



POLICY REPORT  
DEVELOPMENT AND BUILDING

Report Date: April 11, 2016  
Contact: Susan Haid  
Contact No.: 604.871.6431  
RTS No.: RTS 11386  
VanRIMS No.: 08-2000-20  
Meeting Date: April 19, 2016

TO: Vancouver City Council  
FROM: Acting General Manager of Planning and Development Services  
SUBJECT: CD-1 Rezoning - 288-388 West King Edward Avenue

**RECOMMENDATION**

A. THAT the application by Mosaic Yukon Limited Partnership, on behalf of Mosaic Yukon Holdings Ltd. and Susan Miriam Prottas, the registered owners, to rezone 288-388 West King Edward Avenue [Lots 1 to 5, Block 682, District Lot 526, Plan 6539; PIDs 010-879-072, 010-879-099, 010-879-137, 010-879-170 and 010-879-188 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 1.76 FSR and the height from 10.7 m (35 ft.) to 15.1 m (50 ft.) to permit the development of two four-storey residential buildings with two-storey townhouses and an amenity room fronting the lane, containing a total of 56 dwelling units, be referred to a Public Hearing together with:

- (i) plans prepared by Shift Architecture Inc., received November 5, 2015;
- (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
- (iii) the recommendation of the Acting 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 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.

- C. THAT Recommendations A and B 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 or 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 five lots located at 288-388 West King Edward Avenue from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to permit the development of two four-storey residential buildings with two-storey townhouses and an amenity room fronting the lane, containing a total of 56 dwelling units all over one level of underground parking. The site is located within the Cambie Village neighbourhood of the Cambie Corridor Plan.

The application meets the intent of the Cambie Corridor Plan and is supported, subject to design development and other conditions outlined in Appendix B. It is recommended that the application be referred to Public Hearing, with the recommendation of the Acting General Manager of Planning and Development Services to approve it, subject to Public Hearing, and subject to the conditions in Appendix B.

### ***COUNCIL AUTHORITY/PREVIOUS DECISIONS***

Relevant Council Policies for this site include:

- 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)
- Greenest City 2020 Action Plan (2012)

## REPORT

### Background/Context

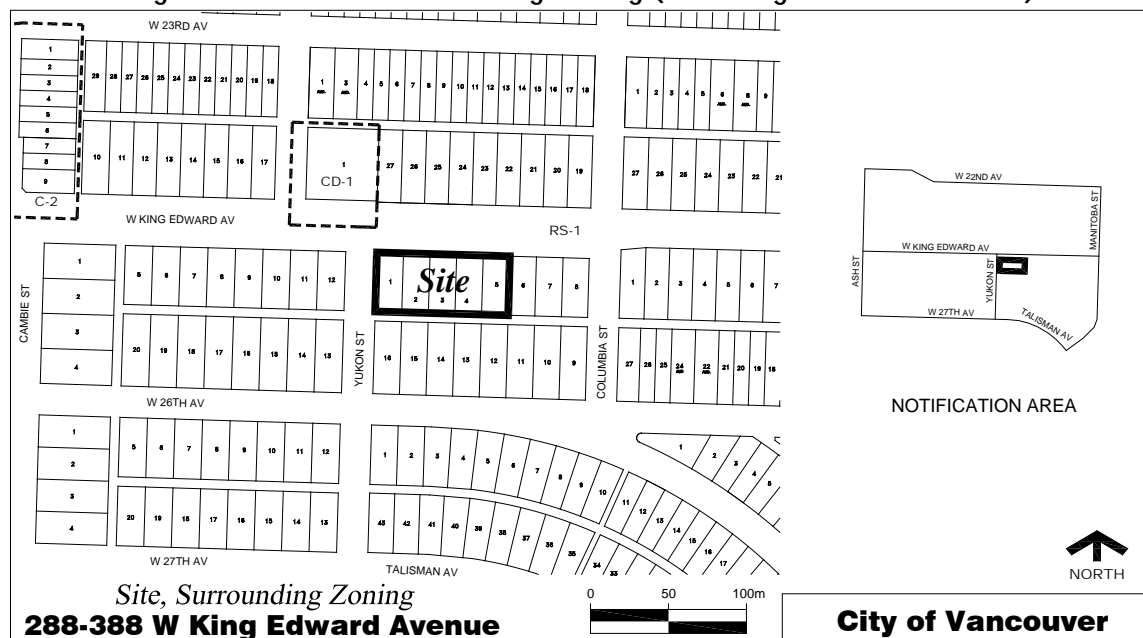
#### 1. Site and Context

This 3,225.6 m<sup>2</sup> (34,721 sq. ft.) site is located on the southeast corner of West King Edward Avenue and Yukon Street (see Figure 1). It is comprised of five legal parcels and has 85.3 m (280 ft.) of frontage along King Edward Avenue and 37.9 m (124 ft.) of frontage along Yukon Street. The site is one block east of the King Edward Canada Line Station and is also served by three local bus routes on King Edward Avenue and Cambie Street. A number of rezoning applications have been approved in the surrounding area including:

- 408-488 West King Edward Avenue - One six-storey and two four-storey buildings including 135 units of housing for seniors with a range of care requirements.
- 467-495 West King Edward Avenue - One four- to six-storey residential building with townhouses on the lane.
- 357-391 West King Edward Avenue - One four-storey residential building with townhouses on the lane.

