



POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: November 5, 2013
Contact: Kent Munro
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RTS No.: 10319
VanRIMS No.: 08-2000-20
Meeting Date: November 19, 2013

TO: Vancouver City Council
FROM: General Manager of Planning and Development Services
SUBJECT: CD-1 Rezoning - 516 West 50th Avenue and 6629-6709 Cambie Street

RECOMMENDATION

A. THAT the application by Mosaic Avenue Lands Ltd. on behalf of the registered owners, Kitty Siu-Wei Chan, James Cha and Kazuko Kemanai Cha, Oscar Hanks and Ai Fung Toh, Brent Shi-Lin Chen and Amy Ming-Chun Chang, Kenden Marr Foo, and Bill Yui-Chi Wong and Anna Ngan-Sheung Wong, to rezone 516 West 50th Avenue and 6629-6709 Cambie Street (*Lots 36 to 41, Block 896, District Lot 526, Plan 10198; PIDs: 009-593-012, 009-593-021, 009-593-047, 008-224-749, 009-593-055 and 006-739-059 respectively*) from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to increase the floor space ratio (FSR) from 0.70 to 2.49 and the building height from 10.7 m (35 ft.) to 20.1 m (66 ft.) to permit the development of two six-storey residential buildings as well as two two-storey townhouses and amenity buildings along the rear lane, containing a total of 128 residential units, be referred to a Public Hearing, together with:

- (i) plans prepared by Ramsay Worden Architects Ltd., received June 14, 2013;
- (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
- (iii) the recommendation of the General Manager of Planning and Development Services to approve, subject to conditions contained in Appendix B;

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

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

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

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

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

- D. THAT Recommendations A to C be adopted on the following conditions:

- (i) That the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; 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 bylaw 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 six lots located at 516 West 50th Avenue and 6629-6709 Cambie Street, from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to permit the development of two six-storey residential buildings as well as two two-storey townhouses and amenity buildings along the rear lane, containing 128 dwelling units all over one level of underground parking. Staff have assessed the application and find that it meets the intent of the Cambie Corridor Plan. Staff support the application, subject to rezoning conditions outlined in Appendix B. Staff recommend that the application be referred to a Public Hearing, with the recommendation of the General Manager of Planning and Development Services to approve it, subject to the Public Hearing, along with the conditions of approval outlined in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council Policies for this site include:

- Cambie Corridor Plan (2011)
- Strategic Approach to Neighbourhood Energy (2012)
- Transportation 2040 (2012)
- Green Building Rezoning Policy (2010)
- Community Amenity Contributions Through Rezonings (1999).

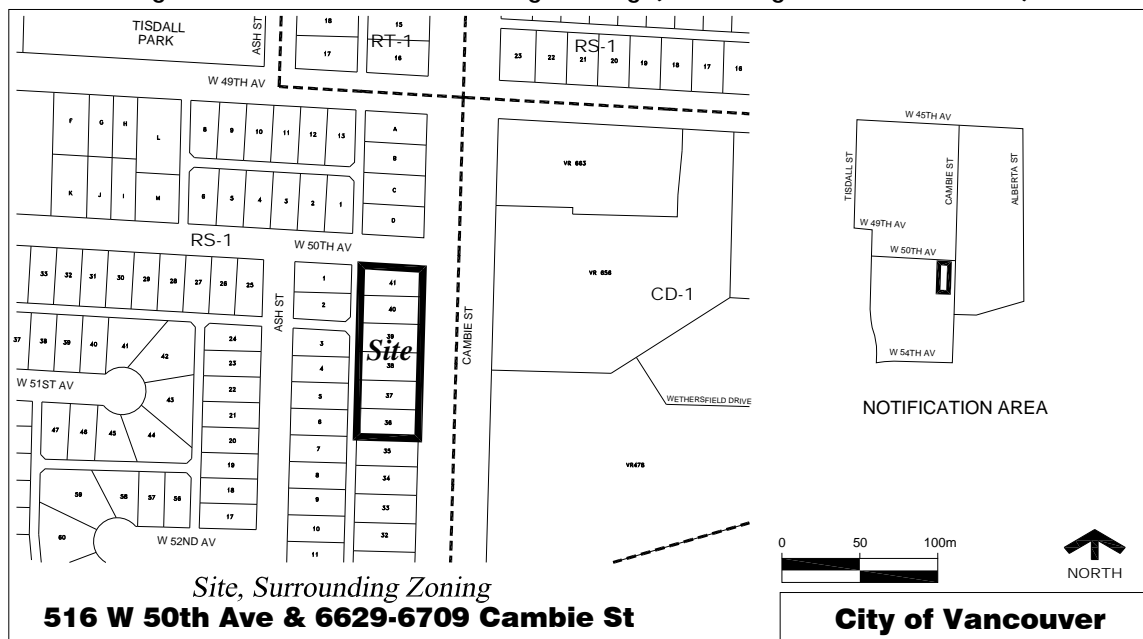
REPORT

Background/Context

1. Site and Context

This 4,330 m² (46,609 sq. ft.) site is located on the west side of Cambie Street south of 50th Avenue (see Figure 1). The site is comprised of six legal parcels and has 108.7 m (356.7 ft.) of frontage along Cambie Street and 39.6 m (130.0 ft.) of frontage along 50th Avenue. The site is located one block south of the Langara College/49th Avenue Canada Line Station. Detached housing is located to the north, south and west of the site. Sites along Cambie Street and 49th Avenue are subject to the directions contained in the Cambie Corridor Plan. Sites to the west and north in the surrounding areas will be the subject of Phase 3 planning for the Cambie Corridor. To the east, directly across Cambie Street, is a mix of varying forms of low-rise residential development. Further to the east are the Langara Family Young Men's Christian Association (YMCA), Langara College, and the Langara Golf Course and public walking path.

Figure 1: Site and surrounding zoning (including notification area)



2. Policy Context

In 2011, Council adopted Phase 2 of the Cambie Corridor Plan (the “Plan”). Subsequent to a comprehensive planning process, that work identified land uses, density ranges, building heights and building forms for sites along the arterial streets within the corridor. The Plan envisions mid-rise building forms for the subject site.

Section 4 of the Plan (the “Neighbourhoods” section) provides direction for development in each area of the corridor, including neighbourhood character, public realm and urban design principles. The rezoning site is located within the “Langara” neighbourhood. In this

neighbourhood, the Plan calls for mid-rise residential buildings along Cambie Street that enhance the green park-like setting with wide green setbacks and additional landscaping.

Subsection 4.4.3 of the Plan specifically supports residential buildings up to six storeys in height with consideration for up to eight storeys in close proximity to 49th Avenue. While density ranges are indicated in each section of the Plan, supportable density is determined by urban design performance based on the built form provisions contained in the Plan. In this particular case, the estimated density range is 1.5 to 2.0 FSR. The housing strategy in the Plan also calls for a minimum of 25% of the units to be suitable for families (two bedrooms or more). This application proposes that 56 of the 128 units be two-bedroom units, achieving 44% of the total units as suitable for families. This exceeds the policy requirement for a minimum of 25% family housing which is reflected in the proposed CD-1 bylaw provisions in Appendix A.

