



POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: January 23, 2018
Contact: Susan Haid
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VanRIMS No.: 08-2000-20
Meeting Date: February 20, 2018

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 Rezoning: 5130-5170 Cambie Street

RECOMMENDATION

- A. THAT the application by GBL Architects, on behalf of Jia Wei You (Lot 13), Yuk Ming Tsoi (Lot 14) and Jia Xin You (Lot 15), the registered owners, to rezone 5130-5170 Cambie Street [*Lots 13, 14 and 15, all of Block 840, District Lot 526, Plan 8324; PIDs 010-152-296, 010-152-318, and 010-152-326 respectively*] from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to increase the floor space ratio (FSR) from 0.70 to 2.44 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 65 market residential units, be referred to a Public Hearing together with:
- (i) plans prepared by GBL Architects, received on April 20, 2017;
 - (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 the enactment of the CD-1 By-law, the Subdivision By-law be amended generally as set out in Appendix C;

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Subdivision By-law at the time of enactment of the CD-1 By-law.

- C. THAT, subject to enactment of the CD-1 By-law, the Parking By-law be amended generally as set out in Appendix C;
- FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Parking By-law at the time of enactment of the CD-1 By-law.
- D. THAT Recommendations A to C be adopted on the following conditions:
- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City and the 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;
 - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

REPORT SUMMARY

This report evaluates an application to rezone three lots located at 5130-5170 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 with a total of 65 market residential units over two levels of underground parking. The site is located in the Queen Elizabeth area of the *Cambie Corridor Plan*.

Staff have assessed the application and conclude that it generally meets the intent of the 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, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it, subject to Public Hearing and 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 2017??)
- *High-Density Housing for Families with Children Guidelines* (1992)
- *Family Room: Housing Mix Policy for Rezoning Projects* (2016)
- *Greenest City Action Plan* (2012, last amended 2016)
- *Renewable City Strategy* (2015)
- *Urban Forest Strategy* (2014)

REPORT

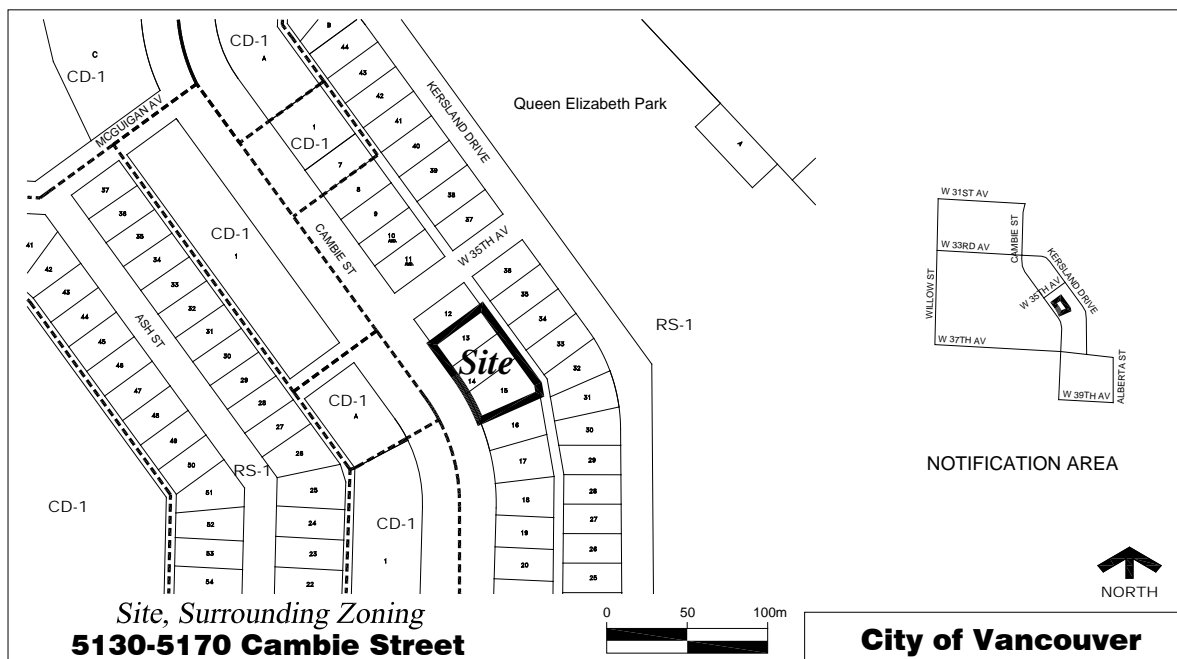
Background/Context

1. Site and Context

This 2407.5 sq. m (25,914 sq. ft.) site is located on the east side of Cambie Street between 35th and 37th Avenue. The site is 58m (189 ft.) wide and 41m (133 ft.) deep. Currently the sites are zoned RS-1 and occupied with three detached one-family dwellings. To the north of the site is an approved rezoning for a six-storey residential building and to the south (5190-5226 Cambie Street) is a proposal for a six-storey mixed-use building including a private daycare.

There are currently seven six-storey residential proposals along Cambie Street between 33rd Avenue and 39th 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 Oakridge-41st Avenue Canada Line station, about a 10 minute walk away.

Figure 1 - Site and Surrounding Zoning (including notification area)



2. Policy Context

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

Section 4 of the Plan (the “Neighbourhoods” section) provides direction for the development in each area of the corridor, including neighbourhood character, public realm and urban design principles. The subject site is located within the “Queen Elizabeth” neighbourhood. 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.

For the subject site, 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. Staff is directed to consider the Built Form guidelines in the Plan, as well as the *Cambie Corridor Design Principles Bulletin*. Staff determined that the urban design and public realm performance satisfactorily meets the built form guidelines suggested in the plan and that the proposed density of 2.44 FSR is an appropriate response to the site.

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 Street and the surrounding single-family houses. The draft Phase 3 Plan proposes four-storey strata with six-storey rental on Kersland Drive to the east of the site.

