



POLICY REPORT DEVELOPMENT AND BUILDING

Report Date: May 5, 2011
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RTS No.: 9186
VanRIMS No.: 08-2000-20
Meeting Date: May 17, 2011

TO: Vancouver City Council
FROM: Director of Planning
SUBJECT: CD-1 Rezoning: 6311 Cambie Street (6309-6337 Cambie Street)

RECOMMENDATION

- A. THAT the application by GBL Architects on behalf of Cedar Development Corporation, to rezone 6309-6337 Cambie Street (Lots 9 & 10 of Lot B, Block 1008, DL 526, Plan 10803; PID: 009-301-011 and PID: 008-249-369, respectively) from RT-1 (Two-Family Dwelling) to CD-1 (Comprehensive Development) District, to permit the development of a six-storey mixed-use commercial and residential building, be referred to a Public Hearing, together with:
- (i) plans received July 28, 2010;
 - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
 - (iii) the recommendation of the Director of Planning to approve the application, subject to 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 the Public Hearing.

- B. THAT, if the application is referred to a Public Hearing, the application to amend Schedule E of the Sign By-law to establish regulations for this CD-1 in accordance with Schedule B (C-2), as set out in Appendix C, be referred to the same Public Hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-law, generally as set out in Appendix C, for consideration at the Public Hearing.

- C. THAT, subject to approval of the rezoning, the Noise Control By-law be amended to include this CD-1 in Schedule B, generally as set out in Appendix C; and

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

- D. THAT, Recommendations A, B and 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; any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
 - (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the 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.

GENERAL MANAGER'S COMMENTS

The General Manager of Community Services recommends approval of the foregoing.

COUNCIL POLICY

Relevant Council policies for this site include:

- Oakridge Langara Policy Statement (July 25, 1995)
- Cambie Corridor Plan Phase 1 policies (Cambie Corridor - Interim Rezoning Policy) (January 22, 2010)
- Green Building Rezoning Policy (February 4, 2010).

PURPOSE AND SUMMARY

This report assesses an application to rezone the site at 6309-6337 Cambie Street from RT-1 (Two-Family Dwelling) to CD-1 (Comprehensive Development) District. The application proposes a six-storey mixed use building with two-storey infill houses along the lane, all over two levels of underground parking. A maximum floor space ratio (FSR) of 2.90 and a maximum building height of 21.4 m (70 ft.) are proposed.

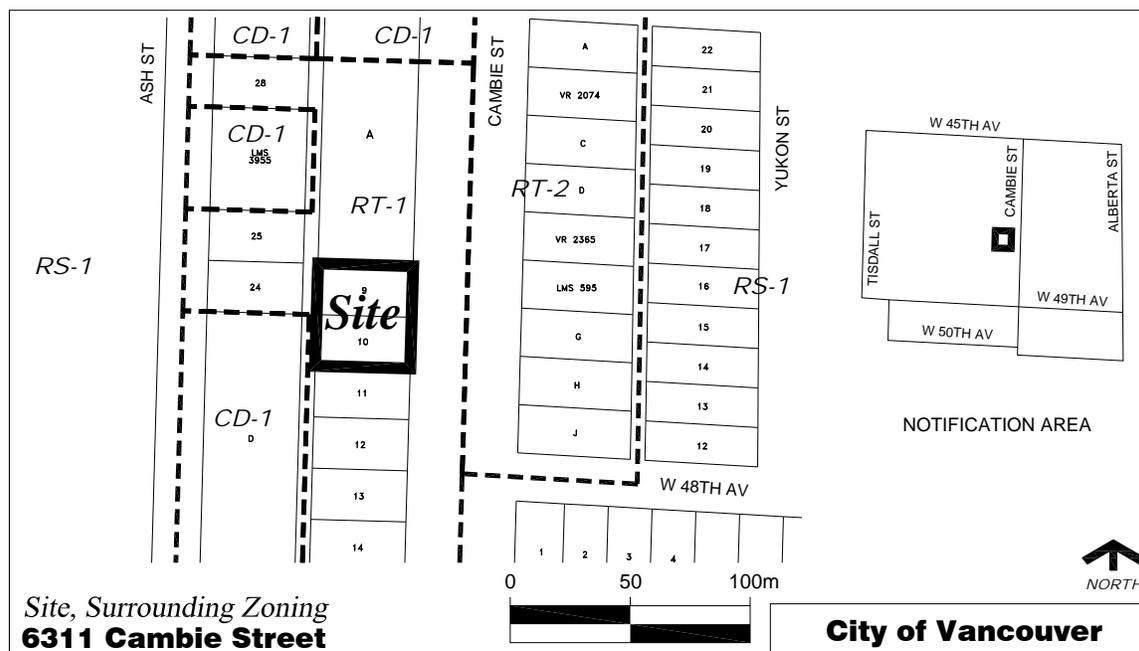
The proposal generally conforms to the Cambie Corridor Interim Rezoning Policy which supports additional height, density and commercial use on this site. Staff have assessed the application and conclude that the proposal is generally supported by Council policy and benefits the public by providing increased housing choice, residential density and activity in close proximity to a Canada Line Station. The Director of Planning recommends that it be

referred to Public Hearing and, subject to the Public Hearing, be approved along with the rezoning conditions outlined in Appendix B.

DISCUSSION

Site and Context – The rezoning site is located on the west side of Cambie Street between 46th and 48th Avenues and is comprised of two legal parcels currently zoned RT-1 and developed with duplexes (See Figure 1). The site is located within one block of the Langara/49th Avenue Canada Line Station, an area identified for redevelopment in both the Oakridge Langara Policy statement and the Cambie Corridor Interim Rezoning Policy. To the south are more RT-1 duplexes, which have been similarly identified for redevelopment. The site to the north is zoned RT-1 and houses the Oakridge Baptist Church. Farther north at the end of the block is a site that was redeveloped in the late 1990s with a six-storey mixed-use building housing the St. John Ambulance Society on its lower floors. North of the site and across the lane, many of the properties fronting on Ash Street have been redeveloped over the last 15 years in accordance with the Oakridge Langara Policy Statement, generally with four-storey apartments and including some institutional facilities. Most recently, a three-storey townhouse development has been built immediately across the lane to the west of the site.

Figure 1: Site and Surrounding Zoning



Relevant Council Policy – The Oakridge Langara Policy Statement, adopted by Council in 1995, first identified this site's potential for change and included it in a "reserve-sub area". The policy anticipated a future rapid transit line and conditionally supported rezoning of this site for low-rise residential development.

Council adopted the Cambie Corridor Interim Rezoning Policy on January 22, 2010 to begin to inform development applications at key sites in the vicinity of Canada Line stations, in advance of the more detailed planning underway at present. Due to its proximity to the

49th Avenue Station, the rezoning site is a location for which the policy provides direction. Specifically supported by the policy is a six-storey building which is responsive to the context of the surrounding neighbourhood, where reasonable (recognizing that the neighbourhood will evolve), with employment space at grade and residential above. Further, the application must satisfy the following requirements from Section 3 of the Interim Policy:

1. Demonstrate how the development complies with the Cambie Corridor Principles;
2. Demonstrate overall fit within the context of the evolving neighbourhood and Cambie Corridor;
3. Transportation Demand Management Strategy;
4. Green Building Strategy;
5. Connectable to a district heating system;
6. Housing Choice and Affordability Strategy;
7. Demonstrate how the development contributes to providing appropriate space for jobs.

The application and the conditions of approval recommended by staff address the above requirements, are discussed throughout this report and are summarized in Appendix E.

Land Use, Density and Height — The proposed use is primarily Dwelling Units with Retail/Services uses at grade. In the main building, four commercial units fronting Cambie Street are proposed, with 47 dwelling units on the upper floors. At the lane, separated from the main building by a landscaped courtyard, two infill houses are proposed each with a lock-off suite on the ground level. The proposal is generally consistent with the Cambie Corridor Interim Rezoning Policy which calls for retail/office at grade with residential above in this location. Staff support the proposed land use.