Strategic Analysis

1. Land Use and Density

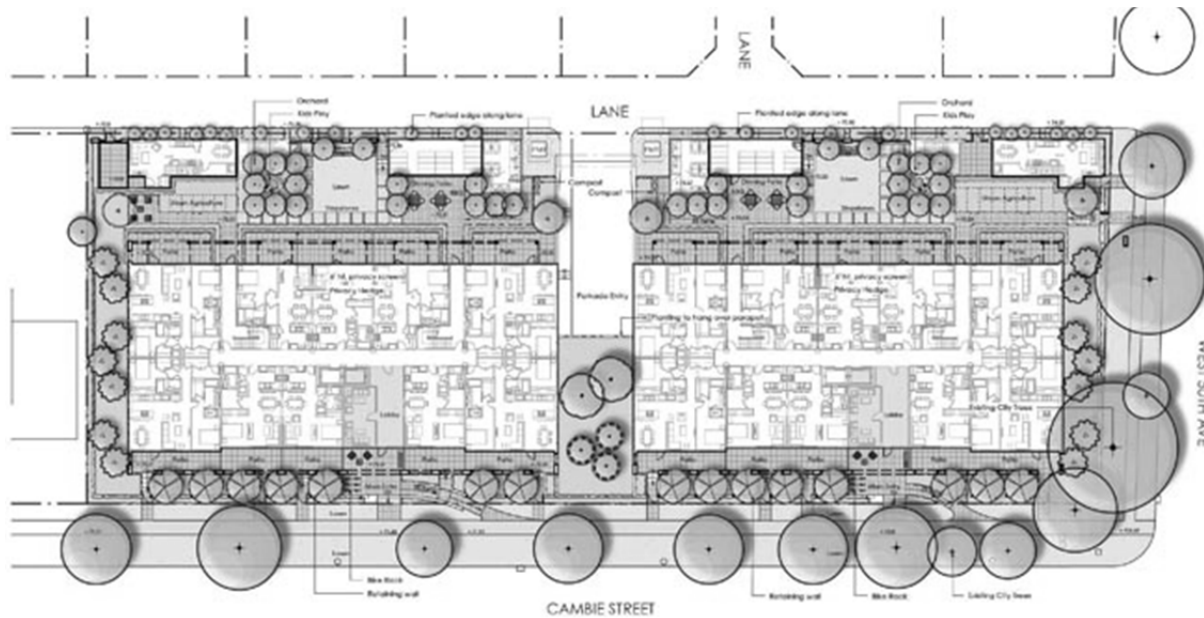
The residential development proposed by this application is consistent with the Cambie Corridor Plan. The Plan indicates that supportable density on any particular site is to be determined by analysis of site-specific urban design and public realm performance. The ultimate floor space ratio (FSR) may be higher than the estimated range (1.5 - 2.0 FSR) noted in the Plan as long as the built-form guidelines have been successfully achieved. Staff have concluded that, based on the proposed building height and typology, the proposed density of 2.49 FSR can be achieved in this particular instance subject to the design conditions noted in Appendix B.

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

The proposed buildings generally follow the recommended form of development in the Cambie Corridor Plan for building height and length. The Plan indicates building heights of six storeys, and recommends building lengths of up to 45.7 m (150.0 ft.) to allow for sunlight and a general feeling of openness between buildings. In this application, both of the main buildings are proposed to be 46.2 m (151.5 ft.) in overall length, separated by a central open space that is 8.0 m (26.3 ft.) between buildings. For residential buildings, the Plan recommends setbacks from the street and upper level step backs. The proposal generally follows these guidelines with one design condition recommended to increase the front setback to provide more space for planting and other features along Cambie Street.

The proposed townhouses that front the rear lane generally follow the built form guidelines for the Cambie Corridor in terms of height and spacing between them and the main building. The laneway buildings include two common-access bicycle rooms, which staff commend as helping to animate the lane with active uses and supporting alternate forms of transport. With respect to the main building, its proposed overall depth is 25 m (82 ft.) from front to back which is deeper than is illustrated in the Plan. Although the proposed depth of the main building results in less site being available for green space and other functions, a number of recommended design conditions in Appendix B will improve the overall quality and functionality of the open space on the site.

Figure 2: Site Plan



Subject to the design conditions noted in Appendix B including adjustment to building depth as noted above, staff support the proposed form of development. The design conditions in Appendix B will result in adjustments to the building design at the development permit stage to meet the floor area maximums contained within the draft CD-1 By-law provisions.

3. Transportation and Parking

Access to the underground vehicle and bicycle parking is proposed from the rear lane. Staff recommend that the proposal meet the standards set out in the Parking By-law for parking and bicycle spaces. Engineering Services has reviewed the rezoning application and have no objections to the proposed rezoning provided that the applicant satisfies the rezoning conditions included in Appendix B.

4. Environmental Sustainability

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

Under the Cambie Corridor Plan, all new buildings must be easily connectable to a district energy system. Accordingly, agreements are required to ensure connection to a district energy system when available. Conditions of rezoning have been incorporated that provide for district energy system compatibility and future connection.

The Cambie Corridor Plan also requires a deconstruction strategy for diverting demolition waste. A condition of rezoning in Appendix B requires provision of a deconstruction strategy for demolition of existing buildings on site so that at least 75% of the demolition waste (excluding materials banned from disposal) is diverted from the landfill.

Public Input

Public Notification – Prior to submitting a rezoning application, the applicant hosted a public open house on May 7, 2013 to discuss the proposal with the community. Notification of this event was mailed to 745 surrounding property owners in the notification area as shown in Figure 1. A total of 19 people signed in at the open house and four comment sheets were submitted.

Subsequent to receipt of a formal application, rezoning information signage was installed on the site on July 22, 2013. Notification and application information, as well as an online comment form, were provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps). A community open house was held on September 18, 2013 at the Langara Golf Course Club House, with staff and the applicant team present. Notice of the rezoning application and an invitation to the community open house was mailed to the same notification area as shown in Figure 1. A total of 29 people, as well as City staff and the applicant team, attended this open house.

Public Response and Comments – Prior to the submission of a rezoning application, 37 form letters were received from adjacent property owners. The form letter expressed concern about the density and height of the proposal and its impact on the surrounding RS-1 zoned properties. The form letter stated that the development should not be allowed to proceed prior to planning for the surrounding area, because of the potential negative impacts the proposal would have on individual properties currently zoned as RS-1.

After submission of the rezoning application, the City received a total of five public responses. Comments have included:

- Concern about the number of proposed units and the potential for traffic congestion along the adjacent lane, within the surrounding neighbourhood and on Cambie Street;
- Concern about the proposed height and setbacks and their potential impact on adjacent properties; and
- Concern regarding woodframe construction for a 6-storey building.

One key concern, reiterated by most surrounding property owners and residents, was regarding the uncertainty about the timing of the start of the Cambie Corridor Plan Phase 3 planning work. Staff note that the proposal is consistent with the Cambie Corridor Plan.

Public Benefits

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

Required Public Benefits:

Development Cost Levies (DCLs) – Development Cost Levies collected from development help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and various engineering infrastructure. The site is located in the Oakridge-Langara DCL area where the current rate is \$80.53/m² (\$7.48/sq. ft.). On this basis, a DCL of approximately \$869,356 would be anticipated.

