



POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: April 29, 2014
Contact: Kent Munro
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RTS No.: 10554
VanRIMS No.: 08-2000-20
Meeting Date: May 13, 2014

TO: Vancouver City Council
FROM: General Manager of Planning and Development Services
SUBJECT: CD-1 Rezoning: 4949-5109 Cambie Street

RECOMMENDATION

- A. THAT the application by IBI Group, on behalf of Feng Yun Shao for 4949 -5069 Cambie Street [*Lot 2, Amended Lot 3 (see 279991L), Amended Lot 4 (see 279439L), and Lots 5 to 9, Block 839 District Lot 526 Plan 8513 PIDs 010-086-587, 010-086-919, 010-086-927, 006-745-199, 010-086-706, 010-086-714, 010-086-722, and 002-830-191 respectively*] and on behalf of Lujian Shao, and Bin Wang for 5089 - 5109 Cambie Street [*Lots 10 and 11, block 839, District Lot 526 Plan 8513 PIDs 010-086-749, and 010-086-757 respectively*] to rezone 4949-5109 Cambie Street from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to increase the floor space ratio (FSR) from 0.60 to 2.39 FSR and the building height from 10.6 m (35 ft.) to 24.23 m (79.5 ft.) to permit the development of three six-storey residential buildings containing a total of 202 dwelling units, be referred to a Public Hearing, together with:

- (i) plans prepared by IBI Group, received January 22, 2014;
- (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 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.

- C. 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.

- 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 ten lots located at 4949-5109 Cambie Street from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to permit the development of three six-storey residential buildings containing a total of 202 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, and recommend that it 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:

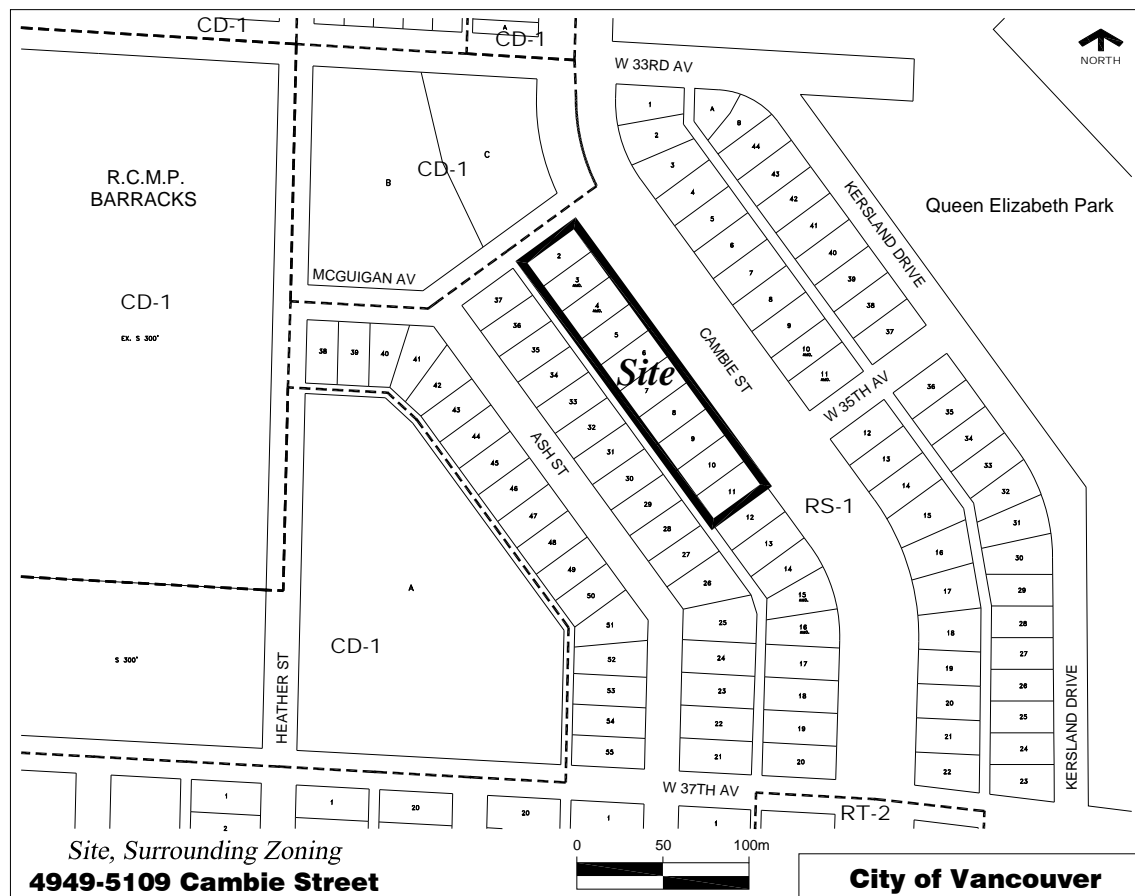
- Cambie Corridor Plan (2011)
- Transportation 2040 (2012)
- Green Building Rezoning Policy (2010)
- Strategic Approach to Neighbourhood Energy (2012)
- Community Amenity Contributions Through Rezonings (1999).

REPORT

Site and Context

The subject site is located on the west side of Cambie Street south of McGuigan Avenue (see Figure 1). Comprised of ten legal parcels with an overall frontage of 190.7 m (626 ft.) along Cambie Street, the site is currently developed with single-family houses, as are the surrounding properties to the north, south, east and west. Directly to the north is a church. Future land uses on sites to the southwest will be the subject of Phase 3 planning for the Cambie Corridor.

Figure 1: Site and surrounding zoning



Policy Context

In 2011, Council adopted Phase 2 of the Cambie Corridor Plan (the "Plan"). Subsequent to a comprehensive planning process, that work identified land uses, density, building heights, and building forms for sites along the arterial streets within the corridor. The Plan envisioned 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 rezoning site is located within the “Queen Elizabeth” neighbourhood. In this neighbourhood, the Plan identifies residential buildings with a built form that responds to the unique location and acknowledges the “openness” that results from the current rhythm of existing houses.