To the south, east and north are detached houses in areas subject to the Cambie Corridor Plan and currently underway Phase 3 Cambie Corridor Planning.

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 development in each area of the corridor, including neighbourhood character, public realm and urban design

principles. The site is located within the Cambie Village neighbourhood of the Cambie Corridor Plan between 16th and King Edward Avenue. In this neighbourhood, along King Edward Avenue, new mid-rise residential buildings are proposed with green 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. 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.

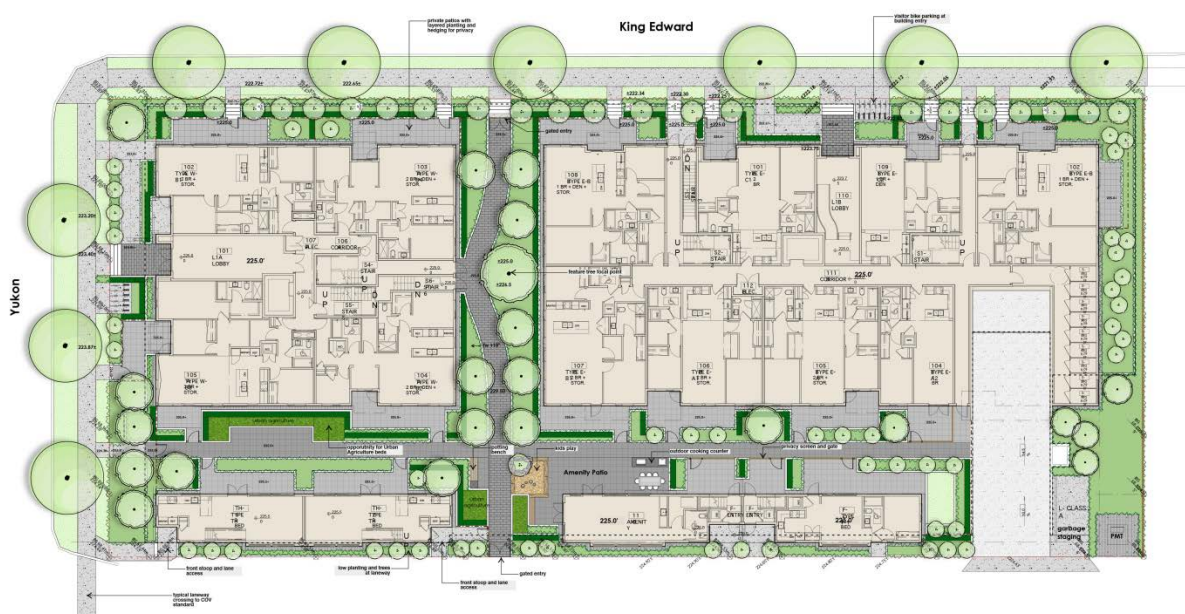
The housing strategy in the Plan also calls for a minimum of 25% of the units to be suitable for families (two bedrooms or more). This application proposes that 37 of the 58 units be two or three-bedroom units, achieving 66% of the total units as suitable for families. A condition of approval has been added in Appendix B to ensure that this unit mix is maintained.

## Strategic Analysis

### 1. Proposal

The application proposes to rezone five lots located at 288-388 West King Edward Avenue from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District. A multi-family residential development is proposed, comprised of two four-storey buildings with two-storey townhouses and an amenity room fronting the lane (Figure 2). The application proposes 56 dwelling units (19 one-bedrooms [34%], 35 two-bedrooms [62%], and 2 three-bedrooms [4%]). A density of 1.76 FSR is proposed with a building height of 15.1 m (50 ft.). One level of underground parking will be accessed from the lane with a total of 82 vehicle spaces and 77 bicycle spaces.

Figure 2: Site Plan



## 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, which have been informed by the guidelines in the Plan, the proposed density of 1.76 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 at the southeast intersection of King Edward Avenue and Yukon Street. The surrounding context is comprised of single-family residential to the south and west. The Cambie Corridor Plan envisions four-storey residential development east and west of Cambie Street, along King Edward Avenue. The application is proposing two four-storey buildings and two-storey townhouses and amenity space along the lane, separated by a landscaped courtyard.

The buildings are generally consistent with the height, form of development guidelines, and setbacks outlined in the Cambie Corridor Plan. As recommended in the Plan, the landscaped internal courtyard separating the primary building from the townhouses is 7.3 m (24 ft.) and extends across the full width of the site.

The Urban Design Panel reviewed and supported this application on November 18, 2015, (see Appendix D). Staff conclude that the design responds well to the expected character of development as outlined in the Cambie Corridor Plan and support the application, subject to the design development conditions noted in Appendix B, which will augment the building design through the development permit process.

## 4. Transportation and Parking

Vehicle and bicycle parking are provided within one level of underground parking, accessed from the rear lane. The applicant proposes 82 vehicle parking spaces and 77 bicycle storage spaces which would be provided in accordance with the Parking By-law. 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 Rezonings (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 Rezonings, indicating that the project could attain the required LEED® points and, therefore, would be eligible for LEED® Gold rating.

