



POLICY REPORT  
DEVELOPMENT AND BUILDING

Report Date: September 5, 2017  
Contact: Susan Haid  
Contact No.: 604.871.6431  
RTS No.: 12183  
VanRIMS No.: 08-2000-20  
Meeting Date: October 17, 2017

TO: Vancouver City Council  
FROM: General Manager of Planning, Urban Design and Sustainability  
SUBJECT: CD-1 Rezoning: 5110 Cambie Street

**RECOMMENDATION**

- A. THAT the application by Billard Architecture Inc. on behalf of 1063570 B.C. Ltd., the registered owners, to rezone 5110 Cambie Street [*PID 010-152-288; Lot 12, Block 840, District Lot 526, Plan 8324*] from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to increase the floor space ratio (FSR) from 0.70 to 2.40 and the height from 10.7 m (35 ft.) to 20.1 m (66 ft.) to permit the development of a six-storey residential building, containing a total of 12 dwelling units, be referred to a Public Hearing together with:
- (i) plans prepared by Billard Architecture Inc., received October 19, 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 Recommendations A and B be adopted on the following conditions:
- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City and any expenditure of funds or incurring of costs is at the sole risk of the person making the expenditures or incurring the costs;
  - (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 a single lot located at 5110 Cambie Street from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to permit the development of a six-storey residential building, containing 12 dwelling units over one level 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 Rezoning (2010, last amended 2017)
- Community Amenity Contributions Through Rezoning (1999, last amended 2016)
- Riley Park/South Cambie Community Vision (2005)
- High-Density Housing for Families with Children Guidelines (1992)
- Family Room: Housing Mix Policy for Rezoning Projects (2015)
- Greenest City 2020 Action Plan (2012, last amended 2016)
- Renewable City Strategy (2015)
- Vancouver Neighbourhood Energy Strategy (2012)
- Urban Forest Strategy (2014)

## REPORT

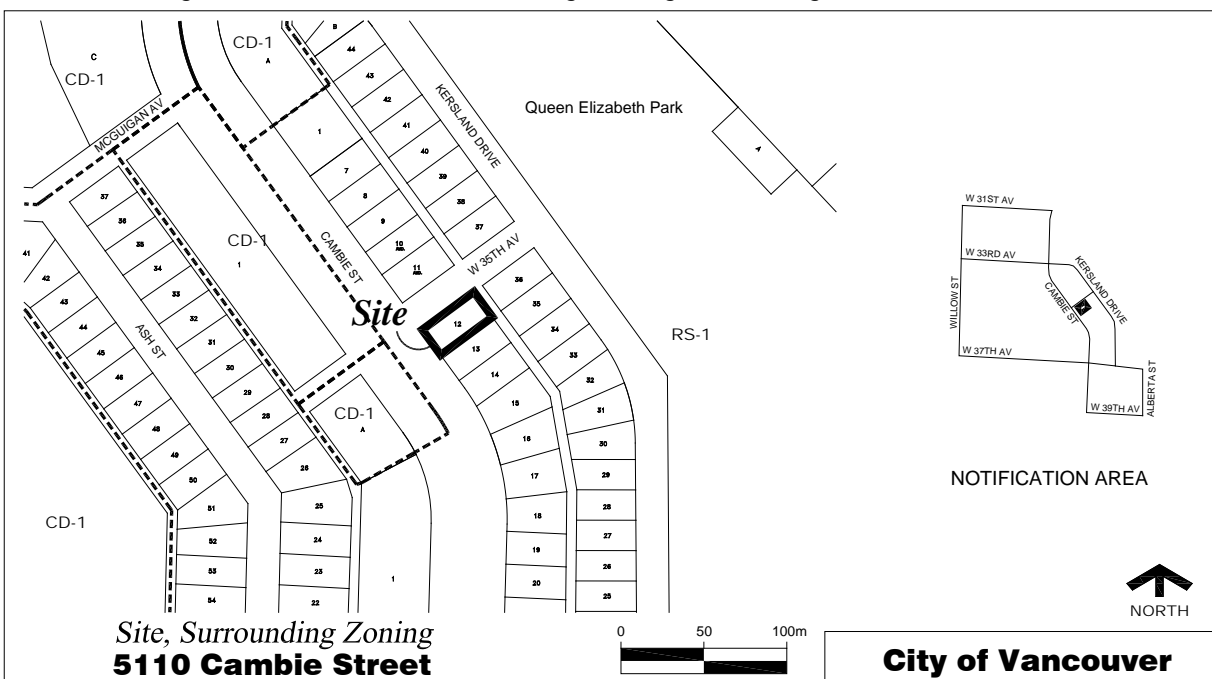
### Background/Context

#### 1. Site and Context

This 730.5 sq. m (7,863 sq. ft.) single lot site is located on the northeast corner of Cambie Street and 35th Avenue (see Figure 1). The site has 20.4 m (67 ft.) of frontage along Cambie Street and a site depth of 38.7 m (127 ft.).

There are currently six residential proposals along Cambie Street between 33<sup>rd</sup> Avenue and 39<sup>th</sup> Avenue approved under the *Cambie Corridor Plan*. Across the lane to the east 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 15 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"). The subject site is located within the "Queen Elizabeth" neighbourhood. Section 4 of the Plan (the "Neighbourhoods" section) provides direction for development in each area of the corridor, including neighbourhood character, public realm and urban design principles. In this neighbourhood, the Plan strives to strengthen and enhance the area's existing residential character with its green park-like setting. Form of development objectives in the neighbourhood include: providing front doors on the street; activating the lane; and encouraging unique buildings that respond to views along the curve of Cambie Street.

Subsection 4.3.3 of the Plan specifically supports residential buildings up to six storeys in height for this site. A density range of 1.75 to 2.25 floor space ratio (FSR) is suggested in the Plan, but is not a maximum. Supportable density is to be determined by analysis based on site-specific urban design and public realm performance.

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. The application includes 8% two-bedrooms and 92% three-bedrooms, exceeding the family room policy unit mix. A condition of approval has been added in Appendix B to ensure this unit mix is maintained.

The proposal includes a small outdoor children's play area at grade. A condition is included in Appendix B to increase and enhance the children's play space in line with the *High Density Housing for Families with Children Guidelines*. With the relatively small size of the proposal staff support the approach to provide a modest sized play area.

Planning work for Phase 3 of the Cambie Corridor Plan, currently underway, will explore an appropriate land use transition between the mid-rise forms permitted along Cambie and the surrounding single-family houses.

## ***Strategic Analysis***

### **1. Proposal**

The application proposes to rezone a site located at 5110 Cambie Street from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District to permit construction of one six-storey residential building fronting Cambie Street (see Figure 2).

In total, the application proposes 12 dwelling units (one two-bedroom unit [8%] and 11 three-bedroom units [92%]). A density of 2.40 FSR is proposed with a building height of 20.1 m (66 ft.). One level of underground parking will be accessed from the lane with a total of 14 vehicle parking spaces and 18 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 2.40 FSR is appropriate for this site, subject to the design conditions noted in Appendix B.

