



POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: March 28, 2017
Contact: Susan Haid
Contact No.: 604.871.6431
RTS No.: 011972
VanRIMS No.: 08-2000-20
Meeting Date: April 11, 2017

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 Rezoning: 5469-5507 Willow Street

RECOMMENDATION

- A. THAT the application by Yamamoto Architecture, on behalf of Coromandel Willow 39 BT Ltd, the registered owner, to rezone 5469-5507 Willow Street [*Lots 4-6, Block 867 District Lot 526 Plan 8454; PIDs: 004-338-367, 010-075-577, and 010-075-607 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 1.20 and the height from 10.7 m (35 ft.) to 11.3 m (37 ft.) to permit the development of three three-storey residential buildings, containing a total of 20 townhouse units, be referred to a Public Hearing together with:
- (i) plans prepared by Yamamoto Architecture, received on July 21, 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;
- 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 prepare the necessary CD-1 By-law generally in accordance with Appendix A for consideration at Public Hearing.

- C. THAT Recommendation A is 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 sole risk of the person making the expenditures or incurring the cost;
 - (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the sole risk of the property owner; and
 - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

REPORT SUMMARY

This report evaluates an application to rezone three lots at 5469-5507 Willow Street from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to permit the development of three three-storey residential buildings, containing 20 townhouse units over one level of underground parking. The proposal includes a 6.1 m (20 ft.) statutory right of way (SRW) to allow for a pedestrian and bicycle connection connecting Willow Street and the Oakridge Transit site. The site is within the Oakridge Langara Policy Statement (OLPS) boundary and is located in the high priority sub-area.

Staff have assessed the application and conclude that it meets the intent of the OLPS. 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, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it, subject to Public Hearing, along with conditions in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council Policies for this site include:

- Oakridge Langara Policy Statement (1995)
- Oakridge Transit Centre and Adjacent Sites Policy Statement (2015)
- Green Buildings Policy for Rezoning (2010, last amended 2016)
- Community Amenity Contributions Through Rezoning (1999, last amended 2014)
- High-Density Housing for Families with Children Guidelines (1992)
- Greenest City 2020 Action Plan (2012)
- Family Room: Housing Mix Policy for Rezoning Projects (2016)
- Oakridge Langara Density Policy (2011)

REPORT

Background/Context

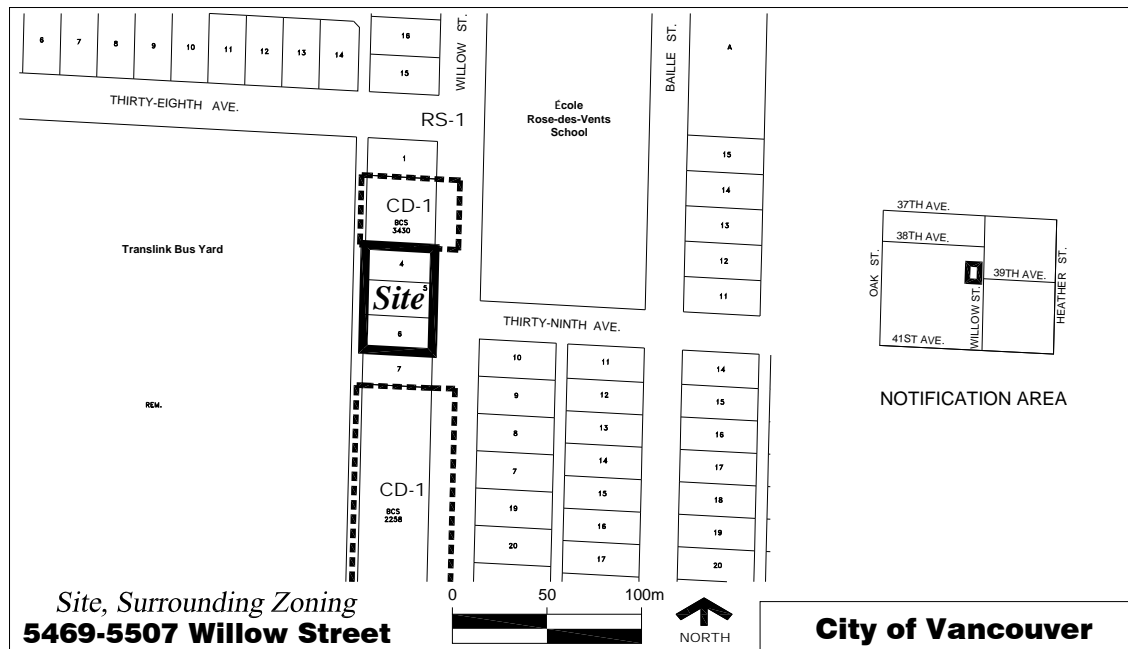
1. Site and Context

This 2,006.7 m² (21,600 sq. ft.) site is located on the west side of Willow Street, mid-block between 38th Avenue and 41st Avenue (see Figure 1). The site comprises three parcels with 55 m (180 ft.) of frontage along Willow Street and a site depth of 36 m (118 ft.). Properties on the west side of Willow Street are subject to land use change under the OLPS. To the north and south of the site, parcels are zoned to CD-1 and developed with townhouses under the OLPS. Between 38th Avenue and 41st Avenue, two parcels remain with single family dwellings, one directly to the south of the site and the other north of the site on the corner of Willow Street and 38th Avenue.

The subject site is located north of a major arterial road, 41st Avenue, approximately half a kilometre east of the Oakridge/41st Canada Line station, and directly east of the Oakridge Transit Centre site.

The Oakridge Transit Centre and Adjacent Sites Policy Statement (2015) anticipates residential buildings up to 3-6 storeys along the eastern edge of the site, specifically 3-4 storey townhouses along the lane between the site and the Oakridge Transit Centre site. Non-vehicular links are proposed to connect pedestrian and cyclists from Oak Street through to Willow Street in alignment with 39th Avenue. The blocks between Cambie Street and Willow Street are being considered under planning for Phase 3 of the Cambie Corridor, currently underway.

