



## POLICY REPORT DEVELOPMENT AND BUILDING

Report Date: January 29, 2013  
Contact: Kent Munro  
Contact No.: 604.873.7135  
RTS No.: 09870  
VanRIMS No.: 08-2000-20  
Meeting Date: February 12, 2013

TO: Vancouver City Council  
FROM: General Manager of Planning and Development Services  
SUBJECT: CD-1 Rezoning - 4533-4591 Cambie Street and 510 West 29th Avenue

### **RECOMMENDATION**

- A. THAT the application by Ramsay Worden Architects, on behalf of Intergulf Development (QE Park) Corp, to rezone 4533-4591 Cambie Street (*Lots 8 to 13, Block 760, District Lot 526, Plan 7131; PIDs: 011-491-825, 011-491-833, 011-465-077, 011-491-841, 011-491-868 and 011-491-876 respectively*) and 510 West 29th Avenue (*PID: 010-821-015; Lot 7, Block 760 District Lot 526, Plan 6960*), from RS-1 (Residential) District to CD-1 (Comprehensive Development) District to provide for a combined floor space ratio of 2.50, to permit the development of three six-storey residential buildings containing 175 dwelling units be referred to a Public Hearing, together with:
- (i) plans received October 5, 2012;
  - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
  - (iii) the recommendation of the General Manager of Planning and Development Services to approve, 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 Parking By-law be amended to include this CD-1 and to provide parking regulations generally as set out in Appendix C;

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

- C. THAT, subject to enactment of the CD-1 By-law, the Subdivision By-law be amended generally as set out in Appendix C;

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

- D. THAT Recommendations A through 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.

### ***REPORT SUMMARY***

This report assesses an application to rezone seven lots located at 4533-4591 Cambie Street and 510 West 29th Avenue from RS-1 (Family Residential) District to CD-1 (Comprehensive Development) District, to permit three 6-storey residential buildings containing 175 dwelling units. Staff have assessed the application and find that it meets the intent of the Cambie Corridor Plan. Staff support the application, subject to rezoning conditions outlined in Appendix B.

### ***COUNCIL AUTHORITY/PREVIOUS DECISIONS***

Relevant Council Policies for this site include:

- Cambie Corridor Plan (2011)
- Housing and Homelessness Strategy (2011)
- Transportation 2040 (2012)
- Green Building Rezoning Policy (2010)
- Community Amenity Contributions Through Rezonings (1999)

### ***REPORT***

#### ***Background/Context***

##### **1. Site and Context**

The rezoning site is located at the west side of Cambie Street between 29th Avenue and 30th Avenue and is currently developed with seven detached houses. Detached housing is also located to the north, west and south of the site. Queen Elizabeth Park and the Cambie Heritage Boulevard are located to the east. The 29th Avenue Bikeway and Cambie Street Bikeway are adjacent to the site.

**Figure 1: Site and Context**

## 2. Policy Context

In 2011, Council adopted Phase 2 of the Cambie Corridor Plan. Phase 2 culminated a comprehensive planning process that identified land uses, density, building heights, and building forms for the neighbourhoods along the corridor, with an emphasis on mid-rise building forms.

Section 4 of the plan (the “Neighbourhoods” section) provides direction for development in each area of the corridor, including neighbourhood character, public realm and urban design principles. The rezoning site is located within the “Queen Elizabeth” neighbourhood. In this neighbourhood, the plan identifies residential buildings with a built form that responds to the unique location and acknowledges the “openness” that results from the current rhythm of existing houses.

Subsection 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. The housing strategy of the Cambie Corridor Plan also calls for 25% of the units to be suitable for families (two bedrooms or more). This application proposes that 75 of the 175 units be two-bedroom units and 17 units be three-bedroom units, achieving 53% of the total units as suitable for families.

## 3. Density

The proposed density of 2.50 FSR exceeds the 1.50 to 2.00 FSR range estimated for this area of the Cambie Corridor Plan. The Plan indicates that supportable density is to be determined by analysis based on site-specific urban design and public realm performance. The ultimate floor space ratio may be higher as long as the built form guidelines have been successfully

achieved. Staff have concluded that, based on built form, the openness between buildings, and the setbacks and massing on site, the 2.50 FSR can be achieved in this particular instance.

