



REFERRAL REPORT

Report Date: March 30, 2021
Contact: Yardley McNeill
Contact No.: 604.873.7582
RTS No.: 14301
VanRIMS No.: 08-2000-20
Meeting Date: April 13, 2021

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 Rezoning: 1650 East 12th Avenue

RECOMMENDATION

- A. THAT the application by Ciccozzi Architecture Inc. on behalf of 1650 East 12th Avenue Investments Ltd. (Wesgroup Properties), the registered owner of the land located at 1650 East 12th Avenue [*Lot A Block 170 District Lot 264A Plan 16071; PID 004-343-719*] to rezone the land (including a City lane) from C-2C1 (Commercial) District to CD-1 (Comprehensive Development) District, to increase the maximum building height from 10.7 m (35 ft.) to 21.3 m (70 ft.), to permit the development of a six-storey mixed-use building containing 65 strata-titled residential units, be referred to a Public Hearing together with:
- (i) plans prepared by Ciccozzi Architecture Inc., received April 30, 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 Public Hearing.

- B. THAT, if the application is referred to a Public Hearing, the application to amend the Sign By-law to establish regulations for this CD-1, generally as set out in Appendix C, be referred to the same Public Hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-law, generally as set out in Appendix C, for consideration at the

Public Hearing.

- C. THAT, subject to enactment of the CD-1 By-law, the Noise Control By-law be amended to include this CD-1 in Schedule B, generally as set out in Appendix C;

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

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

REPORT SUMMARY

This report evaluates an application to rezone the site at 1650 East 12th Avenue from C-2C1 (Commercial) District to CD-1 (Comprehensive Development) District, to permit the development of a six-storey mixed-use building containing 65 strata-titled residential units all over two levels of underground parking. A height of 21.3 m (70 ft.) is proposed at a density of 3.0 FSR. The existing C-2C1 zoning for the site permits a density of 3.0 FSR. No change to the density is proposed in this rezoning application.

Staff have assessed the application and conclude that it generally meets the intent of the *Grandview-Woodland Community Plan*. Staff recommend that the application be referred to Public Hearing, together with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it, subject to Public Hearing, and subject to the conditions in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council Policies for this site include:

- Grandview-Woodland Community Plan (2016)
- Family Room: Housing Mix Policy for Rezoning Projects (2016)
- High-Density Housing for Families with Children Guidelines (1992)
- Green Buildings Policy for Rezoning (2010, last amended 2020)
- View Protection Guidelines (1989, amended up to 2011)

- Community Amenity Contributions – Through Rezoning (1999, last amended 2020)
- Urban Forest Strategy (2014)

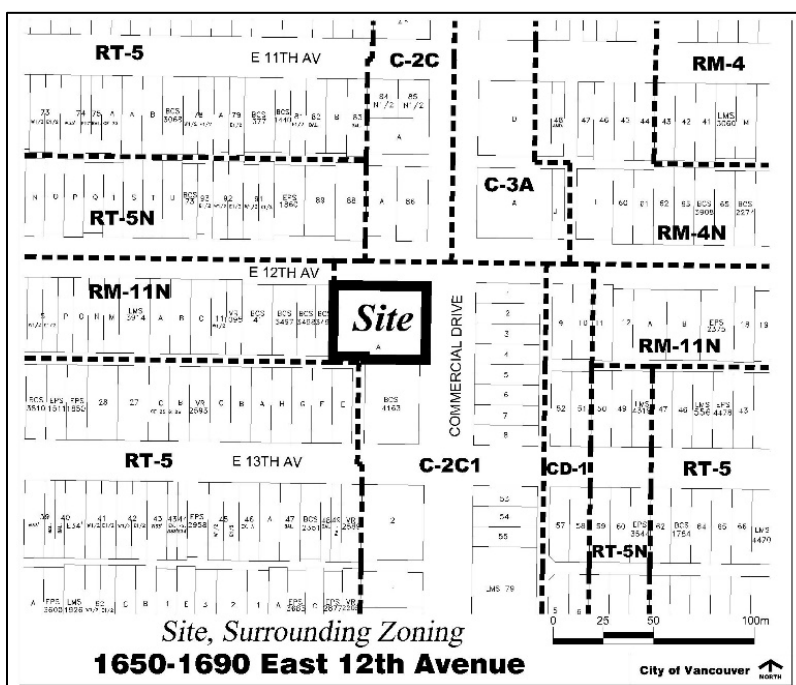
REPORT

1. Site and Context

The subject site is located on the southwest corner of Commercial Drive and East 12th Avenue (see Figure 1), with a frontage of approximately 46 m (151 ft.) along East 12th Avenue and approximately 37 m (120 ft.) along Commercial Drive. The site is comprised of one C-2C1 zoned lot and a section of the City owned lane directly south of the lot, totaling approximately 1,704 sq. m (18,342 sq. ft.) in size and currently developed with a single-storey commercial building with a surface parking lot. A condition to permit the sale and closure of the lane is contained in Appendix B.

The subject site is located three blocks south of the Commercial-Broadway SkyTrain station, with convenient bus service on Commercial Drive.

Figure 1: Surrounding Zoning and Context



Neighbourhood Amenities – The following neighbourhood amenities are within the local area:

- John Hendry Park (Trout Lake) is located approximately 380 m southeast at 3300 Victoria Drive;
- Clark Park is located approximately 180 m to the south at 1500 East 14th Avenue; and
- Commercial Drive features a number of local shops and services.

Local School Capacity – The site is located within the catchment of Queen Alexandra Elementary School at 1300 East Broadway, which currently has an operating capacity of 720

students. According to the Vancouver School Board (VSB)'s *Draft Long Range Facilities Plan* dated May 29, 2019, enrolments in 2017 resulted in a surplus of 102 spaces. By 2027, the draft plan forecasts a surplus of approximately 161 spaces. The overall enrolment trend for the wider area is changing and sufficient space is anticipated to accommodate the current and forecasted enrolment.

The site is also located in the catchment area of Vancouver Technical Secondary School located at 2600 East Broadway approximately 500 m east from the site. This school utilized 97% of its 1,700-seat capacity in 2017, with a draft forecasted surplus of 51 spaces in 2027. Surplus capacity exists and is forecasted for nearby secondary schools such as Britannia, Templeton, Gladstone and Windermere.

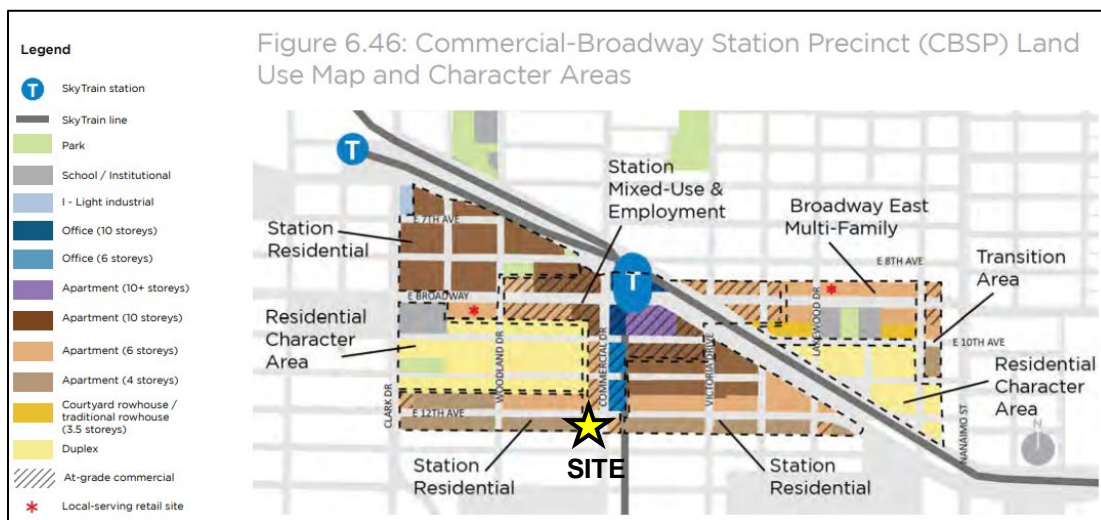
2. Policy Context

Grandview-Woodland Community Plan (the *Plan*) – Future land use on the subject site is guided by the *Grandview-Woodland Community Plan*, approved July 2016. The site is within the Commercial-Broadway Station Precinct sub-area where the *Plan* provides direction to support the development of a transit-oriented neighbourhood, featuring a broad array of housing opportunities as well as services and jobs. The *Grandview-Woodland Community Plan* (the *Plan*) area boundary is directly south of the site.

Specifically, the subject site falls under subsection 6.7.1 of the *Plan*, called the Station Mixed-Use and Employment area. This area is located along East Broadway between Woodland Drive and Semlin Drive and on Commercial Drive between East Broadway and 12th Avenue (see Figure 2). In this area, the *Plan* anticipates a vibrant, mixed-use, transit-oriented neighbourhood with various types of housing, employment and retail activity. For sites along Commercial Drive, such as the rezoning site, the *Plan* anticipates six-storey mixed-use and office buildings as a transition to the higher density mixed-use development closer to the Commercial-Broadway SkyTrain station. A maximum density of 3.0 FSR is outlined in the *Plan*.

The south side of East 12th Avenue is zoned RM-11N permitting four-storey apartment buildings through the Development Permit process.