The Cambie Corridor Interim Rezoning Policy does not prescribe specific density or height limits. Developable floor space is determined by appropriate form of development within a general height limit of six storeys. The application proposes a gross floor area of 4 903 m² (52,780 sq. ft.) which equates to a floor space ratio of 2.90 FSR and a maximum height of 21.4 m (70 ft.). Staff support the proposed density and height subject to design development conditions noted in Appendix B and described below.

Form of Development — The form of development, proposed for this 1 691 m² (18,200 sq. ft.) site with 42.7 m (140 ft.) of frontage along Cambie Street, consists of a six-storey building transitioning in height to a pair of two-storey infill houses along the lane. A semi-public garden courtyard is located between the infill houses and the six-storey apartment building.

The existing RT-1 zoning permits a maximum height of 6.1 m (20 ft.) or one storey and an FSR of 0.6 FSR. The rezoning application proposes to increase the maximum height to 21.4 m (70 ft.) and the density to 2.90 FSR. The Cambie Corridor Interim Rezoning Policy calls for a six-storey building which responds to the evolving context of the surrounding neighbourhood. Further work conducted during Phase 2 of the Cambie Corridor Plan program is expected to recommend six- to eight-storey buildings on this section of the block and a suggested floor space ratio of 2.5 to 3.5 FSR. As such, the proposal is within the heights and the suggested floor space ratio anticipated in both the interim policy and the evolving work of the Cambie Corridor Plan - Phase 2.

The form of development addresses the emerging Cambie Corridor Plan -Phase 2 policies which seek sensitive transition to neighbouring residential properties across the lane, and where possible, townhouses at the rear to activate the lane. While the six-storey building presents a substantial built scale fronting the wide, boulevarded Cambie Street, the two-storey laneway houses create a scale transition to development behind and enliven the lane with a dwelling presence that responds to the new courtyard rowhouse development across the lane.

Emerging Cambie Corridor Plan - Phase 2 work also envisions that upper levels of development be stepped back to reduce shadow impacts and perceived scale, and to provide a sensitive transition to neighbouring properties. In this rezoning proposal, while the sixth floor is stepped back, the roof deck created by the step back is roofed over at the uppermost level. Staff are satisfied, however, that the overall form of development achieves the objectives of the policies and note that the building form will not cast shadow onto properties across the lane at 10:00 am at the equinox. It should also be acknowledged that the upper-level roof is part of a "folding horizontal frame" that is intended to visually minimize the overall height, yet provide a strong architectural identity for the building.

The lower three floors at the southern end of the six-storey building are built to the property line. Upper levels are setback from this property line to limit the extent of exposed blank building face and to enable outlook and cross ventilation for units at the southern end of the building. This approach is consistent with emerging Cambie Corridor Plan - Phase 2 work which calls for the lower levels of development to be built to the property line to accomplish a continuous urban street wall. The northern end of the building is an exception to this because the proposed setback allows a convenient at-grade pedestrian connection through the block that will facilitate access to the Canada Line station and help to activate the lane. This pedestrian way enhances the pattern of mid-block connectivity established by a pedestrian link through the townhouse development across the lane. This passage would be secured for public access as a local pedestrian route through this extra long block.

The current proposal locates the infill houses immediately at the rear property line. Design development condition (b)4 in Appendix B asks that a 2-foot setback be provided to enable greening of the lane edge, and to accommodate overhangs and projections from the building face.

The Urban Design Panel unanimously supported the proposal at its September 8, 2010 meeting (see Appendix D for minutes of the meeting). Staff recommend a number of design development conditions (see Appendix B) which respond to commentary provided by the Panel. Panel consensus on key aspects needing improvement included enhancing design continuity of the pedestrian way to ensure legibility and amenity and design development to building and landscape to address commercial use along the Cambie Street frontage. This is reflected in design development conditions (b)2 and (b)11. The Panel also encouraged the applicant to seek LEED® Gold, rather than Silver, recognizing that the application was submitted just prior to Council amending the requirement for all rezonings to achieve LEED® Gold.

Parking, Loading and Circulation – The proposal includes one surface loading space and two levels of underground parking both accessed from the lane. The underground parking includes 63 vehicle spaces including 4 for visitors, one class A loading space and 74 bicycle spaces.

As required by the Cambie Corridor Interim Rezoning Policy, the applicant has considered Transportation Demand Management Strategies. In response, the development will participate in a cooperative car/ride share program, providing space for a minimum of one vehicle. Engineering staff have reviewed the application and support a 20% reduction in commercial parking requirement and a 10% reduction in residential parking requirement in recognition of high accessibility to public transit service. Despite these reductions, the proposal provides parking in excess of these requirements.

Environmental Sustainability – At the date this application was made (July 28, 2010), Council's Green Building Rezoning Policy required that all rezonings meet a minimum equivalent of LEED® Silver, with a minimum of three optimize energy performance points, one water efficiency point and one stormwater point. The first Sustainability condition (see Appendix B) seeks compliance with this policy. The applicant has submitted a LEED® checklist indicating that the developer intends to achieve 55 points and, therefore, to be eligible for LEED® Silver.

The Cambie Corridor Interim Rezoning Policy further requires that all projects be designed to be easily connectable to a district heating system. This is required through a design development condition (See Appendix B).

Public Input – After the rezoning application was submitted, a notice was mailed to surrounding property owners within an approximate two-block area and a notification sign was erected on the site. A public open house was held in the neighbourhood by City staff on October 27, 2010. Attendance at the open house is estimated at 17. Seven comment forms returned where very supportive of this project and some suggested it could be even taller, commenting that the proximity to the SkyTrain station was a good location for additional housing. Two comment forms voiced concern regarding traffic in the lane. While concern regarding traffic in the lane was acknowledged, staff confirmed that Council Policy supports a six-storey mixed-use development at this location and the residential character proposed for the lane should encourage a cleaner and safer environment which results in calmer traffic.

PUBLIC BENEFITS

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

Development Cost Levies (DCLS) – DCLs apply to all new construction and help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and various engineering infrastructure. The site is subject to the Oakridge-Langara area-specific Development Cost Levy (DCL) but not the City-wide DCL. Currently, the Oakridge-Langara DCL rate is \$64.69/m² (\$6.01/sq.ft.). At this rate, a DCL of \$109,382 is anticipated, noting that DCLs are paid at building permit issuance and are subject to periodic rate adjustments.

Community Amenity Contribution (CAC) – In the context of Financing Growth Policy, the City anticipates the offer of a Community Amenity Contribution from the owner of a rezoning site to address the impacts of rezoning. Contributions are negotiated and evaluated by staff in light of the increase in land value expected to result from rezoning approval. In this case, the applicant has offered a cash CAC of \$2,200,000 representing approximately a 75% share of

the land lift. Real Estate Services staff have reviewed the applicant's development proforma and recommend that this offer be accepted. Staff will bring forward the details of the recommended allocation of the applicant's CAC offer at or prior to the Public Hearing.

FINANCIAL IMPLICATIONS

Approval of the report recommendations will have no financial implications with respect to the City's operating expenditures, fees, or staffing.

CONCLUSION

The proposed rezoning for 6309-6337 Cambie Street, to allow development of a six-storey mixed-use commercial and residential building, generally meets the Cambie Corridor Interim Rezoning Policy. The Director of Planning recommends that the application be referred to a Public Hearing together with a draft CD-1 By-law generally as shown in Appendix A and a recommendation that it be approved, subject to the Public Hearing, and along with the conditions of approval listed in Appendix B, including approval in principle of the form of development shown in plans included as Appendix F.

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6309-6337 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.

Uses

- Dwelling units in conjunction with any of the uses listed in this schedule except that no portion of the first storey of a building to a depth of 10.7 m from the front wall of the building and extending across its full width shall be used for residential purposes except for entrances to the residential portion;
- Cultural and Recreational Uses, limited to Fitness Centre;
- Office Uses;
- Retail Uses;
- Services Uses, limited to animal clinic, barbershop or beauty salon, beauty and wellness centre, catering establishment, laboratory, laundromat or dry cleaning establishment, neighbourhood public house, photofinishing or photography laboratory, photofinishing or photography studio, print shop, repair shop - class B, restaurant - class 1, school - arts or self-improvement, school - business, school - vocational or trade;
- Accessory Uses customarily ancillary to any of the uses listed in this section.

