



ADMINISTRATIVE REPORT

Report Date: February 23, 2016
Contact: Susan Haid
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RTS No.: 011343
VanRIMS No.: 08-2000-20
Meeting Date: March 8, 2016

TO: Vancouver City Council
FROM: Acting General Manager of Planning and Development Services
SUBJECT: CD-1 Rezoning: 526-548 West King Edward Avenue

RECOMMENDATION

A. THAT the application by Romses Architects on behalf of Tianco Investment Group Inc., the registered owners, to rezone 526-548 West King Edward Avenue [Lots 5, 6 and 7, all of Block 680 District Lot 526 Plan 6539; PIDs 010-870-873, 010-870-881, 010-870-890, respectively] from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to increase the floor space ratio (FSR) from 0.70 to 2.35 FSR and the height from 10.7 m (35 ft.) to 20 m (65.77 ft.) to permit the development of a six-storey residential building with four two storey townhouses fronting the lane, containing a total of 67 dwelling units, be referred to a Public Hearing together with:

- (i) plans prepared by Romses Architects, received on December 16, 2015;
- (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 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 B-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 applicant shall submit, prior to the Public Hearing, confirmation, in the form of a "Letter A", that an agreement has been reached with the registered owner(s) of a proposed donor site(s) for the purchase of heritage 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 area 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 526-548 West King Edward Avenue from RS-1 (One Family Dwelling) District to CD-1 (Comprehensive Development) District, to permit the development of a six storey residential building with four two-storey townhouses fronting the lane containing a total of 67 dwelling units all over two levels of underground parking. The site is located within the Cambie Village neighbourhood of the Cambie Corridor Plan.

Staff have assessed the application and conclude that it meets the intent of the Cambie Corridor Plan. Staff supports the application, subject to design development and other conditions outlined in Appendix B. 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 Public Hearing, along with conditions in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council Policies for this site include:

- Cambie Corridor Plan (2011)
- 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)

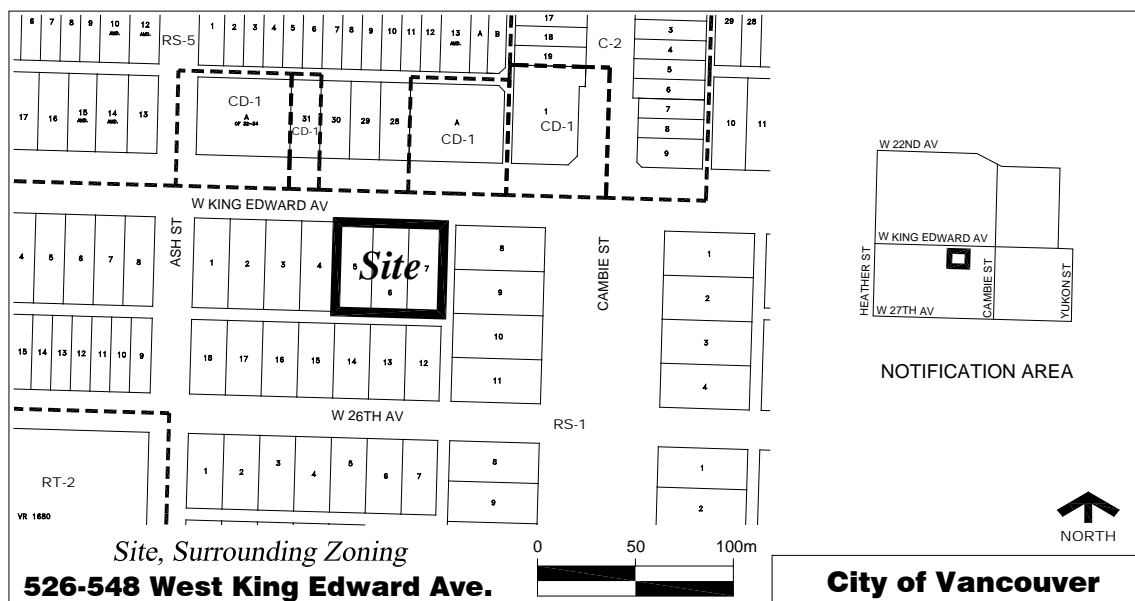
REPORT

Background/Context

1. Site and Context

This 2,485 m² (26,759 sq. ft.) site is located on the south side of West King Edward Avenue (see Figure 1) and is comprised of three lots with 54.3 m (178.1 ft.) of frontage. Immediately north of the site, across King Edward Avenue, are a combination of residential and mixed use buildings approved under the Cambie Corridor Plan and ranging in height from townhouses to four, six and eight storeys. Across the lane to the southeast, is an approved six-storey residential building. To the south are detached one-family dwellings which are included in the planning for Phase 3 of the Cambie Corridor, currently underway. The subject site is located on a major arterial with bus service and is located across the street from the King Edward Canada Line station.

Figure 1 Site and surrounding zoning (including notification area)



2. Policy Context

In 2011, Council adopted Phase 2 of the Cambie Corridor Plan. Subsequent to a comprehensive planning process, this plan identified land uses, density ranges, building heights and building forms for sites along the arterial streets within the Cambie Corridor.

