



POLICY REPORT  
DEVELOPMENT AND BUILDING

Report Date: January 10, 2017  
Contact: Susan Haid  
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VanRIMS No.: 08-2000-20  
Meeting Date: January 24, 2017

TO: Vancouver City Council  
FROM: General Manager of Planning, Urban Design and Sustainability  
SUBJECT: CD-1 Rezoning: 4621-4663 Cambie Street and 605 West 31st Avenue

**RECOMMENDATION**

A. THAT the application by IBI Group, on behalf of Cressey (31) Holdings Ltd., the registered owners, to rezone 4261-4663 Cambie Street and 605 West 31st Avenue [*Lots 10 to 13, Block 779, District Lot 526, Plan 7206; PIDs: 010-691-391, 010-691-430, 010-691-464, and 010-691-511 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 2.36 FSR and the height from 10.7 m (35 ft.) to 21.1 m (69 ft.) to permit the development of two six-storey residential buildings, containing a total of 74 dwelling units, be referred to a Public Hearing together with:

- (i) plans prepared by IBI Group, received June 3, 2016;
- (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
- (iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability 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 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, subject to enactment of the CD-1 By-law, the Parking 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 Parking By-law at the time of enactment of the CD-1 By-law.

- D. THAT Recommendations A to C be adopted on the following conditions:
- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
  - (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a 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 four lots located at 4621-4663 Cambie Street and 605 West 31st Avenue from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to permit the development of two six-storey residential buildings containing a total of 74 dwelling units all over two levels of underground parking. The site is located within the Queen Elizabeth neighbourhood of the *Cambie Corridor Plan*.

Staff have assessed the application and conclude that it generally meets the intent of the *Cambie Corridor Plan*. Staff support the application, subject to design development and other conditions outlined in Appendix B. Staff recommend that the application be referred to Public Hearing, together with the recommendation of the General Manager of Planning, Urban Design and Sustainability 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 Rezonings (2010, last amended 2016)
- Riley Park/South Cambie Community Vision (2005)
- Community Amenity Contributions Through Rezonings (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)
- Vancouver Neighbourhood Energy Strategy (2012)

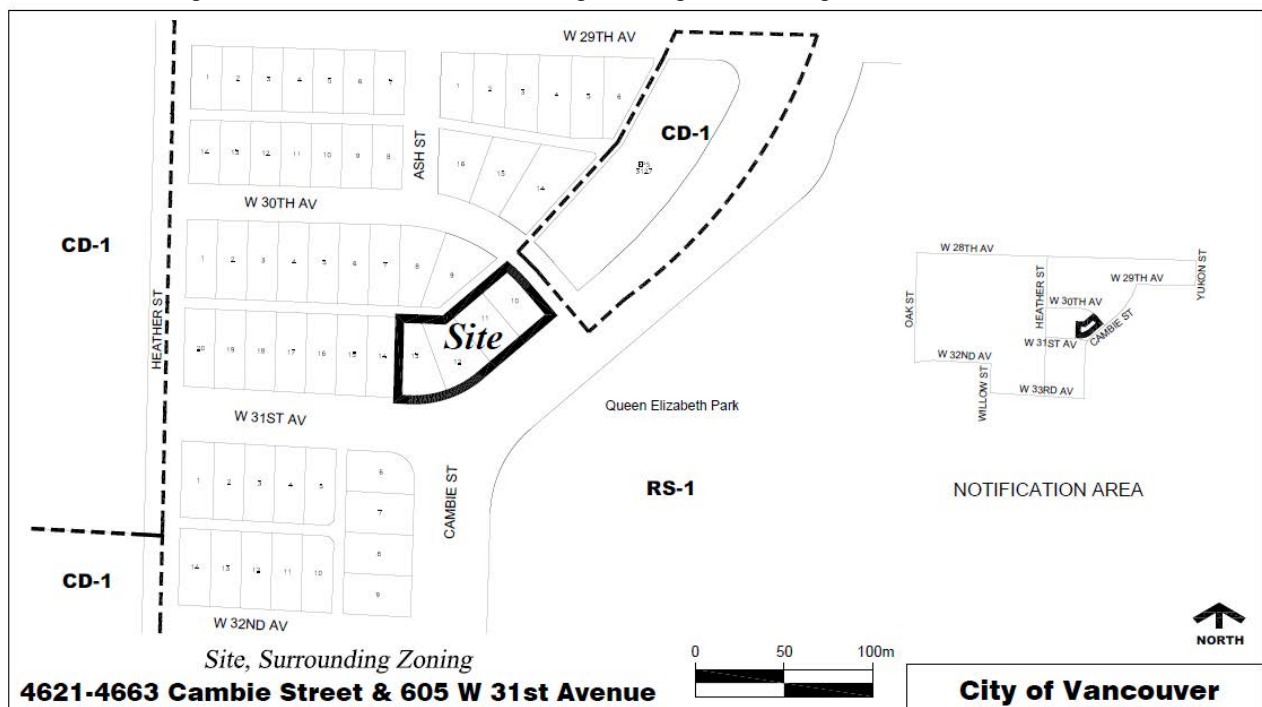
**REPORT**

**Background/Context**

**1. Site and Context**

This 3394.1 m<sup>2</sup> (36,534 sq. ft.) site is located on the west side of Cambie Street, between 30th and 31st Avenues (see Figure 1). The site is comprised of four lots with 98.1 m (322 ft.) of frontage along Cambie Street and a site depth that varies between 35-45 m (115-150 ft.). Along Cambie Street to the north is a completed rezoning proposal consisting of three six-storey residential buildings. The lots to the south along Cambie Street may be considered for rezoning under the *Cambie Corridor Plan*. To the east is Queen Elizabeth Park. Across the lane to the west are detached single-family houses 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 connecting to the King Edward Canada Line station, about a 10 minute walk away.

