



POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: April 17, 2014
Contact: Kent Munro
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RTS No.: 10602
VanRIMS No.: 08-2000-20
Meeting Date: June 10, 2014

TO: Vancouver City Council
FROM: General Manager of Planning and Development Services
SUBJECT: CD-1 Rezoning: 5129-5169 Cambie Street

RECOMMENDATION

- A. THAT the application by Intracorp Project Ltd., on behalf of Su-Fen Hsieh for 5129 Cambie Street [*PID 010-086-773; Lot 12, Block 839, District Lot 526, Plan 8513*], on behalf of Ann Caroline Warrender for 5149 Cambie Street [*PID 010-886-781 Lot 13, Block 839, District Lot 526, Plan 8513*], and on behalf of Henny Futama, Francis Futama, and Angela Foo Lee for 5169 Cambie Street [*PID 010-086-790; Lot 14, Block 839, District Lot 526, Plan 8513*] to rezone 5129-5169 Cambie Street from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to increase the floor space ratio (FSR) from 0.70 to 2.41 and the height from 10.7 m (35 ft.) to 21.0 m (69 ft.) to permit a multi-family residential development with 56 dwelling units in a six-storey building and lane-fronting two-storey townhouses, be referred to a Public Hearing, together with:
- (i) plans prepared by Shift Architecture Inc., received February 12, 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 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 5129-5169 Cambie Street from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to permit the development of a six-storey residential building with lane-fronting two-storey townhouses containing a total of 56 dwelling units all over one and a half 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:

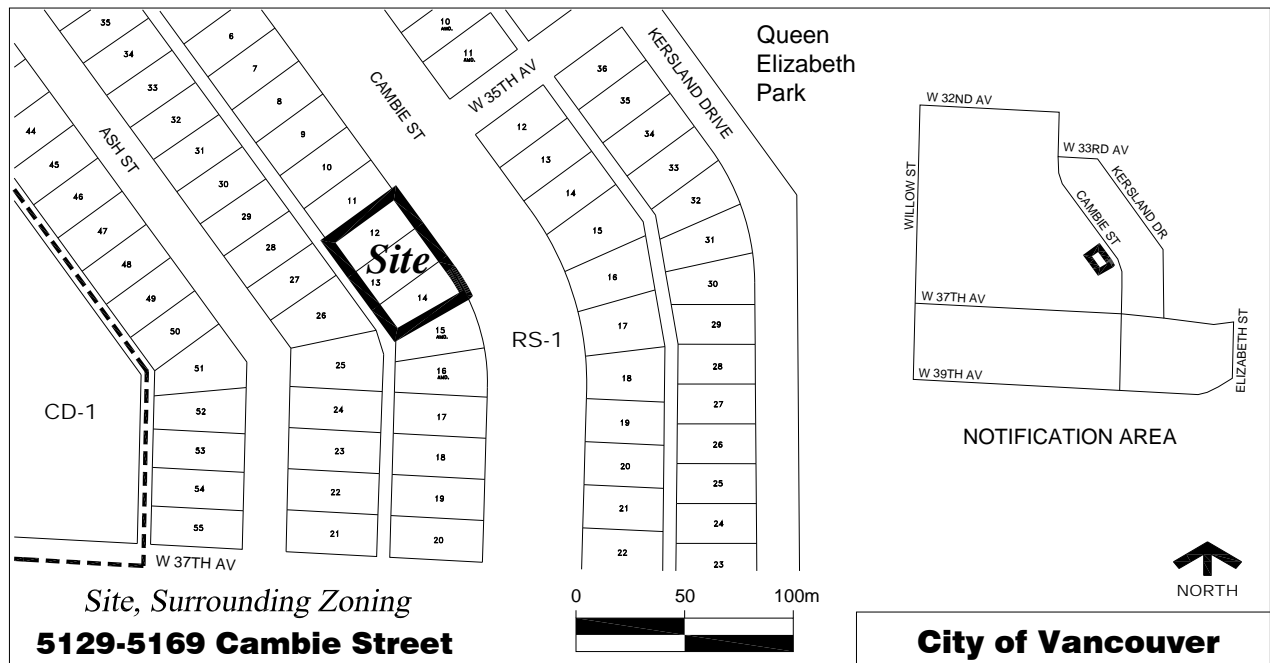
- Cambie Corridor Plan (2011)
- Community Amenity Contributions Through Rezoning (1999)
- Green Building Rezoning Policy (2010)
- Vancouver Neighbourhood Energy Strategy (2012)
- High-Density Housing for Families with Children Guidelines (1992).