Subsection 4.3.3 of the Plan specifically supports residential buildings up to six storeys in height in this location. While density ranges vary depending on location, supportable density is determined by urban design performance based on the built form provisions contained in the Plan. In this particular case, the estimated density range is 1.75 to 2.25 FSR.

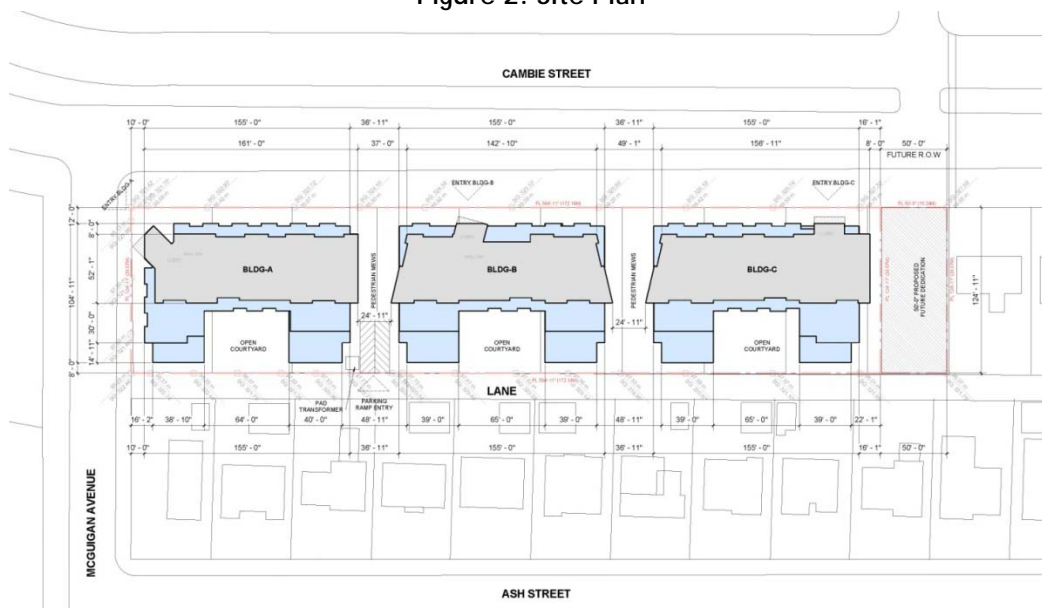
The housing strategy in the Plan also calls for 25% of the units to be suitable for families (two bedrooms or more). This application proposes that 88 of the 202 units be two-bedroom or larger units, including 18 three-bedroom units, thereby achieving 43% of the total units as suitable for families. This exceeds the policy requirement for a minimum of 25% family housing which is reflected in the proposed CD-1 provisions in Appendix A. A condition of approval has been added to Appendix B to ensure this unit mix is maintained in the proposal.

STRATEGIC ANALYSIS

1. Proposal

This application proposes to rezone the site located at 4949-5109 Cambie Street from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District. Three six-storey residential buildings facing Cambie Street are proposed (see Figure 2). In total, the application proposes 202 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. The proposed FSR, as measured on the gross site area including road dedications, is 2.39 FSR. Staff have concluded that, based on the proposed built form, setbacks and massing, the proposed density 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 three six-storey buildings along Cambie Street. Height of these buildings is in line with the Cambie Corridor Plan, which allows up to six storeys in this area. The application departs somewhat from the design principles in the Plan, in proposing a number of wings or building returns toward the lane, rather than a row of two-storey townhouse along the lane edge. However, these elements generally respond to the expected height of two storeys along the lane edge, with an intermediate three-storey element in the middle depth of the lot. While further design development is recommended to ensure that the character of the lane edge is active and pedestrian-oriented as intended by the Plan, this alternate form of development was supported by the Urban Design Panel and appears to be feasible on this particular site.

The applicants were challenged by the advice of the Urban Design Panel in commenting on a previous design to create a set of buildings along the Cambie Street frontage that avoided repetition along this relatively long frontage (175.5 m or 565 ft.) and to respond to the changing geometry of the street itself. Although staff recommend that design work continue at the development permit stage, the range of forms proposed along Cambie Street address these concerns.

The Urban Design Panel reviewed and supported the application on March 12, 2014. Staff have concluded that the proposed height and building form can be accommodated in this part of the Cambie Corridor and support the application, subject to the conditions noted in Appendix B.

4. Transportation and Parking

Vehicle and bicycle parking are proposed within an underground parking garage accessed by a ramp off the rear lane in the middle of the site. A 15.24 m (50 ft.) road dedication is being sought at the south end of the site. This new street would provide better vehicular access into the lane, reducing the distance that vehicles have to travel on local streets. This will reduce the amount of traffic impact on the local neighbourhood and nearby bikeways at 37th Avenue and Heather Street.

Due to the large institutions nearby, including the RCMP lands and Eric Hamber Secondary, there are few east-west connections through the area. This 15.24 m (50 ft.) dedication provides an opportunity to extend a new street through the neighbourhood. This would be evaluated through future processes such as Cambie Corridor Phase 3 and potential redevelopment of the RCMP lands.

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.

In accordance with the Cambie Corridor Plan, all new buildings must be readily connectable to a neighbourhood energy system when available and agreements are required to ensure this. Conditions of rezoning have been incorporated that provide for neighbourhood 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 posted on the site and an open house was held on June 27, 2012 with staff and the applicant team present. Approximately 70 people attended the event and 30 comment forms, letters and emails were received. The majority of comments with concerns focused on the timing of Phase 3 of the Cambie Corridor Plan. Staff note that Phase 3 of the Cambie Corridor Plan is expected to commence in 2014.

Due to changes to the application, including increases in density, the addition of the road dedication at the southern edge of the property, and a significant redesign, a second open house was held on February 5, 2014 with staff and the applicant team present. Approximately 45 people attended the event and 17 comment forms, letters and emails were received. The majority of comments with concerns focused on the increases in density from the previous application being too much and too dense for the area, and that the building design was very uniform and dull. Staff have included design development conditions to reduce the apparent visual mass of the three buildings.