Section 4 of the Cambie Corridor 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 within the “Cambie Village” neighbourhood, located between 16th Avenue and West King Edward Avenue. 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 Cambie Corridor Plan specifically supports residential buildings up to four storeys in height with building forms stepping up to six-storey in height on the easterly portion of the site in close proximity to Cambie Street. A density range of 1.25 – 1.75 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 Cambie Corridor Plan also calls for a minimum of 25% of the units to be suitable for families (two bedrooms or more). This application proposes that 23 of the 67 units be two, three or four bedroom units, achieving 34% of the total units as suitable for families.

Strategic Analysis

1. Proposal

The application proposes to rezone three lots located at 526-548 West King Edward Avenue from RS-1 (One Family Dwelling) District to CD-1 (Comprehensive Development) District. A multi-family residential building is proposed, comprised of a six-storey building which steps down to four storeys towards the western property line. At the rear of the property four townhouses front the lane (figure 2).

Figure 2 Site Plan



In total, the application proposed 67 dwelling units (40 one-bedrooms, 13 two-bedrooms, 9 three-bedrooms, 1 four-bedroom) with a total FSR of 2.35 and a building height of 19.2 m (63 ft.). Two levels of underground parking are proposed, accessed from the lane with a total of 66 vehicle spaces and 84 bicycle spaces.

Figure 3 - Proposed Unit Types

Type	1 bedroom	2 bedroom (family units)	3 bedroom (family units)	4 bedroom (family units)	Total
Number of Units	40 (59%)	13 (19%)	9 (13%)	1 (1%)	63 (100%)

2. Land Use and Density

The proposed residential land use and density are generally 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. Staff have concluded that based on the proposed built form, setbacks and massing, a density of 2.35 FSR is appropriate for this site subject to the design conditions in Appendix B.

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

Following the principles of the Cambie Corridor Plan, this site forms a transition between the sites across the lane to the east which could accommodate a six-storey building and sites to the west which could allow four-storey buildings. The height of the proposed building is six storeys for approximately two-thirds of the building, transitioning down to four storeys at the west side. On the east and south laneways, two storey buildings are proposed. In general,

the proposal is consistent with the form of development guidelines set out in the Cambie Corridor Plan.

The Urban Design Panel reviewed the proposal on September 23, 2016 and supported it at the second review on December 16, 2015. Staff have concluded 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. Additional design refinement will occur at the development permit stage.

4. Transportation and Parking

Vehicle and bicycle parking are provided within two levels of underground parking, accessed from the rear lane. The applicant proposes 66 vehicle parking spaces and 84 bicycle storage spaces which would be provided in accordance with the Parking By-Law. As this site is in close proximity to the King Edward Canada Line Station, it is recommended 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 Building 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® for Home Mid-rise scorecard, which generally conforms to the Green Building 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 including immediate connection to the City's designated NES utility provider, if available, and future connection, if not immediately available.

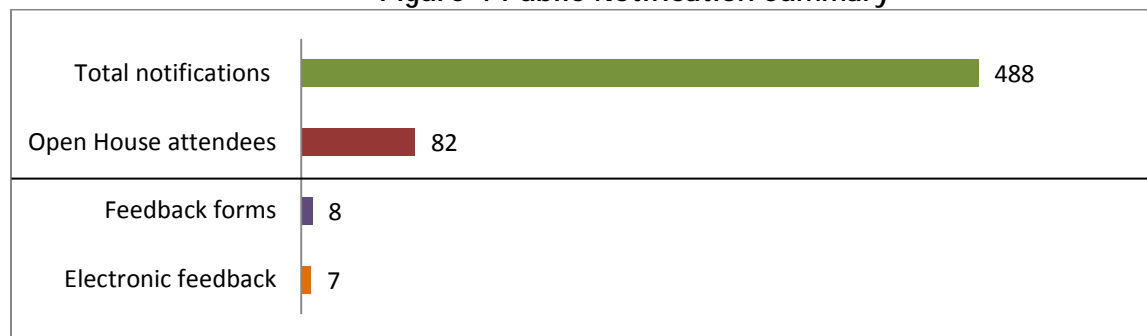
The Cambie Corridor Plan also requires a deconstruction plan for diverting demolition waste. A condition of rezoning in Appendix B requires a Recycling and Reuse Plan for Green Demolition/Deconstruction for the demolition of existing buildings on site to recycle/reuse at least 75% of demolition waste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

6. Public Input

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 5:00-8:00 pm on September 21, 2015, at Douglas Park Community Centre. A total of 488 notifications were distributed within the neighbouring area on or about September 7, 2015. Staff, the applicant team, and a total of approximately 82 people attended the Open House.