Council recently approved replacement of the area-specific Oakridge-Langara DCL with the City-wide DCL. This change will take effect on March 12, 2014. If this rezoning application is approved by Council, and if a BP is not applied for prior to March 12, 2014, the project will be subject to City-wide DCL rates which are currently \$136.38/m² (\$12.67/sq. ft.). Application of the City-wide DCL rate would result in a DCL of approximately \$1,472,558.

DCLs are payable at building permit issuance and their rates are subject to Council approval of an annual inflationary adjustment which takes place on September 30th of each year.

Public Art Program – The Public Art Program requires that rezonings involving a floor area of 9,290 m² (100,000 sq. ft.) or greater allocate a portion of their construction budgets (\$1.81/sq. ft.) to public art as a condition of rezoning. With 10,797.2 m² (116,224 sq. ft.) of floor area proposed in this rezoning, a public art budget of approximately \$210,365 is anticipated.

Offered Public Benefits:

Community Amenity Contribution (CAC) – In the context of the City's Financing Growth Policy and the Cambie Corridor Plan, the City anticipates a voluntary CAC from the owner of a rezoning site to help address the impacts of rezoning. Contributions for Cambie Corridor rezoning applications reflect the increase in land value expected to result from rezoning approval, community needs, area deficiencies and the impact of the proposed development on City services.

In order to provide more certainty and clarity as sites along the Cambie Corridor redevelop and to improve processing efficiency for rezoning applications, an approach to CACs based on a target CAC rate is used for residential rezoning applications that are four- to six-storeys in height in Phase 2 of the Cambie Corridor Plan area. A target CAC rate of \$55 per square foot, based on the net additional increase in floor area, has been determined to be appropriate. Accordingly, this applicant has offered a cash CAC of \$4,597,874 and Real Estate Services staff recommend that this offer be accepted.

Staff recommend that this CAC be allocated as follows:

- \$2,298,937 to the Affordable Housing Reserve;
- \$1,298,937 towards childcare facilities in or near the Cambie Corridor Plan area; and

- \$1,000,000 reserved for social/cultural space for non-profit organizations, to be located in or near the Cambie Corridor Plan area subject to development of an overarching strategy for such facilities. The intention is to achieve this through a combination of cash and in kind CAC contributions in or near the Cambie Corridor Plan area. Appropriate sites are currently under consideration by Social Planning staff.

These allocations recommended by staff are consistent with the Interim Public Strategy contained in the Cambie Corridor Plan. A detailed Public Benefits Strategy will be developed for the Cambie Corridor Plan area as part of the planning for Phase 3.

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

IMPLICATIONS/RELATED ISSUES/RISKS

Social

As noted in the section on Public Benefits, a portion of the CAC is being directed towards social/cultural space for non-profit organizations. Vancouver's non-profit sector is typically accommodated in low-end-of-market premises that are not close to public transit and not designed specifically for their purposes. The City's role in development offers an opportunity to contribute to the sustainability and effectiveness of this sector. Multi-tenant, flexibly designed spaces can contribute to the sustainability of non-profit organizations. The range of benefits of co-location related to improving sustainability include: reduced operating costs, better access to services, and improved collaboration and innovation by resident organizations. Purposeful co-location also increases opportunities for securing higher quality space in highly accessible and visible locations that would otherwise be financially inaccessible for most non-profits alone. Securing affordable space for the non-profit sector supports the achievement of City goals by improving access to capacity-building programs, creating and sustaining employment, and strengthening community capacity and economic well-being.

Financial

As noted in the section on Public Benefits, the applicant has offered a cash CAC of \$4,597,874. Half of the CAC (\$2,298,937) will be allocated to the Affordable Housing Reserve; \$1,298,937 to childcare facilities in or near the Cambie Corridor Plan area; and \$1,000,000 reserved for social/cultural space in or near the Cambie Corridor Plan area for non-profit organizations subject to development of an overarching strategy for such facilities. Approval and timing of specific projects will be brought forward as part of the Capital Plan and Budget processes.

If the rezoning application is approved, the applicant will be required to provide public art on site at an estimated value of \$210,365, noting that the applicant has the option to make a cash contribution to the City for off-site public art.

The site is currently within the Oakridge-Langara DCL District and, as of March 12, 2014, that area will be incorporated in the City-wide DCL District. It is anticipated that the applicant will pay approximately \$869,356 in DCLs if the Building Permit application is submitted before March 12, 2014, or \$1,472,558 if the application is submitted on or after March 12, 2014.

CONCLUSION

Staff assessment of this rezoning application has concluded that the proposed form of development is a supportable urban design response to the site and context. Planning staff conclude that the application is consistent with the Cambie Corridor Plan with regard to land use, density, height and form.

The General Manager of Planning and Development Services recommends that the rezoning application be referred to a Public Hearing, together with a draft CD-1 By-law generally as set out in Appendix A. Further it is recommended that, subject to the public hearing, the application including the form of development, as shown in the plans in Appendix E, be approved in principle, subject to the applicant fulfilling the conditions of approval in Appendix B.

* * * * *

516 West 50th Avenue and 6629-6709 Cambie Street
DRAFT CD-1 BY-LAW PROVISIONS

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

Zoning District Plan Amendment

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan marginally numbered Z-() attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D, to 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.]

Uses

- 2.1 The description of the area shown within the heavy black outline on Schedule A is CD-1 ().
- 2.2 Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 (), and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
 - (a) Multiple Dwelling; and
 - (b) Accessory Uses customarily ancillary to the uses listed in this section 2.2.

Conditions of Use

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

Floor area and density

- 4.1 Computation of floor space ratio must assume that the site consists of 4 330.0 m², being the site size at the time of the application for the rezoning evidenced by this By-law, and before any dedications.
- 4.2 The floor space ratio for all uses must not exceed 2.49.
- 4.2 Computation of floor area must include all floors, including earthen floor, above and below ground level, having a minimum ceiling height of 1.2 m, measured to the extreme outer limits of the building.
- 4.3 Computation of floor area may exclude:
 - (a) open residential balconies or sundecks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:
 - (i) the total area of all such exclusions must not exceed 12% of permitted floor area, and
 - (ii) the balconies must not be enclosed for the life of the building;
 - (b) patios and roof gardens, provided that the Director of Planning first approves the design of sunroofs, walls, or similar features;
 - (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 space above or below base surface, except that if the residential storage space above base surface exceeds 3.7 m² per dwelling unit, there will be no exclusion for any of the residential storage space above base surface for that unit.
- 4.4 Computation of floor area may exclude amenity areas, except that the total exclusion must not exceed the lesser of 20% of permitted floor area or 929 m².
- 4.5 The use of floor area excluded under sections 4.3 and 4.4 must not include any purpose other than that which justified the exclusion.

Building Height

5 Building height, measured from base surface, must not exceed 20.7 m.

Setbacks

6.1 Setbacks must be, at minimum:

- (a) 3.7 m from the east property line,
- (b) 0.6 m from the west property line,
- (c) 3.7 m from the north property line, and
- (d) 3.1 m from the south property line.