Energy used by buildings generates 55% of Vancouver's total greenhouse gas emissions. A high priority strategy of the Greenest City 2020 Action Plan is to pursue low-carbon Neighbourhood Energy Systems ("NES") for high-density mixed-use neighbourhoods. With a target to achieve

a 120,000 tonne/year CO2 reduction by 2020, the Vancouver Neighbourhood Energy Strategy (approved by Council in October 2012) focuses on high density areas of the City including the Downtown, Cambie Corridor and Central Broadway areas. In alignment with the Vancouver Neighbourhood Energy Strategy, conditions of rezoning have been incorporated herein that provide for NES compatibility, immediate connection to the City-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).

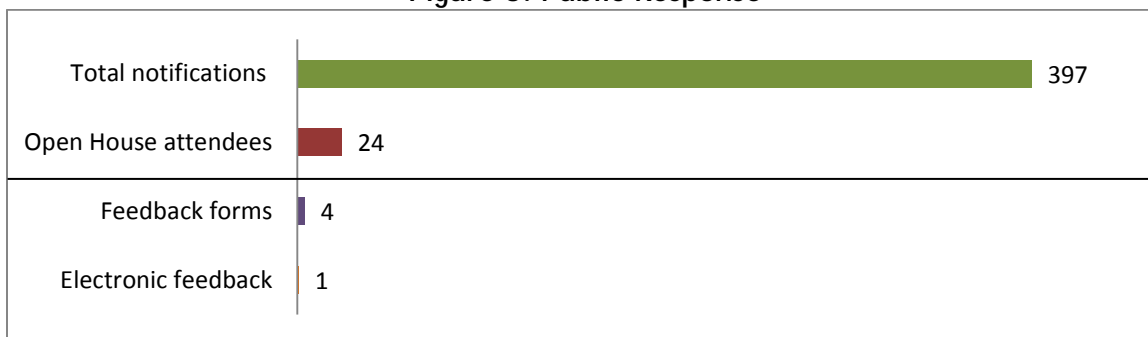
### ***PUBLIC INPUT***

**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 on October 16, 2015. A community open house was held from 5-8 pm on November 5, 2015, at Hillcrest Community Centre, 4575 Clancy Loranger Way. A total of 397 notifications were distributed within the neighbouring area on or about October 22, 2015. Staff, the applicant team, and a total of approximately 24 people attended the Open House.

**Public Responses and Comments** - Public responses have been submitted to the City as follows:

- In response to the November 5, 2015 open house, a total of 4 comment sheets were submitted from individuals.
- A total of 5 letters, e-mails, and online comment forms were submitted from individuals.

**Figure 3: Public Response**



Members of the public had some specific concerns and suggestions with respect to the application, including detailed landscape and design comments. A detailed summary of public comments on this application is provided in Appendix D.

Staff have assessed the issues raised through the rezoning review process and have generally concluded that the proposed development is consistent with the Cambie Corridor Plan and that impacts to the surrounding neighbourhood will be minimal. Detailed design

improvements are proposed in the conditions of approval contained in Appendix B that will respond to the public commentary received.

### ***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 \$143.27/m<sup>2</sup> (\$13.31/sq. ft.). On this basis, a DCL of approximately \$813,361 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 stage 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 the 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 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 rezonings involving a floor area of 9,290.0 m<sup>2</sup> (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 (61,109 sq. ft.) is below this threshold and 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 \$2,024,220 using the target CAC rate of \$55 per square foot based on the net additional increase in floor area (36,804 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 rezonings on a city-wide basis. The applicant has offered to purchase heritage density with a

value of \$202,422 being equivalent to approximately 289 m<sup>2</sup> (3,114 sq. ft.) of floor area based on an estimated purchase price of \$65.00 per sq. ft., which price may be varied or negotiated resulting in a higher or lower amount of purchased density. The purchase would support city-wide 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.

In addition to the purchase of heritage density with a value of \$202,422, which represents 10% of the proposed CAC, the applicant has offered a cash CAC of \$1,821,798. Staff recommend that the cash CAC be allocated to the following identified community needs:

- \$1,012,110 (50% of the 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
- \$809,688 (40% of the total CAC package) to childcare and community facilities in and around the Cambie Corridor Plan area.

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 \$2,024,220 comprised of:

#### *In-kind CAC:*

- Purchase and transfer of heritage density with a value of \$202,422 being equivalent to approximately 289 m<sup>2</sup> (3,114 sq. ft.) of floor area (10%).

#### *Cash CAC to be allocated as follows:*

- \$1,012,110 (50%) to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Cambie Corridor Plan area; and
- \$809,688 (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 City-wide DCL District. It is anticipated that the project will generate approximately \$813,361 in DCLs.



## ***CONCLUSION***

Assessment of this rezoning application concludes 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.

\* \* \* \* \*

288-388 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 the By-law, and incorporates Schedule A into Schedule D, to By-law No.

*[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 CD1 ( ), 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 space ratio must assume that the site area is 3,225.6 m<sup>2</sup>, being the site area 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 1.76.
- 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 sun decks or any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:
    - (i) the total area of all such exclusions must not exceed 12% of permitted floor area, and
    - (ii) the balconies must not be enclosed for the life of the building;
  - (b) patios and roof gardens, provided that the Director of Planning first approves the design of sunroofs 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 m<sup>2</sup> 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 the 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 15.1 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 m<sup>2</sup>.