Figure 1 – Site and surrounding zoning (including notification area)

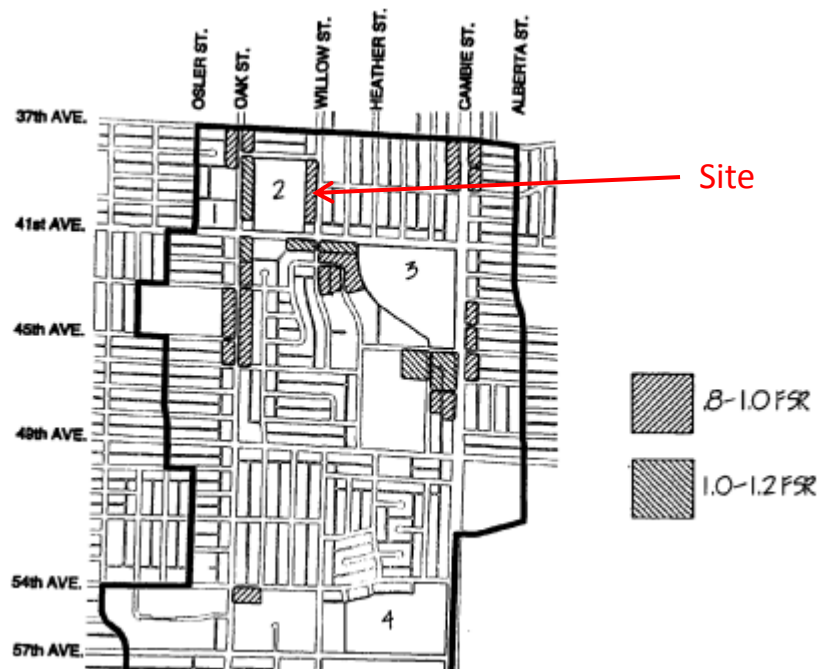


2. Policy Context

In 1995, Council adopted the Oakridge Langara Policy Statement (OLPS). The OLPS sets directions for residential location and density; for residential mix and affordability; and for built form, height, and character.

The subject site is located within the 'high-priority sub-area' within the OLPS which identifies the site as suitable for rezoning (see Figure 2). Section 3.2 of the Policy specifically supports stacked townhouse developments with a density range of 0.8-1.0 with the potential for up to a 20% increase for the provision of City desired public benefit.

Figure 2 – Site area and permitted density (Oakridge Langara Policy Statement, 1995)



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 exceeds the *Family Room Policy* as all of the units in the proposed development have three bedrooms.

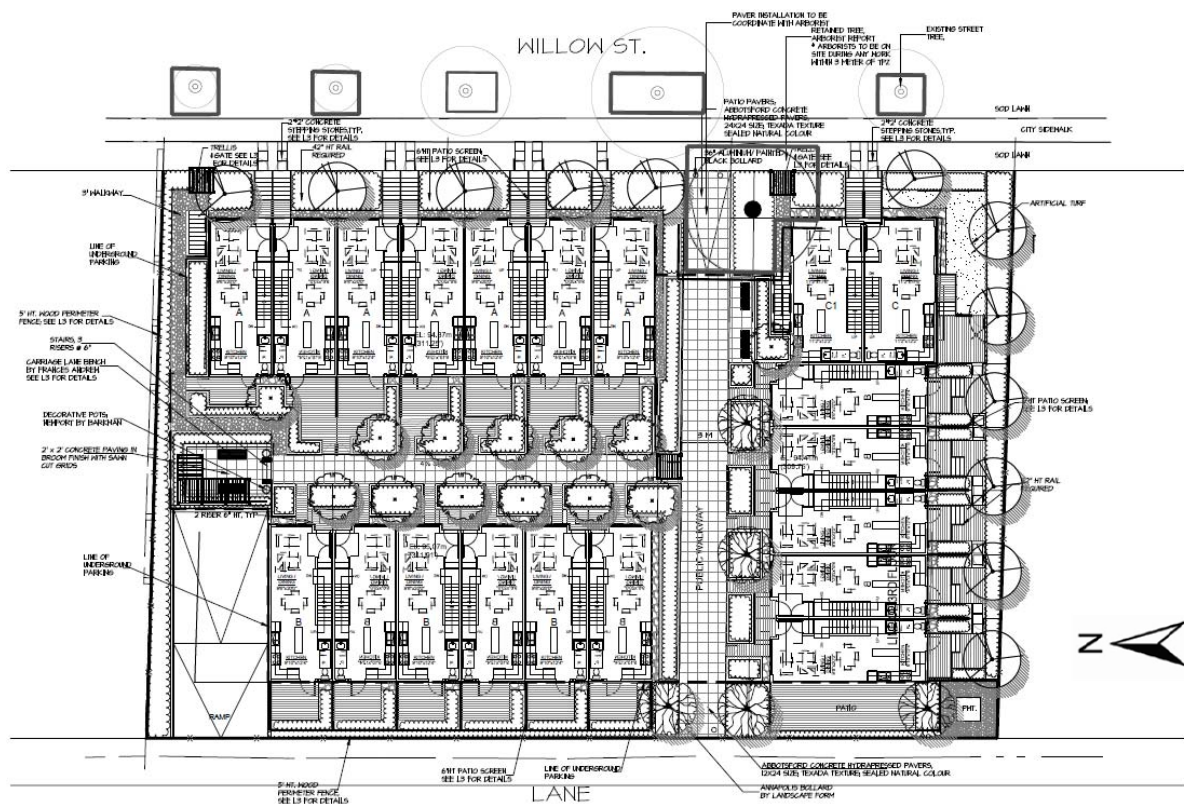
Strategic Analysis

1. Proposal

The application proposes to construct three, three-storey residential townhouse buildings (see Figure 3). In total, the application proposes 20 three-bedroom dwelling units with a total floor space ratio (FSR) of 1.2 and a building height of 11.3 m (37 ft.). One level of underground parking is proposed, accessed from the lane with a total of 25 parking spaces and 30 bicycle parking spaces.

