



POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: January 7, 2014
Contact: Kent Munro
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RTS No.: 10393
VanRIMS No.: 08-2000-20
Meeting Date: January 21, 2014

TO: Vancouver City Council
FROM: General Manager of Planning and Development Services
SUBJECT: CD-1 Rezoning: 563-571 West King Edward Avenue

RECOMMENDATION

A. THAT the application by GBL Architects Inc., on behalf of 0961456 B.C. Ltd. (Regent International Developments Ltd.), to rezone 563-571 West King Edward Avenue [*Lots 25 to 27, Block 660, District Lot 526, Plan 2976; PIDs: 013-272-730, 013-272-748 and 013-272-756 respectively*] from RS-5 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to increase the floor space ratio from 0.70 to 2.43 and the height from 10.7 m (35 ft.) to 21.6 m (71 ft.) to permit the development of a six-storey residential building and two-storey townhouses fronting the rear lane, containing a total of 70 dwelling units, be referred to a Public Hearing, together with:

- (i) plans prepared by GBL Architects Inc., received on August 9, 2013;
- (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 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 Service be instructed to bring forward the amendment 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 CD-1 By-law.

- D. THAT, if the application is referred to Public Hearing, prior to the Public Hearing, the registered owner shall submit confirmation, in the form of "Letter A", that an agreement has been reached with the registered owner(s) of the proposed donor site(s) for the purchase of heritage bonus density as set out in Appendix B.

- E. THAT Recommendations A to D 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 bylaw 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 evaluates an application to rezone three lots located at 563-571 West King Edward Avenue from RS-5 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to permit the development of a six-storey residential building with lane-fronting two-storey townhouses, containing a total of 70 dwelling units all over two levels of underground parking.

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. Staff recommend that the application be referred to a Public Hearing, with the recommendation of the General Manager of Planning and Development Services to approve it, subject to the Public Hearing, along with the conditions of approval outlined in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council Policies for this site include:

- Cambie Corridor Plan (2011)
- Green Building Rezoning Policy (2010)
- Community Amenity Contributions Through Rezonings (1999)
- High-Density Housing for Families with Children Guidelines (1992).

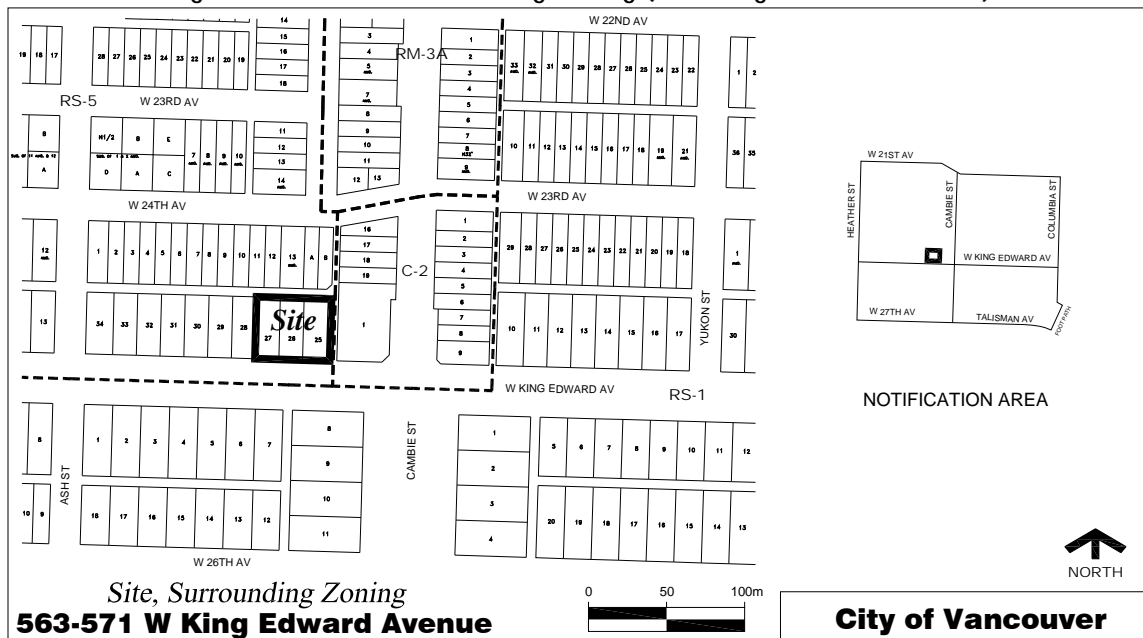
REPORT

Background/Context

1. Site and Context

This 1,899 m² (20,441 sq. ft.) site is located on the north side of King Edward Avenue west of Cambie Street (see Figure 1). The site is comprised of three lots and has 47.8 m (157 ft.) of frontage along King Edward Avenue. The King Edward Canada Line Station is to the east across the lane that abuts this site’s east property line. Detached housing is located to the west and south of the site along King Edward Avenue and Cambie Street. Along the Cambie Street block to the east are commercial developments. Sites to the northwest will be the subject of future Phase 3 planning for the Cambie Corridor.