Density

- Maximum floor space ratio of 2.90 FSR.
- For the purpose of computing floor space ratio, the site is deemed to be 1 691 m², being the site size at time of application for rezoning, prior to any dedications.
- Computation of floor space ratio must include:
 - all floors, including earthen floors, to be measured to the extreme outer limits of the building;
 - stairways, fire escapes, elevator shafts and other features which the Director of Planning considers similar, to be measured by their gross cross-sectional areas and included in the measurements for each floor at which they are located.
- Computation of floor space ratio must exclude:
 - open residential balconies, sundecks, porches and any other appurtenances which, in the opinion of the Director of Planning are similar to the foregoing, provided that the total area of all exclusions does not exceed eight percent of the provided residential floor area;
 - patios and roof gardens, provided that the Director of Planning first approves the design of sunroofs and walls;
 - 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 the base surface, provided that the maximum exclusion for a parking space shall not exceed 7.3 m in length; or

- are above the base surface and where developed as off-street parking are located in an accessory building situated in the rear yard, provided that the maximum exclusion for parking space shall not exceed 7.3 m in length;
 - amenity areas, including recreation facilities and meeting rooms provided that:
 - the total area being excluded for amenity areas shall not exceed 10 percent of the permitted floor space;
 - areas of undeveloped floors which are located:
 - above the highest storey or half-storey and to which there is no permanent;
 - means of access other than a hatch; or adjacent to a storey or half-storey with a ceiling height of less than 1.2 m;
 - floors located at or below finished grade with a ceiling height of less than 1.2 m;
 - all residential storage space above or below base surface, except that if the residential storage space above base surface exceeds 3.7 m² per dwelling unit, there will be no exclusion for any of the residential storage space above base surface for that unit;
 - where exterior walls greater than 152 mm in thickness have been recommended by a Building Envelope Professional as defined in the Building By-law, the area of the walls exceeding 152 mm, but to a maximum exclusion of 152 mm thickness, except that this clause shall not apply to walls in existence prior to March 14, 2000; and
 - with respect to exterior:
 - wood frame construction walls greater than 152 mm thick that accommodate RSI 3.85 (R-22) insulation; or
 - walls other than wood frame construction greater than 152 mm thick that meet the standard RSI 2.67 (R-15), the area of such walls that exceeds 152 mm to a maximum exclusion of 51 mm of thickness for wood frame construction walls and 127 mm of thickness for other walls, except that this clause is not to apply to walls in existence before January 20, 2009. A registered professional must verify that any exterior wall referred to in subsection (ii) of this section meets the standards set out therein.
- Computation of floor space ratio may exclude, at the discretion of the Director of Planning or Development Permit Board:
 - enclosed residential balconies, provided that the Director of Planning first considers all applicable policies and guidelines adopted by Council and approves the design of any balcony enclosure, subject to the following:
 - the total area of all open and enclosed balcony or sundeck exclusions does not exceed eight percent of the residential floor area being provided; and
 - no more than fifty percent of the excluded balcony floor area may be enclosed.

Height

- A maximum of 21.4 m.

Horizontal Angle of Daylight

- All habitable rooms must have at least one window on an exterior wall which complies with the following:
 - the window shall be located so that 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, shall be unobstructed over a distance of 24.0 m; and
 - the plane or planes shall be measured horizontally from the centre of the bottom of the window.

- The Development Permit Board or the Director of Planning, as the case may be, may relax the horizontal angle of daylight requirement of this section provided he first considers all the applicable policies and guidelines adopted by Council and providing that a minimum distance of 3.7 m of unobstructed view is maintained.

- For the purpose of calculation of the horizontal angle of daylight, the following are considered as obstructions:
 - the largest building permitted under the zoning on any adjoining sites; and
 - part of the same building including permitted projections.

- A habitable room referred to in this section does not include:
 - a bathroom; or
 - a kitchen whose floor area is the lesser of:
 - less than 10% of the total floor area of the dwelling unit, or
 - less than 9.3 m².

Parking, Loading and Bicycle Parking

- Off-street parking, loading and bicycle parking spaces shall be provided, developed and maintained according to the provisions of the Parking By-law, except that:
 - the minimum required parking for commercial uses must be reduced by 20% ; and
 - the minimum required parking for dwelling uses must be reduced by 10%.

Acoustics

- All development permit applications require evidence in the form of a report and recommendations prepared by a person trained in acoustics and current techniques of noise measurement, demonstrating that the noise levels in those portions of dwelling units listed below do not exceed the noise level set opposite such portions. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq) sound level and is defined simply as noise level in decibels.

Portions of dwelling units	Noise levels (Decibels)
Bedrooms	35
Living, dining, recreation rooms	40
Kitchen, bathrooms, hallways	45

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6309-6337 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 the Public Hearing.

CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by GBL Architects and stamped "Received City Planning Department, July 28, 2010", subject to the following conditions, 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 to the following:

Design Development

1. Design development to ensure the pedestrian right of way is clearly legible and inviting as a public space.

Note to applicant: The path should be direct from the lane to the street and not impeded by loading. If the loading space is located in the line of the path, it should not be marked with wheel-stops or finished in materials that vary from the rest of the path. Landscape elements located near the lane and street edges should signal the presence of the passage, extend its presence to the lane, and express that pedestrians are welcome.

2. Design development to the Cambie Street frontage to support commercial uses.

Note to applicant: The treatment of the ground plane between the building and the street, and of the building wall facing Cambie Street should be suitable for commercial use. The area between the property line and the sidewalk would preferably not be grassed, and a continuation of the hard surface behind the property line should be considered. The fixed linear planters at the property line should be reconsidered to define the space as more public. The building face should express intervals of shopfront rhythm and interest and the accommodation of canopies and signage.

3. Design development to illustrate floor plans and sections for commercial use along the Cambie Street.
4. Design development to provide a minimum 2-foot setback along the lane to allow landscape and projections from the laneway building face.
5. Design development to the lane frontage to provide landscape and greening.

6. Design development to allow the west-facing, ground-level, main-block units enhanced access to the ground-floor outdoor common space.
7. Design development to the wall on the south property line to provide greater visual interest and to ensure a high quality of material and finish.
8. Design development to clarify design intent for materials and detailing.

Note to applicant: A high quality of materials and detailing is particularly important as this is one of the first developments to proceed on the Cambie Corridor.

Landscape

9. Resolution of any conflict with the proposed design and any neighbour's trees/landscaping in proximity to proposed work.

Note to Applicant: Design development should blend and integrate neighbouring site conditions wherever possible. Where "shared" or neighbour landscaping near property lines may be impacted by work, it is recommended the applicant contact the affected neighbour as soon as possible to resolve any conflicts.

10. Design development to improve the exterior common area.

Note to Applicant: Maximize sustainable landscape features wherever possible. Recommend using hardy, layered plant species, efficient irrigation systems and/or water retention technology, grass-grid paving, climbing plants and planted structures. Replace lawn for layered planting on the "inside" boulevard. Refer to Engineering guidelines for planting on city boulevards.

11. Design development to site signage to be compatible with the overall architectural character while respecting the neighbourhood context.

Note to Applicant: Entrance signs should be carefully integrated and compatible with the streetscape.

12. Provision of hose bibs for all patios and common areas greater than 100 sq. ft.
13. Design development to the overall open space design to utilize principles of CPTED to minimize opportunities for crime.
14. At time of development permit application, provision of a detailed Landscape Plan illustrating common and botanical name, size and quantity of all existing/ proposed plant material. Plant material should be clearly illustrated on the Landscape Plan and keyed to the Plant List. The landscape plan should include all exterior hard and soft surface elements, the public realm treatment (to the curb) and all existing or proposed street trees, adjoining landscaping/ grades and public utilities such as lamp posts, hydro poles, fire hydrants.