A 6.1 m (20 ft.) wide public path oriented east-west through the site is provided for pedestrian access between the Oakridge Transit Centre site and Willow Street. The public path is located on an axis with 39th Avenue, to provide good visibility to and through the site, and establishing a pedestrian link through the development site onto the OTC site.

Figure 3 - Site Plan



2. Land Use and Density

The proposed residential use is consistent with the OLPS. Section 3.2 of the policy suggests a density range of 0.8 to 1.0 floor space ratio (FSR), with the ability to achieve an increase of up to 20% “bonus density” (up to 1.20 FSR) for the provision of City-desired public benefits.

Staff have concluded that, based on the proposed built form, setbacks, massing and public benefits, the proposed density of 1.20 FSR is appropriate on this site, subject to the design

conditions noted in Appendix B. Associated public benefits are identified on page 7 in the Public Benefits section of this report.

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

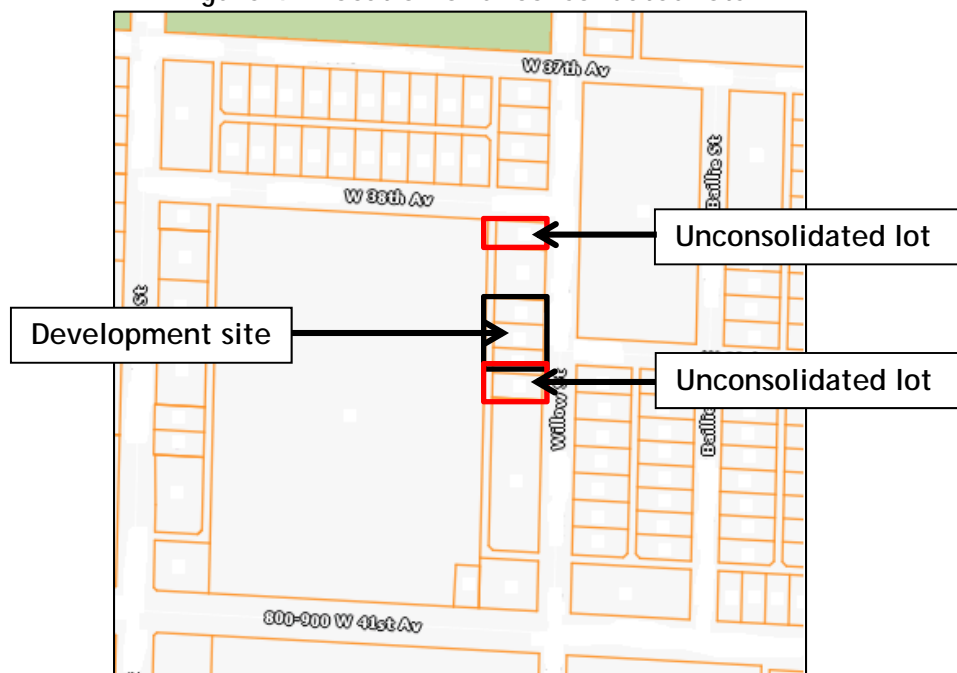
This application proposes three, three-storey townhouse buildings. Two townhouse buildings are located north to south and separated by a common courtyard aligning with the adjacent townhouse development to the north. The third building is located east to west along the southern edge of the site. Parking is underground and accessed from the lane. A 6.1 m (20 ft.) public path is provided through the site, east to west, to connect with a planned path through the Oakridge Transit Centre site across the lane to the west, as part of the future redevelopment of that site under the Oakridge Transit Centre and Adjacent Sites Policy Statement.

The proposal is consistent with the built form and character policies within the OLPS. The proposal has a small-scale residential character with ground-oriented units including entry doors facing the street and public path.

Should the rezoning be approved, one unconsolidated single-family parcel at 5525 Willow Street will remain, directly to the south of the development site. A setback of approximately 15 feet is provided along the south side, including a substantial landscape buffer to the south lot, and a condition of the rezoning requires further design development to mitigate privacy and overlook impacts. Staff also note that this rezoning application does not preclude future opportunities for development of that site in alignment with the OLPS.

The Urban Design Panel reviewed and supported this application on November 30, 2016 (see Appendix D). Staff conclude that the design responds well to the expected character of the area as set forth in the OLPS and support the proposed form of development, subject to conditions outlined in Appendix B.

Figure 4 - Location of unconsolidated lots



4. Transportation and Parking

Vehicle and bicycle parking are provided within one level of underground parking, accessed from the lane. The application proposes 25 vehicle parking spaces and 30 bicycle parking spaces 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. Environment and Sustainability

The *Green Buildings Policy for Rezoning*s (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*s, 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*s, indicating that the project could attain the required LEED® points and, therefore, would be eligible for LEED® Gold rating.

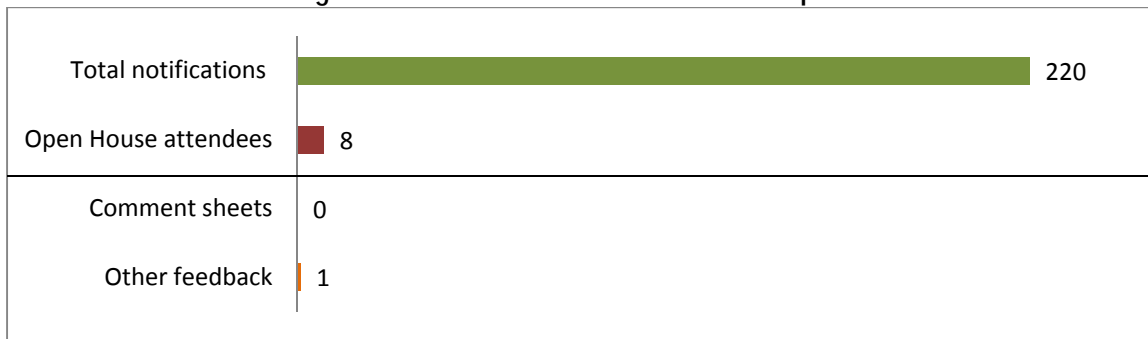
There are no Neighbourhood Energy Utility (district energy) requirements due to the size and location of this project.