REPORT

Site and Context

The 2,128 m² (22,902 sq. ft.) site is located on the west side of Cambie Street near 35th Avenue (see Figure 1). The site is comprised of three legal parcels and has approximately 59 m (193 ft.) of frontage along Cambie Street. The site is currently developed with detached houses, as are the surrounding properties to the north, south, east and west across Cambie Street. Future land uses on sites to the east and west of Cambie Street will be the subject of Phase 3 planning for the Cambie Corridor. The site is located on a major arterial within close proximity to Queen Elizabeth Park and with excellent access to transit. Transit service to the site is provided by 41st Avenue/Oakridge Canada Line station (four blocks to the south) and bus service on Cambie Street. To the south is a cross-city bike route on 37th 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 Plan. Section 4 of the Plan (the “Neighbourhoods” section) provides direction for development including neighbourhood character, public realm and urban design principles.

For this site, sub-section 4.3.3 specifically supports residential buildings up to six storeys in height. A density range of 1.75 to 2.25 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 28 of the 56 units be two-bedroom units with four units having three bedrooms, thereby achieving 57% of the total units as suitable for families. A condition of approval has been added to Appendix B to ensure this unit mix is maintained in the proposal.

Figure 2: Site Plan



Strategic Analysis

1. Proposal

This application proposes to rezone three lots located at 5129-5169 Cambie Street from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District. One six-storey residential building facing Cambie Street along with lane-fronting two-storey townhouses are proposed (see Figure 2). In total, the application proposes 56 dwelling units with one and a half levels of underground parking accessed from the rear lane.

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

The site is located roughly mid-block on the south side of Cambie Street between McGuigan Avenue and 37th Avenue. The application proposes a six-storey building facing Cambie Street and two-storey townhouses on the lane. The primary building entry is located on Cambie Street at the northwest corner of the site. Secondary entries, to ground-level units, are provided along Cambie Street. These are raised and gated, and provide access to outdoor terraces. The proposed development conforms to the height limits, form of development guidelines, and setbacks set out in the Cambie Corridor Plan (the "Plan").

The primary building facing Cambie Street is 44 m (145 ft.) in length and has end bays that are set back from the building face, framing projecting balconies at the north and south ends of the building. The three townhouse units on the lane are composed in a single and a duplex form, meeting the maximum townhouse building length of 24.4 m (80 ft.) in the Plan. Between the primary building and the townhouses, the courtyard meets the recommended 7.3 m (24 ft.) width in the Plan and extends the full length of the site.

The Urban Design Panel reviewed and supported the application on March 26, 2014 (see Appendix D). Staff conclude that the proposed form of development responds well to the character expected of this area in the Plan 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.

3. Land Use and Density

The proposed residential 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 2.41 FSR can be achieved on this site, subject to design conditions noted in Appendix B.

4. Transportation and Parking

Vehicle and bicycle parking is provided within an underground parking garage accessed by a ramp from the rear lane at the southwest corner of the site. Staff recommend that the development meet the standards set out in the Parking By-law for loading and bicycle spaces, except that a specific loading space provision is included in Appendix C to provide loading for the future residents. 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, 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® Canada for Homes Mid-rise scorecard, which generally conforms to the Green Building Rezoning Policy, indicating that the project could attain the required LEED® points and, therefore, would be eligible for a LEED® Gold rating.