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



2. Policy Context

In 2011, Council adopted Phase 2 of the Cambie Corridor Plan (the “Plan”). Subsequent to a comprehensive planning process, the Phase 2 work identified land uses, density ranges, building heights and building forms for sites along the arterial streets within the Cambie Corridor. The Plan envisions mid-rise building forms for the subject site.

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 subject site is located within the “Cambie Village” neighbourhood. In this neighbourhood, mid-rise residential buildings are called for with landscaped front-yard setbacks and wide sidewalks.

For this site, subsection 4.2.4 of the Plan specifically supports residential buildings up to four storeys in height with building forms stepping up to six-storey in height on the easterly portion of this site. A density range of 1.25 to 1.75 floor space ratio (FSR) is suggested in the Plan, but is not a maximum. Supportable density is to be determined by analysis based on site-specific urban design and public realm performance.

The housing strategy in the Plan also calls for a minimum of 25% of the units to be suitable for families (two bedrooms or more). This rezoning application proposes that 28 of the 70 units be two-bedroom units, thereby achieving 40% of the total units as suitable for families. It is noted that the exact unit mix may be adjusted by the applicant at the development permit stage.

Strategic Analysis

1. Proposal

This application proposes to rezone three lots located at 563-571 West King Edward Avenue from RS-5 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District. A multiple-family building that is four-storeys in height at its west end and steps up to six-storeys at its east end is proposed; the intent is that this building will be a transitional building between future four-storey developments along King Edward Avenue west on the site and a taller built form at the Canada Line Station site to the east. At the rear of the site, two-storey townhouses fronting the rear lane are proposed (see Figure 2). In total, the application proposes 70 dwelling units with two levels of underground parking accessed from the rear lane at the west end of the site.

2. Land Use and Density

This proposed residential land use and density are consistent with the Cambie Corridor Plan. The Plan indicates that supportable density on any particular site is to be determined by analysis of site-specific urban design and public realm performance. The ultimate floor space ratio may be higher than the estimated range noted in the Plan as long as the built-form guidelines have been successfully achieved. Staff have concluded that, based on the proposed building height and typology, the proposed density of 2.43 FSR can be achieved on this site, subject to the design conditions noted in Appendix B.

Figure 2: Site Plan



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

Following the principles of the Cambie Corridor Plan, this site forms a transition between the station site immediately to the east which is proposed at eight storeys in height and sites to the west which could allow four-storey buildings. The height of the proposed building at this site is six storeys for approximately two-thirds of the building, transitioning down to four storeys. On the laneway, roof terraces and access hatches are proposed atop the two-storey townhouse buildings; staff are recommending that the design of the over height access elements and roof terraces be modified through design development conditions to manage privacy and overlook concerns. In general, the proposal is consistent with the form of development guidelines set out in the Cambie Corridor Plan.

The Urban Design Panel reviewed and supported this application on October 23, 2013. Staff conclude that the design responds well to the expected character of this area and support the application, subject to the design development conditions noted in Appendix B, which will further improve the building design through the development permit process.

4. Transportation and Parking

Access to the underground vehicle and bicycle parking is proposed from the rear lane along the site's north boundary. Staff recommend that the proposed development meet the standards set out in the Parking By-law for loading and bicycle spaces, with a proposed reduction in the number of required parking spaces due to the proximity of the site to the Canada Line rapid transit station. A public bike share station is also requested to be on along the east property line adjacent to the lane. 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.

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 when available and agreements are required to ensure this. Conditions of rezoning have been incorporated that provide for district energy system compatibility and future connection.

The Cambie Corridor Plan also requires a deconstruction strategy for diverting demolition waste. A condition of rezoning in Appendix B requires provision of a deconstruction strategy for demolition of existing buildings on site so that at least 75% of the demolition waste (excluding materials banned from disposal) is diverted from the landfill.

Public Input

The City of Vancouver Rezoning Centre webpage included notification and application information as well as an online comment form. A rezoning information sign was also posted on the site on September 18, 2013. Neighbours were notified and a community open house was held on October 2, 2013 with staff and the applicant teams present. A total of approximately 80 people attended the event and 18 people provided feedback on the application, by phone, email or comment form (2 in support, 7 opposed and 9 undecided/no response). Concerns raised included:

- Height and density with some commenters feeling that six-storeys is too high and others suggesting that greater density would be appropriate given the site's proximity to the Canada Line station.
- On-site parking.
- Ridership on the Canada Line.
- The architectural design of building.

