



POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: May 24, 2012
Contact: Kent Munro
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RTS No.: 9637
VanRIMS No.: 08-2000-20
Meeting Date: June 12, 2012

TO: Vancouver City Council
FROM: Director of Planning
SUBJECT: CD-1 Rezoning: 4837-4861 Cambie Street

RECOMMENDATION *

- A. THAT the application, by Mosaic Cambie Holdings Ltd., to rezone 4837-4861 Cambie Street (PIDs: 010-758-429 and 003-060-110; Lots 7 and 8 Block 819 District Lot 526 Plan 7221) from RS-1 (Single-Family Residential) District to CD-1 (Comprehensive Development) District to permit development of a five-storey Multiple Dwelling with a total floor space ratio of 2.05, be referred to a Public Hearing, together with:

- (i) plans received April 20, 2012;
- (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, subject to enactment of the CD-1 by-law, the Subdivision By-law be amended 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 Council approve in principle a Housing Agreement pursuant to section 565.2 of the Vancouver Charter securing the 6 market rental housing units as rental for the life of the building or 60 years, whichever is longer, including no separate sales and no stratification covenants and such other terms and conditions as the Director of legal

Services may require in respect of such units, to the satisfaction of the Director of Legal Services and Managing Director of Social Development;

FURTHER THAT the Director of Legal Services be instructed to bring forward a by-law to authorize such Housing Agreement, and after by-law enactment, to execute and register the Housing Agreement;

- D. THAT Recommendations A, B and C be adopted on the following conditions:
- (i) THAT passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
 - (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
 - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion regardless of when they are called upon to exercise such authority or discretion.

REPORT SUMMARY *

This report assesses an application to rezone 4837-4861 Cambie Street from RS-1 (Single Family Residential) District to CD-1 (Comprehensive Development) District, to permit a five-storey residential building containing 41 dwelling units, of which six would be secured market rental units. The site is located within the Queen Elizabeth neighbourhood of the Cambie Corridor. Staff have assessed the application and find that it meets the intent of the Cambie Corridor Plan. Staff support the application, subject to the design development conditions and rezoning enactment conditions outlined in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS *

Relevant Council Policies for this site include:

- Cambie Corridor Plan (May 9, 2011)
- Community Amenity Contributions Through Rezonings (2006)
- Green Building Rezoning Policy (2010)
- High-Density Housing for Families with Children Guidelines (1992)
- Greenest City 2020 Action Plan (2011)

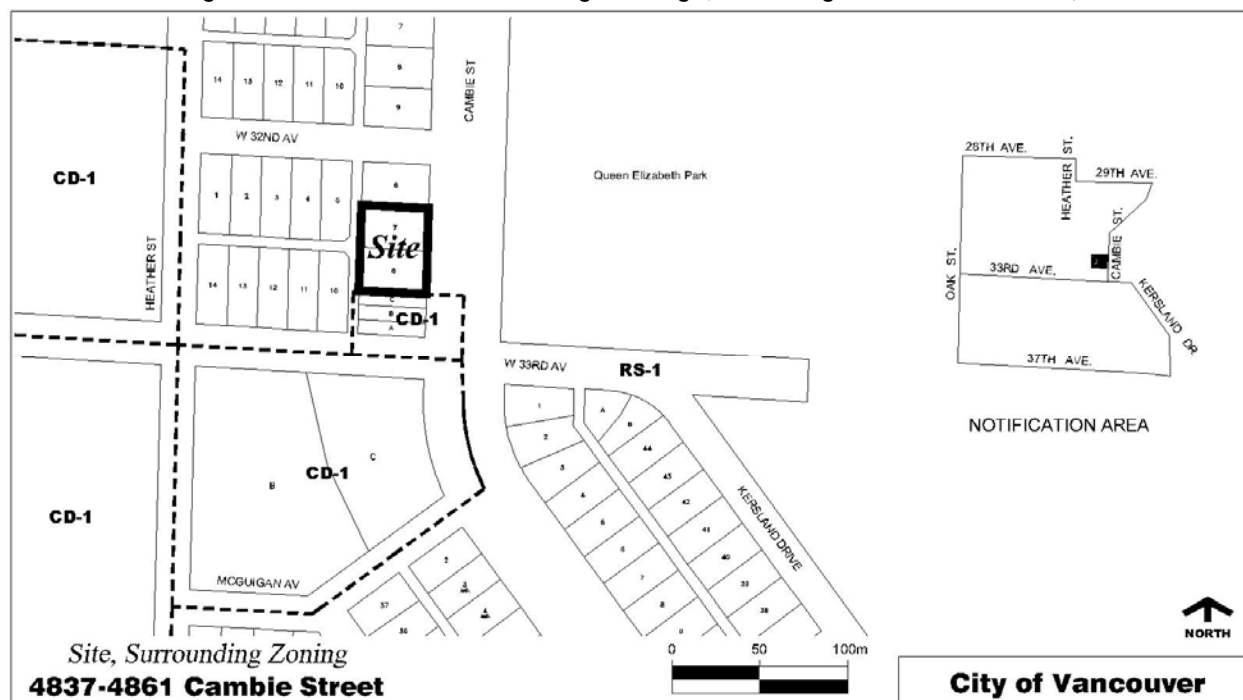
CITY MANAGER'S/GENERAL MANAGER'S COMMENTS *

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

REPORT :**Background/Context *****1. Site and Context**

This 1 836.5 m² (19,768 sq. ft.) site is comprised of two mid-block residential lots with 48.3 m (158.5 ft.) of frontage along Cambie Street across from Queen Elizabeth Park. The site is currently developed with single-family houses, as are the surrounding properties to the north and across the lane to the west. The adjacent property to the south was rezoned to CD-1 in 2008 and redeveloped with 2½-storey fee-simple rowhouses, each with a secondary rental suite above a detached garage at the lane.

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



The site is located on a major arterial with excellent access to transit. Transit service to the site is provided by the King Edward Canada Line station (seven blocks north) and bus routes on both Cambie Street and King Edward Avenue.

