



**POLICY REPORT
DEVELOPMENT AND BUILDING**

Report Date: June 15, 2015
Contact: Susan Haid
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RTS No.: 10996
VanRIMS No.: 08-2000-20
Meeting Date: June 23, 2015

TO: Vancouver City Council
FROM: General Manager of Planning and Development Services
SUBJECT: CD-1 Rezoning: 467-495 West King Edward Avenue

RECOMMENDATION

- A. THAT the application by GBL Architects Inc., on behalf of The Mission Group Properties G. P. Limited and Evan Shamet, the registered owners, to rezone 467-495 West King Edward Avenue [*Lots 12 to 10, Block 661, District Lot 526, Plan 2913; PIDs 013-343-696, 007-044-712 and 013-343-670 respectively*] from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District to increase the floor space ratio from 0.70 to 2.31 and the height from 10.7 m (35 ft.) to 22.0 m (72 ft.) to permit the development of a six-storey residential building and two-storey townhouses fronting the rear lane, containing a total of 61 dwelling units, be referred to a Public Hearing together with:
- (i) plans prepared by GBL Architects Inc., received on October 20, 2014;
 - (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 the application, subject to the 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 the enactment of the CD-1 By-law, the Subdivision By-law be amended generally as set out in Appendix C;

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

- D. THAT, if the application is referred to Public Hearing, the registered owner shall submit confirmation, in the form of a "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.
- E. THAT Recommendations 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 and the expenditures of funds of incurring of costs is at the sole risk of the person making the expenditures or incurring the cost;
 - (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the sole 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 three lots located at 467-495 West King Edward Avenue from RS-1 (One-Family Dwelling) to CD-1 (Comprehensive Development) District, to permit the development of a six-storey residential building with lane-fronting two-storey townhouses, containing a total of 61 dwelling units all over one level of underground parking. The site is located within the Cambie Village neighbourhood of the Cambie Corridor Plan.

Staff have assessed the application and find that it meets the intent of the Cambie Corridor Plan. Staff support the application, subject to design development and other conditions outlined in Appendix B, including a reduction in the proposed density from a floor space ratio (FSR) of 2.38 to 2.31. These design conditions would result in increased setbacks on all sides to improve the relationship with neighbouring properties and along the flanking lane.

Staff recommend that the application be referred to 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)
- Riley Park-South Cambie Community Vision (2005)
- Green Buildings Policy for Rezoning (2010, last amended 2014)
- Vancouver Neighbourhood Energy Strategy (2012)
- Community Amenity Contributions Through Rezoning (1999, last amended 2014)
- High-Density Housing for Families with Children Guidelines (1992)
- Heritage Amenity Bank and Transfer of Density (2013).

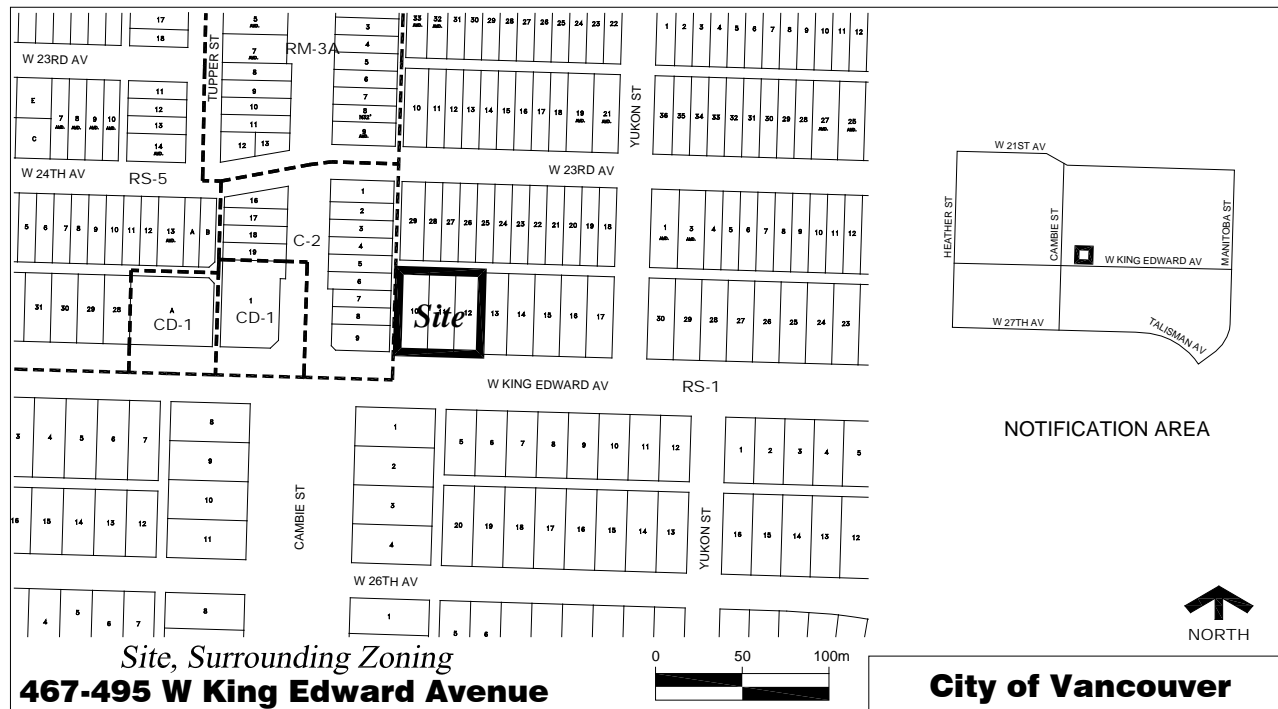
REPORT

Background/Context

1. Site and Context

This 2,249 m² (24,205 sq. ft.) site is located on the north side of King Edward Avenue east of Cambie Street (see Figure 1). The site is comprised of three lots and has 47.9 m (157 ft.) of frontage along King Edward Avenue. The King Edward Canada Line Station is to the west across Cambie Street. Detached housing is located to the east and south of the site along King Edward Avenue. Along the Cambie Street block to the west are commercial developments. Sites to the northeast will be the subject of future 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 Cambie Corridor.