Public Response and Comments – The City received a total of 23 responses to the notice by email and comment form. Concerns with respect to the application focused on height, massing and density. Specifically the comments expressed concern that the six-storey portion of the building extends beyond two lots from Cambie Street, and that overall the building should be limited to four storeys. Others expressed concern regarding the overall mass of the building and that the rooftop amenity area will cause overlook and a loss of privacy to the existing one-family dwellings to the south of the lane. It is noted that the proposed height is in keeping with the direction set out within the Cambie Corridor Plan and that the parcels to the south are included in the planning for Phase 3 of the Cambie Corridor, currently underway. A condition of development has been added in Appendix B to reduce overlook potential to neighbouring properties through perimeter plantings and setting the rail back from the roof or the amenity area. Further conditions have been added to reduce the massing of the building through further design development of the projected balconies on both the north and south sides

Figure 4 Public Notification Summary



PUBLIC BENEFITS

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

Public Benefits – Required by By-law or Policy

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 \$143.27/m² (\$13.31/sq. ft.) for new residential and commercial floor space. On this basis, a DCL of approximately \$836,981 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 provided that it has been submitted prior to the adoption of such DCL by-law rate adjustment. If a related building permit application is not issued within the 12-month period, the rate protection expires and the new DCL By-law rate will apply.

Public Art - The Public Art Policy for Rezoned Development requires that a rezoning 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 and therefore there is no public art requirement.

Public Benefits – Offered by the Applicant

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 \$2,428,379 using the target CAC rate of \$55 per square foot based on the net additional increase in floor area (44,152 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 density to be considered in CD-1 rezonings on a City-wide basis. The applicant has offered to purchase heritage density with a value of \$242,838 being equivalent to 347 m² (3,736 sq. ft) of floor area. The purchase would support citywide heritage conservation efforts by contributing to the reduction of the Heritage Amenity Bank. Staff supports 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 of \$242,838 that represents 10% of the proposed CAC, the applicant has offered a cash CAC of \$2,185,541. It is recommended that the cash CAC be allocated to the following identified community needs:

- \$1,214,190 (50% of total CAC package) to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Cambie Corridor Plan area; and

- \$971,351 (40% of total CAC package) to childcare and community facilities in and around the Cambie Corridor Plan area; and

The allocations recommended 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.

FINANCIAL IMPLICATIONS

As noted in the section on Public Benefits, the applicant has offered a total CAC package of \$2,428,379 comprised of:

In-kind CAC:

- Purchase and transfer of approximately 347 m² (3,736 sq. ft) of heritage density valued at \$242,838 (10%).

Cash CAC to be allocated as follows:

- \$1,214,190 (50%) to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Cambie Corridor Plan area; and
- \$971,351 (40%) to childcare and community facilities in and around the Cambie Corridor Plan area.

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 \$836,981 in DCLs.

CONCLUSION

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 is consistent with the Cambie Corridor Plan with regard to land use, density, height and form.

The Acting 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.

* * * * *

526-548 West King Edward Avenue
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 Directory of Planning or Development Permit Board will issue development permits are:
 - (a) Multiple Dwelling; and
 - (a) 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 2,485 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 2.35
- 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 the floor area must exclude:
 - (a) open residential balconies or sundecks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:
 - (i) the total area of all such exclusions must not exceed 8% of permitted floor area, and
 - (ii) the balconies must not be enclosed for the life of the building;
 - (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, 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 minimum exclusion for a parking space must not exceed 7.3 m in length;
 - (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 above base surface for that unit;
- 4.5 Computation of floor area may exclude:
 - a) 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 20.0 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 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 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 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 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

* * * * *

526-548 West King Edward Avenue
PROPOSED CONDITIONS OF APPROVALS

Note: Recommended approval conditions will be prepared generally in accordance with the draft conditions listed below, subject to change and refinement prior to finalization of the agenda for 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 Romses Architects Inc., on behalf of Tianco Investment Group Inc., and stamped "Received Planning Department, May 14, 2015", provided that the General Manager of Planning and Development Services may allow minor alterations to this form of development when approving the detailed scheme of development as outlined in (b) below.
- (b) That, Prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the General Manager of Planning and Development Services, who shall have particular regard to the following:

Urban Design

- 1. Design development to improve livability of ground floor units adjacent to the east lane.

Note to Applicant: These units have their main floor 2 to 3 feet below grade, and are within 8ft of the lane. Light access and resident comfort can be improved in these units by raising the floor elevation by 1 ft. to el.233 ft. or by creating two storey units along this edge.

- 2. Design development to projecting balconies on the north and south facades of the main building, to reduce the appearance of bulk and mass.

Note to Applicant: This can be achieved by revising the material construction on the sides to the balconies to provide a lighter, more open appearance. Vertical or horizontal louvers could achieve this. Further, sliding screens cannot be accommodated the north-facing balconies as they further increase the appearance of mass, and do not provide solar shading. If these devices are maintained, the balconies cannot be considered as floor space exclusion.

- 3. Design development to comply with Horizontal Angle of Daylight requirements.