Under the Cambie Corridor Plan, all new buildings must be readily connectable to a neighbourhood energy system (NES) when available and agreements are required to ensure this. In October 2012, Council adopted the *Vancouver Neighbourhood Energy Strategy* which identified the Cambie Corridor as a target area for NES development. Conditions of rezoning in Appendix B provide for NES compatibility and future connection.

The Cambie Corridor Plan also requires a deconstruction plan for diverting demolition waste. A condition of rezoning in Appendix B requires a deconstruction plan 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

Public Notification – The City of Vancouver Rezoning Centre webpage included notification and application information as well as an online comment form. A rezoning information sign was also posted on the site. A total of 270 notifications were distributed within the neighbouring area on or about February 17, 2014. A community open house was held on March 3, 2014 with staff and the applicant teams present. A total of approximately 16 people attended the event.

Public Response and Comments – The City received a total of nine responses to the application, by email or comment form (four in support and five opposed).

Comments with concerns regarding the application were as follows:

- Concern regarding traffic congestion and parking issues.
- Concern that the proposal is too dense based on the density range for this area in the Cambie Corridor Plan.
- Concern about construction impacts in aggregate with all of the other construction along the Cambie Corridor.

Comments in support included:

- Support for higher density to support the construction of a 33rd Avenue Canada Line Station.
- Support for revitalization and activation of Cambie Street and the rear lane.

One general concern for many neighbours, particularly those residing west of the site, is the timing and uncertainty for Cambie Corridor Plan Phase 3 work. It is noted that the next stage of planning work for the Cambie Corridor, which will establish form and density for the lands located within the Phase 3 area, has now commenced.

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 \$699,815 is anticipated. DCLs are payable at building permit issuance and are subject to an annual inflationary adjustment which takes place on September 30 of each year.

Public Art Program — The Public Art Program requires all new rezoned developments having a floor area of 9,290 m² (100,000 sq. ft.) or greater to commission public art or provide cash in lieu. As the proposed floor area is below the minimum threshold set out in the policy, no public art contribution will arise from this application.

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 CAC 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.

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 (39,203 sq. ft.), has been determined to be appropriate for this application. Accordingly, this applicant has offered a CAC package of \$2,156,165, comprised of heritage density purchase and cash CAC. Real Estate Services staff recommend that this offer be accepted.

Staff recommend that the CAC be allocated to the following identified community needs:

- \$1,078,082 to the Affordable Housing Reserve to increase the City's affordable housing supply.
- \$762,466 toward the acquisition and development of a new waterfront park and/or trail near the Fraser River which was identified as a priority as part of the Cambie Corridor Plan. Once complete, the new park and trail would serve residents and employees who work and/or live within or near the Cambie Corridor Plan area.
- \$100,000 toward cycling and pedestrian improvements on the west side of Willow Street, adjacent to Eric Hamber Secondary School.
- \$215,617 towards the purchase of heritage density from the Heritage Amenity Bank. On September 25, 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 \$215,617 — equivalent to approximately 308 m² (3,317 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 valued at \$2,156,165, comprised of:

In-kind CAC

- Purchase and transfer of approximately 308 m² (3,317 sq. ft.) of heritage density valued at \$215,617

Cash CAC to be allocated as follows

- \$1,078,082 to the Affordable Housing Reserve to advance housing objectives offsite
- \$762,466 toward the acquisition and development of a new waterfront park and/or trail near the Fraser River
- \$100,000 toward cycling and pedestrian improvements

Approval and timing of specific projects which will be the community benefits from this development will be brought forward as part of the Capital Plan and Budget processes.

The Citywide DCL District rate applies to this site and it is anticipated that the project will generate approximately \$699,815 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.

* * * * *

5129-5169 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 space ratio must assume that the site consists of 2,128 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 2.41.
- 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 sundecks 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 21.0 m.