Note to Applicant: On adjacent sites ensure clarification of existing shrub layers, soil and grades to be altered, retained or replaced. Further comments may be outstanding.

15. Street tree removals/replacements and special paving are to the discretion of the City Engineering Streets Division and the Park Board.

Note to Applicant: Where street trees are to be retained or street tree layout is rejected by decision of the City Engineer, the tree patterning and layout should not result in a reduction in tree quantity or landscaping.

16. At time of development permit application, provision of a "Tree Removal/Protection/Replacement Plan" in coordination with arboricultural services, including an assessment of existing neighbouring trees and landscaping, retention value rating, retention feasibility, remediation recommendations, site supervision and letters of undertaking.
17. At time of development permit application, provision of detailed elevations (minimum 1/4" inch scale) for any exterior vertical element (trellis, gazebo, outdoor structures, fences, privacy screens).

Engineering

18. Correct the legal description on page A-100 as it is incomplete; it should be corrected to read "Lots 9 & 10 of Lot B, Block 1008, DL 526, Plan 10803".
19. Provision of separated garbage storage areas for the commercial and residential uses.
20. Clarification of the garbage pick up operation is required. Please consult with a private waste hauler and provide written confirmation that they can access and pick up from the location shown without any reliance of storage of the waste bins on the City lane.
21. Clarification of the types of planting proposed for the sewer SRW area. Only the lowest growing of planting that will not produce deep-root systems or prevents easy access to the SRW area will be considered.
22. Provision of a separate application to the City Engineer for any specialty treatments of the City lane. The rezoning or development permit approval does not approve specialty treatments on public property.
23. Approval of the Vancouver Park Board is required for removal of any street trees.
24. Delete proposed street trees shown in the back boulevard.
25. City building grades will be required at development permit submission and design grades will be required on both sides of all breakpoints of the parkade ramp.

Additional design grades will be required at all entries along the property lines. Building grades can be applied for on-line at www.vancouver.ca or in person at 507 West Broadway, 5th floor.

Sustainability

26. Compliance with and identification on the plans and elevations of the built elements contributing to the building's sustainability performance in achieving LEED® Silver equivalency, including at least three optimize energy performance points, one water efficiency point and one storm water point.

Note to applicant: Provide a LEED® checklist confirming LEED® Silver equivalency and a detailed written description of how the above noted points have been achieved. Both checklist and description should be incorporated into the drawing set. Consider providing an extensive green roof on the top levels.

27. Provide compatible, energy efficient design and details of the heating and domestic hot water designed to be easily connectable to a future Neighbourhood Energy Utility to the satisfaction of General Manager of Engineering Services.

CONDITIONS OF BY-LAW ENACTMENT

- (c) That prior to enactment of the CD-1 By-law, arrangements to the satisfaction of the General Manager of Engineering Services, the Manager of Environmental Protection and the Director of Legal Services be made for the following:

Engineering

1. Consolidation of the lots into a single site.
2. Undergrounding of all new utility services from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but are not limited to, junction boxes, switchgear, pad mounted transformers and kiosks are to be located on private property. There will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch. The applicant may be required to show details of how the site will be provided with all services being underground.
3. Provision of a 1'-0" widening of the existing utility right of way that passes through the site. This will require replacement of the existing SRW #327986M.

Note to Applicant: Delete the proposed "internally lit greenscreen" and any portion of the proposed canopy that may encroach into the ultimate 5-foot sewer SRW.

4. 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 to determine if water system upgrading is required, should upgrading be necessary then arrangements to the satisfaction of the of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading.

5. Provision of street trees adjacent the site where space permits.
6. Provision of one shared vehicle and one shared vehicle space. Shared vehicles must be managed by a professional shared vehicle organization and must be located in an area accessible to all members of that shared vehicle organization, who do not reside in the development. The following conditions also apply:
 - (i) developer will be required to fund \$25,000 for the purchase of each required shared vehicle and fund \$9,500 for operating costs for each required shared vehicle;

Note to Applicant: These dollar amounts are subject to inflationary increases and final amounts will be calculated prior to Occupancy.
 - (ii) management services to be provided by the professional shared vehicle organization subject to an agreement to be entered into with the developer on terms and conditions satisfactory to the City;
 - (iii) the registration against the title to the development, with such priority as the Director of Legal Services may require, and in form and substance satisfactory to the Director of Legal Services, of a covenant under section 219 of the Land Title Act of British Columbia, a statutory right of way, or other instrument satisfactory to the Director of Legal Services, providing that the shared vehicle spaces in the development must be accessible to members of the car sharing organization who do not reside in the development; and
 - (iv) the provision of, prior to issuance of any development permit, details on arrangements that will allow members of the shared vehicle organization access to the car share parking spaces;

Community Amenity Contribution (CAC)

7. Pay to the City, prior to the enactment of the rezoning By-law, the Community Amenity Contribution of \$2,200,000;

Soils

8. The property owner shall, as required by the Manager of Environmental Protection 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 including without limitation a section 219 covenant, that there be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning, until a Certificate of Compliance issued by the Ministry of Environment, which is satisfactory to the City, has been

provided to the City with respect to the remediation of the site and all contaminants that have migrated there from onto any road or other City property.

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

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

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, and letters of credit, and provide for the withholding of permits, as deemed appropriate by, and in the form and content satisfactory to, the Director of Legal Services.

* * * * *

6309-6337 Cambie Street
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE SIGN BY-LAW NO. 6510

Amend Schedule E (Comprehensive development Areas) by adding the following:

"6311 Cambie Street [CD-1#] [By-law #] B (C-2)"

DRAFT AMENDMENTS TO THE NOISE CONTROL BY-LAW NO. 6555

Amend Schedule B (Intermediate Zone) by adding the following:

"[CD-1 #] [by-law #] 6311 Cambie Street"

* * * * *

6309-6337 Cambie Street
ADDITIONAL INFORMATION AND COMMENTARY OF REVIEWING BODIES

Comments - General Manager of Engineering Services: The General Manager of Engineering Services has no objection to the proposed rezoning, provided that the arrangements and conditions as shown in Appendix B are satisfactorily concluded.

Urban Design Panel Comments: The Urban Design Panel reviewed this proposal on September 8, 2010 and supported (6-0) the proposed use, density and form of development:

Introduction: Grant Miller, Rezoning Planner, introduced the proposal for a rezoning on a site at the corner of Cambie Street and West 48th Avenue. The site is currently developed with two duplexes built in the early 1960s. The proposal is to develop a 6-storey building containing four commercial units on Cambie Street with 51 residential units over two levels of underground parking. Two separate houses containing secondary suites are located at the lane. The proposed density is 2.90 FSR and the proposed maximum height is 70 feet.

The site falls within the Oakridge Langara Policy Statement area and most recently is subject to the Cambie Corridor Interim Rezoning Policy area. In the Oakridge Langara Policy Statement, the site was part of a reserve sub area which supported up zoning once rapid transit technology was introduced. Recently, the Cambie Corridor Planning process identified specific sites, including 6311 Cambie Street, along arterials where staff would support applications while the corridor plan was being completed. Under the interim rezoning policy, mixed-use development up to 6-storeys with retail/office at grade, employment space over the ground floor and residential above could be considered.

At the early stage of development, the short term viability of commercial space is a concern. The potential for residential use at grade in a built form which could accommodate future commercial use is being considered by staff. While live/work might provide a solution, there is currently a moratorium on approval of live/work space in new CD-1 zones due to administrative concerns.

There is a public right-of-way from Ash Street to the lane secured through a recent townhouse rezoning which aligns with the centre of the site. One of the general urban design goals emerging from the Cambie Corridor process is to activate the lanes with residential addresses and connectivity. This is supported with the inclusion of two laneway oriented houses with lock-off suites.