Figure 2 - Site Plan  
WEST 35<sup>TH</sup> AVENUE

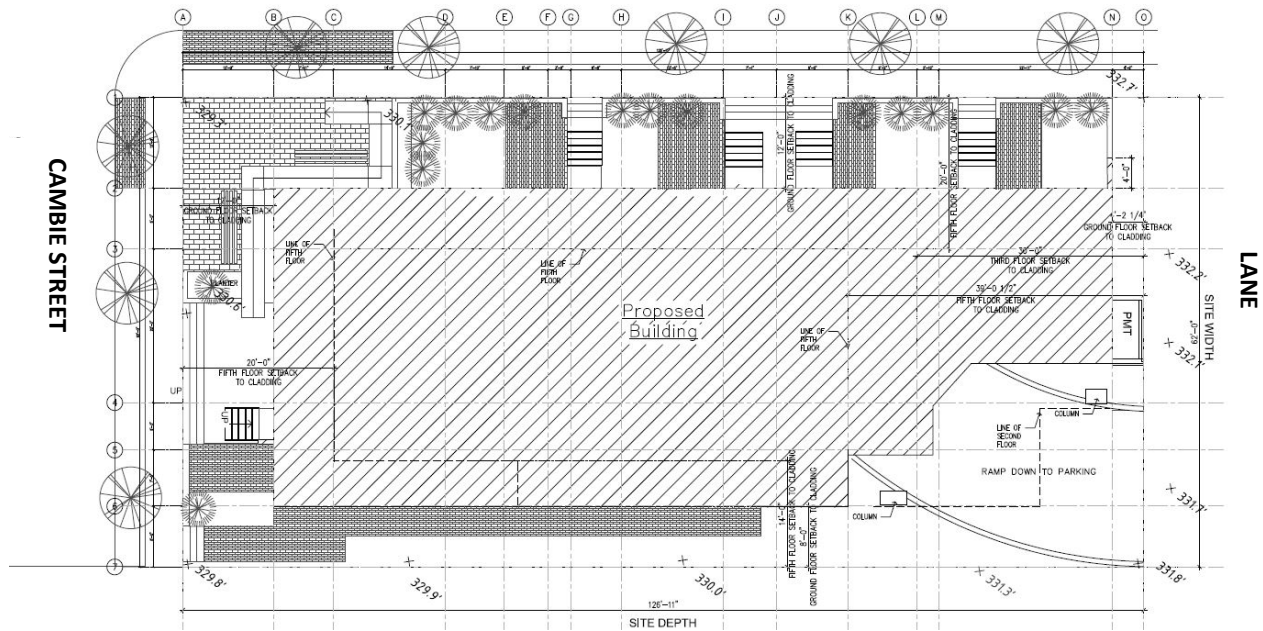


Figure 3 – Proposed Building (looking East on Cambie Street)



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

The proposal is comprised of one six-storey residential building fronting Cambie Street. A mini-park at the street corner creates a public face to the project, as per the public realm guidelines of the *Cambie Corridor Plan*. Due to the narrow 62 ft. frontage, a separate townhouse building at the lane, as recommended in the *Cambie Corridor Plan*, proved unfeasible. Instead, the proposed massing is a single building, which steps down from six storeys on Cambie Street to two storeys at the lane.

The building is generally consistent with the height, form of development guidelines and setbacks outlined in the Cambie Corridor Plan. The recommended four-storey shoulder is provided on all sides of the building except the south due to the location of the stair and elevator core. Two-level ground-oriented units are located along both street frontages, animating the elevations with “doors on the street”. The main residential entry is on Cambie Street, and the parkade entry and site servicing are located off the lane. The upper four levels consist of large apartment units. Staff recommend refinements to the floorplans, to improve the livability of the dwelling units.

Common amenities include a double-height room at grade facing onto the mini-park and a rooftop patio. Given the limited space at grade, staff recommend that the full rooftop be developed as outdoor amenity space, with additional opportunities for childrens’ play. Staff also note the proposal’s unique design, which features a bold colour palette (red, black and white), vertical metal fins, and a pattern of glass and perforated metal balcony guardrails.

The Urban Design Panel reviewed and supported the application on December 14, 2016 (see Appendix D). Staff conclude that the design responds well to the expected character of development as outlined in the *Cambie Corridor Plan* and support this application, subject to the conditions outlined in Appendix B. The conditions include: refinements to the massing (necessitating a minor reduction in floorspace); improvements to the livability of the dwelling units; and improvements to the common amenity spaces.

#### **4. Transportation and Parking**

Vehicle and bicycle parking are provided on one level of underground parking, accessed from the rear lane. The application proposes 14 vehicle parking spaces and 18 bicycle storage spaces which would be provided in accordance with the Parking By-law. Engineering Services has reviewed the rezoning application and has 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*s (amended February 7, 2017) requires that residential rezoning applications satisfy either the near zero emission buildings or low emissions green buildings conditions within the policy. The new requirements are 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. The rezoning application was received prior to the updated Green Building requirements coming into effect on May 1st, 2017.

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.

Based on the location and timing of the proposed development, conditions have been included in Appendix B that provide the applicant with the opportunity to voluntarily choose to meet the *Green Buildings Policy for Rezoning* policy in lieu of full neighbourhood energy utility (NEU) compatible design requirements and future connection.

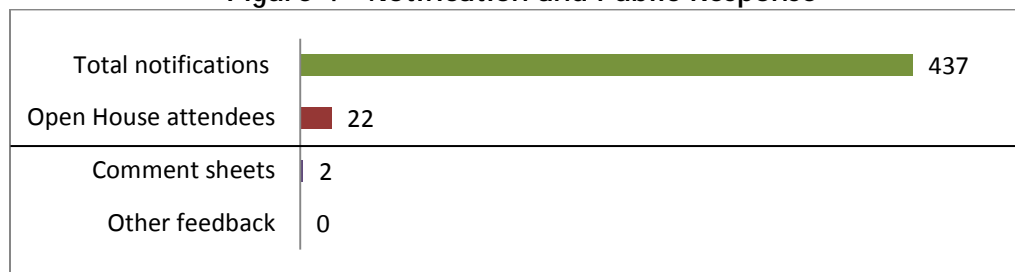
The *Cambie Corridor Plan* also requires a deconstruction plan for diverting demolition waste. A condition of rezoning in Appendix B requires a Recycling and Reuse Plan for Green Demolition/Deconstruction, for demolition of existing buildings on site, to recycle/reuse at least 75% of demolition waste (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 and another rezoning application at 4138 Cambie Street from 5:30-7:30 pm on December 6, 2016 at Phoenix Gymnastics at 4588 Clancy Loranger Way. Staff, the applicant team, and a total of approximately 22 people attended the open house.

**Public Response and Comments** - Two comment forms were submitted to the City in response to the December 6, 2016 open house. The comments emphasized support of the three-bedroom units being provided as part of the proposal.

**Figure 4 - Notification and Public Response**



### **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. The proposal is subject to the Citywide DCL rate which is currently \$168.13 per sq. m (\$15.62 per sq. ft.) for new residential floor area. This rate is applied to the proposed 1,753.2 sq. m (18,871 sq. ft.) of new floor area. On this basis, a DCL of approximately \$294,766 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 four- and six-storey market 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 \$814,637 using the target CAC rate of \$655.96 per sq. m (\$60.94 per sq. ft.) based on the net additional increase in floor area 1,241.9 sq. m (13,367 sq. ft.). The application was received on October 19, 2016 and changes to the target CAC rate for this area made on September 30, 2017 are not applicable to this application.