6.2 Despite the provisions of section 6.1, the Director of Planning may allow projections into the required setbacks, provided that no additional floor area is created, if:

- (a) the Director of Planning first considers all applicable Council policies and guidelines; and
- (b) portions of buildings which may project into required setbacks are:
 - (i) architectural appurtenances such as decorative exterior fins or fixed external shading devices,
 - (ii) steps,
 - (iii) balconies, eaves, bays or similar features,
 - (iv) entry porches located at the basement or first storey,
 - (v) cantilevered eaves forming part of a porch,
 - (vi) chimneys or piers,
 - (vii) underground parking and storage structures located entirely below grade,
 - (viii) access structures to underground parking, and
 - (ix) hydro and gas utility meters, vaults or similar equipment, and
 - (x) any other features which, in the opinion of the Director of Planning, are similar to any of the features listed above.

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 If:
- (a) the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council; and
 - (b) the minimum distance of the unobstructed view is not less than 3.7 m,
- the Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement.
- 7.5 An obstruction referred to in section 7.2 means:
- (a) any part of the same building including permitted projections; or
 - (b) the largest building permitted under the zoning on any site adjoining CD-1 ().
- 7.6 A habitable room referred to in section 7.1 does not include:
- (a) a bathroom; or
 - (b) a kitchen whose floor area is the lesser of:
 - (i) 10% or less of the total floor area of the dwelling unit, or
 - (ii) 9.3 m².

Acoustics

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

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

* * * * *

516 West 50th Avenue and 6629-6709 Cambie Street
PROPOSED CONDITIONS OF APPROVAL

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

CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by Ramsay Worden Architects Ltd., on behalf of Mosaic Avenue Lands Ltd., and stamped "Received City Planning Department, June 14, 2013", provided that the General Manager of Planning and Development Services may allow minor alterations to this form of development when approving the detailed scheme of development as outlined in (b) below.
- (b) That, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the General Manager of Planning and Development Services, who shall have particular regard to the following:

Urban Design

- 1. Elevation of the below-grade spaces proposed between 50th Avenue and the building.

Note to Applicant: Intent is to create more livable space and a better street interface by reducing the amount of outdoor space below the sidewalk and lane around the north end of the site, and to avoid the guard rails and retaining walls that would be required. Consider raising the main floor at the north end by two to three feet to improve this relationship. The building entry may be relocated northward to follow the rise in Cambie Street and minimize the length of ramps for disabled access.

- 2. Provision of a 1.2 m (4 ft.) rear yard for the majority of the lane to better accommodate landscaping, pathways, and a transition to the residential units.

Note to Applicant: Setback should be increased around building entries in particular to accommodate hand rails, steps, landings, and similar features; and to provide on-site access between the various amenities. The site design should consider pedestrian safety along this service lane. See also condition 4.

- 3. Provision of a more gradual transition from Cambie Street to the residential units facing east.

Note to Applicant: Given the site depth of 39.6 m (130 ft.), natural grades should be continued across the property line and continue approximately half way into the setback to avoid retaining walls and similar structures close to the public sidewalk. See section 6.4.1 of the *Cambie Corridor Plan* for more information.

4. Provision of outdoor, on-grade access paths through the site to enable residents and visitors to enjoy better access between the proposed bicycle facilities, outdoor common spaces, townhouses, Cambie Street, and the lane.

Note to Applicant: This can be accomplished with a 1.2 m (4 ft.) wide path from east to west through the middle of this 108.5 m (356 ft.) wide site, and a similar path from north to south.

5. Design development to provide more openness between the two principal buildings.

Note to Applicant: Intent is to improve the real and perceived open area between buildings as intended in the *Cambie Corridor Plan*, and to improve livability and access to natural light for units facing into the aperture. This can be accomplished by continuing the shoulder line above the fourth storey around the building, by providing a similarly scaled step in plan, or some combination thereof.

6. Consideration for providing more variety in the exterior visual expression between the two main buildings.

Note to Applicant: While individual buildings should have a unified architectural expression, variety between buildings is encouraged to avoid repetition and create an interesting streetscape. See section 5.1.11 of the *Cambie Corridor Plan*.

7. Design development to vary the exterior design of each Cambie Street façade from the proposed flat plane of grid openings through changes in plane, composition and expression.

Note to Applicant: Consideration should also be given to the comments of the Urban Design Panel.

8. Design development to meet the *Cambie Corridor Draft Public Realm Plan* including lane, side yard and front yard treatments.

Note to Applicant: The applicant is encouraged to convene with Planning, Landscape and Engineering staff prior to the preparation of a Development Permit submission to ensure technical compliance with the anticipated design intent, including CPTED performance, and with a design focus on hardscape, softscape, design elements, lighting, stormwater management, wayfinding and public art/interpretive opportunities.

9. Design development to limit the maximum depth of dwelling units and extent of deep balconies to be comparable to the rezoning application.

Note to Applicant: Intent is to ensure that residents' access to natural light is maintained.

10. Design development to mitigate privacy and overlook issues for new and existing residents.

Note to Applicant: This can be accomplished by further development of landscape drawings, enlarged sections, and other drawings that illustrate the specific built features needed to balance access to natural light with privacy concerns.

11. Design development to create open spaces suitable for children's play, located next to the common amenity rooms.

Note to Applicant: Staff commend the applicant for providing a wide range of units, and recommend that the various amenity areas and open spaces be rearranged to improve the functionality of these common areas for families with children. See the *High-Density Housing for Families with Children Guidelines* for more information.

12. Provision of high quality and durable exterior finishes.

Note to Applicant: Intent is to maintain the proposed architectural quality including the use and extent of brick.

13. Revision of the exterior framing elements to meet the permitted floor area.

Note to Applicant: Exterior spaces that are substantially covered or enclosed by columns should be measured to the outer limits of the building and included in the calculation of total floor area. Open balconies that meet balcony guidelines and patio spaces may be excluded from this total depending on their performance in terms of natural light, open space, and massing.

14. Revision of the residential storage area to provide individual spaces for each dwelling unit.

Note to Applicant: See the *Bulk Storage - Residential Developments* bulletin for more information. There is a requirement for 128 Bulk Storage rooms and 33 are currently provided. Areas identified as "Unit Storage" on level P1 in the North and South buildings should be divided into individual storage lockers. Some parking stalls in the North and South buildings could be converted into additional storage if required.

15. Revision of the bicycle storage area;

Note to Applicant: See Section 6.3. of the Parking By-law. Preliminary review indicates that at least 32 bicycle lockers are required; lockers must follow Section 6.3.19. of the Parking By-law, and the number of vertical bicycle spaces can be a maximum of 48.

16. Provision of Class B Loading Space as per Section 5.2 of the Parking By-law.

Crime Prevention Through Environmental Design (CPTED)

17. Design development to respond to CPTED principles, having particular regards for:
- (i) theft in the underground parking;
 - (ii) residential break and enter;
 - (iii) mail theft; and
 - (iv) mischief in alcoves and vandalism, such as graffiti.

Sustainability

18. Provision of a deconstruction strategy for demolition of existing buildings on site to divert at least 75% of demolition waste (excluding materials banned from disposal) from the landfill.