Note to Applicant: This can be achieved by converting the below-grade living space in the townhouse units to include storage space. The proposed living space is too far below grade to achieve a supportable horizontal angle of daylight (HAD). To achieve appropriate HAD, the townhouses would have to be raised at least 4 ft, which is not supportable. To be excluded from floor area, private below grade storage rooms may not exceed 10m². The stair and

corridor to access parking, and other non-storage uses at this level in the townhouse is included in floor area.

4. Design development to reduce massing along south lane.

Note to Applicant: This can be achieved by removing the 3 ft deep decks on the second floor of the townhouse units that project into the 4 ft setback. These decks may be treated as "Juliet" style decks with guards in front of the sliding doors.

5. Design development to reduce massing over the 4 storey portion of the building;

Note to Applicant: This can be achieved by internalizing the stair that projects past the east wall at the 5th level of the building. Privacy screens at this level should not exceed 48" in height. Privacy should be achieved with layered evergreen planting.

6. Confirmation that 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, noting that no built elements can project into setbacks.

7. Design development to improve amenity spaces.

Note to Applicant: This can be achieved by providing better connection between the ground floor amenity room and the adjacent outdoor space. Alternately a second amenity room could be added and located adjacent to the fifth floor roof deck. At least one amenity room should be a minimum of 400 sf in size and accommodate an accessible washroom and kitchenette.

8. Design Development to improve interface of site circulation.

Note to Applicant: This can be achieved by internalizing the stair from the east second floor corridor so that it exits into the north south courtyard. Provide a landscape buffer between the exit pathway on the west side and the adjacent property. Retaining should be absolutely minimized along this path edge.

9. Design development to reduce overlook potential to neighbouring properties;

Note to Applicant: This can be achieved by setting back railing for the roof decks and providing perimeter planters on both the west and southeast roof decks. These planters should be located adjacent to neighbouring properties (including the lane edge) and accommodate planting that will provide year-round visual screening to neighbouring properties. Coordinate information on architectural and landscape drawings.

10. Design development to improve the public realm interface at West King Edward Avenue.

Note to Applicant: Reduce the height of the planters in front of the proposed patios of the private unit entries, so they are about 1m above grade and provide a transition to the higher patios. Confirm that landscape walls adjacent to the common entry stair and ramp do not exceed approximately 1m.

11. Provision of authentic, high-quality, durable exterior finish materials;

Note to Applicant: The proposed high quality materials including brick, cladding panels, stone and wood contribute to the design of the proposal and should be included in the Development Permit application.

12. Provision of notation on the drawings to indicate the location of significant building services.

Note to Applicant: Servicing such as a pad mounted transformer (PMT) or mechanical venting, etc. should be located so that it does not have a negative impact on the public realm, or private outdoor space. It should be screened from view. Where utilities must be located near a street or sidewalk, a secondary circulation route is the preferred location. Every effort should be made to integrate utility access into structures and behind lockable, decorative gates or screened with landscaping.

13. Submission of a bird friendly strategy for the design of the building is encouraged in the application for a development permit.

Note to Applicant: Strategy should identify any particular risks with regard to the Bird Friendly Design Guidelines and propose design features or to reduce these risks. For more information, see the guidelines at <http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.

14. The proposed unit mix including 13 two-bedroom, 9 three-bedroom and 1 four-bedroom units are to be included in the Development Permit drawings, which may be varied under the discretion of the Director of Planning or Development Permit Board provided that it does not go lower than 25% of the dwelling units.

Crime Prevention through Environmental Design (CPTED)

1. 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.

Landscape

11. 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 an 8" high curb.

12. 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.

13. 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.

14. Provision of a Landscape Plan consistent with Cambie Corridor Public realm Plan.

15. Design development to ensure locations of hydro kiosk in areas screened by soft landscape, or in internal mechanical room. Any other emergency generators, transformers or gas meters 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;

16. At time of development permit application:

- a. 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 1:100 or 1/8" scale.
- b. 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 rootballs of proposed trees well into the future.

- c. 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.

- d. 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.
- e. 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.
- f. A high-efficiency automatic irrigation system to be provided for all planters on parkade slab and minimum of hose bibs to be provided for landscape on grade;
- g. 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.

- h. Trellis and vines to be provided over the underground garage access ramp.

Sustainability

- 2. 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.

- 3. Confirmation that the application is on track to meeting the Green Buildings Policy for Rezoning including a minimum of 63 points (LEED® Gold rating),

with 1 point for water efficiency and stormwater management; or LEED Gold if using LEED for Homes midrise or another LEED Rating System and a 22% reduction in energy cost as compared to ASHRAE 90.1 2010, along with registration and application for certification of the project.

Note to applicant: A Sustainable Design Strategy must be submitted as part of the Development Permit that articulates which credits the applicant will be pursuing and how their building application, as submitted, incorporates strategies, features or technologies that will help achieve these credits. The strategy, along with the LEED checklist must be incorporated into the drawing submission. A letter from a LEED Accredited Professional or Administrator must confirm that the proposed strategy aligns with the applicable goals of the rezoning policy. Proof of registration from the CaGBC must be provided with the application and the project registration number incorporated into the drawings. Application for Certification will be required at a subsequent stage.

