



POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: February 21, 2014
Contact: Kent Munro
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RTS No.: 10358
VanRIMS No.: 08-2000-20
Meeting Date: March 11, 2014

TO: Vancouver City Council
FROM: General Manager of Planning and Development Services
SUBJECT: CD-1 Rezoning: 4099 Cambie Street

RECOMMENDATION

- A. THAT the application by Yuanheng CKE Station Developments Ltd., to rezone 4099 Cambie Street (*PID: 027-575-926; Parcel 1, Block 660, District Lot 526, Group 1 New Westminster District, Plan BCP37294*) from C-2 (Commercial) District to CD-1 (Comprehensive Development) District, to increase the floor space ratio from 2.50 to 3.51 and the height from 13.8 m (45 ft.) to 28.7 m (94 ft.) to permit the development of an eight-storey mixed-use building, with commercial uses on the ground floor and a total of 65 dwelling units on floors two to eight, be referred to a Public Hearing, together with:
- (i) plans prepared by W. T. Leung Architects Inc., received on July 9, 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, if the application is referred to a Public Hearing, the application to amend Schedule E of the Sign By-law to establish regulations for this CD-1 in accordance with Schedule "B" to the Sign By-law [assigning Schedule "B" (C-2)], 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, if the application is referred to Public Hearing, prior to the Public Hearing, the registered owner shall submit confirmation, in the form of “Letter A”, that an agreement has been reached with the registered owner(s) of the proposed donor site(s) for the purchase of heritage bonus density as set out in Appendix B.
- D. THAT, subject to the enactment of the 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 enactment of the CD-1 By-law.

- E. THAT Recommendation A to D 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 a single lot located at 4099 Cambie Street, from C-2 (Commercial) District to CD-1 (Comprehensive Development) District, to permit the development of a mixed-use building with 65 dwelling units and ground floor commercial spaces. The proposed development is adjacent to and extends above the King Edward Canada Line Station. The proposed density is 3.51 FSR. The proposed height is 28.7 m (94 ft.), including eight storeys plus a partial mezzanine level contained in the first storey.

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)
- Green Building Rezoning Policy (2010)
- Community Amenity Contributions Through Rezonings (1999)
- High-Density Housing for Families with Children Guidelines (1992).

REPORT

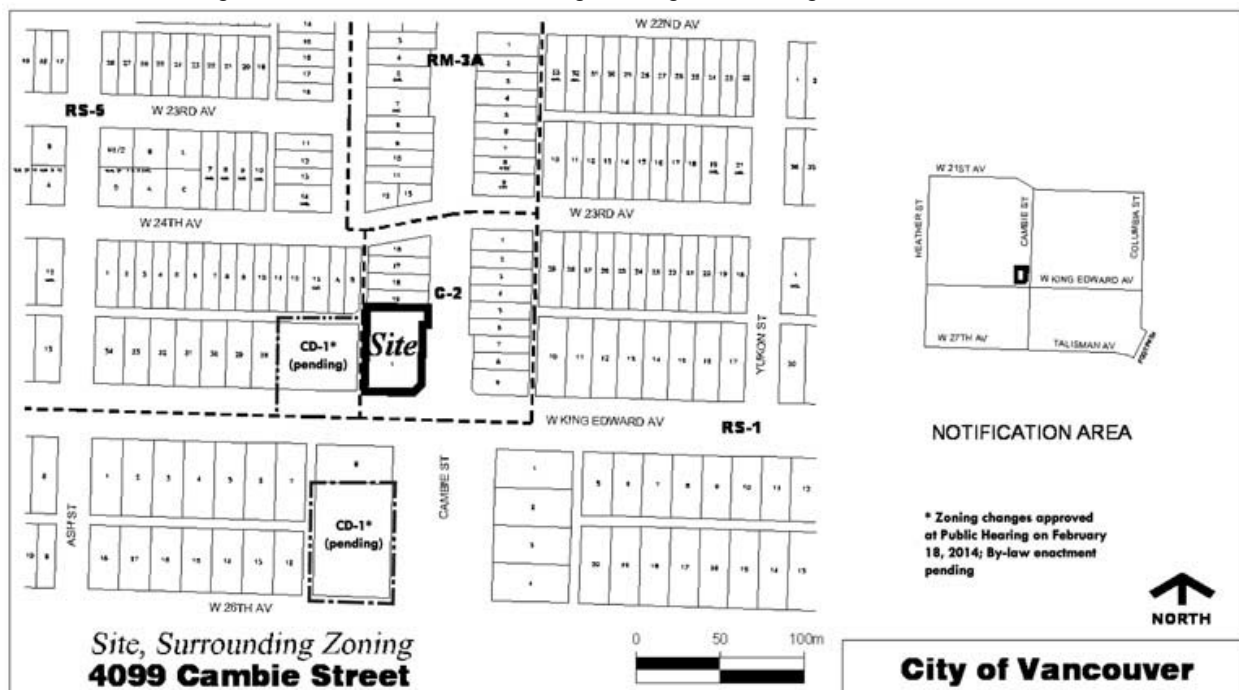
Background/Context

1. Site and Context

This 1,703 m² (18,335 sq. ft.) site is located on the west side of Cambie Street at King Edward Avenue (see Figure 1). The site is comprised of a single lot and has 50.1 m (165 ft.) of frontage along Cambie Street and 36.6 m (120 ft.) of frontage along King Edward Avenue. The King Edward Canada Line Station is located on the southern portion of the subject site. Under an existing agreement on title, an outcome of the site’s development must be the construction and conveyance of a space to the transit authority for a retail bike repair facility accessible from the transit station.