Note to Applicant: The deconstruction strategy should be provided at the time of development permit application.

19. Identification on the plans and elevations of the built elements contributing to the building's sustainability performance in achieving Gold certification under LEED® Canada for Homes with a minimum of twelve energy and atmosphere points.

Note to Applicant: Provide a LEED® Canada for Homes checklist confirming that the project will achieve Gold level and a detailed written description of how the minimum target points will be achieved. Both checklist and description should be incorporated into the drawing set and significant LEED® features detailed on the plans.

20. The building heating and domestic hot water system shall be designed to be easily connectable and compatible with a future District Energy System to supply all heating and domestic hot water requirements. Design provisions related to district energy compatibility must be to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: The applicant shall refer to the *District Energy Connectivity Standards* for specific design requirements, which include provisions related to the location of the mechanical room, centralization of mechanical equipment, pumping and control strategy, and other hydronic heating and domestic hot water system minimum requirements. The applicant is encouraged to work closely with Staff to ensure adequate provisions for District Energy compatibility are provided for in the mechanical design. A declaration signed by the registered professional of record certifying that the district energy connectivity requirements have been satisfied will be required as a pre-condition to building permit.

21. Space heating and ventilation make-up air shall be provided by hydronic systems without electric resistance heat or distributed heat generating equipment including gas fired make-up air heaters.
22. Detailed design of the building HVAC and mechanical heating system must be to the satisfaction of the General Manager of Engineering Services.

Landscape Review

23. Provision of a high quality public realm adjacent the site, including a double row of street trees along the Cambie Street frontage.
24. Design development to the Cambie Street frontage to set back exterior walls from the property line (refer to Urban Design condition 3) and resolve grade changes using a terraced, landscape approach.

Note to Applicant: Any necessary transition to raised patios should be done in planted terraces, avoiding walls higher than three feet. Walls should have high quality surfacing and be softened with planting.

25. Design development to locate site utilities and vents on private property and integrate them discreetly into the building, avoiding landscaped and common areas.

Note to Applicant: While the pad mounted transformer (PMT) is integrated with the parkade access and outside of landscaped areas, further detailed design is needed. By way of its location on a corner section of the building, the PMT's should not create an awkward, unfinished alcove. Vehicular turning impacts should also be considered and mitigated.

26. Provision of urban agriculture in the form of edible landscaping and including some areas (planters or plots) suitable for urban agriculture activity. The necessary supporting infrastructure, such as tool storage, hose bibs and a potting bench should be provided. The design should reference the *Urban Agriculture Guidelines for the Private Realm* and should maximize sunlight, integrate into the overall design and provide universal access.
27. Provision of high efficiency irrigation for all planted areas and hose bibs for all patios and common areas greater than 9.3 m² (100 sq. ft.).
28. Grades, retaining walls, walkways and structural elements, such as underground parking, designed to provide maximum plant growing depth [exceed British Columbia Landscape and Nursery Association (BCLNA) Landscape Standard].

Note to Applicant: Public and private trees will need to be planted at grade and not placed in above grade planters to achieve soil depth. Variations in the slab may be required in combination with appropriate growing medium. In the horizontal plane, soils should be contiguous, wherever possible. To

accommodate trees in planters near property lines, the underground parking should angle downward at the corner [1 m (3.3 ft.) across and 1.2 m (3.9 ft.) downward].

29. Responsible resolution of any conflict with neighbour trees and vegetation in proximity to proposed excavation.

Note to Applicant: There may be trees and plants that are either owned or co-owned by the south neighbor at 6729 Cambie Street that could be affected by proposed excavation near the property line. All neighbor and co-owned trees should be safely retained with the necessary arborist services and/or design development. Alternatively a tree permit application will need to be submitted to remove/replace the trees, accompanied by the adjacent owner(s) consent in writing.

30. At time of development permit application:

- (i) Provision of a detailed Landscape Plan illustrating common and botanical name, size and quantity of all existing/ proposed plant material.

Note to Applicant: Plant material should be clearly illustrated on the Landscape Plan and keyed to the Plant List. The landscape plan should include all exterior hard and soft surface elements (site furniture, gates, fences, surfaces, screens, walls), the public realm treatment (to the curb) and all existing or proposed street trees, adjoining landscaping/ grades and public utilities such as lamp posts, hydro poles, fire hydrants.

- (ii) Provision of a Tree Plan.

Note to Applicant: Provide a tree plan that is separate from the landscape plan and consistent with the arborist report, dated Dec. 19, 2012 (Michael Mills Consulting) and legal survey. The scaled plan should be accurate and clearly illustrate all trees to be removed and retained, including offsite trees and any tree protection barriers. An arborist report addendum may be necessary for offsite trees and vegetation. Tree replacements can be shown on the proposed phased landscape planting plans.

- (iii) Provision of large scale landscape sections [typical] through planted areas, including the slab-patio-planter relationship, the lane interface, common areas and upper levels.

Note to Applicant: The sections should include the planter materials, tree stem, canopy and root ball.

- (iv) Provision of new street trees to be provided adjacent to the development site, to be shown on the development permit plans and confirmed prior to the issuance of the building permit.

Note to Applicant: Contact Eileen Curran, Engineering Services (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 6 cm 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."

Engineering

31. Clarification is required of the dashed box around PMTs shown projecting into the lane (Page A5.04). Delete this item.
32. Clarification of the projections above the first floor level of the townhouses shown encroaching into the lane (Page A3.01, North and South Elevations). Delete these features.
33. Clarify garbage pick-up operations. Please provide written confirmation that a waste hauler can access and pick up from the location shown.
- Note to Applicant: Pick up operations should not rely on bins being stored on the street or lane for pick up, bins are to be returned to storage areas immediately after emptying.
34. Clarify tree and planting locations along the lane property line. It appears that the trees and planting are straddling or beyond the property line. Please ensure all landscaping treatments are fully within the property lines along the lane.
- Note to Applicant: The partial westerly dimension of 360'-8 1/2" on the Parkade Key Plan is actually the overall dimension (Page A2.00).
35. Delete portion of retaining wall on south pedestrian ramp along Cambie Street that appears to extend over the property line (A5.04).
36. Update the landscape plan to reflect the off-site improvements proposed through the rezoning and submit a copy directly to Engineering Services for review.
37. Compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: The following items are required to meet provisions of the Parking By-law and the parking and loading design supplement:

- (i) Wheel stops are required for parking spaces perpendicular to one another.
- (ii) Parking ramps with a slope greater than 12.5% which are exposed to open air must be heat-traced.
- (iii) The slope of the parking ramp from the lane to P1 is not to exceed 12% for improved ingress and egress by cyclists.
- (iv) Provision of the required Class B loading space to be provided on the southerly half of the site.
- (v) Tandem parking spaces cannot be counted toward the required parking.
- (vi) Disability parking spaces can only be counted as 2 spaces when they are required to make up the minimum required parking for the development.

CONDITIONS OF BY-LAW ENACTMENT

- (c) That, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services and to the General Manager of Planning and Development Services, the General Manager of Engineering Services, the Managing Director of Cultural Services and the Approving Officer, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

- 1. Consolidation of Lots 36 to 41, Block 896, DL 526, Plan 10198 to create a single parcel.
- 2. Release of Easement & Indemnity Agreement 290203M (utilities) prior to building occupancy. The applicant is to confirm with the user of the right-of-way that it is no longer required and provide a copy of the response to Engineering Services.