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



Strategic Analysis

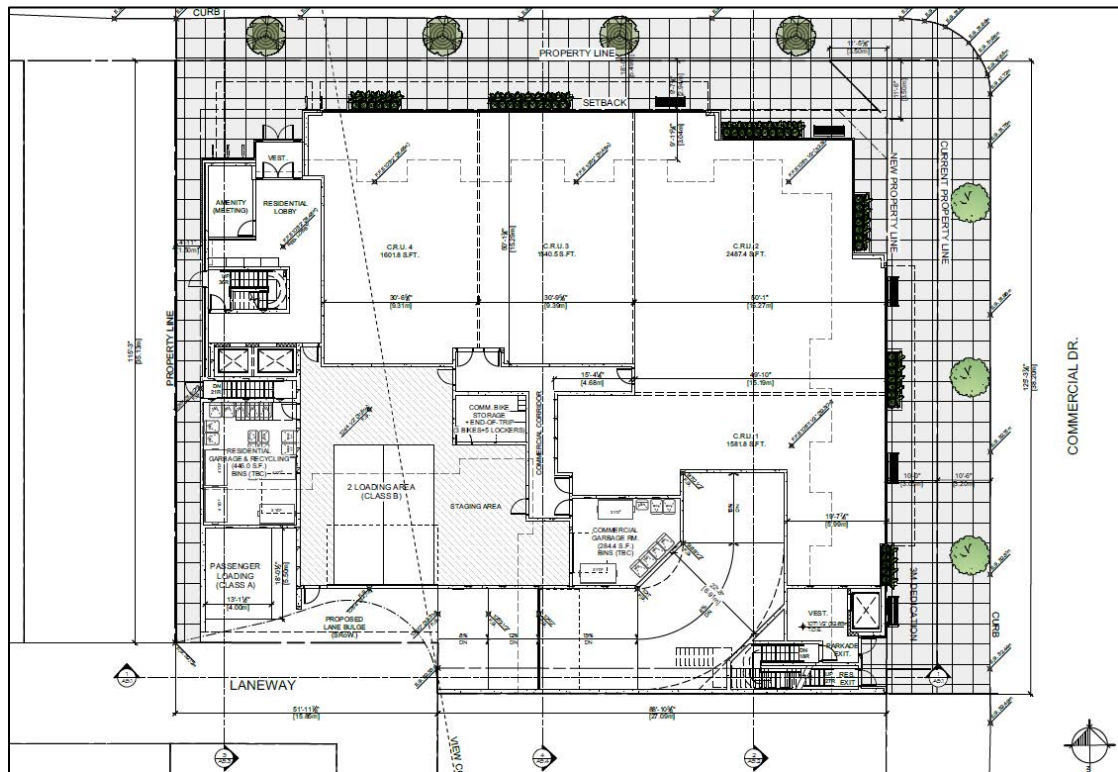
1. Proposal

In accordance with the *Grandview-Woodland Community Plan*, this application proposes to rezone the site from C-2C1 (Commercial) District to CD-1 (Comprehensive Development) District to allow the development of a six-storey mixed-use building with 65 strata-titled residential units (see Figure 3). Commercial uses are provided at grade. The overall density proposed is 3.0 FSR and the maximum building height is 21.3 m (70 ft.).

The residential entrance is from East 12th Avenue, with a common indoor and outdoor amenity space located on level two. Four ground level commercial-retail units (CRUs) line both East 12th Avenue and Commercial Drive. There are two levels of underground parking with loading spaces and vehicular access provided from the rear lane.

A City-owned lane noted earlier, is proposed to be consolidated with the site to create a continuous streetwall along Commercial Drive as envisioned in the *Plan*.

Figure 3: Site Plan



2. Land Use

The application proposes a mixed-use building and is consistent with the *Grandview-Woodland Community Plan*.

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

In assessing urban design performance, staff considered the built form guidance for the Commercial-Broadway Station Precinct as outlined in the *Grandview-Woodland Community Plan*.

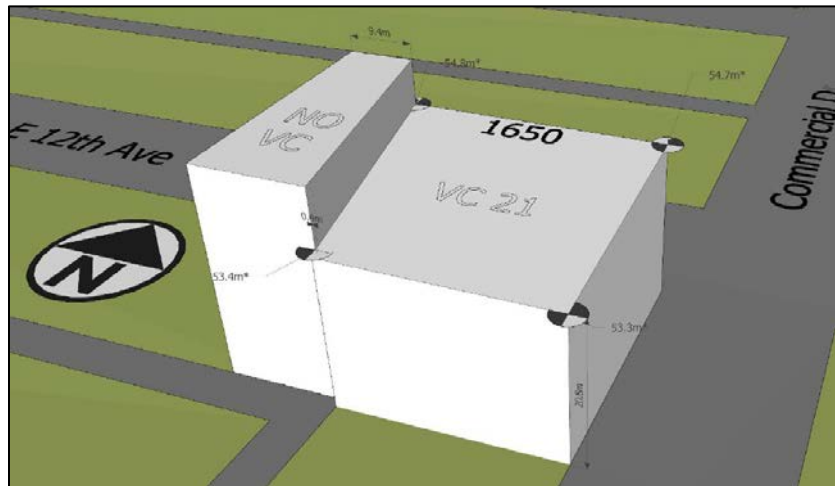
Existing Zoning – If the site were to redevelop under the existing C-2C1 zoning, a four-storey mixed-use building could be constructed, with commercial uses at grade and residential uses above.

Form of Development – This application is consistent with *the Plan* objectives for this area to accommodate a six-storey mixed-use development with residences above a commercial ground-level. The form of development consists of a continuous commercial base to activate the public realm along Commercial Drive and East 12th Avenue before transitioning to the residential lobby. Above the commercial base are five residential levels that step back from the ground level to provide a four-storey street wall that is consistent with the context (see Figure 4). Staff have provided a condition to further enhance the building's contextual fit.

Figure 4: Perspective looking southwest from the corner of Commercial Drive and E 12th Ave



Height – The proposal is within the *Plan*'s maximum six-storey height for this site. The eastern portion of the site is located within the protected Commercial Drive view cone (View Cone 21; see Figure 5). The street end view of Commercial Drive at 15th Avenue is of the North Shore mountains, beginning with Beauty Peak and including Crown, Grouse, and Mount Fromme (see Figure 6). This view frames the historic drive and narrows travelling north through the commercial district. The proposal is within the view cone height limit.

Figure 5: Protected View 21**Figure 6: View Cone 27 from Trout Lake**

Density – The application is within the *Plan*’s anticipated density with a proposed 3.0 FSR.

Public Realm – The *Plan* envisions enhanced streetscapes through public realm improvements and innovative building typologies to improve walkability and pedestrian comfort. The proposal includes setbacks along East 12th Avenue and Commercial Drive, as expected by the *Plan*, for a widened sidewalk and enhanced public realm. The proposed commercial frontages are complimented with landscaping elements and street furniture. Staff have included conditions to further enrich the pedestrian experience and to activate the public realm.

Amenity Space – The development includes on-site co-located outdoor and indoor amenity spaces on the second level. Landscape elements and outdoor furniture are incorporated into the outdoor amenity. Staff have included a condition to enrich the functionality and quality of the amenity space.

Urban Design Panel – The Urban Design Panel reviewed and supported this application with recommendations on September 30, 2020 (see Appendix D).

Conclusion – Staff reviewed the recommendations of the Urban Design Panel, as well as the site-specific conditions, and have concluded that the proposal conforms to the density, height and built-form of the *Grandview-Woodland Community Plan* and is appropriate for the context. Staff support the application subject to modifications outlined in the Urban Design conditions detailed in Appendix D.

4. Housing

Existing Tenants – The site is currently zoned C-2C1 and has a single-storey commercial building. As there are no residential tenants on site, the Tenant Relocation and Protection Policy does not apply.

Housing Unit Mix – The application includes 65 strata-titled residential units comprised of 15 studio units or 23%, 27 one-bedroom units or 42%, 15 two-bedroom units or 23% and eight three-bedroom units or 12%. This unit mix meets the family housing requirements of the *Family Room: Housing Mix Policy for Rezoning Projects*.

5. Transportation and Parking

Vehicle and bicycle parking is provided on two underground levels accessed from the lane, with loading provided at grade. The application proposes a total of 13 commercial parking spaces and 54 residential parking spaces, plus three visitor spaces. The application also proposes 117 Class A bicycle spaces, 6 Class B bicycle spaces, and two commercial loading spaces. Parking is to meet the requirements of the Parking By-law.

The owner of the lot has requested the sale and closure of a portion of the City-owned lane abutting the subject site. Engineering staff have determined that this section of the lane can be closed without impacting access to properties on this block, as the block is served by another existing north-south lane and the City has agreed to this sale (see Appendix B). A street right-of-way (SRW) will be sought to the rear of this lot to facilitate vehicle manoeuvring and is included as a condition in Appendix B, along with the engineering conditions of approval.

6. Environmental Sustainability and Natural Assets

Green Buildings – The *Green Buildings Policy for Rezoning*s requires that rezoning applications satisfy either the near zero emission buildings or low emissions green buildings conditions within the policy.

This application has opted to satisfy the *Green Buildings Policy for Rezoning*s under the low emissions green buildings requirements. The low emissions green buildings pathway represents City priority outcomes, establishing limits on heat loss, energy use, and greenhouse gases, and drawing on industry best practices to create more efficient, healthy and comfortable homes and workplaces. The applicant has submitted preliminary energy modeling analysis detailing building performance strategies to meet the energy use intensity, greenhouse gas and thermal demand targets. Additionally, all developments will need to meet rainwater management requirements for retention, rate control, cleaning, and safe conveyance. Conditions are included in Appendix B.

Natural Assets – The *Urban Forest Strategy* was developed to find ways to help preserve, protect and strengthen Vancouver's urban forest and tree canopy for the future. The *Protection*

of *Trees By-law* aims to maintain a healthy urban forest by requiring permission be sought to remove trees which meet certain conditions. The intent is to retain and protect as many healthy, viable trees as possible, while still meeting the challenges of development, housing priorities and densification. This is in keeping with City goals to achieve resilient and healthy natural systems in our urban areas.

There are no on-site trees and three City street trees associated with this development. Two of the City street trees will be removed and one City street tree will be retained and protected. Approximately 12 new trees are to be planted on site. See Appendix B for landscape and tree conditions.

