for potential McSpadden Park expansion o Cedar Cottage Park renewal (under construction) o Pandora Park renewal including off-leash dog area (under construction) o Templeton Park Playground (under construction) 	0%

EXPLANATORY NOTES

The Public Benefits Implementation Tracker assists in monitoring progress toward the delivery of public benefits anticipated from the community plans. Data in this tracker reflects activity within the plan boundaries since Plan approval.

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.

Recent rezoning approvals listed in this section reflect the last five rezonings (excluding minor text amendments) approved by Council within the last five years in the plan area.

Public Benefits Achieved

Public benefits that have either been completed or are under construction are included in this section. 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](#).

**1649 East Broadway
PUBLIC BENEFITS SUMMARY**

Project Summary

A 12-storey mixed use development with at grade commercial and 114 secured rental residential units consisting of 91 market rental units and 23 below-market rental units in not less than 20 per cent of the residential floor area.

Public Benefit Summary:

This proposal would provide a minimum of 114 secured market rental housing units, including 23 below-market units secured at moderate income rents in not less than 20 per cent of the residential floor area, through a Housing Agreement and Section 219 Covenant for the longer of 60 years and the life of the building.

	Current Zoning	Proposed Zoning
Zoning District	CD-1(715)	CD-1
FSR (site area = 1,462 sq. m (15,737 sq. ft.))	4.0	5.0
Floor Area (sq. ft.)	5,846.4 sq. m (62,930 sq. ft.)	7,301.6 sq. m (78,594 sq. ft.)
Land Use	Commercial / Residential	Commercial / Residential

Summary of development contributions expected under proposed zoning

City-wide DCL ¹	\$81,404
City-wide Utilities DCL ¹	\$28,126
TOTAL	\$109,530

Other benefits (non-quantified): 114 rental housing units secured for the longer of 60 years and the life of the building, including 23 below market units secured at moderate income rents.

¹ Based on rates in effect as at September 30, 2019; 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.

**1649 East Broadway
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION**

Property Information

Address	Property Identifier (PID)	Legal Description
1649 East Broadway	030-467-365	Lot 1, Block 154, District Lot 264A Group 1 New Westminster District Plan EPP82462

Applicant Information

Architect	IBI Group Architects
Developer / Property Owner	Jameson Development Corp. / 0923172 BC Ltd.

Development Statistics

	Permitted Under Existing Zoning	Proposed
Zoning	CD-1(715)	CD-1
Site Area	1,462 sq. m (15,737 sq. ft.)	1,462 sq. m (15,737 sq. ft.)
Uses	Commercial / Residential	Commercial / Residential
Floor Area	5,846.4 sq. m (62,930 sq. ft.)	7,301.6 sq. m (78,594 sq. ft.)
Floor Space Ratio (FSR)	4.0	5.0
Height	33.2 m (108.92 ft.)	36.5 m (119.8 ft.)
Residential Units	Total units: 85 Secured market rental: 45 Below market rental: 0 Market strata: 40	Total units: 114 Secured market rental: 91 Below market rental: 23 Market strata: 0
Unit Mix	Total units: 85 Studio units: 12 (14.1%) One-bedroom units: 40 (47.1%) Two-bedroom units: 24 (28.2%) Three-bedroom units: 9 (10.6%)	Total units: 114 Studio units: 12 (10.5%) One-bedroom units: 60 (52.6%) Two-bedroom units: 36 (31.6%) Three-bedroom units: 6 (5.3%)
Parking, Loading And Bicycle Spaces	as per Parking By-law	70 parking spaces 2 Class B loading spaces 4 Class A loading spaces 217 Class A bicycle spaces 0 Class B bicycle spaces
Natural Assets	n/a	0 on-site trees 11 new on-site trees