Section 4 of the Plan (the “Neighbourhoods” section) provides direction for the 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, mid-rise residential buildings are called for with landscaped front-yard setbacks and wide sidewalks.

For this site, subsection 4.2.4 of the Plan specifically supports residential buildings up to four-storeys in height with building forms stepping up to six-storeys in height on the westerly portion of this site. A density range of 1.25 to 1.75 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.

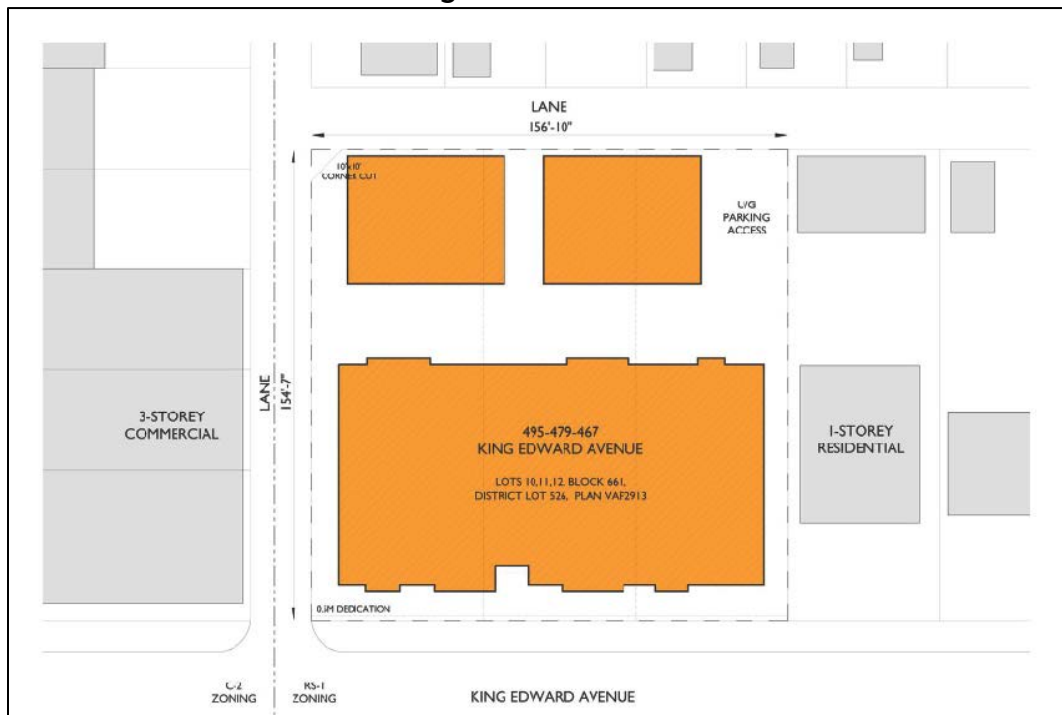
The housing strategy in the Plan also calls for a minimum of 25% of the units to be suitable for families (two bedrooms or more). This application proposes that 39 of the 61 units be two or three-bedroom units, achieving 64% of the total units as suitable for families. A condition of approval has been added in Appendix B to ensure that this unit mix is maintained.

Strategic Analysis

1. Proposal

The application proposes to rezone three lots located at 467-495 West King Edward Avenue from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District. A multiple-family building that is four-storeys in height at its east end and steps up to six-storeys at its west end is proposed to provide a transition between future four-storey developments along King Edward Avenue to the east and a taller built form at Cambie Street to the west. At the rear of the site, two-storey townhouses fronting the rear lane are proposed (see Figure 2). In total, the application proposes 61 dwelling units (1 studio, 17 one-bedroom, 4 one-bedroom and den, 23 two-bedrooms, 4 two-bedroom and den, and 12 three-bedroom units) with one-level of underground parking accessed from the rear lane at the east end of the site.

Figure 2: Site Plan



2. Land Use and Density

The proposed residential 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. 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 addressed. Staff have concluded that, based on the proposed built form and setbacks, with a reduction in massing (detailed below), a density of 2.31 FSR is appropriate for this site, subject to the design conditions noted in Appendix B.

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

The proposed development is located on the northeast corner of King Edward Avenue at a flanking lane, east of Cambie Street. Typically, the Cambie Corridor Plan allows for four-storey development east and west of Cambie Street along King Edward Avenue. However, the Plan does allow consideration be given for a limited six-storey massing within proximity (two parcels) of Cambie Street. The proposal is for a residential development having a four-storey primary building with a partial six-storey element fronting on King Edward Avenue. In addition, eight two-storey townhouses are provided along the north lane. The development would be built over one-level of below-grade parking.

