



POLICY REPORT  
DEVELOPMENT AND BUILDING

Report Date: June 5, 2014  
Contact: Kent Munro  
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RTS No.: 10647  
VanRIMS No.: 08-2000-20  
Meeting Date: July 22, 2014

TO: Vancouver City Council  
FROM: General Manager of Planning and Development Services  
SUBJECT: CD-1 Rezoning - 357, 375 and 391 West King Edward Avenue

**RECOMMENDATION**

A. THAT the application by Ramsey Worden Architects, on behalf of Pennyfarthing King Edward Developments Ltd., to rezone 357, 375 and 391 West King Edward Avenue [*Lots 28 to 30, Block 662, District Lot 526, Plan 2913; PIDs 011-792-485, 013-343-432, and 011-036-915 respectively*] from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to increase the floor space ratio (FSR) from 0.70 to 1.82 and the height from 10.7 m (35.1 ft.) to 14.8 m (48.5 ft.) to permit the development of a four-storey residential building with townhouses on the lane, containing a total of 42 dwelling units, be referred to a Public Hearing, together with:

- (i) plans prepared by Ramsey Worden Architects, received January 24, 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, 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.
- D. THAT Recommendations A to C be adopted on the following conditions:
- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
  - (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a 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 357, 375 and 391 West King Edward Avenue from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to permit the development of a four-storey residential building with two-storey townhouses at the rear, containing a total of 42 dwelling units all over one level of underground parking. The site is located within the Cambie Village neighbourhood of the Cambie Corridor Plan.

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 and other conditions outlined in Appendix B, which include a reduction in the proposed density from a floor space ratio (FSR) of 1.88 to 1.82. The design conditions would result in a reduction in the height of the building, reconfiguration and reduction in height of the townhouse units on the lane, and increased setbacks from the east and south property line. The reconfiguration and recommended reduction in scale of the laneway townhouses responds to the Built Form Guidelines in the Cambie Corridor Plan, as well as to commentary received through review of the application. The recommended reduction in the scale of the building will create an appropriate transition to the detached houses across the lane to the north of the subject site.

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:

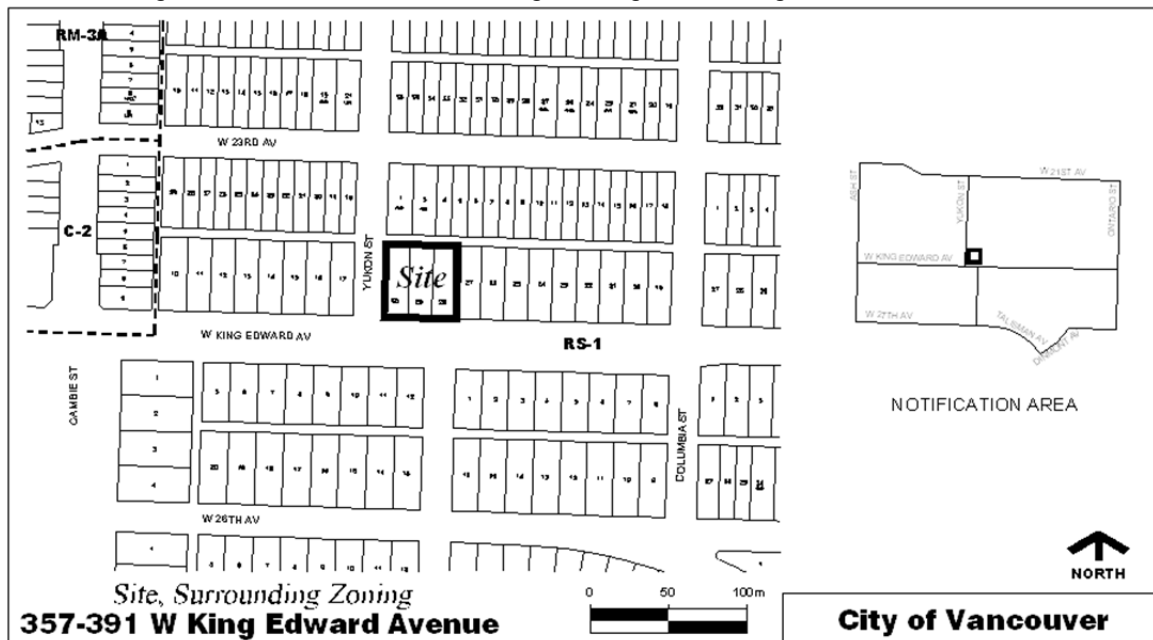
- Cambie Corridor Plan (2011)
- Community Amenity Contributions Through Rezoning (1999, last amended 2014)
- Green Buildings Policy for Rezoning (2009, last amended 2014)
- Vancouver Neighbourhood Energy Strategy (2012)
- High-Density Housing for Families with Children Guidelines (1992).

**REPORT**

**1. Site and Context**

The 2,132.7 m<sup>2</sup> (22,956 sq. ft.) site is located on the northeast corner of King Edward Avenue and Yukon Street (see Figure 1). It is comprised of three legal parcels and has 45.7 m (150 ft.) of frontage along King Edward Avenue. The site is currently developed with detached houses, as are the properties to the north, east, south across King Edward Avenue and west across Yukon Street. Redevelopment in accordance with the approved Cambie Corridor Plan is anticipated for this site and the surrounding sites on King Edward Avenue. Future land uses on sites to the north will be the subject of Phase 3 planning for the Cambie Corridor. Transit service in the area is provided by the King Edward Canada Line Station (one block to the west) and bus routes on both Cambie Street and King Edward Avenue. Directly adjacent to the site is a major north-south bike route on Yukon Street.

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



## 2. Policy Context

On May 9, 2011, Council adopted Phase 2 of the Cambie Corridor Plan (the "Plan"). The subject site is within the "Cambie Village" 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 4.2.4 specifically supports residential buildings up to four storeys in height. A density range of 1.25 to 1.75 FSR is suggested, but is not a maximum. Supportable density is to be determined by analysis of site-specific urban design and public realm performance.