There were also concerns regarding the 15.24 m (50 ft.) wide road dedication by those who felt that it should be 6.1 m (20 ft.) wide, based on the Cambie Corridor Plan. Staff note that the increase in width of this dedication helps the City achieve strategic active transportation initiatives.

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 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 \$2,322,956 is anticipated. DCLs are payable at building permit issuance and their rates are subject to Council approval of an inflationary adjustment which takes place on September 30 of each year.

Public Art Program — The Public Art Program requires that rezonings involving a floor area of 9,290 m² (100,000 sq. ft.) or greater allocate a portion of their construction budgets (\$1.81/sq. ft.) to public art as a condition of rezoning. With 17,033 m² (183,343 sq. ft.) of floor area proposed in this rezoning, a public art budget of approximately \$331,850 is anticipated.

Offered Public Benefits:

Community Amenity Contribution (CAC) — Within the context of the City's Financing Growth Policy and the Cambie Corridor Plan, an offer of a Community Amenity Contribution to address the impacts of rezoning can be anticipated from the owner of a rezoning site. CAC offers typically include either the provision of on-site amenities or a cash contribution towards other public benefits and they take into consideration community needs, area deficiencies and the impact of the proposed development on City services.

The applicant has offered a CAC package of \$5,520,450, comprised of heritage density transfer and cash CAC. The value of the CAC package was determined by applying the Cambie Corridor target CAC rate of \$55 per square foot, based on the net additional increase in floor area, and adjusted for the additional cost of dedication and construction of the new street beyond what was originally identified in the Cambie Corridor Plan and beyond the normal expectations for developers' offsite construction contributions. The cost of this new street is estimated to be \$1,750,000, which is to be paid by the developer. Real Estate Services staff recommend that this offer be accepted.

Heritage 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 amenity density with a value of \$1,077,440 — equivalent to approximately 16,576 sq. ft. of floor area. The purchase would support citywide heritage conservation efforts by contributing to the reduction of the Heritage Amenity Bank. Staff support a heritage amenity transfer being part of the public benefits delivered by this application and recommend that a letter of intent (Letter A) be submitted prior to the Public Hearing.

In addition to the transfer of heritage density (\$1,077,440), the applicant has offered a cash CAC of \$4,443,010. Staff recommend that this cash CAC be allocated to the following identified community needs:

- \$2,760,225 to the Affordable Housing Reserve, as per the Interim Public Benefit Strategy for the Cambie Corridor which calls for 50% of CAC funds to be allocated to affordable housing for use off site to increase the City's affordable housing supply.
- \$841,395 towards improvements to Queen Elizabeth Park that provide more local access and neighbourhood serving amenities.
- \$841,390 towards facility space to be used by non-profit organizations, to be located in or near the Cambie Corridor.

These allocations recommended by staff are consistent with the Interim Public Benefit 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 all of the public benefits for this application.

FINANCIAL IMPLICATIONS

As noted in the section on Public Benefits, the applicant has offered a CAC package valued at \$5,520,450, comprised of:

In-kind CAC

- Purchase and transfer of approximately (16,576 sq. ft.) of heritage density valued at \$1,077,440

Cash CAC to be allocated as follows

- \$2,760,225 to the Affordable Housing Reserve to advance housing objectives offsite
- \$841,395 towards improvements to Queen Elizabeth Park
- \$841,390 towards facility space for non-profit organizations subject to development of an overarching strategy on such facilities

Approval and timing of specific projects will be brought forward as part of the Capital Plan and Budget processes.

If the rezoning application is approved, the applicant will be required to provide public art on site at an estimated value of \$331,850, noting that the applicant has the option to make a cash contribution to the City for off-site public art.

The site is within the City-wide DCL District. It is anticipated that the applicant will pay approximately \$2,322,956 in DCLs.

CONCLUSION

Staff assessment of this rezoning application has concluded that the proposed form of development represents an acceptable urban design response to the site and context. 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.

* * * * *

4949-5109 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 lay-out of at least 25% of the dwelling units must:
 - (a) be suitable for family housing;
 - (b) include two or more bedrooms; and
 - (c) comply with Council's "High Density Housing for Families with Children Guidelines".

Floor area and density

- 4.1 Computation of floor space ratio must assume that the site consists of 7,137.3 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 2.39.
- 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 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 Building height, measured from base surface, must not exceed 24.3 m.

Setbacks

- 6.1 Setbacks for all storeys must be a minimum of:
- (a) 3.0 m from the east property line,
 - (b) 2.4 m from the west property line,
 - (c) 3.6 m from the north property line, and
 - (d) 3.6 m from the south property line.

- 6.2 Despite the provisions of section 6.1, the Director of Planning may allow projections into the required setbacks, provided that no additional floor area is created, if:
- (a) the Director of Planning first considers all applicable Council policies and guidelines; and
 - (b) portions of buildings which may project into required setbacks are:
 - (i) architectural appurtenances such as decorative exterior fins or fixed external shading devices,
 - (ii) steps,
 - (iii) balconies, eaves, bays or similar features,
 - (iv) entry porches located at the basement or first storey,
 - (v) cantilevered eaves forming part of a porch,
 - (vi) chimneys or piers,
 - (vii) underground parking and storage structures located entirely below grade,
 - (viii) access structures to underground parking, and
 - (ix) hydro and gas utility meters, vaults or similar equipment, and
 - (x) any other features which, in the opinion of the Director of Planning, are similar to any of the features listed above.

Horizontal Angle of Daylight

- 7.1 Each habitable room must have at least one window on an exterior wall of a building.
- 7.2 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.
- 7.3 Measurement of the plane or planes referred to in section 7.2 must be horizontally from the centre of the bottom of each window.
- 7.4 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.