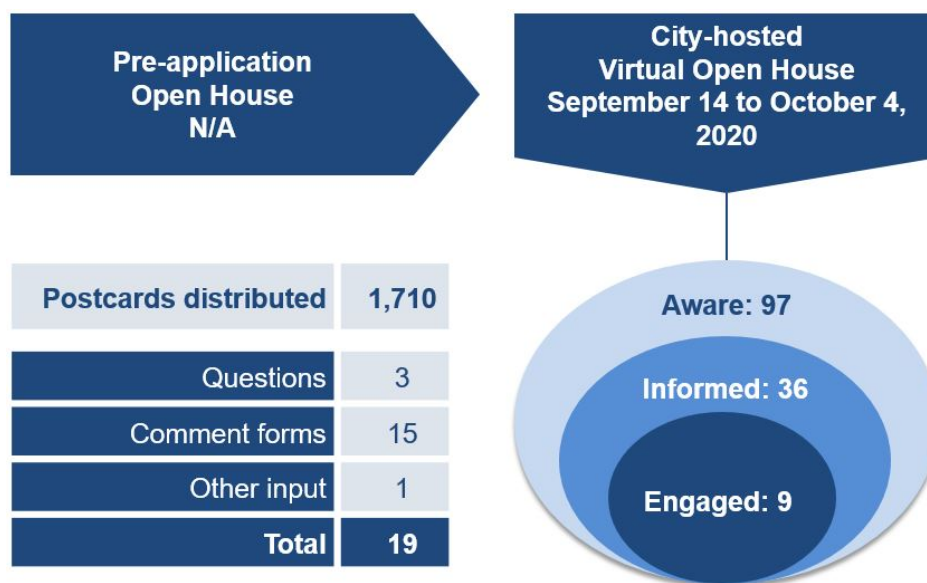
7. Public Input

Public Notification – A rezoning information sign was installed on the site on August 10, 2020. Approximately 1,710 notification postcards were distributed within the neighbouring area on or about September 10, 2020. Notification and application information, as well as an online comment form, was provided on the City's new digital engagement platform *Shape Your City Vancouver* (shapeyourcity.ca/).

Virtual Open House – In person open houses were put on hold based on the provincial health authority's restrictions for public gatherings due to the COVID-19 pandemic. In lieu of an in-person event, a virtual open house was held from September 14, 2020 to October 4, 2020 on the *Shape Your City* platform. The virtual open house consisted of an open-question online event where questions were submitted and posted with a response over a period of three weeks. Digital presentations from the City and the applicant were posted for online viewing, along with a digital model representation of the proposed application.

Due to the pandemic, a virtual engagement strategy was put in place to ensure the City's process for public discussion and obtaining feedback was maintained. This virtual approach allowed people to access materials online and engage at different levels at a time and location of their choosing. An extended virtual open house period allowed people to ask questions regarding the proposal, which staff actively monitored and responded to publicly.

Public Response and Comments – Public input was received throughout the application process through online questions and comment forms, and by email and phone. A total of 16 submissions were received. A summary of all public responses is found in Appendix D.

Figure 7: Overview of Notification, Responses and Overall Position

Below is a summary of feedback received from the public by topic and ordered by frequency.

Generally, comments of support fell within the following areas:

- **Building height, density, massing and context:** Increased density at this intersection is greatly appreciated due to the close proximity to the Commercial-Broadway Skytrain station as well as easy access to the number 20 bus route. The proposed building fits in with the surrounding neighbourhood and is a great addition to a very underutilized intersection at Commercial Drive and East 12th Avenue.
- **Building design:** The design of the building, as well as the building materials used for this proposal are well thought out.
- **Housing stock:** Additional housing stock added to the City's supply is much needed and appreciated.
- **Crime and safety:** The vacant lot has attracted various loitering activities and the inclusion of a new development is needed as that would increase foot traffic and liven up the street frontage to discourage loitering.
- **Retail space:** Creation of more street level retail will better serve the community and make the intersection of Commercial Drive and East 12th Avenue more inviting.

Generally, comments of concern fell within the following areas:

- **Building height, density, and massing and context:** The project is too high and will block views and access to sunlight for other properties.
- **Traffic and safety:** Increased volume of traffic in the lane directly behind this building will be an issue as it is heavily used by neighbouring residents.

- **Parking:** The number of parking spaces provided is not sufficient enough to accommodate all occupants moving into this building. This will result in an overflow onto the lanes and side streets causing traffic concerns for the neighbouring residents.
- **Family Housing:** Insufficient amount of family oriented (2-3 bedroom) units proposed in this development, which further prevents that group of people from moving into the area.

Response to Public Comments

Building Height, Density, Massing and Context – The proposed building conforms with the *Plan's* requirements for height and density. Conditions related to improving the transition to the neighbouring detached houses to the west are included in Appendix B.

Traffic and Parking – Engineering staff reviewed the proposed development for transportation safety issues on-and adjacent to the site and have included conditions in Appendix B to deliver improvements. The number of parking spaces is required to meet the Parking By-law. Given the use and scale of the development, anticipated improvements, and its close proximity to frequent transit and cycling infrastructure, staff do not anticipate any meaningful impacts to existing roadway network operations or safety.

Family Housing – The application proposes 35% of the units to be suitable for families, including 12% as three-bedroom units, which meets the family housing requirements of the *Family Room: Housing Mix Policy for Rezoning Projects*. Conditions requiring the inclusion of a children's outdoor place area and enlarged balconies for the family units are included in Appendix B.

8. Public Benefits

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

Development Cost Levies (DCLs) – The site is subject to the City-wide DCL and the Utilities DCL, which will be calculated on the floor area proposed at the development permit stage. Based on rates in effect as of September 30, 2020, the DCLs are estimated to be \$1,542,379.

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

Public Art Program – The *Public Art Program for Rezoned Developments* requires rezoning applications having a floor area of 9,290 sq. m (100,000 sq. ft.) or greater provide on-site artwork or 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.

As the base zoning C-2C1 allows for residential development and the same density as the proposal, there is no increase in FSR. Therefore, there is no CAC offering for this site.

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 community plan's area. To monitor and track progress towards the achievement of community amenities in accordance with the strategy, a summary of public benefits and progress to date is provided in Appendix F.

Financial Implications

Based on rates in effect as of September 30, 2020, total DCLs of approximately \$1,542,379 would be expected from this development.

No CAC or public art contribution is expected from this rezoning.

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

CONCLUSION

Staff review of the application has concluded that the proposed land use, density, housing mix, form of development and public benefits are consistent with the intent of the *Grandview-Woodland Community Plan*. Staff further conclude that the proposed form of development represents an appropriate urban design response to the site and context.

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 provisions generally shown in Appendix A with a recommendation that these be approved, subject to the Public Hearing, along with the conditions of approval listed in Appendix B, including approval in principle of the form of development as shown in plans included as Appendix E.

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1650 East 12th Avenue
DRAFT BY-LAW PROVISIONS

Note: A By-law to rezone an area to CD-1 will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

Zoning District Plan Amendment

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan marginally numbered Z-() attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D of By-law No. 3575.
[Note: Schedule A, not attached to this appendix, is a map that amends the City of Vancouver zoning map. Should the rezoning application be referred to Public Hearing, Schedule A will be included with the draft by-law that is prepared for posting.]

Designation of CD-1 District

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

Uses

3. Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 (), and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
 - (a) Dwelling Uses, limited to Dwelling Units in conjunction with any of the uses listed in this By-law;
 - (b) Cultural and Recreational Uses;
 - (c) Institutional Uses;
 - (d) Office Uses;
 - (e) Retail Uses;
 - (f) Service Uses;
 - (g) Accessory uses, customarily ancillary to the uses permitted in this section.

Conditions of use

- 4.1 All commercial uses and accessory uses must be carried on wholly within a completely enclosed building except for the following:
 - (a) Farmers' Market;

- (b) Neighbourhood Public House;
- (c) Public Bike Share;
- (d) Restaurant; and
- (e) Display of flowers, plants, fruits and vegetables in conjunction with a permitted use.

4.2 The design and layout of at least 35% of the dwelling units must:

- (a) be suitable for family housing;
- (b) include two or more bedrooms;
 - (i) at least 25% of the total dwelling units must be two-bedroom units, and
 - (ii) at least 10% of the total dwelling units must be three-bedroom units; and
- (c) meet the intent of Council's "High-Density Housing for Families with Children Guidelines".

Floor area and density

- 5.1 Computation of floor area must assume that the site area is 1,704 m², being the site area at the time of the rezoning application evidenced by this By-law, and before any dedications.
- 5.2 The floor space ratio for all uses combined must not exceed 3.0.
- 5.3 A minimum floor area of 735 m² must be used for commercial uses.
- 5.4 Computation of floor area must include all floors of all buildings, having a minimum ceiling height of 1.2 m, including earthen floors and accessory buildings, both above and below ground level, measured to the extreme outer limits of the buildings.
- 5.5 Computation of floor area must exclude:
 - (a) open residential balconies or sun decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:
 - (i) the total floor area of all such exclusions must not exceed 12% of the residential floor area, and
 - (ii) the balconies must not be enclosed for the life of the building;
 - (b) patios and roof gardens, provided that the Director of Planning first approves the design of sunroofs and walls;

- (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses, which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which are at or below base surface, except that the maximum exclusion for a parking space must not exceed 7.3 m in length; and
 - (d) all residential storage area above or below base surface, except that if the residential storage area above base surface exceeds 3.7 sq. m per dwelling unit, there will be no exclusion for any of the residential storage area above base surface for that unit.
- 5.6 Computation of floor area may exclude amenity areas, except that the total exclusion for amenity areas must not exceed 10% of permitted floor area.
- 5.7 The use of floor area excluded under sections 5.5 and 5.6 must not include any use other than that which justified the exclusion.

Building Height

- 6. Building height, measured from base surface, must not exceed 21.3 m, except that no part of the development shall protrude into the approved view corridors, as set out in the City of Vancouver View Protection Guidelines.

Horizontal angle of daylight

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

- 7.6 A habitable room referred to in Section 7.1 does not include:
- (a) a bathroom; or
 - (b) a kitchen whose floor area is the lesser of:
 - (i) 10% or less of the total floor area of the dwelling unit, or
 - (ii) 9.3 m².

Acoustics

8. A development permit application for dwelling uses must include an acoustical report prepared by a registered professional acoustic engineer demonstrating that the noise levels in those portions of the dwelling units listed below will not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq24) sound level and will be defined simply as noise level in decibels.