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.

- 3. Provision of a statutory right of way to accommodate a Public Bike Share Station (PBS).

Size: A station with a size of 28 m x 4 m must be accommodated. The physical station with docked bicycles is 2 m wide and has a required bicycle

maneuvering zone of 2 m for a total width of 4 m. The 2 m maneuvering space may be shared with pedestrian space.

Location: The station must be located on private property while still clearly visible to the public with 24/7 public access.

Surface treatment: A hard surface is required with no utility access points within 150mm. Acceptable surfaces include CIP concrete (saw cut or broom finished), asphalt and pavers. Other firm, paved materials are subject to approval.

Grades: The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At minimum, spot elevations at the four corners of the station must be provided.

Sun exposure: No vertical obstructions, to maximize sun exposure, as station operates on solar power. Ideally the station should receive five hours of direct sunlight a day.

Power: Provision of an electrical service and electrical power is to be available in close proximity to the PBS station with the development responsible for the on-going supply and cost of electricity to the PBS station.

4. Provision of a Services Agreement to detail the on- and off-site works and services necessary or incidental to the servicing of the site (collectively called the "services") such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site will be issued until the security for the services are provided.
 - (i) Provision of new concrete sidewalks adjacent the site.
 - a. **Cambie St (west side)** Provision of a minimum sidewalk width of 2.1 m.
 - b. **50th Avenue (south side)** Provision of a minimum sidewalk width of 1.8 m.
 - (ii) Provision of street trees adjacent the site where space permits.
 - (iii) Provision of a standard concrete lane entry at the lane west of Cambie Street on the south side of 50th Avenue.
 - (iv) Provision of adequate water service to meet the fire flow demands of the project. The current application lacks the details to determine if water main upgrading is required. Please supply project details including projected fire flow demands as determined by the applicants'

mechanical consultant to determine if water system upgrading is required. Should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any water system upgrading that may be required.

Note to Applicant: An interconnected water service will be required for this development. There are water mains available on Cambie Street and 50th Avenue for servicing.

- (v) There is no City sewer available to serve this location, written confirmation from Metro Vancouver that they will allow this site to be connected to their sewer line is required. If Metro Vancouver service is not available then arrangements to the satisfaction of the General Manager of Engineering Services for provision of adequate sewer services will be required.
- 5. Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but are not limited to, junction boxes, switchgear, pad mounted transformers and kiosks (including non BC Hydro Kiosks) are to be located on private property with no reliance on public property for placement of these features. There will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch. The applicant may be required to show details of how the site will be provided with all services being underground.

Sustainability

- 6. Enter into such agreements as the General Manager of Engineering Services and the Director of Legal Services determine are necessary for connection to a District Energy System, if and when the opportunity is available and in accordance with the City's policy for *District Energy Connectivity Standards* and the *Cambie Corridor Plan*, which may include but are not limited to agreements which:
 - (i) require buildings on site to connect to a District Energy System, once available;
 - (ii) grant access to the mechanical system and thermal energy system-related infrastructure within the development for the purpose of enabling District Energy System connection and operation; and
 - (iii) grant access to and use of suitable space required for the purposes of an energy transfer station, to the satisfaction of the General Manager of Engineering Services.

Soils

7. If applicable:
 - (i) Submit a site profile to the Environmental Protection Branch (EPB);
 - (ii) As required by the Manager of Environmental Protection and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and
 - (iii) If required by the Manager of Environmental Protection 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 Protection, City Engineer and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until a Certificate of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, has been provided to the City.

Public Art

8. Execute an agreement satisfactory to the Directors of Legal Services and Cultural Services for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials; and provide development details to the satisfaction of the Public Art Program Manager (a checklist will be provided).

Note to Applicant: Public art application and fulfillment options can be discussed with the Public Art Program Manager.

Community Amenity Contribution (CAC)

9. Pay to the City the Community Amenity Contribution of \$4,594,260 which the applicant has offered to the City. Payment is to be made prior to enactment of the CD-1 By-law, at no cost to the City and on terms and conditions satisfactory to the Director of Legal Services. The \$4,597,874 CAC is to be allocated as follows:
 - (i) \$2,298,937 to the Affordable Housing Reserve.
 - (ii) \$1,298,937 to childcare facilities in the Cambie Corridor area; and
 - (iii) \$1,000,000 towards social/cultural spaces for non-profit organizations, to be located in or near the Cambie Corridor Plan area.

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

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

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

516 West 50th Avenue and 6629-6709 Cambie Street
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE PARKING BY-LAW NO. 6059

Add the CD-1 to Schedule C of the Parking By-Law with the following provisions as Parking Requirements:

Parking, loading and bicycle spaces must be provided and maintained in accordance with the requirements of the Parking By-Law on; except that:

- Class A loading for residential uses must be provided at a rate of 0.01 per dwelling unit.

DRAFT AMENDMENTS TO THE SUBDIVISION BY-LAW NO. 5208

A consequential amendment is required to delete Lots 36 to 41, Block 896, District Lot 526, Plan 10198; PIDs: 009-593-012, 009-593-021, 009-593-047, 008-224-749, 009-593-055 and 006-739-059 from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

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516 West 50th Avenue and 6629-6709 Cambie Street
ADDITIONAL INFORMATION

Urban Design Panel (September 18, 2013)

EVALUATION: SUPPORT (4-3)

Introduction: Michelle McGuire, Rezoning Planner, introduced the proposal for a site that is comprised of six parcels at Cambie Street and West 50th Avenue. The proposal is being considered under the Cambie Corridor Plan which contemplates residential buildings in this area up to 6-storeys. Ms. McGuire noted that the site is close to the 49th Avenue/Langara College Canada Line Station. To the west of the site are single-family properties that will be included in Phase 3 of the Cambie Corridor Plan. Ms. McGuire explained that the rezoning application proposes to rezone the site from RS-1 to CD-1 to allow development of two 6-storey residential buildings and two 2-storey townhouses over one level of shared underground parking with a maximum height of 62 feet. This proposal includes 128 dwelling units and parking for 132 vehicles as well as 160 Class A and 12 Class B bicycle parking spaces.

Sailen Black, Development Planner, further described the proposal and mentioned that the proposal is required to meet LEED™ Gold and 63 points. Mr. Black described the context for the area noting the detached housing to the north, west and south of the site. As well he described the Cambie Corridor Plan and mentioned that properties in the area between West 49th And West 59th Avenues have an estimated floor space range of 1.5 to 2.0 FSR and that the density may be more or less depending on urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent neighbourhoods. As well the setback from Cambie Street should be in a range from 10 to 15 feet and the form of development should have a strong expression of a 4-storey street wall with a notable step back at the 5th storey. Mr. Black described the proposal and explained that it will be an all residential building with two 6-storey buildings, two 2-storey townhouses and a 1-storey bike room at the back of the property. As well he described the architecture noting the open brick frame intended to express a street wall with a 4-storey shoulder line facing Cambie Street. There is a lighter structure of open balconies to express a step above the 4th storey facing the lane. The lane has a proposed mix of townhouses, landscaping, bike storage as well as the entrance to the parkade.