#### 4. Form of Development

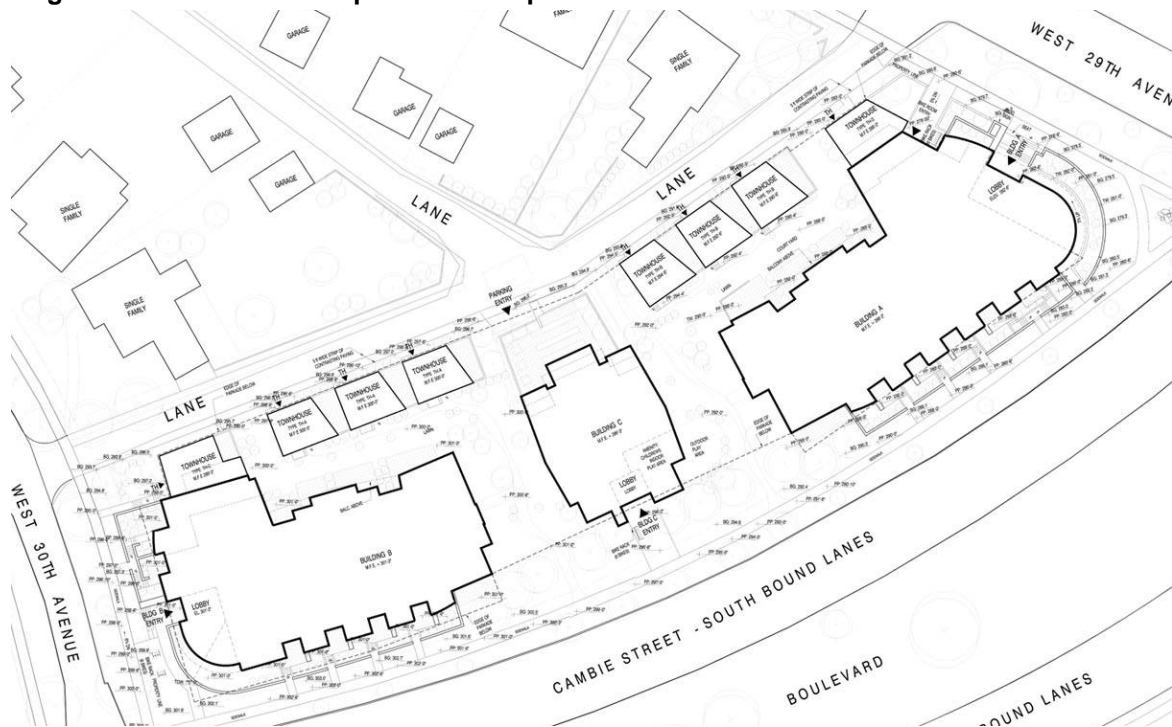
The application proposes the construction of three six-storey buildings, facing Cambie Street and Queen Elizabeth Park to the east, and townhouse buildings at two storeys each facing the lane and the residential area to the west. The three main buildings generally follow the height limits and Cambie Street setbacks, at grade and above the fourth floor, that are in the Cambie Corridor Plan, with a few exceptions. The townhouses generally follow the plan's built form guidelines in terms of height, length and spacing from the main buildings.

For this area, the Cambie Corridor Plan describes the intended character as:

"This portion of the Corridor sweeps around Queen Elizabeth Park, with buildings on the west side creating an edge boundary against the park lands to the east. The built form response to this unique location should acknowledge the 'openness' that results from the current rhythm of existing houses. Larger openings between new buildings, for example, and shorter building frontages will help to highlight the special features of this area."

The plan generally recommends limited building lengths to allow for sunlight and a general feeling of openness. For this particular area it recommends that the frontage of a building be no more than 36.5 m (120 ft.) in length to maximize views through and past buildings in recognition of the significance of Queen Elizabeth Park. The length of the buildings adjacent 29th and 30th avenues are proposed at 52.7 m (173 ft.) and 46.3 m (152 ft.) respectively, which is greater than the recommended 36.5 m (120 ft.). The proposal breaks up the building massing with increased setbacks and curvature in building design, so the visual expression can be considered to meet the intent of the frontage requirement in the plan. The visual impression of building length is also mitigated by the wide boulevard and curving geometry of Cambie Street, as it passes around Queen Elizabeth Park.

The application proposes building separations from 11.0 m (36 ft.) at the narrowest gap increasing to up to 17.1 m (56 ft.). Staff feel this meets the intent of "openness" indicated in the plan. Substantial tree planting with full-depth soil along the middle of the block also helps reflect and reinforce the greenness of the space, established by the large trees in the Cambie Heritage Boulevard and Queen Elizabeth Park.

**Figure 2 – Site Plan of Proposed Development**

The west side of these buildings (facing the lane) generally follow the form of development anticipated by the plan, providing a visual and dimensional step-down in scale to four storeys. Notable exceptions occur in three places. The centre building is sited relatively far back from Cambie Street, allowing for the large green space on Cambie Street discussed above. Although this building is about 4.0 m (13 ft.) closer to the lane than anticipated by the plan, its rear side faces a lane intersection. The end buildings have higher portions along 29th and 30th avenues, where the additional height has less effect. These portions also have larger-than-required street setbacks to create a transition to the front yards of adjacent detached houses. A design development condition has been added to further adjust the massing of the 29th Avenue building (see Appendix B).

Staff conclude that the design responds well to the expected character of this area and the particular conditions of this large curved site, and support the application subject to the design conditions noted in Appendix B.

## 5. Parking, Loading and Transportation

Access to the underground vehicular and bicycle parking is proposed from the rear lane. Two loading spaces are proposed at the rear of the building, with an amendment to the Parking By-law to add the requirement for these spaces. Staff recommend that the proposal meet the standards set out in the Parking By-law for parking and bicycle spaces. A transportation study was submitted with the application. The study analyzed the impact of the proposed development on traffic in the vicinity, and concluded that there would be minimal impact on traffic operations in the area.

As part of the application, a sewer upgrade is needed to support the project. The applicant is required to construct 100% of this upgrade. Engineering Services has reviewed the rezoning application and have no objections to the proposed rezoning provided that the applicant satisfies the rezoning conditions included in Appendix B.

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

## 7. Public Input

The City of Vancouver Rezoning Centre webpage included notification and application information as well as an online comment form. Notification signs were also posted on the site. An open house was held on June 19, 2012, with staff and the applicant team present. Approximately 70 people attended the event and nine comment forms were received. An additional three comments were received via the online comment form. Most of the commentary on the project related to the timing of Phase 3 of the Cambie Corridor Plan. Staff have indicated that work on Phase 3 will commence following the completion of other planning programs, now underway, including community plans in Marpole, Grandview-Woodlands, the West End and the Downtown Eastside. Staff resources are currently fully committed to these other Council-endorsed planning initiatives.

## 8. Public Benefits

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

### Required Public Benefits:

**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 of \$134.55/m<sup>2</sup> (\$12.50/sq. ft.). On this basis, a DCL of approximately \$2,058,337 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.