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

Zoning and Development By-law

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

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1650 East 12th Avenue
CONDITIONS OF APPROVAL

Note: If the application is referred to a Public Hearing, these Conditions of Approval will be referenced in the Summary and Recommendations included in the hearing agenda package. Any changes to the conditions approved by Council will be contained in its decision. Applicants are advised to consult the 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 Ciccozzi Architecture Inc., received April 30, 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

1.1 Design development to ensure contextual fit as follows:

- (a) Provide a notable setback above the fourth level along the west property line to enhance transition to the neighbouring development.

Note to Applicant: An approximately 2.4 m (8 ft.) shoulder setback will ensure an appropriate massing transition.

- (b) Soften the interface along the west side yard.

Note to Applicant: The side yard is intended as a landscaped buffer to neighbouring developments. Suggested strategies include landscaping and exploring an alternate exit path. See also Landscape Condition 1.15.

- (c) Enhance the alignment with the south development to mitigate its party wall's visual impact and strengthen the street wall.

Note to Applicant: The setback above the ground level exposes the adjacent party wall and prolongs its visual impact, resulting in an abrupt transition to the established street wall. Suggested strategies include moving the 4-storey portion of the new building forward to align with the existing building to screen the party wall.

1.2 Design development to activate the public realm by strengthening the corner identity and reinforcing the small scale local-serving commercial frontages.

Note to Applicant: Identifiable and inviting frontages add to the street's character. The project should augment the unique street corner. Suggested strategies include opening up the corner commercial unit with sliding or overhead doors and outdoor seating;

extending the corner vertical expression to the ground; continuous weather protection; and introducing storefront insets and bay windows. See also Landscape Condition 1.13.

- 1.3 Design development to enhance the functionality and quality amenity spaces.

Note to Applicant: Suggested strategies include aligning the indoor and outdoor amenities for a stronger visual and physical connection and enhanced daylight access and additional landscaping. Furthermore, consider adding a rooftop outdoor amenity. Elements that support access to the roof, such as elevators, stairs, guardrails, etc., should not protrude into the view cone. See also Landscape Condition 1.15.

- 1.4 Design development to introduce outdoor children play area in keeping with the *High Density Housing for Families with Children Guidelines*: <https://guidelines.vancouver.ca/guidelines-high-density-housing-for-families-with-children.pdf>. See also Landscape Condition 1.12.

- 1.5 Design development to ensure sufficient private outdoor space for all dwelling units.

Note to Applicant: Balconies and terraces of the upper levels and inside corner should be enlarged to improve their usability. Recommended balcony dimensions are 1.8 m (6 ft.) in depth and 2.8 m (9 ft.) in width. Refer to the *High Density Housing for Families with Children Guidelines*: <https://guidelines.vancouver.ca/guidelines-high-density-housing-for-families-with-children.pdf>.

- 1.6 Design development to mitigate privacy and overlook especially to the neighbouring development to the south.

Note to Applicant: This may be achieved through landscaping buffers. See also Landscape Condition 1.15.

- 1.7 Design development to ensure high quality materials and level of detailing.

Note to Applicant: Given the site's prominent location, high-quality materials are expected throughout the project. The proposed brick application should be maintained and further integrated into the overall project. Vinyl siding is not supported. While it is understood that materials and detailing may evolve during the development permit stage, the submission should demonstrate a commitment to provide durable, high-quality materials and robust detailing. This is to ensure visual interest, maintenance and enhancement of the neighbourhood character through architectural quality, durability and longevity.

- 1.8 Design consideration to provide a green roof as outlined in the *Roof-Mounted Energy Technology and Green Roofs* administrative bulletin.

Note to Applicant: It is noted that the principal roof is inaccessible except for maintenance. Exploration of green roof provision is encouraged. Architectural and landscape plans should identify the type of green roof proposed including the percentage. Refer to: <https://bylaws.vancouver.ca/bulletin/bulletin-roof-mounted-energy-technologies-and-green-roofs.pdf>. See also Landscape Condition 1.15(a).

- 1.9 Identification on the architectural and landscape drawings of any 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>.

Sustainability

- 1.10 All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezoning*s (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*s – *Process and Requirements* (amended April 28, 2017 or later).

Crime Prevention through Environmental Design (CPTED)

- 1.11 Design development to respond to CPTED principles, 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.

Landscape Design

- 1.12 Design development to the level 2 outdoor amenity space to improve functionality of entire area, designate a children's play area directly visible from the indoor amenity space and expand seating opportunities.

Note to Applicant: Consider locating a children's play area in the currently empty "cut-out" space next to the indoor amenity space, while expanding programming in the remaining area.

- 1.13 Design development to enhance and articulate the public realm interface at the northeast corner on ground level by including additional seating opportunities and soft landscape which supports storefront entry identity features and reflects architectural detailing (see also Urban Design condition 1.2).
- 1.14 Design development to explore opportunities to establish a more robust urban forest by providing additional and larger scale trees, with as many as possible on grade and not impeded by the parkade structure.

- 1.15 Design development to improve the sustainability strategy, by the following:
- (a) Confirm or explore the provision of intensive or extensive green roofs on all available flat roof tops, with sections and depth of soil dimensions (See also Urban Design Condition 1.8);
 - (b) Provide high-quality materials to all landscape areas for durability into the future;
 - (c) Add substantially more landscape around all common entry areas, to accent and soften them;
 - (d) Add vines to any blank wall facades, ensuring the vine support is sturdy and low maintenance (avoid high maintenance modular “green wall” systems); and
 - (e) Add edible plants, which can be used as ornamentals as part of the landscape design, in addition to urban agriculture plots.
- 1.16 Design development to locate, integrate and fully screen parking garage vents in a manner which minimizes their impact on the architectural expression and the project’s open space and public realm.
- 1.17 Design development to the Integrated Rainwater Management Strategy to explore opportunities for onsite rain water infiltration and soil absorption, as follows:
- (a) maximize natural landscape best management practises;
 - (b) minimize the necessity for hidden mechanical water storage;
 - (c) increase the amount of planting to the rooftop areas, where possible;
 - (d) consider linear infiltration bio-swales along property lines, at lower site areas;
 - (e) use permeable paving;
 - (f) employ treatment chain systems (gravity fed, wherever possible); and
 - (g) use grading methods to direct water to soil and storage areas.

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

- 1.18 Provision of plans, plan details and documentation/calculations that support integrated rainwater management, including absorbent landscapes, soil volumes and detention systems, as follows:
- (a) detailed storm water report with calculations describing how the various best management practices contribute to the quality and quantity targets;

- (b) a separate soil volume overlay plan with schematic grading indicating intent to direct rainwater to infiltration zones; and
- (c) an overlay plan that shows the amount and ratio of vegetative cover (green roof), permeable/impermeable hardscaping and notations describing the storage location of rainwater falling on each surface, including roofs.

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

- 1.19 Provision of coordination between Landscape Plan and architectural Site Plan, for most updated information.
- 1.20 Provision of complete information, such as detail references and schedules, confirming all landscape elements.
- 1.21 Coordination with the arborist report and the Park Board for provision of adequate tree protection measures of City owned trees.

Note to Applicant: Some street trees require tree protection beyond the property line, which may impact building footprint or surface treatment on the private site.

- 1.22 Provision of a detailed Landscape Plan illustrating soft and hard landscape areas.

Note to Applicant: The plans should be at 1/8": 1 ft. scale minimum. The Plant List should include the common and botanical name, size and quantity of all existing/ proposed plant material. Plant material should be clearly illustrated on the Plan and keyed to the Plant List. The landscape plan should include the public realm treatment (to the curb) and all existing or proposed street trees, adjoining walkways, surface materials, PMT/Vista transformers and public utilities such as lamp posts, hydro poles, fire hydrants.

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

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

- 1.24 Provision of a "Tree Management Plan".

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

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

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

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

Note to Applicant: New street trees to be shown and confirmed on the development permit plans. Contact Engineering (604-871-6131) to confirm tree planting locations and Park Board (604-257-8587) for tree species selection and planting requirements. Provide a notation on the plan as follows, *"Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches deep. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion"*.

- 1.27 Provision of high efficiency automatic irrigation for all planted areas, to be confirmed by notes on the planting plans.
- 1.28 Provision of an outdoor Lighting Plan.

Engineering

- 1.29 Parking, loading, and bicycle spaces shall be provided and maintained according to the provisions of the Vancouver Parking By-law.
- 1.30 Water Sustainability Act: Construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a provincial Approval or License. Applications for provincial Approvals or Licenses 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.

For more information: <https://www2.gov.bc.ca/gov/content/environment/air-land-water/water/water-licensing-rights/water-licences-approvals>

- 1.31 Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.
- 1.32 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.

- 1.33 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation & construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.
- 1.34 An application for a Permit to Use City Property must be submitted to Engineering Development and Major Projects for the proposed canopies encroaching onto City Street (post dedication). Canopies must be fully demountable and comply with all applicable requirements of the Vancouver Building By-law (Section 1.8.8).
- 1.35 Provision of generous and continuous weather protection on both frontages.
- 1.36 Parking, loading and bicycle spaces must be provided and maintained in accordance with the requirements of the Parking By-law.
- 1.37 Design development to improve access and design of bicycle parking and comply with the Bicycle Parking Design Supplement.
- (a) Provision of independent access to each Class A bicycle storage room.
- Note to Applicant: Alternatively, a bicycle storage room may be compartmentalized to provide independent access to each section within a room. Access to stacked bicycle spaces currently requires access through oversized bicycle storage.
- (b) 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.
- (c) Provision automatic door openers for all doors providing access to Class A bicycle storage.
- 1.38 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) Provision of columns encroaching into vehicle spaces to be set back from a standard 6.6 m (21.7 ft.) maneuver aisle yet respect the maximum 1.2 m (4 ft.) limit from either end of the parking stall.
- Note to Applicant: Columns with a depth of 0.6 m (2 ft.) are required to be setback 0.6 m (2 ft.) from the maneuver aisle.