One key concern for many neighbours, particularly those residing north and west of the site, is the timing for Cambie Corridor Plan Phase 3 work. Some people suggested that this application should be delayed until Phase 3 planning work on the Cambie Corridor has been completed. It is noted that the next stage of planning work for the Cambie Corridor, which will establish form and density for the lands located within the Phase 3 area, is expected to commence in 2014.

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 \$136.38/m² (\$12.67/sq. ft.). On this basis, a DCL of approximately \$630,307 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 30 of each year.

Public Art Program – The floor area associated with the proposed development is below the minimum threshold for public art contribution requirements.

Offered Public Benefits:

Community Amenity Contribution (CAC) – In the context of the City's Financing Growth Policy and the Cambie Corridor Plan, the City anticipates voluntary community amenity contributions from the owner of a rezoning site to help address the impacts of rezoning. Contributions for Cambie Corridor rezoning applications are 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.

In order to provide more certainty and clarity as sites along the Cambie Corridor redevelop, and to improve processing efficiency for rezoning applications, an approach to CAC's based on a target CAC rate has been implemented. This rate is the basis for all four- to six-storey residential rezoning proposals within the Cambie Corridor Plan's Phase 2 area. A target CAC rate of \$55 per square foot, based on the net additional increase in floor area, has been determined to be appropriate. Accordingly, this applicant has offered a total CAC package of \$1,949,255. Real Estate Services staff recommend that this offer be accepted.

Staff recommend that this CAC be allocated as follows:

- \$974,628 to the Affordable Housing Reserve;
- \$40,000 towards childcare in and around the Cambie Corridor Plan area, to be allocated for restoration of the outdoor play area at 8 Oaks Acorn Childcare located at 3637 Cambie Street;
- \$150,000 for traffic calming near Edith Cavell Elementary; and
- \$784,627 towards the purchase of heritage bonus density. On September 25, 2013, City Council approved amendments to the Transfer of Density Policy and Procedure to allow for the transfer of heritage amenity to be considered in rezonings on a City-wide basis. The applicant has offered to purchase heritage density with a value of \$784,627 - equivalent to approximately 1,121 m² (12,071 sq. ft.) of floor area. The purchase

would support City-wide heritage conservation efforts by contributing to the reduction of the Heritage Amenity Bank. Staff recommend that a letter of intent (Letter A) be submitted prior to the Public Hearing.

These allocations recommended by staff are consistent within the Interim Public Strategy contained in the Cambie Corridor Plan. A detailed Public Benefits Strategy will be developed for the Cambie Corridor as part of the planning for Phase 3. See Appendix F for a summary of the public benefits that would be achieved should this application be approved.

Implications/Related Issues/Risk (if applicable)

Financial

As noted in the section on Public Benefits, the applicant has offered a CAC package of \$1,949,255, comprised of \$1,164,628 in cash to be allocated to the Affordable Housing Reserve (\$974,628), facility improvement at 8 Oaks Acorn Childcare in the Cambie Corridor area (\$40,000) and traffic calming near Edith Cavell Elementary (\$150,000); plus the purchase and transfer of approximately 1,121 m² (12,071 sq. ft.) of heritage amenity density (valued at \$784,597). Approval and timing of specific projects will be brought forward as part of the Capital Plan and Budget processes.

The site is subject to the City-wide DCL District and it is anticipated that the application will generate approximately \$630,307 in DCLs.

CONCLUSION

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

The General Manager of Planning and Development Services recommends that the rezoning application be referred to a Public Hearing, together with a draft CD-1 By-law generally as set out in Appendix A. Further it is recommended that, subject to the public hearing, the application including the form of development, as shown in the plans in Appendix E, be approved in principle, subject to the applicant fulfilling the conditions of approval in Appendix B.

* * * * *

563-571 West King Edward 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 permitted in this section.

Conditions of Use

3. The design and layout 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 area must assume that the site consists of 1,899 m² [20,441 sq. ft.].

- 4.2 The floor space ratio for all uses must not exceed 2.43.
- 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 may exclude:
- (a) enclosed residential balconies, provided that the Director of Planning first considers all applicable policies and guidelines adopted by Council and approves the design of any balcony enclosure, except that:
 - (i) the total area of all open and enclosed balcony or sundeck exclusions must not exceed 8% of the residential floor area being provided, and
 - (ii) no more than 50% of the excluded balcony floor area may be enclosed;
 - (b) patios and roof gardens, provided that the Director of Planning first approves the design of sunroofs, walls, or similar features;
 - (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 m² 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 m².
- 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

- 5.1 The building height, measures above base surface, must not exceed 21.5 m [70.5 ft.].