Sailen Black, Development Planner, noted that not only is it an interesting site because of its position but also in terms of the potential to open an east-west route through the site. Mr. Black described the context for the area noting that there are duplexes to the south of the site and low density homes along Cambie Street. There is a dedicated right-of-way west of the lane that is intended to permit pedestrian traffic from Ash Street to the lane. This site is an opportunity to continue that connection to Cambie Street and the 49th Avenue Transit Station. The proposed linkage, offset from the existing dedication, would expand the open space beside a four foot wide utility right-of-way on the subject site to include a loading bay and pedestrian pathway from Cambie Street to the lane. Surface

treatment is then proposed on the lane to create a visual connection to the existing path to the south and west. The project proposes an active lane frontage with two lane houses with lock-off suites, for a total of four units. There will also be some open space and landscaping facing onto the lane. The proposed building is six storeys, with either commercial or residential uses on the ground floor facing Cambie Street. On the other side of a double loaded corridor, residential units are planned facing the west. Above there are five levels of residential. Mr. Black described some of the architectural plans for the building noting the setback at the first two levels.

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

- Overall landscaping and the architectural design;
- Legibility and amenity for the public provided by the proposed alignment of the pedestrian right-of-way, and the design of the pedestrian path;
- Design of the north and south ends of the building, including the balance of solids and glazing where the building faces the interior property lines, and their relationship to both existing and future buildings on the other side of the line.

Mr. Miller and Mr. Black took questions from the Panel.

Applicant's Introductory Comments: Andrew Emmerson, Architect, further described the proposal noting the main driving factor was the existing sewage and pedestrian rights-of-way. The idea of having an eight foot set back on both the north and south side presented them with a number of options. It gave them the opportunity for some natural daylighting into the pedestrian right-of-way as well as some two bedroom units on the corner. The ground floor will have oversized eighteen foot floor to ceiling flex units on the front with loft units on the back to maximize the daylight intake from the south and west. The units on the second tier are more conventional with one and two bedroom units and the third tier will have larger penthouse suites.

Gerry Eckford, Landscape Architect, noted that the importance of the pedestrian corridor and was something they have taken into consider and have tried to animate it in a way that is clearly legible and also will have some elements that clearly identify the space. They are planning on doing something more graphic on the laneway and out onto the sidewalk. The focus at the entry will be a water feature that will bounce some light into the pedestrian corridor. In the central courtyard the two lane houses will have green roof elements as well as patios. Given that the courtyard is narrow, the treatment will be fairly simple and a double row of trees is planned for the Cambie Street frontage.

The applicant team took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement:

- Enhance design continuity of the pedestrian pathway by engaging the lane with attention to the importance of creating a precedent for excellent lane design throughout the Cambie Corridor;
- Recommend LEED® Gold registry;
- Design development to building and landscape to address possible present and future uses of the flex units and consequent effect on streetscape effect and architectural quality;

- Design development to allow the west facing ground level main block units enhanced access to the ground floor outdoor common space.

Related Commentary: The Panel supported the proposal as well as the design for the building and felt it met the policy for the Cambie Corridor.

The Panel had some concerns with the legibility of the right-of-way noting that unless it goes all the way through it wouldn't be used by the people who live in the area. They noted that it could be a pleasant experience if handled properly. One Panel member hoped the city didn't start treating the lane like a street as that would defeat the potential character for the area.

The Panel was somewhat confused regarding the flex units on the ground floor especially since the applicant suggested they could be residential or commercial units. Several Panel members thought the amenity treatment should go along part of the lane to make for a clearer connection. A couple of Panel members noted that having two bedroom units was good for the layout of the building although there could be some overlook issues if the future adjacent building doesn't do the same thing. Most of the Panel liked the way the south end and north facades were treated with the off set and windows

Being that it is effectively a walk-up building some Panel members encouraged the applicant to provide sufficient circulation and an enhanced stairway.

The Panel supported the landscaping plans and thought the pedestrian right-of-way was a good idea and could be more interesting with further development. One Panel member suggested using screens for added privacy rather than glass boxes to the roof for the lane way houses. They liked the different patterns in the private areas but thought there should be more access from the larger building's suites to the lawn. One Panel member suggested moving the water feature closer to Cambie Street for acoustic reasons.

Regarding sustainability, several Panel members were disappointed with the description of the sustainability indicatives. They thought the south façade would need window overhangs to reduce solar gain until a larger structure was built on the adjacent property. Some of the Panel members thought it was important to consider future plans of the City in implementing a District Energy System. The Panel encouraged the applicant to apply for LEED® Gold registry.

Applicant's Response: Mr. Emmerson thanked the Panel for their comments.

Comments of the Applicant: The applicant has been provided with a copy of this report and has provided the following comments:

"We have reviewed the report and are in agreement with the recommendations and conditions."

* * * * *

6309-6337 Cambie Street
CAMBIE CORRIDOR INTERIM REZONING POLICY REQUIREMENTS

Response to Cambie Corridor Planning Program Principles:

1. Provide land use that optimizes the investment in transit.

New developments should significantly assist in optimizing a shift in travel choice to walking, biking, and transit. Land uses will be primarily supportive of these sustainable movement modes. Non-supportive land uses will be avoided.

Proposed Development conforms as follows:

- Location across Cambie Street from Canada Line station supports use of Line.
- The close proximity to many amenities promotes walking trips. Within four City blocks are all of the following amenities:
 - Banks
 - Safeway
 - Vancouver Public Library
 - Medical, Dental, and Optometrist offices
 - Movie Theatre
 - Post office
 - YMCA
 - Tisdall Park
 - Langara Campus
 - Langara Golf Course
- Bicycle storage facilities are provided on site

2. Provide a complete community.

Provide a land use mix throughout the Corridor that offers a variety of opportunities to work, live, shop, play, and learn. In doing so, consider the context and character of different neighbourhoods throughout the Corridor. The idea of a complete community should apply around each station as well as throughout the entire corridor.

Proposed Development conforms as follows;

- The proposed development supports a new residential community providing apartment options to the detached single home precedent in this neighbourhood.
- New commercial/office opportunities are provided through a selection of sidewalk oriented tenancies catering to local community needs.

3. Create a walkable and cycleable corridor of neighbourhoods seamlessly linked to public transit.

Ensure that routes and infrastructure for pedestrians, cyclists and persons with disabilities are safe, attractive, convenient, navigable, barrier-free and accessible to transit.

Proposed Development conforms as follows:

- A pedestrian and cycle route has been accommodated through this site connecting Cambie Street to the lane and Tisdall park beyond. This route is barrier free and designed to be attractive and inviting.
- Bicycle storage is provided within the building.
- The project fronts on to the Cambie sidewalk which connects via a signalized crosswalk to the Canada Line station.

4. Focus intensity and community activity at stations and other areas with strategic opportunities for sustainability, renewable energy and public amenity.

Locate a higher density and mix of uses as close to the Station as possible. In doing so, not only consider the location of future stations in the corridor, but strategic locations that can achieve renewable energy gains and provide significant public amenities.

Proposed Development conforms as follows:

- Proposed development locates a higher density residential building within two City blocks of the Canada Line station.
- Proposed development contains a mix of uses including local commercial opportunity.

5. Provide a range of housing choices and affordability

Provide a variety of housing forms, tenures, unit types and sizes (i.e. 2, 3 and 4 bedroom units) throughout the Corridor that can evolve to support different uses and configurations and will provide for diversity and resiliency.

Proposed Development conforms as follows:

- Project provides up 51 new units of housing including 44 apartments, 2 detached houses and 5 two storey lofts.
- Project provides a balance of unit sizes from one bedroom to two bedroom plus den.
- Two detached laneway houses have been provided. Each of these houses provides opportunity for an additional separate lock-off rental unit.

6 Balance city-wide and regional goals with the community and its context.

Take advantage of the opportunity the Corridor provides in contributing to Vancouver's goal of becoming the greenest city in the world by 2020.

Proposed Development conforms as follows:

- Project location at Canada Line station reduces reliance on car travel.
- On site green space has been maximized.
- LEED® conforming design.
- Incorporates a higher density within a building scaled to bridge the transition between the single family neighbourhood and the Cambie corridor edge.

7 Ensure job space and diversity.

Recognize the special opportunity that the Corridor represents in providing job space. Encourage high levels of employment density within the Corridor. In doing so, consider the value of existing affordable commercial spaces.