Horizontal Angle of Daylight

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

- 6.4 If:
- (a) the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council; and
 - (b) the minimum distance of the unobstructed view is not less than 3.7 m,
- the Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement.
- 6.5 An obstruction referred to in section 6.2 means:
- (a) any part of the same building including permitted projections; or
 - (b) the largest building permitted under the zoning on any site adjoining CD-1 ().
- 6.6 A habitable room referred to in section 6.1 does not include:
- (a) a bathroom; or
 - (b) a kitchen whose floor area is the lesser of:
 - (i) 10% or less of the total floor area of the dwelling unit, or
 - (ii) 9.3 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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5129-5169 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 Shift Architecture Inc. and stamped "Received City Planning Department, February 12, 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:

Design Development

- 1. Design development to improve the interface of the proposal to the adjacent proposed right-of-way (ROW) to the north of the subject site. Emphasize the building orientation to the proposed ROW as per the front yard design shown along Cambie Street. Consider secondary, ground oriented unit entries off the ROW or an expression similar to the townhouses at the building base.
- 2. Design development to emphasize the northern and southern building corners (fronting onto Cambie Street) and their visibility traveling along the street. At the north, consideration should be given to wrap the stone frame around the corner integrating balconies, lobby entry, amenity room and water element into a stronger, more holistic expression.
- 3. Design development to reduce the perceived length of the duplexed townhouses along the lane.
- 4. Design development to improve the juxtaposition of materials and colour. A design strategy implementing a simplified complementary colour palette would assist in presenting a more cohesive building form.
- 5. 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 setbacks may be increased through the design development process.

- 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 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)

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

Sustainability

9. Provision of a Deconstructed Building Material Recycling and Reuse Plan, for demolition of existing buildings on site, to recycle/reuse at least 75% of demolition waste (excluding materials banned from disposal).

Note to Applicant: The Deconstructed Building Material Recycling and Reuse Plan should be provided at the time of development permit application.

10. Identification on the plans and elevations of the built elements contributing to the building's sustainability performance in achieving Gold certification under LEED® for Homes Midrise with a minimum of nine optimize energy points, 1 water efficiency point and 1 storm water point or surface water management point.

Note to Applicant: Provide a LEED® Canada for Homes 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. Both checklist and description should be incorporated into the drawing set and significant LEED® features detailed on the plans. Registration and application for certification of the project are also required under the policy.

11. The heating and domestic hot water system for buildings within the development shall be designed to be easily connectable and compatible with a

future City-designated Neighbourhood Energy System to supply all heating and domestic hot water requirements. Design provisions related to Neighbourhood Energy compatibility must be to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: The applicant shall refer to the *Neighbourhood Energy Connectivity Standards - Design Guidelines* for general design requirements related to Neighbourhood Energy compatibility. The applicant is also encouraged to work closely with City staff during mechanical design to ensure compatibility with a neighbourhood-scale system. A declaration signed by the registered professional of record certifying that the Neighbourhood Energy connectivity requirements have been satisfied will be required as a pre-condition to building permit.

12. Building-scale space heating and ventilation make-up air shall be provided by hydronic systems without electric resistance heat, distributed heat generating equipment, including gas fired make-up air heaters or heat producing fireplaces, unless otherwise approved by the General Manager of Engineering Services.
13. Detailed design of the building HVAC and mechanical heating system must be to the satisfaction of the General Manager of Engineering Services.

Landscape

14. Design development to locate the site utilities and vents on private property and integrated discreetly into the building, avoiding landscaped and common areas.
15. Provision of high efficiency irrigation for all planted areas and hose bibs for all patios and common areas greater than 100 sq. ft.
16. Design development for grades, retaining walls, walkways and structural elements, such as underground parking, designed to provide maximum plant growing depth (exceed BCLNA Landscape Standard).

Note to Applicant: Public and private trees should be planted at grade and not placed in above grade planters to achieve soil depth. Variations in the slab may be required in combination with appropriate growing medium. In the horizontal plane, soils should be contiguous, wherever possible. To accommodate trees in planters near property lines, the underground parking to angle downward at the corner (1 m across and 1.2 m downward).