Along the same block of Cambie Street are commercial developments. Detached housing is located to the west and south of the site along King Edward Avenue and Cambie Street. A six-storey residential building has recently been approved to the west across the lane that abuts this site’s west property line. Sites to the northwest will be the subject of Phase 3 planning for the Cambie Corridor.

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, the Phase 2 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 subject site is located within the “Cambie Village” neighbourhood. In this neighbourhood, the Plan strives to strengthen and enhance the area’s walkable, mixed-use urban village character.

Subsection 4.2.3 of the Plan specifically supports mixed-use buildings up to six storeys in height in this area with consideration for up to eight storeys for sites in close proximity to King Edward Avenue. The potential for an eight-storey building on this site recognizes this site’s exceptional proximity to the rapid transit station. A density range of 2.50 to 3.00 floor space ratio (FSR) is suggested in the Plan, but is not a maximum. Supportable density is to be determined by analysis based on site-specific urban design and public realm performance.

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 26 of the 65 units be two- or three-bedroom units, achieving 40% of the total units as suitable for families. Commercial uses are proposed on the ground floor in keeping with commercial continuity of Cambie Village. The Canada Line station occupies a portion of the site and imposes a number of site constraints which diminish the possibility for second floor job space and laneway activation as called for in the Plan.

Strategic Analysis

1. Proposal

This application proposes to rezone the subject site from C-2 (Commercial) District to CD-1 (Comprehensive Development) District. An eight-storey mixed-use building is proposed with commercial uses at grade, plus a partial mezzanine level contained in the first storey (see Figure 2). The highest portion of the proposed building is located at the corner near the Canada Line Station and the built form steps down in height to complement proposed development to the west along King Edward Avenue (elevations for the proposed building are included in Appendix E). In total, the application proposes 65 dwelling units with four levels of underground parking accessed from the rear lane to the west of the site.

2. Land Use and Density

The proposed mixed land use and density are 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 standards. The ultimate floor space ratio may be higher than the estimated range 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 3.51 FSR can be achieved on this site, subject to the design conditions noted in Appendix B.

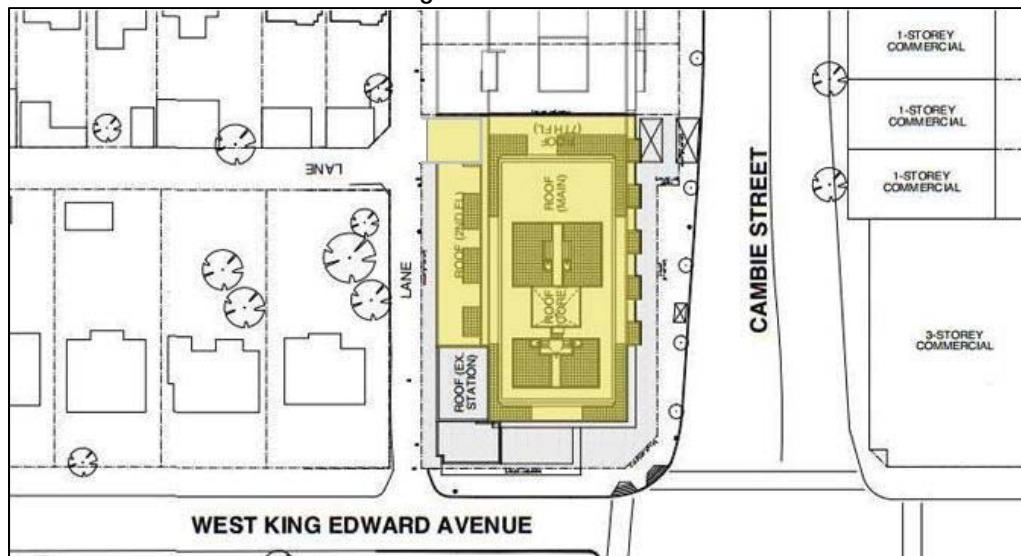
3. Form of Development (refer to drawings in Appendix E)

Following the principles of the Cambie Corridor Plan, this application proposes an eight-storey building with a portion of the building directly above the existing Canada Line Station at King Edward Avenue and Cambie Street. Along the Cambie Street elevation, the building steps back

above the fifth floor and again above the seventh floor; this measured design response reduces the perceived building scale along Cambie Street which reduces the apparent bulk of the east façade and enhances the shopping street character for Cambie Village. Along the laneway, the building steps back above the second floor and then above the seventh floor. These building steps reduce the visual bulk and scale of the building presenting a more neighbourly interface towards the adjacent residential context across the lane. An amenity room and adjacent terrace are located on the second floor facing westwards. The roof of the building also has private roof terraces and an extensive green roof. The proposal is consistent with the form of development guidelines set out in the Cambie Corridor Plan.

The Urban Design Panel reviewed and supported this application on October 9, 2013. Staff conclude that the design responds well to the expected character of this area and support the application, subject to the design development conditions noted in Appendix B, which will further improve the building design through the development permit process.

Figure 2: Site Plan



4. Transportation and Parking

Access to the underground vehicle and bicycle parking is proposed from the lane to the west of the site. Staff recommend that the development meet the standards set out in the Parking By-law for parking, loading 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.

5. 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 readily connectable to a district heating system when available and agreements are required to ensure this. Conditions of rezoning have been incorporated that provide for district energy system compatibility and future connection.

A deconstruction plan is not required as the site was cleared to build the Canada Line Station.