**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 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 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 “Queen Elizabeth” neighbourhood, located between King Edward Avenue and 39th Avenue. In this neighbourhood, mid-rise residential buildings are called for with landscaped front yard setbacks and wide sidewalks which respond to the park edge and create green buffers and edges.

For this site, subsection 4.3.2 of the Cambie Corridor Plan specifically supports residential buildings up to six storeys in height with upper levels stepped back above the fourth floor. A density range of 1.5 – 2.0 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.

Section 6.3 of the Plan provides direction for a mid-block pedestrian link between 30th and 31st Avenues intended to break down the scale of the block and create a finer-grained connection to existing open spaces in close proximity to Cambie Street. Section 6.5 of the Plan specifies a small mini-park at the northwest corner of 31st Avenue and Cambie Street. The site is to include seating, landscaping and connect with the mid-block pedestrian link from 30th Avenue.

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 48 of the 74 units be two- or three-bedroom units, achieving 65% of the total units as suitable for families. A condition of approval has been included in Appendix B to ensure this unit mix is maintained.

In July 2016 Council adopted the *Family Room: Housing Mix Policy for Rezoning Projects*, updating family unit requirements for new rezoning applications to provide a minimum 35% of total units as suitable for families, including a minimum of 25% two-bedroom units and a minimum of 10% three-bedroom units. This application was submitted prior to the new policy and is not required to meet the updated standard, however, the application exceeds the new *Family Room Policy* as outlined in the unit mix below.

### ***Strategic Analysis***

#### **1. Proposal**

The application proposes to construct two six-storey residential buildings (see Figure 2). A pedestrian connection is proposed at the western edge of the site which will be publically accessible and fronted by five two-storey townhouses. In total, the application proposes 74 dwelling units (26 one-bedroom units [35%], 32 two-bedroom units [43%], and 16 three-bedroom units [22%]). A density of 2.36 FSR is proposed with a building height of 21.1 m (69 ft.). Two levels of underground parking are proposed with access from the lane and a total of 151 vehicle parking spaces and 101 bicycle storage spaces.

#### **2. Land Use and Density**

The proposed residential land use and density are consistent with the six-storey residential buildings anticipated in 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, that a density of 2.36 FSR is appropriate for this site, subject to the design conditions noted in Appendix B.

Figure 2 - Site Plan



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

The proposal is for two six-storey residential buildings separated by a central courtyard consistent with the expectations of the *Cambie Corridor Plan* for this area. An additional courtyard setback is also provided at the west side of the site with a public pedestrian walkway, as required in the *Cambie Corridor Plan*. The walkway is intended to improve pedestrian connectivity within the neighbourhood and to Queen Elizabeth Park. The public walkway is intended to eventually extend north to 30th Avenue as part of potential future redevelopment following completion of the Cambie Corridor Phase 3 planning process, presently underway.

In the Queen Elizabeth neighbourhood, it is expected that new developments provide greenery and a sense of openness in response to the adjacency of Queen Elizabeth Park. Openness is achieved through the spacing between new buildings and reduced building frontages to a maximum of 120 ft. The proposed frontages are 120 ft. for the north building and 101 ft. for the south building. A 24 ft. courtyard separation is provided between the two buildings and at the edge of the walkway. Noting the shallower lot depth, a separate row of laneway townhouses is not provided for this site. Instead, a substantial green buffer is

required at the lane edge as a condition of the rezoning. It is noted that the base of the south building adjacent the walkway is designed to have an active edge with unit entries and patios fronting onto the walkway.

Both courtyards provide substantial outdoor amenity, open space, greenery, and access to daylight for the development. The proposal is consistent with the height and built form guidelines set out in the Cambie Corridor Plan, with setbacks at the rear to assist in the transition to lower density sites across the lane. In summary, the architectural design responds well to the Cambie Corridor Built Form Guidelines, as well as the curved alignment of Cambie Street in this location, and the adjacency to Queen Elizabeth Park.

The Urban Design Panel reviewed and supported this application on September 7, 2016 (see Appendix D). Staff conclude that the design is in-keeping with 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.

#### 4. Transportation and Parking

Vehicle and bicycle parking are provided within two levels of underground parking, accessed from the rear lane. The applicant proposes 151 vehicle parking spaces and 101 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 conditions included in Appendix B.

#### 5. Environmental Sustainability

The *Green Buildings Policy for Rezoning* (amended by Council on November 29, 2016) requires that residential rezoning applications satisfy either the near zero emission buildings or low emissions green buildings conditions within the policy. The new requirements will be mandatory for all rezoning applications received after May 1, 2017. Applications received prior to May 1, 2017 may choose to meet this updated version of the policy or the preceding version.

This application has opted to satisfy the preceding version of the *Green Buildings Policy for Rezoning*, which requires rezoning applications achieve a minimum of LEED® Gold rating, with targeted points for water efficiency and stormwater management and a 22% reduction in energy cost as compared to ASHRAE 90.1 2010, along with registration and application for certification of the project. The applicant submitted a preliminary LEED® scorecard, which generally conforms to the *Green Buildings Policy for Rezoning*, indicating that the project could attain the required LEED® points and, therefore, would be eligible for 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 CO<sub>2</sub> 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-designed NES Utility Provider, if available, and future connection if not immediately available.