PUBLIC INPUT

Public Notification - The City of Vancouver Rezoning 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 on October 26, 2016 from 5:00-8:00 pm at the Jewish Community Centre, 950 West 41st Avenue. Staff, the applicant team, and a total of approximately 8 people attended the open house (Figure 4).

Public Response and Comments - The City received one response to the application by email or comments form. Comments reflected concern regarding height of the building. Suggestions include adjusting the roof height/design in order to allow more light into the adjacent properties.

Figure 5 - Notification and Public Response



In response to feedback received during the application review process, staff note that the application is meeting the requirements of the OLPS with regard to height and setbacks. Staff note as well that the townhouses facing the south property line are set back a minimum 4.5 m (14.7 ft.) from property line.

PUBLIC BENEFITS

Public Benefits - Required by By-law or Policy

Development Cost Levies (DCLs) – Development Cost Levies (DCLs) collected from developments help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and various engineering infrastructure. The site is subject to the Citywide DCL rate of \$34.77/m² (\$3.23/sq. ft.). On this basis, a DCL of approximately \$83,722 is anticipated.

DCLs are payable at building permit issuance and are subject to an 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 DCL By-law rate amendment provided that it has been submitted prior to the adoption of the 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 all new rezoned developments having a floor area of 9,290 m² (100,000 sq. ft.) or greater to commission public art or provide cash in lieu. As the proposed floor area is below the minimum threshold set out in the policy, no public art contribution will arise from this application.

Public Benefits - Offered by the Applicant

Community Amenity Contribution (CAC) – Within the context of the City's *Financing Growth Policy*, 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.

The Oakridge-Langara Density Policy provides opportunities on certain small and medium sized sites for an increase of up to 20% in density ("density bonus") to encourage the provision of public benefits. Rezoning projects eligible for a 20% density bonus may provide in-kind amenities or cash contributions.

For this site, the OLPS identifies a potential floor space ratio (FSR) range of 0.8 to 1.0. The applicant is proposing FSR of 1.2, and has offered the City a Community Amenity Contribution of \$864,000. Real Estate Services reviewed the applicant's development proforma and concluded that the CAC offered is appropriate and recommend that the offer be accepted.

Staff recommend that the cash CAC be allocated to the following identified community needs:

- \$432,000 (50%) to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Cambie Corridor Plan area.
- \$345,600 (40%) toward childcare and community facilities in and around the Cambie Corridor Plan area.
- \$86,400 (10%) to the Heritage Conservation Reserve to enable heritage conservation in the City of Vancouver.

The subject site is within the Cambie Corridor Phase 3 study area and the proposed CAC allocations 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.

A public benefits summary is provided in Appendix F.

FINANCIAL IMPLICATIONS

As noted in the section on Public Benefits, the Community Amenity Contribution (CAC) proposed by the applicant is \$864,000, which is in line with CAC target amounts. This CAC is to be allocated as follows:

- \$432,000 (50%) to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Cambie Corridor Plan area.
- \$345,600 (40%) toward childcare and community facilities in and around the Cambie Corridor Plan area.
- \$86,400 (10%) to the Heritage Conservation Reserve to enable heritage conservation in the City of Vancouver.

This site is within the Citywide DCL District. It is anticipated that this project will generate approximately \$83,722 in DCLs.

As noted under the section on Public Benefits, there are no public art contributions associated with this rezoning.

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

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 Oakridge Langara Policy Statement with regard to the 6.1 m (20ft.) east west public path, land use, density, height, form and public benefit.

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.

* * * * *

5469-5507 Willow Street
DRAFT CD-1 BY-LAW PROVISIONS

Note: A By-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

Zoning District Plan Amendment

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan marginally numbered Z-() attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D, to By-law No. 3575.

[Note: Schedule A, not attached to this appendix, is a map that amends the City of Vancouver zoning map. Should the rezoning application be referred to Public Hearing, Schedule A will be included with the draft by-law that is prepared for posting.]

Uses

- 2.1 The description of the area shown within the heavy black outline on Schedule A is CD-1 ().
- 2.2 Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 (), and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
 - (a) 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 35% 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 2,006.7 m², 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 1.20.
- 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 m² per dwelling unit, there will be no exclusion for any of the residential storage area above base surface for that unit.
- 4.5 Computation of floor area may exclude 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 11.3 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 m².

* * * * *

5469-5507 Willow St
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 Yamamoto Architecture, on behalf of Coromadel Properties, and stamped "Received, Planning and Development Services, July 21, 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 the approval of 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 to the following:

Urban Design

- 1. Design development to the courtyard to provide children's play space, and explore further opportunities for common amenity space.
- 2. Design development to mitigate potential privacy and overlook impact on the neighbouring building to the south.
- 3. Submission of a bird friendly strategy for the design of the building and landscape is encouraged in the application for a development permit.

Crime Prevention through Environmental Design (CPTED)

- 4. 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

- 5. Design development to explore options to increase the setback from the building to the outer canopy of tree #577 and to ensure protection of neighbour's vegetation.

Note to Applicant: Tree #942 is a pine tree located on the edge of the site. Ideally, the optimal setback allowances would be expanded to anticipate future growth of the tree and to allocate space for construction clearances, without relying on canopy pruning. The building may need to be setback further or notched. Modifications to the public walkway and the proposed city sidewalk alignment may be needed, in in coordination with General Manager of Engineering Services. At time of development permit, staff will coordinate with the applicant team to review the tree protection strategy. Further comments may be outstanding at the development permit stage.