2. Policy Context

On May 9, 2011, Council adopted Phase 2 of the Cambie Corridor Plan. The rezoning site is within the “Queen Elizabeth” neighbourhood of the Cambie Corridor Plan. The “Neighbourhoods” section of the plan provides direction for development including neighbourhood character, public realm and urban design principles. Sub-section 4.3.2 specifically supports residential buildings up to six-storeys in height. A density range of 1.5 to 2.0 floor space ratio (FSR) is suggested, but is not a maximum. Supportable density is to be determined by analysis based on site specific urban design and public realm performance.

*Strategic Analysis **

1. Land Use and Housing

The Queen Elizabeth neighbourhood's existing residential character is to be strengthened and enhanced with new mid-rise residential buildings along Cambie Street. The Cambie Corridor Plan also includes a "Housing Diversity Strategy" which targets the provision of 20% secured market rental units in this area as well as an objective that 25% of market units be suitable for families with small children. If the value of the targeted secured market rental housing exceeds 50% of the Community Amenity Contribution (CAC), then the number of rental units required would be reduced. The proposed five-storey residential building includes 41 dwelling units, of which six or 15% would be secured market rental units. The proposal does not reach the 20% secured market rental housing target; as a relatively small project the value of the 6 unit of rental housing is equivalent to approximately 50% of the CAC. On the other hand, the 25% family housing target would be greatly exceeded – 30 or 73% of the units would be two-bedroom or two-bedroom-and-den layouts which are suitable for families including one of the secured market rental units.

2. Density

The proposed density of 2.05 FSR is close to the 1.50 to 2.00 FSR range estimated for this area of the Cambie Corridor. The developer intends to use wood frame construction with a proposed height to five storeys. While this is one storey less than that supported in this area, the relatively simple and low-scale form is an affordable approach and is appropriate for the open and green character of the Queen Elizabeth neighbourhood. The proposed height and density efficiently creates 41 new dwelling units on two existing lots which is a significant enhancement of density on the site.

3. Form of Development

The proposed form is a five-storey apartment block setback at the fifth storey (Figure 2).

Figure 2: Cambie View



The Cambie Corridor Plan recommends building setbacks in the range of 3.0 to 4.5 m (10 to 15 ft.). The proposal provides setbacks from the Cambie Street property line of at least 4.9 m (16 ft.), and at least 6.7 m (22 ft.) to the north property line which is shared by an existing single-family house. Setbacks to the south property line, adjacent the rowhouse development, are 3 m (10 ft.) and those to the west lane are 8.5 m (28 ft.). The larger north setback would be of particular benefit to the north neighbour by allowing for more sunlight access. While the open space offered adjacent to the three-storey rowhouses to the south is relatively modest, the proposal is also downhill from the rowhouses, would not shadow these neighbours and is one storey less than planned for this area. Recognizing the value of the recently built rowhouses, and that they are unlikely to be redeveloped, staff recommend that the design of the proposed building be refined, at the development permit stage, to explore improvements to the visual transition to its neighbour and to mitigate any direct overlook.

The proposed height of the building is 18.7 m (61.4 ft.). Shadow diagrams provided indicate a limited effect to sunlight on the single-family homes to the west at standard times of 10 am, noon and 2 pm, with shadows extending no more than 3 m (10 ft.) onto the rear yards of these properties.

The proposed building would be further set back above the fourth storey by at least 2.4 m (8 ft.) on the street side, which helps create a distinctive shoulder line as recommended in the Cambie Corridor Plan. A similar setback on the lane side helps transition the massing toward the single-family homes to the west. The parkade structure has been designed to sink below natural grade along Cambie Street, which leaves room for a substantial soil volume supporting trees and other planting. The main building entry addresses Cambie Street directly with a notable and easily identifiable entryway that is central to the building with projecting elements. The proposed landscape responds well to the green character of Queen Elizabeth Park by providing a softer and less structured landscape approach. In consideration of the Greenest City 2020 goals for tree planting, staff recommend the provision of a second row of trees along Cambie Street between the sidewalk and the new building.

The Urban Design Panel reviewed the application on March 7, 2012 and voted (2-3) to not support the proposed form of development. Staff have reviewed the panel comments with the applicant and feel the revised proposal, received April 20, 2012, addresses the concerns of the Urban Design Panel.

4. Parking, Loading and Circulation

Vehicle and bicycle parking are provided within an underground parking garage accessed by a ramp at the north end of the site. The location of the ramp mitigates the impact on the south rowhouses and provides an opportunity for a development to the north to share the ramp in future. Sharing the ramp can provide efficiencies in garage design for the later development and improve the lane environment by reducing the number of driveways. The proposal includes 47 parking spaces and 56 bicycle storage spaces which would be provided in accordance with the Parking By-law.

5. Environmental Sustainability

The Green Building Rezoning Policy (adopted by Council on July 22, 2010) requires that rezoning applications received after January 2011 achieve a minimum of LEED® Gold rating, including 63 LEED® points, with targeted points for energy performance, water efficiency and stormwater management; along with registration and application for certification of the project. The applicant submitted a preliminary LEED® scorecard, which generally conforms to the Rezoning Policy, indicating that the project could attain the required LEED® points and, therefore, would be eligible for a LEED® Gold rating.

Under the Cambie Corridor Plan, all new buildings must be readily connectable to a district heating system. Additionally, agreements are required to ensure connection to a low-carbon district heating system, if and when available. Conditions of rezoning have been incorporated that provide for district energy system compatibility and future connection.

A Phase 1 Environmental Site Assessment for this site revealed no current or historical activities of concern to the Environmental Protection Branch. Should the rezoning be referred to a Public Hearing, the application can be considered without additional enactment conditions related to soil remediation.

6. Public Input

Notification: The City of Vancouver Rezoning Centre webpage included notification and application information, as well as an on-line comment form. A rezoning information sign was installed on the site on February 16, 2012. A notification and invitation to a public information open house, dated February 14, 2012, was mailed to 188 surrounding property owners in the notification area shown in Figure 1.

An open house was held on February 27, 2012, at the Holy Name of Jesus Parish with staff and the applicant team in attendance. About 27 people attended and four comment sheets were submitted. Additionally, staff received a total of five letters, e-mails, and online comment forms. Two people were approving of an increase in density but felt the design should be improved by either including the site to the north to complete the block, or by realizing the full six storeys supported by the plan. Three others opposed the height and density of the project.