#### 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

\* \* \* \* \*

288-388 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 Shift Architecture Inc., on behalf of Mosaic Yukon Limited Partnership and stamped "Received Planning Department, November 5, 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 pedestrian connections through the courtyard.

Note to Applicant: A direct and visually clear route from the principal buildings to the common amenity space should be provided to facilitate use and activation of the space. For the east building, the main entrance lobby should be relocated to align with access to the amenity space. The corridors may be relocated to exit directly to the courtyard, rather than the front of the building. For the west building, the side entry to the courtyard should be emphasized architecturally, and in the landscape design. See related Landscape Condition.

- 2. Design development to provide a consistent architectural expression, material quality and level of detail, at all elevations, including courtyard and rear elevations, in-keeping with the expectations of the Cambie Corridor Built Form Guidelines.

Note to Applicant: The Guidelines note that individual buildings should express a unified architectural concept, with authentic and high quality design details.

- 3. Design development to strengthen the expression of the principal building entrances.

Note to Applicant: The Guidelines note that building entrances should be clearly recognizable, appropriately scaled, and provide a point of distinctiveness in the overall streetscape design.

4. Submission of a bird friendly strategy for the design of the building is encourage in the application for a development permit.
5. The proposed unit mix including 35 two-bedroom and 2 three-bedroom units are to be included in the Development Permit drawings, which may be varied under the discretion of the Director of Planning Development Permit Board provided that it does not go lower than 25% of the dwelling units.

#### **Crime Prevention through Environmental Design (CPTED)**

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

#### **Landscape**

7. Design development to the central courtyard area to be more reflective of the strong expression of the buildings, by providing more classical, streamlined, modern layout for the space, while allowing for clear functionality of north-south access.

Note to Applicant: The curve in the walkway should be replaced by straight lines and 90 degree corner turns. All planting in the common courtyard should be flush with the grade, i.e. not raised, while still allowing adequate depth of soil of minimum 3' for trees, not including drainage layer. This may require deeper excavation of the parkade to allow for head room. The feature specimen tree should be in a generous, square planter, also flush with the courtyard.

8. Design development to include as many existing healthy, mature trees and shrubs as possible as part of the proposed landscape plan.

Note to Applicant: The arborist report mentions the Japanese Maple on lot #326 or #362, as a good candidate for relocation. There are other healthy mature shrubs that would also be good candidates and should be identified, tagged and referenced for reuse.

9. Provision of an updated and revised arborist report, to include discussion and detail methods of safe protection and relocation of the existing trees and shrubs (see Condition 8 above) in context of demolition of existing houses and proposed footprints, grades and other site constraints. Report to include a scaled and dimensioned tree protection plan, with Tree reference numbers and Critical Root Zones. Confirmation of safe tree protection is required.

10. 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.

11. 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.

12. 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.

13. 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 buildings' open space and public realm.

14. Provision requirements 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 materials should be listed in a Plant List that is clearly keyed to the Landscape Plan. The Landscape Plan should be a minimum 1:100 or 1/8" scale.
- (ii) Sections 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 detail 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) Design development to locate, integrate and fully screen lane edge gas meters and parking garages vent in a manner which minimizes their impact on the architectural expression and the project's open space and public realm.
- (v) 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.
- (vi) 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.
- (vii) 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.

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

### Sustainability

- 15. 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.

- 16. Confirmation of the building's sustainability performance as required by the Green Buildings Policy for Rezonings, 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: Submit a LEED® checklist and a sustainable design strategy outlining how the proposed points will be achieved, along with a receipt including registration number from the CaGBC, as a part of the Development Permit application. The checklist and the strategy should be incorporated into the drawing set. A letter from an accredited professional confirming that the



building has been designed to meet the policy and application for certification of the project will also be required under the policy.

### Engineering Services

17. Show all 1st risers for stair entries a minimum of 1'-0" behind the property lines.
18. Delete ramping shown beyond the property line at the parkade entry and garbage holding area.
19. Provision of a separate application to Engineering Services for proposed street improvements. Please update landscape and site plan to reflect the street improvements proposed for this rezoning. (Engineering will supply geometrics for the street improvements as they become available.)
20. Compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services.

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

- (i) Provision of design elevations on both sides of the parking ramp at all breakpoints, within the underground parking area, at the front and rear of the proposed Class A loading bay, and at all entrances along the property lines.
  - (ii) The slope of the parking ramp should not exceed 12.5% after the first 20 ft. from the property line.
21. Clarify how the overhead security gate is operated and note on plans.  
  
Note to Applicant: If a pad mounted activation device is proposed, the ramp width must be increased to 22 ft.
  22. Note on plans, with a black line with arrow, the expected exit path to be used by residents to travel between the bicycle rooms and the building exterior.
  23. Provision of automatic door openers on all bicycle room doors.

### Neighbourhood Energy Utility

24. 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.

25. The building(s) heating and domestic hot water system shall be designed to be easily connectable and compatible with Neighbourhood Energy to supply 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.