6. Design development to grades, retaining walls, walkways and structural design, such as underground parking, to maximize soil volumes (exceed BCLNA Landscape Standard) to accommodate new and existing trees and landscaping.

Note to Applicant: Wherever possible, take advantage of natural soils and the water table by locating new trees at grade beyond the edge of the underground slab. To avoid raised planters above grade, angle the corner of the underground slab downward (1 m across and 1.2 m) to maximize contiguous soil volumes. Planted landscapes on slab should be designed to maximize soil depths by lowering the slab, wherever possible, or providing tree wells, if necessary.

7. Provision of a row of trees on private property along Willow Street and within the public walkway (space permitting).
8. Design development to location of utilities.

Note to Applicant: avoid the awkward placement of utilities (pad mounted transformers, "Vista" junctions, underground venting) visible to the public realm. Where utilities must be located near a street or sidewalk, a secondary circulation route is the preferred location. Every effort should be made to integrate utility access into structures and behind lockable, decorative gates or screened with landscaping.

9. At time of development permit:
 - (i) Provision of a detailed Landscape Plan illustrating soft and hard landscaping.

Note to Applicant: The plans should be at 1/8 inch : 1 ft. scale minimum. The Plant list should include the common and botanical name, size and quantity of all existing/ proposed plant material. Plant material should be clearly illustrated on the Landscape Plan and keyed to the Plant List. The landscape plan should include the public realm treatment (to the curb) and all existing or proposed street trees, adjoining walkways, surface materials, PMT/Vista transformers and public utilities such as lamp posts, hydro poles, fire hydrants.

- (ii) Provision of a Tree Management Plan.

Note to Applicant: provide a large scale tree plan that is separate from the landscape plan. The plan should clearly illustrate all trees to be removed and retained, including dimensioned tree protection barriers and important construction management directives drawn out of the arborist report(s) such as clearly illustrating the limit of excavation and footing design strategy (i.e. vertical shoring, shotcrete).

- (iii) Provision of detailed architectural and landscape cross sections (minimum 1/4 inch scale) through tree protection zones, all proposed common open spaces and semi-private patio areas.

Note to Applicant: in tree protection areas, the sections should illustrate and dimension the limit of excavation, the slab design and location, the soil profile, tree root ball, tree canopy and any associated landscaping. For private patios and amenity areas, illustrate and dimension planters on slab, planter sizes (inside dimension), soil, root ball, retaining walls, steps, patios and portions of the adjacent building, such as residential units or amenity rooms.

- (iv) Replacement of artificial turf with groundcover.
- (v) Application of universal design principles in the outdoor spaces, such as wheelchair accessible walkways and site furniture.
- (vi) Provision of a partial irrigation plan.

Note to Applicant: provide high efficiency irrigation for all planted areas, including hose bibs for urban agriculture areas. Consider providing individual hose bibs for all private patios of 100 square feet (9.29 sq. m). On the plan, illustrate hose bib symbols accurately and provide a highlighted note to verify the irrigation is to be designed and constructed.

- (vii) Provision of an outdoor Lighting Plan.

Note to Applicant: consider CPTED principles and avoid any lighting that can cause glare to residential uses.

- (viii) Provision of an updated, detailed arborist report.

Note to Applicant: the expanded report should inform design and discuss all development limitations. Include any construction limitations such as the location of construction storage materials, temporary structures, utility conflicts, site access, development phasing and temporary irrigation requirements.

- (ix) Provision of a letter of assurance for arborist supervision.

Note to Applicant: arborist supervision is typically necessary when any work is required within a minimum root protection zone of a retained

tree. The arborist should discuss the details of any supervision requirements within the arborist report, particularly if the plans depict any work that encroaches into a minimum root protection zone. Typically, an assurance letter will outline up to four key construction points where the arborist shall be contacted to attend the site. The letter must be signed by the owner, the contractor and the arborist.

Neighbourhood Energy Utility

10. There will be no Neighbourhood Energy Utility (district energy) requirements due to the size and location of this project.

Engineering

11. Clarify garbage storage and pick-up space. Please show containers and totters on plans for recycling and garbage needs and refer to the Engineering garbage and recycling storage facility design supplement for recommended dimensions and quantities of bins.

Note to applicant: pick up operations should not rely on bins being stored on the street or lane for pick up, provision of an on-site bin holding area at grade is required. Bins are to be returned to storage areas immediately after emptying.

13. Provision of clear sight lines at the intersection of the lane and the shared use path, and at the lane and the parkade ramp. Fences, walls and landscape should be designed to provide good sight lines.
14. Deletion of the laurel hedge proposed along the lane edge and provision of alternate plant material such as vines at the retaining wall/fence and low planting at the parkade and shared use path. The applicant has proposed planting a hedge in a space approximately 0.3-0.45 m wide between the lane and the retaining wall/fence. Planting a hedge in this narrow space will most certainly create ongoing maintenance and encroachment issues in the lane.
15. Delete the portions of trellis and all gates swinging out over the east property line.
16. Provision of a bike room for the required Class A bicycle spaces with a clear access aisle.
17. Provide automatic door openers on the doors providing access to the bicycle room(s) and note on plans.
18. Compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services as follows:
 - (i) Modification of the parking ramp design to address the following:
 - a. The slope must not exceed 12.5% after the first 20' from the property line. 15% slopes may be acceptable if a 7.5% to 10%

transition ramp is provided at the bottom for at least 4 m in length.

Note to Applicant: A transition ramp is required at the bottom of the 15% slope for 4 m (13 ft.) as 8 ft. is shown on drawing A2.0. If an approvable ramp cannot be achieved at the current location, consider relocating the ramp further south in the lane to a lower elevation or extending the parkade to the easterly property line to lengthen the ramp by approximately 10 ft.