Advice from the Panel on this application was sought on the overall form of development and design of this rezoning application in general, along with specific commentary considering aspects of the policy:

- The Cambie Corridor Plan recommends a street setback of 10 to 15 feet for residential buildings, a density range of 1.5 to 2.0 FSR and a height of 6-storeys for this area. The achievable density depends on urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent neighbourhoods. Does the Panel support the proposed setback (10 feet), density (2.49 FSR) and height (62 feet) for this site?
- The Plan is intended to create a strong street wall on Cambie Street and an appropriate transition of scale to the adjacent neighbourhoods. Does the proposed section (townhouses, courtyard, open balcony stack, enclosed building, and brick framework) provide the intended performance on each side?

- Does the Panel have any preliminary advice on the quality and livability of outdoor spaces around the site, including the framed balconies, side yards and aperture between buildings?

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

Applicant's Introductory Comments: Bob Worden, Architect, further described the proposal and noted that there is an eight foot setback between the balcony plane and the building. He explained that by moving the front entrance over to one side they could raise the entire building although he said he wasn't sure this was the best solution given the slope across the site. The units face front and back and the buildings are conceived as two separate strata titles with a right-of-way at the shared parking ramp. The applicant team presented further material in electronic form.

Mr. Worden stated that both buildings have the same amenity package. There is a townhouse facing north/south with a private courtyard space. There is also a garden that contains children's play, barbeque areas and urban agriculture plots. As well there is a number of seating areas and bike workshop and storage area.

He said there are opportunities for public art with the use of laser cut metal screens around the main entry with a matching one at the back garden.

The applicant team took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement:

- Design development to avoid repetition and sameness of design, especially the frame
- Consider lifting the building further out of the ground to improve the ground floor units;
- Consider adding a common amenity space.

Related Commentary: The Panel supported the proposal and thought it was an interesting approach to a wood frame building.

The Panel supported the idea of the proposed open frame in general. One Panel member noted that it was a supportable strategy particularly for a 6-storey wood frame building. The Panel supported the 10 foot setbacks, height and general massing of both buildings. Several Panel members thought the ground floor units should be higher out of the ground to make them more liveable.

Most of the Panel thought there was a relentless quality to the architecture of the buildings and suggested that perhaps the buildings could be modulated differently so the brick façade isn't consistent all the way across. This would give some relief to what appears to be one very long building. The Panel supported the colour palette although a couple of members thought the buildings could be different but retain a similar palette. As well the Panel supported the landscape treatment.

A couple of Panel members would like to see a path between the buildings noting that it was a long way around the entire site. The Panel commended the applicant for taking the bikes

out of the garage and onto the lane. A couple of Panel members were concerned that there wasn't any common amenity space in either building. As well there was some concern that each building would have its own strata as there might be a problem when it comes to having enough people to serve on the council.

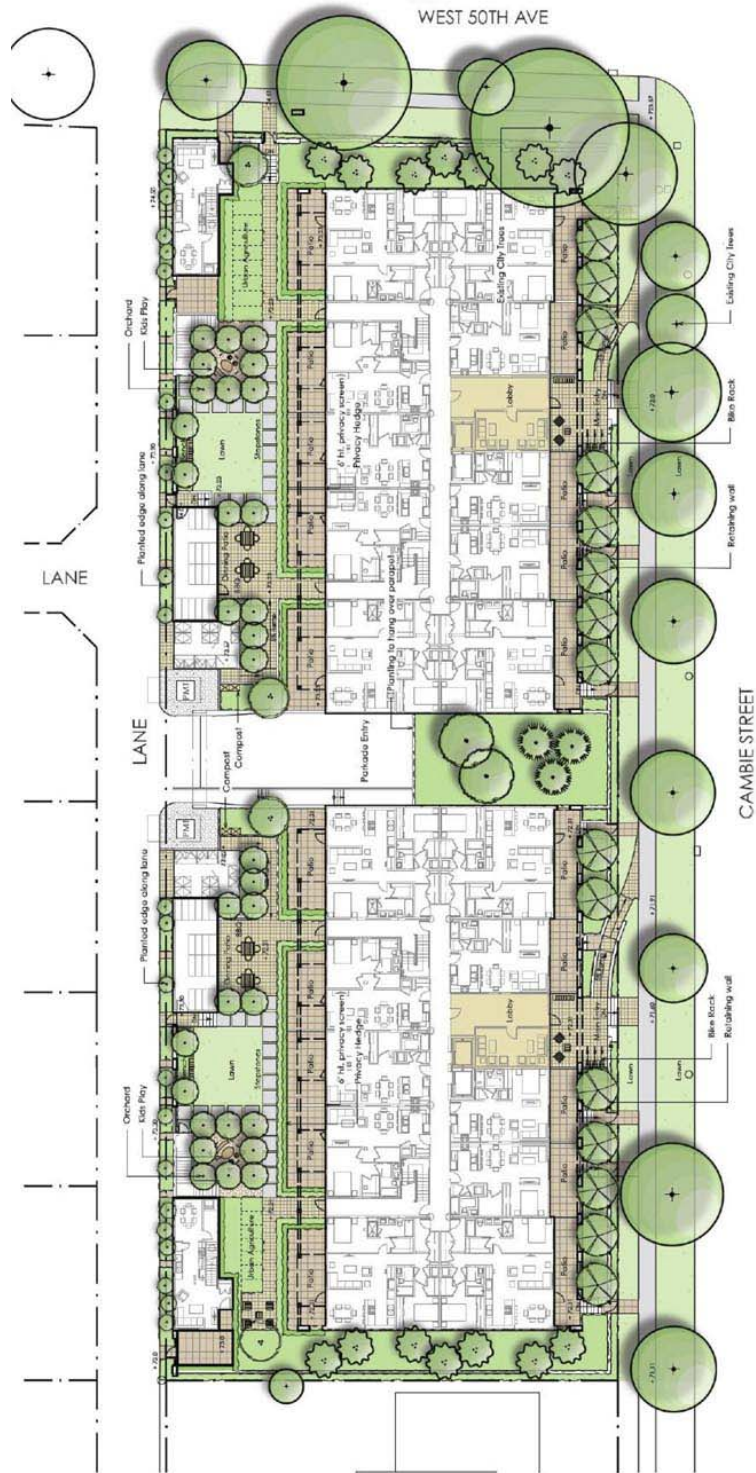
Regarding sustainability, it was noted that Cambie Street is very noisy with the amount of traffic and that there should be an acoustical consultant involved in the proposal. As well the west facing units could be uncomfortable in summer and it was suggested that fritted glass or blinds would provide privacy from the residential behind the site as well as help with solar gain.

Applicant's Response: Mr. Worden said they had similar discussion regarding the architecture since this was a new design. He added that the Panel was very helpful with their comments.