Housing Policy

4. Design development to ensure that a minimum of 25 percent of the proposed market strata units are designed to be suitable for families with children, including some three bedroom units.

Engineering Services

5. Delete the portions of structure shown encroaching over the east property line into the lane on page A2.03 (note: this appears to be merely a drafting error).
6. Clarify garbage storage and pick-up space and clearly notate on the plans. Please show containers and totters on plans for recycling and garbage needs and refer to the Engineering garbage and recycling storage facility design supplement for recommended dimensions and quantities of bins. and Note; 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.
7. 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) Modify column placement to comply with the requirements of the Engineering Parking and Loading Design Supplement.

Note to Applicant: A column 2' in length must be set back 2' from either the opening to or the end of the parking space, otherwise additional stall width is required. Refer to the Parking and Loading Design Guidelines at the following link: (<http://vancouver.ca/home-property-development/parking-policies-guidelines.aspx>)

- (ii) Provision of design elevations on both sides of the parking ramp at all breakpoints, and at all entrances.

Note to Applicant: The slope and length of the ramp sections must be shown on the submitted drawings. Confirm the ramp slope as drawing A2.03 shows a 15% slope and drawing A2.04 shows 12.5%. 15% slopes may be acceptable if a 7.5% to 10% transition ramp is provided at the bottom for at least 4m in length. Ramps which have a 15% slope and are exposed to the weather must be heated.

- (iii) Modification of the parking ramp design as the slope must not exceed 10% for the first 20' from the property line.
- (iv) Provision of all Class A bicycle spaces to be located on the P1 parking level or at grade.
- (v) Provision of an improved plan showing the access route from the Class A bicycle spaces to reach the outside. Please indicate a clear and continuous line from the bicycle storage areas to the outside.

Note to Applicant: The route must be 'stairs free' and confirm the use of the parking ramp, if required.

- (vi) Provide automatic door openers on the doors providing access to the bicycle room(s) and note on plans.
- (vii) Number and dimensioned all stalls.

- 8. 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.
- 9. 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.

10. 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.
11. 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, at development permit.
12. 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

Notes to applicant: The development should tie sanitary and storm connections into the existing sanitary and storm mains in the lane west of Cambie St. An interconnected water service will be required for this development.

CONDITIONS OF BY-LAW ENACTMENT

- a) 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. Consolidation of Lots 5, 6 and 7, Block 680, DL 526, Plan 6539 to create a single parcel and subdivision of that site to result in the dedication of a 10'x10' corner-cut truncation in the southeast corner of the site for lane purposes.

Note to Applicant: All portions of the building above and below grade are to be deleted from the required corner-cut area.

2. Provision of building setback and a surface SRW to achieve a 5.5 meter distance from the back of the City curb to the building face on W. King Edward Avenue. A legal survey of the existing dimension from the back of the City curb to the existing property line is required to determine the final setback/SRW dimension.
3. Provision of a Services Agreement to detail the on and off-site works and services necessary or incidental to the servicing of the site (collectively called the "services") such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights of way for the

services are provided. No development permit for the site will be issued until the security for the services are provided.

- (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 street re-construction adjacent to the site on W. King Edward including the following:
 - new concrete curb and gutter;
 - 2.44m wide raised protected bike lane,
 - 1.8m wide concrete sidewalk with saw cut joints,
 - Provision of LED pedestrian scale lighting.
 - A review of existing street lighting adjacent the site and upgrading of that lighting to meet current LED lighting standards where necessary.
 - Work to include adjustment of all effected utilities and services to accommodate the geometric changes. (Note: geometric design concept to be provided by the City).
 - (iii) Provision of street trees adjacent the site where space permits.
4. Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical 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.
5. 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), if and when the opportunity is available and in accordance with the City's *Neighbourhood Energy Strategy* and the Cambie Corridor Plan that 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;
- (ii) grant access to the mechanical system and thermal energy system-related infrastructure within the development for the purpose of enabling NES connection and operation; and
- (iii) grant use of and access to suitable space required for the purposes of an energy transfer station as established in the *Neighbourhood Energy Connectivity Standards Design Guidelines*, to the satisfaction of the General Manager of Engineering Services.

Note to Applicant:

- a. Until a City-designated NES utility provider has been identified, 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 connections, unless otherwise approved by the General Manager of Engineering Services.
 - b. 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 at that time, the agreement will provide for future connection.
 - c. At the building permit stage, the applicant will be required to submit final detailed drawings, signed and sealed by a professional engineer where necessary, for review by Engineering Services to confirm final room dimensions and technical information.
6. Parking, loading and bicycle spaces must be provided and maintained in accordance with the requirements of the Vancouver Parking By-Law.

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 347 m² (3,736 sq. ft.) of heritage density (which has a value of \$242,838) 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 a 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)

- 9. Pay to the City the cash component (being \$2,185,541) of the total Community Amenity Contribution of \$2,428,379 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 \$2,185,541 is to be allocated as follows:
 - (i) \$1,214,190 (50% of total CAC package) to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Cambie Corridor Plan area; and
 - (i) \$971,352 (40% of total CAC package) towards childcare and community facilities in and around the Cambie Corridor Plan area; and

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 are 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.