The massing of the primary building is comprised of two interlocking forms, with a portion of the building cantilevering to the west resulting in six storeys at the west end of the site and four storeys at the east. The recommended four-storey shoulder setback is observed on three sides (north, south and east), with an expansive common access roof deck at the east end completing the shoulder. Staff recommend that setbacks be increased from those proposed to

better meet the intent of the Built Form and Public Realm guidelines. A deeper setback along the west flanking lane is recommended to better realize the design guidelines to enhance the pedestrian experience along the 'Connector' lane, as identified in the Plan.

Due to the significant cross-fall in grade (11 ft. down to the northeast), there is a half-level of parking and utility space along the courtyard. In order to enhance this space, increased width and modifications are recommended. Indoor amenity space is located on this parking level, against the mews, while the common residential outdoor space is on Level 5. Staff recommend that the amenity spaces should be made accessible to all users and that the amenity and outdoor space be integrated at Level 5. Private decks are provided on the roof of both the primary building and townhouses. To reduce overlook, staff recommend that the rooftop decks of the townhouses be deleted.

This rezoning application and the proposed form of development were reviewed by the Urban Design Panel and received support (see Appendix D). Staff recommend that the application be approved subject to the conditions in Appendix B, which, in meeting conditions, result in a reduction in density to 2.31 FSR. Additional design refinement will occur at the development permit stage.

4. Transportation and Parking

Vehicle and bicycle parking are proposed within an underground parking garage accessed by a ramp at the rear lane at the northeast corner of the site. The location of the ramp provides an opportunity for a future development on the adjacent property to the east to share this ramp. Sharing the ramp can provide efficiencies in garage design for later development and improves the lane environment by reducing the number of vehicular access points. Staff recommend that a shared access agreement and knockout panel be included in the proposed development to facilitate future adjacent development and to reduce access points along the lane. The application proposes 66 parking spaces and 85 bicycle storage spaces. As this site is in close proximity to the Canada Line rapid transit station, staff recommend that the parking spaces required for this site be reduced by 10% as noted in Appendix C. 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 Buildings Policy for Rezoning (amended by Council on June 25, 2014) requires that rezoning applications achieve a minimum of LEED® Gold rating, with targeted points for water efficiency and stormwater management and a 22% reduction in energy cost as compared to ASHRAE 90.1 2010, along with registration and application for certification of the project. The applicant submitted a preliminary LEED® scorecard, which generally conforms to the Green Buildings Policy for Rezoning, indicating that the project could attain the required LEED® points and, therefore, would be eligible for a LEED® Gold rating.

The Greenest City Action Plan seeks to reduce city-wide greenhouse gas emissions by 33% or 1,110,000 tonnes of CO² per year by 2020. Neighbourhood Energy Systems (NES) are targeted to deliver 11% of this reduction by more efficiently delivering thermal energy to connected buildings while also incorporating low carbon energy sources into the NES network. Under the Cambie Corridor Plan, all new buildings must be readily connectable to a neighbourhood energy system (NES) when available and agreements are required to ensure this. In October

2012, Council adopted the Vancouver Neighbourhood Energy Strategy which identified the Cambie Corridor as one of three target areas for NES development. Conditions of rezoning have been incorporated in Appendix B that provide for NES compatibility, immediate connection to the City's designated NES utility provider, if available, and future connection, if not immediately available.

The Cambie Corridor Plan also requires a deconstruction plan for diverting demolition waste. A condition of rezoning in Appendix B requires a Recycling and Reuse Plan for Green Demolition/Deconstruction for the demolition of existing buildings on site to recycle/reuse at least 75% of demolition waste (excluding hazardous materials).

PUBLIC INPUT

Pre-application Consultation - The applicant team met with the Riley-Park South Cambie Community Visions Implementation Committee on September 18, 2014. Responding to a preliminary design, the Committee generally supported the design approach, but had concerns about the parking, courtyard depth and common amenity spaces.

Public Notification - The City of Vancouver Rezoning Centre webpage included notification and application information as well as an online comment form. A rezoning information sign was also posted on the site. A community open house was held from 5-8 pm on December 2, 2014, at Hillcrest Community Centre at 4575 Clancy Loranger Way. A total of 674 notifications were distributed within the neighbouring area on or about November 18, 2014. Staff, the applicant team, and a total of approximately 41 people attended the Open House.

Public Response and Comments - The City received a total of four responses to the application, by email or comment form. Concerns with respect to the application focused on the height of the building, shadowing, overlook/privacy, architectural character, public realm, parking and public amenities in the area.

In response to concerns raised through the application review process, including comments from the public and the Urban Design Panel, as well as staff input and direction, the following design development conditions (Appendix B) are recommended:

- Removal of rooftop patio spaces for the proposed townhouses at the lane to reduce overlook to neighbouring residential properties.
- Increased setback on the west side to reduce overlook issues for future development to the west across the lane.
- Reduction in overall density and increases in setbacks to minimize shadowing.

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. This site is subject to the City-wide DCL rate which is currently \$138.53/m² (\$12.87/sq. ft.). On this basis, a DCL of approximately \$719,613 is anticipated.

DCLs are payable at building permit issuance and are subject to an annual inflationary adjustment which takes place on September 30th of each year. When a DCL By-law with higher rates is introduced, a number of rezoning, development permit and building permit applications may be at various stages of the approval process. An application may qualify as an in-stream application and therefore may be exempt from DCL rate increases for a period of 12-months from the date of DCL By-law rate adjustments.