17. Design development to resolve any conflict with neighbour trees and vegetation in proximity to proposed excavation:

Note to Applicant: There may be trees and plants that are either owned or co-owned by neighbors that could be affected by proposed excavation near the property line. All neighbor and co-owned trees should be safely retained with

the necessary arborist services and/or design development; or, submit a tree permit application to remove/replace the trees accompanied by owner(s) consent in writing.

18. At time of development permit application:

- (i) Provision of a detailed Landscape Plan illustrating common and botanical name, size and quantity of all existing/ proposed plant material.

Note to Applicant: plant material should be clearly illustrated on the Landscape Plan and keyed to the Plant List. The landscape plan should include all exterior hard and soft surface elements (site furniture, gates, fences, surfaces, screens, walls), the public realm treatment (to the curb) and all existing or proposed street trees, adjoining landscaping/ grades and public utilities such as lamp posts, hydro poles, fire hydrants.

- (ii) Provision of a Tree Plan.

Note to Applicant: provide a tree plan that is separate from the landscape plan and consistent with the survey and arborist report. The scaled plan should be accurate and clearly illustrate all trees to be removed and retained, including offsite trees and any tree protection barriers. An arborist report addendum may be necessary for offsite trees and vegetation. Tree replacements can be shown on the proposed phased landscape planting plans.

- (iii) Provision of an arborist report for all private property trees illustrated on the legal survey.

- (iv) Provision of large scale landscape sections [typical] through planted areas, including the slab-patio-planter relationship, the lane interface, common areas and upper levels;

Note to Applicant: the sections should include the planter materials, tree stem, canopy and root ball.

19. Provision of new street trees, where applicable, to be provided adjacent to the development site, to be shown on the development permit plans and confirmed prior to the issuance of the building permit.

Note to Applicant: Contact Eileen Curran, Streets Engineering at 604.871.6131 to confirm tree planting locations and Park Board at 604.257.8587 for tree species selection and planting requirements. Provide a notation on the plan as follows, "*Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches in depth.*"

Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion".

Engineering

20. Clarification of garbage pickup operations. Please provide written confirmation that a waste hauler can access and pickup from the location shown.

Note to Applicant: pickup operations should not rely on bins being stored on the street or lane for pickup; bins are to be returned to storage areas immediately after emptying.

21. Consideration for the relocation of the existing southbound bus stop at the site's frontage. If applicant so chooses, the applicant may, at 100% developer's cost, relocate the existing southbound bus stop up to 7 m to the south. The works may include but are not limited to the relocation of the bus shelter, concrete passenger landing area, traffic signs and a small tree.
22. Provision of the following notes on the landscape plan:
- (i) "Sidewalks are to be reconstructed from curb to property line fully at the applicant's expense."
 - (ii) "A landscape plan is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Please contact Frank Battista at 604.873.7317 or Kevin Cavell at 604.873.7773 for details."
23. Compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services.

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

- (i) Provision of design elevations on both sides of the parking ramp at all break points and notation of the length of ramp at the specified slope.
- (ii) Provision of measures to improve visibility of oncoming traffic on the main parking ramp.

Note to Applicant: The wall adjacent to parking space 25 and the main parking ramp obstructs visibility of vehicles on the parking ramp. Provision of a convex mirror located in the corner of the parking ramp will help improve this.

- (iii) Confirmation that the vertical bicycle spaces are located against a wall.

Note to Applicant: The existing plan shows the vertical space placed perpendicular to a horizontal space.

Housing Policy

24. That the proposed unit mix including 28 two-bedroom units and four three-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. Consolidation of Lots 12, 13, & 14, Block 839, DL 526, Plan 8513 to create a single parcel.
2. 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.
 - (i) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project. Upgrading of the existing sanitary and storm sewers on Cambie Street is required as the existing main is not adequate for the project. Work is estimated at \$400,000 in 2014 dollars. Necessary arrangements, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services are required to secure payment for the upgrading. The developer is responsible for 100% of any sewer system upgrading.
 - (ii) Provision of minimum 2.1m wide concrete sidewalk on Cambie Street.
 - (iii) Provision of Traffic Regulation Signage in lane west of Cambie Street, subject to resident consultation.
 - (iv) Provision of new street trees adjacent the site where space permits.