* * * * *

526 - 548 West King Edward Avenue
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE SUBDIVISION BY-LAW NO.5208

A consequential amendment is required to delete Lots 7 to 5, Block 680 District Lot 526 Plan 6539; PIDs 010-870-890, 010-870-881, 010-870-873 respectively, from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

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.

* * * * *

526 - 548 West King Edward Avenue
ADDITIONAL INFORMATION

Urban Design Panel (December 16, 2015)

EVALUATION: SUPPORT (5-0)

Introduction:

Graham Winterbottom, Rezoning Planner, introduced the project as a rezoning application.

This is a three lot assembly on the south side of King Edward, west of Cambie Street, it is the second time that the Panel has seen this proposal. The first was in September at which time it was not supported. Since then the applicant has worked with staff to respond to the Panel's advice and the proposal today reflects this.

The proposal is being considered under the Cambie Corridor Plan and is within the Cambie Village neighbourhood. In this area the Plan contemplates buildings transitioning down from six to four-storeys with active townhouse uses on the lane, and a density range of 1.25 - 1.75 subject to urban design performance.

This area has had numerous approved rezonings in the area from four to eight-storeys. The properties west to Heather are also guided by the Cambie Corridor Plan. The sites across the lane to the south are part of future planning for Cambie Corridor Phase 3, currently underway.

The proposal is to rezone three one-family dwellings from RS-1 to CD-1 to develop a residential building, containing 67 units, a reduction from the originally proposed 69. Building heights range from six-storeys on the eastern two-thirds of the site to four-storeys on the western third. A two-storey wing flanks the east lane with seven garden units; four two-storey townhouses are proposed along the south lane. 31% of units are two and three bedrooms suitable for families. Total floor area proposed is 2.35 FSR, a reduction from 2.45 FSR at the time the Panel first saw the proposal, and from the 2.49 FSR at the time of the original application.

Ann McLean continued and noted that the adjacent four and six-storey areas have differing FSR ranges, from 1.25 - 1.75 / 2.0 - 2.5 respectively. A two-third balance of the midrange of these FSR's is 2.0, or a hypothetical range of 1.75 to 2.25, which could be considered as a guide for this building.

At the first viewing of the application in September advice from the Panel included:

- Design development to reduce the massing and to open up the tight interior spaces;
- There was direction to look at reducing the mass of the balconies, increasing the front yard setback and softening the treatment of the front yard and courtyard;
- There was also a direction to increase the openness of the breezeway.

Summary of the Changes:

In response to the previous comments, the applicant had made the following revisions:

- The front yard has been increased from 10ft to 12ft (noting that it is measured to face of balconies),
- The main floor at King Edward has been brought down by one foot,
- The building has depth has been reduced,
- East-west courtyard has a clear dimension of 24ft, instead of 23ft, due to balcony and overhang reductions,
- A second level unit was removed to increase the height of the breezeway at the south side,
- Parking ramp has been pulled away from the west property line, reducing the width of the townhouse building at the lane.

1. Advice from the panel was sought for the following: have the revisions to the proposal addressed the Panel's previous concerns?
2. Are there items, as a consequence of the revisions, that you have comments on?

Applicant's Introductory Comments

The main concern the Panel expressed last time, was that the girth to the building compromised the setback on King Edward Street. Four feet has been removed from the width of the building, and two feet has been taken out of the townhouses.

The Cambie Corridor Guideline requirement of a clear 24 foot courtyard has been met.

The patios on the units facing King Edward were a bit too harsh, so these have been lowered by one foot to make the transition softer and help with the breezeway (another big concern previously).

One unit has been taken out on the south-side of the breezeway to in order to allow more light in by raising the breezeway height. The exterior corridor on level two has been turned into a social overlook space.

There are two outdoor gathering spaces on the third level at the southern end. One is passive and a bit more adult oriented with urban agriculture, while the other has a children's play space associated with it.

Dropping the elevation of the building has allowed for more planting along the King Edward frontage and the width of the entrance stair has also been reduced.

The townhouses have been shifted over to the east with one unit removed to allow for a landscape strip at the parking ramp edge to create a better transition to the adjacent property. Green crawlers will add a green canopy to the area.

Fencing, planting and garden walls have been added for privacy for the townhouse units along the lane.

Seating along the north/south path way has been relocated to the terminus of the courtyard walk. A garden wall with water feature exists to add ambiance to some seating areas.

There is extensive green trim around level three and a similar green trim around level five.

The applicant team feels that they've addressed all the comments from last time while preserving the bold expression and the bones of the building.

Panel's Consensus on Key Aspects Needing Improvement:

- Look at the entrance ramp and stairs at lobby
- Potentially sculpt the building
- Look at how the amenity spaces could connect better. Could support spaces be given to the great outdoor spaces on the upper levels?
- Look at the balcony protrusions at the lane
- Look at the interface (privacy) between the townhomes and the condos.