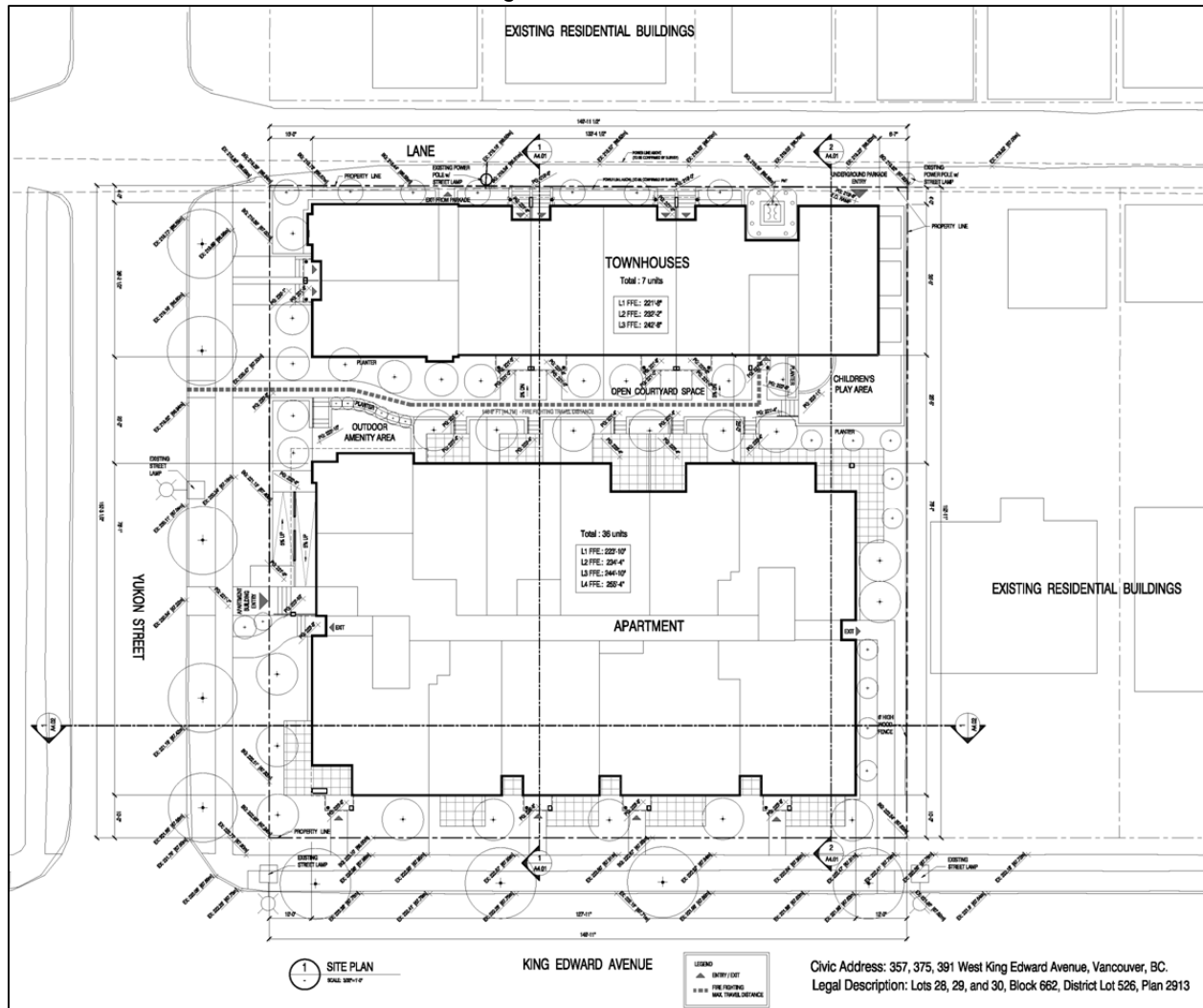
The housing strategy of the Plan also calls for 25% of the units to be suitable for families (with two bedrooms or more). The current application proposes that 28 of the 43 units be two-bedroom units with one unit having three bedrooms. Recommended changes, and commensurate reduction in density, are expected to reduce the total number of units from 43 to 42. The application as recommended for Council approval would achieve 67% of the total units as suitable for families, with 27 two-bedroom units and one three-bedroom unit. A condition of approval has been added to Appendix B to ensure that this unit mix is maintained in the proposal.

### *Strategic Analysis*

#### 1. Proposal

This application proposes to rezone three lots located at 357, 375 and 391 West King Edward Avenue from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District to permit a four-storey residential building fronting on King Edward Avenue along with two-storey townhouses at the rear (see Figure 2). The application proposes 43 dwelling units with a total FSR of 1.88 and a building height of 15.4 m (50.5 ft.), over one level of underground parking accessed from the rear lane. Staff are recommending design development conditions to respond to the Built Form Guidelines in the Cambie Corridor Plan, as well as commentary received through review of the application.

Figure 2 - Site Plan



## 2. Land Use and Density

The proposed residential land use and density are generally 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 and setbacks, with a reduction in massing (detailed below), a density of 1.82 FSR is appropriate for this site, subject to design conditions noted in Appendix B.

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

A four-storey building fronting on King Edward Avenue and two-storey townhouses at the lane, all over one level of underground parking is proposed. Two of the townhouse units are oriented to Yukon Street and reinforce the transition in scale from the four-storey apartment building to the single-family context to the north.

The buildings are generally consistent with the height, form of development guidelines, and setbacks outlined in the Cambie Corridor Plan. A slight departure from the required upper level set back is made at the southwest corner of the primary building, to allow the four-storey building height to create a strong building corner element at King Edward Avenue and Yukon Street. This expression is reinforced with a sloped roof form at the corner.

The structure that includes the proposed townhouses at the lane conforms to the guidelines in terms of height, but it exceeds the recommended maximum building length of 24.3 m (80 ft.). Further, the easternmost townhouse encroaches into the 3.6 m (12 ft.) side yard setback at the second storey and roof decks have been proposed for each unit. With the exception of these issues, staff are generally supportive of the proposed massing subject to design development conditions outlined in Appendix B. Through these conditions the design of the townhouse block will be refined at the Development Permit stage so that it does not exceed the maximum building length of 24.3 m (80 ft.). The design will also be adjusted to provide a 3.6 m (12 ft.) setback from the east property line, and rooftop decks will be eliminated thereby reducing the height of the townhouse structure from 9.5 m (31.1 ft.) to 8.1 m (26.5 ft.).

The proposed internal courtyard separating the primary building from the townhouses is 7.6 m (25 ft.) deep and extends across the full width of the site to provide amenity, open space, and daylighting for the development. The proposed townhouses adhere to the rear setback requirements at the lane, allowing for an appropriate transition in scale, including landscaping. The remaining front and side yard setbacks conform to those outlined in the guidelines. The parking ramp is located adjacent to the east property line.