- 7.5 An obstruction referred to in section 7.2 means:
- (a) any part of the same building including permitted projections; or
 - (b) the largest building permitted under the zoning on any site adjoining CD-1 ().
- 7.6 A habitable room referred to in section 7.1 does not include:
- (a) a bathroom; or
 - (b) a kitchen whose floor area is the lesser of:
 - (i) 10% or less of the total floor area of the dwelling unit, or
 - (ii) 9.3 m².

Acoustics

8. 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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**4949-5109 Cambie Street
PROPOSED CONDITIONS OF APPROVAL**

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

CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by IBI Group on behalf of Feng Yun Shao, Lujian Shao, and Bin Wang and stamped "Received City Planning Department, January 22, 2014", provided that the General Manager of Planning and Development Services may allow minor alterations to this form of development when approving the detailed scheme of development as outlined in (b) below.
- (b) That, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the General Manager of Planning and Development Services, who shall have particular regard to the following:

Urban Design

- 1. Design development to create an active, green, and pedestrian-oriented lane edge, minimizing the appearance and extent of service-oriented spaces such as ramps, garbage areas and transformers.

Note to Applicant: In particular, the extensive ramps that zigzag through the courtyard spaces should be replaced by internal paths or elevator access to reconcile the grade changes on the site. More substantial planting and larger species should be chosen to benefit both future residents and create a screen between the new six-storey building and existing neighbours to the west.

- 2. Design development to vary the parapet or skyline profile of the main building masses along Cambie Street, especially from one block to another.

Note to Applicant: Although the prominent vertical elements help to break up the overall massing, further design work is recommended to help vary the blocks, including their overall height.

- 3. Design development to the exterior colour and materials palette to reduce the apparent visual mass of the uppermost floors, to bring more visual interest and brightness to the building, and to better reflect the structure of the form.

Note to Applicant: In particular, consider a light coloured, glassy, and simple expression for the top two floors to reinforced their setback from the street and lane.

- 4. Design development to the vertically oriented block forms facing Cambie Street to work better with the living spaces inside.

Note to Applicant: Consider the comments of the Urban Design Panel.

5. Provision of a substantially sized row of trees on the Cambie Street, McGuigan Avenue, and future road frontages.

Note to Applicant: Adjustment to the parkade slab and other building elements will be required to provide optimal soil volumes to ensure the best long-term prospects of these trees. See also Landscape Conditions.

6. Specification of high quality, durable exterior materials on the elevation drawings.
7. 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 alcove and vandalism, such as graffiti.

Note to Applicant: Building features proposed in response to this condition should be noted on the plans and elevations. Consider use of a legend or key to features on the drawings.

Landscape Review

8. Design development to expand programming to include opportunities for a broader range of residents to form a complete community. This should include children's play for families with kids, passive community spaces for socializing and gathering, more enhanced urban agriculture with raised beds for the disabled and expanded common green amenity areas. The amount of open space available should allow for more orientation toward common shared spaces, rather than private.

Note to Applicant: Shared gardening areas should be designed to adhere to Council's 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.

9. Design development to improve public realm and encourage connectivity with context. Interface with public realm should provide a hierarchy delineating private, semi-private, semi-public and public spaces, within the guidelines for CPTED. Streetscape improvements should include a double row of street trees, coordinated with a row of smaller, private space trees. There should be visual and wayfinding pedestrian connections to Queen Elizabeth Park, bike trails, playgrounds and other neighbourhood amenities.
10. Design development to ensure locations of hydro kiosk in areas screened by soft landscape, or in internal mechanical room. Any other emergency generators, transformers or gas meters to be located, integrated, and fully screened in a manner which minimizes their impact on the architectural expression and the building's open space and public realm;

11. At time of development permit application:

- a. A full Landscape Plan for proposed landscape to be submitted. The Landscape Plan should illustrate proposed plant materials (with common and botanical names, plant sizes and quantities), paving, walls, railings, 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.
- b. 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 rootballs of proposed trees well into the future.
- c. 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.

- d. 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.
- e. 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.
- f. 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;
- g. 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.

- h. Trellis and vines to be provided over the underground garage access ramp.

Sustainability

12. Identification on the plans and elevations of the built elements contributing to the building's sustainability performance as required by the Green Buildings Policy for

Rezoning, including at a minimum 63 points in the LEED® rating system, six optimize energy performance points, one water efficiency point, and one storm water point.

Note to applicant: Provide a LEED® checklist confirming the above and 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 is also required under the policy.

13. Provision of a deconstruction plan 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 plan should be provided at the time of development permit application. Plan must be specific about materials that are being diverted. A template plan is available for reference.

14. 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.

15. 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.
16. Detailed design of the building HVAC and mechanical heating system must be to the satisfaction of the General Manager of Engineering Services.

Engineering

17. Provision of a parking ramp slope not to exceed 12.5% after the first 20'.
18. Label and dimension all parking stalls.
19. Provision of design elevations on both sides of the parking ramp at all break points and notation of the length of the ramp at the specified slope.

20. Modify or delete the dead end parking spaces located on P2 at the north end of the building underground parking area.
21. Provide details of garbage bins and recycling bins within the storage areas ensuring adequate maneuvering for users to access the storage bins. Provide confirmation that a waste hauler can access and pick up the bins without reliance of the bins being stored on the lane for any period of time.
22. Provision of an updated landscape plan to reflect the street improvements proposed for the site.

Note to Applicant: the landscape plan and construction /civil drawings that may be required as a result of the services agreement should be co-ordinated to reflect all of the off-site improvements intended for the project."

Housing Policy

23. That the proposed unit mix including 70 2-bedroom and 18 3-bedroom units be included in the Development Permit drawings

Note to Applicant: Any changes in unit mix from the proposed rezoning application shall be to the satisfaction of the Chief Housing Officer.