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 m².

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

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563-571 West King Edward Avenue
PROPOSED CONDITIONS OF APPROVAL

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

CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by GBL Architects Inc., on behalf of Regent International Developments Ltd., and stamped "Received City Planning Department, August 9, 2013", 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 remove the access to the rooftop and the roof terraces on the laneway townhouse blocks.

Note to Applicant: This is to address privacy and overlook concerns towards adjacent residential sites as well as a compliant design solution with respect to height.

- 2. Design development of the proposed setbacks from the property line shall remain consistent with the rezoning application submission unless conditions state otherwise.

Note to Applicant: The proposed building setbacks submitted can be considered as a minimum setback but could be increased if warranted by the design development process.

- 3. Design development of the sixth storey massing element to remain consistent with the rezoning application submission.
- 4. Design development of the laneway townhouse units to provide a setback from property line to face of building of a minimum of 1.2 m (4 ft.) in order to accommodate landscaping and/or other opportunities for enhancing the interface at the lane.

Note to Applicant: It is noted that internal on-site pedestrian primary access is provided from King Edward Avenue to the townhomes off the lane so owners need not rely on the City lane for access to the units. Should secondary access

be contemplated, provision of landings and gates or other measures will be needed to ensure safe entry and egress of residents to the lane.

5. Design development to create open spaces suitable for children's play, located adjacent to common amenity rooms.

Note to Applicant: Amenity areas and open spaces should be arranged 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.

6. Design development to meet the *Cambie Corridor Draft Public Realm Plan* including lane, side yard and front yard treatments.

Note to Applicant: The applicant is encouraged to convene with Planning, Landscape and Engineering staff prior to the preparation of a Development Permit submission to ensure technical compliance with the anticipated design intent, including CPTED performance, and with a design focus on hardscape, softscape, design elements, lighting, stormwater management, wayfinding and public art/interpretive opportunities.

7. Provision of high quality and durable exterior finishes proposed through this process will be carried forward to the development permit application process.

Crime Prevention Through Environmental (CPTED)

8. Design development to respond to CPTED principles, having particular regards for:
 - (i) theft in the underground parking;
 - (ii) residential break and enter;
 - (iii) mail theft; and
 - (iv) mischief in alcoves and vandalism, such as graffiti.

Sustainability

9. Provision of a deconstruction strategy for demolition of existing buildings on site to divert at least 75% of demolition waste (excluding materials banned from disposal) from the landfill.

Note to Applicant: The deconstruction strategy should be provided at the time of development permit application.

10. 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.

11. 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.

12. 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.
13. Detailed design of the building HVAC and mechanical heating system must be to the satisfaction of the General Manager of Engineering Services.

Landscape Review

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

Note to Applicant: The lane edge planting should be protected from vehicles by a 20 cm (8 inch) high curb.

15. Provision of maximized tree growing medium and planting depths for tree and shrub planters to ensure long-term viability of the landscape.

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

16. Provision of improved sustainability through the provision of edible plants, in addition to urban agriculture plots.

Note to Applicant: Edible plants can be used as ornamentals as part of the landscape design. Shared gardening areas should reference and be designed to meet the *Urban Agriculture Guidelines for the Private Realm* and should provide maximum solar exposure, universal accessibility and provided with amenities such as, raised beds, water for irrigation, potting bench, tool storage and composting.

17. Submission of a Rainwater Management Plan that utilizes sustainable strategies such as infiltration, retention and reuse of rainwater.

Note to Applicant: Strategies could include high efficiency irrigation, permeable paving, drought tolerant plants and mulching.

18. At time of development permit application:

- (i) Provision of a full Landscape Plan consistent with Cambie Corridor Public Realm Plan. 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.
- (ii) Section details at a minimum scale of 1/4"=1'-0" scale to illustrate typical proposed landscape elements including planters on structures, benches, fences, gates, arbours and trellises, and other features. Planter section details must confirm depth of proposed planting on structures is deep enough to accommodate root balls of proposed trees well into the future.
- (iii) Sections (1/4"=1' or 1:50) illustrating the buildings to public realm interface facing the street, confirming a delineated private to public transition of spaces.

Note to Applicant: The section should include the building façade, as well as any steps, retaining walls, guardrails, fences and planters. The location of the underground parking slab should be included in the section.

- (iv) Design development to locate, integrate and fully screen lane edge gas meters and parking garage vents in a manner which minimizes their impact on the architectural expression and the project's open space and public realm.

- (v) New proposed street trees should be noted "Final species, quantity and spacing to the approval of City Engineer and Park Board". Contact Eileen Curran (604-871-6131) of Engineering Streets Division regarding street tree spacing and quantity. Contact Cabot Lyford (604-257-8587) of Park Board regarding tree species.
- (vi) A high-efficiency automatic irrigation system to be provided for all planters on parkade slab and minimum of hose bibs to be provided for landscape on grade.
- (vii) A Landscape Lighting Plan to be provided for security purposes.