The Urban Design Panel reviewed and supported the application on April 23, 2014 (see Appendix D). Staff conclude that the design responds well to the expected character of the area as set forth in the Cambie Corridor Plan. Staff support the application, subject to the design development conditions noted in Appendix B, which will improve the building design through the development permit process.

#### **4. Transportation and Parking**

Vehicle and bicycle parking are provided within an underground parking garage accessed by a ramp off the rear lane at the northeast corner of the site. The application proposes 48 parking spaces and 60 bicycle storage spaces which would be provided in accordance with the Parking By-law. Engineering Services staff have 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 Buildings Policy for Rezonings (adopted by Council on July 22, 2010) requires that rezoning applications 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 has submitted a preliminary LEED® Canada for New Construction scorecard, which generally conforms to the Rezoning Policy, indicating that the project could attain the required LEED® points and, therefore, would be eligible for 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 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*

The City of Vancouver Rezoning Centre web page included a notification and application information as well as an online comment form. A rezoning information sign was posted on the site and total of 651 notification postcards were distributed within the neighbouring area on or about March 11, 2014. An open house was held on April 7, 2014 with staff and the applicant team present. Approximately 50 people attended the event and 16 comment forms and emails were received (3 in favour / 8 opposed / 5 unsure). Concerns with respect to the application focused on the proposed density of 1.88 FSR, the height of the proposed four-storey apartment building and two-storey townhouse building, privacy concerns due to the rooftop patio spaces proposed for the townhouses, and the proposed setbacks.

In response to concerns raised through the application review process, including comments from the public and the Urban Design Panel, as well as staff input and direction, the following design development conditions (Appendix B) are recommended:

- Reduction to the floor-to-floor height proposed for the four-storey apartment building, resulting in an overall height reduction from 15.4 m (50.5 ft.) to 14.8 m (48.5 ft.);
- Reduction to the extent of the roof overhang on the primary building along Yukon Street and above the level four roof deck;
- Removal of the rooftop patio spaces proposed for the townhouses at the lane, reducing the townhouse building height from 9.5 m (31 ft.) to 8.1 m (26.5 ft.);
- Provision of a consistent 3.6 m (12 ft.) setback from the east property line; and
- An increase to the setback from south property line on King Edward Avenue, from 3 m (10 ft.) to 3.6 m (12 ft.).

A more detailed public consultation summary is included in Appendix D.

### *Public Benefits*

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

**Required Public Benefits:**

**Development Cost Levies (DCLs)** – Development Cost Levies collected from development help pay for facilities made necessary by growth, including parks, childcare centres, replacement housing (social/non-profit housing) and engineering infrastructure. The site is subject to the Citywide DCL rate of \$136.38/m<sup>2</sup> (\$12.67/sq. ft.). On this basis, a DCL of approximately \$529,353 is anticipated. DCLs are payable at building permit issuance and are subject to an 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 m<sup>2</sup> (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 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.

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 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 (25,710.7 sq. ft.), has been determined to be appropriate for this application. Accordingly, this applicant has offered a total CAC package of \$1,414,090 and staff are recommending that it be allocated to the following identified community needs:

- \$707,045 (50%) to the Affordable Housing Reserve to increase the City's affordable housing supply.
- \$150,000 for traffic calming in the area east of Cambie Street between King Edward Avenue and 16th Avenue.
- \$415,636 for community facilities in or near the Cambie Corridor Plan area.
- \$141,409 towards the purchase of heritage density from the Heritage Amenity Bank. 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 citywide basis. The applicant has offered to purchase heritage amenity density with a value of \$141,409 – equivalent to approximately 202 m<sup>2</sup> (2,176 sq. ft.) of floor area. The purchase would support citywide 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 Phase 3 planning program. 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 \$1,414,090, comprised of:

#### *In-kind CAC*

- Purchase and transfer of approximately 202 m<sup>2</sup> (2,176 sq. ft.) of heritage density valued at \$141,409.

#### *Cash CAC to be allocated as follows*

- \$707,045 to the Affordable Housing Reserve to increase the City's affordable housing supply.
- \$150,000 for traffic calming in the area east of Cambie Street between King Edward Avenue and 16th Avenue.
- \$415,636 for community facilities in or near the Cambie Corridor Plan area.

Approval and timing of specific projects 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 \$529,353 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, along with the recommended conditions of approval which include a reduction in the permitted density to 1.82 FSR and height to 14.8 m (48.5 ft.), 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.

\* \* \* \* \*

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357, 375 and 391 West King Edward Avenue

**DRAFT CD-1 BY-LAW PROVISIONS**

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

**Zoning District Plan Amendment**

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

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

**Uses**

- 2.1 The description of the area shown within the heavy black outline on Schedule A is CD-1 ( ).
- 2.2 Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 ( ), and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
  - (a) Multiple Dwelling; and
  - (b) Accessory Uses customarily ancillary to the uses listed in the 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 2,132.7 m<sup>2</sup>, being the site size at the time of the application for the rezoning evidenced by this By-law, and before any dedications.
- 4.2 The floor space ratio for all uses must not exceed 1.82.
- 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 the total area of all such exclusion must not exceed 8% of the permitted floor area;
  - (b) patios and roof gardens, provided that the Director of Planning first approves the design of sunroofs and walls;
  - (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses, which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which are at or below base surface, except that the maximum exclusion for a parking space must not exceed 7.3 m in length; and
  - (d) all residential storage space above or below base surface, except that if the residential storage space above base surface exceeds 3.7 m<sup>2</sup> per dwelling unit, there will be no exclusion for any of the residential storage space above base surface for that unit.
- 4.5 Computation of floor area may exclude:
  - (a) enclosed residential balconies, provided that the Director of Planning first considers all applicable policies and guidelines adopted by Council and approves the design of any balcony enclosure, except that:
    - (i) the total area of all open and enclosed balcony or sundeck exclusions must not exceed 8% of the residential floor area being provided, and
    - (ii) no more than 50% of the excluded balcony floor area may be enclosed;
  - (b) 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 what which justified the exclusion.

### Building Height

5. Building height, measured from base surface, must not exceed 14.8 m.

### Horizontal Angle of Daylight

- 6.1 Each habitable room must have at least one window on an exterior wall of a building.
- 6.2 The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24.0 m.
- 6.3 Measurement of the plane or planes referred to in section 6.2 must be horizontally from the centre of the bottom of each window.
- 6.4 If:
- (a) the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council; and
  - (b) the minimum distance of unobstructed view is not less than 3.7 m,
- the Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement.
- 6.5 An obstruction referred to in section 6.2 means:
- (a) any part of the same building including permitted projections; or
  - (b) the largest building permitted under the zoning on any site adjoining CD-1 ( ).
- 6.6 A habitable room referred to in section 6.1 does not include:
- (a) a bathroom; or
  - (b) a kitchen whose floor area is the lesser of:
    - (i) 10% or less of the total floor area of the dwelling unit, or
    - (ii) 9.3 m<sup>2</sup>.