The adjacent property owners were concerned about increasing traffic in the laneway and about parking, despite the underground parking being provided in the development. They noted that staff from the nearby hospitals already take up much of the available on-street parking in the area. They were also concerned with the impact on privacy and shadowing that the proposed height and setback may cause.

7. Public Benefits

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

Secured Market Rental Housing: The Housing Diversity Strategy for the Cambie Corridor targets the provision of market rental housing units in this area. In response to this target,

the applicant has offered to provide six market rental housing units secured for the life of the building or 60 years, whichever is greater. Staff reviewed the applicant's development pro forma to ensure that the value of this offer does not exceed 50% of the value of the Community Amenity Contribution (CAC).

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 various engineering infrastructure. The site is subject to the City-wide DCL rate, which is currently \$121.96/m² (\$11.33/sq. ft.) for residential developments over 1.2 FSR.

On this basis, a DCL of approximately \$459,137 is anticipated. DCLs are payable at building permit issuance and their rates are subject to Council approval of an annual inflationary adjustment which takes place on September 30th of each year. A public benefits summary is provided in Appendix F.

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 CAC of \$1,020,500 representing approximately a 75% share of the land lift remaining after the capital cost of the six secured market rental housing units is considered. Real Estate Services staff have reviewed the applicant's development pro forma and recommend that this offer be accepted. Staff recommend that the allocation of the applicant's CAC await the completion of the Cambie Corridor Public Benefits Strategy and the Public Realm Plan, which are both currently being developed.

Financial *

As noted in the section on Public Benefits, the applicant will contribute \$1,020,500 to the City as a Community Amenity Contribution (CAC). The CAC will be placed in a City reserve fund and remain unallocated until the Cambie Corridor Public Benefit Strategy and Public Realm Plan are finalized. The site is within the City-wide Development Cost Levies (DCL) District and it is anticipated that the applicant will pay \$459,137 in DCLs.

The rental housing, although secured via a Housing Agreement for the life of the building will be privately owned and operated.

CONCLUSION *

The proposed rezoning for 4837-4861 Cambie Street, to allow development of a five-storey residential building, generally meets the intent of the Cambie Corridor Plan. 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 E.

* * * * *

4837-4861 Cambie Street
DRAFT CD-1 BY-LAW

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

Uses

- Multiple Dwelling
- Accessory Uses customarily ancillary to the above uses.

Conditions of Use

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

Definitions

- In this by-law "Geodetic Datum" means the current vertical reference surface adopted and used by the City of Vancouver.

Density

- Maximum floor space ratio of 2.05 FSR.
- For the purpose of computing floor space ratio, the site is deemed to be 1 836.5 m², being the site size at the time of application for rezoning, prior to any dedications.
- Computation of floor space ratio must include:
 - (a) all floors, including earthen floor, measured to the extreme outer limits of the building;
 - (b) stairways, fire escapes, elevator shafts and other features which the Director of Planning considers similar, measured by their gross cross-sectional areas and included in the measurements for each floor at which they are located; and
- Computation of floor space ratio must exclude:
 - (a) open residential balconies or sun decks, and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that the total area of all exclusions must not exceed 8% of the permitted residential floor area;
 - (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 the base surface, provided that the maximum exclusion for a parking space shall not exceed 7.3 m in

- length and the maximum exclusion for heating and mechanical equipment shall not exceed 1.4 m² in each unit;
- (d) amenity areas, including day care facilities, recreation facilities, and meeting rooms, provided that the area excluded does not exceed 10% of the total floor area;
 - (e) areas of undeveloped floor located:
 - (f) above the highest storey or half-storey and to which there is no permanent means of access other than a hatch; or
 - (g) adjacent to a storey or half-storey with a ceiling height of less than 1.2 m;
 - (h) all residential storage space above or below base surface, except that if the residential storage space above base surface exceeds 3.7 m² for a dwelling unit, there will be no exclusion for any of the residential storage space above base surface for that unit;
 - (i) above grade floor area built as open to below, designed in combination with venting skylights, opening clerestory windows or other similar features which, in the opinion of the Director of Planning, reduce energy consumption or improve natural light and ventilation to a maximum exclusion of one percent of permitted floor area.

Height

- Building height on the site must be measured in metres referenced to Geodetic Datum.
- Building height, measured from the top of the roof slab above the uppermost habitable floor, must not exceed the geodetic elevation of 109.7 m, except that the Director of Planning or the Development Permit Board may permit clerestory elements up to but not exceeding the geodetic elevation of 112 m.

Horizontal Angle of Daylight

- Each habitable room must have at least one window on an exterior wall of a building.
- 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.
- Measurement of the plane or planes referred to in section 7.2 must be horizontally from the centre of the bottom of each window.
- If:
 - (a) the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council; and
 - (b) the minimum distance of the unobstructed view is not less than 3.7 m;the Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement.
- An obstruction referred to in section 7.2 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 ().

- A habitable room referred to in section 7.1 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

- 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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4837-4861 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 Ramsay Worden Architects and stamped "Received City Planning Department, April 20, 2012", 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 mitigate direct overlook from upper floors to the south neighbour.
- 2. Provision of design alternatives to improve the visual transition between the rowhouse and proposed building.

Note to Applicant: Design alternatives should explore changes to the exterior cladding, colour, detailing, and similar visual effects. Significant changes to massing are not intended. Consultation with the neighbours is recommended. Where design changes are feasible in the opinion of the Director of Planning, they shall be applied to the building.

Landscape

- 3. Replication of natural systems.

Note to Applicant: This could include the use of native plants, the creation of natural habitat, the retention of soil resources, the elimination of herbicides and/or the recycling of green waste.

- 4. Provision of urban agriculture in the form of edible landscaping and including some areas (planters or plots) suitable for urban agriculture activity. The necessary supporting infrastructure, such as tool storage, hose bibs and a potting bench should be provided. The design should reference the "Urban Agriculture Guidelines for the Private Realm" and should maximize sunlight, integrate into the overall design and provide universal access.

5. Provision of a second row of trees between the sidewalk and the building.

Note to Applicant: the species and location of these trees will be determined in consultation with the Engineering Department with consideration given to the development of a public realm plan for this area.

6. Provision of a Rainwater Management Plan that utilizes sustainable strategies such as infiltration, retention, treatment and utilization of rainwater.