If a related building permit application is not issued within the 12-month period, the rate protection expires and the new DCL rate will apply.

Public Art Program – The Public Art Policy for Rezoned Development requires that rezonings involving a floor area of 9,290.0 m² (100,000 sq. ft.) or greater allocate a portion of their construction budgets to public art as a condition of rezoning. The proposed floor area is below this threshold therefore there is no public art requirement.

Offered Public Benefits:

Community Amenity Contribution (CAC) – Within the context of the City's Financing Growth Policy and the Cambie Corridor Plan, an offer of a Community Amenity Contribution to address the impacts of rezoning can be anticipated from the owner of a rezoning site. CAC offers typically include either the provision of on-site amenities or a cash contribution towards other public benefits and they take into consideration community needs, area deficiencies and the impact of the proposed development on City services.

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 has been implemented. This rate is the basis for all four- to six-storey residential rezoning proposals within the Cambie Corridor Plan's Phase 2 area. The applicant has offered a total CAC package of \$2,143,350 using the target CAC rate of \$55 per square foot based on the net additional increase in floor area (38,970 sq. ft.).

Heritage Density – On September 25, 2013, 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 citywide basis. The applicant has offered to purchase heritage amenity density with a value of \$214,335 being equivalent to 306 m² (3,297 sq. ft.) of floor area. The purchase would support citywide heritage conservation efforts by contributing to the reduction of the Heritage Amenity Bank. Staff support a heritage density transfer being part

of the public benefits delivered by this application and recommend that a letter of intent (Letter A) be submitted prior to the Public Hearing.

In addition to the transfer of heritage density (\$214,335) that represents 10% of the proposed CAC, the applicant has offered a cash CAC of \$1,929,015. Staff recommend that the cash CAC be allocated to the following identified community needs:

- \$1,071,675 (50% of total CAC package) to the Affordable Housing Reserve to increase the City's affordable housing supply; and
- \$782,340 (37% of total CAC package) towards childcare and community facilities in and around the Cambie Corridor Plan area; and
- \$75,000 (3% of total CAC package) for traffic improvements along Yukon Street, between 16th and 29th Avenues.

The allocations recommended by staff are consistent with the Interim Public Benefits Strategy included 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 total CAC package of \$2,143,350 comprised of:

In-kind CAC:

- Purchase and transfer of approximately 306 m² (3,297 sq. ft.) of heritage density valued at \$214,335.

Cash CAC to be allocated as follows:

- \$1,071,675 (50% of the total CAC package) to the Affordable Housing Reserve to advance housing objectives offsite;
- \$782,340 towards childcare and community facilities in and around the Cambie Corridor Plan area; and
- \$75,000 for traffic improvements along Yukon Street, between 16th and 29th Avenues.

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

This site is within the Citywide DCL District. It is anticipated that the project will generate approximately \$719,613 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 and its context and that the application, along with the recommended conditions of approval which include measures

resulting in a density reduction to 2.31 FSR, 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.

* * * * *

467-495 West King Edward Avenue
DRAFT CD-1 BY-LAW PROVISIONS

Note: A By-law will be provided 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 number 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 the 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 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 area must assume that the site consists of 2,249 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 2.31.
- 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 must exclude:
 - (a) open residential balconies or sundecks and any other appurtenances that in the opinion of the Director of Planning, are similar to the foregoing, except that the total area of all such exclusions must not exceed 8% of the permitted floor area;
 - (b) patios and roof gardens, if the Director of Planning first approves the design of sunroofs and walls;
 - (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses that in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used that are at or below base surface, except that the maximum exclusion for a parking space must not exceed 7.3 m in length; and
 - (d) all residential storage area above or below base surface, except that if the residential storage area above base surface exceeds 3.7 m² per dwelling unit, there will be no exclusion for any of the residential storage area for that unit.
- 4.5 Computation of floor area may exclude:
 - (a) enclosed residential balconies, if 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) amenity areas, except that the total exclusion for amenity areas must not exceed 10% of permitted floor area.
- 4.6 The use of floor area excluded under sections 4.4 and 4.5 must not include any use other than that which justified the exclusion.

Building Height

5. Building height, measured from base surface, must not exceed 22.0 m.

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 or 40 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 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement, if:
- (a) the Director of Planning or Development Permit Board first considers all of the applicable policies and guidelines adopted by Council; and
 - (b) the minimum distance of unobstructed view is not less than 3.7 m.
- 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 the 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

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467-495 West King Edward Avenue
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 GBL Architects Inc., on behalf of Mission Group, and stamped “Received, Planning and Development Services, October 20, 2014”, 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 the approval of 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 to enhance the public realm amenity of the ‘Connector Lane’, as outlined in the Cambie Corridor Plan.
 - (i) Reduce the potential issue of overlook against future development west, across the lane.

Note to Applicant: Maintain a minimum 2.4 m (8 ft.) between cantilevered building face and west property line. A commensurate reduction in density as building shifts to the east is anticipated.
 - (ii) Relocate PMT away from the public amenity of the ‘Connector Lane’.

Note to Applicant: Consider reconfiguring the townhouse pattern to allow space for the PMT adjacent to the parking entry ramp.
- 2. Design development to provide increased building setbacks and yards to recommended minimums:

Rear Yard	1.2 m (4 ft.)
West Side Yard	4.3 m (14 ft.)
East Side Yard	2.4 m (8 ft.)
Front Yard Setback	3.0 m (10 ft.)
- 3. Design development to enhance livability and reduce overlook in the mews/courtyard.