The Family Room: Housing Mix Policy for Rezoning Projects - 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. Residential strata housing are required to include a minimum of 10% three-bedroom units and a minimum of 25% two-bedroom units. This application proposes 32 two-bedroom units (50%) and 4 three-bedroom units (6% of the overall units). A condition of approval has been included in Appendix B to require at least 10% of the total dwelling units be three-bedroom units.

High-Density Housing for Families with Children Guidelines - The proposal includes a common amenity room and an open space between the subject site and the site to the south. A recommendation is included in Appendix B, proposed conditions of approval, to improve residential common amenities by introducing opportunities for children’s play in line with the *High-Density Housing for Families with Children Guidelines* (1992).

Strategic Analysis

1. Proposal

The application proposes to rezone the site 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 65 dwelling units (29 one-bedroom [44%] units, 32 two-bedroom [50%] units and four three-bedroom [6%] units) with a total FSR of 2.44 and a building height of 20.1 m (66 ft.). Two levels of underground parking accessed from the lane are proposed, with a total of 98 vehicle parking spaces and 96 bicycle parking spaces.

Figure 2 - Site Plan

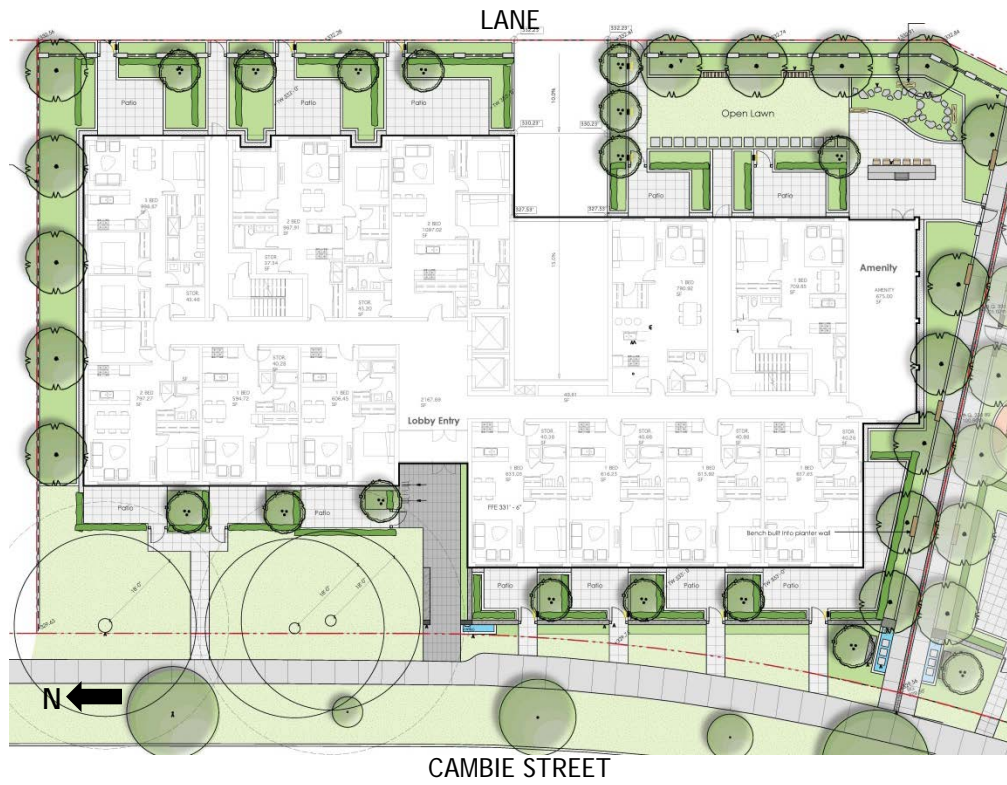


Figure 3 - Perspective view looking southwest Cambie Street



Land Use, Density, and Form of Development (Refer to drawings in Appendix E)

The application proposes a six-storey residential building. The building has shoulder setbacks above the fourth storey and a two-storey base at the rear to provide a transition in scale to the neighbouring single-family sites across the lane. Ground-oriented units have entries and patios facing the street and lane to provide animation consistent with the *Cambie Corridor Plan*.

A distinct step in the building form is provided at the main entry to break up the frontage into two components. The main entry notch is highly glazed to emphasize the visual break in the massing. The entry configuration also allows daylighting of the corridor and elevator lobby at each level for improved livability. The stepped front setback facilitates retention of a stand of three mature trees along the front property line as an amenity for pedestrians and residents.

The proposal is generally consistent with the height and built form guidelines set out in the *Cambie Corridor Plan*, noting that staff support the frontage width of 167 ft. for the building. While in excess of the recommended 150 ft. frontage width, the architectural design responds well to the curved alignment of Cambie Street in this location and there is sufficient variation in the massing to mitigate the perceived width of the building. In addition, at the juncture between this site and the adjacent site to the south, the spacing between the buildings has been maximized. This enhanced open space is intended to preserve long views to Queen Elizabeth Park and create a common park-like amenity with the neighbouring building. A publicly accessible path to the lane is also provided in this location between the subject site and the site to the south.

The Urban Design Panel reviewed and supported this application on September 6, 2017 (see Appendix D). Staff conclude that the design is in-keeping with the expected character of development as outlined in the *Cambie Corridor Plan* and support the application, subject to the design development conditions for further refinement noted in Appendix B.

2. Transportation and Parking

Vehicle and bicycle parking are provided within two levels of underground parking, accessed from the lane. The application proposes 98 vehicle parking spaces and 96 bicycle parking 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 rezoning conditions included in Appendix B, and the loading standards included in Appendix C.

3. 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 Rezonings*, 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 Rezonings*, 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 demonstrate a greenhouse gas outcome equivalent to connecting to a low-carbon neighbourhood energy system, 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 installed on the site. A total of 470 notifications were distributed within the neighbouring area on or about June 22, 2017. A community joint open house was held on July 17, 2017 with staff and applicant teams for this rezoning application as well as a rezoning application for the neighbouring application at 5190-5226 Cambie Street. Staff, the applicant team, and a total of approximately 27 people attended the open house. (see Figure 4).