Note to Applicant: Strategies could include high efficiency irrigation, the use of drought tolerant plants and mulching.

7. Provision of adequate planting medium depths within planters on slab to meet the BCSLA latest standard.

8. Compliance for the inside boulevard planting with the COV Engineering Streets' "Guidelines for Planting City Boulevards".

Note to Applicant: Plants should be set back at least 30 cm (12") from a) the sidewalk to avoid overgrowth and b) the curb to allow for car door opening. Plants should be perennials or shrubs that will grow less than one meter (3'-3") in height to ensure good sight lines.

9. Provision of a separate lighting plan at the time of full development permit to ensure pedestrian safety and security.

10. Provision of a full Landscape Plan at the time of development permit application. The Landscape Plan should illustrate proposed plant materials (with common and botanical names, plant sizes and quantities), paving, walls, fences, light fixtures, site grading and other landscape features. Plant material should be listed in a Plant List that is clearly keyed to the Landscape Plan. The Landscape Plan should be a minimum 1:100 or 1/8" scale.

11. Provision at the time of full development permit application of large scale sections (1/4"=1' or 1:50) illustrating the lane edge planters, retaining walls and proposed and existing grades. The section should run east to west;

12. Provision at the time of full development permit application of large scale sections (1/4"=1' or 1:50) illustrating the building to public realm interface;

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.

Crime Prevention Through Environmental Design (CPTED)

13. Design development to consider the principles of CPTED, having particular regard for security in the underground parking.

Note to Applicant: Show how lighting and glazing will be used to improve perceived safety in underground areas. Residents and operators should be consulted to determine whether any other risks exist in the area, and specific design response noted on the plans. Design features that address CPTED principles should be noted in the development permit application.

Sustainability

14. Identification on the plans and elevations of the built elements contributing to the building's sustainability performance in achieving LEED® Gold equivalency, as required by the Green Buildings Policy for Rezonings, including a minimum of 63 points in the LEED® rating system, including at least six optimize energy performance points, one water efficiency point, and one storm water point.

Note to Applicant: Provide a LEED® checklist confirming the above; a detailed written description of how the above-noted points have been achieved with reference to specific building features in the development, and notation of the features on the plans and elevations. The checklist and description should be incorporated into the drawing set. Registration and application for Certification of the project are also required under the policy.

15. The building heating and domestic hot water system shall be designed to be easily connectable and compatible with a future District Energy System to supply all heating and domestic hot water requirements. Design provisions related to district energy compatibility must be to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: The applicant shall refer to the District Energy Connectivity Standards for specific design requirements, which include provisions related to the location of the mechanical room, centralization of mechanical equipment, pumping and control strategy, and other hydronic heating and domestic hot water system minimum requirements. The applicant is encouraged to work closely with Staff to ensure adequate provisions for District Energy compatibility are provided for in the mechanical design. A declaration signed by the registered professional of record certifying that the district energy connectivity requirements have been satisfied will be required as a pre-condition to building permit.

Engineering

16. Provision of an improved plan showing all utility poles in the lane. The survey plan submitted with the application does not identify these features. Adjustment of the parking entry or relocation of the existing wood poles may be required to ensure adequate access to the site.
17. Indicate all columns within the parking level.
18. Indicate design elevations on both sides of the parkade ramp at all breakpoints and within the parking areas to be able to calculate slopes and cross falls.

19. Provision of elevations on section drawings.

Note to Applicant: The slope must not exceed 10% for the first 20' from the property line and 12.5% thereafter.

20. Provision of a complete tech table with required parking, loading, bicycle space calculations and the number of spaces being provided.

21. Provision of an improved scaled plan with dimensions in imperial or metric units.

Note to Applicant: The drawing does not scale to 1:100 as indicated.

22. Modify the width of the disability parking space to 13'-1 ½" and confirm that a minimum 7'-6 ½" of vertical clearance is being provided to access all disability spaces as per the Parking and Loading Design Supplement.

Note to Applicant: Two adjacent disability spaces can share one access aisle. Please refer to the Parking and Loading Design Guidelines at the following link: (<http://vancouver.ca/engsvcs/parking/admin/developers.htm>).

23. Provision of additional parking stall width for stalls adjacent to walls or stalls with a reduced maneuvering aisle width. Provide additional stall widths for stalls 18, 20, 44 and 45.

24. Clarify and confirm if the reduced vertical clearance, shown at gridline G on cross-section C on drawing A 4.03, affects any parking spaces.

Note to Applicant: A minimum of 2.0m of vertical clearance is required.

25. Provision of automatic doors on all bike storage rooms to make it comfortable and convenient for people of all ages and abilities to access the bicycle storage areas.

26. Provision of a bicycle wheel ramp for the stairs located between parking space 49 and the bike room.

27. Provision of details of the garbage storage room (bin and recycling container dimensions) clearly showing they fit within the storage room and clarify the pick up operations. Please note the pick up operations must not rely on public property for storage of the bins for any extended period of time.

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 and to the Director of Planning, the General Manager of Engineering Services, the Managing Director of Social Development and the Approving Officer, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

1. Consolidation of Lots 7 and 8, Block 819, DL 526, Plan 7221 to create a single parcel.
2. Release of Restrictive Covenants P2903 (See 133031L) and GB40848 (See 148295L).
3. Provision of appropriate access agreements to allow vehicular access from this site to the adjacent property to the north at 618 West 32nd Avenue (lot 6, Block 819, DL 526, Plan 7221).
4. Execution of a Services Agreement to detail the on- 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 following services are provided.
 - i. Provision of adequate water service to meet the fire flow demands of the project. The current application lacks the details to determine if water main upgrading is required. Please supply project details including projected fire flow demands as determined by the applicant's mechanical consultant to determine if water system upgrading is required. Should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any water system upgrading that may be required; and
5. Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but are not limited to, junction boxes, switchgear, pad mounted transformers and kiosks (including non BC Hydro Kiosks) are to be located on private property. 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

Housing Agreement

6. Make arrangements to the satisfaction of the Managing Director of Social Development and the Director of Legal Services, to subdivide by air space subdivision, or at the sole discretion of the Managing Director of Social Development and the Director of Legal Services to otherwise subdivide to create a parcel or parcels for the portion of the development containing at least six market rental housing units occupying at least 3,739 sq. ft. of the development floor space, and once such portion is subdivided to execute a

Housing Agreement to secure such units as rental for the life of the building or 60 years, whichever is longer, and to include registrable covenants in respect of such units prohibiting stratification, separate sales and rental for a term of less than one month at a time, and subject to such rentals being made available as market rental housing units and subject to such other terms and conditions as are satisfactory to the Director of Legal Service, and the Managing Director of Social Development.