**Acoustics**

7. All development permit applications require evidence in the form of a report and recommendations prepared by a person trained in acoustics and current techniques of noise measurement, demonstrating that the noise levels in those portions of dwelling units listed below do not exceed the noise level set opposite such portions. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq) sound level and is defined simply as noise level in decibels.

<b>Portions of dwelling units</b>	<b>Noise levels (Decibels)</b>
Bedrooms	35
Living, dining, recreation rooms	40
Kitchen, bathrooms, hallways	45

\* \* \* \* \*

357, 375 and 391 West King Edward Avenue  
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 Ramsey Worden Architects and stamped "Received Planning and Development Services, January 24, 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 reduce the height of the proposed four-storey apartment building, maintaining a maximum floor-to-floor height of 3.05 m (10 ft.).

Note to Applicant: The above condition will reduce the height of the four-storey apartment building from 15.4 m (50.5 ft.) to 14.8 m (48.5 ft.).

2. Design development to improve the quality of the built form and the interface with the public realm including:
- (i) Building setbacks are to be consistent or greater than those proposed at rezoning stage, prior to any dedications, being at a minimum:
- 1.3 m (4 ft.) from the north property line on the lane,
  - 3.6 m (12 ft.) from the east property line,
  - 3.6 m (12 ft.) from the south property line on King Edward Avenue, and
  - 3.0 m (10 ft.) from the west property line on Yukon Street.

Note to Applicant: Proposed setbacks may be increased through the design development process.

- (ii) Animate the north elevation of the Yukon Street townhouse along the lane, with fenestration or some other appropriate means.

- (iii) Reduce the extent of roof overhang on the primary building along Yukon Street and above the Level Four roof deck.

Note to Applicant: The goal is to clarify and reinforce the building shoulder setback.

- (iv) Clarify the relationship of the pitched roof element to the grid element present on the east-west elevations at the northwest corner of the building.

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

- (v) At the entry to the courtyard, consider the introduction of a complement 'scrim' panel to that found at the building lobby.

- (vi) Bring a similar rigor of expression found in the primary building to the townhouse form and massing.

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

- 3. Design development to revise the townhouse massing along the lane to adhere to the following criteria:

- (i) Introduce a break in the proposed townhouse building to conform to the Cambie Corridor Plan guidelines, which recommend a maximum laneway townhouse frontage of 24.3 m (80 ft.).

Note to Applicant: Consider moving the parking entry to the west along the lane, to provide a break in the proposed townhouse building.

- (ii) Delete massing over the parking entry to reduce density, to improve unit livability and to enhance the quality of the children's play area.

- (iii) Maintain a 3.6 m (12 ft.) setback along the east property line.

- (iv) In response to concerns expressed by neighbours regarding overlook and with a desire for consistency in the application of the Cambie Corridor guidelines, delete rooftop access in the townhouse units.

Note to Applicant: The above condition will reduce the height of the townhouses from 9.5 m (31.1 ft.) to approximately 8.1 m (26.5 ft.).

- 4. Design development to create ground-oriented open spaces suitable for children's play with adjacent common amenity room. Refer to the *High-Density Housing for Families with Children Guidelines* for more information.

5. Provision of high quality and durable exterior finishes, as proposed in the rezoning submission, are to be carried forward and remain through the development permit process.
6. Design development to meet the *Cambie Corridor Draft Public Realm Plan* including lane, side yard and front yard treatments.

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

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

7. 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**

8. 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.

9. 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.



10. The building(s) heating and domestic hot water system 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 at the building scale. 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.

11. 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;
12. Detailed design of the building HVAC and mechanical heating system must be to the satisfaction of the General Manager of Engineering Services.

### Landscape

13. Design development to resolve grade changes near property lines using a terraced, landscape approach;

Note to Applicant: Any necessary transition to raised patios should be done by setting patio retaining walls 0.6 m (2 ft.) minimum away from the property line with planting at grade in front. Walls higher than 0.9 m (3 ft.) should be avoided. Exposed walls should have high quality surfacing and be softened with planting.

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 9.3 m<sup>2</sup> (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. Responsible resolution of any conflict with a neighbour-owned tree(s) and vegetation in proximity to proposed excavation.

Note to Applicant: there may be trees and plants that are either owned or co-owned by the adjacent neighbor 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 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 to fill in gaps in the street trees, where applicable, to be provided adjacent to the development site.

Note to Applicant: Street trees to be shown on the development permit plans and confirmed prior to the issuance of the building permit. 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*".

### Housing Policy

20. The proposed unit mix including 27 two-bedroom and one three-bedroom units are to be included in the Development Permit drawings.

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

### Engineering

21. Clarification of garbage pickup operations. Please provide written confirmation that a waste hauler can access and pick up 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.

22. Please place the following notes on the landscape plan:
- (i) "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."

### 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 28 to 30, Block 662, DL 526, Plan 2913 to create a single parcel.

Note to Applicant: Restrictive Covenants 10966M, 14807M and 16189M on title require the approval of the CPR Company for any new houses proposed and that they have a minimum dollar value. The applicant may wish to have these charges released from title as these Restrictive Covenants are no longer a requirement for redevelopment of these properties. The charges are not in favour of the City. The applicant would need to contact the Royal Trust Corporation of Canada, 155 Wellington Street West, 20th Floor, Toronto, Ontario M5V 3K7.

2. Dedication of the south 0.75 m of the site for road purposes. A subdivision application is required.
3. Provision of a Statutory Right-of-Way (SRW) along the north edge of the site (lane edge) to accommodate the installation of regulatory signs and sign poles on the site's property. The proposed regulations would limit parking and/or stopping along the edge of the lane to ensure townhouse units that face the lane are not blocked by vehicles that choose to park along the lane edge. Engineering recommends a blanket SRW agreement that would be refined at building occupancy to reflect the final locations of any regulatory signs.
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.
  - (i) Provision of new street trees adjacent the site where space permits.
  - (ii) Provision of improvements to the Yukon Street bicycle route on the east side of Yukon Street from the lane north of King Edward Avenue to King Edward Avenue and on the north side of King Edward Avenue from Yukon Street to the southerly alignment of Yukon Street including where it crosses King Edward Avenue at the median.