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

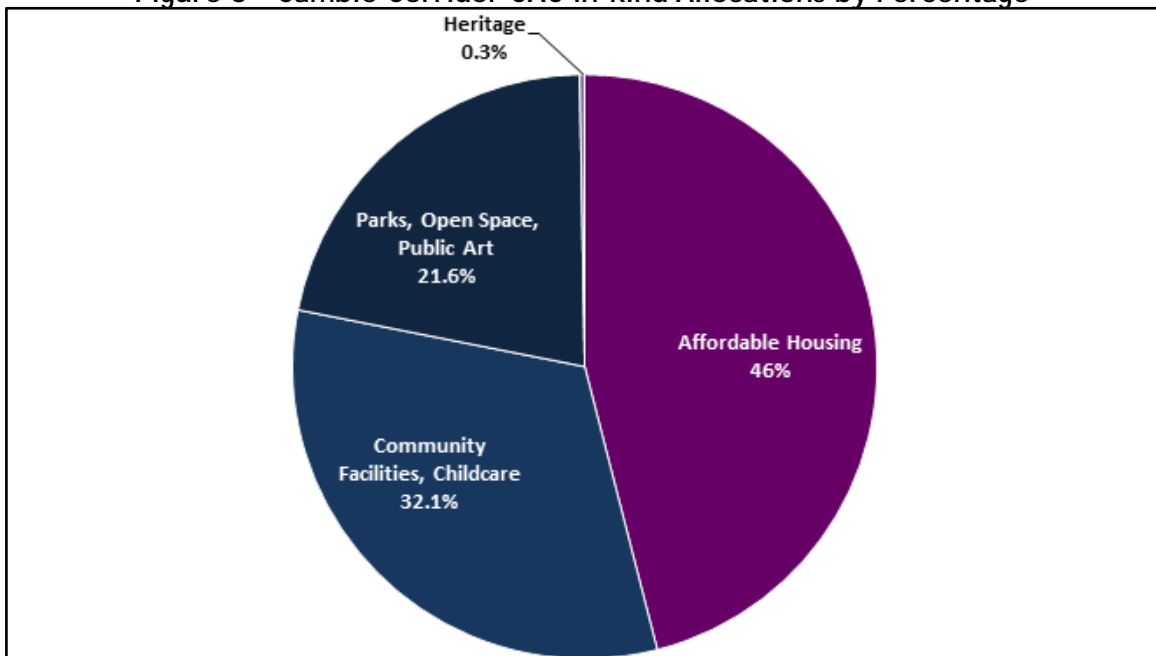
- \$407,318 (50%) to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Cambie Corridor Plan area.
- \$325,855 (40%) toward childcare and community facilities in and around the Cambie Corridor Plan area.
- \$81,464 (10%) to the Heritage Conservation Reserve 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 June 2017, approximately \$298.8 million has been secured through approved rezonings, as both cash and in-kind contributions, under the Cambie Corridor Plan. These CACs have been allocated as per Figure 5 and Figure 6 respectively.

**Figure 5 - Cambie Corridor CAC In-kind Allocations by Percentage**

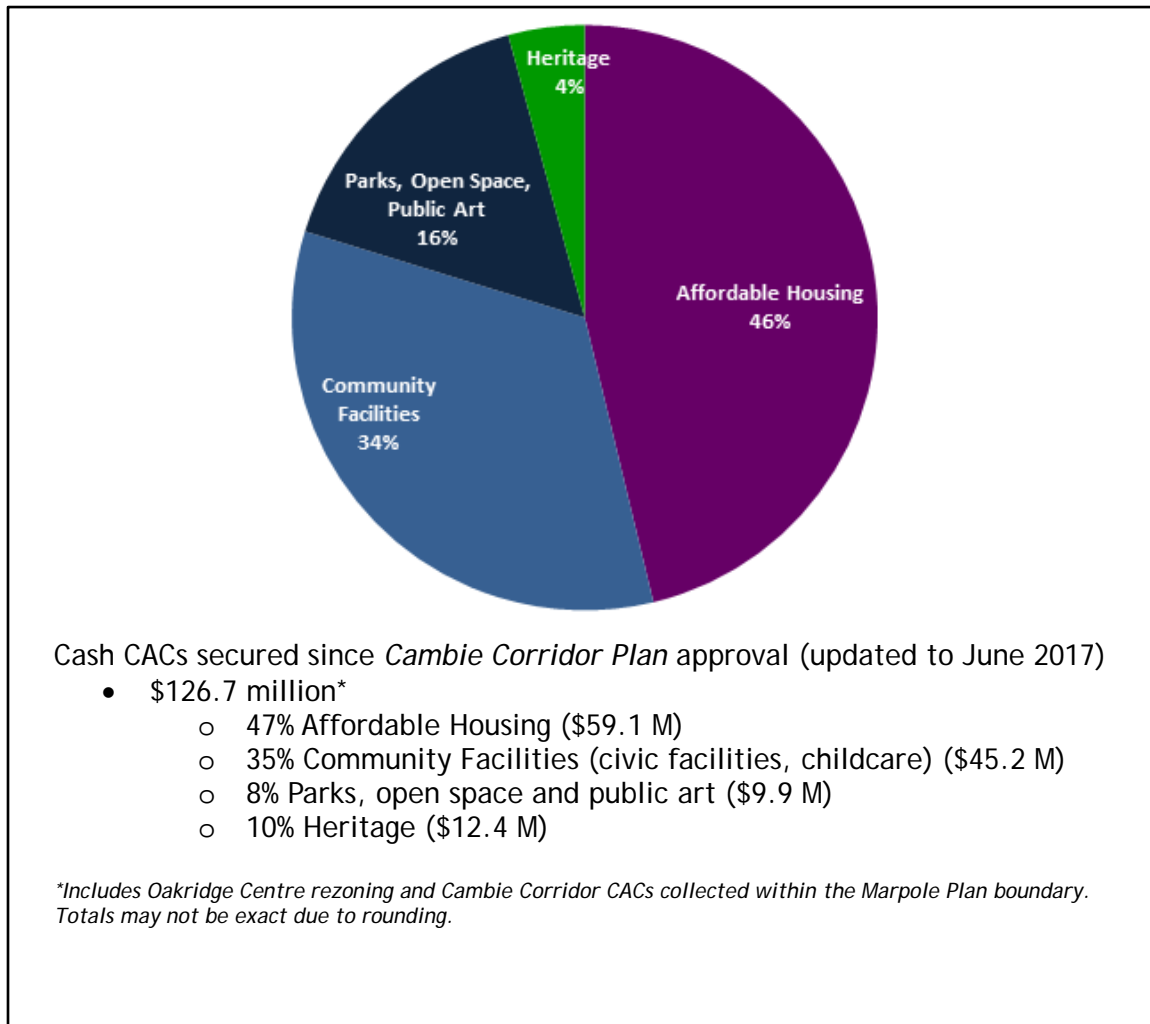


In-kind CACs secured since *Cambie Corridor Plan* approval (updated to June 2017)