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. Dedication of the south 50 ft. of the site for road purposes.
2. Consolidation of Lot 2, Amended Lot 3 (see 279991L), Amended Lot 4 (see 279439L), and Lots 5 to 11; Block 839, DL 526, Plan 8513 to form a single site.
3. Release of Easement & Indemnity Agreement 165697M (for a private crossing). This may be secured with a letter of intent prior to enactment with release prior to building occupancy.
4. Provision of a Services Agreement to detail the on-site 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. Construction of a new street connecting Cambie St. to the lane west of Cambie St. which is to include curb and gutter, pavement, sidewalk, drainage, street and pedestrian scaled lighting, street trees and related utilities where necessary. The street design to include provision for pedestrians and cyclists and public space which is to include public amenities with seating, a drinking fountain. Work to include adjustment of all existing street furniture, pavement, curbing and fixtures as well as impacted utilities to achieve construction of the new road.
- b. Provision of upgraded storm sewers in Cambie Street. The existing storm sewer does not have the capacity to handle the proposed site storm runoff/discharge and upgrading of the Cambie Street storm sewer from 33rd Avenue to the manhole south of 35th Avenue is required. This is a significant upgrade of the existing storm sewer currently estimated at \$900,000.
- c. Statutory Right of Way 140837M over Lot 8, allows for storm water from the lane west of Cambie Street to be drained to the existing storm sewer in Cambie Street. Currently this agreement does not allow any construction above or below the right of way. Should a solution to drainage of the lane be identified then the existing storm sewer within the right of way may be abandoned, relocated or additional storm sewers may be constructed to achieve lane drainage. All costs to achieve drainage of the lane will be 100% the applicants' expense and arrangements for delivery of the agreed upon drainage solution will be required prior to zoning enactment and the existing Statutory Right of Way 140837M may then be discharged. Should a drainage solution not be identified then no construction above or below the right of way is permitted.
- d. Provision of new and improved pedestrian crossing across Cambie Street at 35th Avenue, including a marked crosswalk and a concrete sidewalk across the north median of the Heritage Boulevard with curb ramps where necessary connecting the east and west sides of Cambie Street at this location.
- e. Provision of a new 2.1m sidewalk on the west side of Cambie Street adjacent to the site between McGuigan Avenue and 35th Avenue should the existing sidewalk be extensively damaged or require replacement due to construction activities. Sidewalk replacement to be determined prior to building occupancy.
- f. Provision of a 1.8m wide sidewalk on the south side of McGuigan Avenue adjacent to the site between Cambie Street and the lane west.
- g. Provision of standard concrete lane entry at McGuigan Avenue and the lane west of Cambie Street.
- h. Provision of street trees adjacent the site where space permits.

- 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.
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 City-designated Neighbourhood Energy System, which may include but are not limited to agreements which:
 - (i) require buildings within the development to connect to the City-designated Neighbourhood Energy System at such time that the system becomes available;
 - (ii) grant the operator of the City-designated Neighbourhood Energy System access to the building mechanical system and thermal energy system-related infrastructure within the development for the purpose of enabling Neighbourhood Energy System connection and operation, on such terms and conditions as may be reasonably required by the owner; and
 - (iii) provide for adequate and appropriate dedicated space to be utilized for an energy transfer station connecting the development to the City-designed Neighbourhood Energy System.

Note to Applicant: Until a City-designated Neighbourhood Energy System utility provider has been identified, the owner will be prohibited from entering into any energy supply contract for thermal energy services, unless otherwise approved by the General Manager of Engineering Services.

Soils

7. If applicable:

- a. Submit a site profile to Environmental Planning, Real Estate and Facilities Management (Environmental Contamination Team);
- b. 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
- c. 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.

Public Art

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

Note to Applicant: Please contact Bryan Newson, Program Manager, 604.871.6002, to discuss your application

Heritage Density Transfer

9. Secure the purchase and transfer of 1,540 m² (16,576 sq. ft.) of heritage density (which has a value of \$1,077,440) 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

10. Pay to the City the Community Amenity Contribution of \$4,443,010 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 to be allocated as follows:

- d. \$2,760,225 to the Affordable Housing Reserve;
- e. \$841,395 towards improvements to Queen Elizabeth Park that provide more local access and neighbourhood serving amenities, and
- f. \$841,390 towards non-profit space which would be located in another development in the Cambie Corridor.

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.

* * * * *

4949 - 5109 Cambie Street
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE SUBDIVISION BY-LAW NO. 5208

A consequential amendment is required to delete Lot 2, Amended Lot 3 (see 279991L), Amended Lot 4 (see 279439L), and Lots 5 to 11, Block 839 District Lot 526 Plan 8513 PIDs 010-086-587, 010-086-919, 010-086-927, 006-745-199, 010-086-706, 010-086-714, 010-086-722, 002-830-191, 010-086-749, and 010-086-757 respectively from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

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:

Address	By-law No.	CD-1 No.	Parking requirements
4949 - 5109 Cambie Street	()	()	<p>Parking, loading and bicycle spaces in accordance with by-law requirements on <i>(date of enactment of CD-1 by-law)</i> except that:</p> <p>a) Class A loading spaces provided at a rate of 0.01 spaces per dwelling unit up to and including 300 units, and at a rate of 0.008 spaces per dwelling unit for any number of units over 300;</p>

4949 - 5109 Cambie Street
ADDITIONAL INFORMATION

Urban Design Panel - March 12, 2014

EVALUATION: SUPPORT (6-0)

- **Introduction:** Dwayne Drobot, Rezoning Planner, mentioned that the proposal had gone through a redesign since the last review. He noted the proposal is part of the Cambie Corridor Plan and will contain three 6-storey buildings. In this area, residential buildings are allowed up to 6-storeys. The Policy asks to have front doors on the street and seeks to animate and enhance the adjacent lane by providing townhouses or active uses on the rear of the property. As well there should unique and notable buildings developed that respond to the view lines and perspectives created by the unique alignment of Cambie Street. The policy context is the part of the Cambie Corridor Plan for buildings on Cambie Street between West 33rd Avenue to West 39th Avenue. Adjacent to the site is a 50 foot right-of-way on the south of the site identified as a future road.

