



POLICY REPORT  
DEVELOPMENT AND BUILDING

Report Date: October 31, 2017  
Contact: Susan Haid  
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RTS No.: 12238  
VanRIMS No.: 08-2000-20  
Meeting Date: November 14, 2017

TO: Vancouver City Council  
FROM: General Manager of Planning, Urban Design and Sustainability  
SUBJECT: CD-1 Rezoning: 4238-4262 Cambie Street

**RECOMMENDATION**

- A. THAT the application by Arno Matis Architecture on behalf of Create Properties Ltd, the registered owner, to rezone 4238-4262 Cambie Street [*Lots 2-3, Block 701, District Lot 526, Plan 6539; PIDs 010-872-701 and 010-872-710 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 2.75 and the height from 10.7 (35 ft.) to 19.5 m (64 ft.) to permit the development of a six-storey residential building, containing approximately 56 dwelling units including five townhomes, be referred to a Public Hearing together with:
- (i) plans prepared by Arno Matis Architecture, received October 21, 2016;
  - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
  - (iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the conditions contained in Appendix B;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary CD-1 By-law generally in accordance with Appendix A for consideration at Public Hearing.

- B. THAT, subject to enactment of the CD-1 By-law, the Subdivision By-law be amended generally as set out in Appendix C;

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Subdivision By-law at the time of enactment of the CD-1 By-law.

- C. THAT, subject to enactment of the CD-1 By-law, the Parking By-law be amended to include this CD-1 and to provide parking regulations generally as set out in Appendix C;

FURTHER THAT the Director of Legal Services be instructed to bring forward necessary amendments to the Parking By-law at the time of enactment of the CD-1 By-law.

- D. THAT Recommendations A through C are 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 and 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 by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the sole 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 two lots located at 4238-4262 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, containing approximately 56 dwelling units including five townhome units, over two levels of underground parking. The site is located within the Queen Elizabeth Neighbourhood of the *Cambie Corridor Plan* (CCP).

Staff assessment of the application concludes that it largely meets the intent of the CCP, with some design modifications required to comply with built form guidelines. Staff support the application, subject to design development and other conditions outlined in Appendix B.

Staff recommend that the application be referred to Public Hearing, together with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it, subject to Public Hearing, and subject to the conditions in Appendix B.

### **COUNCIL AUTHORITY/PREVIOUS DECISIONS**

Relevant Council policies for this site include:

- Cambie Corridor Plan (2011)
- Green Buildings Policy for Rezonings (2010, last amended 2017)
- Community Amenity Contributions Through Rezonings (1999, last amended 2016)
- Riley Park/South Cambie Community Vision (2005)
- High-Density Housing for Families with Children Guidelines (1992)

- Family Room: Housing Mix Policy for Rezoning Projects (2015)
- Greenest City Action Plan (2012, last amended 2016)
- Renewable City Strategy (2015)
- Urban Forest Strategy (2014)