Public Response and Comments - The City did not receive any responses to the application by email or comment form. Staff note that the application meets the intent of the *Cambie Corridor Plan* design guidelines and that the building has received support from the Urban Design Panel.

Figure 4 - Public Notification Summary

Total notifications		470
Open House attendees		27
Comment sheets		0
Other feedback		0

PUBLIC BENEFITS

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

Public Benefits - Required by By-law or Policy

Development Cost Levies (DCLs) - Development Cost Levies collected from development help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and engineering infrastructure. This site is subject to the City-wide DCL rate, which is currently \$168.13 per sq. m (\$15.62 per sq. ft.). This rate is applied to the proposed 5,874.3 sq. m (63,230 sq. ft.) of floor area. On this basis, a DCL of approximately \$987,646 is anticipated.

DCLs are payable at building permit issuance and are subject to an annual inflationary adjustment which takes place on September 30th of each year. When a DCL By-law with higher rates is introduced, a number of rezoning, development permit and building permit applications may be at various stages of the approval process. An application may qualify as an in-stream application and therefore may be exempt from DCL rate increases for a period of 12 months from the date of DCL By-law rate adjustment, provided that it has been submitted prior to the adoption of such DCL By-law rate adjustment. If a related building permit application is not issued within the 12-month period, the rate protection expires and the new DCL By-law rate will apply. See the City's [DCL Bulletin](#) for details on DCL rate protection.

Public Art Program - The *Public Art Policy for Rezoned Developments* requires that rezonings involving a floor area equal to or greater than 9,290 sq. m (100,000 sq. ft.) allocate a portion of their construction budgets to public art or provide cash in lieu as a condition of rezoning. As the proposed floor area is below the minimum threshold, 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* 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 \$2,747,882 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 4,189.1 sq. m (45,090 sq. ft.). The application was received on April 20, 2017 and changes to the target CAC rate for this area made on September 30, 2017 are not applicable to this application.

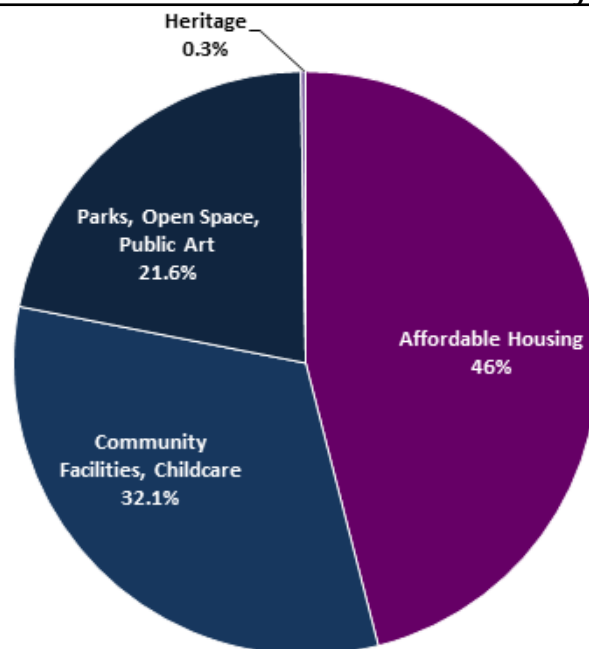
Staff recommend that the cash CAC be allocated to the following identified community needs:

- \$1,373,941 (50%) to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Cambie Corridor Plan area.
- \$1,099,153 (40%) toward childcare and community facilities in and around the Cambie Corridor Plan area.
- \$274,788 (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 December 2017, approximately \$300.6 million has been secured through approved rezonings under the *Cambie Corridor Plan*. These CACs have been allocated as per Figures 5 and 6.