Note to Applicant: This Housing Agreement will be entered into by the City by by-law pursuant to section 565.2 of the Vancouver Charter.

Neighbourhood Energy Utility

7. Enter into such agreements as the General Manager of Engineering Services and the Director of Legal Services determine are necessary for connection to a low carbon District Energy System, if and when the opportunity is available and in accordance with the City's policy for low carbon district energy, which may include but are not limited to agreements which:
 - (i) require buildings on site to connect to a District Energy System;
 - (ii) grant the operator of the District Energy System access to the building mechanical equipment associated with the connection to and operation of a District Energy System; and
 - (iii) provide for adequate and appropriate space to be utilized for an energy transfer station (to be secured either through a long-term lease or through an assignable option to purchase agreement).

Community Amenity Contribution (CAC)

8. Pay to the City, prior to the enactment of the rezoning by-law, the Community Amenity Contribution of \$1,020,500;

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.

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4837-4861 Cambie Street
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE SUBDIVISION BY-LAW NO. 5208

A consequential amendment is required to delete PIDs: 010-758-429 and 003-060-110 (Lots 7 and 8 Block 819 District Lot 526 Plan 7221) from the RS-1/3/3A/5/6 maps forming part of Schedule A of the Subdivision By-law.

* * * * *

**4837-4861 Cambie Street
ADDITIONAL INFORMATION**

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

EVALUATION: NON-SUPPORT (2-3)

- **Introduction:** Grant Miller, Rezoning Planner, introduced the proposal for a rezoning application to rezone a mid-block RS-1 site on Cambie Street to CD-1. The site falls within the Queen Elizabeth area of the Cambie Corridor Plan. The plan supports residential building up to 6-storeys in height with a suggested density range of approximately 1.5 to 2.0 FSR. The project is also subject to the Cambie Corridor Housing Policy which requires the provision of up to 20% guaranteed market rental units. Mr. Miller noted that the application was made in December 2011 and is subject to the City's Green Building's policy requiring LEED™ Gold.

Sailen Black, Development Planner, further described the proposal noting the unusual adjacency to the south of a recently developed rowhouse project. Mr. Black described the Cambie Corridor Plan noting that residential buildings are allowed up to 6-storeys here. Above four storeys, the upper floors are to be stepped back from Cambie Street. As well buildings should provide front doors onto the street and seek to activate and enhance the adjacent lane. He added that residential buildings should step back at the rear as well, reducing the scale of the building towards the lane and should minimize the amount of shadow cast onto adjacent properties. The design should allow for delineation of the public and private realm and accommodate a front patio/entrance. Care should be taken on sloped sites to ensure it does not create blank wall conditions on any side.

Mr. Black noted that under the Green Buildings Policy for Rezonings the design needs to show a minimum of 63 points, and the applicant must register and apply to certify.

Mr. Black explained that the proposal is for the rezoning of two RS-1 lots to allow the development of a 5-storey multiple dwelling with forty-one units.

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

- Is the open space treatment, including setbacks, landscape design, and the parkade structure above grade at the interior property lines appropriately handled?
- Noting the long term neighbours to the south, what is the appropriate response and siting on this property in terms of scale and overlook?
- Is the transition from the public realm to private unit entries well resolved in terms of the changing grades and landscape elements?
- Considering the proposed stepping and overall height, does the proposed massing create an appropriate transition to the lower scale houses to the west?
- What is the optimal treatment of the above grade portions of parkade facing onto the lane on this particular site?

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

- **Applicant's Introductory Comments:** Bob Worden, Architect, further described the proposal. The building will be all residential and the design recognizes the unique nature of Cambie Street. He noted that the future of the neighbourhood is to be walkable and they tried to create an engaging front entry and streetscape. The façade is layered with rich materials and garden walls with private gates. The units range from just over 600 square feet to just over 1,000 square feet. The building is a 5-storey wood frame building with a stepped top floor. Mr. Worden described their sustainability strategy noting that they will achieve LEED™ Gold.

Daniel Roberts, Sustainability Consultant, noted that they are targeting LEED™ Gold and the building has a low window to wall ratio. In terms of energy performance, a full energy simulation will be applied to the building.

Jennifer Stamp, Landscape Architect, described the landscape plans. The site has a fair amount of grade change and careful attention has been put into the design as it falls along Cambie Street. The unit steps with some stairs up to their patios moving north across the site and as well the landscaped walls that express where the entry point are also step with the grade. The lane has a planter that is stepped down from the rear garden with plantings that can hang over the wall.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Reduce parkade structure and retaining walls around site;
 - Consider more entrances on the lane;
 - Design development to improve the architecture on all sides;
 - Consider improving the sustainability strategy.
- **Related Commentary:** The Panel did not support the proposal as they thought the massing and size of the structure around the buildings weren't appropriate for the site.

The Panel thought it was a competent project in general and that the planting treatment was appropriate. Several Panel members suggested there was an opportunity to have more entrances at grade for private spaces on the lane. The Panel had no concern with the scale and massing to the development to the south. However, one Panel member thought there should be some gesture that acknowledged the scale of that development to make for a smoother transition.

Most of the Panel were disappointed with the architecture and thought it could have gone further. They thought it was a conservative approach and looked like so many other apartment buildings in the city. One Panel member noted that the site was across the street from Queen Elizabeth Park and that Cambie Street has the heritage boulevard and wanted to see the heritage addressed in the design. Several Panel members were concerned that the building didn't fit into the context of the area. They noted that there aren't any other sites along Cambie Street that have raised parking garages. They were

concerned that the context for Cambie Street wasn't being considered in this proposal. One Panel member stated that other buildings along the street have a more formal entry fronting onto the street which this proposal lacks.

One Panel member noted that the building was more promising in detail in terms of material and colour palette and that the form could be improved. Another Panel member suggested the building could respond better to the slope of the site. It was suggested that the building could be stepped in plan to add more light or step the roof line to respond to the slope of the site.