The improvements will consist of the following:

- a. Provision of new curb, gutter, a raised cycle track, sidewalk and treed boulevard with the following cross section: 0.15 m curb/ 2.35 m raised asphalt cycle track/ 0.15 m curb/ 1.2 m sod grass boulevard with trees/ 1.8 m concrete sidewalk with saw cut joints and a 0.3 m sod building strip.

Note: The installation of this feature will result in the removal of the on street parking.

- b. Provision of LED street lighting and LED pedestrian scale lighting.
  - c. Provision of new curb ramps and curb returns where necessary at the intersection of Yukon Street and King Edward Avenue, west of the site, crossing both Yukon Street and King Edward Avenue.
  - d. Provision of curb ramp on King Edward Avenue at the east end of the site crossing King Edward Avenue.
- (iii) Provision of a standard concrete lane entry at the lane north of King Edward Avenue on the east side of Yukon Street.
  - (iv) 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(s) 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 building(s) to the City-designed Neighbourhood Energy System.

Note to Owner: Until a City-designated Neighbourhood Energy System utility provider has been identified, the Applicant 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

7. 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

8. Secure the purchase and transfer 202 m<sup>2</sup> (2,176 sq. ft.) of heritage density (which has a value of \$141,409) 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 a bona fide market conditions demonstrate transactional evidence to the contrary.

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

### Community Amenity Contribution (CAC)

9. Pay to the City the cash component of the Community Amenity Contribution of \$1,272,681 which the applicant has offered to the City. Payment is to be made prior to enactment of the CD-1 By-law, at no cost to the City and on terms and conditions satisfactory to the Director of Legal Services, and is allocated as follows:
  - (i) \$707,045 to the Affordable Housing Reserve.
  - (ii) \$150,000 for traffic calming east of Cambie Street between King Edward Avenue and 16th Avenue.
  - (iii) \$415,636 for community facilities serving the Cambie Corridor Plan area.

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

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

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

\* \* \* \* \*

357, 375 and 391 West King Edward Avenue  
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE SUBDIVISION BY-LAW NO.5208

A consequential amendment is required to delete Lots 28 to 30, Block 662, District Lot 526, Plan 2913; PIDs 011-792-485, 013-343-432, and 011-036-915 respectively, from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

\* \* \* \* \*



357, 375 and 391 West King Edward Avenue  
ADDITIONAL INFORMATION

**URBAN DESIGN PANEL**

The Urban Design Panel reviewed this rezoning application on April 23, 2014. The application was supported 6-2.

**EVALUATION: SUPPORT (6-2)**

**Introduction:** Linda Gillan, Rezoning Planner, introduced the proposal for a site at the northwest corner of West King Edward and Yukon Street within the Cambie Village neighbourhood of the Cambie Corridor. The rezoning site includes three lots that currently have three single family houses. The application proposes to rezone the lots from RS-1 to CD-1. The application is being considered under the Cambie Corridor Plan. Under the Plan the sites may apply to rezone for residential buildings up to 4-storeys. The rezoning proposes a 4-storey building with 2-storey townhouse on the lane for a total of 43 residential units including 7 townhouses.

Allan Moorey, Development Planner, further described the proposed development located one block east of Cambie Street. The proposal includes seven 2-storey townhouses along the lane. Five of these are oriented to the lane. The two remaining front Yukon Street and reinforce the transition in scale from the primary building on King Edward to the single family residential to the north. The townhouse units provide access to roof decks which are setback from the lane. Roof deck landscaping is provided as buffer against overlook to the adjacent residential. Between the primary building and the townhouses is a mews over the length of the site opening on to Yukon Street. The primary building is setback at Level 4 creating a 3-storey shoulder, per the guidelines. The building is a full 4-storeys in height in the south-west corner and is finished with a limited area of sloping roof. The vaulted roofline along with the full height building face is intended to create a strong corner element denoting entry to the residential neighbourhood to the north. The parking entry is off the lane in the north-east corner of the site.

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

- Given the recommended 80 foot maximum outlined in the Guidelines, comments were requested on the extended length of 133 feet the townhouses present to the lane.
- Does the proposed roofline of the apartment block and whether it reinforces the clarity of the setback and contributes to the perceived building height?
- Does the Panel support the proposed height, massing, density and form of development?

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

**Applicant's Introductory Comments:** Bob Worden, Architect, further described the proposal and mentioned that Yukon Street is a quiet street and designated bicycle route so they have chosen it for the front door of the building. Mr. Worden described the architecture and noted that they have chosen a classical layered approach to the expression. They have a white

masonry base and darker brick mid storey. There are enclosed balconies on King Edward Avenue and an entry on King Edward Avenue as well as Yukon Street. The lane has the lower scale townhouses with roof top patios. The parking entrance is off the lane. The townhouses have access from the courtyard and there is a children's play area at one end of the courtyard and amenity space at the other end at the entry to the building.

Veronica Owens, LEED® Consultant, mentioned that they are including bicycle storage and an electric vehicle charging station on the site. They will also be managing storm water on the site and are targeting LEED® Gold and ASHRAE 2010.

The applicant team took questions from the Panel.

**Panel's Consensus on Key Aspects Needing Improvement:**

- Design development to improve the townhouse expression;
- Consider softening the colour palette;
- Design development to improve the residential entry;
- Consider improving the green strategy for the proposal.

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

The Panel supported the proposed height, massing, density and form of development as well as the length of the building but had some concerns with the townhouses on the lane. They felt they were the weakest portion of the project and were neither simple nor consistently articulated resulting in a confused and messy expression.

The Panel supported the material palette but wanted to see more rigour in the way the masonry was applied to the building. One Panel member noted that it was eroded down the edges of the building. Although the Panel supported the colour palette they thought it could be a little softer.

The 4th floor steps out but some Panel members thought it might be more successful if the step back was maintained. They supported the sloped roof and liked the fact that it breaks up the roof line in an unexpected way.

Some Panel members thought the residential entry off Yukon Street was not well defined. As well they wanted to see more articulation in the courtyard and a larger setback on the lane. They noted that the townhouses seemed to be slightly out of scale with the rest of the development. Several Panel members suggested removing one of the units to create a break between the blocks for more outdoor space and to improve the children's play area.

The Panel thought the amenity off the lobby worked well and thought it was a positive part of the project.

Some Panel members were disappointed with the lack of a green strategy for the project. As well they thought the passive elements did not complement the building.

**Applicant’s Response:** Mr. Worden said he thought the Panel’s comments were very thoughtful and looked forward to taking them into consideration and developing the project.