Note to Applicant: Lighting details can be added to the landscape drawings; all existing light poles should be shown.
- (viii) Trellis and vines to be provided over the underground garage access ramp.

Engineering

- 19. Delete the proposed tree and portion of stepped planter shown on page L-1 within the required corner-cut dedication.
- 20. Clarify garbage pick-up operations. Please provide written confirmation that a waste hauler can access and pick up from the location shown.

Note to Applicant: Pick-up operations should not rely on bins being stored on the street or lane for pick-up, bins are to be returned to storage areas immediately after emptying. The current design appears to require the removal of the garbage bins onto the parkade ramp. Please ensure the bins are removed onto a flat and level surface and do not require the transportation of the bins up or down the parkade ramp.

- 21. Provision of a signed confirmation letter from a car sharing company that they are interested in placing two car sharing vehicles on this site and shall enter into a car sharing agreement for the two vehicles.

Note to Applicant: Without this letter the car sharing parking reduction cannot be applied to this application.

- 22. Compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: The following items are required to meet provisions of the parking by-law and the parking and loading design supplement:

- (i) Provision of 2.9 m stall width for the two proposed car share stalls.
- (ii) Provision of Class A bicycle parking on P1.

- (iii) Provision of an improved plan showing the 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. Provide elevations on section drawings.

Note to Applicant: Please refer to the Parking and Loading Design Guidelines at the following link:

<http://former.vancouver.ca/engsvcs/parking/admin/developers.htm>) to ensure correct stall widths and column locations for the parkade design.

- (iv) Provision of a section drawing showing elevations and vertical clearances, for the main ramp (2.3 m) while clearly showing the overhead gate and related clearances for it.
23. Note to Applicant: An interconnected water service will be required for this development. There is a 300 mm water main available on King Edward Avenue for servicing.

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 and the Approving Office, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

1. Consolidation of Lots 25, 26 and 27, Block 660, DL 526, Plan 2976 to create a single parcel and subdivision of that site to result in the dedication of a 3 m x 3 m (10 ft. x 10 ft.) corner-cut truncation in the northeast corner of the site for lane purposes.
2. Release of Right of Way Agreement 76446H (for sewer/drainage purposes).

Note to Applicant: Arrangements are to be secured prior to zoning enactment, with release to occur prior to issuance of an occupancy permit for the site. Provision of a letter of commitment will satisfactorily address this condition.

3. A statutory right of way to accommodate a Public Bike Share Station (PBS).
 - (i) **Size:** At minimum, the smallest sized station at 16 m x 4 m must be accommodated. The physical station with docked bicycles is 2 m wide and has a required bicycle maneuvering zone of 2 m for a total width of 4 m. The 2 m maneuvering space may be shared with pedestrian space.

- (ii) **Location:** The station must be located on private property while still clearly visible to the public with 24/7 public access. The preferred location should allow easy access to the street.
 - (iii) **Surface treatment:** A hard surface is required with no utility access points within 150 mm. Acceptable surfaces include CIP concrete (saw cut or broom finished), asphalt and pavers. Other firm, paved materials are subject to approval.
 - (iv) **Grades:** The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At minimum, spot elevations at the four corners of the station must be provided.
 - (v) **Sun exposure:** No vertical obstructions to maximize sun exposure as the station operates on solar power. Ideally the station should receive 5 hours of direct sunlight a day.
 - (vi) **Power:** Provision of an electrical service and electrical power is to be available in close proximity to the PBS station with the development responsible for the on-going supply and cost of electricity to the PBS station.
4. 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 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 applicants' 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.
 - (ii) Provision of new and relocated concrete sidewalk on King Edward Avenue to provide for a front boulevard and street trees. Sidewalk widths and location to be determined prior to the construction of the adjacent sidewalk.
 - (iii) Provision of street trees adjacent the site where space permits.

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.

Sustainability

6. 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 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 through a deferred services agreement, or otherwise, 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; and
 - (iii) provide for adequate and appropriate space to be utilized for an energy transfer station.

Soils

7. If applicable:
 - (i) Submit a site profile to the Environmental Planning, Real Estate and Facilities Management (Environmental Contamination Team);
 - (ii) As required by the Manager of Environmental Planning and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and
 - (iii) If required by the Manager of Environmental Planning 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, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until a Certificate of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, has been provided to the City.

Heritage Density Transfer

8. Secure the purchase and transfer of 1,121 m² (12,071 sq. ft.) of heritage density (which has a value of \$784,627) from a suitable donor site.