**Public Art Program** – The Public Art Program requires that rezonings involving a floor area of 9 290 m<sup>2</sup> (100,000 sq. ft.) or greater allocate a portion of their construction budgets (\$1.81/sq. ft.) to public art as a condition of rezoning. With 15 298 m<sup>2</sup> (164,667 sq. ft.) of new floor area proposed in this rezoning, a public art budget of approximately \$298,047 would be anticipated.

**Offered Public Benefits:**

**Community Amenity Contribution (CAC)** – In the context of the City's Financing Growth Policy, the City anticipates receiving voluntary community amenity contributions 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, community needs, area deficiencies and the impact of the proposed development on City services. There is a limited capacity to achieve all City aspirations with every project, especially when there are other significant identified priorities.

After review by Real Estate Services staff, the applicant has offered a cash CAC of \$6,500,000. The value of the CAC was determined after consideration of the required upgrades of the existing combined storm/sewer main from 29<sup>th</sup> Avenue to King Edward. The cost of upgrading the sewers in this area to accommodate the development is \$975,000, which is paid by the developer. Real Estate Services staff recommend that this offer be accepted

Staff further recommend that this cash CAC be allocated as follows:

- \$3,500,000 to the affordable housing fund. Rather than provide market rental housing on site, staff are recommending that \$3,500,000 of the CAC for this application be allocated to the Affordable Housing Fund for housing projects in the Cambie Corridor Plan area, including the Major Project sites. It is expected that this practice (of allocating the CAC to the Affordable Housing Fund) will continue in the interim pending a staff review to develop options that will more efficiently and effectively implement the housing policy objectives of the Cambie Corridor Plan. This may include pooling of rental housing between projects as well as other measures to reduce the costs of delivering rental housing.
- \$1,500,000 towards the bicycle network in the community. The development site is adjacent two existing bicycle routes, Cambie Street and 29th Avenue (including Midlothian Avenue) and is within one kilometre of the city's busiest north-south local street bikeway on Ontario Street. Transportation 2040 established several relevant directions, including building cycling routes suitable for people of all ages and abilities, upgrading and expanding the cycling network, and making it easier to combine cycling with other forms of transportation (including transit).

Transportation 2040 identified the Ontario Bikeway as a specific candidate for an "all ages and abilities" retrofit in the next five years (2013-2017). Improvements to some or all of these nearby bicycle routes will benefit both the future residents of the development and the surrounding neighbourhood and will support the goals of Transportation 2040.

- \$1,500,000 towards improved pedestrian pathways in Queen Elizabeth Park. Queen Elizabeth Park is a natural, horticultural and active recreation destination for local and international visitors alike. The long-range vision for this park has identified the public's desire to better facilitate neighbourhood use of this destination park. Currently access to the park is easier by car than by foot. The pedestrian improvements would provide better walking access from the surrounding residential neighbourhoods into the park.

See Appendix F for a summary of all of the public benefits for this application.

### *Implications/Related Issues/Risk (if applicable)*

#### *Financial*

As noted in the section on Public Benefits, the Community Amenity Contribution (CAC) is \$6,500,000, and will be allocated to the affordable housing fund (\$3,500,000), cycling infrastructure (\$1,500,000) and Queen Elizabeth Park upgrades (\$1,500,000). Approval and timing of specific projects will be brought forward as part of the Capital Budget process.

If the rezoning application is approved, the applicant will be required to provide new public art on site at estimated value of \$298,047 (note: the applicant has the option to make a cash contribution to the City for off-site public art).

The site is subject to the City-wide Development Cost Levies (DCL) District and it is anticipated that the applicant will pay \$2,058,337 in DCLs.

### **CONCLUSION**

Staff assessment of this rezoning application has concluded that the proposed form of development represents an acceptable urban design response to the site and context. Planning staff conclude that the application is consistent with the Cambie Corridor Plan with regard to land use, density, height and form.

The General Manager of Planning and Development Services recommends that the application be referred to Public Hearing together with a draft CD-1 By-law as generally shown in Appendix A and with a recommendation of the General Manager of Planning and Development Services that, subject to the Public Hearing, it be approved, subject to the conditions of approval listed in Appendix B, and approval in principle of the form of development as shown in plans included in Appendix E.

\* \* \* \* \*



---

4533-4591 Cambie Street and 510 West 29th Avenue  
DRAFT CD-1 BY-LAW PROVISIONS

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

### Zoning District Plan Amendment

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

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

### Uses

- 2.1 The description of the area shown within the heavy black outline on Schedule A is CD-1 ( ).
- 2.2 Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 ( ), and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
  - (a) Multiple Dwelling; and
  - (b) Accessory Uses customarily ancillary to the uses listed in this section 2.2.

### Conditions of Use

3. 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".

### Floor area and density

- 4.1 Computation of floor space ratio must assume that the site consists of 5 832.3 m<sup>2</sup>, being the site size at the time of the application for the rezoning evidenced by this By-law, and before any dedications.

- 4.2 The floor space ratio for all uses must not exceed 2.50.
- 4.3 Computation of floor area must include all floors, including earthen floor, above and below ground level, having a minimum ceiling height of 1.2 m, measured to the extreme outer limits of the building.
- 4.4 Computation of floor area must exclude:
- (a) open residential balconies or sun decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:
    - (i) the total area of all such exclusions must not exceed 12% of permitted floor area, and
    - (ii) the balconies must not be enclosed for the life of the building;
  - (b) patios and roof gardens, provided that the Director of Planning first approves the design of sunroofs and walls;
  - (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses, which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which are at or below base surface, except that the maximum exclusion for a parking space must not exceed 7.3 m in length; and
  - (d) all residential storage space above or below base surface, except that if the residential storage space above base surface exceeds 3.7 m<sup>2</sup> per dwelling unit, there will be no exclusion for any of the residential storage space above base surface for that unit.
- 4.5 Computation of floor area may exclude amenity areas, except that the total exclusion must not exceed the lesser of 20% of permitted floor area or 929 m<sup>2</sup>.
- 4.6 The use of floor area excluded under sections 4.4 and 4.5 must not include any purpose other than that which justified the exclusion.