- (v) 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.
- 3. 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) 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 underground services.

Sustainability

- 4. 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 other than conventional

electricity and natural gas services, unless otherwise approved by the General Manager of Engineering Services.

Soils

5. 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

6. Secure the purchase and transfer of 308 m² (3,317 sq. ft.) of heritage density (which has a value of \$215,617) 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, 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 of the CD-1 By-law together with receipt(s) for heritage density purchase, including the amount, sale price, and total cost of the heritage density.

Community Amenity Contribution (CAC)

7. Pay to the City the Community Amenity Contribution of \$1,940,548 which the applicant has offered to the City. Payment is to be made prior to enactment of the CD-1 By-law, at no cost to the City and on terms and conditions satisfactory to the Director of Legal Services. The CAC is allocated as follows:
 - (i) \$1,078,082 to the Affordable Housing Reserve.
 - (ii) \$762,466 toward development of a new waterfront park and/or trail near the Fraser River.
 - (iii) \$100,000 to cycling and pedestrian improvements on the west side of Willow Street, adjacent to Eric Hamber Secondary School.

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.

* * * * *

5129-5169 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:

- Class A loading spaces are required at a rate of 0.01 spaces per dwelling unit up to and including 300 units.

DRAFT AMENDMENTS TO THE SUBDIVISION BY-LAW NO. 5208

A consequential amendment is required to delete Lots 12 to 14, Block 839, District Lot 526, Plan 8513; PIDs 010-086-773, 010-886-781 and 010-086-790 respectively, from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

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5129-5169 Cambie Street
ADDITIONAL INFORMATION

Urban Design Panel (March 26, 2014)

EVALUATION: SUPPORT (6-3)

- **Introduction:** Michelle McGuire, Rezoning Planner, introduced the proposal for a rezoning application on a site comprising of three parcels on Cambie Street at West 35th Avenue. The proposal is being considered under the Cambie Corridor Plan which contemplates residential buildings in the area up to 6-storeys. She noted that directly to the north is an existing rezoning application that was before the Panel for a 10 parcel assembly with three 6-storey buildings and a 50 foot right-of-way that will ultimately be used for vehicles, bicycles and pedestrians. To the west and east of Cambie Street are single-family properties that will be included in Phase 3 of the Cambie Corridor Plan. There is an existing Canada Line Station at West 41st Avenue with a future station to be located at West 33rd Avenue. The rezoning application proposes to rezone the site from RS-1 to CD-1 to allow development of one 6-storey residential building and 2-storey townhouses along the lane over two levels of shared underground parking. The proposal includes 56 residential units and parking for 71 vehicles.

Allan Moorey, Development Planner, further described the proposal noting that it is a mid-block site on the west side of Cambie Street. There is a right-of-way and pedestrian roadway link along the north property line. The underground parking is accessed from the lane and the main entry to the building is off Cambie Street with a secondary entry on the north side of the building. Children's play will be provided in the mews to meet the spirit of the High-Density Housing for Families and Children Guidelines.

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

- Does the composed materiality of the elevations reduce the perceived length of the north and south facades at 145'0" and would the Panel support additional length beyond the guidelines recommended 150' to allow design development aimed at integrating the balconies at the east/west ends of the building?
- Does the west elevation sufficiently respond in orientation to the proposed right-of-way and future public realm along the west property line?
- Does the Panel support the proposed height, massing, density and form of development?

Ms. McGuire and Mr. Moorey took questions from the Panel.