Public Input

The City of Vancouver Rezoning Centre webpage included notification and application information as well as an online comment form. A rezoning information sign was installed on the site on July 12, 2013. Neighbours were notified and a community open house was held on October 2, 2013 with staff and the applicant teams present. A total of approximately 80 people attended the event and 18 people provided feedback on the application, by phone, email or comment form (3 in support, 8 opposed and 7 undecided/no response). Concerns relating to this application included:

- Height and density with some commenters feeling that eight storeys is too high and others noting that greater density and height would be appropriate given that it is above a Canada Line station.
- On-site parking.
- The architectural design of the building.
- Desire for a community policing space near the Canada Line station.
- Desire for more commercial activity and laneway activation, along with more green space.

One key concern for many neighbours, particularly those residing north and west of the site, is the timing for Cambie Corridor Plan Phase 3 work. Some people suggested that this application should be delayed until Phase 3 planning work on the Cambie Corridor has been completed. It is noted that the next stage of planning work for the Cambie Corridor, which will establish form and density for the lands located within the Phase 3 area, is expected to commence in 2014.

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 subject to the City-wide DCL rate of \$136.38/m² (\$12.67/sq. ft.). On this basis, a DCL of approximately \$814,960 is anticipated. DCLs are payable at building permit issuance and

the 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 all newly rezoned developments having a floor area of 9,290 m² (100,000 sq. ft.) or greater to commission public art or to provide cash in lieu. As the floor area associated with the proposed development (5,975.5 m² or 64,322 sq. ft.) is below the minimum threshold set out in the policy, no public art contribution will arise from this application.

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. As this application is for a mixed-use building, contributions are negotiated and evaluated by staff in light of 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. The applicant has offered a cash CAC of \$2 million. Real Estate Services staff reviewed the applicant's development proforma and concluded that the CAC offered is appropriate and recommend that the offer be accepted.

Staff recommend that this CAC be allocated as follows:

- \$1 million to the Affordable Housing Reserve.
- \$500,000 to community facilities serving the Cambie Corridor Plan area.
- \$75,000 for traffic calming near Emily Carr Elementary School.
- \$425,000 towards the purchase of heritage bonus density. On September 25, 2013, City Council approved amendments to the Transfer of Density Policy and Procedure to allow for the transfer of heritage amenity to be considered in rezonings on a City-wide basis. The applicant has offered to purchase heritage density with a value of \$425,000 - equivalent to approximately 607 m² (6,538 sq. ft.) of floor area. The purchase would support City-wide heritage conservation efforts by contributing to the reduction of the Heritage Amenity Bank. Staff recommend that a letter of intent (Letter A) be submitted prior to the Public Hearing.

These allocations recommended by staff are consistent within the Interim Public Benefits Strategy contained in the Cambie Corridor Plan. A detailed Public Benefits Strategy will be developed for the Cambie Corridor as part of the planning for Phase 3. See Appendix F for a summary of the public benefits that would be achieved should this application be approved.

Implications/Related Issues/Risk (if applicable)

Financial

As noted in the section on Public Benefits, the applicant has offered a CAC package of \$2 million, comprised of \$1,575,000 in cash to be allocated to the Affordable Housing Reserve (\$1 million), community facilities serving the Cambie Corridor Plan area (\$500,000), and traffic calming near Emily Carr Elementary (\$75,000); plus the purchase and transfer of

approximately 607 m² (6,538 sq. ft.) of heritage density (valued at \$425,000). Approval and timing of specific projects will be brought forward as part of the Capital Plan and Budget processes.

The City-wide DCL District rate applies to this site and it is anticipated that the project will generate approximately \$814,960 in DCLs.

CONCLUSION

Staff assessment of this rezoning application has concluded that the proposed form of development is an appropriate urban design response to the site particularly given its location adjacent to the Canada Line transit station. 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.

* * * * *

4099 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) Cultural and Recreational Uses, limited to Arcade, Artist Studio, Arts and Culture Indoor Event, Billiard Hall, Club, Community Centre or Neighbourhood House, Fitness Centre, Library, and Museum or Archives;
 - (b) Dwelling Uses, limited to Dwelling Units in conjunction with any of the uses listed in this By-law except that no portion of the first storey of a building to a depth of 10.7 m from the north wall of the building and extending across its full width shall be used for residential purposes except for entrances to the residential portion;
 - (c) Institutional Uses, limited to Child Day Care Facility and Social Service Centre;
 - (d) Manufacturing Uses, limited to Jewellery Manufacturing and Printing and Publishing;
 - (e) Office Uses;

- (f) Retail Uses, limited to Farmers' Market, Furniture or Appliance Store, Grocery or Drug Store, Liquor Store, Public Bike Share, Retail Store, Secondhand Store, and Small-scale Pharmacy;
- (g) Service Uses, limited to Animal Clinic, Auction Hall, Barber Shop or Beauty Salon, Beauty and Wellness Centre, Cabaret, Catering Establishment, Laundromat or Dry Cleaning Establishment, Neighbourhood Public House, Photofinishing or Photography Laboratory, Print Shop, Repair Shop - Class A, Repair Shop Class - B, Restaurant - Class 1, Restaurant - Class 2, School - Arts or Self-Improvement, School - Business, School - Vocational or Trade, and Wedding Chapel;
- (h) Transportation and Storage Uses, limited to Transit/Bus Station;
- (i) Utility and Communication Uses, limited to Public Utility or Radiocommunication Station; and
- (j) Accessory uses customarily ancillary to the uses permitted in this section.