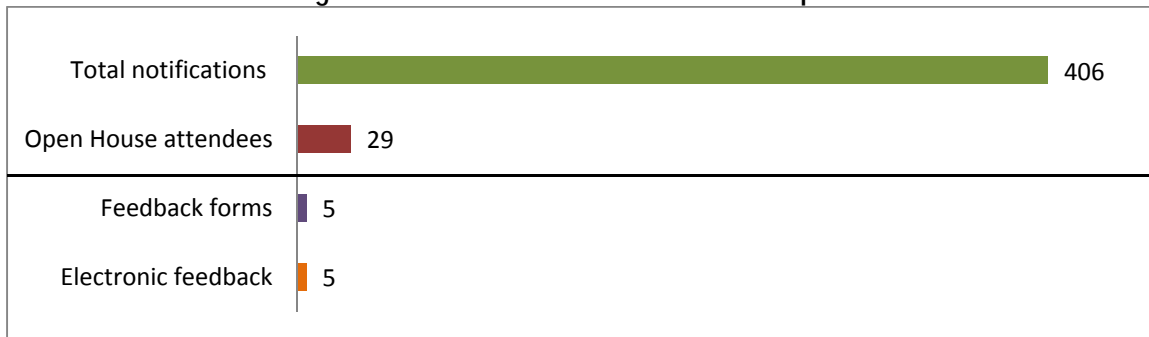
The *Cambie Corridor Plan* also requires a deconstruction plan for diverting demolition waste. A condition of rezoning in Appendix B requires a Recycling and Reuse Plan for Green Demolition/Deconstruction, for demolition of existing buildings on site, to recycle/reuse at least 75% of demolition waste (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. A community open house was held for this application from 5-8 pm on September 6, 2016, at Hillcrest Community Centre at 4575 Clancy Loranger Way. Staff, the applicant team, and a total of approximately 29 people attended the open house.

**Public Response and Comments** - The City received a total of 10 responses to the application by email or comment form. Comments reflected a mix of views regarding the proposed height and density, with a desire for both more and less of each. There were also concerns about privacy and overlook impacts for neighbours across the lane. Support was expressed for the building design, though some comments felt that townhouses along the lane would allow for a better transition to the single-family surroundings. Some comments provided a range of input on green space, noting support for the proposed green space in one instance, while another expressed concern that public realm and walkability were impacted and that the children’s play area was insufficient.

**Figure 3 - Notification and Public Response**



In response to feedback received during the application review process, staff note that the application meets the requirements of the *Cambie Corridor Plan* with regard to height and density. As well, staff note that townhouses along the lane would not be anticipated in this location given the site depth. With regard to green space, the proposed children’s play area meets the requirements of the *High-Density Housing for Families with Children Guidelines* and a mini-park and public pedestrian walkway are proposed as part of the rezoning application. The building design has received support from the Urban Design Panel and meets the urban design guidelines of the *Cambie Corridor Plan*.

## *PUBLIC BENEFITS*

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

### *Public Benefits - Required by By-law or Policy*

**Development Cost Levies (DCLs)** - Development Cost Levies (DCLs) 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 Citywide DCL rate, which was 149.73 per m<sup>2</sup> (\$13.91 per sq. ft.) for new residential space at the time the application was received. This rate is applied to the proposed 8,010 m<sup>2</sup> (86,220 sq. ft.) of new floor area. On this basis, a DCL of approximately \$1,199,320 is anticipated.

DCLs are payable at building permit issuance and are subject to annual inflationary adjustment which takes place on September 30 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 the DCL By-law rate adjustments, provided that it has been submitted prior to the adoption of annual DCL By-law rate adjustments. If a related building permit application is not issued within the 12-month period, the rate protection expires and the new DCL rate will apply. See the City's [DCL Bulletin](#) for detail on DCL rate protection.

**Public Art Program** - The *Public Art Policy for Rezoned Development* requires rezonings having a floor area of 9,290.0 m<sup>2</sup> (100,000 sq. ft.) or greater to 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 Contributions (CACs)** - Within the context of the City's *Financing Growth Policy* and the *Cambie Corridor Plan*, an offer of a Community Amenity Contribution (CAC) to address the impacts of rezoning can be anticipated from the owner of a rezoning site. CAC offers take into consideration community needs, area deficiencies and the impact of the proposed development on City services. They typically include either the provision of on-site amenities or a cash contribution towards other public benefits.

In order to provide more certainty and clarity and to improve processing efficiency for rezoning applications, an approach to CACs based on a target CAC rate has been implemented for residential sites, such as this, within the *Cambie Corridor Plan*. This rate is the basis for all six-storey residential rezoning proposals within the *Cambie Corridor Plan*.

Target CACs are payable prior to rezoning enactment and are subject to an annual inflationary adjustment which takes place on September 30 of each year. In order to ensure fairness to rezoning applications that have been submitted prior to the adoption of new inflation adjusted CAC targets, in-stream rezoning applications are exempt from CAC target increases provided that a rezoning application has been submitted to the City and a rezoning application fee has been paid.



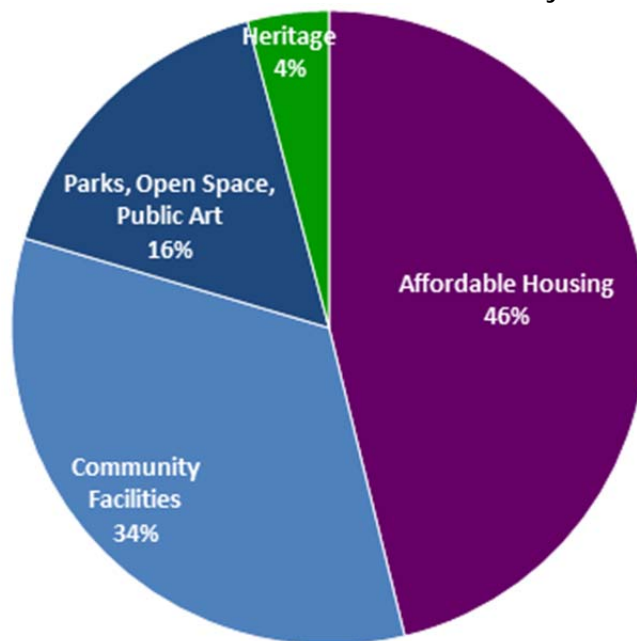
The applicant has offered a cash CAC of \$3,335,530 using the target CAC rate of \$55 per square foot based on the net additional increase in floor area (60,646 sq. ft.). The application was received on June 3, 2016 and changes to the target CAC rate for this area made on September 30, 2016 are not applicable to this application. Staff recommend that the cash CAC be allocated to the following identified community needs:

- \$1,667,765 (50%) to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Cambie Corridor Plan area.
- \$1,334,212 (40%) toward childcare and community facilities in and around the Cambie Corridor Plan area.
- \$333,553 (10%) to the Heritage Conservation Reserve to enable heritage conservation in the City of Vancouver.