Most of the Panel thought the transition from the public face to the public realm on Cambie Street was well handled. One Panel member thought the building could do with some further articulation or be stepped at the lane to transition better to the single family homes across the lane.

Most of the Panel noted that there wasn't any expression of the sustainability strategy and that the building needed to respond to its orientation. They suggested that solar panels could be added in the future on the roof.

- **Applicant's Response:** Mr. Worden thanked the Panel for their comments. He said they were looking at the building's relationship to Cambie Street and have discussed how to make the front area come out to the sidewalk so the Cambie Street experience doesn't just become a wall of condos. He thought it might mean moving the entry to the center of the building and perhaps they could lower the building by one foot which would help the lane expression.

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 understand the recommendations and conditions."

* * * * *

4837-4861 Cambie Street
FORM OF DEVELOPMENT



View of proposed development from Cambie Street looking northwest



Aerial view of Queen Elizabeth Neighbourhood



East Elevation – facing Cambie Street



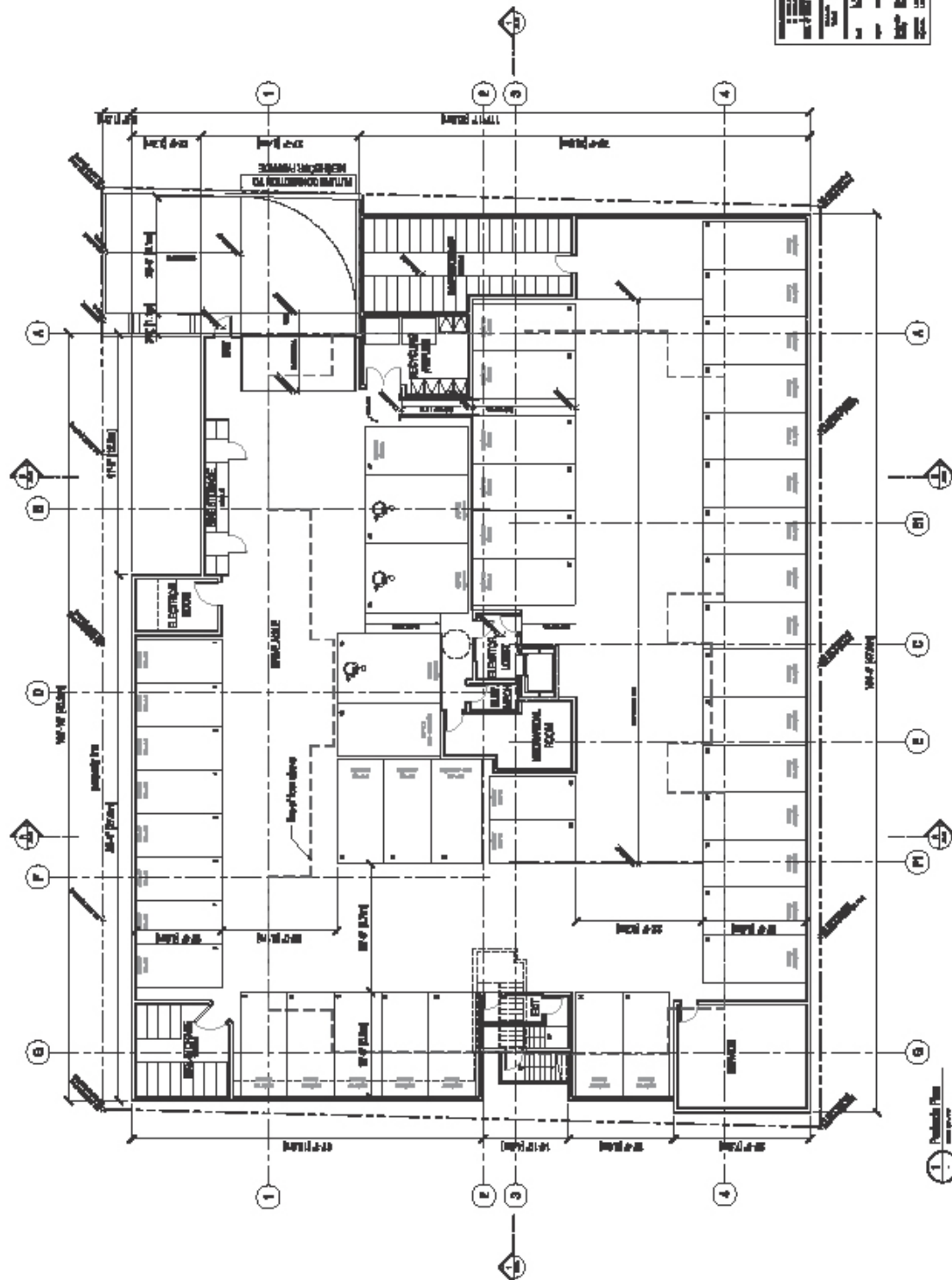
North Elevation – facing single-family lot to north