Sailen Black, Development Planner, further described the proposal on Cambie Street south of McGuigan Avenue. He explained the context for the area noting the single family zoning to the west and south. He also mentioned that Cambie Street is a bicycle route. Section 4.3.3 of the Cambie Corridor Plan provides the specific policy for the site, allowing residential buildings up to 6 storeys. There is an estimated density range of 1.75 to 2.25 FSR for the area contingent on urban design performance with respect to site size, form, typology, height and scale. He added that lanes present a unique opportunity as additional and alternate routes for pedestrians. Lanes are smaller and more intimate in scale and with less traffic so they can be treated distinctly and can help create community-oriented spaces away from the higher traffic volumes found on major streets. The manner in which lanes are treated, both in terms of the lane surface and the way they are enclosed (scale and attitude of edge buildings) has an impact on their respective characters. Mr. Black added that Section 5.3.1 states that where feasible and where lot dimensions allow, lanes should be edged with smaller scale residential buildings in the form of townhouses or other compatible building forms to reinforce the intimate scale and character of the lane. Mr. Black described the changes since the last review noting the variation in the elevation treatment of the three buildings along Cambie Street; revision of the massing of levels one through four of the middle building; revision of the massing of levels five and six of the middle building with a contrasting glass box effect to create a distinct form; and the intent to have the three buildings similar in expression but distinct from each other along the Cambie Street elevation.

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

- Have the items noted by the Panel as key aspects needing improvement been addressed?
- Does the Panel support the proposed density (2.60 FSR), height (79 feet) and setbacks (8 to 14 feet, with right of way)?
- Considering the proposed steps, shoulder lines and other massing elements, does the overall form of development provide an appropriate response to Cambie Street, McGuigan Avenue, and the southern right of way?

- Considering the two courtyard widths between the buildings, and the height of the elevations, does the proposal provide enough space for the livability and amenity of future residents?
- Does the Panel support the proposed building form at the rear of the site, including the building returns or wings to the lane, as achieving the goals of the Cambie Corridor Plan for active and pedestrian-oriented lanes and a transition of scale down to lower density forms nearby?

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

- **Applicant's Introductory Comments:** Martin Bruckner, Architect, described the architectural plans and noted the changes since the last review. He mentioned that there are three building blocks on the site and wanted them to be less similar than what they were previously. One way they are achieving that is to have an angled expression that picks up on the axis of the church as well. The massing is a response to the Cambie Corridor Plan requirements of stepped building forms. He added that they have edited that somewhat so that parts of the buildings don't step back to relieve some of the relentlessness showing up in the buildings. This gives variety but still follows the Cambie Corridor Plan requirements. He noted that the building on the future road goes to full height and frames the end of the project. The one to four floors are expressed with concrete frames but are different again in the middle building. He described the colour and material palette for the project. On the rear of the building they have stepped down the facades which transitions to the residential homes across the lane. On the ground floor there are amenity spaces adjacent to the courtyard. Mr. Bruckner added that the project will be LEED™ Gold certified.

Gerry Eckford, Landscape Architect, described the landscaping plans and mentioned that they followed the Cambie Street guidelines and tried to create a more urban edge along Cambie Street. The intention is to step the units with private patios on the front facing units with interior mews going through the buildings with a combination of sitting areas and water features. There are currently street trees along Cambie Street with plans to add more trees. On the lane each one of the buildings has a small interior courtyard adjacent to the amenity space along with children's play area. They are looking at including adventure play in the courtyard. There are generous landscaped patios on all the terrace levels on the back of the building. As well there are roof top gardens on all three buildings for the each of the top units. The south façade anticipates the completion of the future road.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Design development to reduce the project scale and improve variety;
 - Design development to the material and colour palette;
 - Design development to create a more active amenity along the lane;
 - Design development to the ramps, lay-bys facing the lane;
 - Consideration to improve the expression of the rectangular forms;
 - Consideration to interrupt the parapet line;

- **Related Commentary:** The Panel supported the proposal and thought the applicant had addressed the previous comments from the Panel.

The Panel thought the articulation across the Cambie Street elevations had been improved. As well they thought there was a greater degree of texture, variation and relief in the scale of the project. A couple of Panel members thought the vertical rectangular forms needed to be revisited to better match the form and relationship to the unit layouts. Although the Panel supported the height some Panel members thought the parapet line needed to be interrupted to have more variety along Cambie Street. One Panel member wanted to see the three buildings be different in size.

The Panel thought the spaces between the three buildings was appropriate and supported the setbacks to the single family homes across the lane. As well they thought the angled facades adjacent to the shared spaces enhanced those spaces. A couple of Panel members wondered if the parking ramp could be placed elsewhere on the site and that space used as an outdoor amenity or a landscaped route through the site.

Several Panel members thought the colour palette needed to be lightened up a bit to bring brightness and variety to the buildings and to express the structural details. A couple of Panel members suggested having the lighter colour on the bottom and the darker colour at the top to reduce the perceived heaviness of the buildings.

The Panel thought the Cambie Street setback offered a lot of public space between the sidewalk and the property. A couple of Panel members suggested adding a double row of trees along Cambie Street and another Panel member noted that the plantings will soften the project over time. The Panel supported the courtyards in opposition to the townhouses that were in the previous scheme.

- **Applicant's Response:** Mr. Bruckner thanked the Panel for their good advice and said he appreciated the comments regarding the colour palette.

Urban Design Panel - August 1, 2012

EVALUATION: SUPPORT (8-2)

- **Introduction:** Dwayne Drobot, Rezoning Planner, introduced the proposal for a rezoning application for ten single family lots along Cambie Street just south of McGuigan Avenue. The site is bounded by Single family RS-1 lots to the west and south, with the Cambie Historic Boulevard and single family homes to the east of the site, and a church to the north of the site. West 39th Avenue is a bicycle route.