- \$172 million\*
  - 46% Affordable Housing (\$79.2 M)
    - eg. 46 social housing units (Oakridge Lutheran Church Site), 290 social housing units (Oakridge Centre), 853 rental units approved through rezoning (various sites)
  - 32.1% Community Facilities (civic facilities, childcare) (\$55.2 M)
    - eg. 69-space childcare facility (Oakridge Centre), 37-space childcare facility (8175 Cambie Street), 2 artist studio units (8018 Cambie Street), Marpole-Oakridge Family Place (8175 Cambie Street)
  - 21.6% Parks, open space and public art (\$37.2 M)
    - eg. A 9-acre park (Oakridge Centre), a Bicycle Mobility Centre (8440 Cambie - Marine Gateway), public art installations
  - 0.3% Heritage (\$481 K)
    - eg. Onsite heritage conservation of James House and Wong Residence

*\*Includes Oakridge Centre rezoning and Cambie Corridor CACs collected within the Marpole Plan boundary. The examples provided are illustrative and do not represent a comprehensive list of all approved in-kind benefits. Totals may not be exact due to rounding.*

Figure 6 - Cambie Corridor CAC Cash Allocations by Percentage



### ***Implications/Related Issues/Risk***

#### ***Financial***

As noted in the section on Public Benefits, the applicant has offered a cash CAC of \$814,637 to be allocated as follows:

- \$407,318 (50%) to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Cambie Corridor Plan area.
- \$325,855 (40%) toward childcare and community facilities in and around the Cambie Corridor Plan area.
- \$81,464 (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 \$294,766 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.

\* \* \* \* \*

5110 Cambie 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:
  - (i) be suitable for family housing;
  - (ii) include two or more bedrooms; and
  - (iii) 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 730.5 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 2.40.
- 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 20.1 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. A development permit application for dwelling uses must include an acoustical report prepared by a licensed professional acoustical engineer demonstrating that the noise levels in those portions of the dwelling units listed below will not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. For the purposes of this section the noise level is the A-weighted 24-hour equivalent (Leq24) sound level and will be 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

\* \* \* \* \*

5110 Cambie Street  
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 Billard Architecture Inc., on behalf of 1063570 B.C. Ltd., and stamped October 19, 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 to improve the massing, as follows:
  - (i) Provide an increased setback of 9.5 ft. at the south (interior) property line for the east and west ends of the building (ie. Gridline B to D, and K to N).
  - (ii) Lower the building height by 2 ft.  
  
Note to Applicant: This may be achieved by lowering the main floor elevation and/or by reducing floor-to-floor heights.
  - (iii) Confirm that the parking ramp entry has sufficient headroom, accounting for structure and required clearance for disability vehicles.  
  
Note to Applicant: Should the parking ramp require further height, a portion of the main floorplan will be impacted and floor space may be reduced. The main floor elevation should not be raised.
- 2. Design development to improve the interface to the public realm, as follows:
  - (i) Provide a more neighbourly, inviting and "public" character for the mini-park.
  - (ii) Delete the raised walkway and retaining wall in the interior side yard, and internalize the stair into the building.
  - (iii) Provide a minimum 3 ft. landscape buffer in front of the retaining walls for the raised private patios, along the west and north property lines.

- (iv) Add a landscape buffer between the private patio for unit TH-5 and the principle building entry.
- (v) Add a landscape buffer with a protective curb (i.e. 8" height) or a planter along the lane edge (Refer to Landscape Condition 19).
- (vi) Relocate the pad-mounted transformer to be adjacent to the parkade entry.

Note to Applicant: The PMT size and location must adhere to BC Hydro requirements.

3. Design development to improve the building elevations, as follows:

- (i) Add windows to the south elevation (interior side yard), particularly at the exit stairs, to present a more neighbourly interface to the adjacent building.
- (ii) Add windows to the east elevation at Level 1 to animate the lane.
- (iii) Improve the visibility of the entries to the ground-oriented units.

Note to Applicant: This can be achieved by adding canopies and/or sidelites, a change in exterior cladding, or feature lighting.

4. Design development to improve the sustainable design of the building envelope, as follows:

- (i) Consider relocating and refining the angle of the vertical fins (currently proposed on the west elevation) to improve passive solar protection.
- (ii) Consider increasing the wall to window ratio, particularly on the west and north elevations.
- (iii) Consider solar shading for units (i.e. TH-5) and for bedrooms (i.e. CD-2, CD-4, CD-6) with unprotected south-west exposure.

5. Design development to improve the livability of the dwelling units, as follows:

- (i) Improve the privacy for street-fronting bedrooms, particularly at lower levels.

Note to Applicant: This can be achieved by raising the window sills to 3 ft. or by using frosted glazing or metal screens for the balcony railings.

- (ii) Provide sufficient living/dining space relative to the number of bedrooms in each unit.



Note to Applicant: The living/dining space for units CD-1, CD-5 and CD-6 is insufficient for the anticipated household size (i.e. the living space for CD-5 is only 7 ft. deep). For three-bedroom units, provide furniture layouts to illustrate living and dining areas to comfortably accommodate six people.)

- (iii) Delete internalized habitable rooms (ie. "dens" without exterior windows).
- (iv) Provide bulk storage for every unit, either in-suite or in the parkade, per the Bulk Storage bulletin.

Note to Applicant: Storage rooms accessed from common corridors will count in FSR.

- (v) Improve the private and shared outdoor spaces, by:
  - a. Increasing balconies to minimum 5 ft. clear;
  - b. Providing a larger common roof deck above Level 6; and
  - c. Providing opportunities for childrens' play.

Note to Applicant: The proposed private roof deck at Level 6 should be deleted. To reduce massing the common roof deck should be accessed by the elevator core and one exit stair.

- 6. Design development to the architectural detailing and materials, as follows:
  - (i) Provide a refined colour and material palette, taking neighbouring views into consideration.

Note to Applicant: The large unbroken areas of exterior wall that are coloured in solid red or black should be reconsidered, particularly where they will constitute the primary view from windows in the adjacent development. Consider using exterior cladding materials with texture and visual interest at the pedestrian scale.

- (ii) Provide durable materials for exterior cladding and surfaces, with special consideration to colour fastness.

Note to Applicant: The red colour proposed for the metal cladding and multiple hard surfaces of the plaza may be difficult to achieve and maintain.

- 7. The proposed unit mix, including one two-bedroom unit (8%) and 11 three-bedroom units (92%), 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 35% of the dwelling units designed to be suitable for families with children.

8. Identification on the architectural and landscape drawings of any built features intended to create a bird friendly design;

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

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

9. 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**

10. 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.
11. Section details at a minimum scale of 1/4"=1'-0" scale to illustrate typical proposed landscape elements including planters on structures, benches, fences, gates, arbours and trellises, and other features. Planter section details must confirm depth of proposed planting on structures deep enough to accommodate rootballs of proposed trees well into the future, with dimensions which exceed BCSLA standard.
12. Provide 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.

13. 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.
14. New proposed street trees should be coordinated with the Park Board and Engineering, confirmed on the Plant List and 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.
15. 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.
16. 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.

17. Design development to the mini-park at the northwest corner to present a friendlier, more comfortable and inviting space. This may be achieved by the following:
  - (i) Deleting the access ramp and allow the space itself to function as access ramp to the front entry. This would eliminate the hard edges of the ramp curb;
  - (ii) Providing a more articulated paving, integrated with public art which contributes to the public realm, with more friendly, inviting colours and textures;
  - (iii) Activating with additional, colourful, diverse planting beds; and
  - (iv) Providing a trellis with vines over benches adjacent to building.
18. Design development to enable the protection of the adjacent property 3 ft. diameter conifer, being retained by the adjacent development, allowing a clear root zone protection area of minimum 18 ft. from the trunk of the tree.