26. 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.
27. 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.
28. 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. Consolidation of Lots 1 to 5, Block 682, District Lot 526, Plan 6539 to create a single parcel.
2. Provision of a statutory right-of-way (SRW) over the north 0.55 m of the site for road purposes.
3. Provision of an added SRW, to the proposed 0.55 m SRW, should it be necessary, to provide for bus stop improvements along the King Edward Avenue frontage of the site.

4. Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the site (collectively called the “services”) such that they are designated, 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 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 for the upgrading. The developer is responsible for 100% of any sewer system upgrading that may be required.
  - (iii) Provision for future street re-construction on King Edward Avenue adjacent to the site to generally include the following: new curb and gutter, curb ramps and curb return, a 2.5 m raised protected bike lane, a 1.22 m grass front boulevard with street trees, a 1.83 m CIP broom finish concrete sidewalk with saw cut joints, including adjustment to all existing infrastructure to accommodate the proposed King Edward Avenue improvements. Specific public realm improvements are subject to completion and adoption of the Cambie Corridor Public Realm Plan.  
  
Note to Applicant: Any street tree relocations or removals necessary to meet the street reconstruction plans will require the approval of the General Manager of the Board of Parks and Recreation.
  - (iv) Provision of added street works to accommodate the proposed bus stop improvements should they not be captured in the street reconstruction noted above.

- (v) Provision of upgraded street lighting and new pedestrian scale lighting adjacent the site to meet the standards set by this rezoning and the adjacent street uses.
  - (vi) Provision of an on-street separated north / south bike lane in the median on King Edward Avenue
  - (vii) Provision of a standard concrete lane crossing on the east side of Yukon Street at the lane south of King Edward Avenue.
  - (viii) Provision of a 1.83 m CIP broom finish concrete sidewalk with saw cut joints, new curb ramps, a 1.22m grass front boulevard with street trees, on the Yukon Street frontage of the site.
  - (ix) 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.

#### Neighbourhood Energy Utility

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), 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, to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: 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.

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.

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.

## 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 heritage density with a value of \$202,422 being equivalent to approximately 289 m<sup>2</sup> (3,114 sq. ft.) of floor area, based on an estimated purchase price of \$65.00 per sq. ft., which price may be varied or negotiated resulting in a higher or lower amount of purchased density from a suitable donor site.

Note to Applicant: Given the stipulated value that the City attributes to the creation of new transferable heritage density, currently at \$65.00 per buildable square foot as of this date, the City recognizes that the applicant may negotiate its best price to secure the required density at a lower cost, but the City will only recognize a value of the density above \$65.00 per buildable square foot if the applicant and the owner of the donor site can demonstrate that bona fide market conditions warrant the increased purchase price.

Note to Applicant: Letter "A" and "Letter B" in the City's standard format are 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. In addition to the transfer of heritage density (\$202,422), that represents 10% of the overall CAC package, pay to the City a Community Amenity Contribution of \$1,821,798 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 \$1,821,798 is to be allocated as follows:
  - (i) \$1,012,110 to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Cambie Corridor Plan area; and
  - (ii) \$809,688 towards childcare and community facilities in and around the Cambie Corridor Plan area.

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

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

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

\* \* \* \* \*

288-388 West King Edward Avenue  
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE SUBDIVISION BY-LAW NO. 5208

A consequential amendment is required to delete Lots 1 to 5, Block 682, District Lot 526, Plan 6539; PIDs 010-879-072, 010-879-099, 010-879-137, 010-879-170 and 010-879-188 respectively, from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

\* \* \* \* \*

288-388 West King Edward Avenue  
ADDITIONAL INFORMATION

1. Urban Design Panel

The Urban Design Panel (UDP) reviewed this rezoning application on November 18, 2015. The application was supported 9-0.

**EVALUATION: SUPPORT (8-0)**

**Introduction:** The site for this rezoning application is comprised of five parcels on King Edward Avenue near Cambie Street. The proposal is being considered under the Cambie Corridor Plan which contemplates residential buildings in this area up to four storeys with an estimated density range of 1.25 to 1.75 FSR.

The site is located on King Edward Avenue, east of Yukon Street, and one block east of the King Edward Canada Line Station. Recent rezonings in the area include: a full-block immediately west for seniors housing, to the northwest a six-storey residential building and across to the north a four-storey residential development. Along King Edward Avenue are single-family properties that could be rezoned under Phase 2 of the Cambie Corridor Plan. To the south are single-family properties that are included in Phase 3 of Cambie Corridor Plan.

This rezoning application proposes to rezone the site from RS-1 to CD-1 to allow development of a four-storey residential building and townhouses at the rear of the site, all over one level of underground parking with a maximum building height of 50 ft. The proposal includes 56 dwelling units at a floor space ratio (FSR) of 1.76.

The proposal is generally consistent with the Cambie Corridor Built Form Guidelines which allow for four-storey principal buildings along King Edward Avenue with shoulder setbacks above the 3rd storey, with a row of two-storey townhouses at the lane. The laneway buildings are intended activate and animate the lane, and provide a scale transition to single family sites across the lane.

12 ft. setbacks are provided at West King Edward and Yukon Street, as well as the interior side yard. A 24 ft. courtyard break is provided between the principal buildings along King Edward Avenue. This is carried through to the lane with a 30 ft. break between the townhouses. A 24 ft. courtyard break is provided between the principal buildings and the townhouses. A 4 ft. setback is provided to the townhouses at the rear.