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

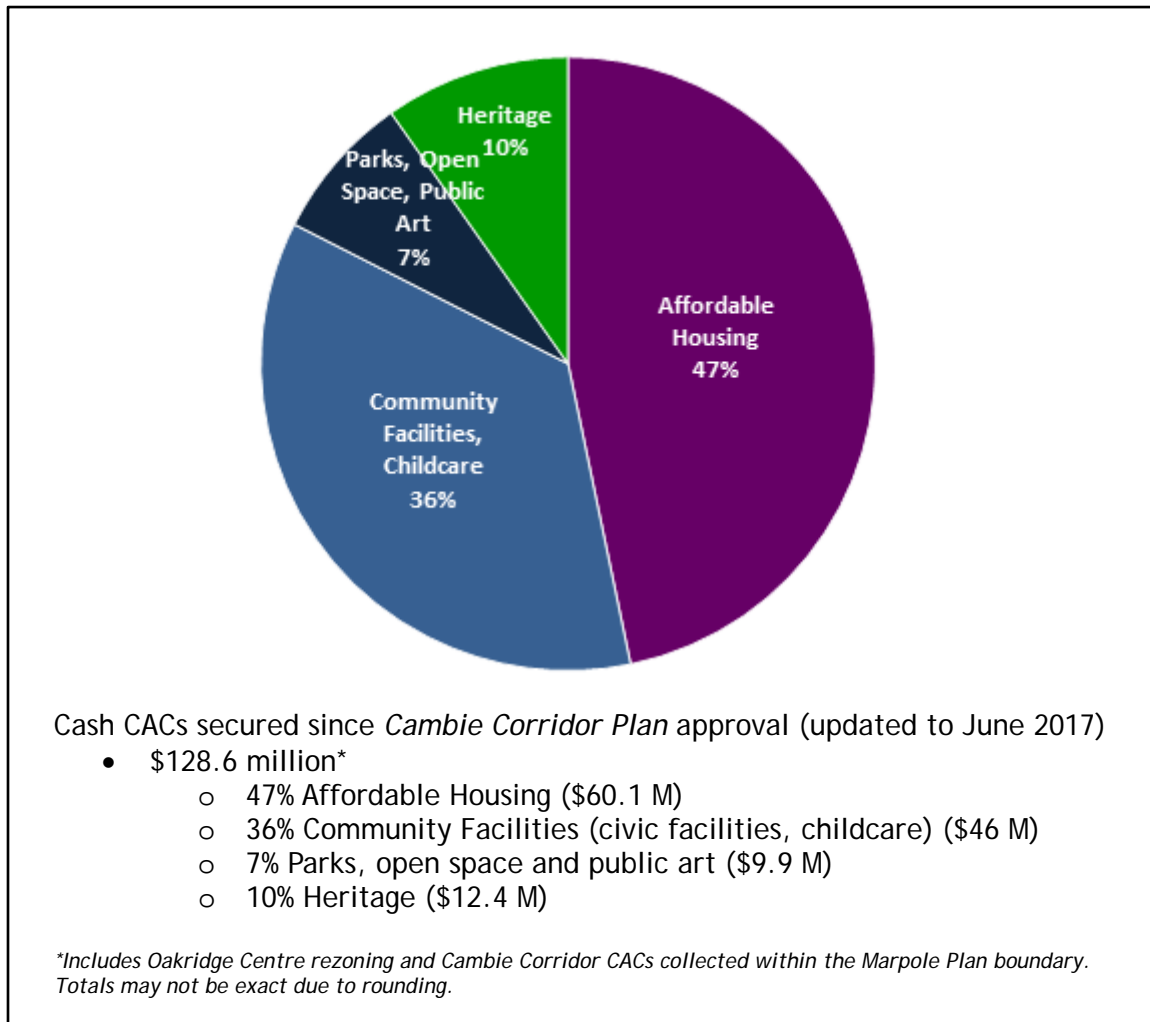


In-kind CACs secured since *Cambie Corridor Plan* approval (updated to June 2017)

- \$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 \$2,747,882 to be allocated as follows:

- \$1,373,941 (50%) to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Cambie Corridor Plan area.
- \$1,099,153 (40%) toward childcare and community facilities in and around the Cambie Corridor Plan area.
- \$274,788 (10%) to the Heritage Conservation Reserve to enable heritage conservation in the City of Vancouver.

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

This site is within the City-wide DCL District. It is anticipated that the project will generate approximately \$987,646 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, 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.

* * * * *

5130-5170 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 of By-law No. 3575.

[Note: Schedule A is not attached to this appendix; it 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) Dwelling Uses, limited to Lock-off Units and Multiple Dwellings; 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, of which:
 - (i) at least 25% of the total dwelling units must be two-bedroom units, and
 - (ii) at least 10% of the total dwelling units must be three-bedroom units; and
 - (c) comply with Council's "High-Density Housing for Families with Children Guidelines".

Floor area and density

- 4.1 Computation of floor space ratio must assume that the site area is 2407.5 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 2.44.
- 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; and
 - (ii) the balconies must not be enclosed for the life of the building;
 - (b) patios and roof gardens, provided that the Director of Planning first approves the design of sunroofs and walls;
 - (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses, which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which are at or below base surface, except that the minimum exclusion for a parking space must not exceed 7.3 m in length; 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 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 m².

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 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

* * * * *

5130-5170 Cambie Street
PROPOSED CONDITIONS OF APPROVAL

Note: Recommended approval conditions will be prepared generally in accordance with the draft conditions listed below, subject to change and refinement prior to finalization of the agenda for Public Hearing.

CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by GBL Architects, on behalf of the registered owners, and stamped "Received Planning & Development Services (Rezoning Centre), April 20, 2017", 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 of by the Director of Planning, who shall have particular regard to the following:

Urban Design

- 1. Design development to the open space at the south side of the building to enhance the character as a landscaped amenity.

Note to Applicant: Additional trees and soft landscaping should be provided at the entry to the pedestrian path to enhance the character of the open space as a green amenity for both pedestrians and residents. The private patio for the ground floor unit at the southwest corner should be reoriented to face Cambie Street to provide space for additional landscaping. Refer also to Landscape Design Condition #6.

- 2. Design development to provide a green roof in keeping with the expectations of the Planning By-Law Administration Bulletin Roof-mounted Energy Technologies and Green Roofs.

Note to Applicant: A substantial portion of the roof is to be a green roof (minimum of 25% of the roof area for an intensive green roof or 50% for an extensive green roof).

- 3. Provide high quality and durable exterior finishes consistent with the rezoning application.

Note to Applicant: The intent is to maintain the proposed quality in all aspects, including but not limited to appearance, durability, and performance, by retaining the use and extent of the finishes shown.

Housing

4. Design development to meet the requirement in the *Family Room: Housing Mix Policy for Rezoning Projects (2016)* which requires at least 10% of the total dwelling units be three-bedroom units and at least 25% of the total dwelling units must be two-bedroom units.

Note to Applicant: The current housing mix of 6% three-bedroom units does not meet the *Family Room: Housing Mix Policy for Rezoning Projects (2016)*. The unit mix will need to be adjusted to ensure the project meets the minimum of 10% three-bedroom units and minimum of 25% two-bedroom units.

Crime Prevention through Environmental Design (CPTED)

5. 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

6. Design development to improve the pedestrian crossing at the northern property line in the following subject areas;
 - (i) Public Expression: Delete the portions of the private open space that are north of the north-west corner's units; this includes the ground floor patio and the decks on the 2nd, 3rd and 4th floors. This space is to be used for landscaping and/or hardscaping that will continue west adjoining to the Cambie Street sidewalk.
 - (ii) Public Expression: The entrances to this pedestrian crossing from the public sidewalk/lane should flare out to a wider width than the middle of the pedestrian crossing.
 - (iii) Denoting the walkway entrance: Provide one 'Part 1' tree and one 'Part 2' tree, as per Schedule D of the Protection of Trees By-law, in the southern portion of the front-yard that denote the entrance to the pedestrian crossing.
 - (iv) Programming: Provide a minimum of three passive seating nodes providing opportunities for social contact. These nodes should be designed to facilitate 3-4 people and have more than one type of seating.

