



POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: January 10, 2014
Contact: Kent Munro
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Meeting Date: January 21, 2014

TO: Vancouver City Council
FROM: General Manager of Planning and Development Services
SUBJECT: CD-1 Rezoning: 4139-4187 Cambie Street

RECOMMENDATION

- A. THAT the application by F. Adab Architects Inc., on behalf of 0923466 B.C. Ltd. (Dava Developments Ltd.), to rezone 4139-4187 Cambie Street (*Lots 9 to 11, Block 680 DL 526 Plan 6539; PIDs 010-870-920, 010-870-938 and 010-870-946 respectively*) from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to increase the floor space ratio from 0.60 to 2.51 FSR and the height from 10.6 m (35 ft.) to 21.8 m (71.5 ft.) to permit the development of two six-storey residential buildings, as well as lane-fronting two-storey townhouses, containing a total of 75 dwelling units, be referred to a Public Hearing, together with:

- (i) plans prepared by F. Adab Architects Inc., received October 15, 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 Services 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 4139-4187 Cambie Street from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to permit the development of two six-storey residential buildings with lane-fronting two-storey townhouses containing a total of 75 dwelling units all over two levels of underground parking. The site is located within the Queen Elizabeth neighbourhood of the Cambie Corridor.

Staff have assessed the application and conclude that it meets the intent of the Cambie Corridor Plan. Staff support the application, subject to design development 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)
- Community Amenity Contributions Through Rezonings (2011)
- Green Building Rezoning Policy (2010)
- High-Density Housing for Families with Children Guidelines (1992).

REPORT

Site and Context

The subject site is located on the northwest corner of Cambie Street and 26th Avenue (see Figure 1). The site is comprised of three legal parcels and has 67.5 m (221.5 ft.) of frontage along Cambie Street. The site is currently developed with single-family houses, as are the surrounding properties to the north, south and across the lane to the west. Future land uses on sites to the west will be the subject of Phase 3 planning for the Cambie Corridor. The site is located on a major arterial with excellent access to transit. Transit service to the site is provided by the King Edward Canada Line station (one block north) and bus routes on both Cambie Street and King Edward Avenue.

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



Policy Context

On May 9, 2011, Council adopted Phase 2 of the Cambie Corridor Plan (the “Plan”). The subject site is within the “Queen Elizabeth” neighbourhood of the Cambie Corridor Plan. The “Neighbourhoods” section of the plan provides direction for development including neighbourhood character, public realm and urban design principles.

For this site, sub-section 4.3.1 specifically supports residential buildings up to six-storeys in height. A density range of 2.0 to 2.5 floor space ratio (FSR) is suggested, but is not a maximum. Supportable density is to be determined by analysis based on site-specific urban design and public realm performance.

The housing strategy of the plan also calls for 25% of the units to be suitable for families (two bedrooms or more). This application proposes that 40 of the 75 units be two-bedroom units

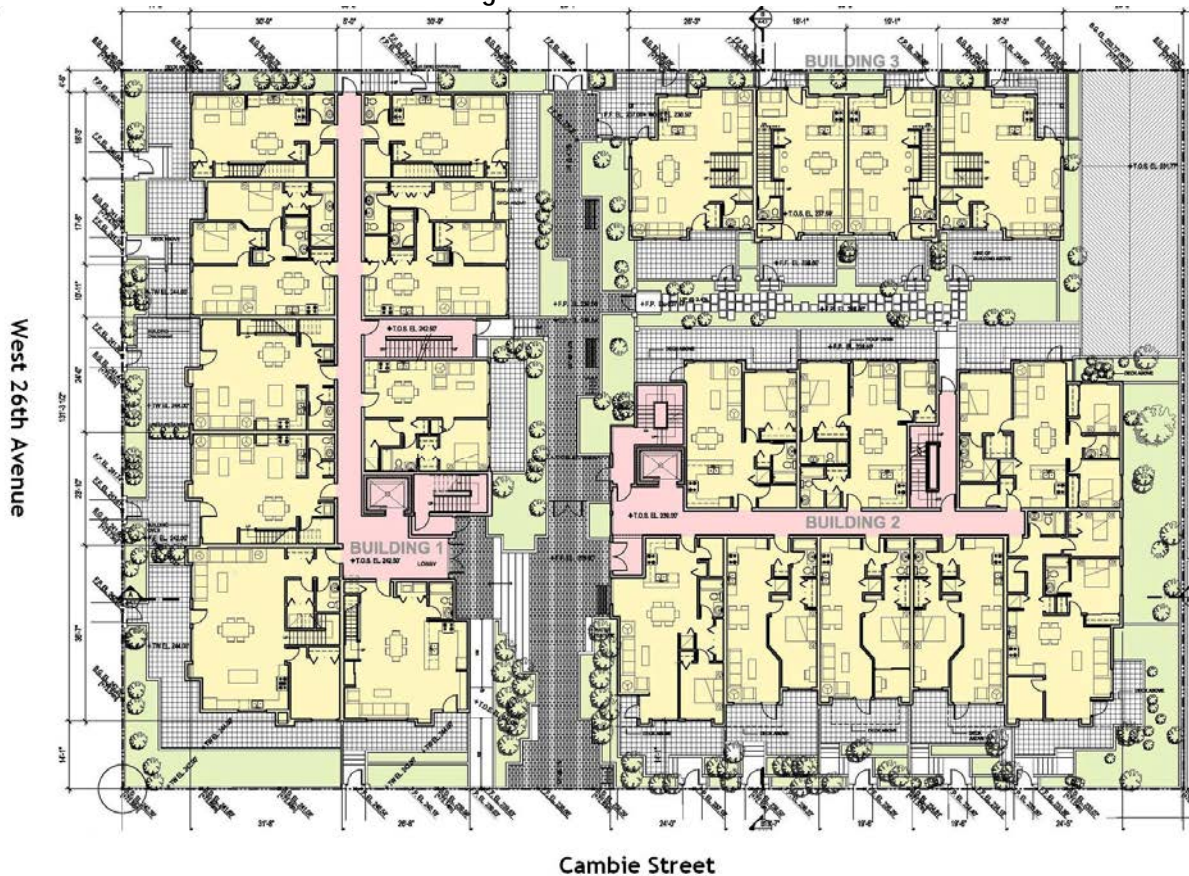
with seven units having three bedrooms and one having four bedrooms, thereby achieving 64% of the total units as suitable for families. It is noted that the exact unit mix may be adjusted by the applicant at the development permit stage.