The principal buildings comply for the maximum frontage width of 150 ft. The east building being 150 ft., and the west being 81 ft. A maximum frontage of 80 ft. is recommended for laneway buildings. The west building is at 80 ft., and the east building is 97 ft., and there's a break at the second storey. The west townhouses are two two-storey units. The east townhouses are flats, with a common amenity room located at the ground floor. This is the only common amenity space within the site and is intended to serve the whole site.

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



1. Overall height, massing and density.
2. Response to the Cambie Corridor Built Form Guidelines, in particular:
  - (i) 3rd storey shoulder setbacks:
    - a. Four-storey vertical element at the exterior street corner of King Edward and Yukon.
    - b. Jogs in fourth-storey - setbacks narrow from 8ft. to 5ft.
  - (ii) Laneway buildings - Overall design in terms of laneway activation, and 97 ft. building.
  - (iii) Material treatment - should a consistent material expression, in terms of quality and detail, be provided at all 4 sides (advice for DP stage).

**Applicant's Introductory Comments:** This is a standard Cambie Corridor shoulder building, split into two distinct smaller buildings. Courtyards bisect the two buildings and separate the townhouses.

The general scheme is to have a well-proportioned base in brick with a subservient upper floor, using white brick and tall/thin openings and very fine detailing. The entries will be defined with steel canopies. Along the back are two townhomes, the amenity and the flats. The bridge between the two buildings is a lighter, more transparent portion. The step outs at the top floor help break that up into smaller façades.

It is fairly straight forward with a minimalistic façade to keep things as calm as possible. Basic Cambie Corridor patterns have been adhered to with landscape. On the outside edge of the site there are patios with individual entrances off the street. Lane homes have entrances off both the lane and the courtyard, and the main entrance is well defined. There is a connection to the courtyard off of Yukon Street.

There is outdoor common amenity which is associated with the ground floor amenity; with play area and urban agriculture.

**Panel's Consensus on Key Aspects Needing Improvement:**

- With regards to the third story setbacks, the fourth floor needs to be expressed lightly and with delicate detailing. The renderings are quite heavy and don't reflect the design of the building.
- The fourth story corner expression requires further development. There is a relentless quality to the eaves line and this should be examined.
- There are overlook concerns between the building and the laneway houses.
- The amenity space requires more connection.
- Further work on materiality is required. Good quality materials need to be used on all sides, and the bricks should wrap all the way around. There was some concern that the colours might be too contrasting.
- Revisit the parking entry ramp, as it seems to slice right through.
- Further examine solar shading and handling of the south and west exposure, and elaborate on the mechanical systems.

**Related Commentary:** The overall height, mass and density were very well received and supportable by the Panel. It was commented that overall it is a handsome building which fits well in the evolving area.

With regards to the third floor setbacks, the Panel felt that the upper fourth floor needed to be expressed lightly with delicate detailing. The roof overhang on the fourth story is relentless and needs work. Skewing closer to the Guidelines would make it better. Concern was expressed about the overlooking adjacencies across the courtyard.

The fourth storey element on the corner feels awkward and heavy, and stands out too much.

Panel comments suggested a more vertical expression for the laneway houses, which seem too jarring as they are horizontal while the main building is vertical. The townhouses make things seem a bit tight. The length isn't bothersome.

It was commented that the laneway activation was good. It was suggested that the amenity be located in the laneway, and that entry doors be relocated from King Edward Avenue to connect the amenity and activate the centre space.

A number of Panel comments encouraged further design development of the space between the two buildings to activate the area and make it more interesting: the treatment is straight forward and is not doing enough; it could have an entry lobby tucked in there to activate it.

The Panel felt that the amenity space required more connections. There isn't a lot of usable space in the amenities. The amenity performs ok but the outdoor amenity could be opened up more, and would perform better if it was linked with the lobby of the main building. The north/south patio needs more activation, possibly with more hard surface and connection to the street.

Attention should be paid to how the parking ramp entry is handled as it seems to slice through the site.

The Panel suggested that further work was required on materiality, and that good quality materials needed to be used on all sides. The brick façade is good and it could wrap all the way around the building. The brick could be used to tie in the laneway houses.

There was some Panel concern that the black and white scheme would be too stark, white brick and black windows make the building pop in an awkward way; it needs to be treated with great care.

In regards to sustainability, it was commented that the punched windows on the south side look good, but there needs to be a closer look at solar shading. The mechanical systems need to be revisited and the winter conditions addressed.

In keeping with the proposal, landscaping needs to be reflective of a classical or a more modern layout. The garden should be reflective of the strong expression of the building. Consider using cleaner and more rational forms.

**Applicant’s Response:** The comments are well respected and appreciated. It is strongly felt that the white and black scheme be maintained, while the comments on the brick will be taken into account, and further discussions will take place about redesigning or removing the corner element.

## 2. Public Consultation Summary

### Public Notification

A rezoning information sign was installed on the site on October 16, 2015. A community open house was held on November 5, 2015. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage ([vancouver.ca/rezapps](http://vancouver.ca/rezapps)).