**PUBLIC CONSULTATION SUMMARY**

**Public Notification**

A rezoning information sign was installed on the site on February 5, 2014. A community open house was held on Monday, April 7, 2014. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage ([vancouver.ca/rezapps](http://vancouver.ca/rezapps)).

**April 7, 2014 Community Open House**

A community open house was held from 5:00-8:00 pm on Monday April 7, 2014, at the Edith Cavell Elementary School Gymnasium, 500 West 20th Avenue. A total of 651 notifications were distributed within the neighbouring area on or about March 11, 2014. Staff, the applicant team, and a total of approximately 50 people attended the open house.

**Public Response**

Public responses to this proposal have been submitted to the City as follows:

- In response to the April 7, 2014 open house, a total of 9 comment sheets were submitted from individuals (approximately 33% in favour/33% opposed/33% unsure/maybe).
- A total of 7 letters, e-mails, and online comment forms were submitted from individuals (approximately 0% in favour/71% opposed/29% unsure or unspecified).
- Below is a summary of all feedback (both online and from the open house) related to the proposal:

Support	Yes	No	Unsure/ Maybe
1. Do you support the proposed redevelopment of this site?	3 (19%)	8 (50%)	5 (31%)

Comments from those in **SUPPORT** of the proposal

**Traffic and Traffic Calming**

Despite expressing support, there were still concerns expressed about additional traffic generated by the proposed development. The general sentiment is that there already a lot of traffic and congestion in the area and that the proposed development would exacerbate these issues. Commenters noted that there would be a need to minimize laneway traffic through signage and traffic calming.

**Miscellaneous Comments**

- The architectural style is attractive and the building is well designed.

- There needs to be a consistent style of building along King Edward, and there should be better effort to avoid leaving behind orphaned lots.

### Comments from those OPPOSED to the proposal

#### **Traffic and Traffic Calming**

Many comments related to traffic in the area and the need for additional traffic calming measures. Concerns were particularly focused around lane access and entrance into the building for trucks and other vehicles. Most of the comments suggested the need for more traffic calming measures in an area that is already busy with traffic.

#### **Height**

Another common concern was related to the height of the proposed development. Many comments suggested that reducing the ceiling heights in the units would produce a lower form of development. Several stated that the proposed building height of 50 feet was too tall for a four-storey building. There were also some suggestions that a three-storey building with a greater number of two- or three-bedroom and family units would be more desirable. It was also suggested that the rear townhouses being only two storeys is a positive.

#### **Shadowing and Privacy**

The height also brought up concerns about shadowing and privacy. There was a feeling that the four-storey building will result in intrusive shadowing for neighbours and that the form of development exacerbates privacy concerns. There was particular mention of the rooftop decks on the townhouses as being problematic.

#### **Parking**

A fairly consistent concern was parking. The common response suggested the need to add more "on-site" parking to reduce pressure on surrounding neighbourhood streets. There were also suggestions that some parking and traffic concerns could be ameliorated by having the parking entrance come off of Yukon Street.

#### **Density**

It was commonly expressed that the FSR allowed on this project (1.88) is higher than the maximum density suggested in the Cambie Corridor Plan (1.75). To add to this, there is no clear benefit to the community in allowing this higher density. Instead the developer should at least be including more affordable family sized units.

#### **Setbacks**

A number of commenters expressed concern that setbacks and other building regulations were being ignored. There were suggestions that the proposed buildings are too close to the lane and property lines.

#### **Character**

There were a few suggestions that the size of the proposed development was too large and that it is out of proportion with the surrounding neighbourhood.

#### **Miscellaneous Comments**

- Design of the building has no visual appeal, and too boxy.

- There is a lack of greenspace in the proposal.
- There is no step back from West King Edward from the third to fourth floor.
- Townhouse height and other design features should conform with laneway housing policies since they are in fact laneway housing.

Comments from those UNCERTAIN or UNSPECIFIED about the proposal

**Traffic and Parking**

Commenters expressed concerns about increased traffic in the area. There was most notable a concern over safety. Concerns also extended to issues about parking and the perceived shortage of parking spaces on site.

**Height**

Commenters stated that four storeys was excessive for the area and the height could be reduced. The townhouses at the rear also need to be reduced in height.

**Miscellaneous Comments**

- Glad to see landscaping w/trees and balcony green space in the design.
- Concern about garbage pickup and loading trucks slowing down traffic.
- Sun exposure and privacy in the development and around neighbouring properties will be affected by the height of these buildings.