### Building Height

- 5 Building height, measured from base surface, must not exceed 21.0 m.

### Horizontal Angle of Daylight

- 6.1 Each habitable room must have at least one window on an exterior wall of a building.
- 6.2 The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24.0 m.
- 6.3 Measurement of the plane or planes referred to in section 6.2 must be horizontally from the centre of the bottom of each window.

- 6.4 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.
- 6.5 An obstruction referred to in section 6.2 means:
- (a) any part of the same building including permitted projections; or
  - (b) the largest building permitted under the zoning on any site adjoining CD-1 ( ).
- 6.6 A habitable room referred to in section 6.1 does not include:
- (a) a bathroom; or
  - (b) a kitchen whose floor area is the lesser of:
    - (i) 10% or less of the total floor area of the dwelling unit, or
    - (ii) 9.3 m<sup>2</sup>.

#### Acoustics

7. 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

\* \* \* \* \*

4533-4591 Cambie Street and 510 West 29th Avenue  
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, on behalf of Intergulf Development Group, and stamped "Received City Planning Department, October 5, 2012", provided that the General Manager of Planning and Development Services 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 General Manager of Planning and Development Services, who shall have particular regard to the following:

**Urban Design**

- 1. Design development to create open spaces suitable for children's play with adjacent common amenity rooms.

Note to Applicant: Staff commend the applicants for providing a wide range of units, and recommend that the various amenity areas and open spaces be rearranged to improve the functionality of these common areas for families with children. See the High-Density Housing for Families with Children Guidelines for more information.

- 2. Reduction in the height of Building B facing the lane to four storeys for that portion adjacent to the opening between buildings.

Note to Applicant: The floor area may be relocated so long as the design principles for this part of the Cambie Corridor are respected.

- 3. Design development to increase the amount of permeable surface on grade.

Note to Applicant: Loading and other hard surface areas that are not subject to daily truck turning should have permeable surface systems specified and shown in detail on the drawings.

- 4. Design development to dwelling units to ensure the delineation of the public and private realm, to accommodate a front entrance area or patio, and to avoid a blank wall condition at the front or rear of the site;

Note to Applicant: In general, this can be accomplished by locating the entry door approximately three feet above the sidewalk grade, or approximately two feet above the lane grade. Where significant sloping conditions or retained walls affect this general solution, adjustment of individual dwelling unit levels or the vertical dimension may be needed, to the satisfaction of the Director of Planning.

5. Design development to ensure that the main level of dwelling units are located no more than 18 inches below grade to allow for better access to light, ventilation and open space.

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

6. 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**

7. 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.

#### **Landscape Review**

8. Retention of two trees identified as #3 and #5 in the arborist report dated May 22, 2012. These two large Sawara Cypresses are in good health and are located outside the building envelope.

Note to applicant: A more detailed arborist assessment is required about methods of safe retention for these trees.

9. Design development to the mid-block walkways to achieve a distinctive high quality landscape treatment. Downlighting, seating and signage at both ends of

the walkway will improve way finding and will encourage the use of this link by the public.

Note to applicant: Larger scale drawings of the walkway will be required at the time of development permit application to demonstrate a fine grained approach to the walkway.

10. Provision of a pedestrian friendly experience at the lane edge through the use of downlighting and planting at grade.
11. Provision of urban agriculture in the form of planters or plots that are suitable for agriculture activities. 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 be universally accessible.
12. Provision of a Rainwater Management Plan that utilizes sustainable strategies such as infiltration, retention, and treatment. Note to applicant: Strategies could include high efficiency irrigation, use of drought tolerant plants and mulching.
13. Provision of adequate soil depths within planters on slab, to meet the BCSLA latest standard.
14. Provision of a separate Lighting Plan at the time of development permit application to ensure pedestrian safety and security.
15. Provision of a full Landscape Plan at the time of development permit application. The Landscape Plan should illustrate proposed plant materials, paving, walls, 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 of 1/8"=1' or 1:100 in scale.
16. Provision of large scale sections (1/4"=1' or 1:50) at the time of development permit. The sections should illustrate the townhouse to public realm interface for Cambie Street, 30th Avenue, and for the lane. The sections should include details of retaining walls, guardrails and soil depths for planters. The location of the underground slab should be included in the sections.

### Sustainability

17. 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.

18. Space heating and ventilation make-up air shall be provided by hydronic systems without electric resistance heat or distributed heat generating equipment including gas fired make-up air heaters.
19. Detailed design of the building HVAC and mechanical heating system must be to the satisfaction of the General Manager of Engineering Services.

### Engineering

20. Deletion of the rainwater management system showed meandering over the property line on Cambie Street and on 29th Avenue.
21. Provide a complete tech table with required parking, loading, bicycle space calculations and the number of spaces being provided.
22. Provision of the following improvements to the parkade design consistent with the parking and loading design supplement.
  - i. Provision of an improved plan showing the design elevations on both sides of all ramps and breakpoints to be able to calculate slopes and cross falls. Provide elevations on sections drawings.