Related Commentary

The Panel felt that previous concerns and comments had been addressed admirably and revisions were good. The perceived bulkiness has been reduced. Stepping the massing into the breezeway is very good. There is much better space around townhouses.

Consideration should be given to how amenity spaces can be connected and support each other. An adjacent indoor amenity space is possibly missing. Consider shifting the amenity south, more into the sunlight. The outdoor amenity spaces and landscape treatment look great.

The Panel expressed differing opinions on the breezeway. The courtyard and breezeway is a dynamic combination but does not break the building well enough. Consider stepping it from the north to create a two-floor breezeway. The lobby might perform better if it was shifted west and was contributing and activating the breezeway.

The ramp and stair combination off King Edward Avenue to the lobby needs some massaging. Having the stairwell at the lobby makes the most sense as this is where the public interface is. Taking the stair through the breezeway is not supportable.

Additional design comments suggested that ways in which to reduce overhang where the balconies intrude into the setbacks at the lane trees should be looked at; that the courtyard still feels slightly tight; that privacy between units and townhouses should be considered; and that the west terminus inside the courtyard seems a bit of a dead end and should have some kind of design element.

Applicant's Response

The applicant thanked the Panel and expressed that they were quite excited about the positive changes.

* * * * *

Urban Design Panel (September 23, 2015)

EVALUATION: NON SUPPORT (3-4)

Introduction:

Graham Winterbottom, Planner, introduced the site for this rezoning application as consisting of a three lot assembly on the south side of King Edward Avenue, and to the west of Cambie Street. The proposal is being considered under the Cambie Corridor Plan within the Cambie Village neighbourhood. In this area the Plan contemplates buildings up to six-storeys within two blocks of Cambie, and four-storeys westward. Proposals in this area should seek to activate the lane through townhouse uses. The recommended floor area is 1.25 to 1.75 FSR subject to urban design performance.

This area of King Edward and Cambie has been very active and has had numerous approved rezonings in the range of six to eight storeys

This proposal is to rezone three single family dwellings from RS-1 to CD-1 to develop a six-storey building. The proposal includes 69 residential units; 31% of which will be two and three bedroom family units. There will be five townhouse units at the lane and seven garden units accessible from the lane and an interior breezeway. The total proposed floor area is 2.49 FSR.

Ann Mclean, Development Planner, continued by stating that the properties westward towards Heather are part of the same rezoning policy area as the subject site, The sites across the lane to the south are part of the focus area for Cambie Corridor Phase III. The supportable FSR is a range of 1.25 to 1.75 for the four-storey policy area. The adjacent six-storey area to the east can consider FSR in the range of 2.0 to 2.5.

The proposal is for six-storeys on the eastern two-thirds of the site, and four-storeys on the western one-third. A two-storey wing is proposed at the east lane, and two-storey townhomes are proposed at the south lane. A theoretical blended FSR range for the site is 1.75 to 2.25.

Proposed front setback is effectively 5 feet. While the noted setback is 15 feet, Engineering has requested an approximate 5 ft. Statutory Right-of-Way, and the balconies project into the setback by 5 ft. The entry patios project to the ultimate front property line and are about 4 ft. above grade. The four-storey west side yard is setback 10 ft. There is a 4 ft. setback at the lane for the two-storey buildings, and an 8 to 10 ft. setback at the east lane. The courtyard is 23 ft. measured from the face of the balcony to the face of the townhouse.

The current proposal is for a building which is 163 ft. in length. However, the policy and guidelines support a maximum building length of 150 ft.

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

1. Relationship to the public realm (setbacks at the street and lanes) and the effect of building projections (balconies, patios);
2. On site open space - the amenity of the common courtyards and private patios;

3. Relationship to adjacent sites with regard to setbacks and overlook and considering future built forms;
4. On the overall proposal in terms of its form, height and density with regard to the policy and guidelines.

Applicant's Introductory Comments:

The applicant team introduced the project as a deviation from the sameness along the Cambie Corridor. The aim is to promote some memorable moments through a simple form which is less predictable than other projects in the area. The owner supports the mandate of setting a high bar through a powerful simplicity, thus the form has been kept simple and is not overly articulated. The density is 2.43 FSR, which is in keeping with the expectations for the area.

As the building is fairly long, the façade has been split into three pieces through materiality and setbacks to break down a potentially monotonous façade along King Edward Avenue. The ground floor is pulled back 5 ft. from the floors above, and a t-shaped element helps break things up more. The ground floor and t-shape will be in dark brick.

In terms of expression, there is an intentional contrasting element to the simple view-frame boxes. The passive solar strategy is to employ rolling solar screens, which give another delicate layer to the façade.

The west setback was originally 7 ft. which was similar to the adjacent GBL project. After discussion with staff it was enlarged to 10 ft., which seems comfortable and works. However, the community response to this will determine if it is appropriate or not.