### November 5, 2016 Community Open House

A community open house was held from 5:00-8:00 pm on November 5, 2015, at Hillcrest Community Centre, 4575 Clancy Loranger Way. A total of 397 notifications were distributed within the neighbouring area on or about October 22, 2015. Staff, the applicant team, and a total of approximately 24 people attended the Open House.

### Public Response

Public responses to this proposal have been submitted to the City as follows:

- In response to the November 5, 2015 open house, a total of 4 comment sheets were submitted from individuals.
- A total of 5 letters, e-mails, and online comment forms were submitted from individuals.

Total notifications		397
Open House attendees		24
Feedback forms		4
Electronic feedback		1

- Below is a summary of all feedback (both online and from the open house) related to the proposal:

Comments about the application ordered by level of support and by topic:

### Landscape and Streetscape

- There was a suggestion to put the transformer underground and to ensure that the sidewalk is wide enough for increased pedestrian traffic in the future
- There was a concern that the outdoor space adjacent to the units is too shady and dark

- Some expressed general positivity towards the exterior landscaping

#### Design

- Some feedback expressed that the project is well-designed
- There was a concern that the project needs to adhere to the 8 ft. setback and that the overall design is too boxy and lacks articulation

#### Height

- Comments were supportive of the proposed height, and expressed support for even more height if more housing were proposed

#### Amenities

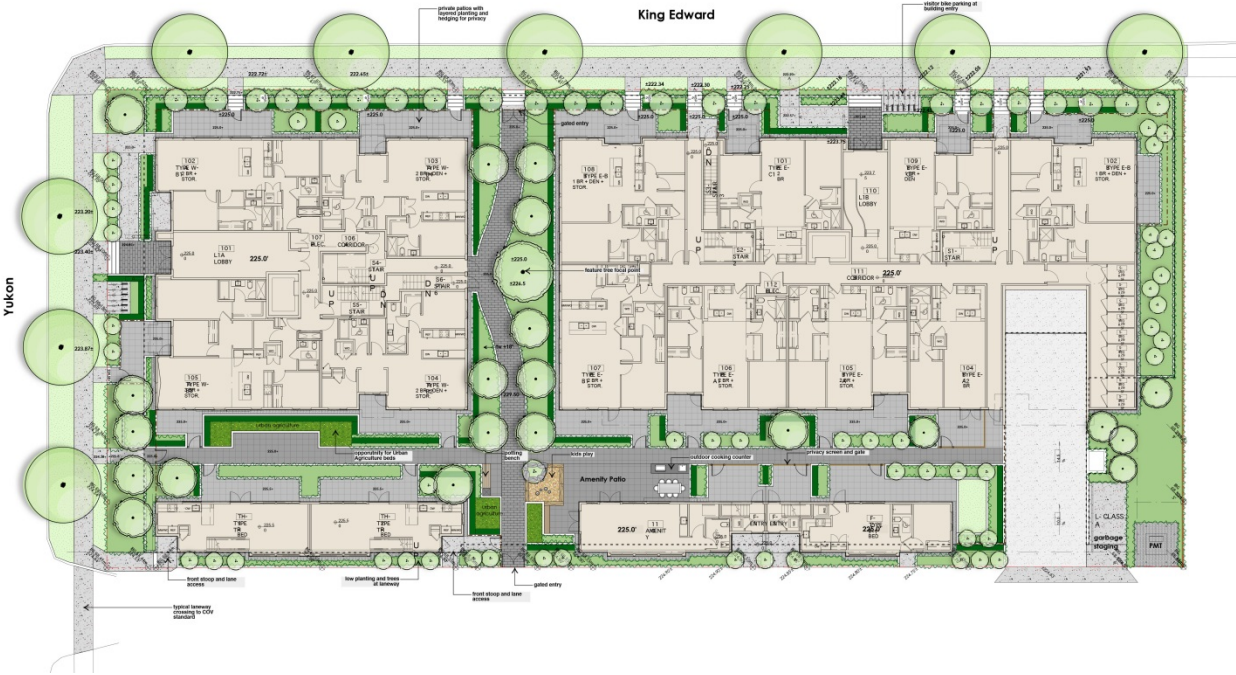
- There was a concern that the amenity area for the building is too small
- Another concern noted that there are few public amenities in the area provided by development, and that a single park at 17th Avenue and Yukon Street is not enough

#### Miscellaneous Comments

- There was a suggestion that more family units be provided
- Concern was expressed that the pace of change in the area is too rapid
- There was a suggestion that the project provide less car parking and more car share parking and bike storage spaces