Note to applicant: Given the stipulated value that the City attributes to the creation of new transferable bonus density, currently \$65.00 per buildable square foot as of this date, the City recognizes that the Owner may negotiate its best price to secure the required density at a lower cost, but in no event shall the City recognize the value of the density above \$65.00 per buildable square foot unless bona fide market conditions demonstrate transactional evidence to the contrary.

Note to applicant: "Letter B" in the City's standard format is to be completed by both the owner(s) of the subject site, also referred to as the receiver site, and the owner of the donor(s) site, and submitted to the City prior to enactment together with receipt(s) of heritage density purchase, including the amount, sale price, and total cost of the heritage density.

Community Amenity Contribution (CAC)

9. Pay to the City the Community Amenity Contribution of \$1,164,628 which the applicant has offered to the City. Payment is to be made prior to enactment of the CD-1 By-law, at no cost to the City and on terms and conditions satisfactory to the Director of Legal Services. The \$1,164,628 is to be allocated as follows:
 - (i) \$974,628 to the Affordable Housing Reserve;
 - (ii) \$40,000 to childcare facilities in the Cambie Corridor area (for restoration of the outdoor play area at 8 Oaks Acorn Childcare); and
 - (iii) \$150,000 for traffic calming near Edith Cavell Elementary.

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.

* * * * *

563-571 West King Edward 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:

- The minimum required parking for dwelling units is to be reduced by 10%.

DRAFT AMENDMENTS TO THE SUBDIVISION BY-LAW NO. 5208

A consequential amendment is required to delete Lots 25 to 27, Block 660 District Lot 526 Plan 2976; PIDs: 013-272-730, 013-272-748 and 013-272-756 from the RS-5 maps forming part of Schedule A of the Subdivision By-law.

* * * * *

563-571 West King Edward Avenue
ADDITIONAL INFORMATION

Urban Design Panel (October 23, 2013)

EVALUATION: SUPPORT (6-0)

Introduction: Cynthia Lau, Rezoning Planner, introduced the proposal for a rezoning application that is comprised of three parcels on West King Edward Avenue near Cambie Street. The proposal is being considered under the Cambie Corridor Plan which contemplates residential buildings in this area up to four and six storeys within two lots of Cambie Street. This site is across the lane from the King Edward Canada Line Station where there is a proposed rezoning for an eight-storey mixed-use building. Ms. Lau described the context noting that to the west and south are single-family properties that could be rezoned under Phase 2 of the Cambie Corridor Plan. To the north are single-family properties that will be included in Phase 3 of the Cambie Corridor Plan. The rezoning application proposes to rezone the site from RS-5 to CD-1 to allow development of a six-storey residential building and townhouses at the rear of the site all over one level of underground parking with a maximum building height of 71 feet. The proposal includes 70 dwelling units, 88 Class A bicycle parking spaces and 50 vehicle parking spaces.

Tim Potter, Development Planner, further described the project and mentioned that the proposal is to rezone from RS-1 to CD-1 under the Cambie Corridor Plan. There are 10 foot setbacks planned on West King Edward and 3.5 feet setbacks at the lane edge. The building and courtyard separations are around 24 feet. Below grade parking is accessed from the lane towards the west property line to a landscape buffer.

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

1. Taking into consideration the Cambie Corridor Plan and its design principles, looking at the east elevation of the east building does the proposed massing successfully relate to the neighbouring site across the lane (east) with respect to the following:
 - a. degree of building separation (approximately 28 ft.);
 - b. privacy, overlook, and livability of units as it relates to building separation?
2. Taking into consideration the Cambie Corridor Plan and its design principles, does the panel support the proposed urban design in terms of siting (setbacks), massing, density, and height?
3. Please comment on the success of the open space design as shown in the landscape plans and in particular the edge treatment of the level 5 landscape terrace as it relates to the South building elevation.
4. Does the Panel have any preliminary advice on the overall design with regard to:
 - a. Neighbourliness including shadow and view impacts;
 - b. LEED™ Gold strategies and Rezoning Policy for Greener Buildings;
 - c. Indicative materials and composition.

Ms. Lau and Mr. Potter took questions from the Panel.

Applicant's Introductory Comments: Joey Stevens, Architect, further described the proposal and mentioned that it is a transitional building and that they had developed three building forms. There is the low lane form which is two storeys and transitions to the single family homes across the lane. The station form reads as a four-storey block and is cantilevered six feet over the lane form which supports the relationship to the six-storey part of the proposed station building. There is also a mid-height form which is along King Edward Avenue. There is a generous setback on the lane that should make for a pleasant walkable lane. There is a communal deck on level 5 and private terraces for the penthouse units. The entry access to the underground parking is from the lane and entrance to the townhouses is from the courtyard.