Note to Applicant: This will likely require a revised parkade setback from the property line. A revised Arborist Report is required to provide methods of protection for the tree, in coordination with the representative arborist for the adjacent development. A Letter of Assurance for arborist supervision should also be provided, signed and dated by arborist, owner and contractor, detailing activities that will need to be supervised and the terms for advance notice for arborist attendance.

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

Note to Applicant: The lane edge planting should be protected from vehicles by an 8" high curb.

20. 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 exceed BCSLA standards.

21. Provision of improved sustainability by the provision 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.

### Sustainability

22. 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.

23. Any new building in the development will meet the requirements of the preceding *Green Buildings Policy for Rezoning* (as amended up to January 14, 2016), 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.

24. In lieu of the requirements outlined in Condition 23, the applicant may choose to meet the requirements of the *Green Buildings Policy for Rezoning* (amended February 7, 2017), including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or alternate near zero emissions standard approved by the Director of Sustainability), or Low Emissions Green Buildings. The requirements for Low Emissions Green Buildings are summarized at <http://guidelines.vancouver.ca/G015.pdf>.

### Engineering

25. Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.
26. Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site. Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. Detailed confirmations of these commitments will be sought at the building permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to building occupancy. Provision of written acknowledgement of this condition is required. Please contact Engineering Services for details.
27. The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation & construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection/removal or slab pour that requires additional street use beyond the already identified project street use permissions.
28. First risers to be setback 1 ft. from the property lines.
29. Clearly show property lines on all plans.
30. Clearly show City building grades on the plans and provide design grades on both sides of all entries at the property lines clearly indicating that the entries meet City building grades.
31. Confirmation that the space allocated for the PMT is adequate and meets BC Hydro standards.
32. Provision of a Landscape Plan that reflects the off-site improvements sought for this site.

33. Compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services as follows:

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

Note to Applicant: Where there is a curved ramp, provide grades 2 ft. from the wall on the inside radius (Section I.A). The slope and length of the ramp sections must be shown on the submitted drawings.

- (ii) Ramps which have a 15% slope and are exposed to the weather must be heated and note on plans.

- (iii) Provision of the minimum vertical clearance for the main ramp and security gates.

Note to Applicant: 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. 2.1 m is noted on drawing A1.04.

- (iv) 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.

- (v) Provision of column placement within the parking level to comply with the requirements of the Engineering Parking and Loading Design Supplement. 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.

- (vi) Dimension all columns encroaching into parking stalls.

- (vii) Provision of automatic door openers on the doors providing access to the bicycle room(s) and note on plans.

#### Technical Analysis

34. Confirmation that the exiting requirements have been met per the Vancouver Building By-law.

Note to Applicant: A building code consultant is suggested to review the requirements of the VBBL with respect to, but not limited to, exiting and accessibility.

## CONDITIONS OF BY-LAW ENACTMENT

- (i) 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. Provision of a statutory right-of-way (SRW) for public use of the mini-park located on private property (at the corner of 35th Avenue and Cambie Street).
2. 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 stormwater management plan that controls site flows equivalent to a 60% impervious site at the 1 in 5 return period storm. Provision of a report or management plan by a registered professional demonstrating that post development stormwater runoff flowrate will meet the above noted requirement. Legal arrangements may be required to ensure on-going operations of certain stormwater storage systems.
  - (iii) Provision of a corner bulge on 35th Avenue and Cambie Street adjacent the site. Work to include upgrading the curb return and curb ramps at the 35th Avenue and Cambie Street corner and the design is to include rainwater management design features.
  - (iv) Provision of 100% of funding to the satisfaction of General Manager of Engineering Services for the future construction of protected bike lanes and infrastructure improvements on Cambie Street adjacent to the site. Improvements will generally include the following:

- a. New concrete curb and gutter;
- b. Raised protected bike lane;
- c. Concrete sidewalk;
- d. Curb ramps where necessary;
- e. Upgraded street lighting to LED standard;
- f. Pedestrian scale lighting; and
- g. 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.

- (v) Provision of a minimum 2.13 m (7 ft.) wide CIP light broom finish concrete sidewalk with saw cut joints on 35th Avenue and Cambie Street adjacent the site.
  - (vi) Provision of street trees adjacent the site where space permits.
3. 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 not limited to System Vista, Vista switchgear, pad mounted transformers, LPT 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. In addition, 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.

Note to Applicant: Please ensure that in your consultation with B.C. Hydro that an area has been defined within the development footprint to accommodate such electrical plant. Please confirm that this space has been allocated and agreement between both parties has been met.

#### Environmental Contamination

4. 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**

- 5. Pay to the City a Community Amenity Contribution of \$814,637, 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 \$814,637 is to be allocated as follows:
  - (i) \$407,318 (50%) to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Cambie Corridor Plan area;
  - (ii) \$325,855 (40%) toward childcare and community facilities in and around the Cambie Corridor Plan area; and
  - (iii) \$81,464 (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 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.

\* \* \* \* \*

5110 Cambie Street  
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENT TO THE SUBDIVISION BY-LAW NO. 5208

A consequential amendment is required to delete PID: 010-152-288; Lot 12, Block 840, District Lot 526, Plan 8324, from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

5110 Cambie Street  
ADDITIONAL INFORMATION

Urban Design Panel

The Urban Design Panel (UDP) reviewed this rezoning application on December 14, 2016. The application was supported 6-5.

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

**Introduction:** Fiona McDougall, Rezoning Planner, introduced the project as composed of one single-family parcel at the southeast corner of Cambie Street and 35th Avenue. The site is presently zoned RS-1 and developed with a single-family house. The site is 7,900 sq. ft., and 62 ft. by 127 ft.

Across the lane, sites are zoned RS-1 and are included in Cambie Corridor Phase 3 planning. City staff has noted that Cambie Corridor Phase 3 policy planning is still underway and final direction for these sites has not been determined. The sites on Cambie Street north/south are zoned RS-1, but are included in Cambie Corridor Phase 2 and can be considered for rezonings up to six storeys. Two rezonings have been approved and one is under review on the block to the north, and three rezonings have been approved on the block opposite. These rezonings range between 2.40 - 2.60 FSR.

The proposal is for a six-storey market residential building with a total of 12 units set over one level of underground parking. The *Cambie Corridor Plan* seeks a "mini-park" at the corner of 35th Avenue and Cambie Street, consisting of a small softscape plaza creating a green connection between Cambie Street and Queen Elizabeth Park. Parking includes 14 residential stalls and 18 bicycle parking stalls. The building height is 66 ft.

An FSR of 2.40 is proposed. The proposal is being considered under the *Cambie Corridor Plan*, which anticipates six-storey residential buildings in this area with a suggested FSR range of 1.75 - 2.25.

Danielle Wiley, Development Planner, noted that the site is an "orphan" lot, as adjacent three lots have consolidated (no rezoning application at this time). Challenges of limited site width include:

- Parking ramp cuts into building massing;
- Limited lane frontage to develop an "animated lane";
- Inefficient floorplate, and an "exposed" circulation core at the interior side elevation (this would normally be internalized);
- Difficult to "land" maximum density due to inherent inefficiency of a small site.