STRATEGIC ANALYSIS

1. Proposal

This application proposes to rezone three lots located at 4139-4187 Cambie Street from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District. Two six-storey residential buildings facing Cambie Street and West 26th Avenue along with lane-fronting two-storey townhouses are proposed (see Figure 2). In total, the application proposes 75 dwelling units with two levels of underground parking accessed from the rear lane.

Figure 2 - Site Plan



2. Land Use and Density

The 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. Staff have concluded that, based on the proposed built form, setbacks and massing, the proposed density of 2.51 FSR can be achieved on this site, subject to design conditions noted in Appendix B

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

The application proposes two six-storey buildings along Cambie Street between West King Edward Avenue and 26th Avenue. The proposal also includes a third building element comprised of a row of two-storey townhouses facing the lane. The buildings generally follow the height limits, form of development guidelines and setbacks set out in the Cambie Corridor Plan. The buildings fronting Cambie Street adhere to the maximum building frontage of 150 ft. (45.7 m) indicated in the Plan, the northern building having an overall length of 107 feet and the southern being approximately 64 feet long. The internal courtyard space separating the main building from the townhouses is 25 feet wide which meets the design intent of Cambie Corridor Plan.

The southern building is six-storeys at Cambie Street and steps down to a two-storey form towards the lane with street-fronting units facing West 26th Avenue. The 2-storey massing at this location provides a transition of scale to the adjacent single family residential context

The Urban Design Panel reviewed this project on two occasions. While the application was not successfully supported at the first Panel session, the applicant made significant revisions and improvements to the overall massing. Support was gained at the second appearance at the Panel on September 25, 2013. Staff conclude that the proposed form of development 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 building design through the development permit process.

Should this application be approved and the proposal proceed, an adjacent single lot at the corner of Cambie Street and King Edward Avenue would remain. As a requirement of the Cambie Corridor Plan, this application included an analysis to ensure that the neighbouring site can be reasonably developed at a future date. Staff have reviewed the analysis and are satisfied that future development potential of the adjacent site is maintained. Further, this application includes a parking ramp design which facilitates future shared access to the neighbouring site to improve development viability. The opportunity to share the parking ramp between adjacent developments at some point in the future will be secured as a condition of rezoning (see Appendix B condition (c) 2).

4. Transportation and Parking

Vehicle and bicycle parking are provided within an underground parking garage accessed by a ramp off the rear lane at the northwest corner of the site. The location of the ramp provides an opportunity for a future development on the adjacent property to the north to share this ramp. Sharing the ramp can provide efficiencies in garage design for the later development and improve the lane environment by reducing the number of vehicular access points. The application includes 108 parking spaces and 101 bicycle storage spaces which would be provided in accordance with the Parking By-law. Due to the close proximity to the Canada Line rapid transit station, staff are recommending that the minimum required parking for dwelling units be reduced by ten percent; an amendment to the Parking By-law is required and is set out in Appendix C.

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 the Cambie Corridor Plan, all new buildings must be readily connectable to a district energy 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 web page included notification and application information as well as an online comment form. A rezoning information sign was posted on the site and an open house was held on April 4, 2013 with staff and the applicant team present. Approximately 70 people attended the event and 24 comment forms and emails were received (4 in favour / 17 opposed / 3 unsure). Concerns with respect to the initial submission focused on the six-storey massing along 26th Avenue, on the design of the courtyard areas, on the transition of scale to the single-family houses across the lane to the west, and on potential traffic impacts. The form of development reflected in the application was subsequently revised.

The revised application was presented to the community at a second open house held on September 16, 2102. Approximately 41 people attended the event and 14 comment forms and emails were received (1 in favour / 5 opposed / 8 unsure). While the revised application responded to some early concerns by stepping down the building height along 26th Avenue and through improvements to the courtyards, some comments suggested that the north-south courtyard should continue to 26th Avenue. A more detailed public consultation summary is included in appendix D.

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 centres, 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 \$1,055,880 is anticipated. DCLs are payable at building permit issuance. DCLs are payable at building permit issuance and are subject to an annual inflationary adjustment which takes place on September 30.

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 CACs 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 (60,098 sq. ft.), has been determined to be appropriate for this application. Accordingly, this applicant has offered a total CAC package of \$3,305,390. Real Estate Services staff recommend that this offer be accepted.

Staff recommend that this CAC be allocated as follows:

- \$1,652,695 to the Affordable Housing Reserve.
- \$826,350 to community facilities serving the Cambie Corridor Plan area.
- \$826,345 towards the purchase of heritage bonus density. On September 25, City Council approved amendments to the Transfer of Density Policy and Procedures 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 \$826,345 – equivalent to approximately 1,181 m² (12,713 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.

The allocations recommended by staff are consistent with the Interim Public Benefits Strategy included in the Cambie Corridor Plan. A detailed Public Benefits Strategy will be developed for the Cambie Corridor Plan area 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.