Proposed Development conforms as follows:

- This project provides ground level tenancy space for business and commercial employment.
- No existing commercial tenancies are being displaced.

Response to Cambie Corridor – Interim Rezoning Policy:

3.1 Provide a detailed itemization that demonstrates how the development complies with the Cambie Corridor Principles:

- Refer to appended document entitled Cambie Corridor Planning Program Principles (revised), which details the project's compliance with Principles 1 through 7.

3.2 Provide an urban design analysis, demonstrating the development's overall fit within the context of the evolving neighbourhood and Cambie Corridor:

- The proposed development has been designed in accordance with the evolution of the emerging plan for the Cambie Corridor, providing a higher density of diverse residential units whilst also introducing a commercial component into the neighbourhood. The building has been massed to a height of 6 stories located mid-block and fronting on to Cambie Street. The building facades have been set back at varying levels from the side yards to respect future higher density development on the adjacent lots and the deep rear yard setback allows for additional density in the form of two detached laneway houses. These houses provide transitional scale to the lower residential building forms across the lane.

3.3 Development of a Transportation Demand Management Strategy that supports travel by sustainable transportation modes. Strategies will include an analysis of the expected mode share generated by the development:

- As part of this development, a public right of way is being provided to allow for pedestrian access between Cambie Street and Tisdall Park. Additional street trees are being provided along Cambie Street, which will also enhance and promote walking trips. The project's close proximity to neighbourhood amenities and to public transit will also reduce reliance on private vehicles.
- A significant amount of bicycle storage is provided within the building.
- The development provides the minimum requirement only for car parking spaces, discouraging the ownership of second vehicles and limiting the storage of private vehicles. It is anticipated that this development will generate fewer auto trips, since many residents will likely maximize the opportunity of nearby public transport.
- Proximity to the Canada Line and bus stops allows for easy access to the Downtown Vancouver, YVR airport, and Richmond.
- The development will participate in a cooperative car / ride share program, providing space for a minimum of one vehicle, to the satisfaction of the City's Engineering department.

3.4 Green Building Strategy:

- The building will be designed to be LEED® Silver equivalent. Refer to the attached LEED® checklist which outlines the applicable strategies which will be incorporated to prioritize conservation first, and the use of technological and mechanical intervention thereafter.
- On site green space has been maximized.

3.5 Developments will be designed to be easily connectable to a district heating system:

- The mechanical system for the project will be designed to accommodate a future connection to a core area oriented NEU (Neighbourhood Energy Utility), to the satisfaction of the City Engineering Department.

3.6 Housing Choice and Affordability Strategy:

- 51 new residential units ranging from studio units to larger penthouses and townhouses, enhance diversity within the existing neighbourhood mix of single detached houses, apartments and condominiums.
- Provision of two detached laneway houses with the opportunity for a flexible 'lock-off' ground floor rental suite to help subsidise ownership.
- Proximity to amenities combined with reduced requirements for parking will reduce reliance on private vehicles and thereby enhance the opportunity to detach the cost of private parking spaces from the purchase price.
- The facades facing the side yards were specifically designed to integrate a large proportion of two bedroom units into a mid-rise streetwall building form.

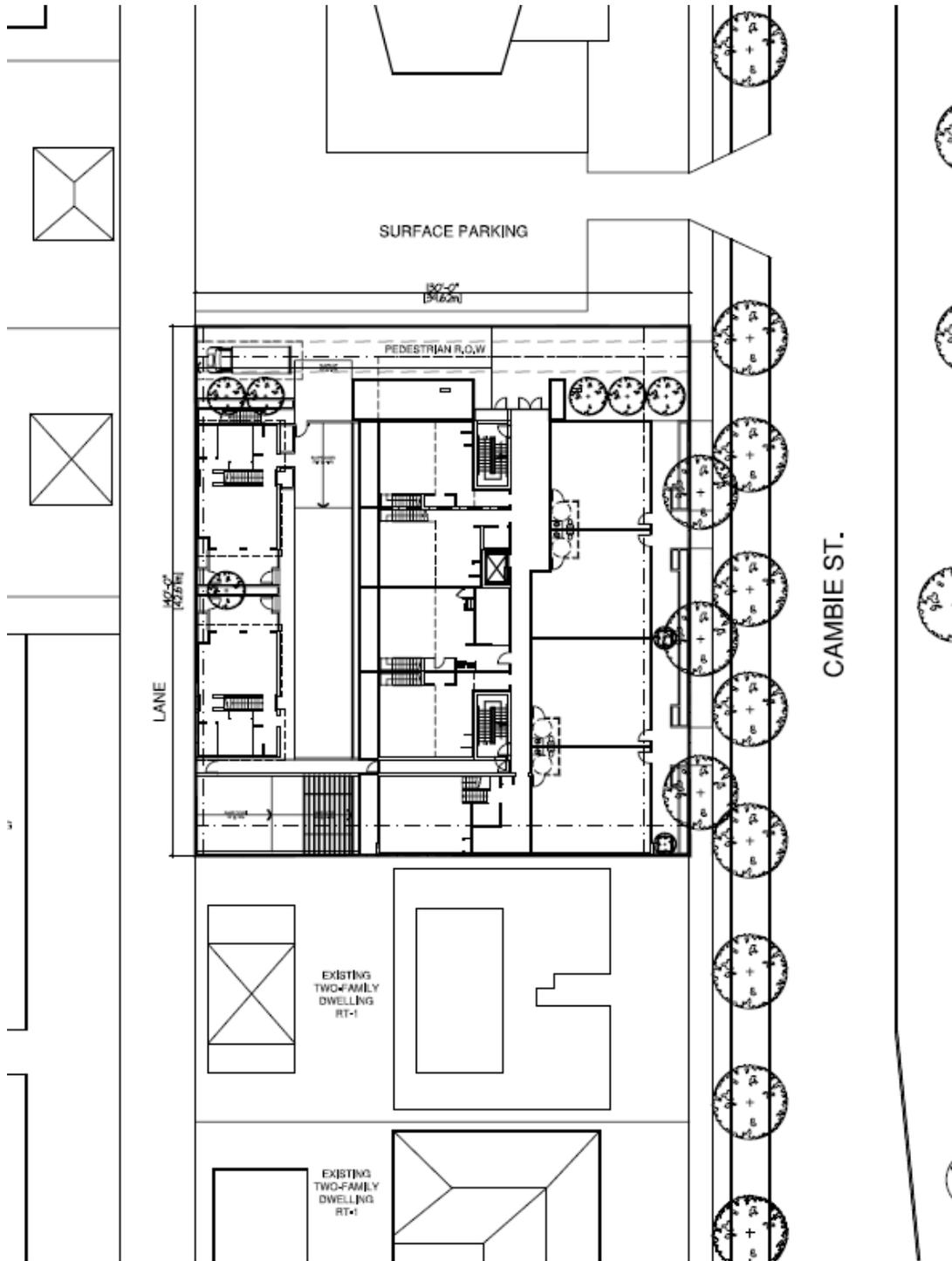
3.7 How does the development contribute to providing space for jobs, as appropriate within the context of the neighbourhood and in accordance with the Cambie Corridor Principles:

- The new development provides 4 new commercial retail units totalling approximately 3,500 sq. ft. in area that front directly on to Cambie Street providing a strong visual commercial edge at grade. Each unit layout has been flexibly designed to accommodate a diverse range of tenants including the opportunity for a neighbourhood coffee shop flanking the corner adjacent to the pedestrian right of way. Depending on the ultimate use of the commercial space, job space may be provided for up to 25 people. In addition to this, the second storey of the 'podium' will be designed and built to accommodate the expansion of the ground floor commercial units with the overall job space potentially doubling should the market catch up.