- 1.39 The following information is required for drawing submission at the development permit stage to facilitate a complete Transportation review:
- (a) All types of bicycle, parking and loading spaces individually dimensioned on the drawings.
 - (b) Updated Appendix D of the CTS TAMS to show the lane bulge Statutory Right of Way (SRW) and dimensions.
 - (c) Dimension of columns and column encroachments into parking stalls.
 - (d) Dimensions for typical parking spaces.
 - (e) Section drawings showing elevations, section lengths and minimum vertical clearances for parking levels, loading bays, ramps, and to the underside of raised security gates. These clearances must consider mechanical projections and built obstructions.
 - (f) Areas of minimum vertical clearances labelled on parking levels.
 - (g) 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.
 - (h) Clarify the type of Class A bicycle lockers being proposed on plans.
 - (i) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Note use of the parking ramp if required.
- 1.40 Follow City of Vancouver Commercial Drive streetscape guidelines.
- 1.41 Show City of Vancouver supplied building grades on landscape and architectural drawings.
- 1.42 Update the Landscape drawings with the following:
- (a) Remove proposed benches and plantings from City of Vancouver property.
 - (b) Show exposed aggregate front boulevards as per City of Vancouver Commercial Drive streetscape guidelines
- 1.43 When submitting Landscape plans, please place the following statement on the landscape plan; *this plan is "NOT FOR CONSTRUCTION" and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Please contact Engineering, Development Services and/or your Engineering, Building Site Inspector for details.*

- 1.44 All utility cuts on East 12th Avenue and Commercial Drive to be restored to City of Vancouver “Industrial, Arterial and Bus Routes” specification and utility cuts on the lane to be restored to City of Vancouver “Higher Zoned Streets/Lanes” specification.

Green Infrastructure

- 1.45 Provision of a draft final Rainwater Management Plan (RWMP) prior to development permit 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 that the final report will include all relevant details.

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.

- 1.46 Provision of a final RWMP, which includes a written report, supporting calculations, computer models and drawings to the satisfaction of Engineering Services prior to the issuance of any building permit.

Note to Applicant: The resubmission should include:

- (a) Identify the 750 mm and 610 mm planters in the updated plans. Clarify the Landscape Rainfall Capture values for each planter type in Table 4 of Section 3.2.
- (b) Show detailed drawings indicating how 9% of the rooftop rainfall will be routed to the planters. The detailed drawings should consider the storage capacity differences between the 750 mm and 610 mm depth planters.
- (c) The release rate from the detention tank for the volume of rainfall not captured via Tier 1 or Tier 2 practices should result in a drawdown time between 24 and 72 hours. Drawdown period of less than 24 hours is only allowed if there are physical constraints to achieving the requisite flow rate (i.e. clogging potential of small orifice diameter).
- (d) Error in Table two fraction of total area.

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, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering Services

- 2.1 Arrangements are to be made, to the satisfaction of the General Manager of Engineering Services, the Director of Legal Services and the Approving Officer for:
- a) The closing, stopping up and conveying to the owner of the required portion of lane west from Commercial Drive south of East 12th Avenue, subsequent to Council approval and prior to enactment of the rezoning by-law.
 - b) The consolidation of the closed portion of lane with Lot A, Block 170, District Lot 264A, Plan 16071 to form a single development site, and subdivision of that site to result in the dedication of:
 - (i) The easterly 3.05 m (10 ft.) of the site.
 - (ii) A 3.5 m (11.5 ft.) x 3.5 m (11.5 ft.) corner-cut truncation in the northeast corner of the site, in addition to the above-noted 3.05 m (10 ft.), both for road purposes.

Note: An application to the City Surveyor has been made for the lane closure and sale.

- 2.2 A subdivision is required to effect the dedication. A subdivision plan and application to the Subdivision and Strata Group is required. For general information see the subdivision website at: <http://vancouver.ca/home-property-development/apply-to-subdivide-or-join-properties.aspx>
- 2.3 Arrangements are to be made, subsequent to Council approval, and in consultation with the owners of Strata Plan BCS4163, for the release of encroachment agreement BB840503-7 (asphalt paving, wall lighting & security gates within the lane).
- 2.4 Arrangements are to be made for release of Easement & Indemnity Agreement F37899 (landscape & paver encroachment) prior to building occupancy.

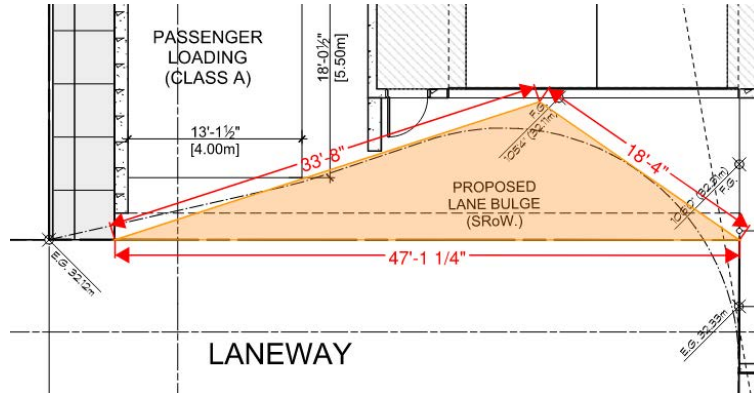
Note to Applicant: Arrangements are to be secured prior to zoning enactment, with release to occur prior to issuance of an occupancy permit for the site. Provision of a letter of commitment will satisfactorily address this condition for zoning enactment.

- 2.5 Provision of a 5.5 m (18 ft.) offset distance measured from the back of the existing curb for widened sidewalks along East 12th Avenue to be achieved through building setback and SRW for public pedestrian use over a portion of the site. The SRW will be free of any encumbrance such as vents, structure, stairs, and planter walls at grade (and is to accommodate the underground parking structure within the SRW agreement).

2.6 Provision of a SRW in the lane required to accommodate vehicle maneuvering.

Note to Applicant: Update turning swaths in Appendix D of the CTS TAMS to show the SRW area and dimensions detailed below (33'8" x 18'4" x 47'1 1/4"). The SRW area is subject to change pending review of the updated study.

Note to Applicant: The site may request a review for the release of the SRW once, and only if, adjacent developments deliver appropriate dedications to facilitate vehicle movement. All costs associated with the release are the responsibility of the requestor.



2.7 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 B loading space be shared between the commercial and residential uses and label the space as 'Residential and Commercial Loading'.

2.8 Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the Rezoning 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 all to the satisfaction of the General Manager of Engineering Services. No development permit for the Rezoning Site, or any portion thereof, or for any building or improvements thereon will be issued until the letter of credit, as security for the Services, is provided. The timing for the delivery of the Services shall be determined by the General Manager of Engineering Services in his sole discretion and holds shall be placed on such permits as deemed necessary in his sole discretion. Except as explicitly provided for in Condition 2.9, the Services are not excess and/or extended services and the applicant is not entitled to a Latecomer Agreement.

(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 and domestic flows submitted by Rocky Point Engineering Ltd. dated April 21st, 2020, the water system is inadequate to service the development. The following upgrade is required:

The Hydrant located at the southwest corner of Commercial Drive and East 12th Avenue is currently serviced via the 150 mm water main along Commercial Drive.

It is required that the hydrant be serviced from the 300 mm water main along East 12th Avenue and retain its approximate original location.

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.
 - (i) Implementation of development at 1650 East 12th Avenue does not require any sewer upgrades.
 - (ii) 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.

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 12th Avenue 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) Minimum 3.05 m (10 ft.) wide broom finish saw-cut concrete sidewalk;
 - (iii) Hard surface treatment between the sidewalk and the building;
 - (iv) Curb ramps;
 - (v) Upgraded street lighting (roadway and sidewalk) adjacent to the site to current City standards and IESNA recommendations;
 - (vi) Removal of the existing driveway crossing and reconstruction of the boulevard, sidewalk, and curb to current standards; and
 - (vii) Adjustment to all existing infrastructure to accommodate the proposed street improvements.
- (d) Provision of street improvements along Commercial Drive 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 new property line;
 - (iii) Curb ramps;
 - (iv) Upgraded street lighting (roadway and sidewalk) adjacent to the site to current City standards and IESNA recommendations;
 - (v) Removal of the existing driveway crossing and reconstruction of the boulevard, sidewalk, and curb to current standards;
 - (vi) Relocation of the existing fire hydrant to outside of the future sidewalk; and
 - (vii) Adjustment to all existing infrastructure to accommodate the proposed street improvements.
- (e) Provision of improvements at the intersection of Commercial Drive and East 12th Avenue including:
 - (i) Upgrades to the existing traffic signal to an accessible pedestrian signals (APS).
 - (ii) Associated enabling works and adjustments to all existing infrastructure to accommodate the proposed street improvements, including any replacement or modification of related traffic signal equipment.
- (f) 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.

- (g) Provision of new pad mounted service cabinet/kiosk.

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 and the Master Municipal Construction Documents (the latest edition)

- (h) Confirmation that any relocated wood poles in the lane adjacent the site will not impact existing lane lighting, should any relocated pole include lighting impacts, upgrading of the lane lighting to current standard will be required.
 - (i) Provision to construct speed humps in the lane south of East 12th Avenue between Woodland Drive and Commercial Drive and the lane west of Commercial Drive between the lane south of East 12th Avenue and East 13th Avenue.
 - (j) Provision for the installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.
- 2.9 Provision of one or more Latecomer Agreements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following works, which constitute excess and/or extended services.
- (a) Upgrades to the existing traffic signal to an accessible pedestrian signals (APS) as described in condition 2.8(e).
 - (b) A new pad mounted service cabinet/kiosk per condition 2.8(g).

Note to Applicant: The benefiting area for these works is defined as the properties adjacent the four corners of the intersection.

- 2.10 Engineering Services will require all utility services to be underground for this “conditional” development. All electrical services to the site must be primary with all electrical plant, which include but not limited to System Vista, Vista switchgear, pad mounted transformers 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 shall provide written confirmation from BC Hydro that all required electrical plant is provided for on-site.

This proposed development is adjacent to existing BC Hydro electrical works. The applicant shall submit a surveyed clearance drawing to BC Hydro showing all BC Hydro plant and dimensioned clearances from the plant to the development. The applicant shall provide written confirmation from BC Hydro that all required clearances from BC Hydro plant have been satisfied. See BULLETIN 2015-002-EL - Clearances from Existing BC Hydro High Voltage Overhead Conductors and Transformers for more information (<https://vancouver.ca/files/cov/2015-002-clearances-from-the-existing-bc-hydro-high-voltage-overhead-conductors-and-transformers.pdf>).