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 1,703 m² [18,335 sq. ft.].
- 4.2 The floor space ratio for all uses must not exceed 3.51.
- 4.3 Computation of floor area must include all floors, including earthen floor, above and below ground level, having a minimum ceiling height of 1.2 m, measured to the extreme outer limits of the building.
- 4.4 Computation of floor area may exclude:
 - (a) enclosed residential balconies, provided that the Director of Planning first considers all applicable policies and guidelines adopted by Council and approves the design of any balcony enclosure, except that:
 - (i) the total area of all open and enclosed balcony or sundeck exclusions must not exceed 8% of the residential floor area being provided, and

- (ii) no more than 50% of the excluded balcony floor area may be enclosed;
 - (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.
- 4.5 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.
- 4.6 The use of floor area excluded under sections 4.4 and 4.5 must not include any purpose other than that which justified the exclusion.

Building Height

- 5.1 The building height, measured above base surface, must not exceed 28.7 m [94 ft.], with the top of parapet not to exceed 28 m [92 ft.].

Horizontal Angle of Daylight

- 6.1 Each habitable room must have at least one window on an exterior wall of a building.
- 6.2 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.
- 6.3 Measurement of the plane or planes referred to in section 6.2 must be horizontally from the centre of the bottom of each window.
- 6.4 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.

- 6.5 An obstruction referred to in section 6.2 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 ().
- 6.6 A habitable room referred to in section 6.1 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

7. 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

* * * * *

4099 Cambie Street
PROPOSED CONDITIONS OF APPROVAL

Note: Recommended 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 W. T. Leung Architects Inc., on behalf of Yuanheng CKE Developments Ltd., and stamped "Received City Planning Department, July 9, 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 at 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. Design development of the west lane elevation to substantially reduce the top of parapet height along the second floor and in particular towards the north end of the site.

Note to Applicant: The bulk and mass of the laneway interface needs to be improved in terms of visual scale, laneway activation, as well as a neighbourly interface towards adjacent sites.

- 2. Design development of the proposed setbacks from the property line shall remain consistent with the rezoning application submission unless conditions state otherwise.

Note to Applicant: The proposed building setbacks submitted can be considered as a minimum setback but could be increased if warranted by the design development process.

- 3. 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 application 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.

4. Design development to create open spaces suitable for children's play, located adjacent to common amenity rooms.

Note to Applicant: Amenity areas and open spaces should be arranged 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.

5. Provision of high quality and durable exterior finishes.

Note to Applicant: The high quality of finishes proposed at the rezoning phase should be carried forward to the development permit application.

Crime Prevention Through Environmental CPTED

6. 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

7. Identification on the plans and elevations of the built elements contributing to the building's sustainability performance in achieving LEED® Gold equivalency, as required by the *Green Buildings Policy for Rezoning*s, including a minimum of 63 points in the LEED® rating system, including at least six optimize energy performance points, one water efficiency point, and one storm water point.

Note to Applicant: Provide a LEED® checklist confirming the above; a detailed written description of how the above-noted points have been achieved with reference to specific building features in the development, and notation of the features on the plans and elevations. The checklist and description should be incorporated into the drawing set. Registration and application for certification of the project are also required under the policy.

8. 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.

9. 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.
10. Detailed design of the building HVAC and mechanical heating system must be to the satisfaction of the General Manager of Engineering Services.

Landscape Review

11. Provision of maximized tree growing medium for tree and shrub planters to ensure long term health.

Note to Applicant: Structures such as underground parking slabs and retaining walls may need to be altered to provide adequate depth and continuous soil volumes. Growing mediums and planting depths should be better than BCSLA standards.

12. 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.
13. Submission of a Rainwater Management Plan that utilizes sustainable strategies such as infiltration, retention and reuse of rainwater.

Note to Applicant: Strategies could include high efficiency irrigation, permeable paving, drought tolerant plants and mulching.

14. At time of development permit application:
 - (i) Provision of a full Landscape Plan consistent with *Cambie Corridor Draft Public Realm Plan*. The Landscape Plan should illustrate proposed plant materials (with common and botanical names, plant sizes and quantities), paving, walls, fences, light fixtures, site grading and other landscape features. Plant material should be listed in a Plant List that is clearly keyed to the Landscape Plan. The Landscape Plan should be a minimum 1:100 or 1/8" scale.

(ii) Section details at a minimum scale of 1/4"=1'-0" scale to illustrate typical proposed landscape elements including planters on structures, benches, fences, gates, arbours and trellises, and other features. Planter section details must confirm depth of proposed planting on structures is deep enough to accommodate root balls of proposed trees well into the future.

(iii) Sections (1/4"=1' or 1:50) illustrating the buildings to public realm interface facing the street, confirming a delineated private to public transition of spaces.

Note to Applicant: The section should include the building façade, as well as any steps, retaining walls, guardrails, fences and planters. The location of the underground parking slab should be included in the section.

(iv) A Landscape Lighting Plan to be provided for security purposes.

Note to Applicant: Lighting details can be added to the landscape drawings; all existing light poles should be shown.

(v) Design development to locate, integrate and fully screen lane edge gas meters and parking garage vents in a manner which minimizes their impact on the architectural expression and the project's open space and public realm.

(vi) Provision of a high efficiency irrigation system for all planters, including the upper terrace areas. Hose bibs shall be provided in all private patio that show individual planting pots and small planters. Notations to that effect should be added to the drawings.

Note to applicant: The irrigation system design and installation system shall be in accordance with the Irrigation Industry of B.C. Standards and Guidelines.

(vii) New proposed street trees should be noted "Final species, quantity and spacing to the approval of City Engineer and Park Board". Contact Eileen Curran (604-871-6131) of Engineering Streets Division regarding street tree spacing and quantity. Contact Cabot Lyford (604-257-8587) of Park Board regarding tree species.

(viii) Provision of the following notation on the Landscape Plan; "all public realm details to the approval of the General Manager of Engineering."

Engineering

15. Clarify garbage pick-up operations. Please provide written confirmation that a waste hauler can access and pick up from the location shown.