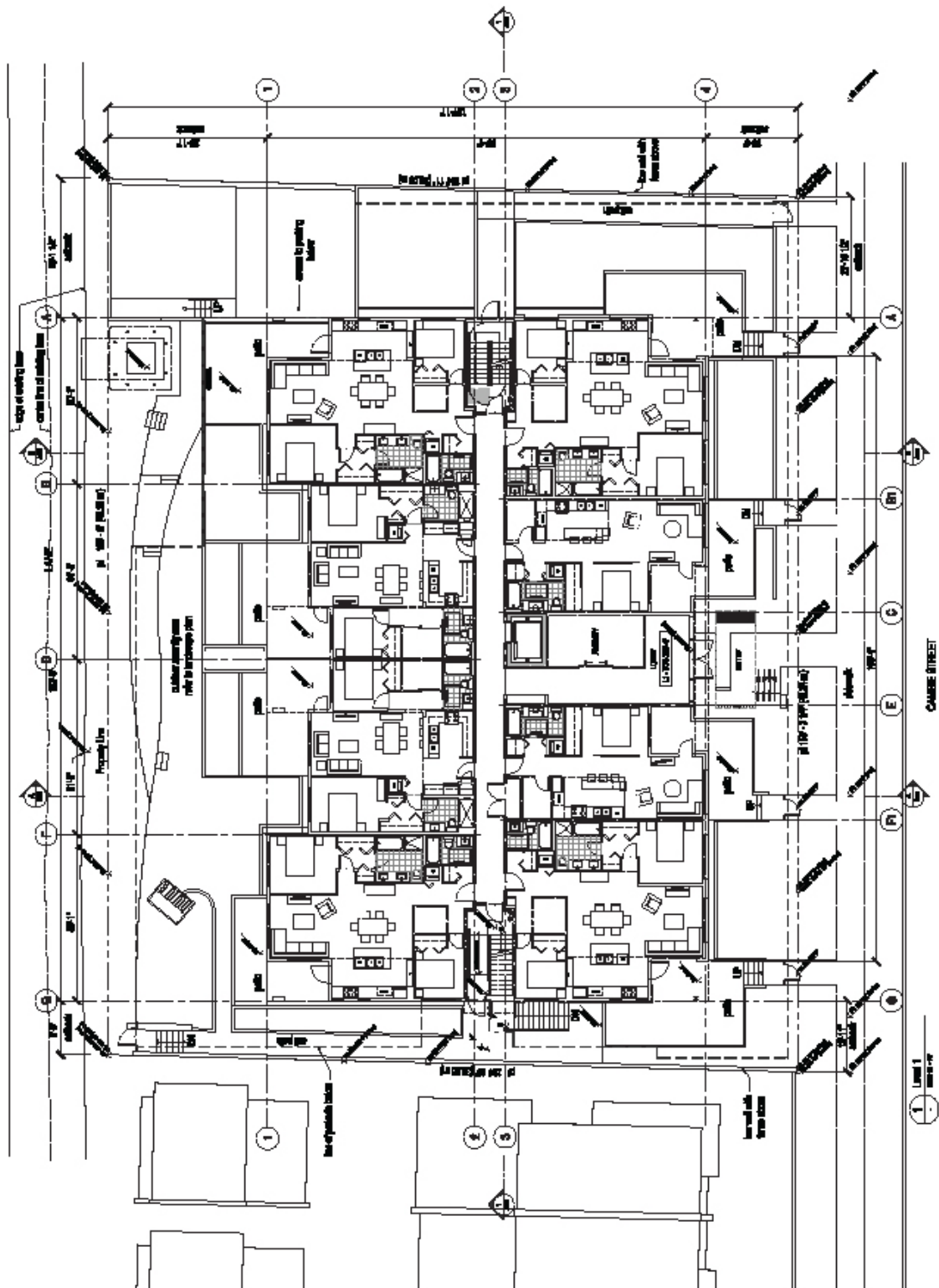
West Elevation – facing lane



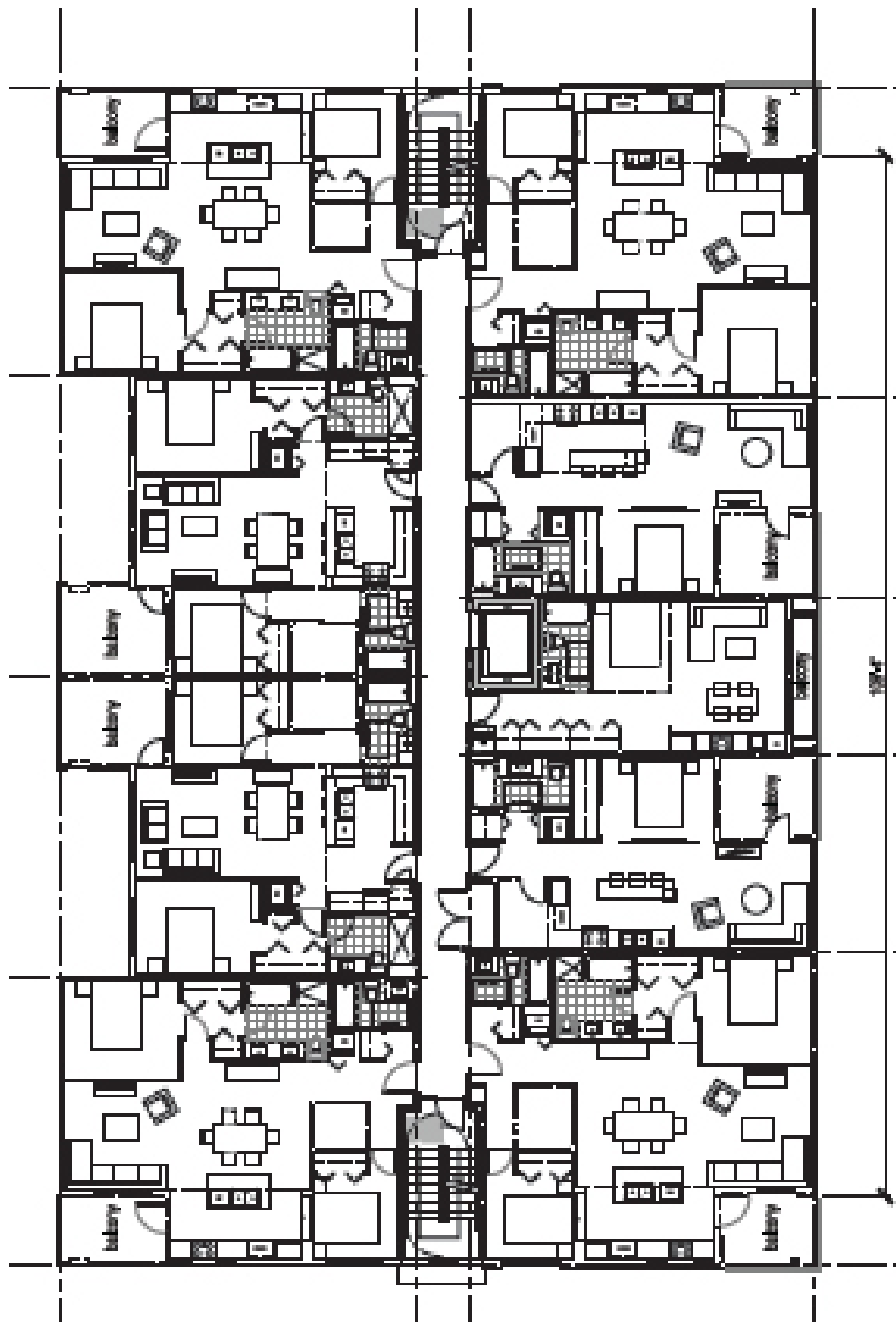
South Elevation – facing rowhouse development to south