* * * * *

516 West 50th Avenue and 6629-6709 Cambie Street
FORM OF DEVELOPMENT

Site Plan



Elevations



East Elevation



West Elevation

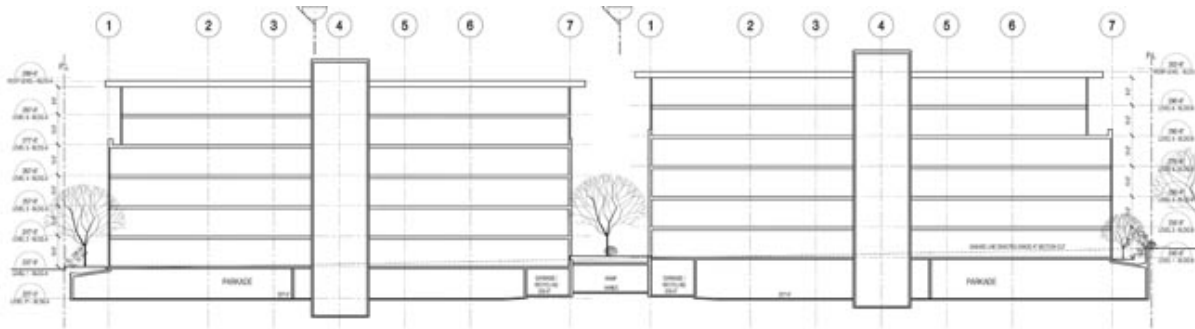


North Elevation

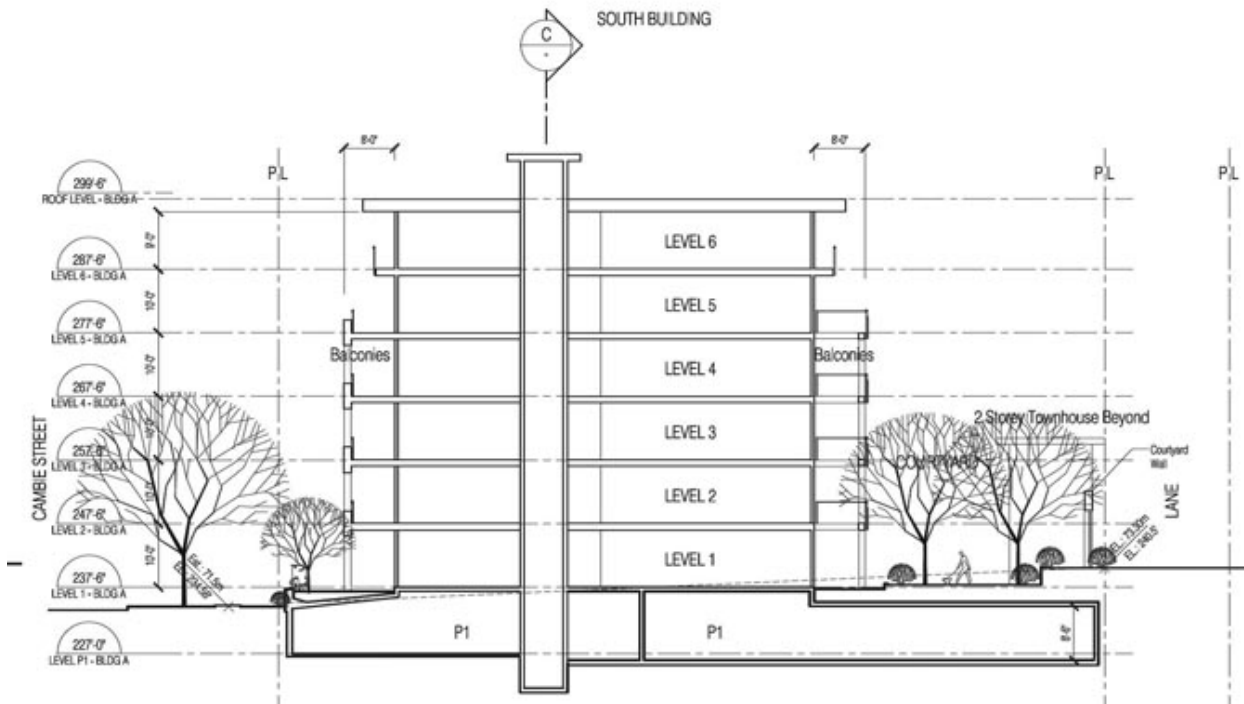


South Elevation

Sections



North/South Section



East/West Section

516 West 50th Avenue and 6629-6709 Cambie Street
PUBLIC BENEFITS SUMMARY

Project Summary:

Residential development with two six-storey apartments as well as two two-storey townhouses and amenity buildings along the rear lane containing a total of 128 dwelling units.

Public Benefit Summary:

The project would generate DCL and public art contribution and a CAC offering to be allocated toward the affordable housing reserve, childcare and social/cultural space for non-profit organizations in or near the Cambie Corridor Plan area.

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 4,330.0 m ² / 46,609 sq. ft.)	0.70 (See Note 1)	2.49
Buildable Floor Space (sq. ft.)	32,626 sq. ft.	116,224 sq. ft.
Land Use	Single-family residential	Multi-family residential

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (Oakridge-Langara)	\$98,858	\$868,862
	Public Art		\$210,246
	20% Social Housing		
Offered (Community Amenity Contribution)	Childcare Facilities		\$1,298,937
	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage (transfer of density receiver site)		
	Affordable Housing		\$2,298,937
	Parks and Public Spaces		
	Social/Community Facilities		\$1,000,000
	Unallocated		
Other			
TOTAL VALUE OF PUBLIC BENEFITS		\$98,858	\$5,676,982

* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification. For the Oakridge-Langara DCL, revenues are allocated into the following public benefit categories: Engineering (7%); Replacement Housing (30%); and Parks (63%).
Note 1: For the purposes of CAC Calculation buildable floor area assumes a base FSR of 0.70

516 West 50th Avenue and 6629-6709 Cambie Street
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Address	516 West 50th Avenue and 6629-6709 Cambie Street
Legal Descriptions	Lots 36 to 41, Block 896, District Lot 526, Plan 10198; PIDs: 009-593-012, 009-593-021, 009-593-047, 008-224-749, 009-593-055 and 006-739-059 respectively
Developer	Mosaic Avenue Lands Ltd.
Architect	Ramsay Worden Architects Ltd.
Property Owners	Kitty Siu-Wei Chan, James Cha and Kazuko Kemanai Cha, Oscar Hanks and Ai Fung Toh, Brent Shi-Lin Chen and Amy Ming-Chun Chang, Kenden Marr Foo, and Bill Yui-Chi Wong, and Anna Ngan-Sheung Wong

Development Statistics

	Development Permitted Under Existing Zoning	Proposed Development
ZONING	RS-1	CD-1
SITE AREA	4,330.0 m ² (46,609 sq. ft.)	4,330.0 m ² (46,609 sq. ft.)
USES	One-Family Dwelling	Multiple Dwelling
FLOOR AREA	3,031.0 m ² (32,626 sq. ft.)	10,797.2 m ² (116,224 sq. ft.)
Floor Space Ratio (FSR)	0.70 FSR	2.49 FSR
HEIGHT	10.7 m (35 ft.)	18.9 m (62 ft.)
PARKING, LOADING AND BICYCLE SPACES	as per Parking By-law	as per Parking By-law