Peter Kruek, Landscape Architect, described the landscaping plans and mentioned that the main entrance to the building is from King Edward Avenue. The common amenity space has a kid's play and some urban agriculture. There are private accessible roof decks on top of the main building and on top of the townhouses. There is some planting along the lane as a buffer to the single family homes.

The applicant team took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement:

- Consider making the laneway walkable for pedestrians.

Related Commentary: The Panel supported the proposal and thought it was nicely presented and well thought out in terms to the building forms.

The Panel thought there was simplicity to the forms and they had no issue in supporting the setback. They also supported the moves the proposal is making towards the Cambie Corridor Guidelines. The Panel thought the separation to the adjacent building was supportable. As well they thought the overall height and the manner in which the building steps away from the station is well handled. One Panel member thought a perimeter two-storey form rather than townhouses on the lane might be a better response.

Several Panel members questioned the reason why the additional FSR was granted and wanted to know what the project will benefit from having this as a result of this increase in FSR. They said that they did not get the impression right now that it has been earned.

The Panel supported the landscape plans with one Panel member noting that the landscaping creates nice spaces that people will use. Most of the Panel wanted to see the laneway expressed better and a place that allows for pedestrians to walk along the edge. One Panel member wondered if the 24 foot separation could be reduced in favor of landscaping to the townhouses on the lane to make more of a buffer.

Applicant's Response: Mr. Stevens said the Panel had some great comments that would help them to make the project better.