- (v) Activating the edges: Entrances and windows along the northern façade of the ground floor should be augmented with landscaping that enhances the indoor/outdoor relationship.

Note to Applicant: The pedestrian crossing from the Cambie Street sidewalk should be expressed as a welcoming public thoroughfare. This thoroughfare should maximize views towards Queen Elizabeth Park and be bordered with a façade that has entrances to and visual connections to communal space. Lastly, this pedestrian linkage should be programmed to allow for informal gatherings that foster community. Refer also to Urban Design Condition #1 and the *Cambie Corridor Plan*.

7. Design development to ensure that the northern portion of the front-yard can facilitate two 'Part 1' trees and two 'Part 2' trees, as per Schedule D of the Protection of Trees By-law.

Note to Applicant: To ensure that these trees will not cause future problems with the proposed development, the underground parking structure must not protrude past the building envelope within 15 ft. from the proposed trees. This may require the underground garage to be reconfigured/parking spaces to be deleted. Note that only 65 parking spaces are required and 90 have been proposed.

8. Design development to delete water features.

Note to Applicant: Water features should be replaced with landscaping. Water features are not supported as they are in conflict with the principles of the City of Vancouver's *Green Infrastructure Strategy*.

9. Design development to ensure that all proposed landscaping in common areas is planted at grade and not in raised planters.

Note to Applicant: Underground parking slabs may need to be altered to provide adequate depth and continuous soil volumes. Growing mediums and planting depths should exceed BCSLA standards.

10. 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.

11. Provision of incorporating aspects of *Vancouver's Bird Friendly Design Guidelines*.

Note to Applicant: This project has an opportunity create a park-like ambiance by attracting birds. The use of Sword Ferns may be considered as they provide

habitat for ground nesting birds like the Spotted Towhee. For more information, see the guidelines at:

<http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>

12. 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.
13. Section details at a minimum scale of 1/4"=1'-0" scale to illustrate typical proposed landscape elements including planters on structures, benches, fences, gates, arbours and trellises, and other features. Planter section details must confirm depth of proposed planting on structures is deep enough to accommodate rootballs of proposed trees well into the future, with dimensions which exceed BCSLA standard.
14. 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.

15. 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.
16. 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.
17. 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.
18. A Landscape Lighting Plan to be provided for security purposes.

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

Sustainability

19. 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.

20. 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.

21. In lieu of the requirements outlined in Condition #20, 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

22. 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 and 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.
23. 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.

24. 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.

Note to Applicant: 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. Design development to provide visitor parking spaces in the parkade as per Section 4 (4.5A.1).

25. Clarify garbage pick-up operations. Please provide written confirmation that a waste hauler can access and pick up from the location shown without reliance of the lane for extended bin storage. If this cannot be confirmed then an on-site garbage bin staging area is to be provided adjacent the lane.
26. Provision of a landscape plan that reflects the off-site improvements sought for this rezoning, including the following statement to be placed on the landscape plan:

“The landscape plan is to be noted as ‘NOT FOR CONSTRUCTION’ and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive ‘For Construction’ approval and related permits are issued. Please contact Engineering, Development Services and/or your Engineering, Building Site Inspector for details.”

27. Delete feature paving that extends over the property line and show standard broomed finished concrete sidewalk.
28. Provide automatic door openers on the doors providing access to the bicycle room and note on drawings.
29. Provision of a 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.

30. Compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services as follows:
- (i) Show all columns and note the column dimensions on drawings.
 - (ii) All parking spaces to be numbered, dimensioned, and labelled on drawings.

- (iii) Provide a 10 ft x 10 ft corner cut at the bottom of the main access ramp to improve visibility for two-way vehicle movement.
- (iv) Provide 6.6 m (21.66 ft) maneuvering aisle width or provide 2.74 m (9 ft) stall widths.

Note to Applicant: Provide additional stall width for stalls adjacent to walls and dimension on drawings.
- (v) Provide design grades clearly showing the slopes and crossfall within the parkade.
- (vi) Provision of 2.3 m of vertical clearance throughout the parkade including at any security gate. Clearly indicate minimum clearance at the security gate.
- (vii) The proposed knockout panel is shown in the incorrect location. Correct location to be shown on drawings (north property line of the site).
- (viii) Design development to improve sight-line visibility at the lane driveway.
- (ix) Provision of stair-free access between the lane and the bicycle parking. Clearly show the route on the plans.

Neighbourhood Energy Utility

- 31. The proposed approach to site heating and cooling, developed in collaboration with the City, shall be provided prior to the issuance of any development permit, to the satisfaction of the General Manager of Engineering Services.
- 32. Design of the development must provide for Neighbourhood Energy System (NES) compatibility and shall adhere to the following requirements:
 - (i) The building(s) heating and domestic hot water system shall be designed to be easily connectable and compatible with Neighbourhood Energy to supply all heating and domestic hot water requirements. Design provisions related to NES compatibility must be to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: The applicant shall refer to the *Neighbourhood Energy Connectivity Standards - Design Guidelines* for general design requirements related to NES compatibility at the building scale. The applicant is also encouraged to work closely with City staff during mechanical design to ensure compatibility with a neighbourhood-scale system. At building permit stage, the applicant will be required to submit final detailed drawings and a declaration signed by the registered professional of record certifying that the Neighbourhood Energy connectivity requirements have been satisfied.

- (ii) Building-scale space heating and ventilation make-up air shall be provided by hydronic systems without electric resistance heat or distributed heat generating equipment (including but not limited to gas fired make-up air heaters, heat producing fireplaces, distributed heat pumps, etc.) unless otherwise approved by the General Manager of Engineering Services.
 - (iii) Provide for adequate and appropriate dedicated space to be utilized for an energy transfer station connecting the building(s) to the City-designated NES, as outlined in the Neighbourhood Energy Connectivity Standards Design Guidelines, at development permit.
 - (x) Detailed design of the building HVAC and mechanical heating system at the building permit stage must be to the satisfaction of the General Manager of Engineering Services.
33. In lieu of the requirements outlined in Condition #33, the applicant may choose, at time of Development Permit, to meet a greenhouse gas outcome equivalent to connecting to a low-carbon neighbourhood energy system. This equivalence must be demonstrated to the satisfaction of the Director of Planning, and may include achieving a 50% GHG reduction from a high-efficiency natural-gas scenario, achieving the GHG limits of the Green Buildings Policy for Rezonings (amended February 2017), or a Certified Passive House.