Note to Applicant: Clarify the parking ramp slope as 10% is indicated on drawing DP 2.01 and 12% is shown on DP 4.02.
  - ii. Recess garbage/recycling room doors to be clear of the drive aisle.
  - iii. Provide a larger corner cut to the west side of the main ramp at the garbage/recycling room to provide improved 2-way flow.

Note to Applicant: To clarify this condition, please call Dave Kim at 604-871-6279.
  - iv. Consider providing a 9' x 9' (3 m x 3 m) corner cut at the top of the ramp from P2 to P1 to provide improved 2-way traffic flow.
23. Provision of Class B bicycle storage on 29th Avenue to be visible from the street.
24. Property line dimensions must be added to the site plan. Note: on the site plan the city lanes scale much wider than their 20' widths.

## 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 General Manager of Planning and Development Services, the General Manager of Engineering Services, the Managing Director of Cultural Services 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 Lot 7, Plan 6960, and Lots 8 to 13, Plan 7131; all of Block 760, DL 526 to form a single parcel.
2. Release of Restrictive Covenant 25375M prior to building occupancy.
3. Release of Restrictive Covenant 25462M by way of cancellation by effluxion of time.
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 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.
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 with no reliance on public property for placement of these features. There will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch. The applicant may be required to show details of how the site will be provided with all services being underground.
6. Provision 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 services are provided.



- i) Provision of upgrades to the existing combined storm/sewer main from 29th Avenue to King Edward Avenue to manage the proposed storm and sanitary flows projected for the site.
- ii) Provision of an on-street bicycle/pedestrian plaza at the corner of 29th Avenue and Cambie Street which should include a seating wall, 6 chairs or bench equivalents, special paving where possible within the plaza area, a drinking fountain, bicycle racks, a bicycle pump, lighting and landscaping.
- iii) Provision of pedestrian scale lighting along 29th Avenue adjacent the site consistent with bikeway treatments through-out the City.
- iv) Provision of curb and gutter and asphalt pavement to centerline on 30th Avenue From Cambie Street to the lane west of Cambie Street
- v) Provision of intersection improvements identified through the additional traffic analysis and review sought prior to development permit application.
- vi) Provision of standard concrete lane crossings at the lane entry at 29th Avenue and the lane west of Cambie Street and 30th Avenue and the lane west of Cambie Street.
- vii) Provision of Street trees adjacent the site where space permits.
- viii) Should construction damage to the existing sidewalks around the site be significant and warrant replacement the existing sidewalks are to be upgraded to a minimum of 2.1 m in width.

### **Sustainability**

- 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 District Energy System, if and when the opportunity is available and in accordance with the City's policy for District Energy Connectivity Standards and the Cambie Corridor Plan, which may include but are not limited to agreements which:
  - i) require buildings on site to connect to a District Energy System at such time that one becomes available;
  - ii) grant the operator of the District Energy System access to the building mechanical system and thermal energy system-related infrastructure within the development for the purpose of enabling District Energy System connection and operation, on such terms and conditions as may be reasonably required by the Applicant; an
  - 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).

### Public Art

8. Execute an agreement satisfactory to the Directors of Legal Services and Cultural Services for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials; and provide development details to the satisfaction of the Public Art Program Manager (a checklist will be provided).

Note to Applicant: Public art application and fulfillment options can be discussed with the Public Art Program Manager.

### Soils

9. Submit a site profile to the Environmental Protection Branch (EPB).
10. If 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.
11. If required by the Manager of Environmental Protection and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Protection, City Engineer and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning, until a Certificate of Compliance(s) satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, has been provided to the City.

### Community Amenity Contribution (CAC)

12. Pay to the City the Community Amenity Contribution of \$6,500,000 which the applicant has offered to the City, to the satisfaction of the Director of Legal Services.

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

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

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

\* \* \* \* \*

4533-4591 Cambie Street and 510 West 29th Avenue  
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE PARKING BY-LAW NO. 6059

Add the CD-1 to Schedule C of the Parking By-Law with the following provisions as Parking Requirements:

Parking, loading and bicycle spaces must be provided and maintained in accordance with the requirements of the Vancouver Parking By-Law; except that:

- Class A loading spaces are required at a rate of 0.01 spaces per dwelling unit

DRAFT AMENDMENTS TO THE SUBDIVISION BY-LAW NO. 5208

A consequential amendment is required to delete Lot 7, Block 760, District Lot 526, Plan 6690, and Lots 8 to 13, Block 760, District Lot 526, Plan 7131; PIDs 010-821-015, 011-491-825, 011-491-833, 011-465-077, 011-491-841, 011-491-868, 011-491-876 from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

\* \* \* \* \*

---

4533-4591 Cambie Street and 510 West 29th Avenue  
ADDITIONAL INFORMATION

Urban Design Panel

EVALUATION: SUPPORT (6-1)

- **Introduction:** Dwayne Drobot, Rezoning Planner, introduced the proposal for seven single family lots along Cambie Street between West 29th and 30th Avenues. The site is bounded by Single Family RS-1 lots to the north, west, and south of the project, with the Cambie Historic Boulevard and Queen Elizabeth Park to the east of the site. West 29th Avenue is a Bikeway, and Cambie Street is a bicycle route. The proposal is for three buildings of six storeys each. Mr. Drobot provided excerpts of the Cambie Corridor Plan to the Panel. Section 4.3.2 of the Cambie Corridor Plan provides the specific policy for the site, stating that in this area, residential buildings will be allowed up to six storeys. The density range for the site is 1.5 to 2.0. It is an estimated range and not a limit, based on intended urban design performance with respect to site size, form, typology, height, and scale. The policy also indicates that the unique location should acknowledge the “openness” that results from the current rhythm of existing houses. The policy also states larger openings between new buildings, for example, and shorter building frontages will help to highlight the special features of this area.