\* \* \* \* \*

357, 375 and 391 West King Edward Avenue  
FORM OF DEVELOPMENT

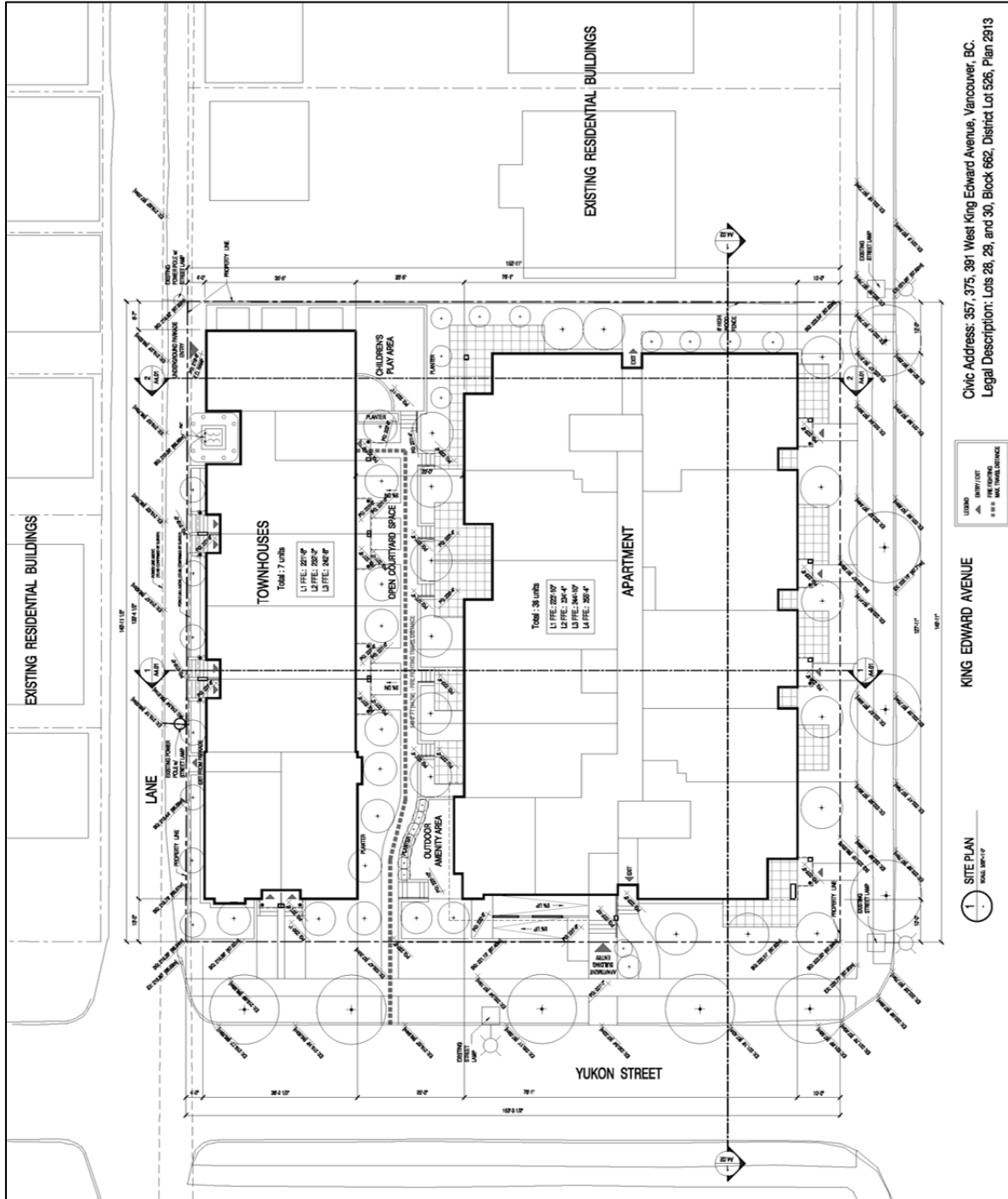


Figure 1: Site Plan

Civic Address: 357, 375, 391 West King Edward Avenue, Vancouver, BC.  
Legal Description: Lots 28, 29, and 30, Block 662, District Lot 526, Plan 2913

LANDSCAPE ARCHITECT  
1111 14TH AVENUE  
VANCOUVER, BC V6M 1Y1

KING EDWARD AVENUE

SITE PLAN  
SCALE 1/8" = 1'-0"

ELEVATIONS

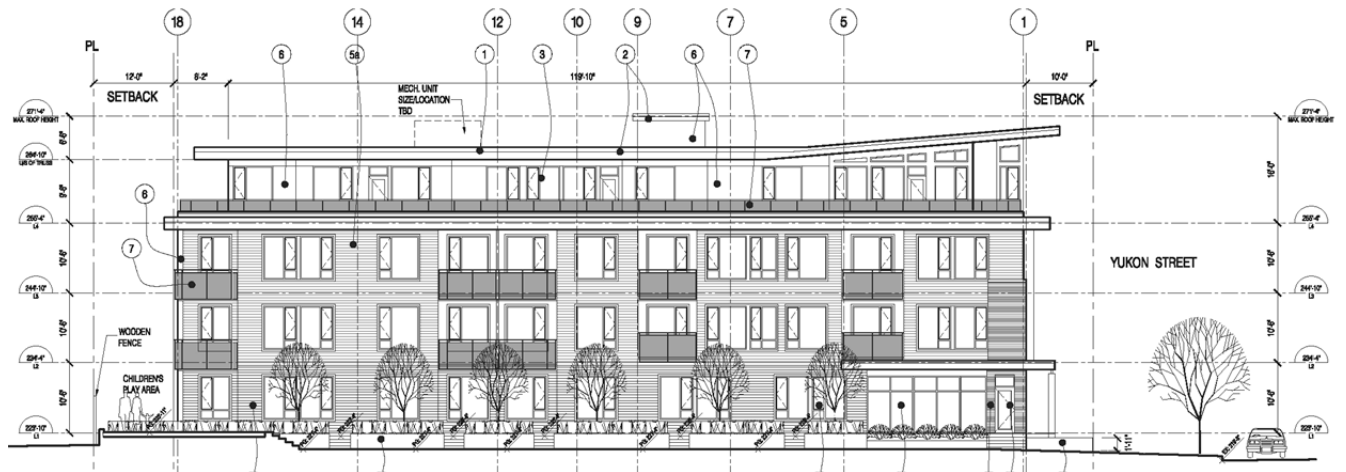


Figure 2: South Elevation (King Edward Avenue)

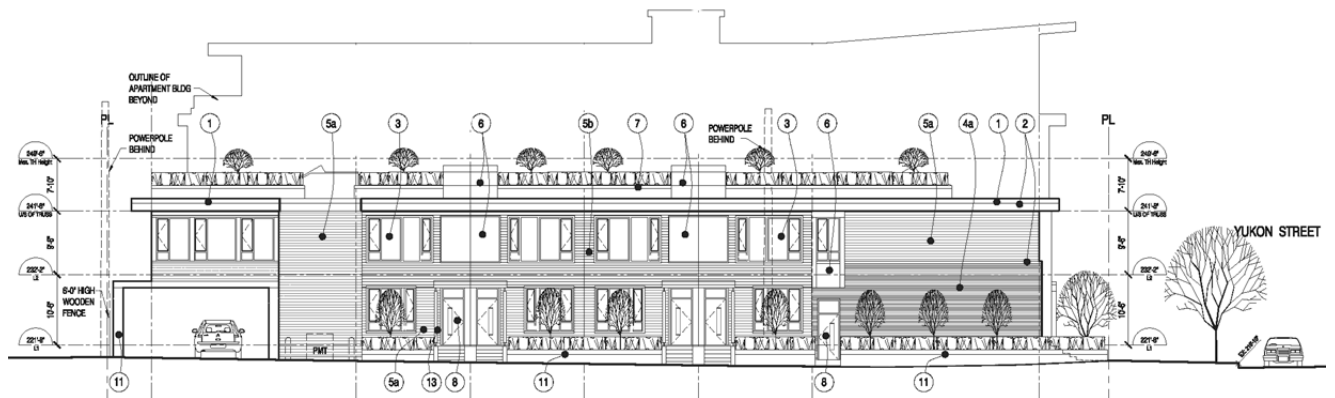


Figure 3: North Elevation (Lane)