Note to Applicant: Maintain a minimum 7.3 m (24 ft.) clear between townhouses and primary building.

4. Design development to enhance livability for persons with disabilities.

Note to Applicant: Provide accessible entry sequence from elevator lobby to the Amenity Room located at courtyard level.

5. Design development to provide the Amenity Room with contiguous common access outdoor space.

Note to Applicant: Consider integrating the Amenity Room with common access outdoor space provided on Level 5.

6. Delete enclosed balcony areas at grade.

Note to Applicant: These areas do not constitute 'balconies' nor comply with Balcony Enclosure Guidelines.

7. Design development to improve wayfinding from the project entry to courtyard townhouses.

Note to Applicant: As a consequence of the level change required, a visual connection from the project entry on King Edward Avenue to the courtyard beyond is recommended.

8. Design development to animate laneway as recommended by the Cambie Corridor Guidelines.

Note to Applicant: Provide townhouse unit entries along the lane.

9. Design development to enhance the privacy of neighbours and reduce the potential for overlook.

Note to Applicant: As a consequence of the downward slope to the north of the site, delete rooftop access to townhouse roof decks. Consider providing an extensive roofing treatment.

Crime Prevention through Environmental Design (CPTED)

10. Design development to respond to CPTED principles, having particular regard 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

11. Provision of a Recycling and Reuse Plan for Green Demolition/Deconstruction, for demolition of existing buildings on site, to recycle/reuse at least 75% of demolition waste (excluding hazardous materials).

Note to Applicant: The Recycling and Reuse Plan for Green Demolition/Deconstruction should be provided at the time of development permit application.

12. Identification on the plans and elevations of the built elements contributing to the building's sustainability performance as required by the Green Buildings Policy for Rezoning, including at a minimum 63 points in the LEED® rating system, a 22% reduction in energy cost as compared to ASHRAE 90.1 2010, one water efficiency point, and one storm water point.

Note to Applicant: Provide a LEED® checklist and a written strategy outlining how the proposed points will be achieved, a letter of confirmation from an accredited consultant confirming that the building has been designed to meet these goals, and a letter of confirmation including registration number from the CaGBC. The checklist and strategy should be incorporated into the drawing set. Application for certification of the project will also be required under the policy.

Landscape

13. Provision of a pedestrian friendly experience at the lane edges by the use of down lighting and more substantial planting at grade.

Note to Applicant: The lane edge planting should be protected from vehicles by a 20 cm (8 in.) high curb.

14. Provision of maximized tree growing medium and planting depths for tree and shrub planters to ensure long term viability of the landscape.

Note to Applicant: 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 to BCSLA standards or better.

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

Note to Applicant: Edible plants can be used as ornamentals as part of the landscape design. Shared gardening areas should reference and be designed to adhere to Council's Urban Agriculture Guidelines for the Private Realm and should provide maximum solar exposure, universal accessibility and provided with amenities such as, raised beds, water for irrigation, potting bench, tool storage and composting.

16. Provision of a Landscape Plan consistent with Cambie Corridor Public Realm Plan.
17. Design development to ensure location of the hydro kiosk in areas screened by soft landscape, or in an internal mechanical room. Any other emergency generators, transformers or gas meters are to be located, integrated, and fully screened in a manner which minimizes their impact on the architectural expression and the building's open space and public realm.
18. At the time of Development Permit application:
 - (i) A full Landscape Plan for proposed landscape to be submitted. The Landscape Plan should illustrate proposed plant materials (with common and botanical names, plant sizes and quantities), paving, walls, railings, 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 of 1:000 or 1/8" scale.
 - (ii) Section details at a minimum scale of 1/4"=1" 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 rootballs 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) New proposed street trees should be noted "Final species, quantity and space 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 the Park Board at 311 regarding tree species.
- (v) A high-efficiency automatic irrigation system to be provided for all planters on the parkade slab and hose bibs are to be provided for landscape on grade.
- (vi) 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.

- (vii) Trellis and vines to be provided over the underground garage access ramp.

Housing Policy

- 19. That the proposed unit mix, 2% studio, 34% 1-bedroom, 44% 2-bedroom units and 20% 3-bedroom units are to be included in the Development Permit drawings.

Note to Applicant: Any changes in unit mix from the proposed rezoning application shall be to the satisfaction of the Chief Housing Officer.

Engineering Services

- 20. Provision of City of Vancouver building grades and design elevations at all entries along the property lines, clearly indicating that building grades are being met.
- 21. 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.

- 22. Provision of an updated landscape plan that reflects the improvements sought from this rezoning.

Note to Applicant: A geometric will be supplied by the City for the changes along King Edward Avenue.

- 23. Clarification of the east property line dimension shown (154'-7") as it does not agree with the 154.11 (154'-1 1/3") indicated by the included survey plan.
- 24. 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) Provision of correct dimensions of disability parking spaces.
- (ii) Provision of wheel stops for perpendicular parking spaces 31 and 32.
- (iii) Provision of design elevations on both sides of the parking ramp at all breakpoints, clearly indicating length and percentage of grade for the parkade ramps.