FINANCIAL IMPLICATIONS

As noted in the section on Public Benefits, the applicant has offered a CAC package of \$3,305,390, comprised of \$2,479,045 in cash to be allocated to the Affordable Housing Reserve (\$1,652,695) and community facilities serving the Cambie Corridor Plan area (\$826,350); plus the purchase and transfer of approximately 1,181 m² (12,713 sq. ft.) of heritage density (valued at \$826,345). Approval and timing of specific projects will be brought forward as part of the Capital Plan and Budget process.

The site is within the City-wide DCL District. It is anticipated that the applicant will pay approximately \$1,055,880 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.

* * * * *

4139-4187 Cambie Street
DRAFT CD-1 BY-LAW PROVISIONS

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

Zoning District Plan Amendment

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan marginally numbered Z-() attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D, 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 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 3,084 m², 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 2.51.
- 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 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 for amenity areas must not exceed 10% of permitted floor area.
- 4.6 The use of floor area excluded under sections 4.4 and 4.5 must not include any purpose other than that which justified the exclusion.

Building Height

- 5 Building height, measured from base surface, must not exceed 21.8 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 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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4139-4187 Cambie Street
DRAFT 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 F. Adab Architects Inc. and stamped "Received City Planning Department, October 15, 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:

Design Development

- 1. Design development to improve the interface of the proposal to the adjacent site located to the north of the subject site. This could include adjusting the grading on the site and reducing any retaining walls to no greater than 2'-0" in overall height.
- 2. Design development to of the laneway townhouse entries to provide sufficient landings and visual access to the lane in order to ensure safe entry to and from the lane relative to passing traffic.

Note to Applicant: The intention of the laneway townhouses is to activate the lane and for the related landscape realm to provide a public amenity to the lane. In light of this condition careful coordination with the landscape design will need to be carried out. Privatization of the 4'-0" setback with high and solid fencing towards the lane should be avoided.

- 3. Design development to mitigate privacy and overlook issues for new and existing residents.

Note to Applicant: This can be accomplished by further development of landscape drawings, enlarged sections and other drawings that illustrate the specific built features needed to balance access to natural light with privacy concerns.

- 4. Design development of the proposed setbacks of the face of building to property line shall remain as proposed within the rezoning drawing submission.

Note to Applicant: proposed setback may be increased through the design development process.

5. Design the development to create ground-oriented open spaces suitable for children's play with adjacent common amenity room. Refer to the *High-Density Housing for Families with Children Guidelines* for more information.
6. Provision of high quality and durable exterior finishes.

Note to Applicant: As this project continues through the development application process, the overall proposed quality of materials, articulation, and expression is to be maintained.

7. Design development to provide a space within the south building to support the function and viability of the rooftop garden amenity, located on level 3, of a size ranging between 50 and 100 sq. ft.
8. 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.

Crime Prevention Through Environmental Design (CPTED)

9. Design development to respond to CPTED principles, having particular regards for:
 - a. theft in the underground parking;
 - b. residential break and enter;
 - c. mail theft; and
 - d. mischief in alcoves and vandalism, such as graffiti.

Sustainability

10. 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.

11. 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.

12. 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.

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

Landscape

15. Design development to the mid-block walkway to achieve a pedestrian friendly high quality landscape treatment. Down lighting, seating and substantial planting will encourage the safe use of this entry mews by building unit owners and their visitors.

Note to Applicant: Larger scale drawings of the walkway will be required to demonstrate a fine grained approach to the entry walkway.

16. Provision of a pedestrian friendly experience at the lane edge through the use of down lighting and planting at grade.

Note to Applicant: The lane edge lawn shrub and tree planting should be protected from vehicles by an eight inch high curb.

17. Provision of maximized tree growing medium and planting depths for tree and shrub planters to ensure long term health.

Note to Applicant: Structures such as 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 better than BCSLA standards.

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

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

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

20. Provision of a Landscape Plan consistent with Cambie Corridor Public Realm Plan.

21. Provision a full Landscape 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.

22. provision of large scale sections (1/4"=1' or 1:50) illustrating the soil depths of planters that are on slab, as well as the building to public realm interface at the lane edge and the West 26th and Cambie Streets.

23. 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 building's open space and public realm.

24. Provision of a separate Lighting Plan.

25. Provision of a separate Tree Removal and Retention Plan with dimensioned tree barriers for the street trees.

26. Provision of a high efficiency irrigation system for all planters, including the upper terrace area. Hose bibs shall be provided on the third floor Amenity Deck in order to provide water for the urban agriculture plots. Notations to that effect should be added to the drawings.

Note to Applicant: The irrigation system design and installation system shall be in accordance with the Irrigation Industry of B.C. Standards and Guidelines.

Engineering

27. Clearly identify the proposed knockout panel at the appropriate location along the vehicular entry ramp.
28. All manoeuvring aisles and parking stalls are to be designed at a maximum of 5% slope and cross falls, several maneuvering aisles and parking areas exceed 5%.
29. Dimension all parking stalls.
30. Clarify garbage pick-up operations. Please provide written confirmation that a waste hauler can access and pick up from the location shown. Note; 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. Note: Engineering recommends that the garbage storage area be located closer to the bottom of the parkade ramp.
31. Deletion of the lane surface treatments shown on the landscape and site plan and provision of a separate application to the General Manager of Engineering Services should non-standard surface treatments be desired.
32. Deletion of the trees shown in the back boulevards on Cambie and 26th Av. Where a 2nd row of trees is desired they are to be located on private property with appropriate accommodation in the parkade design to provide for the trees.
33. Clarification if bicycle racks are proposed for public property, if so a separate application to the General Manager of Engineering Services is required. Note: class B bicycle parking (bike racks) supplied on public property cannot be counted towards the on-site by-law requirement that would apply to this project.