Mr. Drobot noted that the proposal is for three buildings of six storeys each. He provided excerpts of the Cambie Corridor Plan to assist the Panel with their commentary. Section 4.3.3 of the Cambie Corridor Plan provides the specific policy for the site, stating that in this area, residential buildings will be allowed up to six storeys. The density range for the site is 1.75 to 2.25 FSR. It is an estimated range and not a limit, based on intended urban design performance with respect to site size, form, typology, height, and scale. The policy also encourages exploring opportunities to develop unique and notable buildings

that respond to reinforce view lines and perspectives created by the unique alignment of Cambie Street. The Cambie Corridor plan also identified a connection through this site to connect West 35th Avenue (and Queen Elizabeth Park) to the RCMP site. This connection is a mid-block pedestrian link to break down the scale of the block and creates a finer-grained series of connections to existing open space.

Sailen Black, Development Planner, further described the proposal noting there will be three building with a total of 185 units. Mr. Black mentioned that the Cambie Corridor Plan is a policy document and not a district schedule and it does not specify side yards or separation between the main buildings on the same site. The Plan supports up to six storeys and recommends 10 to 15 foot setbacks from Cambie Street with 24 feet between the courtyard and the main building. He added that if the Plan were applied literally to the site, the resulting development would have 120 foot rectangular buildings with a 50 foot gap between buildings. Instead a more varied combination is proposed with three 6-storey buildings, with a stepped plan arranged along the curve of Cambie Street which in turn has varying boulevards. Mr. Black added that the project will be built under the Rezoning Policy for Greener Buildings.

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

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

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

- **Applicant's Introductory Comments:** Kim Barnsley, Architect, further described the proposal noting that the buildings were mirrored and have a formal composition. There is a 12 foot setback along Cambie Street with 10 feet on the sides. As well, there is a slight slope across the site. The basic form of the building steps back with a strong streetwall and it is broken up with vertical elements. The back of the site is stepped down at the third level to the 2-storey townhouse expression. She noted that they have tried to mitigate shadow impacts to the residential neighbours and to expand views to Queen Elizabeth Park. The units are oriented towards Cambie Street with planting and raised terraces for a clear pedestrian entry point. The courtyards are 24 feet apart and the space between the buildings will be about 42 feet. There are some private patios in the courtyards with some semi-public outdoor spaces. The 2-storey townhouses have private yards with entries off the lane. Parking access for the project is between buildings two and three which is closer to mid-block. Ms. Barnsley described the architecture noting that it is a grand promenade style with a family oriented estate-like feel using high quality materials. Materials include cultured stone at the base with brick elements at the entries. She added that they are proposing private occupied roof decks. Ms. Barnsley described the sustainability strategy noting that the project will be certified and registered as

LEED™ Gold. For mechanical systems they are looking at using a radiant system that will be adaptable to the planned future district energy system.

Daryl Tyacke, Landscape Architect, described the landscaping plans for the proposal noting the ground floor units are accessed through a raised terrace off Cambie Street and are screened from the street. The breaks between the buildings will have lower arbors at the entry and simple sitting areas with water features. The lane will have some urban agriculture. A sense of park has been pulled into the site. The higher roof tops will not be programmed but the lower roofs will have some landscaping.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Reduce relentlessness that results from all three buildings using the guidelines the same way;
 - Use colour and materials to enrich the buildings further;
 - Strongly needs an indoor-outdoor larger gathering area above grade;
 - Reconsider the symmetry;
 - Respond to the church and different Cambie Street axial context at the north end;
 - Design development to the middle building to create a distinct expression;
- **Related Commentary:** The Panel supported the proposal noting that it has met the guidelines. They also supported the use and form of development.

The Panel thought the proposal was responding to the guidelines along the Cambie Corridor in general. They supported the stepped profile on the north and south elevations and also they supported the lane interface. They felt the project was successful in modeling the massing down to the single family residential across the lane. They also supported the space between the buildings as a strong move. A number of Panel members had some concerns with the size of the courtyards and as well they were concerned with the repetitiveness of the three buildings and suggested the middle building have a different expression. Several Panel members thought there could be a loosening up of the expression and that it was a missed opportunity to not add a sense of fun in the architecture. They also thought the corners on the two outer buildings should be more prominent.

A couple of Panel members thought that the use of different colours and materials could help to achieve a variety that seemed to be missing in the project. One Panel member noted that the window wall expression seemed extremely horizontal relative to the rest of the design.

Most of the Panel thought the courtyards needed more room with one Panel member suggesting one of the townhouses could be deleted and as well to change the massing on the lane. Also, perhaps the lane could be developed as a mews. Another Panel member thought the lane interface needed more landscaping to soften it and that it should be year-round plant materials. Several Panel members thought there could be some common roof top amenity space, as they were concerned with the lack of amenity space in the

project. As well, some Panel members thought the entrance to the parking should be moved north.

Although the Panel supported the landscape plans some members thought it could be improved with larger scale trees to add richness and character to the project.