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.

Through November 2016, approximately \$289.1 million has been secured through approved rezonings under the *Cambie Corridor Plan*. These CACs have been allocated as per Figure 4.

Figure 4 - Cambie Corridor CAC Allocations by Percentage



CACs secured since *Cambie Corridor Plan* approval (updated to November 2016)\*

- \$289.1 million (excludes unallocated CACs)
  - 46% Affordable Housing (\$133.4M)
  - 34% Community Facilities (civic facilities, childcare) (\$96.5M)
  - 16% parks, open space and public art (\$47.1M)
  - 4% heritage (\$11.9M)

\*Includes Oakridge Centre rezoning and Cambie Corridor CACs collected within the Marpole Plan boundary

*Implications/Related Issues/Risk (if applicable)**Financial*

As noted in the section on Public Benefits, the applicant has offered a cash CAC of \$3,335,530 to be allocated as follows:

- \$1,667,765 (50%) to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Cambie Corridor Plan area.
- \$1,334,212 (40%) toward childcare and community facilities in and around the Cambie Corridor Plan area.
- \$333,553 (10%) to the Heritage Conservation Reserve to enable heritage conservation in the City of Vancouver.

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 \$1,199,320 in DCLs.

*CONCLUSION*

The 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 General Manager of Planning, Urban Design and Sustainability 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.

\* \* \* \* \*

4621-4663 Cambie Street and 605 West 31st 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 Director of Planning or Development Permit Board will issue development permits are:
  - (a) Multiple Dwelling; and
  - (b) Accessory uses customarily ancillary to the uses permitted in this section.

**Conditions of Use**

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

**Floor area and density**

- 4.1 Computation of floor area must assume that the site area is 3,394.1 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 2.36.
- 4.3 Computation of floor area must include all floors, including earthen floor, above and below ground level, having a minimum ceiling height of 1.2 m, measured to the extreme outer limits of the building.
- 4.4 Computation of floor area must exclude:
- (a) open residential balconies or sundecks and any other appurtenances 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,
    - (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 maximum exclusion for a parking space must not exceed 7.3 m in length; and
  - (d) all residential storage area above or below base surface, except that if the residential storage area above base surface exceeds 3.7 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 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 21.1 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 of the applicable policies and guidelines adopted by Council; and
  - (b) the minimum distance of unobstructed view is not less than 3.7 m.
- 6.5 An obstruction referred to in Section 6.2 means:
- (a) any part of the same building including permitted projections; or
  - (b) the largest building permitted under the zoning on any site adjoining CD-1 ( ).
- 6.6 A habitable room referred to in Section 6.1 does not include:
- (a) a bathroom; or
  - (b) a kitchen whose floor area is the lesser of:
    - (i) 10% or less of the total floor area of the dwelling unit, or
    - (ii) 9.3 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

\* \* \* \* \*

4621-4663 Cambie Street and 605 West 31st Avenue  
PROPOSED CONDITIONS OF APPROVAL

Note: Recommend 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 prepared form of development be approved by Council in principle, generally as prepared by IBI Group, on behalf of Cressey (Cambie 31) Holdings Ltd., and stamped "Received Planning & Development Services (Rezoning Centre), June 3, 2016", provided that the Director of Planning 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 Director of Planning, who shall have particular regard for the following:

**Urban Design**

- 1. Design development of the south building to mitigate the apparent height by providing additional stepping of the upper volume.

Note to Applicant: Additional stepping should be provided such that the upper four-storey volume is less prominent.

- 2. Design development to the balcony element at the northeast corner at Cambie Street and West 30th Avenue to better integrate with the overall form.

Note to Applicant: The balcony element should be reduced in width and the cadence of vertical piers at the Cambie Street elevation extended further north.

- 3. Design development to the central courtyard to improve connectivity to the mini-park and opportunities for social interaction between the buildings.

Note to Applicant: Both buildings should have convenient access to the courtyard and amenity spaces. Children's play space should be located further west to improve solar access and to allow for overlook from the amenity room. The courtyard should be designed and programmed to facilitate use by both buildings' residents, and to allow interaction, views and ease of access to the mini-park.

- 4. Design development to meet the expectations of the Planning Administration Bulletin "Roof-mounted Energy Technologies and Green Roofs".

Note to Applicant: The roof design should incorporate percentage green roof area as recommended by the Bulletin. Projections above the main floor line should be minimized as much as possible, noting the elevator is required to provide accessibility for common roof deck amenity, which is encouraged.

5. Design development to maintain the proposed high-quality materials and details at the development permit application stage.

Note to Applicant: The use of the repeated vertical brick pier module should assist in unifying the buildings. The proposed orthogonal orientation for the piers at the north building should be maintained.

6. Design development to the lane edge to provide a substantial green buffer to screen parkade walls.

Note to Applicant: Terraced planters should be provided in approximately 2 ft. steps to avoid high walls adjacent to the lane.

7. Design development to the unit layouts to ensure internal rooms with no windows are not created.

Note to Applicant: All habitable spaces including dens require a window on an exterior wall. One bulk storage room per unit of a maximum 40 sq. ft. may be provided without windows.

8. The proposed unit mix, including 26 one-bedroom units (35%), 32 two-bedroom units (43%), and 16 three-bedroom units (22%), is to be included in the Development Permit drawings.

Note to Applicant: Any changes in the unit mix from the rezoning application may only 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 designed to be suitable for families with children.

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

Note to Applicant: Refer to the Bird-Friendly Design Guidelines for examples of built features that may be applicable. For more information, see the guidelines at <http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.