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 Lots 9, 10 and 11, Block 680, DL 526, Plan 6539 to create a single parcel.
2. Registration of a shared access agreement for vehicular traffic onto adjacent Lot 8, Block 680, DL 526, Plan 6539, as indicated on the applicant's plans. Provision of a knockout panel at the appropriate location along the vehicular entry ramp and appropriate arrangements (legal agreements) to secure access to underground parking

within the future development on the adjacent property at 512 West King Edward Avenue (Lot 8).

3. 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.
 - a. Provision of new minimum 2.1 m wide concrete sidewalks should the existing sidewalks on Cambie Street and 26th Avenue adjacent the site be significantly damaged during construction activities. Replacement is to be determined at the sole discretion of the General Manager of Engineering Services.
 - b. Provision of a standard concrete lane entry on the north side of 26th Avenue at the lane west of Cambie Street.
 - c. Provision of street trees adjacent the site where space permits.
 - d. 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.
4. 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

5. 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:
 - a. require buildings on site to connect to a District Energy System, once available;

- b. grant access to the mechanical system and thermal energy system-related infrastructure within the development for the purpose of enabling District Energy System connection and operation; and
- c. grant access to and use of suitable space required for the purposes of an energy transfer station, to the satisfaction of the General Manager of Engineering Services.

Soils

- 6. If applicable:
 - (i) Submit a site profile to 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 Planning, 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

- 7. Secure the purchase and transfer of 1,181 m² (12,713 sq. ft.) of heritage density (which has a value of \$826,345) 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)

8. Pay to the City the Community Amenity Contribution of \$2,479,045 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, and is allocated as follows:
 - a. \$1,652,695 to the Affordable Housing Reserve.
 - b. \$826,350 to community facilities serving the Cambie Corridor Plan area.

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.

* * * * *

4139-4187 Cambie Street
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 Parking By-Law on; except that:

- The minimum required parking for dwelling units is to be reduced by 10% due to the close proximity to a rapid transit station.

DRAFT AMENDMENTS TO THE SUBDIVISION BY-LAW NO. 5208

A consequential amendment is required to delete Lots 9 to 11, Block 680 DL 526 Plan 6539; PIDs 010-870-920, 010-870-938 and 010-870-946 respectively, from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

* * * * *

**4139-4187 Cambie Street
ADDITIONAL INFORMATION**

URBAN DESIGN PANEL

The Urban Design Panel reviewed this rezoning application on the following dates:

- On April 10, 2013, the original application was not supported (0-6)
- On September 25, 2013, a revised application was supported (3-2)

Urban Design Panel (September 25, 2013)

EVALUATION: SUPPORT (3-2)

Introduction: Tim Potter, Development Planner, introduced the proposal for a site on the west side of Cambie Street between Kind Edward Avenue and West 26th Avenue. Mr. Potter described the context for the area noting the single family (RS-1) sites across the lane. The proposal is to rezone the site from RS-1 to CD01 under the Cambie Corridor Plan. The height of the building is 6-storeys with proposed setbacks along Cambie Street and the side streets and there is a separation of a courtyard of 24 feet between the two buildings.

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

Comments are sought on the proposed form of development for this rezoning application in general, and in particular:

1. Taking into consideration the Cambie Corridor Plan and its design principles, how well has the revised proposal addressed previous panel comments and commentary on the following topics:
 - a. Massing transition to neighbouring context across the lane and along West 26th Avenue;
 - b. Separation between buildings;
 - c. Building shoulder setbacks; and
 - d. Overall expression of building as it relates to massing.
2. Does the Panel have any advice on the proposed design with respect to the interface with the neighbouring site to the north?

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

Applicant's Introductory Comments: Fred Adab, Architect, further described the proposal and noted the changes that were made based on the Panel's previous comments. They have reduced the density and massing and have reduced the FSR from 2.6 to 2.51. As well the parking has been reduced from 114 to 109 spaces. The distance between the buildings has been increased by making Building 1 narrower and shifting Building 2 towards the north by two feet. There is now about 25 feet between the buildings. Most of the massing has been reduced along West 26th Avenue to allow for more sunlight access into the courtyard. As well there is a landscape buffer to the neighbours across the lane. Mr. Adab noted that a green roof has been added to the townhouses to improve the outlook from the adjacent units. He added they have changed the architectural form and character of the building. They have

reduced the horizontality and now have a stronger vertical element from the ground plane to the 4th storey. As well a change of colour has created a clearer shoulder setback. The balcony and railings have been changed to soften the expression of the building. The 5th and 6th floors have been set back to allow for better sunlight access into the courtyard.

Mary Chan-Yip, Landscape Architect, described the landscaping plans and noted that they have re-worked the front entry to make it more generous. They have also added bench seating integrated into the concrete planters. Seating has also been added in the internal courtyard. The edible garden is still along the laneway and in addition they have added more on the 3rd floor amenity space. Community gardens, edible landscape and a play area have been added to the outdoor amenity space. Previously they had green roofs on Buildings 1 and 2 and now have added them to the townhouse development to allow for more storm water mitigation and for more greener overlook. Irrigation has also been provided to the green roofs as well.

The applicant team took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement:

- Design development to improve the shoulder setbacks;
- Design development to improve the building's expression;
- Design development to improve the transition across the lane;
- Consider reducing the glazing to wall ration on the buildings;
- Consider adding passive design to reduce solar gain;
- Consider moving the entries to Cambie Street.

Related Commentary: The Panel supported the proposal and felt the applicant had incorporated the Panel's previous comments in the new submission.