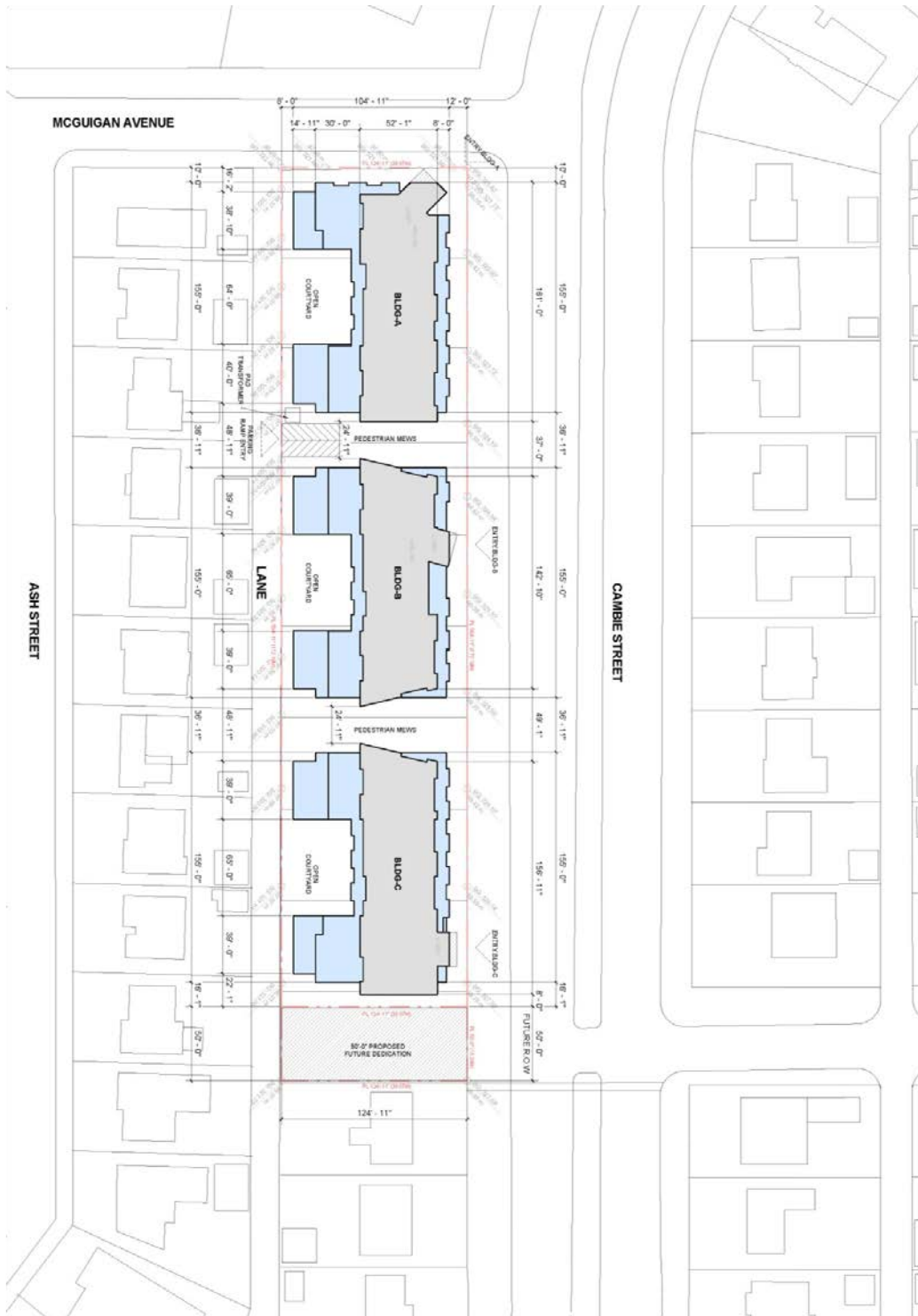
One Panel member thought there could be some form of public art expressed on the corner of Cambie Street and McGuigan Avenue.

The Panel supported the sustainability strategy and energy aspects of the project but thought there could be some solar shading on the south and west facades.

- **Applicant's Response:** Mr. Bussey thanked the Panel for their comments and agreed that they could bring more joy to the project.

4949 - 5109 Cambie Street
FORM OF DEVELOPMENT

Site Plan



Elevations





2 Block A South

4 Block B South

6 South

MATERIAL LEGEND
Concrete
Brick
Glass
Metal
Wood
Paint
Stucco
Siding
Roofing
Foundation
Landscaping
Furniture
Lighting
Signage
Artwork
Other

**4949 - 5109 Cambie Street
PUBLIC BENEFITS SUMMARY**

Project Summary:

Residential development with three six-storey apartment buildings containing a total of 202 dwelling units.

Public Benefit Summary:

The project would generate a DCL payment, public art, and a CAC of \$5,520,450, to be allocated to the affordable housing fund, heritage amenity, non-profit space in the Cambie Corridor, and upgrades to Queen Elizabeth Park.

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 7,137.3 m ² /76,825 sq. ft.)	0.60 (See Note 1)	2.39
Buildable Floor Space (sq. ft.)	46,095 sq. ft.	183,343 sq. ft.
Land Use	Single Dwelling Residential	Multiple Dwelling Residential

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide)	\$135,980	\$2,322,956
	DCL (other)		
	Public Art		\$331,850
	20% Social Housing		
Offered (Community Amenity Contribution)	Childcare Facilities		
	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage (transfer of density receiver site)		\$1,077,440
	Affordable Housing		\$2,760,225
	Parks and Public Spaces		\$841,395
	Social/Community Facilities		\$841,390
	Unallocated		
	Other		
TOTAL VALUE OF PUBLIC BENEFITS		\$135,980	\$8,175,256

* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification. For the City-wide DCL, revenues are allocated into the following public benefit categories: Parks (41%); Replacement Housing (32%); Transportation (22%); and Childcare (5%). Revenue allocations differ for each of the Area Specific DCL Districts.

Note 1: For the purposes of CAC Calculation buildable floor area assumes a base FSR of 0.70

Note2: The Applicant is also required to dedicate and construct 50 feet as right-of-way for transportation purposes. The value of this is \$1,750,000

**4949 - 5109 Cambie Street
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION**

Applicant and Property Information

Address	4949 - 5109 Cambie Street
Legal Descriptions	Lot 2, Amended Lot 3 (see 279991L), Amended Lot 4 (see 279439L), and Lots 5 to 11, Block 839 District Lot 526 Plan 8513
Developer	Washington Properties
Architect	IBI Group
Property Owners	Feng Yun Shao (Lots 2 - 9), Lujian Shao and Bin Wang (Lots 10 and 11)

Development Statistics

	Development Permitted Under Existing Zoning	Proposed Development
ZONING	RS-1	CD-1
SITE AREA		7,137.3 m ² (76,825 sq. ft.)
USES	Single Detached Dwelling	Multiple Dwelling
FLOOR AREA	4,282 m ² (46,095 sq. ft)	17,033 m ² (183,343 sq. ft.)
Floor Space Ratio (FSR)	0.6 FSR plus laneway house	2.39 FSR (before road dedication) 2.60 FSR (after road dedication)
HEIGHT	10.5 m (34.5 ft)	24.23 m (79.5 ft.)
PARKING, LOADING AND BICYCLE SPACES	as per Parking By-law	as per Parking By-law