563-571 West King Edward Avenue
FORM OF DEVELOPMENT

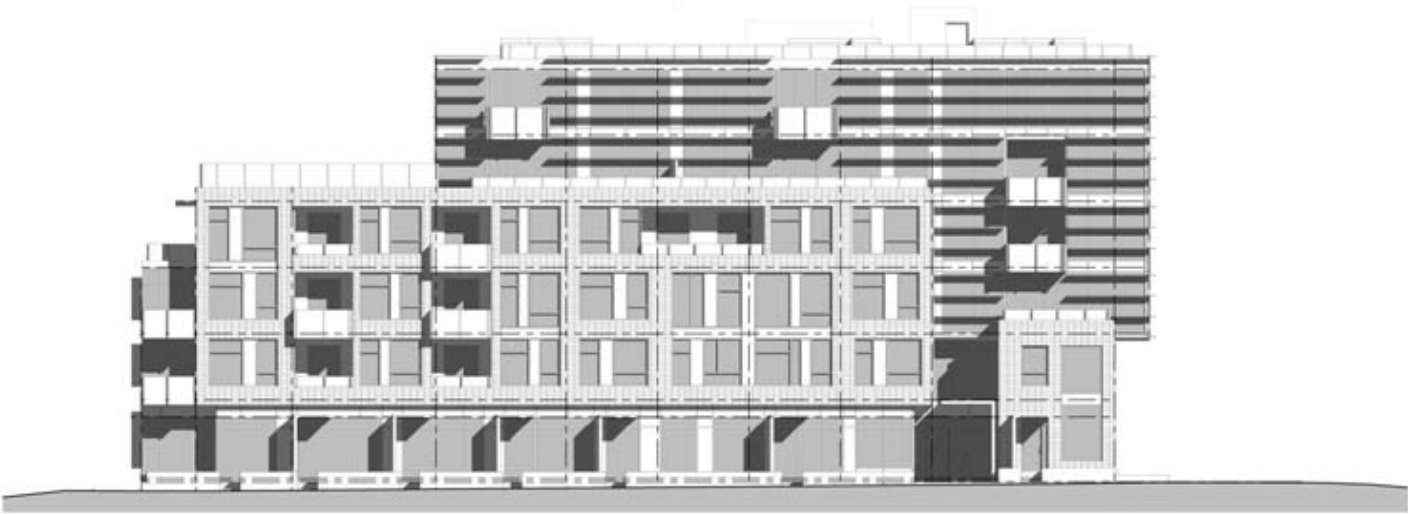
Site Plan



Elevations



East Elevation



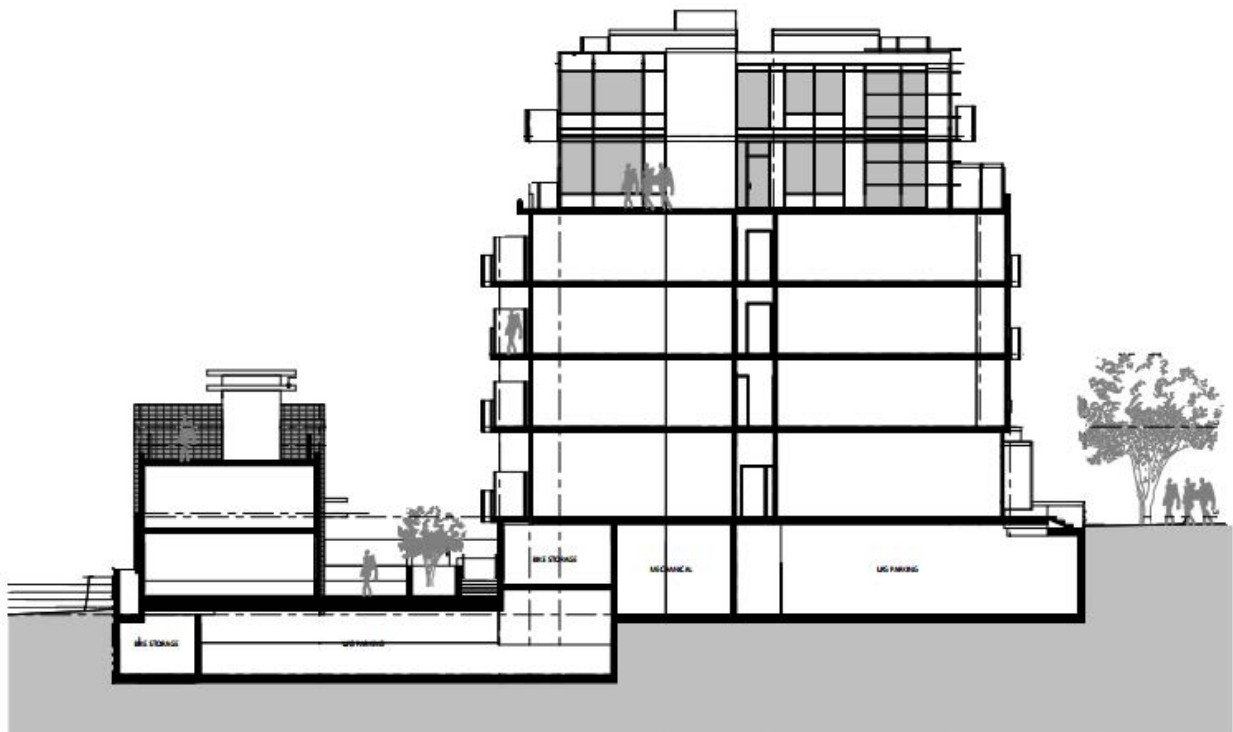
South Elevation



North Elevation



West Elevation



North/South Section

563-571 West King Edward Avenue
PUBLIC BENEFITS SUMMARY

Project Summary:

Six-storey apartment building and two-storey townhouses containing a total of 70 dwelling units

Public Benefit Summary:

The project would generate a DCL payment and a CAC offering to be allocated toward the affordable housing fund, childcare, heritage amenity and traffic calming in the Cambie Corridor area.

	Current Zoning	Proposed Zoning
Zoning District	RS-5	CD-1
FSR (site area = 1,899 sq. m / 20,441 sq. ft.)	0.70	2.43
Floor Area (sq. ft.)	14,309	49,748
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)	42,211	630,307
	Public Art		
	20% Social Housing		
Offered (Community Amenity Contribution)	Childcare Facilities		40,000
	Cultural Facilities		
	Green Transportation/Public Realm		150,000
	Heritage (transfer of density receiver site)		784,627
	Affordable Housing		974,628
	Parks and Public Spaces		
	Social/Community Facilities		
	Unallocated		
	Other		
TOTAL VALUE OF PUBLIC BENEFITS		42,211	2,579,562

* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification. For the City-Wide DCL, revenues are allocated into the following public benefit categories: Engineering (7%); Replacement Housing (30%); and Parks (63%).

563-571 West King Edward Avenue
APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Address	563-571 West King Edward Avenue
Legal Descriptions	Lots 25 to 27, Block 660 District Lot 526 Plan 2976; PIDs: 013-272-730, 013-272-748 and 013-272-756 respectively
Developer	Regent International Developments Ltd.
Architect	GBL Architects Inc.
Property Owner	0961456 BC Ltd.

Development Statistics

	Development Permitted Under Existing Zoning	Proposed Development
ZONING	RS-5	CD-1
SITE AREA	1,899 m ² (20,441 sq. ft.)	1,899 m ² (20,441 sq. ft.)
USES	One-family Dwelling	Multiple Dwelling
FLOOR AREA	1,329 m ² (14,307 sq. ft.)	4,627.8 m ² (49,748 sq. ft.)
Floor Space Ratio (FSR)	0.70 FSR	2.43 FSR
HEIGHT	10.7 m (35 ft.)	21.5 m (70.5 ft.)
PARKING, LOADING AND BICYCLE SPACES	as per Parking By-law	as per Parking By-law