Note to Applicant: Submission of a Key Plan to the City for review and approval prior to submission of any third party utility drawings. The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan (<https://vancouver.ca/files/cov/2015-002-clearances-from-the-existing-bc-hydro-high-voltage-overhead-conductors-and-transformers.pdf>). All third party service lines to the development shall be shown on the plan (e.g., BC Hydro, Telus, Shaw, etc. The review of third party utility service drawings will not be initiated until the Key Plan is defined.

For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at umb@vancouver.ca.

Sustainability

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

Environmental Contamination

- 2.12 As applicable:

- (a) Submit a site profile to Environmental Services (Environmental Protection);
- (b) As required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and
- (c) If required by the Manager of Environmental Services and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Services, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 covenant that there will be no occupancy of any buildings or improvements on this site constructed pursuant to this rezoning until separate Certificates of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, have been issued to the City.

Note to Applicant: Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as registerable charges pursuant to the Land Title Act.

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the By-law and at no cost to the City.

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

* * * * *

1650 East 12th Avenue
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE SIGN BY-LAW NO. 11879

Amend Schedule A (Comprehensive Development Areas) by adding the following:

“1650 East 12th Avenue [CD-1#] [By-law #] C-2C1”

DRAFT AMENDMENTS TO THE NOISE CONTROL BY-LAW NO. 6555

Amend Schedule B (Intermediate Zone) by adding the following:

“[CD-1 #] [By-law #] 1650 East 12th Avenue”

* * * * *

1650 East 12th Avenue
ADDITIONAL INFORMATION

1. URBAN DESIGN PANEL MINUTES

EVALUATION: SUPPORT with Recommendations (7/1)

Introduction: Rezoning Planner, Tess Munro, began by noting this is a rezoning application for one lot at 1650 E 12th Avenue. The site is currently zoned C-2C1 and is occupied by a single-storey commercial development with at-grade parking. It is located on the corner of Commercial Drive and 12th Avenue and is within a 5-minute walk of the Commercial Drive Skytrain Station. This application is being considered under the *Grandview-Woodland Community Plan*. This area is anticipated to evolve into a mixed-use, transit-oriented neighbourhood that introduces renewed opportunities for various types of housing, employment, and retail activity. In this location, the *Plan* anticipates a six-storey mixed-use building, with commercial at grade and an FSR of 3.0.

The applicant is proposing a 6-storey mixed-use building in line with the *Plan*, with 65 strata residential units. Commercial uses at grade are provided along 12th Avenue and Commercial Drive. A co-located indoor and outdoor amenity space is located on level 2. An FSR of 3.0 is proposed.

Development Planner, Omar Aljebouri, followed by noting the vision for the Commercial-Broadway station is to become a vibrant, accessible, and walkable, transit-oriented neighbourhood with a mix of land uses and scales that give residents, workers, and visitors a high degree of transportation accessibility. Improvements include streetscapes and a public realm that is comfortable for pedestrians, cyclists, shoppers, commuters, residents, and anyone visiting or passing through the area. The leafy character streetscape will continue to showcase the neighbourhood's heritage aspects. There are five sub-areas or character areas in the Commercial-Broadway neighbourhood. This site is located within the "Station Mixed-Use and Employment" character area.

Some of the Urban Design Principles include:

- Provide mixed tenure and higher-density building forms appropriate for a transit-oriented neighbourhood;
- Encourage a mix of retail, job space and housing primarily focused around the transit hub and along the arterial streets that lead to it; and
- Enhance streetscapes through public realm improvements and innovative building typologies to improve walkability.

The proposal includes a continuous commercial base with residential units stepping back approximately 3 m (9.8 ft.) above level one and 0.7 to 1.3 m (2.3 to 4.3 ft.) above level five. The street corner is marked with a vertical element above level 1. To the south, the building is neighbored by an existing four storey mixed-use building with a zero-lot-line. To the west, the *Plan* anticipates a four-storey apartment building, which would be set back 2.1 m (7 ft.) from the interior property line. The subject proposal is set back approximately 1.5 m (4.9 ft.) from the interior property line. The building forms an "L" shape that wraps around a common outdoor terrace treated with pavers and some rubber surfaces, complemented by an indoor amenity space. The side yard is used as an exit path. Private terraces on the second level look out into the public realm and have pavers and raised perimeter planters.

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

- Overall massing and density.
- Public realm and landscape strategy. Please consider the street corner's definition and pedestrian experience.
- Any preliminary advice for the DP stage. Please consider factors such as outdoor and indoor amenity design; the public-facing private terraces at Level 2; the principal rooftop.

Applicant's Introductory Comments: The site is in the Grandview-Woodland neighbourhood at Commercial and 12th Avenue. Currently, there is a strip mall with parking on site. The site is in the view cone; the project intent is to maintain the view cone and higher building elements such as the elevator and the mechanical are to the North West portion of the site. The site is relatively flat. The building footprint is designed in an L-shape. There is some minor stepping in the commercial to allow for a maximum interface. The material palette includes a pattern of brick, horizontal siding and metal panel.

The residential entry lobby is on the left off of 12th Avenue.
The indoor amenity has direct access to the outdoor amenity.
There is a strong urban edge is created on the ground plane.
The parking plan includes commercial and visitor parking. There is also residential and bike parking.
There is a generous neighbourhood park and bike lane nearby that is very much used.
There are street trees on both sides of the site. The trees assist with rainwater and provide respite for foot traffic.
The amenities have seating, children's play and opportunity for urban agriculture.
There will be clear pathways to encourage visible access.
High-efficiency irrigation will be used to maintain sustainability.

The staff and applicant team then took questions from the panel.

Panel's Consensus on Key Aspects Needing Improvement:

Having reviewed the project, it was moved by MR. FRANCL and seconded by MS. KRANGLE and was the decision of the Urban Design Panel:

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

- Provide corner weather protection (canopy at grade level), and consider lowering the canopy height along 12th Avenue and Commercial Drive
- Reconsider the location of the amenity room at level 2;
- Consider dropping the concrete level 2 slab to accommodate landscape buildups;
- Consider step backs along the west property line;
- Consider strengthening the corner treatment at grade and potentially opening up the corner CRUs.

Related Commentary: There was overall support for the massing, density and form of development. The panel felt the proposal fits the context and will revitalize the corner. The panel noted the relationship to the neighbouring building to the west could be improved. There was a concern with the narrow side yard to the west and that the western side of the building was 6

storeys straight up (no stepping). The future development of the site to the west allows for a four-storey building – so the side yard condition will be very tall and narrow for the length of the property line. The panel recommended providing a setback on the upper two floors. This would allow for a better relief for the street, side yard passage and future western neighbour. There is a strong street corner that is done well at the top level; however, it should carry down to the ground level.

Public Realm

Regarding the public realm, consider weather protection and a glazed canopy at the corner. The weather protection could benefit from being lowered and continuous along both frontages. The panel noted to open up the corner retail more and improve its definition for a better retail/pedestrian experience. It was suggested to add more planting at the corner and add seating at the corners and along both frontages. The public realm and corner definition need strengthening, improvement of identification and sufficient space. The ground landscape is uniform and needs hierarchy, which will help improve the corner. The building entries could benefit from more identity. The residential entry feels hidden. There is good articulation at the street level. Coordinate retail entry doors and landscape planters, the planter placement appears random. The public realm needs more street trees.

Amenity Spaces

There was some concern with the size (small) location of the indoor amenity at level 2, and its relationship to the outdoor amenity area. The panel suggested swapping the location of the amenity room with the 2 units to the south for an improved relationship. There was also some concern with the level 2 units facing the outdoor amenity and the privacy/access to light issues. Consider more of a privacy barrier between the common patio and unit patios. It was noted that child play is needed for the site in particular for small kids. Additional rooftop access would be great. If this is not pursued, then a green roof should be considered. Consider continuing the planting at the northeast corner. Loading might not need all the head height, so more planting at the outdoor amenity could be achieved.

Livability

Unit layouts at the inside corner (B2 and B3 units) should address the very small windows with awkward orientation and limited daylight access.

Exterior Design

The proposed colour scheme appears dark. The panel suggested revisiting the colour scheme to improve the massing legibility. Presently the colour palette is a play on light and dark - consider a more lightened cheerful colour.

Sustainability

Consider additional shading and low-e glass at the south and west facing sides.

Miscellaneous

The rooftop should be green. Consider roof access for an additional common outdoor area. Corner needs more planting and greenery at level two.

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

2. PUBLIC CONSULTATION SUMMARY

List of Engagement Events, Notification, and Responses

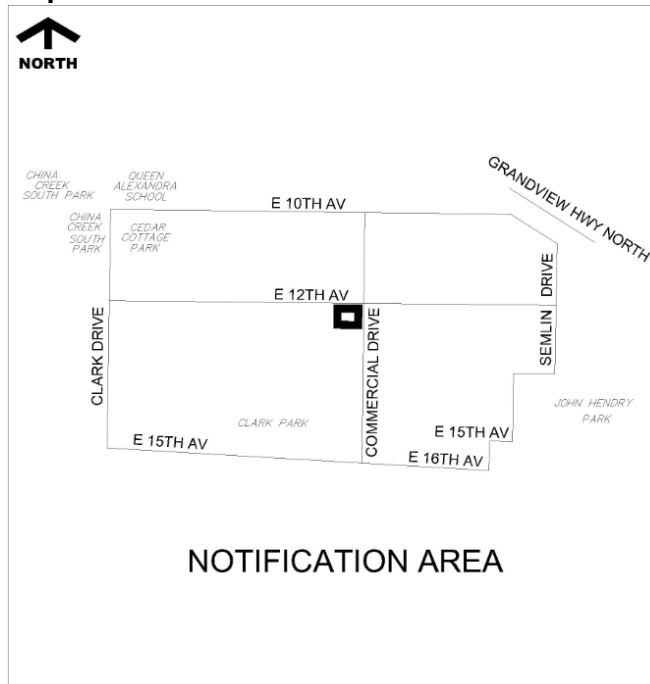
	Dates	Results
Events		
Virtual open house (City-led)	September 14 – October 4, 2020	97 participants (aware)* <ul style="list-style-type: none"> • 36 informed • 9 engaged
Public Notification		
Postcard distribution – Notice of rezoning application and virtual open house	September 10, 2020	1710 notices mailed
Public Responses		
Online questions	September 14 – October 4, 2020	3 submittals
Online comment forms <ul style="list-style-type: none"> • via Shape Your City platform 	June – December, 2020	15 submittals
Overall position <ul style="list-style-type: none"> • support • opposed • mixed 	June – December, 2020	15 submittals <ul style="list-style-type: none"> • 9 responses • 1 response • 5 responses
Other input	June – December 2020	1 submittal
Online Engagement – Shape Your City Vancouver		
Total participants during online engagement period	June – November, 2020	372 participants (aware)* <ul style="list-style-type: none"> • 114 informed • 18 engaged

Note: All reported numbers above are approximate.