**REPORT**

**Background/Context**

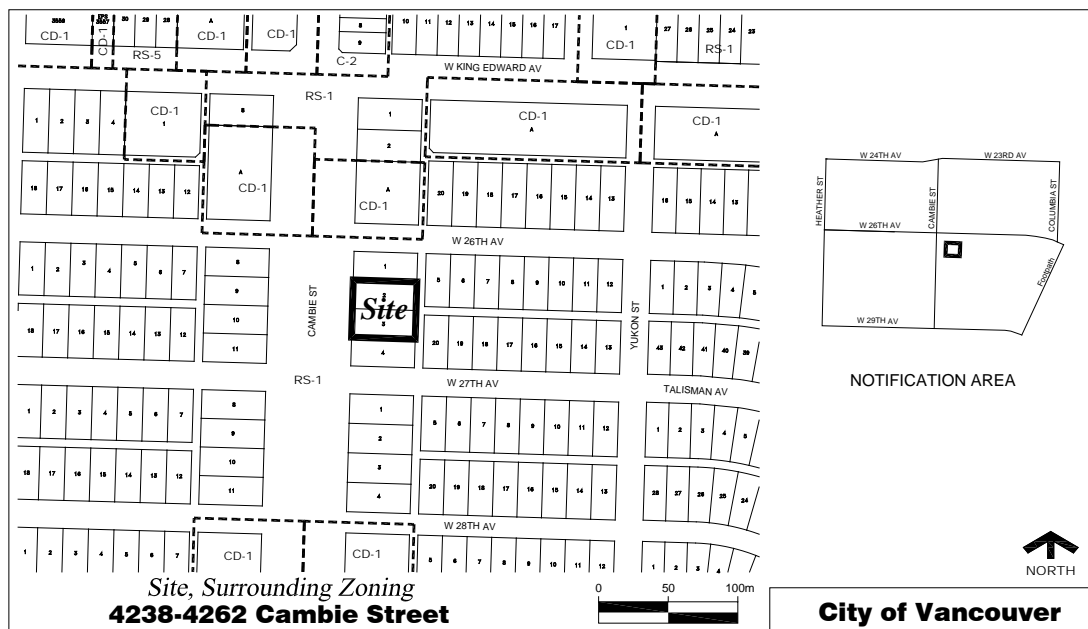
**1. Site and Context**

This 1,881 sq. m (20,247 sq. ft.) site is located on the east side of Cambie Street, between 26th Avenue and 27th Avenue (see Figure 1). The site has 40.8 m (134 ft.) of frontage along Cambie Street and a site depth of 45.7 m (150 ft.) with a lane along the east side (back) of the property. Both parcels currently contain a single-family dwelling.

The subject site is located one block north of the King Edward Canada Line station, with convenient bus service on Cambie Street and King Edward Avenue. Queen Elizabeth Park and Hillcrest Community Centre are located to the south-east, within walking distance of the subject site.

A number of new developments under the CCP are at various stages of approval and construction in the surrounding area. To the southeast are detached one-family dwellings which are included in the planning for Phase 3 of the CCP.

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



## 2. Policy Context

**Cambie Corridor Plan** - In 2011, Council adopted Phase 2 of the CCP. Subsequent to a comprehensive planning process, the Plan identified land uses, density ranges, building heights and building forms for sites along the arterial streets within the Cambie Corridor.

Section 4 of the CCP (the "Neighbourhoods" section) provides direction for development in each area of the corridor, including neighbourhood character, public realm and urban design principles. In this neighbourhood, the Plan strives to strengthen and enhance the area's existing residential character with its green park-like setting.

The subject site is located within the "Queen Elizabeth" neighbourhood. Subsection 4.3.1 of the CCP supports residential buildings up to six storeys in height for this site. A density range of 2.0 to 2.50 floor space ratio (FSR) is recommended noting this is a range and not a limit. Supportable density beyond this range may be achieved subject to an analysis of site-specific urban design and public realm performance.

Staff determined that the urban design and public realm performance satisfactorily meets the built form guidelines suggested in the plan and that the proposed density of 2.75 FSR is an appropriate response to the site.

The housing strategy in the Plan also calls for a minimum of 25% of the units to be suitable for families (two bedrooms or more). In July 2016 Council adopted the *Family Room: Housing Mix Policy for Rezoning Projects*, updating family unit requirements for new rezoning applications to provide a minimum 35% of total units as suitable for families, including a minimum of 25% two-bedroom units and a minimum of 10% three-bedroom units. This application includes 53% two-bedrooms and 11% three-bedrooms, achieving 64% of the total units as suitable for families, exceeding the family room policy unit mix.

A condition of approval has been added in Appendix B to encourage that this unit mix be maintained. The ratio may be adjusted at the development permit stage, however the unit mix must meet the *Family Room* policy requirements.

Planning work for Phase 3 of the Cambie Corridor Plan, currently underway, will explore an appropriate land use transition between the mid-rise forms permitted along Cambie and the surrounding single-family houses. The draft Phase 3 Plan proposes townhouses to the east of the subject site across the lane.