- b. Ramps which have a 15% slope and are exposed to the weather must be heated and noted on plans.

(ii) Modify column placement to comply with the requirements of the Engineering Parking and Loading Design Supplement as follows:

- a. A column 2 ft. in length must be set back 2 ft. from either the opening to or the end of the parking space. A column 3 ft. long may be set back 1 ft.
- b. Provide additional parking stall width for stalls adjacent to walls or stalls with columns set back more than 4 ft. from the end of the stall. Provide a minimum 0.3 m (1ft.) setback from the drive aisle for all columns.

Note to Applicant: The alignment of the parking stalls shown requires additional width as certain stalls have columns that are set back more than 1.2 m (4 ft.) from the end of the stall.

(iii) Dimension all columns encroaching into parking stalls.

(iv) Dimension the small car spaces and number all stalls.

(v) Modify parking stalls to be clear of structure.

Note to Applicant: Several parking stalls for the building adjacent to the parking ramp have stalls that encroach into the stairs for the units.

(vi) Provision of additional design elevations within the parking area to calculate the slope and crossfall.

Note to Applicant: The slope and crossfall must not exceed 5%.

(vii) Confirm if disability stalls are required as none are shown and if so, the following 2.3 m of vertical clearance condition is required:

A section drawing is required showing elevations, and vertical clearances. The minimum vertical clearance should be noted on plans. 2.3 m of vertical clearance is required for access and maneuvering to all disability spaces.

- (viii) Provision of an improved plan showing 6 Class B bicycle spaces on private property.

Note to Applicant: Locate the bike rack in close proximity to Willow Street with 'stairs free' access. Ensure that bicycles locked to the rack do not encroach over the property line.

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

CONDITIONS OF BY-LAW ENACTMENT

- (c) That, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning, Sustainability and Urban Design, 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 4-6, Block 867, District Lot 526, Plan 8454 to create a single parcel.
2. Provision of a 6.1 m (20 ft.) wide statutory right-of-way between Willow St. and the lane west of Willow St. generally along the 39th Avenue alignment, for public use and for development of a shared use path for walking and cycling.

Note to Applicant: The proposed statutory right-of-way is to allow for a construction of a shared pedestrian and cyclist connection as identified in the Oakridge Transit Centre Policy Statement. The site is to be responsible for full maintenance of all features constructed within the statutory right-of-way. Deletion of all encroaching structures is required including but not limited to walls, gates, fences, stairs, trellises etc. The SRW agreement must accommodate the underground parkade and minor building elements from levels 2, 3 and the roof 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) 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.

- ii) Provision of a report or management plan by a registered professional demonstrating that post development storm water runoff flowrate will be less than or equal to current site run-off. Legal arrangements may be required to ensure on-going operations of certain stormwater storage systems.
 - iii) Construction of a 4.0 m CIP concrete shared use path with saw cut joints within the 6.1 m (20 ft.) statutory right-of-way between Willow Street and the lane west with a slope of less than 5%. The remaining 2.1 m may have low planting, lighting, benches etc to enhance the public experience. Provision of a single bollard located at either end of the shared use path set back 2.0 m from each end and in the centre of the path. The design and construction costs are to be 100% of the applicant's expense. Provision of a high-quality design of the shared use path (e.g. materials, lighting, street furniture, street trees, landscaping, signage, etc.) is expected.
 - iv) Provision of pedestrian LED lighting along the shared use path, lighting levels to be determined through the provision of a lighting simulation/analysis to the satisfaction of the General Manager of Engineering Services.
 - v) Provision of an intersection curb bulge on Willow Street at the intersection with 39th Avenue complete with pedestrian and cyclist ramps, work to include improved intersection lighting and relocation of the existing fire hydrant to allow for bicycle ramps at the curb.
 - vi) Provision of a minimum 1.83 m (6 ft.) wide CIP light broom finish concrete sidewalk with saw cut joints on Willow Street adjacent the site.
4. Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but are not limited to, junction boxes, switchgear, pad mounted transformers and kiosks (including non BC Hydro Kiosks) are to be located on private property with no reliance on public property for placement of these features. There will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch. The applicant may be required to show details of how the site will be provided with all services being underground.

Community Amenity Contribution (CAC)

5. Pay to the City the Community Amenity Contribution of \$864,000 which the applicant has offered to the City. Payment is to be made prior to enactment of the

CD-1 By-law, at no cost to the City and on terms and conditions satisfactory to the Director of Legal Services. The \$864,000 is to be allocated as follows:

- \$432,000 (50%) to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Cambie Corridor Plan area;
- \$345,600 (40%) toward childcare and community facilities in and around the Cambie Corridor Plan area; and
- \$86,400 (10%) to the Heritage Conservation Reserve to enable 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 Covenants pursuant to Section 219 of the Land Title Act.

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-law.

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

* * * * *

5469-5507 Willow Street
DRAFT CONSEQUENTIAL AMENDMENT

DRAFT AMENDMENT TO THE SUBDIVISION BY-LAW NO.5208

A consequential amendment is required to delete *Lot 4-6, Block 867 District Lot 526 Plan 8454; PIDs: 004-338-367, 010-075-577, and 010-075-607 respectively],* from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

* * * * *

5469-5507 Willow Street
ADDITIONAL INFORMATION

1. URBAN DESIGN PANEL

The Urban Design Panel reviewed this rezoning application on November 30, 2016. The application was supported 10-0.

Introduction: Fiona McDougall, Rezoning Planner, introduced the site and policy context. Specifically that the site is being considered under the Oakridge Langara Policy Statement (OLPS) and is within the 'high-priority sub-area' which anticipates stacked townhouses with a density range of 0.8 to 1.0 FSR, and with the potential for up to a 20% increase for the provision of public benefits. Building heights should generally be 30 ft. (9.2 m) incorporating pitched roofs.