The setbacks on the east lane have been pulled back to allow for activation of the lane and create patios for the ground floor units. Through the expression of the building the patios encroach into the setbacks. This gives a setback of 5 ft. to the face of the balcony and 5 ft. to the face of the glass. The courtyard is 23 ft. currently, but could be modified to 24 ft. to increase livability.

Along King Edward Avenue there is a fair amount of grade change and variation. A simple water trough animates the space and creates noise by moving down a waterfall to grade. There is also a 5 ft. wide pathway and planters to support trees, which achieve a very livable relationship.

There is landscaping along the lane to provide a buffer. Along the east lane there is also planting as a buffer and to create livable outdoor space. On the rooftops there is a child's play area and urban agriculture. There is also a lounge with outdoor dining to allow the opportunity to take in the views.

The applicant team then took questions from the panel members.

Panel's Consensus on Key Aspects Needing Improvement:

- Design development to reduce the massing and to open up the tight interior spaces
- Design development to reduce the density
- Design development on the balconies to prevent them from bulking up the mass
- The landscape looks cold and has too much concrete
- The streetscape at grade along King Edward Avenue currently seems too formal and does not have enough greenery, the front yard setbacks are tight and the transition from the street is severe at the buildings entrance
- The breezeway needs more sunlight, activation and programming, should consider opening up to a two storey height
- Overall the project needs more landscaping
- The white metal panels may not weather well over time

Related Commentary:

The panel noted that the overall project seems quite attractive.

While the setbacks at the lane seem effective and efficient, consideration should be given to increasing the setback along King Edward Avenue. Increasing the setback along the west side as well would allow for more sunlight into that area. Overall the relationship to the street at grade needs more work to soften the monumentality of the building. Breaking up the horizontality of the building would help with this.

On King Edward the patios are too high in relationship to the street, but a softer edge treatment could help to mitigate this transition. While the balconies at the front provide some solar control, they also decrease sound-proofing for the units and bulk out the building. A number of patios are also below grade, and this should be rethought going forward.

Currently the building appears to be looming and needs to be reduced a bit to provide more space. Reducing the density of the building would help with this and create a better sense of openness. Currently the density is too high and is creating too much tightness in the building, especially in the amenity spaces.

The amenity would be much more successful if it opened into a courtyard to allow people access to air and space, and if it were pushed south to capture more sun. The fireplace in the amenity space will also not work well. More design development is needed to create a unique indoor amenity space.

Design development is also needed of the courtyard and breezeway as the courtyard is too narrow and looks like a walkway. It may be better to enclose the breezeway or, alternately increase its height, as currently it does not work as an amenity space. There is also a missed opportunity to engage the laneway with the breezeway somehow.

Additional landscaping is needed to make the building more welcoming. More screening is also needed in front of the ground floor patios to allow for privacy. More of a buffer is needed around the above grade common outdoor spaces to keep people away from the edge.

The panel thought that the materials and colours of the building were quite striking, and that the waterfall was a nice feature. However, there was a concern that the white panels may not weather well.

Applicant's Response:

The applicant team thanked the panel and noted that they are grateful for the comments. A lot of the issues raised were known, and they looked forward to bringing this project back.

* * * * *

Elevations

North Elevation



South Elevation



Elevations

West Elevation



East Elevation



526-548 West King Edward Avenue
PUBLIC BENEFITS SUMMARY

Project Summary:

Six-storey apartment building and four two-storey townhouses containing a total of 67 dwelling units

Public Benefit Summary:

The project would generate a DCL payment and a CAC offering to be allocated toward the affordable housing fund, childcare and community facilities and heritage amenity in the Cambie Corridor area.

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 2,485 sq. m / 26,759 sq. ft.)	0.70	2.35
Floor Area (sq. ft.)	18,731	62,883
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)	57,880	836,981
	Public Art		
	20% Social Housing		
Offered (Community Amenity Contribution)	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage (transfer of density receiver site)		242,838
	Affordable Housing		1,214,190
	Parks and Public Spaces		
	Childcare Facilities/Social/Community Facilities		971,352
	Unallocated		
	Other		
TOTAL VALUE OF PUBLIC BENEFITS		57,880	3,265,360

* 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%).

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526-548 West King Edward Avenue
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Address	526,536,548 West King Edward Avenue
Legal Descriptions	[Lots, 5, 6 and 7, all of Block 680 District Lot 526 Plan 6539; PIDs 010-870-873, 010-870-881, 010-870-890, respectively]
Developer	Tianco Investment Group Inc.
Architect	Romses Architects
Property Owners	Tianco Investment Group Inc.

Development Statistics

	Development Permitted Under Existing Zoning	Proposed Development
ZONING	RS-1	CD-1
SITE AREA	26,759 sq. ft	26,759 sq. ft
USES	One-Family Dwelling	Multiple Dwelling
FLOOR AREA	18,731 sq. ft.	62,883 sq. ft.
FLOOR SPACE RATIO (FSR)	0.70 FSR	2.35 FSR
HEIGHT	10.7 m (35 ft.)	19.2 m (63 ft.)
PARKING, LOADING AND BICYCLE SPACES	as per Parking By-law	Parking requirement reduced by 10%