25. The proposed approach to site heating and cooling, developed in collaboration with the City and the City-designated NES Utility Provider, shall be provided prior to the issuance of any development permit, to the satisfaction of the General Manager of Engineering Services.
26. The building(s) heating and domestic hot water system shall be designed to be easily connectable and compatible with Neighbourhood Energy to supply all heating and domestic hot water requirements. Design provisions related to Neighbourhood Energy compatibility must be to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: The applicant shall refer to the Neighbourhood Energy Connectivity Standards - Design Guidelines for general design requirements related to Neighbourhood Energy compatibility at the building scale. The applicant is also encouraged to work closely with City staff during mechanical design to ensure compatibility with a neighbourhood-scale system. As a pre-condition to building permit, a declaration signed by the registered professional of record certifying that the Neighbourhood Energy connectivity requirements have been satisfied will be required.

27. Building-scale space heating and ventilation make-up air shall be provided by hydronic systems without electric resistance heat or distributed heat generating equipment (including but not limited to gas fired make-up air heaters, heat producing fireplaces, distributed heat pumps, etc.) unless otherwise approved by the General Manager of Engineering Services.
28. Provide for adequate and appropriate dedicated space to be utilized for an energy transfer station connecting the building(s) to the City-designated Neighbourhood Energy System, as outlined in the Neighbourhood Energy Connectivity Standards Design Guidelines.
29. Detailed design of the building HVAC and mechanical heating system at the building permit stage must be to the satisfaction of the General Manager of Engineering Services.

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, 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, through subdivision of the south 0.75 m of the site and dedication of a 3 m x 3 m (10 ft. x 10 ft.) corner cut at the northwest corner of the site

for road purposes. Delete all structures above and below grade from within the purposed dedication areas.

2. Consolidation of Lots 10, 11 and 12, Block 661, DL 526, Plan 2913 to create a single parcel.
3. Arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for provision of a shared access agreement between the development site and the adjacent property at 455 West King Edward Avenue (Lot 13, Block 661, DL 526, Plan 2913) to secure access to underground parking within the future development on Lot 13.

Note to Applicant: Provision of knockout panels, grading details and aisle widths that comply with the Parking and Loading Design Supplement are required.

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 provided. No development permit for the site will be issued until the security for the services are provided.
 - (i) 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 applicant’s 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.
 - (ii) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project. The current application lacks the details to determine if sewer main upgrading is required. Please supply project details including floor area, projected fixture counts and other details as required by the City Engineer to determine if sewer 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 of the upgrading. The developer is responsible for 100% of any sewer system upgrading that may be required.

(iii) Improvements along King Edward Avenue adjacent the site as follows:

Note to Applicant:

- Provision of a new curb, gutter, raised cycle track, sidewalk and treed boulevard with the following cross section: 0.15 m curb/ 2.15 m raised asphalt cycle track/ 0.15 m curb/ 1.2 m sod grass boulevard with trees/ 1.8 m concrete sidewalk with saw cut joints and a 0.3 m sod building strip.
 - Provision of LED street lighting and LED pedestrian scale lighting adjacent the site.
 - Provision of a standard concrete lane entry at the lane east of Cambie Street on the north side of King Edward Avenue including upgrading of the curb returns and curb ramps.
 - Provision of street trees adjacent the site where space permits.
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.
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 City-designated Neighbourhood Energy System (NES), which may include but are not limited to agreements which:
- (i) Require buildings within the development to connect to the City-designated Neighbourhood Energy System at such time that a system becomes available;

Note to Applicant:

- The development will be required to connect to a NES prior to occupancy if the General Manager of Engineering Services deems a connection is available and appropriate at the time of development permit issuance. If connection to a NES is not available or appropriate, a deferred services agreement or similar agreement will be required.
- If the development is required by the General Manager of Engineering Services to connect to an NES, the Owner will be

prohibited from entering into any third party energy supply contract for thermal energy services, other than conventional electricity and natural gas supply, unless otherwise approved by the General Manager of Engineering Services.

- (ii) Grant the operator of the City-designated NES access to the building(s) mechanical system and thermal energy system-related infrastructure within the development for the purpose of enabling NES connection and operation, on such terms and conditions as may be reasonably required by the Applicant.
- (iii) Provide for adequate and appropriate dedicated space to be utilized for an energy transfer station connecting the building(s) to the City-designated Neighbourhood Energy Utility.

Note to Applicant: Until a City-designated Neighbourhood Energy Utility provider has been identified the Owner will be prohibited from entering into any energy supply contract for thermal energy services, other than conventional electricity and natural gas services, unless otherwise approved by the General Manager of Engineering Services.

Soils

7. If applicable:

- (i) Submit a site profile to the Environmental Planning, Real Estate and Facilities Management (Environmental Contamination Team);
- (ii) As required by the Manager of Environmental Planning 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 Planning 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, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until 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

8. Secure the purchase and transfer of 306 m² (3,297 sq. ft.) of heritage density (which has a value of \$214,335) 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 as of this date, 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 together with receipt(s) of heritage density purchase, including the amount, sale price, and total cost of the heritage density.

Community Amenity Contribution (CAC)

1. Pay to the City the Community Amenity Contribution of \$1,929,015 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 \$1,929,015 is to be allocated as follows:
 - (i) \$1,071,675 to the Affordable Housing Reserve to increase the City's affordable housing supply;
 - (ii) \$782,340 towards facility space, to be used by non-profit organisations, to be located in or near the Cambie Corridor; and
 - (iii) \$75,000 for traffic improvements along Yukon Street, between 16th and 29th Avenues.

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.