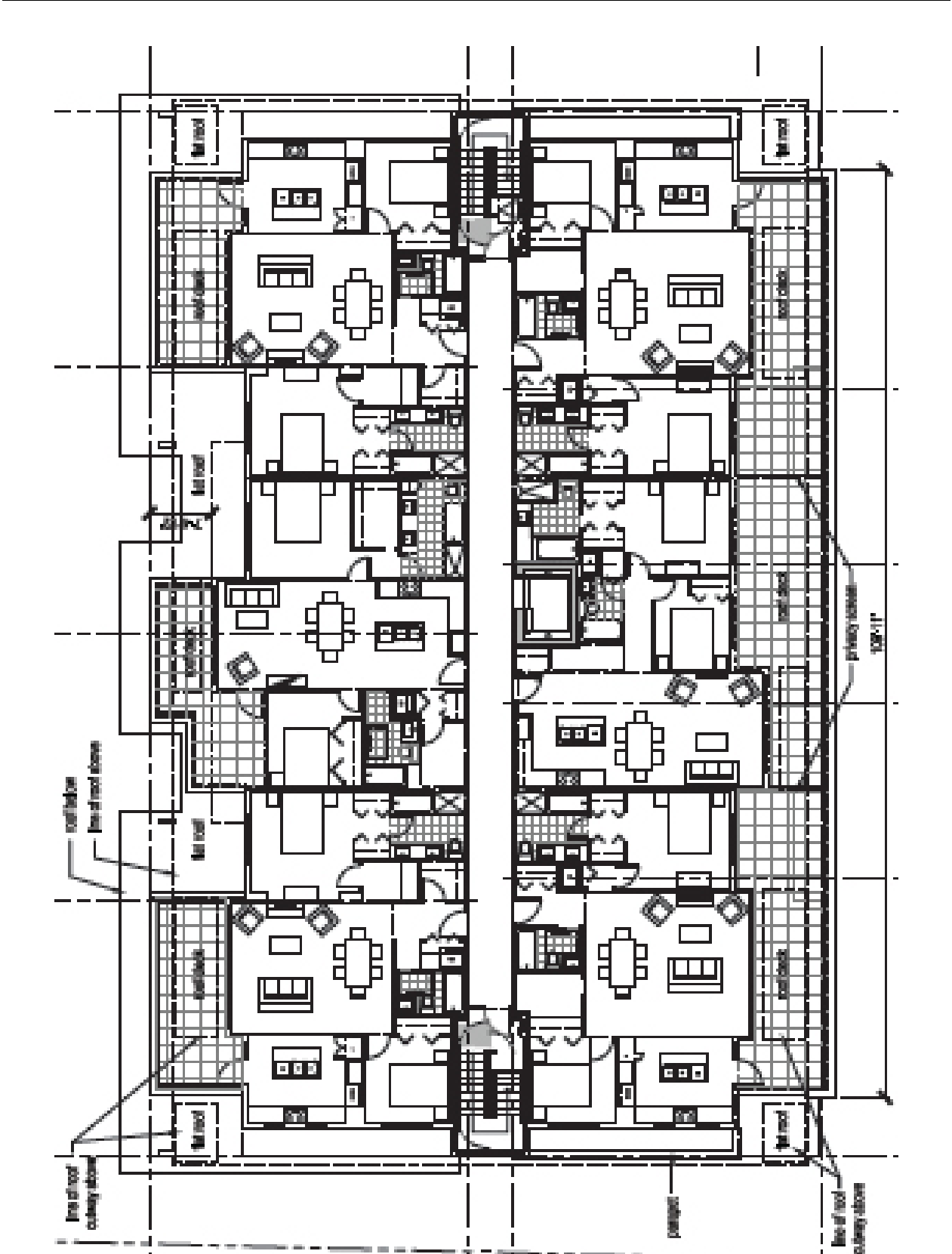
Parking Plan



Level 1 (site) – Plan



Level 2-4 – Plan



Level 5 – Plan

4837-4861 Cambie Street
PUBLIC BENEFITS SUMMARY

Project Summary:

A 5-storey residential building with 41 dwelling units including 6 secured market rental housing units

Public Benefit Summary:

DCL payment, a cash CAC contribution to be allocated to amenities upon the completion of the Cambie Corridor Public Benefit Strategy and 6 units secured for market rental

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 19,768 sq. ft.)	0.60	2.05
Buildable Floor Space (sq. ft.)	11,861 sq. ft.	40,524 sq. ft.
Land Use	Residential	Residential

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide) (See Note 1)	\$31,313	\$459,137
	DCL (Area Specific) \$168.35/m ² (\$15.64/sf)		
	Public Art		
	20% Social Housing		
Offered (Community Amenity Contribution)	Heritage (transfer of density receiver site)		
	Childcare Facilities		
	Cultural Facilities		
	Green Transportation/Public Realm		
	Housing (e.g. supportive, seniors)		
	Parks and Public Spaces		
	Social/Community Facilities		
	Unallocated		\$1,020,500
	Other		
TOTAL VALUE OF PUBLIC BENEFITS		\$31,313	\$1,479,637

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

6 market rental housing units secured for 60 years or the life of the Building, whichever is longer.

* 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.

4837-4861 Cambie Street
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	4837-4861 Cambie Street
Legal Description	Lots 7 and 8 Block 819 District Lot 526 Plan 7221
Applicant	Mosaic Cambie Holdings Ltd
Architect	Ramsay Worden Architects
Property Owner	Mosaic Cambie Holdings Ltd
Developer	Mosaic Cambie Holdings Ltd

SITE STATISTICS

	GROSS	DEDICATIONS	NET
SITE AREA	1 836.5 m ²	n/a	1 836.5 m ²

DEVELOPMENT STATISTICS

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT
ZONING	RS-1	CD-1
USES	Single-Family Residential	Multi-Family Residential
MAX. FLOOR SPACE RATIO	0.6	2.05
MAXIMUM HEIGHT	10.7 m	18.7 m