Sailen Black, Development Planner, further described the proposal noting that there will be 185 units in three buildings. He noted that the site falls under the Rezoning Policy for Greener Buildings and the Cambie Corridor Plan. The Plan is a policy document and not a district schedule and does not specify side yards or separations between main buildings on the same site. The proposal has a stepped plan, arranged along the curve of Cambie Street which in turn has varying boulevards. The gap between the buildings varies between 26 to 37 feet. The setbacks along Cambie Street are typically 12 feet but are better than recommended for the central treed portion that extends along 175 feet of frontage.

Advice from the Panel was sought on the architectural and landscape design in general, and in particular:

- Does the proposed siting, building and landscape design taken together respond to the goals of the Cambie Corridor Plan for this area, noting the recommended limit on building frontage of 120 feet?
- Are the spaces and dimensions between new buildings on the site, especially between the interior faces of each six-storey building, sufficiently developed to ensure the livability of new residences and reflect the intended openness of this area?
- Does the massing of the rear elevations, especially the central block, create a sensitive response to the neighbourhood context?

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

- **Applicant’s Introductory Comments:** Doug Ramsay, Architect, further described the proposal noting that it is an interesting site because of the curve along Cambie Street. There are four different faces on the buildings to take advantage of the curvilinear nature of the site. They have set the buildings back from the street to provide more landscaping.

The centre block will have 36 units of rental housing which is one of the requirements of the Cambie Street Corridor Plan. The center building is tapered to allow for a sense of openness. There are some existing stone walls which will be retained. The rear of the site will have eight townhouses to allow for a transition of height down to the residential across the lane, and they will have their front doors onto the laneway. As well, the parking entrance is located off the lane. Mr. Ramsay described the architectural expression noting that the lower units will have individual access and the entrances to the market housing will be on the ends of the buildings. He described the sustainability strategy noting the proposed materials, and that they plan to do energy modeling on the buildings. He added that because of its orientation being north/south they are proposing sliding panels that would act as sun shades. They are also looking at a geo exchange system for heating of the buildings and a storm water management plan with water retention on the roofs and permeable pavers. They are also proposing LEED® Gold.

Carolyn Kennedy, Landscape Architect, described the landscape plans noting that there is a 23 foot elevation change across the site. Along the front they are planning bio swales ending in a rain garden at the corner of West 29th Avenue and Cambie Street. They are planning to introduce some urban agriculture and some park-like plantings on the site. They are also planning to provide some bike amenities. These amenities could include showers in the building with bike racks and a seating area for cyclists along West 29th Avenue.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
  - Reduce the tightness of dimension between buildings A, B, and C
  - Augment the park-like open space on Cambie Street by pulling building C back
  - Consider enhancing the 'speed' of the Cambie elevation with detailing
  - Provide better definition of and transition to building C
  - Recommend more use of the roof levels for open space
  - Consider one common indoor amenity room located beside common outdoor space
- **Related Commentary:** The Panel supported the proposal and thought it was a well-considered and developed project.

The Panel found the overall approach to the massing was supportable. Although they supported the two large massing blocks they thought the separations between the smaller building was too tight. As well a number of Panel members noted that the inboard units in the rental building are looking directly across to adjacent units and suggested design development to improve livability in those rental units facing the condominium buildings. One Panel member suggested stepping or pulling back the massing from the rental block. Although there is some stepping towards the lane, some Panel members thought the elevation didn't work up against the residential. Some Panel members thought the architecture did not address the Cambie Street vernacular. However, many Panel members did like how the buildings embraced the curve in the street and the punched openings in the brick but thought that expression could be enhanced.

A couple of Panel members thought the central building seemed quiet in its expression and suggested using colour or materials to enhance its expression.

A couple of Panel thought the courtyard should continue the vocabulary of the townhouse units and one Panel member thought the townhouses should be separated even more with a break so there isn't a continuous streetwall along the lane, as this would also give more light into the courtyard.

Several Panel members were concerned with how the amenity spaces were located in each building and felt there should be a central amenity for residents to meet, with one Panel member suggesting it be in the centre block.

The Panel supported the landscaping plans and liked the retention of the stone walls. Several Panel members were concerned with the proposed water retention on the roofs and thought it could become a long term maintenance problem. Another Panel member thought the rain garden needed to be bolder and incorporate the sense of the park from across the street into the landscape. A couple of Panel members would like to see more greening on the level 2 roof area and as well to make the roof areas more useable. Some Panel members noted that the public access off the lane has a bit of a pinch point with a townhouse entrance next to the public walkway. They also thought the lane space is where people move around and more greenery could be added including some small trees. Some of the Panel did not support the public pass through noting that there hadn't been one before and residents wouldn't appreciate people walking through their backyards.

The Panel supported the sustainability strategy but suggested the applicant consider roughing in solar panels for hot water on the roof.

- **Applicant's Response:** Mr. Ramsay thanked the Panel for their comments. He said they were all excellent and as they move forward with the design development they will consider the comments. He added that he appreciated the comments about the central building and that there still needs to be some design development on that building.

### Building Code Review

The following comments are based on the preliminary drawings prepared by Ramsay Worden Architects, dated May 9, 2012 for the proposed rezoning application. This is a preliminary review in order to identify issues which do not comply with the Vancouver Building By-law #9419 as amended (VBBL), and includes a review of Subsection 3.2.5. "Provisions for Fire Fighting".