Most of the Panel thought the separation between the two buildings had been improved and as well as privacy issues with the bedroom windows looking into the side yards. There were some concerns from the Panel especially regarding the building's shoulder setbacks as they mentioned that the building still looked bulky at the top. One Panel member noted that this was not helped by the areas that had a more vertical expression. Another Panel member mentioned that having colour up on the top actually accentuated the verticality.

As well the Panel thought the expression could be improved at the lane elevation to better transition to the single family homes. They felt it showed a substantial amount of mass and thought that the expression could be improved through a more of a setback or by changing the expression of the balconies. A couple of Panel member noted that the proposal appears as one long building when driving down Cambie Street. As well a couple of Panel members thought the building was forcing itself on a side street and that a stronger feature would be having the entrance facing Cambie Street.

The Panel thought there was a significant improvement with the massing stepping down to the neighbourhood context on the lane. However, one Panel member thought it should step down to the second floor.

With respect to the remaining lot, the Panel thought the applicant should be cautious because they felt that the density might not be achievable for that site given the relationship.

Regarding sustainability, it was mentioned that the glazing ratio seemed very high to the solid wall and that there needed to be some passive design in the building to deal with solar exposure. It was also mentioned that a green roof wasn't necessary and that storm water retention could be used for irrigation instead.

Applicant's Response: Mr. Adab said he had no further comments.

Urban Design Panel (April 10, 2013) - Evaluation: Non-Support (0-6)

Introduction: Grant Miller, Rezoning Planner, introduced the proposal for a rezoning on a RS-1 site to CD-1 at the northwest corner of Cambie Street and West 26th Avenue. The site falls within the Queen Elizabeth area of the Cambie Corridor Plan. The plan supports residential buildings up to 6-storeys in height with a suggested density range of approximately 2.0 to 2.5 FSR. The project is also subject to the Cambie Corridor Housing Policy which requires the provision of up to 20% guaranteed market rental units. However, staff are currently reviewing options that will more efficiently and effectively implement the housing policy objectives of the Cambie Corridor Plan. In the interim, negotiation of a cash contribution to the Affordable Housing Fund will be pursued. This application was made in December 2011 and is subject to the City's Green Buildings policy requiring LEED™ Gold.

Tim Potter, Development Planner, further described the proposal to rezone the site from RS-1 to CD-1 under the Cambie Corridor Plan. He noted that there are three lots that have been consolidated under the proposal. There is a lot next door that is not part of the proposal and will be developed at a later date. The building will be 6-storeys but under the Cambie Corridor Plan there is a call for a notable step-back in order to establish a streetwall at four storeys. As well townhouses are proposed at the rear of the site. Mr. Potter noted the 24 foot separation between the buildings in the courtyard and mews.

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

Comments are sought on the proposed form of development for this rezoning application in general, and in particular:

1. Taking into consideration the Cambie Corridor Plan and its design principles, looking at the south elevation of the south building:
 - a. does the form of the proposed massing successfully relate to the W 26th Avenue context?
 - b. related to part a, does the proposed form and massing successfully transition to the adjacent single family context ?
2. Given the recommended separation of 24 feet between buildings, is the scale of buildings as it relates to the open space between buildings successful?

3. In view of the notable building steps prescribed in the plan above the 4th storey to establish a “shoulder height”, please comment on the effect of the upper storey balconies on the scale of the shoulder height and the overall building streetwall.
4. Taking into consideration the Cambie Corridor Plan and its design principles, does the panel support the proposed urban design in terms of siting, massing, density, and height.
5. Does the Panel have any preliminary advice on the overall design with regard to:
 - a. Neighbourliness including shadow and view impacts
 - b. Open space and landscape treatments
 - c. LEED™ Gold strategies and Rezoning Policy for Greener Buildings
 - d. Indicative materials and composition

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

Applicant’s Introductory Comments: Marco Ciriello, Architect, further described the proposal noting that they introduced secondary urban spaces which are represented by the mews and the space between the two buildings. At the ground floor there is 40 feet of separation between the two buildings with a water feature at the entrances. Mr. Ciriello described the architecture noting the building is stepped back at the fourth level and there are patio spaces within the mews for the unit’s outdoor space. Mr. Ciriello mentioned that the building follows the guidelines with stepping on the fifth floor with glass railings along the balconies.

Mary Chan-Yip, Landscape Architect, described the landscaping plans noting that they wanted to create a sense of semi-privacy for the residents to allow them to use the outdoor amenity areas along the street face. They created several layers of vegetation with a double row of street trees along Cambie Street and West 26th Avenue. The entrances have a water feature with a physical connection to the mews. As well there are seating areas, urban agriculture and the laneway will have fruiting plantings. The roof deck will have a green roof component to manage storm water and the townhouses will have light coloured pebbles on the roof.

The applicant team took questions from the Panel.

Panel’s Consensus on Key Aspects Needing Improvement:

- Design development to improve the stepped expression;
- Consider increasing the width of the courtyard space;
- Design development to improve the response to the residential across West 26th Avenue;
- Consider adding an indoor amenity space.

Related Commentary: The Panel did not support the proposal as they had a number of concerns regarding the architectural expression and the separation between buildings in the courtyard.

The Panel agreed that the proposal met the intent of the Cambie Corridor Plan but found the massing wasn't supportable and there wasn't much of a step in the building. As well they thought there might be too much density on the site. They also thought the width of the courtyard and mews spaces were too tight and with the addition of balconies made the separation even less. They felt there was a problem with access to daylight and shadowing as well as privacy issues especially since living spaces and bedrooms are opposite each other.

The Panel also thought that the shoulder height at the fourth floor was not well represented. They noted that the buildings looked like 6-storey buildings and are rather bulky in their expression. A couple of Panel members noted that the south elevation was showing a lot of horizontality and needed more stepping back from the lane. As well they thought the expression along West 26th Avenue wasn't responding to the scale of the current residential or the future conditions along the street. One Panel member thought the applicant had a responsibility to modulate the forms differently to allow the orphan site next door to be developed in the future.