* The Shape Your City platform allows staff to capture more nuanced levels of engagement associated with the rezoning application, categorized as:

- **Aware:** Number of unique visitors to the application webpage that viewed only the main page.
- **Informed:** Visitors who viewed documents or the video/photo gallery associated with the application; *informed* participants are a subset of *aware* participants.
- **Engaged:** Visitors that submitted a comment form or asked a question; *engaged* participants are a subset of *informed* and *aware* participants.

Map of Notification Area



Analysis of All Comments Received

Generally, comments of support fell within the following areas:

- **Building height, density, massing and context:** Increased density at this intersection is greatly appreciated due to the close proximity to the Commercial-Broadway Skytrain station as well as easy access to the number 20 bus route. The proposed building fits in with the surrounding neighbourhood and is a great addition to a very underutilized intersection at Commercial Drive and East 12th Avenue.
- **Building design:** The design of the building, as well as the building materials used for this proposal are well thought out.
- **Housing stock:** Additional housing stock added to the City's supply is much needed and appreciated.
- **Crime and safety:** The vacant lot has attracted various loitering activities and the inclusion of a new development is needed as that would increase foot traffic and liven up the street frontage to discourage loitering.

Retail space: Creation of more street level retail will better serve the community and make the intersection of Commercial Drive and East 12th Avenue more inviting.

Generally, comments of concern fell within the following areas:

- **Building height, density, and massing and context:** The project is too high and will block views and access to sunlight for other properties.

- **Traffic and safety:** Increased volume of traffic in the lane directly behind this building will be an issue as it is heavily used by neighbouring residents.
- **Parking:** The number of parking spaces provided is not sufficient enough to accommodate all occupants moving into this building. This will result in an overflow onto the lanes and side streets causing traffic concerns for the neighbouring residents.
- **Family Housing:** Insufficient amount of family oriented (2-3 bedroom) units proposed in this development, which discourages those groups of people from moving into the area.

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

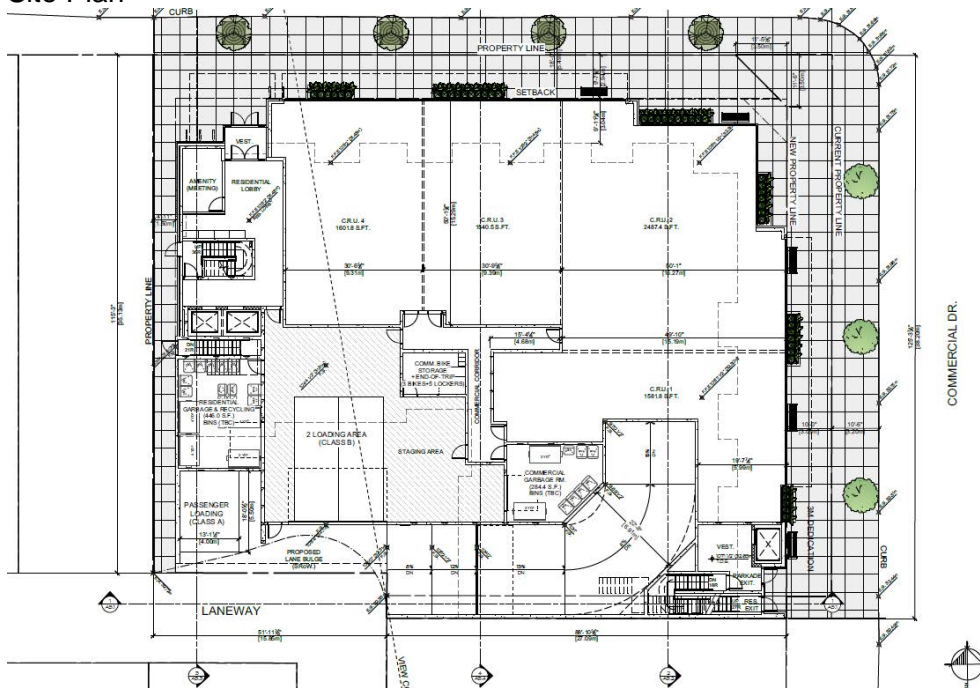
Neutral comments/suggestions/recommendations:

- More density should be considered within this area as it is within close walking distance to the Commercial-Broadway Skytrain station.
- Incorporation of a lighter shade on the west of the building or a mural that captures natural light to mitigate for the imposed darkness for neighbouring residents.
- East 12th Avenue is a street that has heavy traffic and noise, considerations should be made to put up more greenery and benches along that side of the street to act as a buffer area.
- The rezoning process should be streamlined for projects that fall under an existing community plan and meets the criteria within the plan.
- The *Grandview-Woodland Plan* needs to be revisited again in order to better utilize and maximize the space within this neighbourhood. The proposed density and heights given within the *Plan* are not sufficient enough to assist with Vancouver's housing crisis.

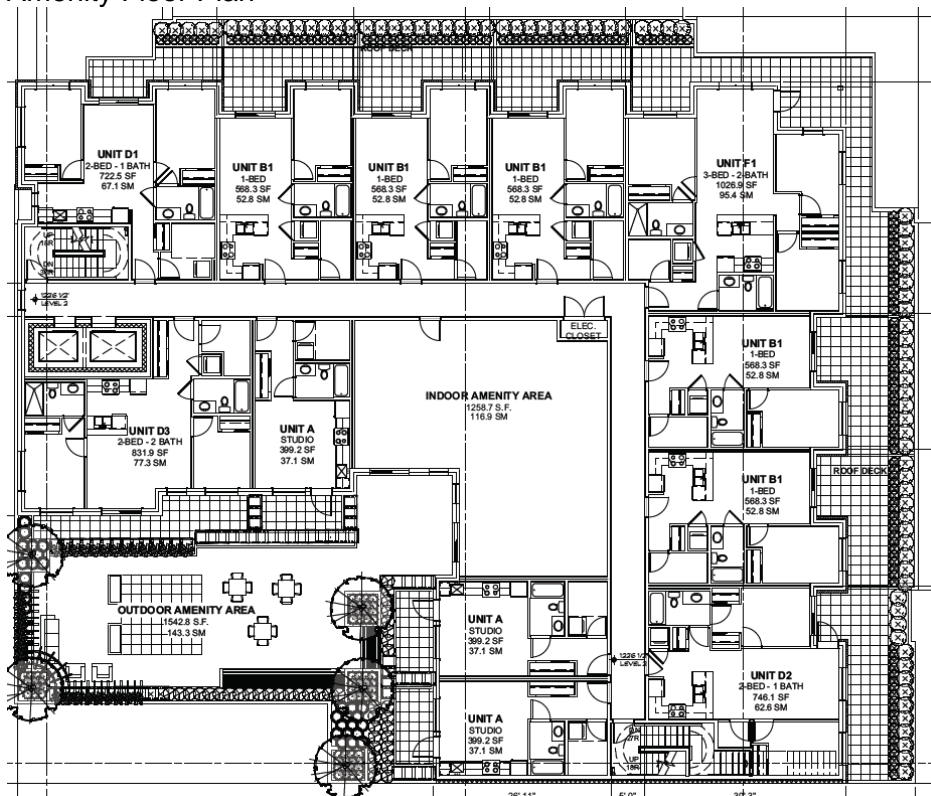
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1650 East 12th Avenue FORM OF DEVELOPMENT