* * * * *

**467-495 West King Edward Avenue
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 Vancouver Parking By-Law except that:

- The minimum required parking for dwelling units is to be reduced by 10% due to the close proximity to a rapid transit station.

DRAFT AMENDMENTS TO THE SUBDIVISION BY-LAW NO. 5208

A consequential amendment is required to delete Lots 12 to 10, Block 661, District Lot 526, Plan 2913; PIDs 013-343-696, 007-044-712 and 013-343-670 respectively. from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

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**467-495 West King Edward Avenue
ADDITIONAL INFORMATION**

Urban Design Panel (January 14, 2015)

EVALUATION: SUPPORT (5-2)

Introduction: Cynthia Lau, Rezoning Planner, introduced the proposed rezoning application for a site comprised of three parcels on King Edward Avenue, adjacent to Cambie Street. The proposal is being considered under the Cambie Corridor Plan which contemplates residential buildings in this location having 4/6-storeys. The Plan allows for the possibility of 6-storeys within two lots of Cambie Street. The site is located east of Cambie Street, near the King Edward Canada Line Station. To the east/west on King Edward Avenue and north/south on Cambie Street, single-family residential is eligible for rezoning rezoned under Phase 2 of the Cambie Corridor Plan. In a limited surrounding transition zone, additional properties will be included for rezoning under Phase 3 of Cambie Corridor Plan. This rezoning application proposed to rezone the site from RS-5 to CD-1 and allow development of a 6-storey residential building with townhouses at the rear of the site, all over one level of underground parking. The proposal includes 61 dwelling units.

Allan Moorey, Development Planner, further mentioned that it is RS-1 zoning that surrounds the site. A 3-storey C-2 office building is across a flanking lane, at the corner of Cambie Street and King Edward Avenue. The site has a cross fall of about 11 ft. down to the northeast. One of the most notable aspects of the massing is the two interlocking rectilinear forms. A primary 4-story form is the base for a second cantilevered box that springs west from Level 3, then rises 4-storeys to culminate in a partial 2-storey element interlocking with the primary form. The result is 6-storeys at the west end of the site, 4-storeys at the east. A 9 ft. setback is provided along the west flanking lane. This is to accommodate the design objectives of the guidelines, intended to enhance the pedestrian experience along the lane, which is identified as a 'Connector' in the Plan. The cantilever form extends 7 feet into this setback at Level 3 and up. At the east/west lane a 2 ft. setback is provided, while 4 ft. is typically recommended. There is an 8 ft. foot setback along the east property line and 10 ft. on King Edward Avenue. The primary building presents a 4-storey shoulder on three sides. With respect to the mews, because of the change in grade, there is a half level of parking and utility space that frames the south side of the mews. Here, the distance between the primary building face and townhouses is reduced to 20 ft., while 24 ft. is recommended in the Plan. Planters and decks further reduce this common space. Mr. Moorey mentioned that the indoor amenity space is located on the parking level while the common residential outdoor space is on the 5th floor. Access to the parking is located in the northeast corner, while the PMT is located in the northwest corner of the site, at the lane. There are 8 two-story townhouses and 61 units in the primary building (1 studio, 21 one-bedroom units, 27 two-bedroom units and twelve 3-bedroom units). Private roof decks are provided on the roof of the primary building. He described the material palette, noting the use of cementitious panel, standing seam metal panels, aluminum and tempered glass guards, painted concrete and vinyl siding.

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

1. The Cambie Corridor Plan identifies the lane to the west of the site as a “connector”. These lanes seek to animate and expand the pedestrian network around Canada Line stations. Lighting, signage, varied surface materials and planting are intended to provide an enhanced pedestrian experience and distinguish these lanes as unique. Could the Panel comment on the extent to which the proposed development’s unit orientation, outdoor space, entries and landscape (among other elements) contribute to activating the lane and reinforce those design principles expressed in the Plan?
2. At present there is no specific proposal for the site at Cambie Street/King Edward Avenue adjacent to the lane along the west end of the site. The Plan however, anticipates a form of development having a similar lane treatment and setback to the proposed development, with a 4-storey shoulder stepping west, on an angled plane, to 7-storey. Could the Panel comment on the manner in which the proposed massing cantilevers west to the lane, from Levels 3 to 6 with respect to possible overlook issues and daylighting impact along the lane?
3. The primary building entry is off West King Edward Avenue. Could the Panel comment on the entry sequence and wayfinding on the courtyard/mews beyond?
4. The Plan anticipates 4-storey development having a 3-storey shoulder to the east of the site. Could the Panel comment on the proposed massing and future development to the east?
5. Does the Panel support the proposed height, massing, density and form of development with respect to the Cambie Corridor guidelines?

Ms. Lau and Mr. Moorey took questions from the Panel.

Applicant’s Introductory Comments: Andrew Emmerson, Architect, further described the proposal and mentioned that they wanted to create an interesting form within the Cambie Corridor Guidelines that worked with the neighbouring context. They found a simple idea of achieving the setbacks that are required but at the same time creating two volumetric forms. Mr. Emmerson described the architecture and noted the base component which comprises of four levels has stacked level units. There is a relatively formalized frontage along King Edward Avenue where the main entrance is located. He also noted the vertical channels and the enclosed balconies. The roof has private patios for the upper units along with the elevator overrun. The step in the shoulder offered a great opportunity for some outdoor amenity space. The courtyard is about 26 feet in width with a sizeable retaining wall that holds the bicycle storage and amenity space. The townhouses are two levels and share some of the materials that are found in the main building.