Note to Applicant: If following the greenhouse gas outcome equivalency option, the applicant will be required at each stage of permit to submit energy model results, for review by Sustainability, demonstrating that the development is on track to achieve the above requirements and what must be submitted.

CONDITIONS OF BY-LAW ENACTMENT

- (c) That, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning, Urban Design and Sustainability, the General Manager of Engineering Services and the Approving Officer, as necessary, and at the sole cost and expense of the owner, make arrangements for the following:

Engineering Services

1. Consolidation of Lots 13, 14 and 15, all of Block 840, District Lot 526, Plan 8324 to create a single parcel.
2. Provision of a surface statutory right-of-way over the south 1.22m of the site to serve as a pedestrian connection between Cambie Street and the lane east of Cambie Street. The right-of-way is to accommodate any portion of the below grade parkade located within the right of way and is to be free and clear of

structure, door swings and encroachments into the right of way at and above grade.

Note to Applicant: The pathway is to match the adjacent site to the south in grade/elevation and surface treatments and is to provide pedestrian scale lighting.

3. Provision of a knockout panel and easement agreement in favour of the adjacent property at 5110 Cambie Street (Lot 12, Block 840, District Lot 526, Plan 8324) on terms and conditions satisfactory to the Director of Legal Services to secure access to underground parking by and to any future development on the adjacent property.

Note to Applicant: Page A-1.02 incorrectly indicates the location of the knockout panel to be at the south property line, rather than the north.

4. Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the site (collectively called the "services") such that they are 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 separated and upgraded sewers on L/E Cambie Street, from 35th Avenue to maintenance hole fronting 5170 Cambie Street: (Approximately 90 m). The estimated sewer diameters are; 525 mm Storm and 250 mm Sanitary, subject to a final design review and acceptance by the City.
 - (ii) Provision of a stormwater and rainwater management plan that meets the objectives of the Citywide Integrated Rainwater Management Plan and complies with the Sewer and Water Course Bylaw. The plan shall achieve the following objectives:
 - a. Retain or infiltrate the 6-month storm event volume (24 mm) onsite;
 - b. Treat the 2-year event (48 mm) onsite;
 - c. Maintain the pre-development 10 year storm event rate. The pre-development estimate shall utilize the 2014 IDF curve, whereas the post development estimate shall use the 2100 IDF curve to account for climate change;
 - d. Meet the January 1, 2018 Vancouver building code plumbing fixture rates; and
 - e. Development to be serviced by the new upgraded sewers on L/E Cambie.

Note to Applicant: Legal arrangements may be required to ensure on-going operations of certain stormwater storage, rainwater management and green infrastructure systems.

- (iii) The following water system upgrades are required to service the site:
 - a. On Cambie Street, 33rd to 37th Avenues - Upgrade to 200mm (approx. 200m); and
 - b. On 35th Avenue, L/E Cambie to Cambie - Upgrade to 200mm (approx. 40m).

Note to Applicant: The above noted upgrades are part of the City-wide DCL project list. As such, the required upgrades will be funded by City-wide DCLs and be designed and constructed by the City of Vancouver forces. The Developer shall submit confirmed fire flows and domestic flows to the Waterworks Branch to confirm this analysis.

- (iv) 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.

- (v) Provision of new or replacement duct banks adjacent the development site that meet current City standards. Duct banks are to consist of electrical and communication ducts sized to meet City needs in a configuration acceptable by the General Manager of Engineering Services and in conformance with applicable electrical codes and regulations. A detailed design will be required prior to the start of any associated street work.

Note to Applicant: As-constructed documentation will be required that includes photographic and measured evidence of the installed number of conduits, their final locations and depths.

- (vi) Provision of a minimum 2.13 m (7'-0") wide CIP light broom finish concrete sidewalk with saw cut joints on Cambie Street adjacent to the site. Note that the sidewalk may have to bend slightly to provide clearance to existing trees.
- (vii) Provision of a cash contribution of \$300,000 for installation of a traffic signal at Cambie Street and 35th Avenue.
- (viii) Provision of speed humps in the lane east of Cambie Street between 35th and 37th Avenue.
- (ix) 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;
 - g. Adjustment to all existing infrastructure to accommodate the proposed street improvements; and
 - h. Street trees adjacent the site where space permits.

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

Environmental Contamination

- 5. 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 (CAC)

- 6. Pay to the City the Community Amenity Contribution of \$2,747,816 which the applicant has offered to the City. Payment is to be made prior to enactment of the CD-1 By-law, at no cost to the City and on terms and conditions satisfactory to the Director of legal Services. The \$2,747,816 is to be allocated as follows:
 - (i) \$1,373,941 (50%) to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the *Marpole Community Plan* area.
 - (ii) \$1,099,153 (40%) toward childcare and community facilities in and around the Cambie Corridor Plan area; and
 - (iii) \$274,788 (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.

* * * * *

5130-5170 Cambie Street
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENT TO THE SUBDIVISION BY-LAW NO. 5208

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

Council amends Schedule A of the Subdivision By-law in accordance with the plan labelled Schedule A attached to and forming part of this By-law, by deleting Lots 13, 14 and 15, Block 840, District Lot 526, Group 1 New Westminster, Plan 8324; PIDs 010-152-296, 010-152-318, and 010-152-326 respectively, from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

DRAFT AMENDMENT TO THE PARKING BY-LAW NO. 6509

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

To Schedule C, Council adds:

"

Address	By-law No.	CD-1 No.	Parking Requirements
5130-5170 Cambie Street	()	()	Parking, loading and bicycle spaces in accordance with by-law requirements, except that a minimum of one Class A loading space must be provided.