288-388 West King Edward Avenue  
FORM OF DEVELOPMENT

Site Plan/Landscape Plan



Perspective



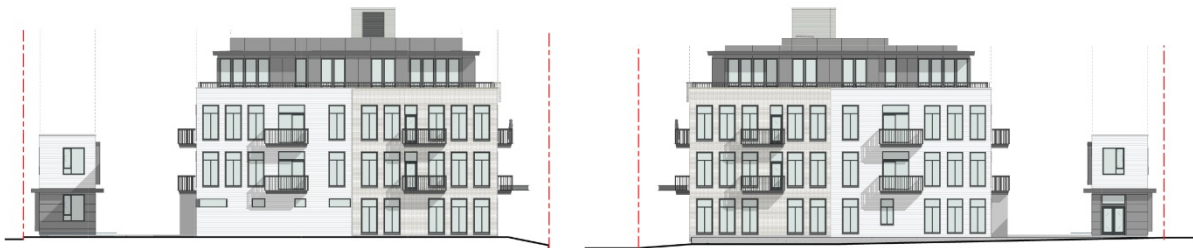
North Elevation



South Elevation



East Elevation



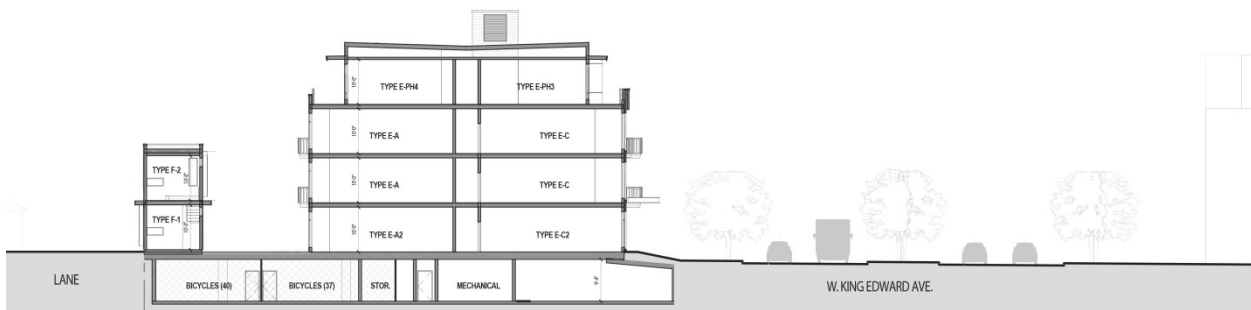
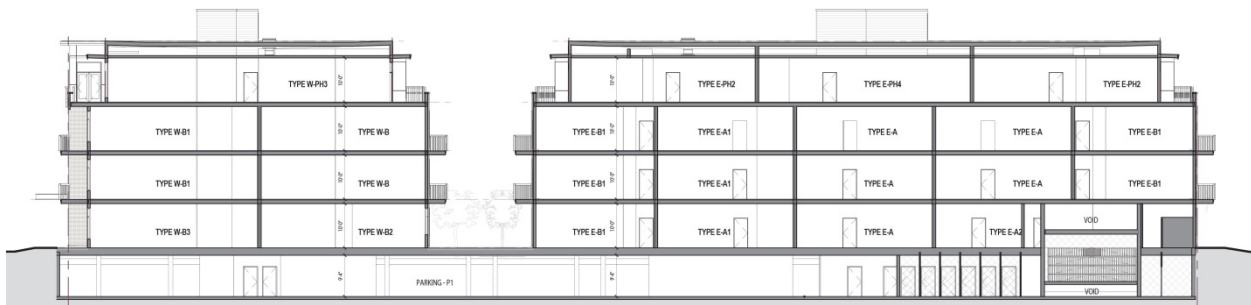
West Elevation



### Townhouse Elevation from Lane



### Building Sections



\* \* \* \* \*

288-388 West King Edward Avenue  
PUBLIC BENEFITS SUMMARY

**Project Summary:**

Two Four-storey apartment buildings and two-storey townhouses containing a total of 56 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-5	CD-1
FSR (site area = 3,225.6 m <sup>2</sup> / 34,721 sq. ft.)	0.70	1.76
Floor Area (sq. ft.)	24,305 sq. ft.	61,109 sq. ft.
Land Use	Single-family residential	Multi-family residential

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required *	DCL (City-wide)	75,102	813,361
	Public Art		
	20% Social Housing		
Offered (Community Amenity Contribution)	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage (transfer of density receiver site)		202,422
	Affordable Housing		1,012,110
	Parks and Public Spaces		
	Childcare Facilities/Social/Community Facilities		809,688
	Unallocated		
	Other		
<b>TOTAL VALUE OF PUBLIC BENEFITS</b>		<b>75,102</b>	<b>2,837,581</b>

\* 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%).

\* \* \* \* \*



288-388 West King Edward Avenue  
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Address	288-388 West King Edward Avenue
Legal Descriptions	Lots 1 to 5, Block 682, District Lot 526, Plan 6539; PIDs 010-879-072, 010-879-099, 010-879-137, 010-879-170 and 010-879-188 respectively
Developer	Mosaic Yukon Limited Partnership
Architect	Shift Architecture
Property Owners	Mosaic Yukon Holdings Ltd. and Susan Miriam Prottas

Development Statistics

	Development Permitted Under Existing Zoning	Proposed Development
ZONING	RS-1	CD-1
SITE AREA	3,225.6 m <sup>2</sup> (34,721 sq. ft.)	3,225.6 m <sup>2</sup> (34,721 sq. ft.)
USES	One-Family Dwelling	Multiple Dwelling
FLOOR AREA	2,258 m <sup>2</sup> (24,305 sq. ft.)	5,677 m <sup>2</sup> (61,109 sq. ft.)
FLOOR SPACE RATIO (FSR)	0.70 FSR	1.76 FSR
HEIGHT	10.7 m (35 ft.)	15.1 m (50 ft.)
PARKING, LOADING AND BICYCLE SPACES	as per Parking By-law	as per Parking By-law