Some of the Panel thought there needed to be an amenity space in the building that should be placed adjacent to an outdoor space. The Panel supported the landscape plans and liked the addition of urban agriculture on the site. However, a couple of Panel members thought there should be more common outdoor spaces for the residents. A couple of Panel members thought there should be views through the mews to make it a place of discovery.

The Panel felt the LEED™ Gold strategy needed some more development. A couple of Panel members suggested adding green roofs to the townhouses to improve outlook from adjacent units. As well one Panel member suggested having a storm water management system in place. One Panel member suggested the applicant look at using geothermal in their sustainability strategy and as well put more effort into the building envelope to reduce the use of mechanical means for cooling the building.

Applicant's Response: Mr. Ciriello said that they would take some of the comments under consideration. He said there is a step in the buildings but it is concealed by the balconies but that was easily solvable. He said he wasn't sure if they could increase the width of the courtyard as they need a certain depth for meaningful unit space. Mr. Ciriello said they would look at creating more views through the mews space. He thanked the Panel for their input.

PUBLIC CONSULTATION SUMMARY

Public Notification: A rezoning information sign was installed on the site on November 30, 2012. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps).

April 4, 2013 Community Open House

A community open house was held from 5:00-8:00 pm on April 4, 2013, at the Douglas Park Community Centre at 801 W 22nd Avenue. A notice of rezoning application was mailed to 479 surrounding property owners on March 21, 2013. Staff, the applicant team, and a total of approximately 70 people attended the Open House.

Comments in **support** of the application included:

Design -Some comments were supportive of the design, others felt it to be merely a box. There was also a suggestion to transition better to the lane and W 26th.

Policy - Proposal said to represent the intent of the Cambie Corridor Plan, in line with policy objectives.

Miscellaneous - Possible to reduce the amount of parking provided, a desire to increase the scope of the rental component, and support for pursuit of LEED and district energy.

Comments **opposing** the application cited the following concerns

Design, Density and Height - Most comments felt that the building needs a better transition to the lane and to 26th and that six storeys was not appropriate off of Cambie. Other concerns included the “bland” and “disgusting” design of the building and a perception of inadequate setback at the upper levels. Some also felt the building too tall and that FSR should be kept between 2.25-2.5.

Parking and Traffic - Worries from commenters were about increased laneway traffic and cut-through, and that parking access should be from 26th with more parking spaces provided. A comment dissented, suggesting too many spaces were provided.

Adjacent Lot - A number wrote that the corner lot to the north would become an ‘orphaned’ lot and that with future development potential would be limited, it should be included in this assembly.

Shadows - Some comments reflect concern about shadows cast on neighbours or within the site, as well as potential loss of views for neighbours.

Public realm - Several felt that little green or public space is included, and areas for play and interaction are limited within the site. There was also a worry that the landscaping plan could make a greater effort to retain some of the older, larger trees on site.

Miscellaneous - Worry that the quiet neighbourhood will turn into “Grand Central Station”, that more rental or social housing should be included, and that the new residents may overwhelm existing community infrastructure.

Comments from those either **unsure** or **unspecified** included

Density and Design - Development is a bit ‘massive’ and ought to be stepped back more from the lane.

Green Space - Little green or open space between the buildings, deficient of areas for spontaneous play or interaction.

Miscellaneous - Commenter feels uneasy about density expanding from the major intersections to all of Cambie. There was also concern about the orphaned lot to the north.

September 16, 2013 Community Open House

A community open house was held from 5:00-8:00 pm on September 16, 2013, at the Holy Name of Jesus Parish Church at 4925 Cambie Street to review a revised application. A notice of rezoning application was mailed to 479 surrounding property owners on 4 September 2013. Staff, the applicant team, and a total of approximately 41 people attended the Open House.

Public comments for this proposal totaled 13 and have been submitted to the City as follows: Comments are in order from most frequently occurring to least

Design - The greatest amount of comments focused on the design, described as contemporary and much improved by several over the previous version of the proposal. There was a desire to set the building back further from Cambie, move the entrance onto Cambie, and complaints about the transition from the 6-storey form to the townhouses on the lane.

Parking - Conflicting views were expressed regarding parking, with some hoping for more parking on site, while others thought too much was provided. There were also safety and access concerns centering on the entrance to the parking garage from the lane.