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5130-5170 Cambie Street
ADDITIONAL INFORMATION

Urban Design Panel (September 6, 2017)

EVALUATION: SUPPORT WITH RECOMMENDATIONS

Introduction: Tiffany Rougeau, Rezoning Planner, introduced the two projects as located on adjacent sites and having the same architect. However, the projects have different owners and are separate rezoning proposals. Therefore, staff presented the projects together, and the Panel was directed to provide the evaluation and recommendations for each.

The two rezoning applications are each 3 lot assemblies on the east side of Cambie mid-block between 35th and 37th Ave. The sites are zoned RS-1 and developed with single-family houses. The proposal is being considered under the Cambie Corridor Plan, which anticipates 6-storey residential buildings in this area with a suggested FSR range of 1.75-2.25.

Three rezonings have been approved on the block to the north, three rezonings have been approved on the block opposite, and one is under review at the corner (5110 Cambie Street). These rezonings range between 2.40-2.60 FSR. Across the lane, sites are zoned RS-1 and are included in Cambie Corridor Phase 3 (CC3) planning. CC3 policy planning is still underway and final direction for these sites has not been determined.

5130-5170 Cambie Street proposal is for:

- A 6-storey residential building with a total of 65 units over 2 levels of underground parking
- An FSR of 2.44 is proposed

5190-5226 Cambie Street proposal is for:

- A 6-storey residential building with a total of 59 units over 2 levels of underground parking
- It will include a privately operated daycare on the ground floor
- An FSR of 2.41 is proposed

Marie Linehan, Development Planner, continued the introduction noting that the built form guidelines recommend 6-storey buildings with 4-storey shoulders and a frontage of 150 ft. Both buildings are seeking frontages in excess of 150 ft., and the Panel should consider whether there is sufficient variation in the massing to mitigate the visual impact of the longer buildings and provide sufficient open space on site, and a response to the unique site configuration along the curved portion of Cambie Street.

Both buildings provide a step in the massing at the central entry. For the north site (5130-5170 Cambie), a front setback of 31 ft. is provided to ensure retention of 3 site trees. The buildings step forward proceeding to the north and transition to a 12 ft. front setback at the south end which will align with the front yard for future Cambie developments to the south.

A more substantial break for open space between the two sites was recommended in consideration of the longer frontages for both buildings. The break is intended to allow for long views to Queen Elizabeth Park and provide a sense of relief to the massing as viewed from the street level. Conventionally the spacing between buildings on the corridor is 24 ft. and the proposed separation is 35 ft. at the front of the base expanding to 50 ft. with a pinch

point of 24 ft. between the lower 2-storey and 4-storey portions at the rear. Common amenity space is located adjacent the space between the buildings, and a path to the lane. The outdoor play space for the daycare at 5190-5226 Cambie is located at the rear of the site.

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

For both sites:

- 1) Comment on the height, density and form of development relative to the Cambie Corridor Plan with particular regard to the longer frontage.
- 2) Comment on the design and landscaping of the open space between the two buildings, including the extent and quality of outdoor amenity space.

For 5190 -5226 Cambie:

- 1) Comment on the expression of the childcare facility as distinct from the residential use.

The planning team then took questions from the panel.

Applicant's Introductory Comments: The applicant noted the distinction between the two projects and buildings. The programming is slightly different, for example, there is a daycare in one building. There is a two storey massing at the lane comparable to a townhouse massing transition for both.

The north building massing is broken up into two pieces. Half of the building was pulled backwards to retain the 3 mature trees as a street wall, which is in line with the Urban Forest Strategy. The break in the massing brings light into the building. The buildings are connected with landscape treatment.

The south site is shallower and more irregular, and the building takes up the street curve more than the north site. The entry has a recess where the building pivots in response to the street geometry. The pivot also acts to connect the two buildings. There are spaces at the rear of the building which have allowed additional amenity space and a generous back yard. A privately run daycare was a good fit in the south building to utilise the back yard and have good solar access. The upper floors and lower floors were differentiated.

The buildings appear as four distinct segments, almost as four developments. The north building is more glazed with solar overhangs, with more solidity at the south site to differentiate the two.

The intention is to provide a more pedestrianized neighbourhood with each unit oriented towards the street. While not required under the Cambie Plan, there will be a mid-block pedestrian path connecting to the lane. There is rooftop gardens proposed as well as a green roof.

The applicant team then took questions from the panel.

Panel Consensus: Having reviewed the project it was moved by Ms. Van Halm and seconded by Mr. Wen and was the decision of the Urban Design Panel:

THAT the Panel **SUPPORT** the projects for both 5130-5170 Cambie Street & 5190-5226 Cambie Street (with daycare) with the following recommendations to be reviewed by City Staff:

For both sites:

- Refine and develop the expression of the architectural hinge
- Refine and develop the townhouse expression and the lane facades
- Consider exposure taking into account shading devices
- Consider further differentiation of the buildings, including the use of colour

For the south site 5190-5226 Cambie Street (with daycare):

- Consider relocating outdoor play space to improve solar access
- Consider the daycare expression, and redesign the fence and landscaping

Related Commentary: The Panel supported the height, density and form of development, and had no issue with the longer frontage. It was noted that the buildings can be understood as navigating the street curve using a 'hinge' device. For the north building, the frontage is handled well, particularly the hinge device, which is expressed at the front entry and disappears at the rear. On the south building, the hinge is unresolved on the rear. It was noted that the lane is well activated, but it could be treated as another façade with improved design development. The wider space between the two buildings and articulation of the amenity space with fenestration was appreciated. On the south site, it was suggested to relocate the inboard amenity room and the 3- bedroom unit, which is located at a very public corner adjacent the path and lane.

The intention to build daycare facilities was commended, although the panel highly recommended the improvements to the daycare expression. The language of the fencing, with columns and vertical screening, was seen to be too heavy.