- **Applicant's Introductory Comments:** Cam Halkier, Architect, further described the proposal and mentioned that they have added additional glazing and a water feature at the northeast corner and tried to tie the top of the building down to the bottom with the use of colour and paneling. There is a glazed entry canopy and an amenity room off the lobby. A series of landscaped walls are along the front that helps divide the public/private realm as well as helping with grade separation. Parking is located off the lane and the townhouses have been divided into a single and duplex unit. The courtyard has a separation in elevation enhanced with plantings. Mr. Halkier described the colour and material palette.

David Stoyko, Landscape Architect, described the landscaping plans and mentioned how they focused on how the spaces relate to Cambie Street and the lane. On Cambie Street they wanted to create a little vertical separation for the patios. There is also a lot of focus on the entry that allows for a water feature and detailing to bring the building out. In the centre is a narrow courtyard that is stepped down due to the grade across the site. They wanted to accentuate the grade change to keep the patios more private and also allowing for an outdoor amenity space. The lane will be greened to make it a more public space.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Design development to improve the perceived length of the building;
 - Design development to improve entrance;
 - Design development to improve the material change;
 - Design development to improve the northeast corner;
 - Design development to improve the density in the townhouses;
 - Consider improving the colour palette.

- **Related Commentary:** The Panel supported the proposal.

The Panel supported the height, massing, density and form of development. Most of the Panel supported the 150 foot length of the building but felt there was an abrupt material change that needed to be improved. As well a number of Panel members thought the expression didn't do anything to break up the monotony of expression and perceived length of the building. They thought the entrance was lost in the elevation and that the massing could transition better on the lane to the single family homes.

Some Panel members thought the northeast corner needed some serious reconsideration on how it opened up and looks diagonally from the street. One Panel member suggested wrapping a water feature to the new street to the north to create a more significant architectural element. A couple of Panel members thought there was a problem with density in the townhouses and especially the duplex townhouse which they thought was too long and unrelenting on the lane elevation.

A couple of Panel members thought the materiality was confusing and suggested using more granite to articulate the mass. As well they thought the colour palette was a little too dark with the use of black mullions and balcony railings making the expression too busy. They thought the material and colour palette was not mitigating either the perceived length of the building or the height. One Panel member suggested composing the top two floors differently so that the windows are paired making for a more pleasing expression.

The Panel liked the unit mix noting there are a great number of two and three bedroom units.

The Panel supported the landscape plans and liked the addition of trees in the lane but were concerned that the four foot setback was not sufficient enough to support the trees.

They liked the layout of the courtyard and the way the grade separated patios were set out. One Panel member thought that given the street edge, the landscape should be adjusted to accommodate the stepping in the façade. Another Panel member suggested having the children's play space next to the amenity room rather than a suite.

- **Applicant's Response:** Mr. Halkier said he thought the Panel provided some good feedback. He said they could make some moves to improve the northeast corner.

5129-5169 Cambie Street
FORM OF DEVELOPMENT

Site Plan



Rendering



View along Cambie Street from the south

Elevations



East Elevation (Cambie Street)



West Elevation (Lane)



West Townhouse Elevation (Lane)