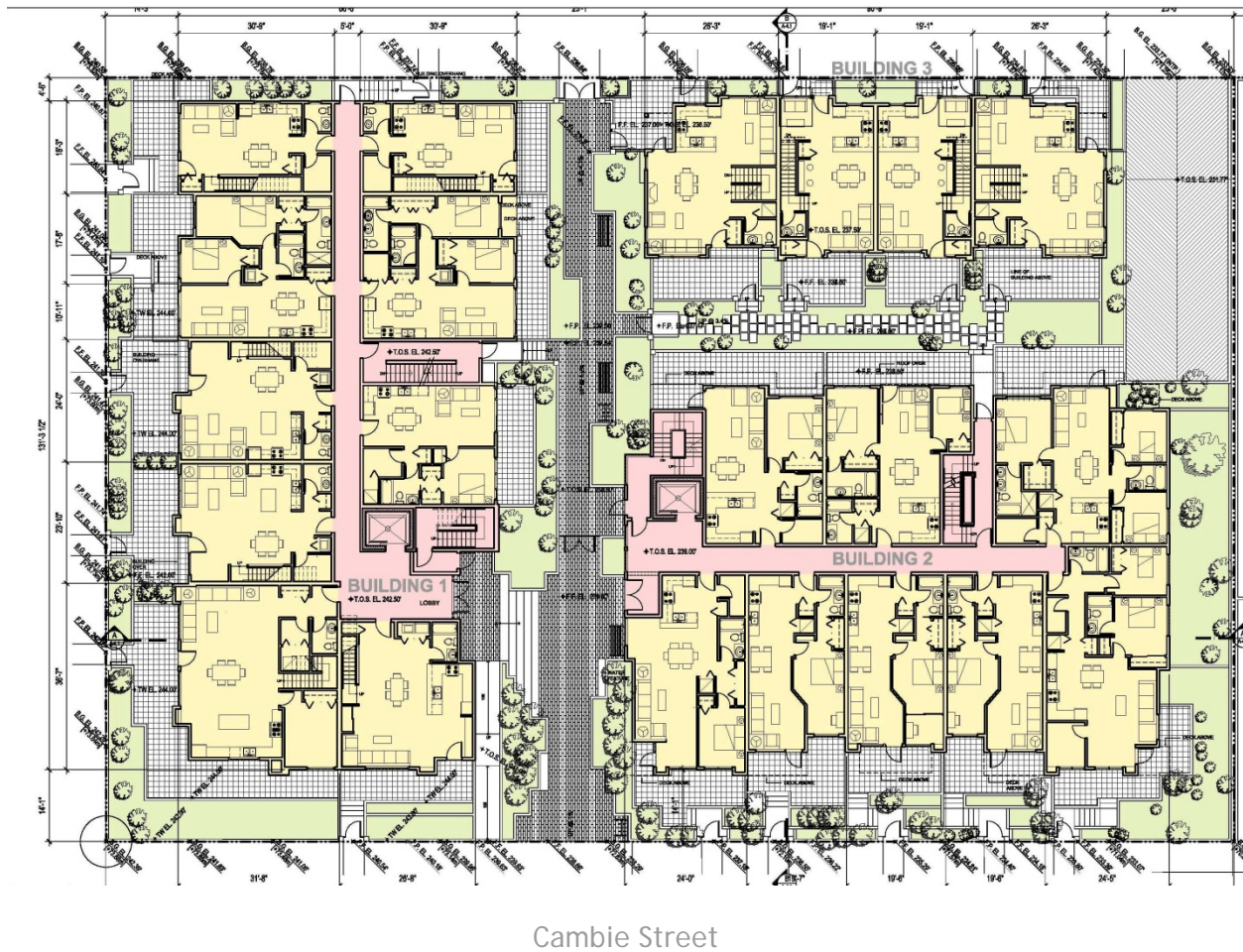
Open Space - Comments noted that there should be a play area for children on the ground level and more space between the buildings for a courtyard. Another stated more green space should be included.

Immediate Area and Surrounding Neighbourhood - Several felt the orphan lot to the north ought to be included and would become hard to redevelop individually. It was thought that the building would be an 'intrusion' on the neighbourhood and didn't match the scale of surrounding buildings.

Density and Height - A notion that the FSR ought to be reduced was mentioned, and a commenter felt the building would 'tower over' existing single family homes, leading to a loss of light and privacy.

Miscellaneous - There was a sentiment that the building should include commercial/retail elements and that affordable rental housing should be part of the building. Further, a question emerged about what the public amenities effect of the project would be. Another comment felt that given proximity to transit the project should be taller and denser.

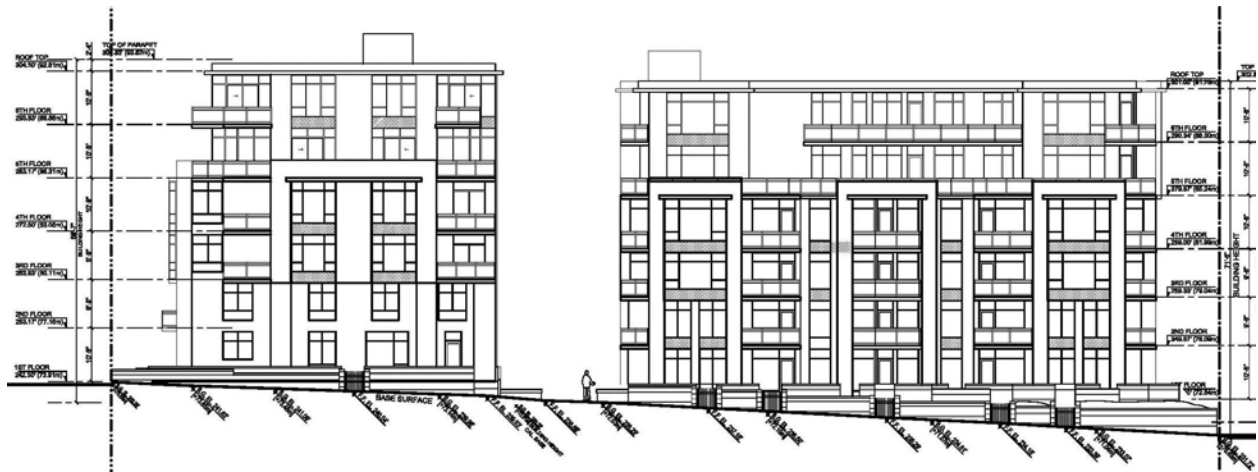
4139-4187 Cambie Street
FORM OF DEVELOPMENT