1. Clarify whether the below grade structure is view as a separate building for the purpose of Division B, Subsection 3.2.2.
2. The buildings may be considered a high building, as determined by Division B, Article 3.2.6.1., if the floor level of the uppermost storey is greater than 18m above grade. This could be the case particularly for building A.
3. The above-grade building appears to be required to be constructed of non-combustible construction.
4. The principal entrances to all buildings shall be within 15m of the street.

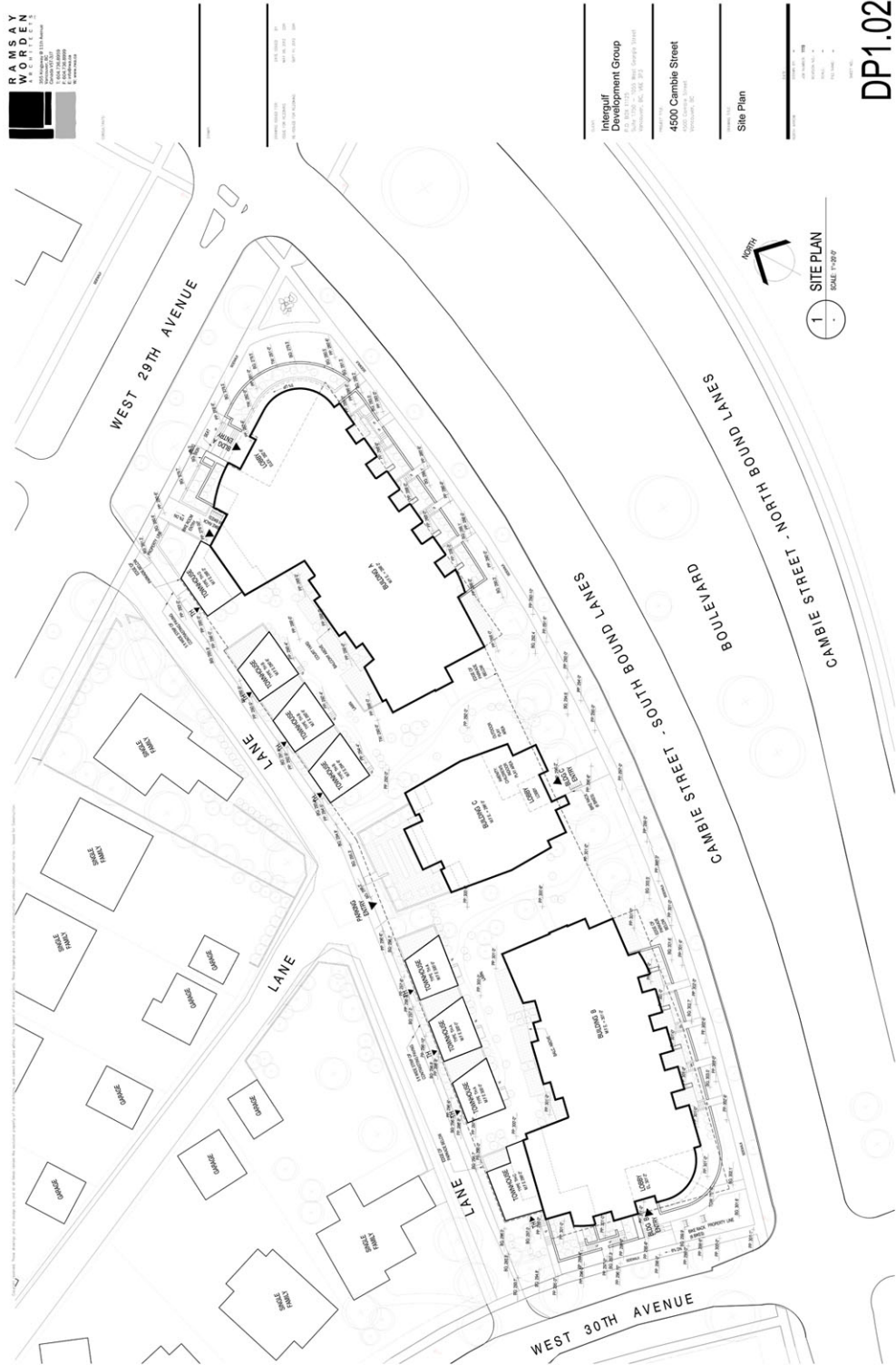
5. \*The lobby for building A, B & C shall not have residential units open directly into this space as per Division B, Article 3.4.4.2.
6. \*The second exit stair shaft in buildings A & B does not have an exterior exit door that provides access to a public thoroughfare.
7. \*Exit protection, as per Division B, Sentence 3.2.3.13.(3), will be required where the adjoining windows (bedrooms and others) are within the maximum limits to the:
  - a. south exit stair in building A;
  - b. north exit stair in building B; and
  - c. parking exit stair adjoining townhouse type C in building B.
8. The paths to the townhouse units shall be a minimum of 2.0m in width and have a travel distance not exceeding the limits of Sentence 3.2.5.5.(3).
9. Locate and illustrate the location of the fire-fighter's response point and CACF panel.
10. Locate and illustrate the location of fire hydrants and its distance to the building's fire department connection in accordance with the provisions of Division B, Articles 3.2.5.5. and 3.2.5.16.
11. A standpipe system, conforming to NFPA 14.
12. \*The potential location of a security gate on the P1 level under buildings B & C shall be provided with a man-door that is situated next to the overhead gate and not within it. Also the location of the proposed gate shall not restrict access to the second means of egress, especially when a second exit is located within the secured side of the security gate.
13. \*The parking area on the P1 level under building B, near the vehicle entry ramp, does not have access to a second exit.
14. The storage garage is to have a clearance of 2.3 m, where it provides vehicular access and parking to a parking space for persons with disability and to include areas beyond the space to facilitate turnaround.
15. A vestibule for carbon monoxide is to have a distance of 1.8m between doors as required by Division B, Sentence 3.3.5.7.(2).
16. Storage garage security to comply with Division B, Article 3.3.6.7, including the doors leading from the vestibule to the exit stair shaft.
17. Bollards or curbs are recommended for areas which provide access-to-exits and could be potentially obstructed by a parked vehicle
18. The pedestrian path of travel adjoining the P3 vehicular ramp shall meet the ramp requirements of Division B, Article 3.8.3.3., where intermediate landings may be required.
19. A section of the public corridor that serves the bicycle stalls, situated at the northwest corner of P1 is a dead-end exceeding 6m.
20. Electrical vehicle charging and future electrical room capacity shall be provided in accordance with Part 13 of the VBBL.