16. 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. Consideration for a rollup door to access the commercial and residential garbage rooms as it appears that the opened doors as drawn will prevent clear access to the storage spaces.
17. Bicycle racks proposed for public property require a separate application to the General Manager of Engineering Services.

Note to Applicant: Class B bicycle parking (bike racks) supplied on public property cannot be counted towards the on-site by-law requirement that would apply to this project.
18. The proposal to insert exposed aggregate concrete banding into the existing concrete treatments may not be possible, either retention of existing sidewalk treatments or replacement of the entire sidewalks may be required to achieve the Cambie Corridor sidewalk standards.
19. Clarify if a new canopy is proposed over the King Edward Avenue property line and if so please submit a canopy application directly to Engineering Services.
20. 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) Confirmation if the development approval for the transit station includes an obligation to provide on-site space for Handi-Dart use, if so then this function must be incorporated into the development.
- (ii) Clarification of Translink related parking/loading needs such as ticket machine maintenance and other similar transit related uses is required and incorporation of space within the development to accommodate them is required.
- (iii) Provision of internal access from the commercial units to the back of the Class B loading space to ensure that trucks can back into the space and drive out in a forward direction.

Note to Applicant: As designed, the truck must front in and back out.

- (iv) Provision of parking ramp slopes in compliance with the requirements of the Parking and Loading Design Supplement.

Note to Applicant: The drive aisle between grid lines G6 to G8 calculates at 6.5% rather than 5% as noted, and the ramp between grid lines D5/6 and G5/6 calculates at 15.4% rather than the 11.69% as noted. Other ramps are also incorrect.

- (v) Provision of a section drawing through the commercial loading space demonstrating a vertical clearance of 3.5 m (11.5 ft.).
- (vi) Design development for direct and convenient means of access to the Class A bicycle parking rooms on intermediate UG1 through either a ramp or a dedicated elevator to the outside.

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

Engineering

1. Dedication of the west 1.524 m (5 ft.) of the site for lane purposes.
2. Dedication of the easterly, jogged-out, 3.048 m (10 ft.) wide building line area for road purposes. A subdivision plan and application to the Subdivision and Strata Group is required to achieve both dedication requirements.

Note to Applicant: An amendment to the Vancouver Access Agreement may be required if requested by Translink. The owner may be required to supply any plans for changes to the Vancouver Access Agreement.

3. Release of Easement & Indemnity Agreement 85431M (crossings) 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.

4. Registration of a No-Build Covenant, in favour of the City, that requires the owner to provide confirmation, including confirmation from the South Coast British Columbia Transit Authority (SCBCTA), that:
 - (i) arrangements are in place to secure the bicycle facility; and
 - (ii) SCBCTA has approved the Drawings and Specifications and entered into an Integration Agreement with the owner.

Notes to Applicant:

- (i) Section 219 Covenants BB4022369-70 (in favour of SCBCTA) require the developer to build a retail bike repair facility attached to the station, and must subdivide the development site by way of strata plan or air

space plan and convey to the SCBCTA the fee simple title to either the strata lot or air space parcel. Section 219 Covenant BB4022370 is a no-occupancy covenant in favour of SCBCTA that requires the bicycle facility to be provided to SCBCTA prior to occupancy.

(ii) The covenants also require approval by SCBCTA of the design and specifications of the Owners Development and require an Integration Agreement between SCBCTA and the owner.

5. Registration of a No-occupancy covenant to ensure that the Right of Way Area, as defined in the SRW and Section 219 Covenant registered as BB4022366-67 (for the operation and maintenance of transit facilities), is reduced to a volumetric statutory right of way plan in accordance with that agreement.

Note to Applicant: BB4022366-67 provides that the owner may request to SCBCTA that the Right of Way Area be reduced to an area depicted by a registrable volumetric plan.

6. 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) Paving of that portion of the site that is to be dedicated as lane (west 5 ft. of the site) and any additional paving and lane re-grading required to integrate the dedication area into the existing lane pavement.

(ii) Adjustment of the lane/curb returns and curb ramps on the north side of King Edward at the lane west of Cambie to match the dedicated lane width.

(iii) 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.

7. 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) 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. 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 underground services.

Sustainability

8. 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 low carbon district energy, which may include but are not limited to agreements which:
 - (i) require buildings on site to connect to a District Energy System through a deferred services agreement, or otherwise, at such time that one becomes available;
 - (ii) grant the operator of the District Energy System access to the building mechanical system and thermal energy system-related infrastructure within the development for the purpose of enabling District Energy System connection and operation, on such terms and conditions as may be reasonably required by the Applicant; and
 - (iii) provide for adequate and appropriate space to be utilized for an energy transfer station.

Soils

9. 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.

Heritage Density Transfer

10. Secure the purchase and transfer of 607 m² (6,538 sq. ft.) of heritage density (which has a value of \$425,000) from a suitable donor site.

Note to applicant: Given the stipulated value that the City attributes to the creation of new transferable bonus density, currently \$65.00 per buildable square foot, the City recognizes that the owner may negotiate its best price to secure the required density at a lower cost, but in no event shall the City recognize the value of the density above \$65.00 per buildable square foot unless bona fide market conditions demonstrate transactional evidence to the contrary.

Note to applicant: "Letter B" in the City's standard format is to be completed by both the owner(s) of the subject site, also referred to as the receiver site, and the owner of the donor(s) site, and submitted to the City prior to enactment of the CD-1 by-law together with receipt(s) for the heritage density purchase, including the amount, sale price, and total cost of the heritage density.