Peter Kreuk, Landscape Architect, described the landscaping plans and mentioned that on the shoulder of the building is the major amenity package with a common gathering space, urban agriculture and children’s play. The private roof decks are held back from the edge of the building to mitigate overlook. The entry sequence to the courtyard is off the lane and the exposed parkade wall is screened by plantings and then there are a series of outdoor patios that are associated with the townhomes. They are proposing to have private roof decks on the townhouses that are held back from the lane to reduce overlook.

The applicant team took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement:

- Design development to improve the cantilevered volume against the lane for reasons of overlook and daylighting;
- Design development to improve the west lane edge;
- Design development to improve the east property line setback;
- Design development to enhance the townhouse setback;
- Design development to improve the entry sequence/way-finding for reasons of accessibility and clarity
- Consider individual entrances and patios for the townhouses on the lane.
- Consider improving the amenity space with the addition of outdoor space and better location as well as a children's play area;
- Consider a lighter colour palette and a cleaner expression;
- Consider adding a green wall or similar textural addition on the blank wall in the courtyard;

Related Commentary: The Panel supported the proposed height, massing, density and form of development.

The Panel thought that in terms of height and massing the approach was supportable as the density is not particularly concerning; it is really how the massing is distributed around the site. The Panel had some concerns regarding the building cantilevering on the lane as it is almost at the property line and feels somewhat tight. Although they thought it was a clever approach to add more density the trees seem to be hitting the underside of the cantilever.

The Panel also thought the lane edge could be developed a bit more and that a pedestrian walkway should be added. They also had some concerns regarding the east property line noting that when the project is built next door there would only be a 12 foot separation between buildings in the courtyard condition. Some suggested the applicant increase the courtyard to 12 feet and the project to the east to have a courtyard width of 12 feet as well. As well, Panel thought the two foot setback of the townhouse units worked but thought it was a little tight primarily because the second floor is coming out almost to the property line and wanted to see the townhouses setback a little more.

With respect to the wayfinding to the mews, the Panel thought that if the lane condition was improved, then the wayfinding would also be improved. As well they thought the main lobby could be more compatible and distinguished for the front door. Some Panel members thought the amenity room was difficult to access for people in wheelchairs and they also thought the space could be pulled out to make it larger. One Panel member suggested making it a glass box.

Regarding the 3-storey shoulder on the east side of the property, the Panel felt that as long as the property on the ease rises up to a 4-storey, there shouldn't be a problem with the 4-storey expression.

Although there was mostly support for the material and colour palette, some Panel members thought the upper volume with its radical colouring and uninspiring 4-storey block needed some work. One Panel member noted that the white volume was interrupted by the grey enclosed balconies and required a cleaner expression.

The landscaping plans were supported by the Panel although they thought the wall condition on the south side of the courtyard was an opportunity to add a green wall. They also wanted to see the tree canopy in the courtyard tall and thin to make the space more useable. Some Panel member thought the townhouse units were turning their back on the lane and wanted to see individual entrances and patios with either a fence or a hedge for privacy. Most of the Panel wanted to see an outdoor amenity attached to the indoor amenity space and as well they wanted to see some children play space. One Panel member wondered if the enclosed balconies at grade made sense and thought these units should be garden suites instead.

Applicant's Response: Mr. Emmerson had no further comments.

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467-495 West King Edward Avenue
FORM OF DEVELOPMENT

Site Plan



North Elevation



South Elevation



East Elevation



Section (East-West)



Perspective



467-495 West King Edward Avenue
PUBLIC BENEFITS SUMMARY

Project Summary:

Six-storey apartment building and two-storey townhouses containing a total of 61 dwelling units

Public Benefit Summary:

The project would generate a DCL payment and a CAC offering to be allocated toward the affordable housing fund, non-profit facility space, heritage amenity and traffic calming in the Cambie Corridor area.

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 2,249 sq. m / 24,205 sq. ft.)	0.70	2.31
Floor Area (sq. ft.)	16,944	55,914
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 (City-wide)	50,663	719,613
	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)		214,335
	Affordable Housing		1,071,675
	Parks and Public Spaces		
	Social/Community Facilities		782,340
	Unallocated		
Other			
TOTAL VALUE OF PUBLIC BENEFITS		50,663	2,862,963

* 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%).

467-495 West King Edward Avenue
APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Address	467-495 West King Edward Avenue
Legal Descriptions	Lots 12 to 10, Block 661, District Lot 526, Plan 2913; PIDs 013-343-696, 007-044-712 and 013-343-670 respectively
Developer	Mission Group
Architect	GBL Architects Inc.
Property Owner	Evan Shamet, William Howard Schwartz and Teresa Fong Schwartz, and 0717443 B.C. Ltd.

Development Statistics

	Development Permitted Under Existing Zoning	Proposed Development
ZONING	RS-1	CD-1
SITE AREA	2,249 m ² (24,205 sq. ft.)	2,249 m ² (24,205 sq. ft.)
USES	One-Family Dwelling	Multiple Dwelling
FLOOR AREA	1,574.1 m ² (16,944 sq. ft.)	5,194.6 m ² (55,914 sq. ft.)
Floor Space Ratio (FSR)	0.70 FSR	2.31 FSR
HEIGHT	10.7 m (35 ft.)	22.0 m (72 ft.)
PARKING, LOADING AND BICYCLE SPACES	as per Parking By-law	Parking requirement reduced by 10%