Elevations

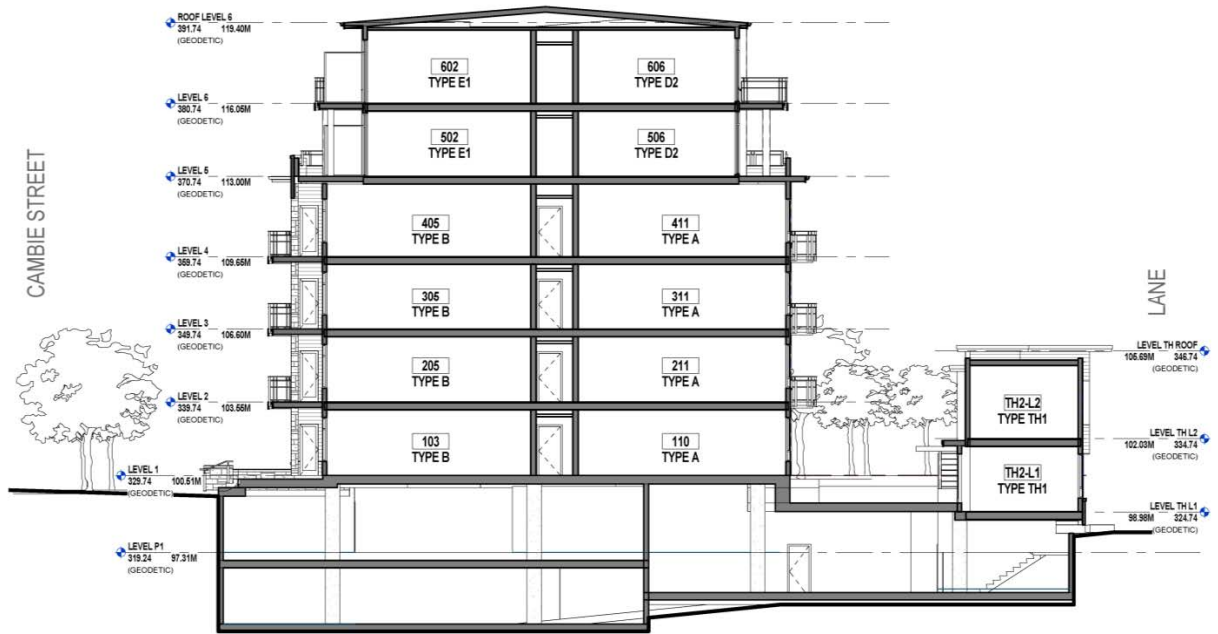


North Elevation



South Elevation

Sections



East/West Section



North/South Section

5129-5169 Cambie Street
PUBLIC BENEFITS SUMMARY

Project Summary:

Residential development with one six-storey apartment building and two-storey townhouses facing the rear lane, containing a total of 56 dwelling units.

Public Benefit Summary:

The project would generate a DCL payment and a CAC to be allocated to the affordable housing reserve, cycling and pedestrian improvements along Willow Street adjacent to Eric Hamber Secondary School, heritage amenity, and a new waterfront park and/or trail near the Fraser River serving the Cambie Corridor Plan area.

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 2,128 m ² / 22,902 sq. ft.)	0.70	2.41
Floor Area (sq. ft.)	16,031	55,234
Land Use	One-family Dwelling	Multiple Dwelling

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide)	47,292	699,815
	DCL (other)		
	Public Art		
	20% Social Housing		
Offered (Community Amenity Contribution)	Childcare Facilities		
	Cultural Facilities		
	Green Transportation/Public Realm		\$100,000
	Heritage (transfer of density receiver site)		215,617
	Affordable Housing		1,078,082
	Parks and Public Spaces		762,466
	Social/Community Facilities		
	Unallocated		
Other			
TOTAL VALUE OF PUBLIC BENEFITS		47,292	2,855,980

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%).

5129-5169 Cambie Street
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Address	5129-5169 Cambie Street
Legal Descriptions	Lots 12 to 14, Block 839, District Lot 526, Plan 8513; PIDs 010-086-773, 010-886-781 and 010-086-790 respectively
Developer	Intracorp Project Ltd.
Architect	Shift Architecture Inc.
Property Owners	Su-Fen Hsieh (Lot 12); Ann Caroline Warrender (Lot 13); Henny Futama, Francis Futama, and Angela Foo Lee (Lot 14)

Development Statistics

	Development Permitted Under Existing Zoning	Proposed Development
ZONING	RS-1	CD-1
SITE AREA	2,128 m ² (22,902 sq. ft.)	2,128 m ² (22,902 sq. ft.)
USES	One-family Dwelling	Multiple Dwelling
FLOOR AREA	1,489 m ² (16,031 sq. ft.)	5,131 m ² (55,234 sq. ft.)
Floor Space Ratio (FSR)	0.70 FSR	2.41 FSR
HEIGHT	10.7 m (35 ft.)	21.0 m (69 ft.)
PARKING, LOADING AND BICYCLE SPACES	as per Parking By-law	as per Parking By-law