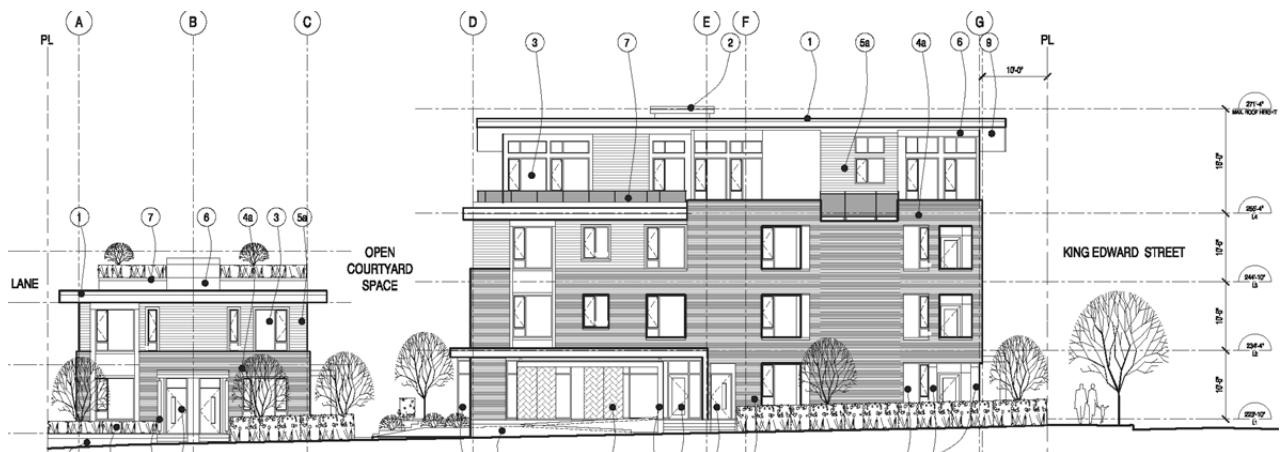


Figure 4: West Elevation (Yukon Street)

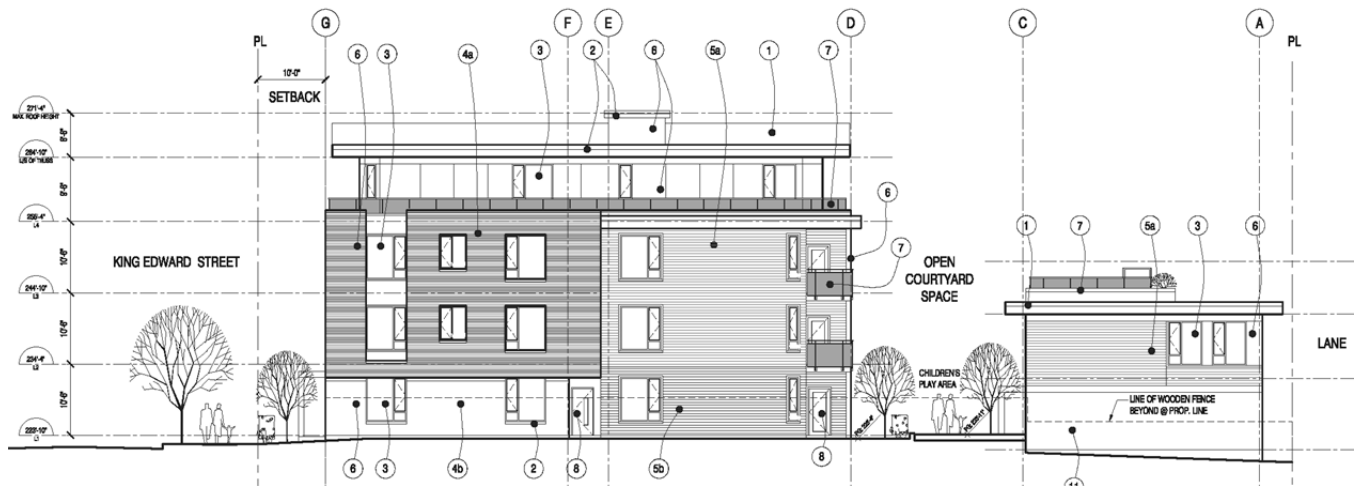


Figure 5: East Elevation (East Property Line)



357, 375 and 391 West King Edward Avenue  
PUBLIC BENEFITS SUMMARY

**Project Summary:**

A four-storey residential development, with two-storey townhouses at the rear, containing a total of 42 dwelling units.

**Public Benefit Summary:**

The project would generate DCLs and a CAC offering to be allocated toward the affordable housing fund, park acquisition and improvements, heritage amenity, and community facilities in the Cambie Corridor area.

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 2,132.7 m <sup>2</sup> / 22,956 sq. ft.)	0.7	1.82
Buildable Floor Space (sq. ft.)	16,069	41,780
Land Use	Single-family residential	Multi-family residential

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (Citywide)	47,404	529,353
	Public Art		
	20% Social Housing		
Offered (Community Amenity Contribution)	Childcare Facilities		
	Cultural Facilities		
	Green Transportation/Public Realm		150,000
	Heritage (transfer of density receiver site)		141,409
	Affordable Housing		707,045
	Parks and Public Spaces		
	Social/Community Facilities		415,636
	Unallocated		
Other			
<b>TOTAL VALUE OF PUBLIC BENEFITS</b>		<b>47,404</b>	<b>1,943,443</b>

**Other Benefits (non-quantified components)**

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

357, 375 and 391 West King Edward Avenue  
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Address	357, 375 and 391 West King Edward Avenue
Legal Descriptions	Lots 28 to 30, Block 662, District Lot 526, Plan 2913; PIDs 011-792-485, 013-343-432, and 011-036-915 respectively
Developer	Pennyfarthing King Edward Developments Ltd.
Architect	Ramsey Worden Architects
Property Owners	Pennyfarthing King Edward Developments Ltd.

Development Statistics

	Development Permitted Under Existing Zoning	Proposed Development
ZONING	RS-1	CD-1
SITE AREA	2,132.7 m <sup>2</sup> (22,956 sq. ft.)	2,132.7 m <sup>2</sup> (22,956 sq. ft.)
USES	Single Detached Dwelling	Multiple Dwelling
FLOOR AREA	1,492.9 m <sup>2</sup> (16,069 sq. ft.)	3,881.5 m <sup>2</sup> (41,780 sq. ft.)
FLOOR SPACE RATIO (FSR)	0.70 FSR	1.82 FSR
HEIGHT	10.7 m (35.1 ft.)	14.8 m (48.5 ft.)
PARKING, LOADING AND BICYCLE SPACES	As per Parking By-law	As per Parking By-law