The proposed density is 2.40 FSR. The proposed range allotted in the Plan is 1.75 - 2.25.

The mini-park located at the corner is required under the Public Realm Plan. The intent is to have a pleasant respite point that passersby (coming to and from Queen Elizabeth Park) would recognize as "public" but it is not meant to be an active park space.

Setbacks of 12 ft. are provided on both street frontages and a 4 ft. setback is provided at the lane. The interior side yard is 8 ft., which is the minimum allowed under the plan. The ground-floor includes two-storey ground-related “townhouse” units along both frontages, with at-grade patios extending to the property line. There is a double-height amenity room at the street corner, overlooking the mini-park. Note there is no contiguous outdoor space; a common patio is provided on the roof. The upper levels include single-level flats on Levels 3 to 6 (2 apartments per level, except on the 6th.) 8 ft. setbacks are provided at Levels 5 and 6 on three sides of the building. A “partial” setback is achieved at interior property line, due to the location of the circulation core. Two roof decks are proposed: one shared; one private (for 6th storey unit).

The architectural expression is defined by “framed” balconies (resulting in long, relatively narrow outdoor spaces), and a bold colour palette (red, black and white).

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

1. Is the interface with the public realm successful? (Please consider the mini-park, as well as the landscape/patios along Cambie Street and 35th Avenue)
2. Is the lane environment, including parking access, successfully resolved?
3. Is the building massing and elevation at the south property line (interior side yard) successfully resolved?
4. Is the overall density and massing appropriate?
5. Please comment on architectural expression and detailing, to assist the applicant in preparing a future development permit application.

**Applicant’s Introductory Comments:** The applicant said the units are intended as family housing, as all are three-bedroom units.

The intent of the mini-park was to ‘engage the corner’ and create a gateway to Queen Elizabeth Park. The red colouring of the mini-park and the building accents are a response to the bland palette in the area, and is meant to be striking and “Mondrian”.

There are significant setbacks to the massing, to “step down” towards the lane. The south-west corner has additional setbacks to accommodate the parkade entry. The outdoor amenity space is provided at roof level.

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

- The mini-park does not feel accessible to the public, and does not read as a “comfortable” space;
- The lane elevation is monolithic and requires design development;
- The massing and building elevation at the south property line are not neighbourly and require design development;
- The expression and detailing of the building reads as “commercial” rather than residential, and is too aggressive;
- The FSR is too high; a reduction in floor space would improve the massing;
- A clearer approach to sustainability is required (i.e. extent of glazing and thermal bridging, and location of shading devices, should be reconsidered).

**Related Commentary:** Several panel members commented that the FSR has not been “earned”, and some recommended that the building would be improved if the FSR and

massing were reduced. One member said that this FSR could be achievable on the site, with improvements to the massing and design. The panel welcomes the unique design approach to the building. But the sculptural quality of the design has not been integrated with the building's program and function, and so remains a piece of art rather than architecture. Several panel members commented that the design requires sophisticated detailing as it moves forward to a DP application. Many commented that the architecture reads as an office or commercial building, and should be developed in a more residential style. Some panel members questioned the use of strong red accents, as this colour tends to fade over time, and a more muted/rust red would be less aggressive. There were too many "L"s according to a few panel members.

The design lacks a clear approach to sustainability, as it has extensive glazing and thermal bridging, and the solar shading does not wrap the corner to the west elevation. One panel member recommended exploring rainwater infrastructure.

The Panel noted that the mini-park needs design development and the ramp should be reconfigured. They mused that the mini-park could be like an art piece that contributes to the public realm. The raised patios along 35th are supported by the panel. They create a good separation between the public and private realms.

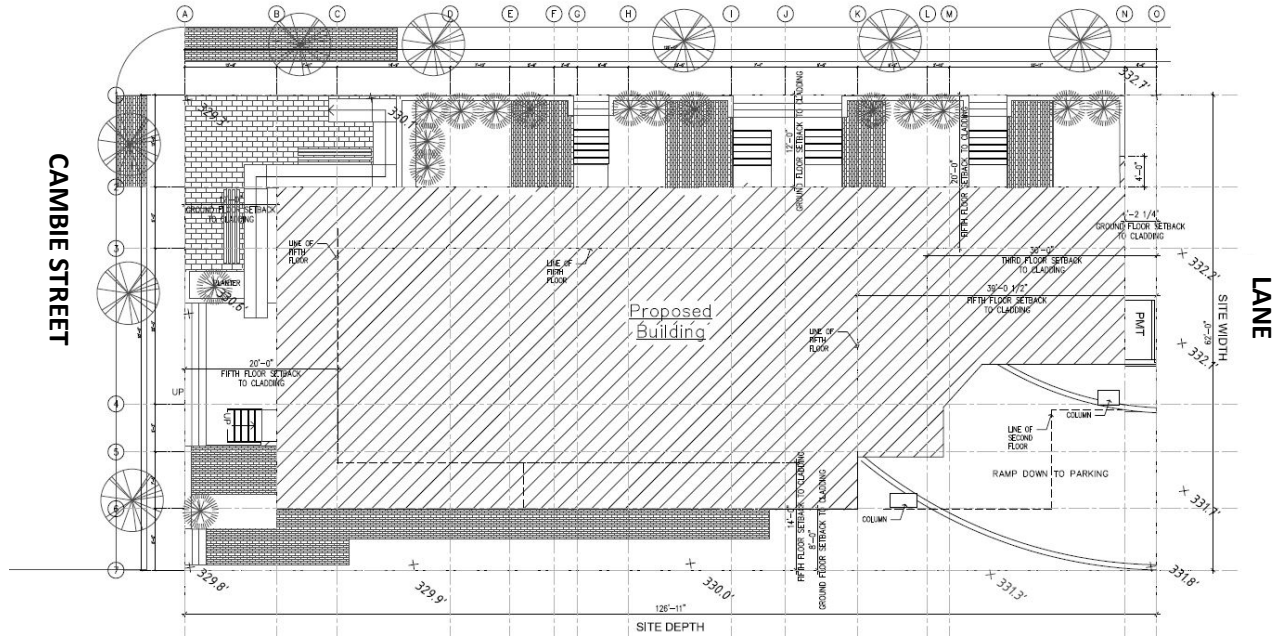
The parking ramp off the lane is a challenge but is supported. The panel suggested that perhaps parking access could be shared with the adjacent development to the south, so that the ramp could be removed.

**Applicant's Response:** The applicant thanked the panel and acknowledged that the design is a work in progress, and said that he will work towards a bold but more residential project.