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

10. Design development to respond to CPTED principles, having particular regard for:
  - (i) theft in the underground parking;
  - (ii) residential break and enter;

- (iii) mail theft; and
- (iv) mischief in alcoves and vandalism, such as graffiti.

### Landscape Design

11. Design development to provide a more conservative tree removal strategy, enabling the retention and protection of as many healthy existing mature trees as possible, including Trees # 11, 12, and 13.

Note to Applicant: It is expected that all developments will adhere to Council's approved Urban Forest Canopy Strategy, by retaining a maximum of viable trees at the site edges, thereby still allowing development. It is understood that this may require revisions to the building or parkade. A revised Arborist Report should document and make recommendations for methods of protection for trees to be retained.

12. Design development to improve the common open spaces to enable the following:
- (i) Better connection and flow between the two buildings, with access to open space from both.
  - (ii) Relocation of the children's play area farther away from the Cambie Street frontage, while still allowing visual access from indoor amenity rooms in both buildings.
  - (iii) Better connection and flow between the play area and other common uses.
  - (iv) Better solar access.

13. Design development to the common area fronting Cambie Street by the deletion of the water feature and replacing with a more user-friendly, interactive space with opportunities for social contact.

14. Provision of public realm treatment of the future pedestrian connection to Ash Street to be in keeping with the Public Realm Plan (currently underway).

15. 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 in. high curb.

16. 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.

17. Provision of improved sustainability by the provision of confirmed urban agriculture plots and the addition of edible plants to the Plant Palette.

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.

18. 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.
19. Section details at a minimum scale of 1/4"=1' scale to illustrate typical proposed landscape elements including planters on structures, benches, fences, gates, arbours and trellises, and other features. Planter section details must confirm depth of proposed planting on structures is deep enough to accommodate rootballs of proposed trees well into the future.
20. 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.
21. 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.
22. 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.
23. 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.

24. A Landscape Lighting Plan to be provided for security purposes.

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

### Sustainability

25. Provision of 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).

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

26. 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 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 of 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.

### Engineering

27. Confirmation that all first risers are setback a minimum 1 ft. from the property lines.
28. Confirmation that the Class B bicycle spaces are fully contained within the property line along Cambie Street when in use.
- (i) Provision of single ring or inverted U bike racks (Class B bicycle parking) that are a minimum of 36 in. from any wall, building or other vertical element and from each other.
  - (ii) Clarification of the rectangular spaces shown adjacent the Class B bicycle spaces along Cambie Street.
29. Proposed benches on Cambie Street are to be selected from City of Vancouver bench options and installed with appropriate concrete bases/foundations. The

landscape plan is to be updated with this detail as provided by Engineering Services.

30. Confirmation that the 24 ft. statutory right-of-way adjacent the western end of the site will include lighting is required.
31. Provision of a separate application for all public property treatments. Please update the landscape plan to reflect all of the off-site treatments proposed for this development.
32. 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:

- All types of parking should be numbered, dimensioned and labelled on the drawings.
- Provision of design elevations on both sides of the parking ramps at all breakpoints, the manoeuvre aisles, throughout the parking levels and at all entrances.

Note to Applicant: The slope and length of the ramp sections must be shown on the submitted drawings.

33. Modification of the parking ramp design to address the following:
  - (i) The slope must not exceed 10% for the first 20 ft. from the property line.
  - (ii) Provision of vehicle turn swaths on the submitted drawings by a qualified transportation consultant to analyse vehicle turn movements to and from the main parkade ramp and the ramp to P2 parking level.

Note to Applicant: Additional ramp width or a corner cut may be required for vehicles to clear the card reader exiting the parkade.
  - (iii) Modify the activation unit and the main parkade overhead security gate on P1.

Note to Applicant: The activation unit and overhead gate are to be set back from the property line and additional space provided between the activation unit and the gate such that the vehicle is aligned properly with the card reader while not obstructing other vehicle operations.
  - (iv) Provision of minimum 20 ft. drive aisles at all overhead gates on the P1 parking levels.

- (v) Provision of section drawings showing the minimum vertical clearances for parking levels on the drawings, including overhead gate and mechanical projections.

Note to Applicant: Minimum 2.3 m clearance is required for access and maneuvering to all disability parking spaces.

- (vi) Provision of additional stall width for parking spaces adjacent to a wall. See Section D between gridlines C and D on P1 drawing.

- (vii) Dimension all columns and column setbacks on the plans.

Note to Applicant: Refer to Appendix A of the Parking and Loading Design Supplement for column setback requirements.

- (viii) Provision of an improved plan showing the access route from the Class A bicycle spaces to reach the outside.

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

- (ix) Provide automatic door openers on the doors providing access to the bicycle rooms.

### Neighbourhood Energy Utility

- 34. 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.

- 35. 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.

- 36. 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.

37. 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.
38. 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, Urban Design and Sustainability, 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 Services

1. Consolidation of Lots 10 to 13, Block 779, DL 526, Plan 7206 to create a single parcel.
2. Provision of a statutory right-of-way (SRW) for public pedestrian use over the westerly 24 ft. of the site. The SRW agreement must accommodate parking levels P1 and P2 within the SRW area.
3. 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 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) Upgrading of the sewer (storm and sanitary) in the lane west of Cambie Street adjacent to the site and in 30th Avenue from the lane west of Cambie westerly to Heather Street. The rezoned property must connect to the upgraded sewer in the lane adjacent to the site.
  - (ii) 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, sprinkler demand, hydrant load, and domestic water demands to determine if water main 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.

- (iii) Provision of new concrete curb and gutter, 1.8 m minimum width sidewalk and pavement to the centerline on 30th Avenue adjacent the site. Work to include adjustment or installation of related infrastructure to allow for the proposed road construction.
- (iv) Provision of a standard concrete lane crossing at the lane west of Cambie Street on the south side of 30th Avenue adjacent the site. Work to include adjustment or installation of related infrastructure to allow for the proposed road construction.
- (v) Provision of upgraded street lighting adjacent the site to LED standards and upgrading and/or installation of pedestrian-scale lighting adjacent the site.
- (vi) Provision of street re-construction on Cambie Street adjacent to the site to generally include the following: new curb and gutter, a 2.5 m wide raised protected bike lane, a 1.83 m (6 ft.) or 2.14 m (7 ft.) wide broom finish concrete sidewalk with saw cut joints where space permits, and adjustment to all existing infrastructure to accommodate the proposed street improvements.