Marie Linehan, Development Planner, continued the introduction by noting that the provision of a 6 m pedestrian and bicycle right-of-way (SRW) through the site informed the site planning. The two northern buildings are arranged in a courtyard rowhouse configuration, with a third row of townhouses located east to west along the southern edge of the public path. The right-of-way is located to align with 39th Avenue and connect to a path planned for the Oakridge Transit Centre site to the west. A similar path was also provided for townhouse developments on the west side of the Oakridge Transit Centre.

A setback of approximately 15 ft. is provided along the south side, extending to just over 20 ft. at the upper level of the townhouses. The 10 ft. front yard setback aligns with existing townhouse developments. The setbacks at the north side are 10 ft. to match the neighbour, and 26 ft. at the rear to allow for the parkade entry and a 5 ft. landscape strip adjacent the driveway. The spacing between the buildings is 28 ft. at the common courtyard and 24 ft. adjacent the public path. The adjacent townhouse developments are located closer to the lane noting they 'turn their back' to the lane and have parking in garages at the base.

The OLPS notes that a small-scale residential character should be provided for new multiple dwellings with ground-oriented units and entry doors facing the street. Pitched roofs and other small-scale residential characteristics are recommended. For other sites staff have supported more contemporary roof forms with setbacks at the upper storey to achieve a similar result in terms of scale. The OLPS also notes that open spaces should be designed as usable functional spaces and public edges should be animated.

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

1. Overall form of development relative to the Oakridge-Langara Policy Statement.
2. Lane edge condition in terms of providing an animated edge condition.
3. Design of courtyards and amount of common outdoor space.
4. Setback and transition to the remainder lot to the south.

Applicant's Introductory Comments:

The applicant team started by noting that the main driving forces were the SRW requirement and a retained pine tree.

The streetscape has been established as strongly as possible, with individual units oriented towards the street in an attempt to establish a rhythm. Stairs in this area provide additional depth. The south building is pushed to allow privacy to the neighbouring building while maintain a clean public entry. The underground parking ramp follows the line of the building.

A more contemporary design has been used with a simple brick base. The frame element pops up to give variation in the roofline and adds interest.

Larger scale trees provide a buffer to the south. On the west side there is larger scale buffer planting. Planting is more layered with a black metal rail on the front. There is a large tree which can be seen from Willow Street at a distance, and flowering trees are at the entry along with a lawn space at the front. The courtyard has a seating area, and the private patios have hedges with a retaining wall to provide separation.

The applicant team then took questions from the panel.

Panel's Consensus on Key Aspects Needing Improvement:

- Design development is needed to express the individual units better and introduce more verticality;
- Create more connection with the lane by providing access and openness;
- The courtyard is too privatized and should do more to promote community;
- Design development on the courtyard while considering it as a play space for children;
- Design development to mitigate privacy issues with the neighbouring building to the south;
- More focus on sustainability is needed.

Related Commentary:

The panel thanked the applicants for their presentation and noted that the east-to-west connection is quite interesting and really reinforces the path to the Oakridge Transit Centre. While the panel generally supported the design, they noted that more attention to sustainability is needed at the development permit stage. It would also be nice to see some spots designated for bikes coming off of the public walkway.

While this application generally complies with the overall form of development, the roofline is quite horizontal. Some panel members expressed that they could be in support of the flat roofs if they are differentiated in height and better articulated. Overall there needs to be more of an individualistic expression as currently the townhouse form, end to end, seems too uniform. Each individual unit needs to be expressed as a single-family unit rather than as a 'block' of townhomes. Consider more articulation and verticality in order to achieve this. The vertical rhythm and massing is a good approach though, so continue it throughout the development. Cross-laminated timber (CLT) would be a great structural solution for this building.

Most panel members thought that the edge towards the lane could be opened up a bit, noting there seems to be room to introduce steps as the patios are large. Gates or some kind of access into each unit would be great if feasible, but the focus should remain on the public walkway so keep it simple. The current scheme of a fence on top of the retaining wall at the lane is not very welcoming. The applicants could also consider flipping the access patios to have a neighbourly connection between the units, and lessen concern of theft from the lane.

The outdoor space is functional and sufficient. It is nice how the edges are pulled in to have trees with roots, and the front door entries off the public walkway were liked. One panel member thought that the courtyard could be a bit more flexible rather than privatized. Leave options for future residents, and consider how a kids' play space would integrate into the site, even with a park across the street. Also, remove the artificial turf.