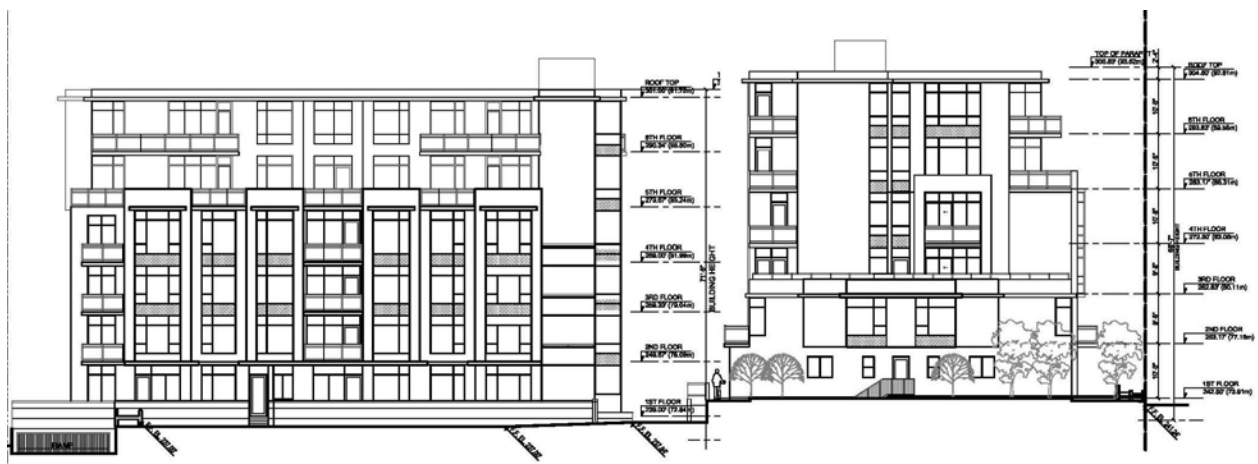
Cambie Street

Site Plan

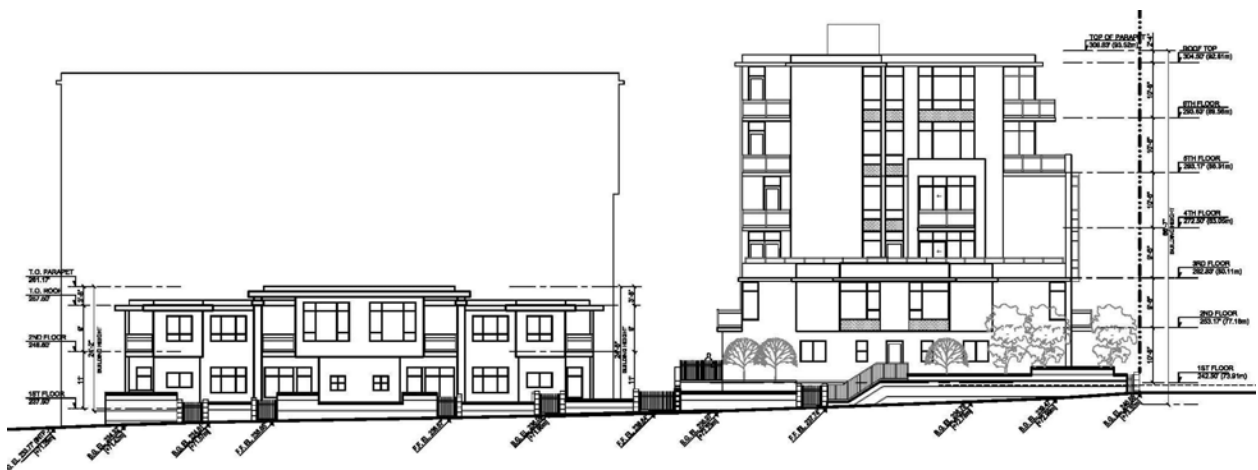
Elevations



East Elevation (Cambie Street)



West Elevation (Lane)



West Townhouse Elevation (Lane)

Elevations



North Elevation



South Elevation (26th Avenue)

**4139-4187 Cambie Street
PUBLIC BENEFITS SUMMARY**

Project Summary:

Residential development with two six-storey apartment buildings and two-storey townhouses facing the rear lane, containing a total of 75 dwelling units.

Public Benefit Summary:

The project would generate a DCL payment and a CAC of \$3,305,390 to be allocated to the affordable housing fund, heritage amenity, and community facilities serving the Cambie Corridor Plan area.

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 3,084m ² / 33,198 sq. ft.)	0.70	2.51
Floor Area (sq. ft.)	23,239	83,337
Land Use	Single Dwelling Residential	Multiple Residential

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide)	68,555	1,055,880
	DCL (other)		
	Public Art		
	20% Social Housing		
Offered (Community Amenity Contribution)	Childcare Facilities		
	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage (transfer of density receiver site)		826,345
	Affordable Housing		1,652,695
	Parks and Public Spaces		
	Social/Community Facilities		826,350
	Unallocated		
	Other		
TOTAL VALUE OF PUBLIC BENEFITS		68,555	4,361,270

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%).

**4139-4187 Cambie Street
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION**

Applicant and Property Information

Address	4139-4187 Cambie Street
Legal Descriptions	Lots 9 to 11, Block 680 DL 526 Plan 6539; PIDs 010-870-920, 010-870-938 and 010-870-946 respectively
Developer	Dava Developments Ltd.
Architect	F. Adab Architects Inc.
Property Owner	0923466 B.C. Ltd.

Development Statistics

	Development Permitted Under Existing Zoning	Proposed Development
ZONING	RS-1	CD-1
SITE AREA		3,084 m ² (33,198 sq.ft.)
USES	Single Detached Dwelling	Multiple Dwelling
FLOOR AREA	2,159 m ² (23,239 sq.ft.)	7,742 m ² (83,337 sq.ft.)
Floor Space Ratio (FSR)	0.70 FSR	2.51 FSR
HEIGHT	10.5 m (34.5 ft.)	21.8 m (71.5 ft.)
PARKING, LOADING AND BICYCLE SPACES	as per Parking By-law	as per Parking By-law