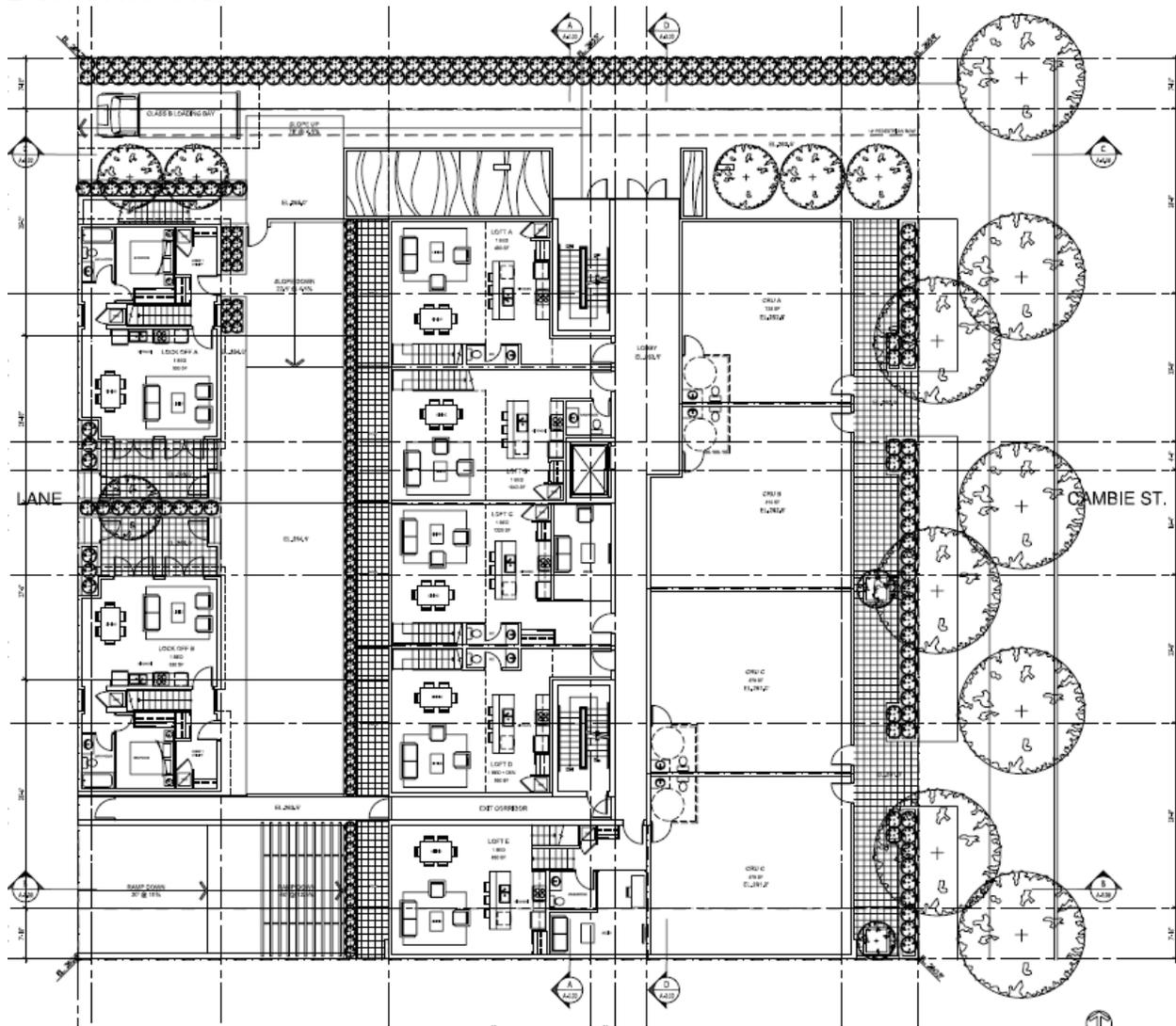
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6309-6337 Cambie Street
FORM OF DEVELOPMENT