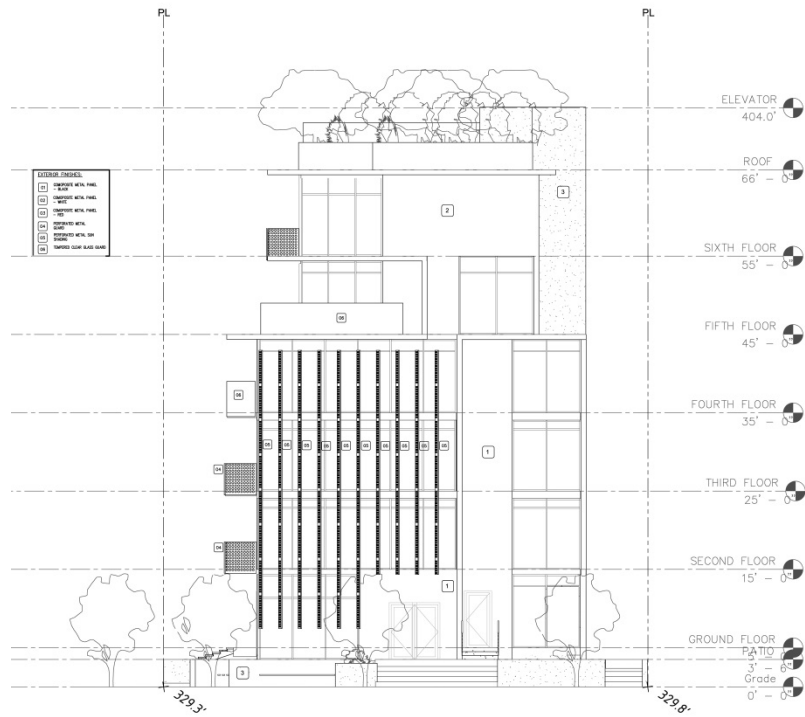
5110 Cambie Street  
FORM OF DEVELOPMENT