Community Amenity Contribution (CAC)

11. Pay to the City the Community Amenity Contribution of \$1,575,000 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 \$1,575,000 is to be allocated as follows:
 - (i) \$1,000,000 to the Affordable Housing Reserve;
 - (ii) \$500,000 to community facilities serving the Cambie Corridor Plan area;
and
 - (iii) \$75,000 for traffic calming near Emily Carr Elementary.

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.

* * * * *

4099 Cambie Street
DRAFT CONSEQUENTIAL AMENDMENTS

SIGN BY-LAW NO. 6510

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

"4099 Cambie Street [CD-1#] [By-law #] B (C-2)"

NOISE BY-LAW NO. 6555

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

"[CD-1 #] [By-law #] 4099 Cambie Street"

* * * * *

4099 Cambie Street
ADDITIONAL INFORMATION

Urban Design Panel (October 9, 2013)

EVALUATION: SUPPORT (4-3)

Introduction: Michael Naylor, Rezoning Planner, stated that the rezoning site is within the Cambie Corridor at a location that called for mixed uses. He noted that the King Edward Canada Line Station is located on the site. The Cambie Corridor Plan requires grade-level commercial and, as well, suggests upper level commercial. Due to the economics of second-floor commercial, it is not offered in this proposal. He then noted that the other parameters of the Cambie Corridor Plan relate to density and height, and that the development planner would speak to that.

Tim Potter, Development Planner, further described the proposal and for a new structure Above the existing transit station at King Edward Avenue and Cambie Street. The proposal is to rezone the site from C-2 to CD-1 under the Cambie Corridor Plan. Mr. Potter explained the design principles in the Cambie Corridor Plan and mentioned that the building should have a shoulder line and setbacks at the upper floors. As well he noted that the constraints on the site include not touching the station structurally.

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

In addition to any comment on the overall form of development proposed for this rezoning, the Panel's advice is sought on the following questions:

1. How well does the project respond to the Cambie Corridor Plan design principles?
2. How successfully does the project incorporate and integrate with the existing station building (King Edward Canada Line Station)?
3. Please comment on the overall architectural expression of the building and in particular, the success of the Cambie Street elevation.
4. Please comment on the overall landscape design as it relates to the following:
 - a) Public realm interface and its existing conditions;
 - b) Outside amenity space;
 - c) Other rooftop spaces.

Mr. Naylor and Mr. Potter took questions from the Panel.

Applicant's Introductory Comments: Wing Ting Leung, Architect, further described the proposal and mentioned that when the station was built it was thought that any new construction would have a lower building form than what is being proposed. He said the higher volume should probably be at King Edward Avenue but because of the station there is a restriction that the new structure cannot touch the station. Mr. Leung described the architectural design noting that the floor slabs over the station will be suspended from the building's core. The building will be suspended over the station with a skirt that will prevent animals and dust from getting under the overhang. He noted that the building will include bike lockers, bike storage and bike repairs.

Konning Tam, Architect, explained that they are following the setbacks of the existing station and have created a four-storey streetwall along Cambie Street with a series of five bays that have a bold colour. The design of the main building is more neutral in color and has a horizontal expression. There is a southwest facing amenity garden and a series of green roofs on the building. Mr. Tam described the building's materials noting the terracotta cladding and aluminum panels.

Daryl Tyacke, Landscape Architect, described the landscape plans. He said they are proposing decorative pavement with walk-over spot lighting. They will move the bike parking closer to the street and introduce a more decorative bike rack. In addition they are proposing a seating element in front of the transit station. The lane treatment will have a small planter and a cable trellis system against the wall as an alternate to a green wall. The building's amenity space is on the second level above the transit station and will have some community gardens as well as screening/fencing and hedge material separating the private patios. The top two floors the individual terraces having plantings between them and planting around the elevator core.

The applicant team took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement:

- Consider adding second storey retail;
- Design development to improve architectural expression; and
- Design development to reduce the impact of the concrete wall on the lane to the neighbours.

Related Commentary: The Panel supported the proposal and recognized the challenges of building over the Canada Line Station.

The Panel thought the proposal responded well to the Cambie Corridor Plan noting that the guidelines for Kind Edward Avenue to the west of this site allow for four-storey buildings to step down in their massing. They agreed that building over the station was a challenge but thought it was supportable. Some of the Panel agreed that in order to have the increase in density the applicant should provide second storey retail. The disagreed with the applicant's explanation that it wouldn't be viable and thought there were ways to make it work.

Most of the Panel supported the architectural expression and had no concern with the public realm design. Some Panel member thought the horizontal expression was not working and suggested the punched balconies be expressed as a horizontal element. Some Panel members agreed that while the structural solution to build over the station was creative the scheme would gain strength if the building elevations reflected this structural system.

One Panel member thought the building could be lifted one floor over the station since it has a flat roof as a way to engage the element and respond to the datum line. Another Panel member thought the station should be more prominent in its expression against the proposal. Some members noted that the project had the potential to set a precedent for mixed-use buildings at transit stations.

The Panel agreed that townhouses would not have been the right response for this site on the lane because of the depth of the site. A couple of Panel members were concerned with the massing and the building's relationship to its neighbours. There were some members who thought the lane could use some design development as well. They noted the 30 foot high wall of concrete and thought it was too severe against the single family homes across the lane.