21. Roof top deck shall be provided with a second means of egress, where they exceed an occupant load of 60 persons.
22. The building is to provide accessible for persons with disabilities, including the provisions of Division B, Article 3.8.2.27.
23. Accessible door clearances, per Division B, Sentence 3.3.1.13(10), are required to be provided where they are accessible by all users in the building. Areas such as residential garbage and storage rooms are required to be accessible.
24. Roof top deck shall be provided with a second means of egress, where they exceed an occupant load of 60 persons.
25. Green roofs typically do not meet the roof covering classification of Class A, B or C, so an alternative solution will be required to address the provision of Division B, Subsection 3.1.15.

\* \* \* \* \*

4533-4591 Cambie Street and 510 West 29th Avenue  
FORM OF DEVELOPMENT





PROJECT NAME: 4500 Cambie Street  
CLIENT: Intergulf Development Group  
ARCHITECT: Ramsay Worden Architects  
DATE: 10/2018  
SCALE: 1/8" = 1'-0"



**1** EAST ELEVATION  
SCALE 1/8" = 1'-0"

10'-0"  
8'-0"  
6'-0"  
4'-0"  
2'-0"



**2** WEST ELEVATION  
SCALE 1/8" = 1'-0"

10'-0"  
8'-0"  
6'-0"  
4'-0"  
2'-0"



**3** NORTH ELEVATION  
SCALE 1/8" = 1'-0"

10'-0"  
8'-0"  
6'-0"  
4'-0"  
2'-0"



**4** SOUTH ELEVATION  
SCALE 1/8" = 1'-0"

10'-0"  
8'-0"  
6'-0"  
4'-0"  
2'-0"

**Intergulf Development Group**  
500 WEST 12TH AVENUE, SUITE 100  
DENVER, CO 80202  
4500 Cambie Street  
Westminster, CO 80031  
Elevations

**DP3.01**

4533-4591 Cambie Street and 510 West 29th Avenue  
PUBLIC BENEFITS SUMMARY

**Project Summary:**

Six-storey residential development with three buildings containing a total of 175 dwelling units.

**Public Benefit Summary:**

The project would generate a DCL payment, and a CAC offering of \$6,500,000, to be allocated to the affordable housing fund, bicycle network infrastructure and improvements to Queen Elizabeth Park. A public art contribution would also result.

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 62,778 sq. ft./5 832 m <sup>2</sup> )	0.6	2.50
Buildable Floor Space (sq. ft.)	37,667 sq. ft.	164,667 sq. ft.
Land Use	Single-family residential	Multi-family residential

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide)	\$99,440	\$2,058,337
	DCL (Area Specific)		
	Public Art		\$298,047
	20% Social Housing		
Offered (Community Amenity Contribution)	Childcare Facilities		
	Cultural Facilities		
	Green Transportation/Public Realm		\$1,500,000
	Heritage (transfer of density receiver site)		
	Affordable Housing		\$3,500,000
	Parks and Public Spaces		\$1,500,000
	Social/Community Facilities		
	Unallocated		
Other			
<b>TOTAL VALUE OF PUBLIC BENEFITS</b>		<b>\$99,440</b>	<b>\$8,856,384</b>

\* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification. For the City-wide DCL, revenues are allocated into the following public benefit categories: Parks (41%); Replacement Housing (32%); Transportation (22%); and Childcare (5%). Revenue allocations differ for each of the Area Specific DCL Districts. Note: The Applicant is also required to upgrade the storm and sanitary sewer from 29<sup>th</sup> Avenue to King Edward Avenue as part of this application. The estimated cost of this upgrade is approximately \$975,000

4533-4591 Cambie Street and 510 West 29th Avenue  
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

**Applicant and Property Information**

Address	4533-4591 Cambie Street and 510 West 29th Avenue
Legal Descriptions	Lots 8 to 13, Block 760, District Lot 526, Plan 7131; PIDs: 011-491-825, 011-491-833, 011-465-077, 011-491-841, 011-491-868 and 011-491-876 respectively Lot 7, Block 760 District Lot 526, Plan 6960; PID: 010-821-015
Developer	Intergulf Development Group
Architect	Ramsay Worden Architects
Property Owners	Intergulf Development (QE Park) Corp

**Development Statistics**

	Development Permitted Under Existing Zoning	Proposed Development
ZONING	RS-1	CD-1
SITE AREA		5 832 m <sup>2</sup> (62,778 sq. ft.)
USES	One-Family Dwelling	Multiple Dwelling
FLOOR AREA		15 298 m <sup>2</sup> (164,667 sq. ft.)
Floor Space Ratio (FSR)	0.60 FSR	2.50 FSR
HEIGHT	9.5 m (31.2 ft.)	24.0 m (78.7 ft.)
PARKING, LOADING AND BICYCLE SPACES	as per Parking By-law	as per Parking By-law