It was suggested to relocate the outdoor play space around the corner towards the lane to improve solar access. It was noted that a daycare may be somewhat residential in character and does not need to read as a distinct commercial space. It was suggested that the colour palette was too subdued, and colour could be used to distinguish the buildings from each other. It was noted that the retained trees significantly improve the pedestrian experience on Cambie Street. Overall, the proposals were supported with recommendations for further refinement for the next stage.

It was noted that some of the submitted materials, including the drawings and booklets were at a scale that was difficult to read, and the model should be more precise.

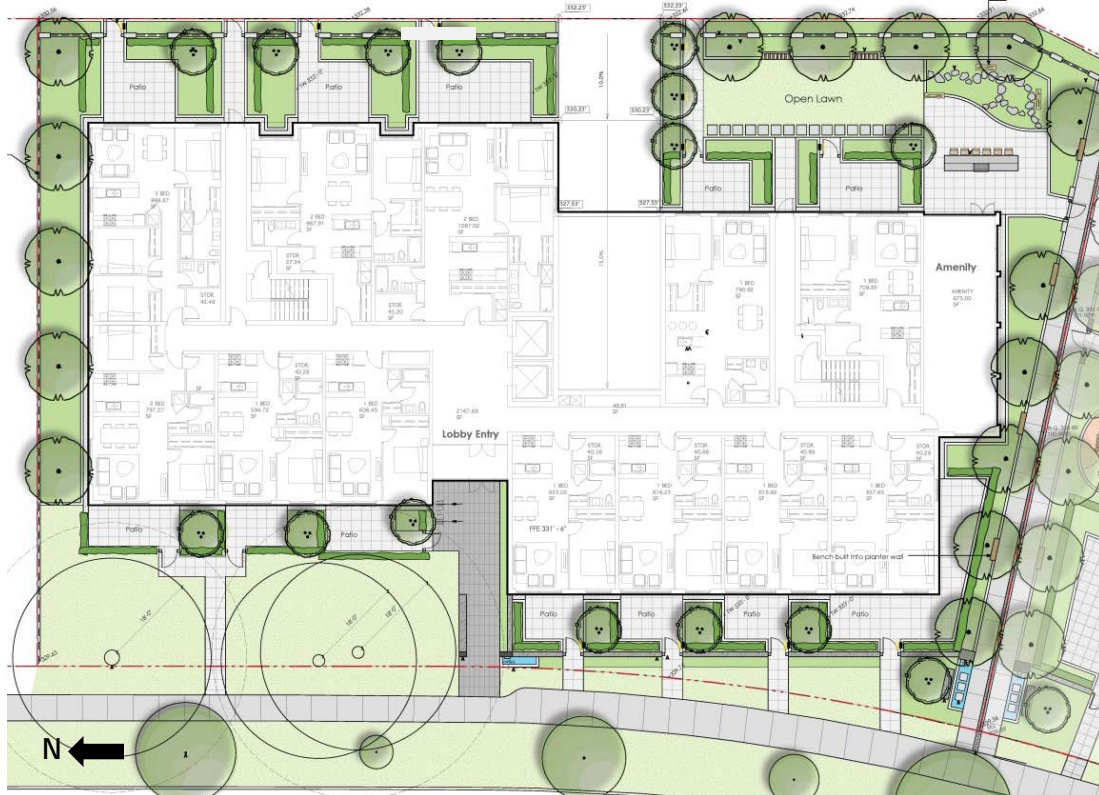
Applicant's Response: The applicant team thanked the panel.

* * * * *

5130-5170 Cambie Street
FORM OF DEVELOPMENT

Site/Landscape Plan

LANE



CAMBIE STREET

North Elevation



East Elevation



South Elevation



West Elevation



Perspective on Cambie Street (looking northeast)



Perspective on Cambie Street (looking southwest)



* * * * *

5130-5170 Cambie Street
PUBLIC BENEFITS SUMMARY

Project Summary:

Six-storey residential building, containing 65 market residential units.

Public Benefit Summary:

The project would generate a DCL payment and a CAC offering to be allocated toward city-wide heritage amenity, affordable housing and childcare and community facilities.

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 2407.5 sq. m / 25,914 sq. ft.)	0.70	2.44
Floor Area (sq. m)	1,685.3	5,874.3
Land Use	Single family residential	Multiple family residential

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide)	65,845	987,646
	Public Art		
	20% Social Housing		
Offered (Community Amenity Contribution)	Childcare Facilities		
	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage Conservation Reserve		274,788
	Affordable Housing		1,373,941
	Parks and Public Spaces		
	Social/Community Facilities		1,099,153
	Unallocated		
	Other		
TOTAL VALUE OF PUBLIC BENEFITS		65,845	3,735,528

* 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: Replacement Housing (36%); Transportation (25%), Parks (18%); Childcare (13%); and Utilities (8%).

5130-5170 Cambie Street
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Address	5130-5170 Cambie Street
Legal Descriptions	Lots 13, 14 and 15, Block 840, District Lot 526, Group 1 New Westminster, Plan 8324; PIDs 010-152-296, 010-152-318, and 010-152-326 respectively
Applicant/Developer	1015056 Ltd.
Architect	GBL Architects
Property Owners	Yuan Zhu Zhang (5130 Cambie Street), Yuehua Properties Inc. No. BC0931873 (5150 Cambie Street) and Bob Lim/Tracy Lim (5170 Cambie Street)

Development Statistics

	Development Permitted Under Existing Zoning	Proposed Development
ZONING	RS-1	CD-1
SITE AREA	2407.5 sq. m (25,914 sq. ft.)	2407.5 sq. m (25,914 sq. ft.)
USES	One-Family Dwelling	Multiple Dwelling
FLOOR AREA	1,685.3 sq. m (18,140 sq. ft.)	5,874.3 sq. m (63,230 sq. ft.)
FLOOR SPACE RATIO (FSR)	0.70 FSR	2.44 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

* * * * *