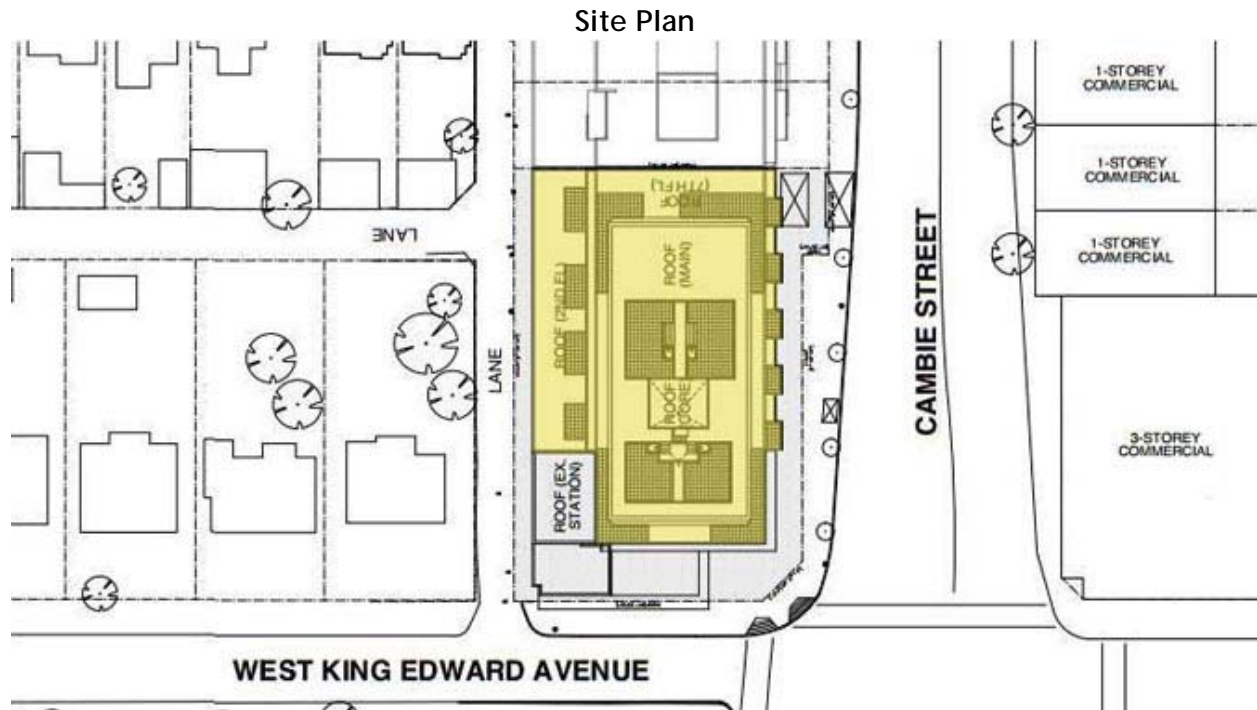
The Panel thought it was important to have commercial along Cambie Street at grade. One Panel member noted that the wayfinding to the station could be improved.

The Panel liked that the public realm interface was deeper and thought there could be more trees along the Cambie Street frontage. They also thought the outside amenity space was well handled. Although the Panel liked the idea of the lighting in the pavement, one Panel member suggested the applicant find a product that couldn't be smashed.

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

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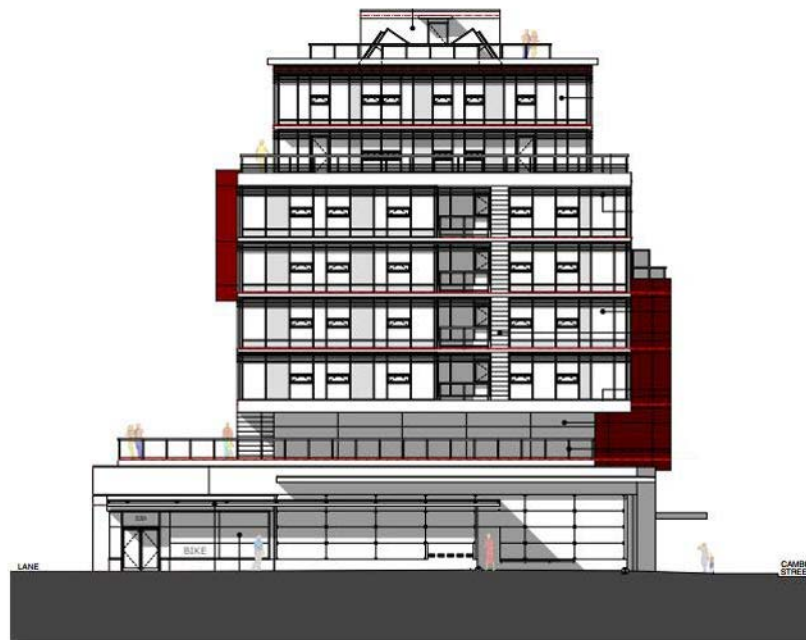
4099 Cambie Street
FORM OF DEVELOPMENT