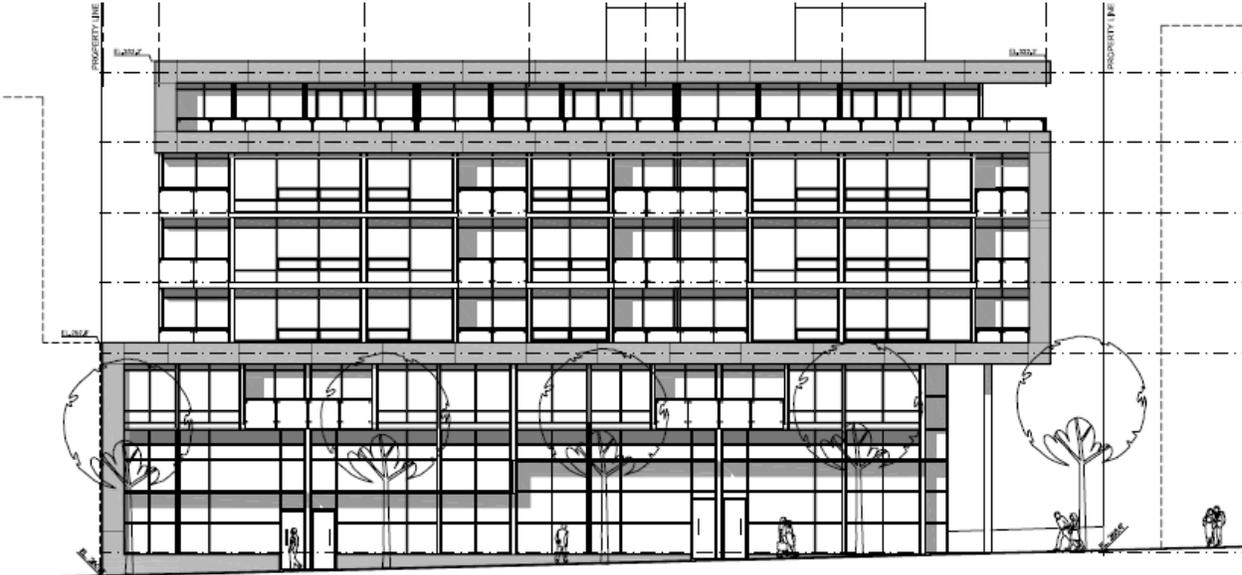
Site Plan



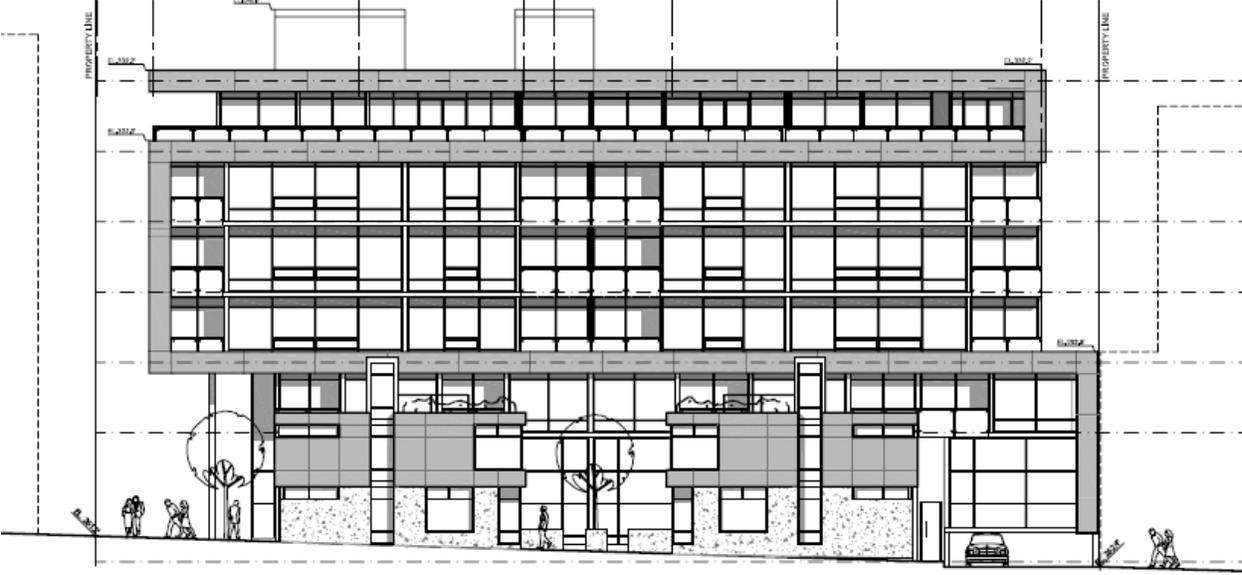
Level 1 Floor Plan



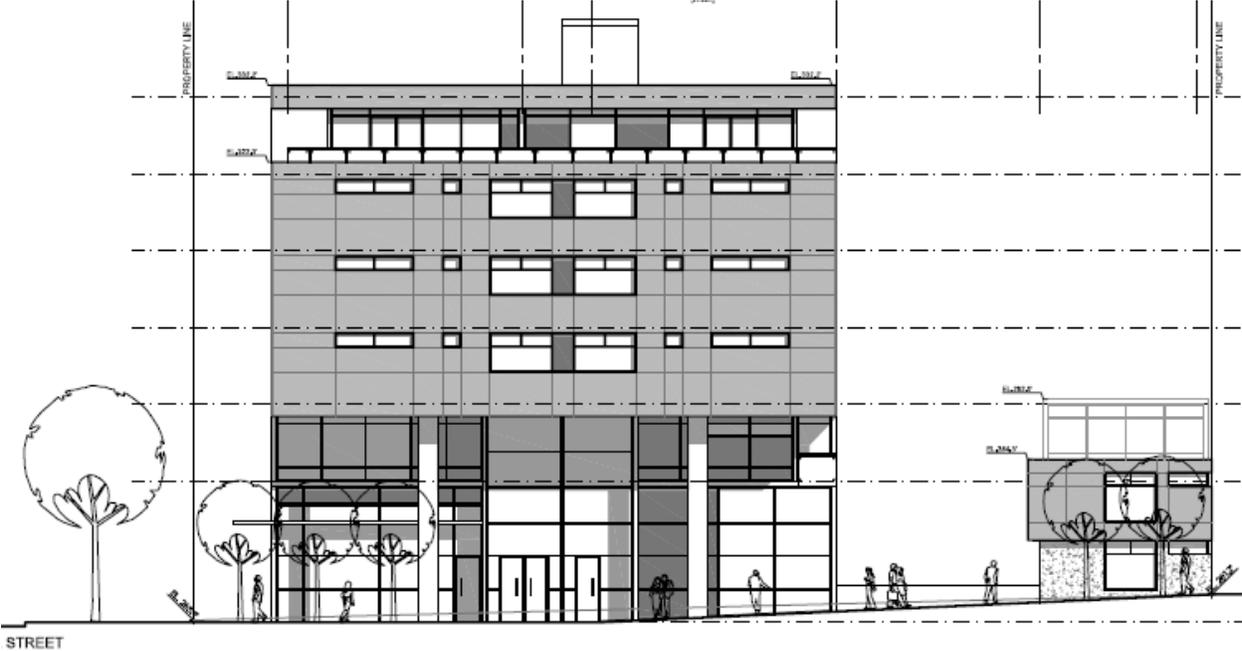
East Elevation



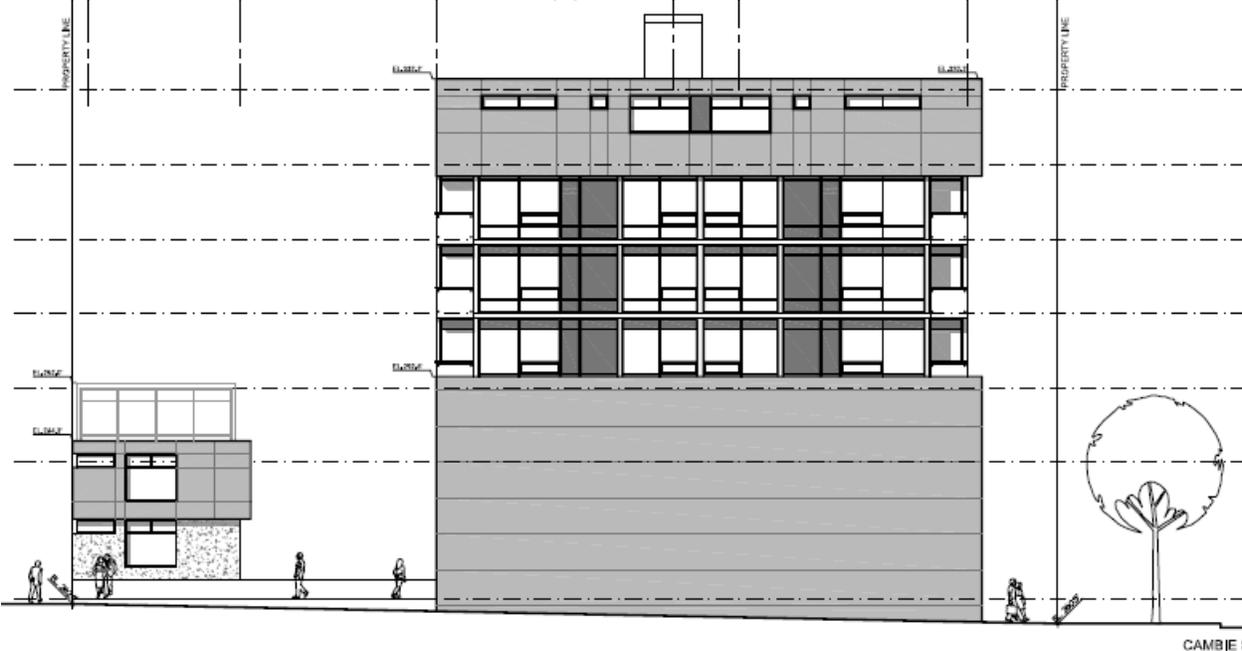
West Elevation



North Elevation



South Elevation



6309-6337 Cambie Street
PUBLIC BENEFITS SUMMARY

Project Summary:

Development of a six-storey mixed use building containing four commercial units on Cambie Street with 51 residential units over two levels of underground parking.

Public Benefit Summary:

The proposal would generate a DCL and a CAC offering.

	Current Zoning	Proposed Zoning
Zoning District	RT-1	CD-1
FSR (site area = 22 845 m ² /245,906 sq. ft.)	0.6	2.9
Buildable Floor Space (sq. ft.)	10,920	52,780
Land Use	Two-Family Dwelling	Mixed-use

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide) (See Note 1)	0	0
	DCL (Area Specific)	0	109,382
	Public Art	0	0
	20% Social Housing	0	0
Offered (Community Amenity Contribution)	Childcare Facilities	N/A	2,200,000
	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage (transfer of density receiver site)		
	Housing (e.g. supportive, seniors)		
	Parks and Public Spaces		
	Social/Community Facilities		
	Unallocated		
Other			
TOTAL VALUE OF PUBLIC BENEFITS		\$0	\$2,309,382

Other Benefits (non-market and/or STIR components):

A mid-block public pedestrian right-of-way would be provided along the north boundary of this site

* 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: Parks (41%); Replacement Housing (32%); Transportation (22%); and Childcare (5%). Revenue allocations differ for each of the Area Specific DCL Districts.

6309-6337 Cambie Street
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	6309-6337 Cambie Street
Legal Description	Lots 9-10, Blk 1008, DL 526, Plan 10803
Applicant	GBL Architects
Architect	GBL Architects
Property Owner	Cedar Developments Corporation.
Developer	Cedar Developments Corporation.

SITE STATISTICS

	GROSS	DEDICATIONS	NET
SITE AREA	1 691 m ²	n/a	1 691 m ²

DEVELOPMENT STATISTICS

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT
ZONING	RT-1	CD-1
USES	Two Family Dwelling	Mixed-use Residential and Commercial
DWELLING UNITS	4 (2 two-family dwellings)	51
MAX. FLOOR SPACE RATIO	0.6	2.9
MAXIMUM HEIGHT	6.1 m (20 ft)	21.4 m (70 ft.)
MAX. NO. OF STOREYS	1 storey	6 storeys
PARKING SPACES	Parking by-law	63