Note to Applicant: Specific public realm improvements are subject to completion and adoption of the Cambie Corridor Public Realm Plan.

- (vii) Provision of concrete sidewalks adjacent to the site on Cambie Street, West 30th and 31st Avenues to include minimum 1.83 m (6 ft.) wide broom finish concrete sidewalks with saw cut joints.
- (viii) Provision of a concrete Public Bike Share (PBS) pad to be constructed on City Right of Way in or adjacent to the proposed mini-park at the corner of Cambie Street and West 31st Avenue.
  - a. Size: At a minimum a 16m x 4m concrete pad is required. The full length of the space is to be continuous.
  - b. Location: The station should be located in or adjacent to the mini-park and clearly visible to the public. The preferred location is near the intersection of Cambie and 31st Avenue to allow easy access and connection to the street and pedestrian pathways.
  - c. Surface treatment: A hard surface is required with no utility access points within 150 mm. Acceptable surfaces include CIP concrete (saw cut or broom finished). Other firm paved materials are subject to separate approval.

- d. Grades: The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At minimum, spot elevations at the four corners of the station must be provided.
  - e. Sun exposure: No vertical obstructions in order to maximize sun exposure as station operates on solar power. There must a minimum of 5 m vertical clearance. Ideally the station should receive 5 hours of direct sunlight a day.
  - f. Power: Provision of an electrical service and electrical power is to be available in close proximity to the PBS station. Service to be provided from adjacent City electrical network and co-ordinated with any street lighting upgrades or installations.
- (ix) Provision of a mini-park as identified in the Cambie Corridor Plan at the intersection of Cambie Street and West 31st Avenue to include a small plaza with specialty paving, pedestrian lighting, benches, bike racks, green infrastructure to manage rain water from Cambie Street and 31st Avenue which includes an educational component and adjustment to all existing infrastructure to accommodate the proposed street improvements.
- Note to Applicant: Benches on City property, in the mini-park, are to adhere to the Cambie Corridor Plan and are to be installed to the satisfaction of the General Manager of Engineering Services.
- (x) Provision of a pedestrian actuated signal at the intersection of Cambie Street and 30th Avenue. Work to include adjustment to all infrastructure that is impacted by the signal installation needs.
- (xi) Confirmation that any relocated wood poles in the lane adjacent the site will not impact existing lane lighting, should any relocated pole result in loss of existing lane lighting then provision of adequate lane lighting to current lighting standards will be required.
- (xii) 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 includes but are not limited to, junction boxes, switchgear, pad mounted transformers and kiosks (including non BC Hydro Kiosks) are to be located on the 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.
  - (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 a 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.

#### Environmental Contamination

6. If applicable:
- (i) Submit a site profile to Environmental Services (Environmental Protection);
  - (ii) As required by the Manager of Environmental Services 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 Services 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 Services, 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 separate Certificates of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, have been provided to the City.

### Community Amenity Contribution

- 7. Pay to the City a Community Amenity Contribution of \$3,335,530, 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 \$3,335,530 is to be allocated as follows:
  - (i) \$1,667,765 towards the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Cambie Corridor Plan area;
  - (ii) \$1,334,212 towards childcare facilities serving the community in and around the Cambie Corridor Plan area; and
  - (iii) \$333,553 towards the Heritage Conservation Reserve to increase heritage conservation in the City of Vancouver.

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 registerable charges pursuant to 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.

\* \* \* \* \*

4621-4663 Cambie Street and 605 West 31st Avenue  
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENT TO THE SUBDIVISION BY-LAW NO. 5208

A consequential amendment is required to delete Lots 10 to 13, Block 779, District Lot 526, Plan 7206; PIDs: 010-691-391, 010-691-430, 010-691-464, and 010-691-511 respectively from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

DRAFT AMENDMENT TO THE PARKING BY-LAW NO. 6509

In Schedule C, Council adds:

Address	By-law No.	CD-1 No.	Parking Requirements
4621-4663 Cambie Street and 605 West 31st Avenue	( )	( )	Parking, loading and bicycle spaces in accordance with the by-law requirements on <i>(date of enactment of CD-1 by-law)</i> , except that: (i) Class A loading spaces must be provided at a rate of 0.01 spaces per dwelling unit. A minimum of 1 space is required.

\* \* \* \* \*

4621-4663 Cambie Street and 605 West 31st Avenue  
ADDITIONAL INFORMATION

1. Urban Design Panel

The Urban Design Panel (UDP) reviewed this rezoning application on September 7, 2016. The application was supported 7-0.

**EVALUATION: SUPPORT (7-0)**

**Introduction:** Zak Bennett, Rezoning Planner, introduced the project as a rezoning application composed of four single-family parcels along the western side of Cambie Street, between 30th and 31st Avenues and opposite from Queen Elizabeth Park. The site is presently zoned RS-1 and is developed with single-family housing. It is approximately 36,637 sq. ft., with 322 ft. of frontage along Cambie and a variable site depth of 115-150 ft. An FSR of 2.36 is proposed.

Across the lane sites are zoned RS-1 and are included in Cambie Corridor Phase 3 planning. Forms being considered include ground-oriented housing, though staff note that Phase 3 policy planning is still underway and final direction for these sites has not been determined. Sites on Cambie north to south are zoned RS-1 and can be considered for up to six storeys. There is also a completed rezoning to the north (Empire) which consists of three six-storey residential buildings.