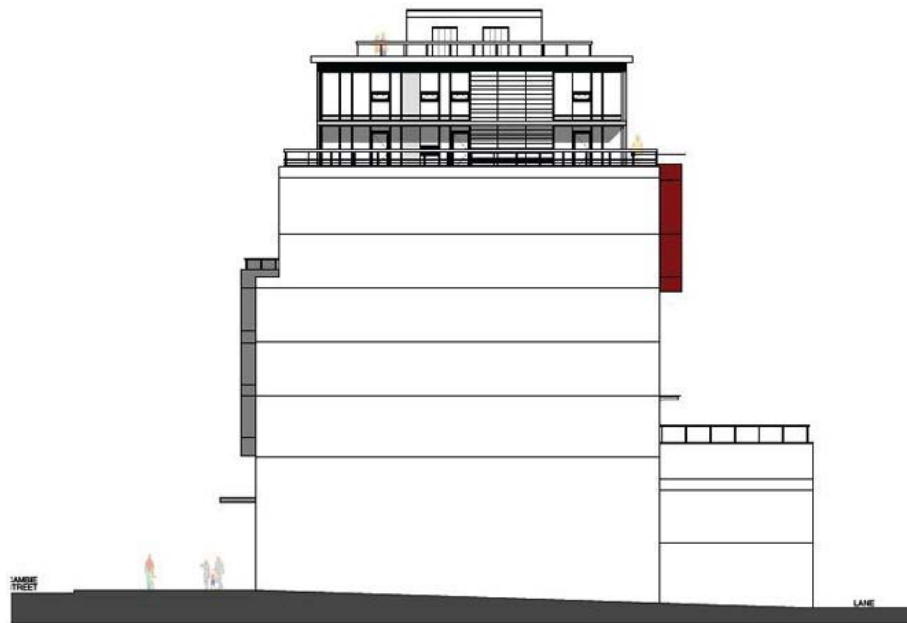
Elevations



East Elevation



South Elevation

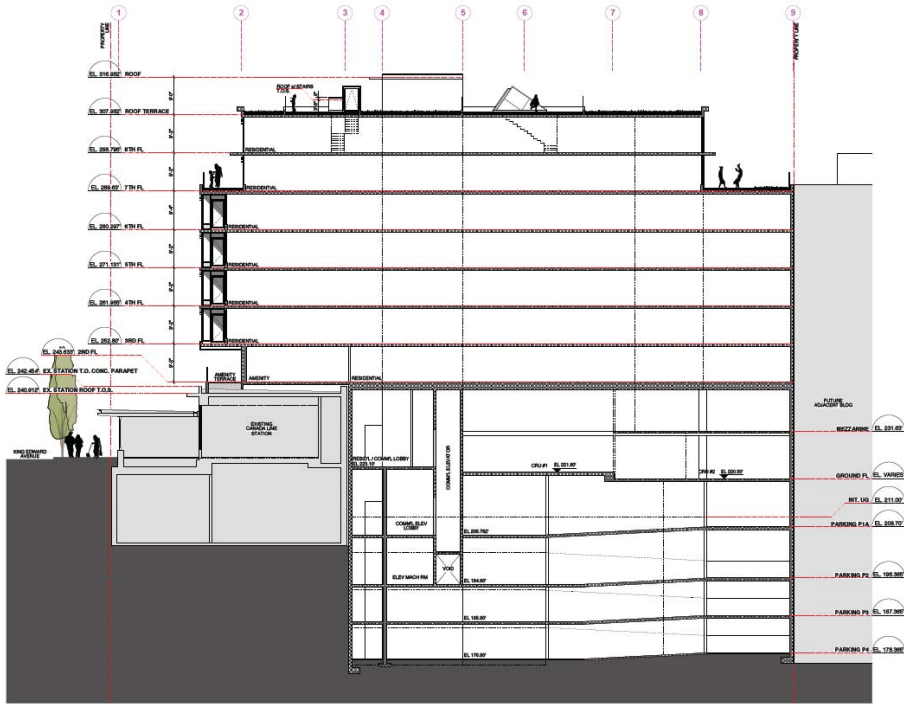


North Elevation



West Elevation

Sections



North-South Section



East-West Section

4099 Cambie Street
PUBLIC BENEFITS SUMMARY

Project Summary:

Mixed-use eight-storey development with commercial uses at grade and 65 dwelling units on the upper floors.

Public Benefit Summary:

The project would generate a DCL payment and a CAC offering to be allocated to the affordable housing fund, community facilities, heritage amenity and traffic calming in the Cambie Corridor area. The project would also realize a retail bicycle repair facility.

	Current Zoning	Proposed Zoning
Zoning District	C-2	CD-1
FSR (site area = 1,703m ² /18,335 sq. ft.)	2.50	3.51
Floor Area (sq. ft.)	45,838	64,322
Land Use	Mixed-use	Mixed-use

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide)	580,767	814,960
	Public Art		
	20% Social Housing		
Offered (Community Amenity Contribution)	Childcare Facilities		
	Cultural Facilities		
	Green Transportation/Public Realm		75,000
	Heritage (transfer of density receiver site)		425,000
	Affordable Housing		1,000,000
	Parks and Public Spaces		
	Social/Community Facilities		500,000
	Unallocated		
Other			
TOTAL VALUE OF PUBLIC BENEFITS		580,767	2,814,960

Other Benefits:

The development would also provide a retail bicycle repair facility accessible from the transit station.

* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification. For the City-Wide DCL, revenues are allocated into the following public benefit categories: Engineering (7%); Replacement Housing (30%); and Parks (63%).

4099 Cambie Street
APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Address	4099 Cambie Street
Legal Descriptions	PID: 027-575-926; Parcel 1 Block 660 District Lot 526 Group 1 New Westminster District Plan BCP37294
Developer	Yuanheng CKE Station Developments Ltd.
Architect	W. T. Leung Architects Inc.
Property Owners	Yuanheng CKE Station Developments Ltd.

Development Statistics

	Development Permitted Under Existing Zoning	Proposed Development
ZONING	C-2	CD-1
SITE AREA	1,703 m ² (18,335 sq. ft.)	1,703 m ² (18,335 sq. ft.)
USES	Mixed-use	Mixed-use
FLOOR AREA	4,258.5 m ² (45,838 sq. ft.)	5,975.5 m ² (64,322 sq. ft.)
Floor Space Ratio (FSR)	2.5 FSR	3.51 FSR
HEIGHT	13.8 m (45 ft.)	28.7 m (94 ft.)
PARKING, LOADING AND BICYCLE SPACES	as per Parking By-law	as per Parking By-law