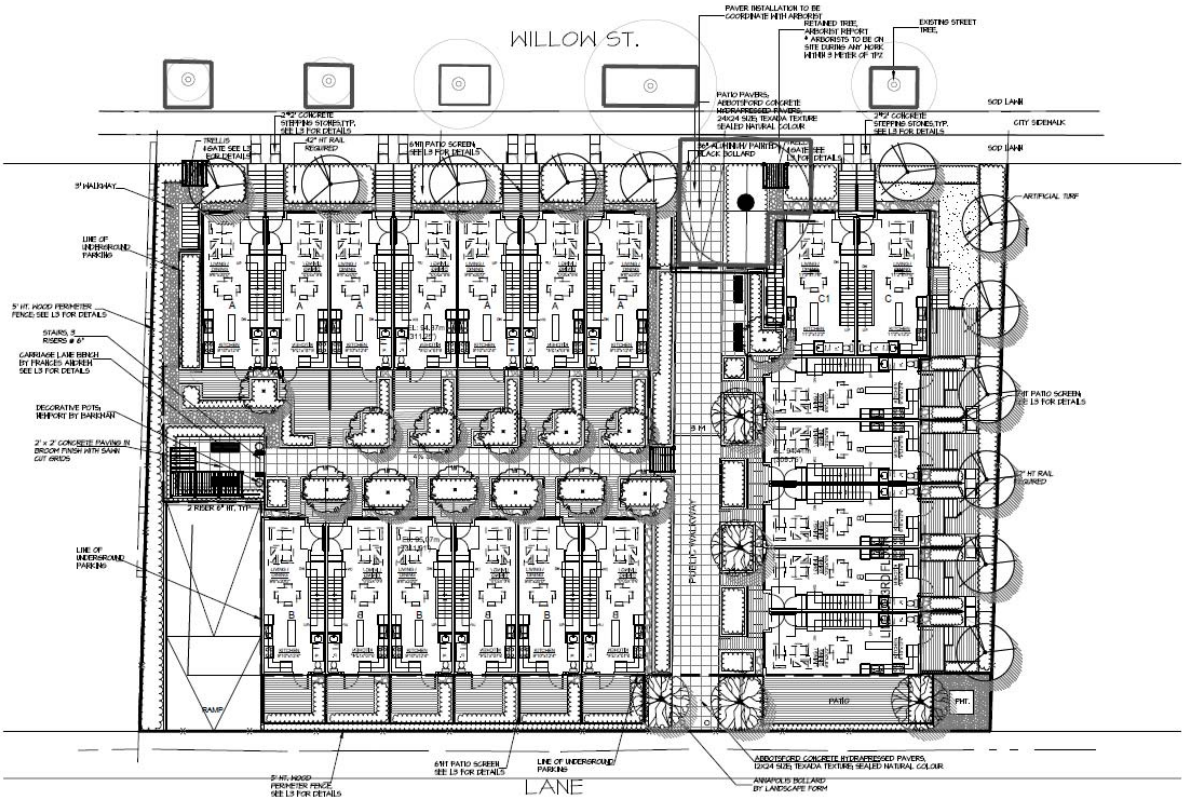
The setbacks are generally sufficient. With regards to the transition to the south site, which will have design challenges, the panel advised to try and predict the eventual development of that site as best as possible and provide a suitable response. Consider orienting the massing and units at the SW corner towards the lane to provide more privacy for the neighbour and those units.

Applicant's Response:

The applicant team thanked the panel and noted that there are a lot of good comments to build on going forward.

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5469-5507 Willow Street FORM OF DEVELOPMENT



Site / Landscape Plan



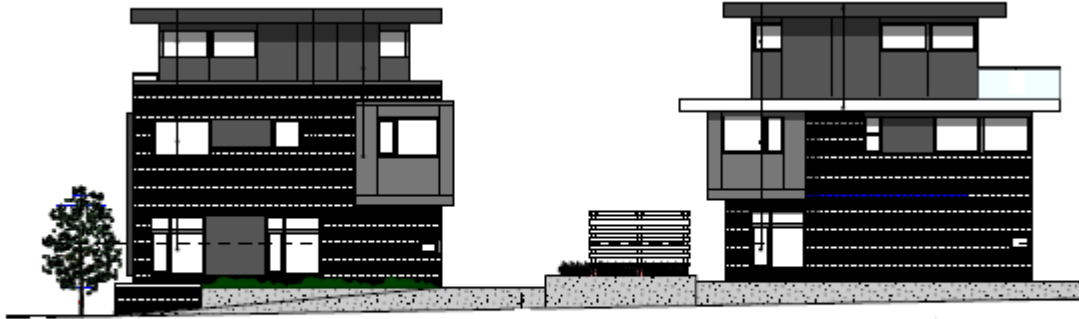
SCHEMATIC RENDERING



EAST ELEVATION - WILLOW STREET
SCALE: 1/8" = 1'-0"



WEST ELEVATION - LANE
SCALE: 1/8" = 1'-0"



NORTH ELEVATION
SCALE : 1/8" = 1'-0"



SOUTH ELEVATION
SCALE : 1/8" = 1'-0"



COURTYARD EAST ELEVATION
SCALE : 1/8" = 1'-0"



COURTYARD WEST ELEVATION
SCALE : 1/8" = 1'-0"



GREENWAY SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



GREENWAY NORTH ELEVATION
SCALE: 1/8" = 1'-0"

5469-5507 Willow Street
PUBLIC BENEFITS SUMMARY

Project Summary:

Project Summary:

Three three-storey townhouse buildings at a floor space ratio (FSR) of 1.20 containing 20 dwelling units.

Public Benefit Summary:

The project would generate approximately \$83,722 in DCLs and \$864,000 in CACs.

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 2,006.7 m ² or 21,600 sq. ft.)	0.70	1.20
Buildable Floor Space (sq. ft.)	1404.7 m ² (15,120 sq. ft.)	2408 m ² (25,920 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)	48,841	83,722
	Public Art		
	20% Social Housing		
Offered (Community Amenity Contribution)	Childcare Facilities		345,600
	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage Conservation Reserve		86,400
	Affordable Housing		432,000
	Parks and Public Spaces		
	Social/Community Facilities		
	Unallocated		
	Other		
TOTAL VALUE OF PUBLIC BENEFITS		48,841	947,722

* 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%).

5469-5507 Willow Street
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Address	5469-5507 Willow Street
Legal Descriptions	Lot 4-6 Block 867 District Lot 526 Plan 8454, ; PIDs: 004-338-367, 010-075-577, and 010-075-607 respectively
Developer	Coromandel Properties
Architect	Yamamoto Architecture Inc.
Property Owners	Coromandel Willow 39 BT Ltd

Development Statistics

	Development Permitted Under Existing Zoning	Proposed Development
ZONING	RS-1	CD-1
SITE AREA	2,006.7 m ² (21,600 sq. ft.)	2,006.7 m ² (21,600 sq. ft.)
USES	One-Family Dwelling	Multiple Dwelling
FLOOR AREA	1404.7 m ² (15,120 sq. ft.)	2408 m ² (25,920 sq. ft.)
FLOOR SPACE RATIO (FSR)	0.70 FSR	1.20 FSR
HEIGHT	10.7 m (35.1 ft.)	11.3 m (37 ft.)
PARKING, LOADING AND BICYCLE SPACES	As per Parking By-law	As per Parking By-law

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