The proposal is for two six-storey residential buildings with a total of 74 units set over two levels of underground parking. The Cambie Corridor Plan seeks a pedestrian walkway along the western edge of the site and the proposal reflects this requirement. The walkway intends to align with Ash Street and provide a pedestrian connection between Queen Elizabeth Park, the green space at the corner of 31st Avenue and Cambie Street, and the neighbourhood.

The application is being considered under the Cambie Corridor Plan, which anticipates residential six-storey buildings in this area with a suggested FSR range of 1.5-2.0. The proposal includes 157 residential parking stalls and space for 101 bicycles.

Marie Linehan, Development Planner, noted that this proposal is in the Queen Elizabeth section of the Cambie Corridor, with new mid-rise buildings on the west side of Cambie Street creating an edge to the park lands on the east side of Cambie Street. Proposals in this section should respond to the unique park adjacency, strengthen and enhance the green setting, and provide a sense of openness through the spacing between buildings and shorter building frontages.

In the Queen Elizabeth neighbourhood building frontages are expected to be a maximum of 120 ft. The proposed frontages are 120 ft. for the north building and 101 ft. at the south building. A 24 ft. courtyard separation is provided between the two buildings. Noting the shallower lot depth of 120 ft. at the north end, a separate row of townhouses at the lane was not required for this site. A midblock pedestrian link was required at the west side and will extend through the Phase 3 sites to the rear and connect to Ash Street. The base is designed to have an active edge with two-storey townhouses fronting onto the pedestrian link.

Setbacks at the upper levels are intended to provide a four-storey shoulder along Cambie Street and a three-storey shoulder at the lane, the latter intended to assist in the transition to lower density sites to the rear. Front yard setbacks of 12 ft. are provided at the street frontages, with a framed balcony element extending into this setback at the corner at 30th Avenue. The building turns the corner at 30th Avenue with a two-storey portion extending towards the lane.

There is a grade change of about one-storey front to back at the site, with the lane being lower than the street. While the building is technically compliant as a six-storey building, the rear yard landscaping is terraced to screen the parkade level and to mitigate the appearance of a seven-storey form as viewed from the rear.

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

1. Orientation and form of the south building.
2. Rear setbacks and transition to Phase 3 sites, noting the lower grades at the lane.
3. Corner expression at 30th Avenue.
4. Overall amount of open space and greenery on the site including the design of the private courtyard.

**Applicant's Introductory Comments:** The applicant team summarized the main design rationales of the project as laid out in the application booklet, and then took questions from the panel.

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

- Improve the relationship of the two buildings through design development of the vertical brick elements;
- Design development on the four-storey expression to make it feel less 'looming' next to the two-storey base adjacent the future Phase 3 sites to the west;
- Re-think the wrap-around balcony on 30th Avenue; and
- Re-consider the building entries and central court area to allow for more mingling opportunities of social contact.

**Related Commentary:** The panel started by commending the applicant team on a handsome project with a lot of promise. While the design could be simplified and provide a better response to the park, it is good overall. At the shoulder, on the west elevation, the four-storey massing appears to loom over the two-storey base. It may be possible to resolve this through a closer look at building depth. More stepping in the massing and increasing the use of vertical elements are also encouraged. Currently the two buildings do not relate well together, and more of a connection is needed between them. The entries are also too separate, and should be further integrated through the redesign of the adjacent front yard to encourage gathering. There are a generous number of open spaces, but they currently seem a bit too separated and dark. Use a better program to improve the open area, and consider increasing the solar performance of the open spaces. As well, the courtyard should be opened up more. Reducing the pedestrian link would help to add to the courtyard's width.

**Applicant's Response:** The applicant team thanked the panel for their commentary.

## 2. Public Consultation Summary

### Public Notification

A rezoning information sign was installed on the site on June 24, 2016. 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)).

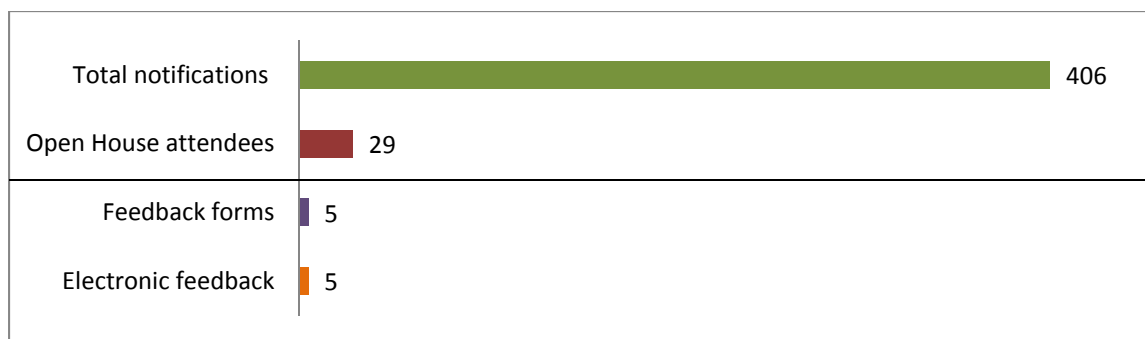
### September 6, 2016 Community Open House

A community open house was held from 5:00-8:00 pm on September 6, 2016, at Hillcrest Community Centre (4575 Clancy Loranger Way). A total of 406 notifications were distributed within the neighbouring area on or about August 24, 2016. Staff, the applicant team, and approximately 29 people attended the Open House.

### Public Response

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

- In response to the September 6, 2016, open house, a total of 5 comment sheets were submitted from individuals.
- A total of 5 letters, e-mails, and online comment forms were submitted from individuals.



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

Comments about the application ordered by frequency of topic:

### Height and Density

Mixed feedback was expressed with regards to height and density, with some stating that both are too high, while others advocating for more height and density. Height concerns also included worries about the privacy and overlook impacts of the proposal on neighbours.

### Townhouses

Some comments suggested that the inclusion of townhouses would allow for a better transition with the surrounding neighbourhood, and sought the inclusion of townhouses as part of the ongoing Cambie Corridor Phase 3 planning.