Site Plan

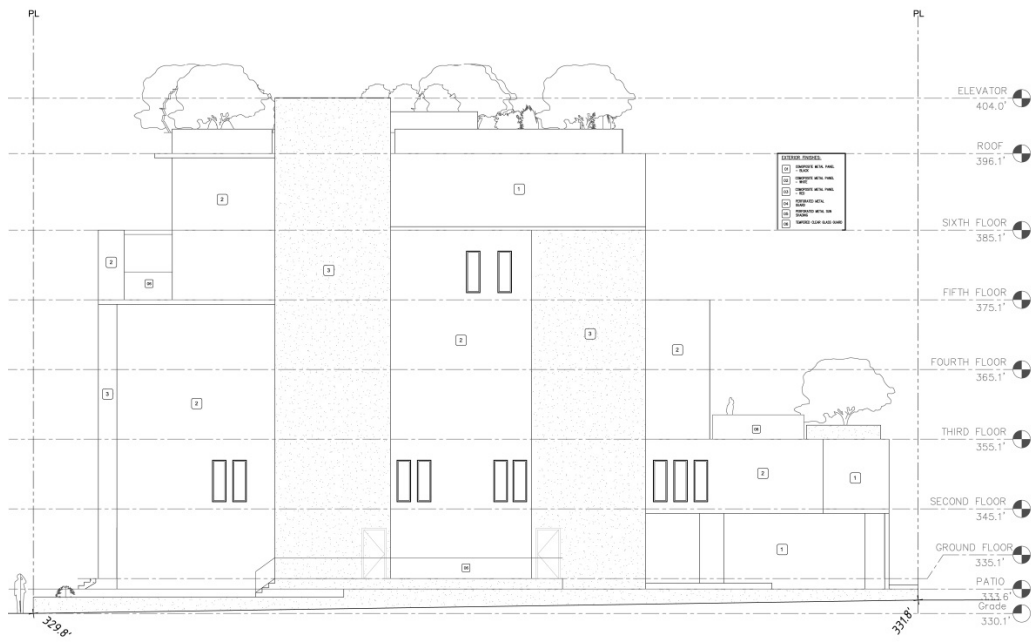
WEST 35<sup>TH</sup> AVENUE



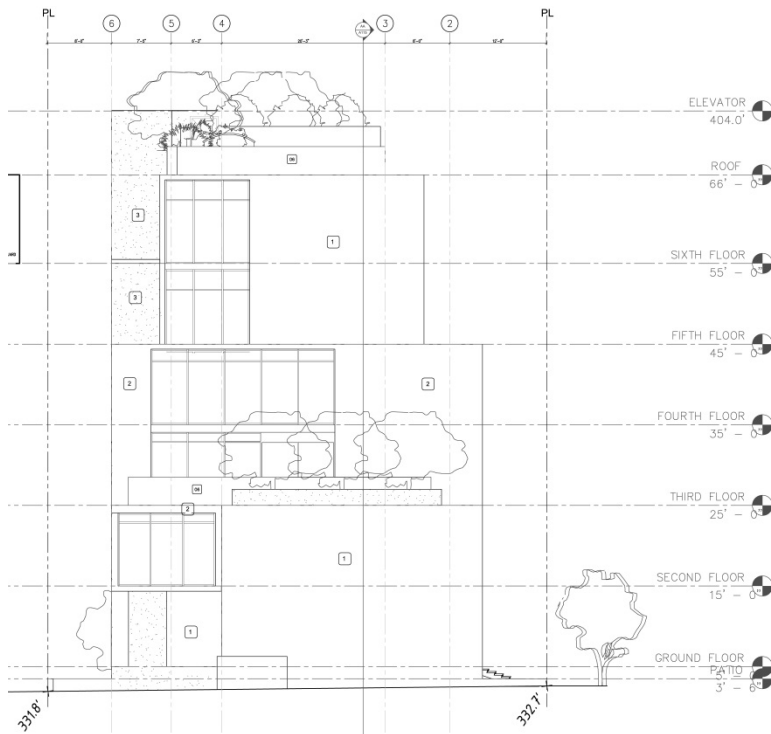
West Elevation



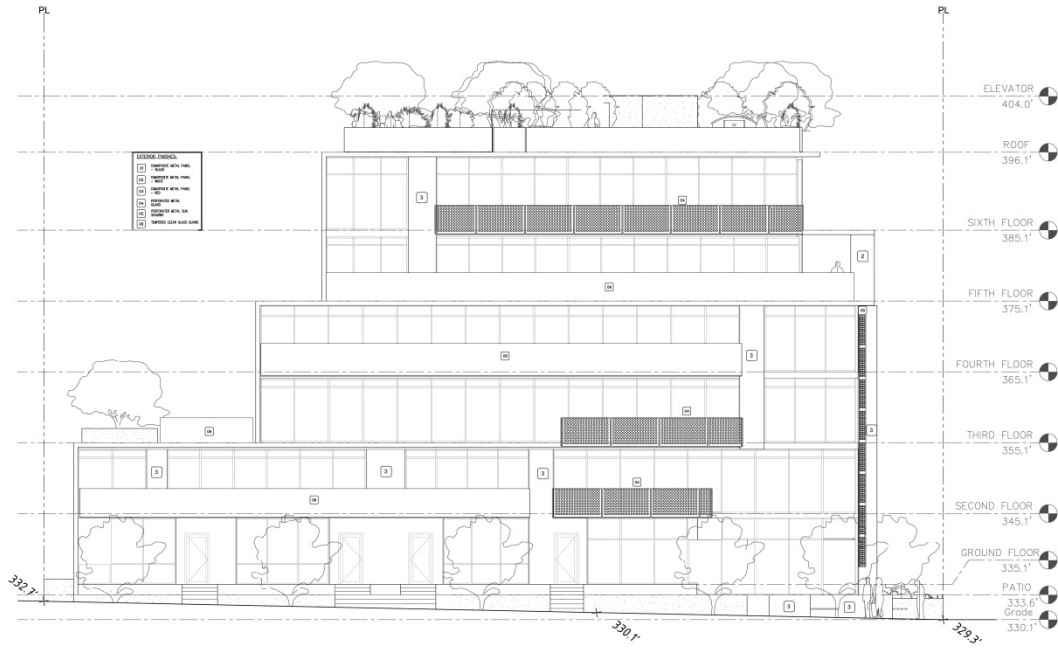
### South Elevation



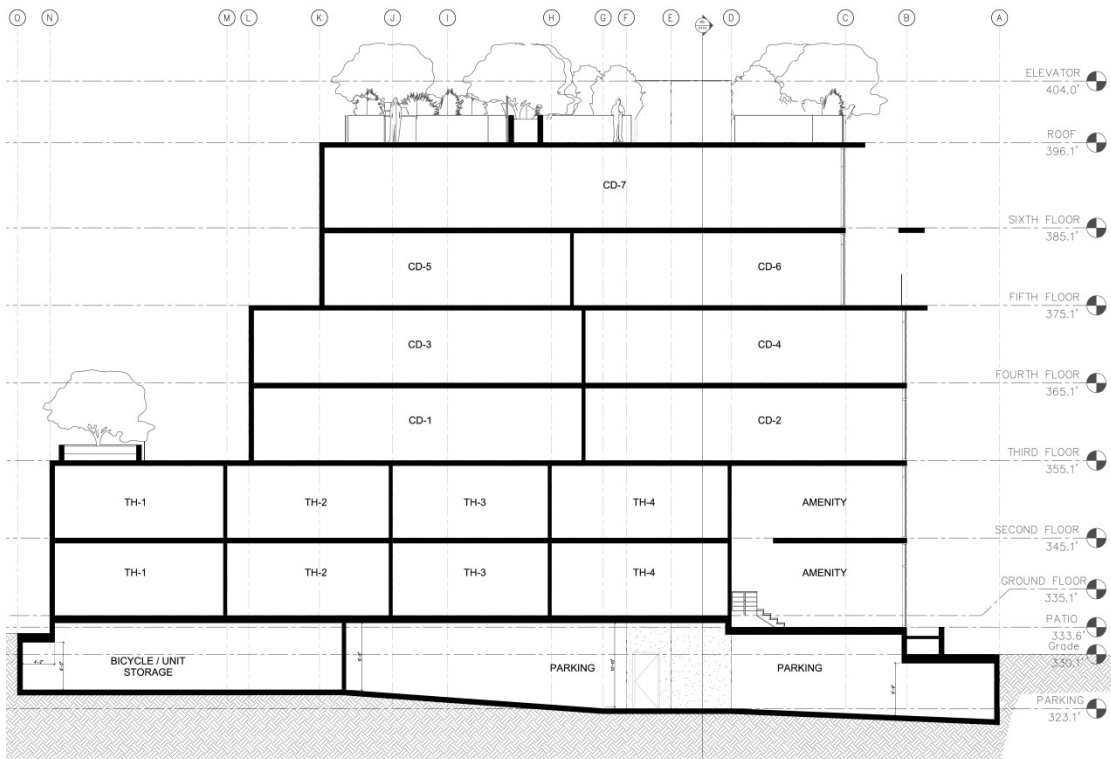
### East Elevation



### North Elevation

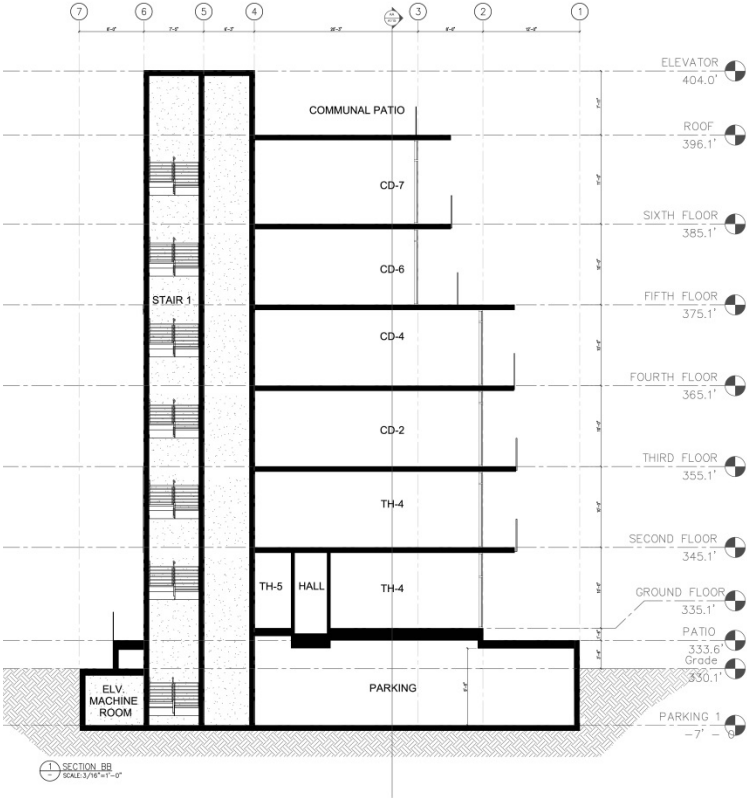


### North Section





East Section



Perspective (from Cambie Street looking East)



Perspective (looking North/East)



Perspective (looking South/West)



5110 Cambie Street  
PUBLIC BENEFITS SUMMARY

**Project Summary:**

One six-storey residential development containing a total of 12 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 community and childcare facilities in the Cambie Corridor area.

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 730.5 sq. m / 7,863 sq. ft.)	0.70	2.40
Floor Area (sq. ft.)	5,504	18,871
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)	19,980	294,766
	Public Art		
	20% Social Housing		
Offered (Community Amenity Contribution)	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage Conservation Reserve		81,464
	Affordable Housing		407,318
	Parks and Public Spaces		
	Childcare/Social/Community Facilities		325,855
	Unallocated		
	Other		
<b>TOTAL VALUE OF PUBLIC BENEFITS</b>		<b>19,980</b>	<b>\$1,109,403</b>

\* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification. For the City-Wide DCL, revenues are allocated into the following public benefit categories: Engineering (22%); Replacement Housing (32%); Parks (41%); and Childcare (5%).

\* \* \* \* \*

5110 Cambie Street  
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Address	5110 Cambie Street
Legal Descriptions	PID: 010-152-288; Lot 12, Block 840, District Lot 526, Plan 8324
Developer	1063570 B.C. Ltd.
Architect	Billard Architecture Inc.
Property Owners	1063570 B.C. Ltd.

Development Statistics

	Development Permitted Under Existing Zoning	Proposed Development
ZONING	RS-1	CD-1
SITE AREA	730.5 sq. m (7,863 sq. ft.)	730.5 sq. m (7,863 sq. ft.)
USES	One-Family Dwelling	Multiple Dwelling
FLOOR AREA	511.3 sq. m (5,504 sq. ft.)	1,753.2 sq. m (18,871 sq. ft.)
FLOOR SPACE RATIO (FSR)	0.70 FSR	2.40 FSR
HEIGHT	10.7 m (35 ft.)	20.1 m (66 ft.)
PARKING, LOADING AND BICYCLE SPACES	as per Parking By-law	as per Parking By-law

\* \* \* \* \*