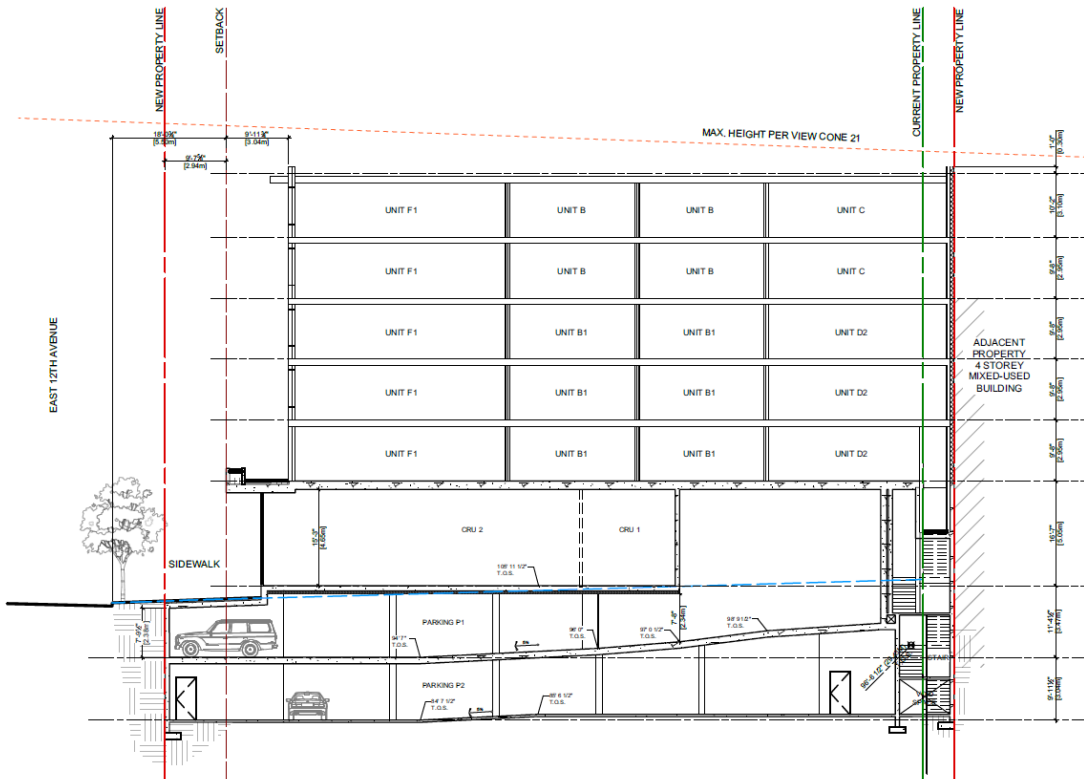
Site Plan



Amenity Floor Plan



Section



North Elevation



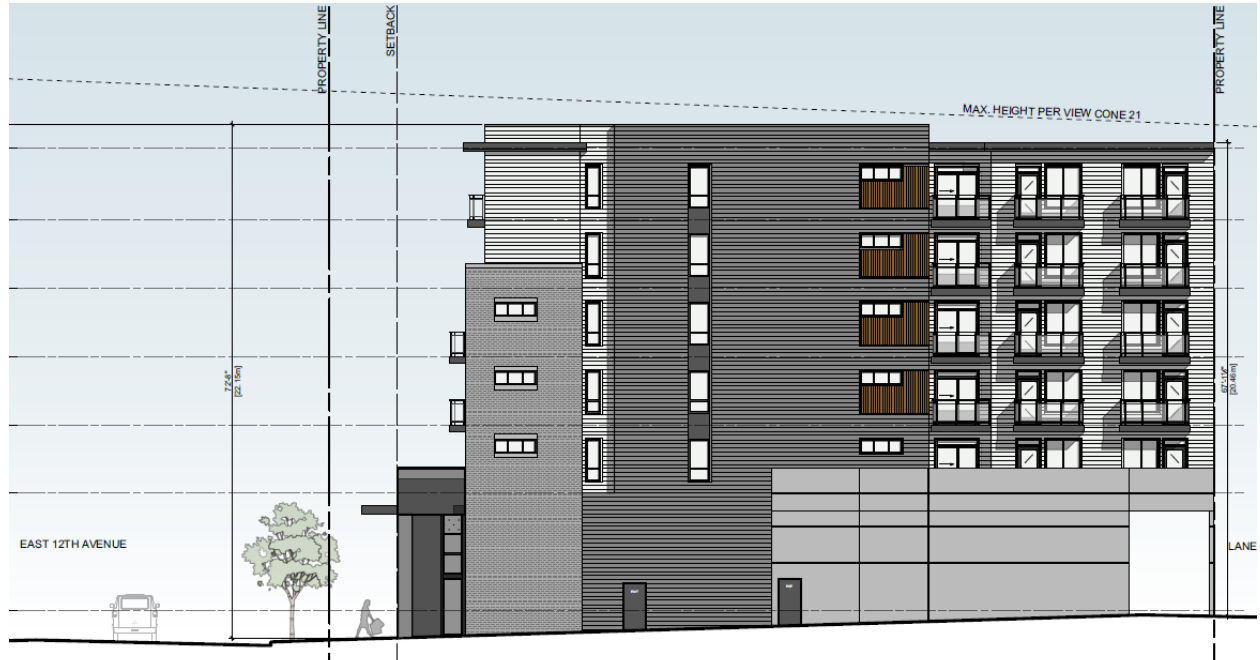
East Elevation



South Elevation



West Elevation



Perspective – View along Commercial Drive

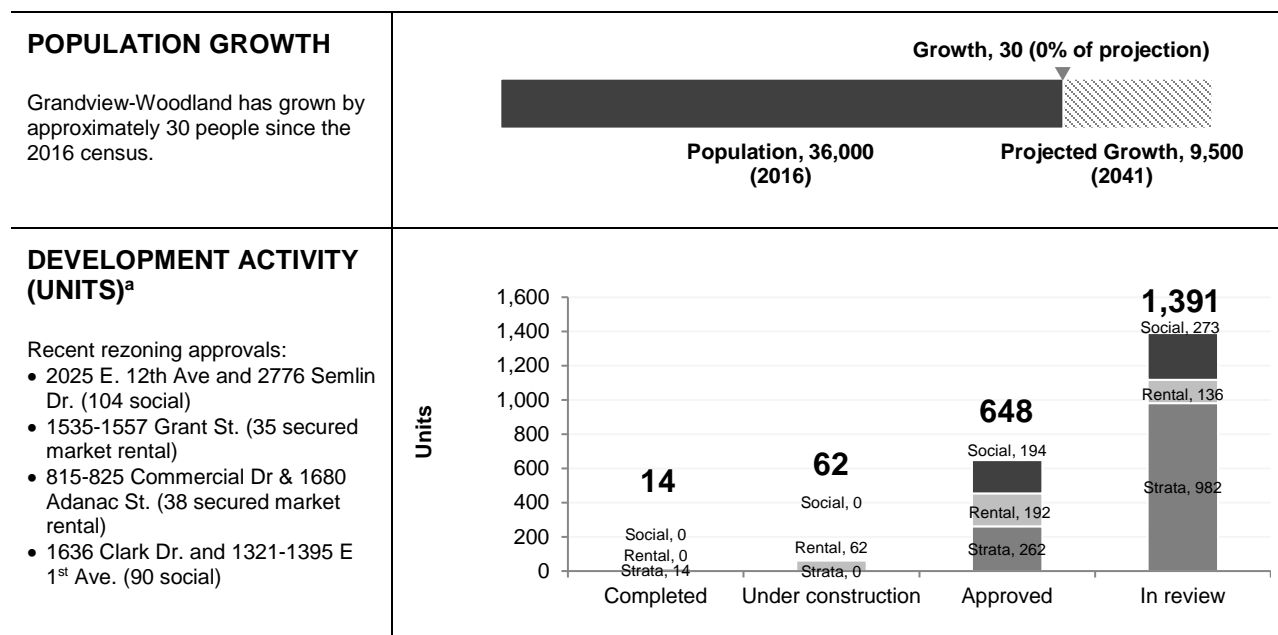


Perspective – View along 12th Avenue





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PUBLIC BENEFITS IMPLEMENTATION TRACKING
GRANDVIEW-WOODLAND COMMUNITY PLAN (2016)
Updated Q2 2020



PUBLIC BENEFITS ACHIEVED SINCE 2016

Category	Anticipated Public Benefits by 2041 (+) ^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"> ◦ 62 secured market rental units (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"> • 71 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 (Woodland Drive to Victoria Drive) ◦ Street closure at Woodland St. and 2nd Ave ◦ Street trees between Clark Dr. & Nanaimo St. ◦ Nanaimo Street upgrades - utilities and transportation improvements 	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 as part of Britannia Centre redevelopment (planning) 	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	+ Aboriginal Mother Centre Society renewal and expansion + Kiwassa Neighbourhood House renewal and expansion + Vancouver Aboriginal Friendship Centre Society renewal and expansion + Urban Native Youth Association redevelopment + Kettle Friendship Society redevelopment		0%
 Parks	+ 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	o Pandora Park renewal including off-leash dog area o Templeton Park Playground o Cedar Cottage Park renewal (<i>under construction</i>)	10%

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 or Development Permit applications 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 Since 2016

Public benefits that have either been completed or in progress are included in this section. Projects denoted in regular text are completed, and projects denoted with *italics* and an open bullet (○) are in progress. In this public benefits table, “in progress” means under construction unless otherwise noted. In addition, this table 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. In 2020, unit counts from projects that were submitted as enquiries were removed from the ‘In Review’ development category.

^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](#).

1650 East 12th Avenue
PUBLIC BENEFITS SUMMARY

Project Summary

Six-storey mixed-use building containing 65 strata residential units and commercial at grade.

Public Benefit Summary:

The project would generate a DCL payment.

	Current Zoning	Proposed Zoning
Zoning District	C-2C1	CD-1
FSR (site area = 1,704 sq. m / 18,342 sq. ft.)	3.0	3.0
Buildable Floor Space (sq. ft.)	55,026	55,026
Land Use	Commercial	Mixed-Use

Summary of development contributions expected under proposed zoning

City-wide DCL ¹	\$991,569
City-wide Utilities DCL ¹	\$550,810
Community Amenity Contribution	n/a
TOTAL	\$1,542,379

¹ Based on rates in effect as of September 30, 2020; 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.

1650 East 12th Avenue
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Property Information

Address	Property Identifier (PID)	Legal Description
1650 East 12th Avenue	004-343-719	Lot A, Block 170, District Lot 264A, Plan 16071

Applicant Information

Architect	Ciccozzi Architecture Inc.
Developer/Property Owner	1650 East 12th Avenue Investments Ltd. (Wesgroup Properties)

Development Statistics

	Permitted Under Existing Zoning	Proposed	Recommended Changes
Zoning	C-2C1	CD-1	
Site Area	1,704 sq. m (18,342 sq. ft.)	1,704 sq. m (18,342 sq. ft.)	
Land Use	Commercial	Mixed-use	
Maximum FSR	3.0	3.0	
Maximum Height	10.7 m (35 ft.)	21.3 m (70 ft.)	
Floor Area	5,112 sq. m (55,026 sq. ft.)	5,112 sq. m (55,026 sq. ft.)	
Residential Units	-	Total: 65 strata units Studios: 15 One-bedrooms: 27 Two-bedrooms: 15 Three-bedrooms: 8	
Parking and Bicycle Spaces	As per Parking By-law	Proposed: 13 commercial vehicle spaces, 54 residential vehicle spaces, 3 visitor spaces, 2 Class B loading spaces, 117 class A bicycle spaces, 6 class B bicycle spaces	As per Parking By-Law
Natural Assets	3 city trees	1 city tree 12 new on-site trees	