### Design

Positive feedback was given regarding the building design, facade, and the contextual interface with the neighbourhood.

### **Green Space**

Comments reflected support for the proposed green space on the site, as well as concern for the proposal's impact on the public realm and walkability. There was also a concern that the childrens' play area was insufficient.

### **Miscellaneous Comments**

There was mixed general feedback, some of which expressed support for the project, while others seeking to delay the project pending the outcome of Cambie Corridor Phase 3 planning. Feedback also suggested that the existing open space area provided is not large enough for multiple users. There were concerns about the impact of construction on parking and safety, as well as potential increase in traffic volumes. There was also concern expressed about the distance from local commercial and retail offerings.

\* \* \* \* \*

4621-4663 Cambie Street and 605 West 31st Avenue  
FORM OF DEVELOPMENT

Site Plan



Northeast Elevation



Northwest Elevation



Southeast Elevation



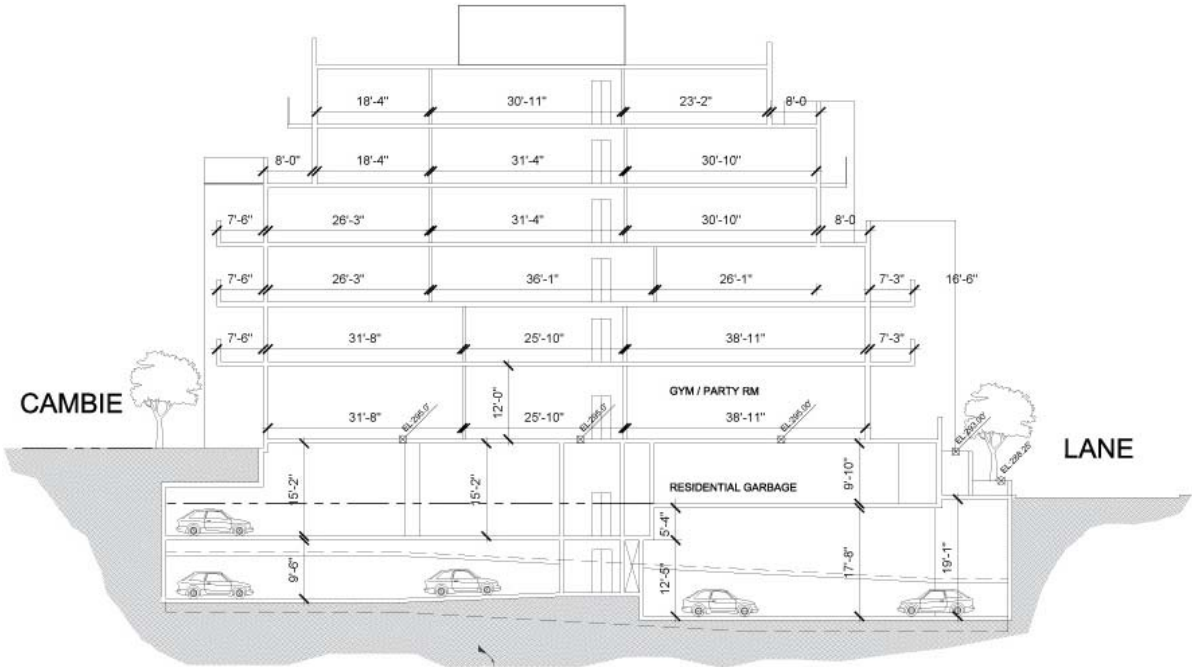
Southwest Elevation







Section - South Building



Perspective (from Cambie Street)



Perspective (from the lane at 30th Avenue)



Perspective (from Cambie Street and 31st Avenue)



4621-4663 Cambie Street and 605 West 31st Avenue  
PUBLIC BENEFITS SUMMARY

**Project Summary:**

Six-storey residential development containing a total of 74 dwelling units.

**Public Benefit Summary:**

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

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 3,394.1 sq. m / 36,534 sq. ft.)	0.70	2.36
Floor Area (sq. ft.)	25,574	86,220
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)	82,603	1,199,320
	Public Art		
	20% Social Housing		
Offered (Community Amenity Contribution)	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage Conservation Reserve		333,553
	Affordable Housing		1,667,765
	Parks and Public Spaces		
	Childcare/Social/Community Facilities		1,334,212
	Unallocated		
	Other		
<b>TOTAL VALUE OF PUBLIC BENEFITS</b>		<b>82,603</b>	<b>4,534,850</b>

**Other Benefits (non-quantified components):**

\* 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 (22%); Replacement Housing (32%); Parks (41%); and Childcare (5%).

\* \* \* \* \*

4621-4663 Cambie Street and 605 West 31st Avenue  
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Address	4621-4663 Cambie Street and 605 West 31st Avenue
Legal Descriptions	Lots 10 to 13, Block 779, District Lot 526, Plan 7206; PIDs: 010-691-391, 010-691-430, 010-691-464, and 010-691-511 respectively
Developer	Cressey (Cambie 31) Holdings Ltd.
Architect	IBI Group
Property Owners	Cressey (Cambie 31) Holdings Ltd.

Development Statistics

	Development Permitted Under Existing Zoning	Proposed Development
ZONING	RS-1	CD-1
SITE AREA	3,394.1 m <sup>2</sup> (36,534 sq. ft.)	3,394.1 m <sup>2</sup> (36,534 sq. ft.)
USES	One-Family Dwelling	Multiple Dwelling
FLOOR AREA	2,375.9 m <sup>2</sup> (25,574 sq. ft.)	8010.1 m <sup>2</sup> (86,220 sq. ft.)
FLOOR SPACE RATIO (FSR)	0.70 FSR	2.36 FSR
HEIGHT	10.7 m (35 ft.)	21.1 m (69 ft.)
PARKING, LOADING AND BICYCLE SPACES	as per Parking By-law	as per Parking By-law

\* \* \* \* \*