### *Strategic Analysis*

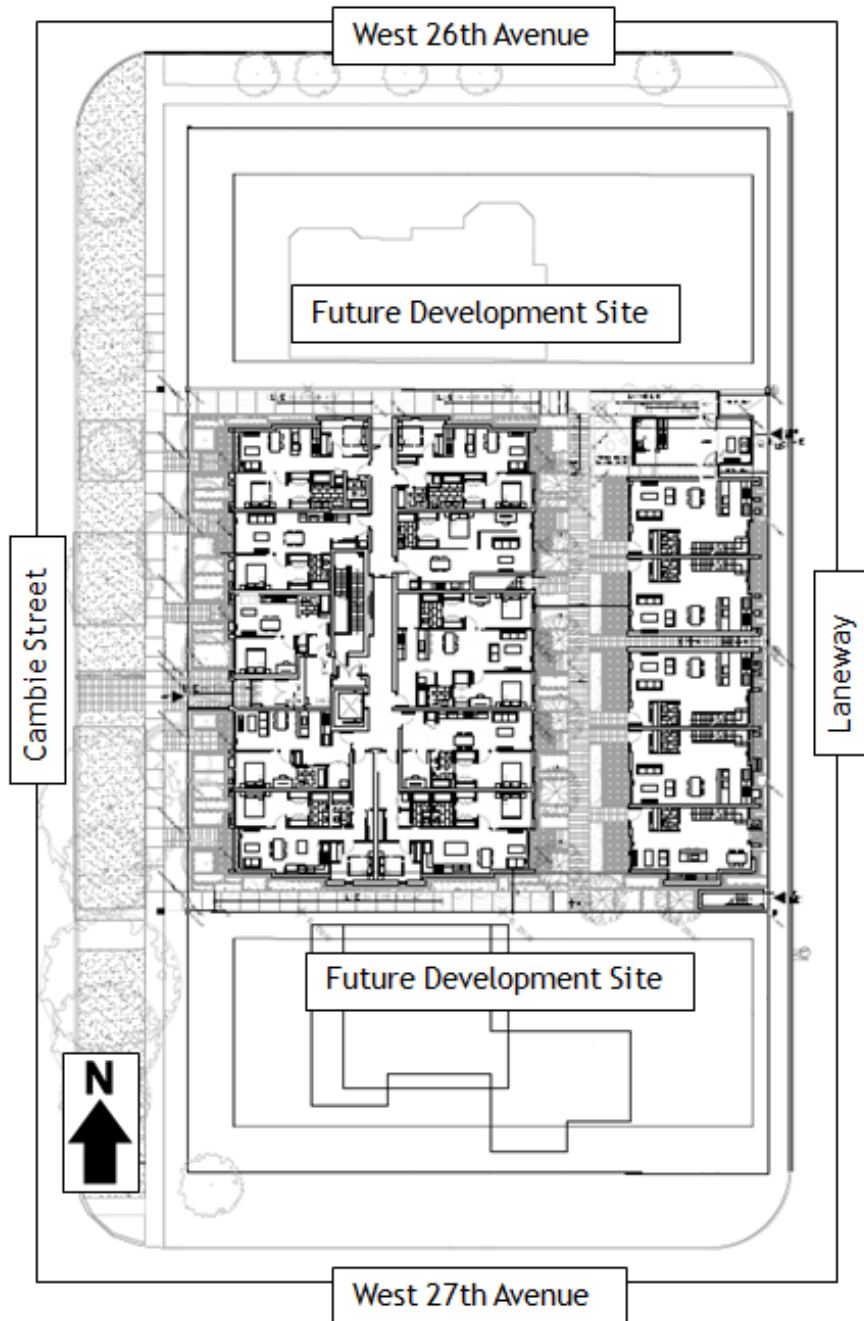
## 3. Proposal

The application proposes development of one six-storey residential building fronting Cambie Street and a building comprised of five townhouse units at the lane (see Figure 2). In total, the application proposes 56 dwelling units, including 6 three-bedroom (11%), 30 two-bedroom (53%), and 20 one-bedroom (36%) units. A density of 2.75 FSR is proposed with a building height of 19.5 m (64 ft.). Two levels of underground parking will be accessed from the lane with a total of 84 vehicle parking spaces and 77 bicycle storage spaces.

#### 4. Land Use and Density

The proposed land use and building massing are generally consistent with the six-storey residential buildings anticipated for this area under the CCP. The Plan indicates that supportable density on any site is determined by analysis of site-specific urban design performance including massing, overall site planning, and open space design. Staff have concluded that, subject to the design conditions noted in Appendix B being adhered to, the proposed built form is an appropriate response to this site.

Figure 2 - Site Plan



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

The proposed residential development includes a six-storey main building facing Cambie Street and one townhouse building at the lane. There is an internal courtyard separating the main building from the townhouses which provides outdoor amenity, open space and access to daylight for the development. The townhouses have their entries located off the courtyard. A stand-alone amenity space is proposed above the entrance to the car park that is elevated from the courtyard level.

Staff recommend design development to relocate the amenity space to the main building and provide a co-located outside amenity space at the courtyard level. This will enhance the function of the amenity space during inclement weather in addition to ensuring that the amenity space is universally accessible. With respect to the massing of the townhouses at the lane, the townhouse block exceeds the 80 ft. maximum building length anticipated in the plan. Design development is recommended to meet this guideline in the Plan by splitting the townhouse massing into two blocks with a substantial break in massing.

Conditions are included in Appendix B to improve the performance objectives of the built form guidelines in the CCP and to better respond to adjacent neighbouring sites. Staff are supportive of the proposed form of development subject to the conditions outlined in Appendix B.

Figure 3 - Perspective View from Cambie Street



The Urban Design Panel reviewed and supported this application on January 25, 2016 (see Appendix D). Staff concluded that the design is generally consistent with the CCP and support this application, subject to the conditions outlined in Appendix B.

The application included site studies for the two remainder corner parcels at 486 West 26th Avenue and 4288 Cambie Street (see Appendix E). Staff are satisfied that these two sites can be reasonably developed in the future under the CCP.

## 6. Transportation and Parking

Vehicle and bicycle parking are provided on two levels of underground parking, accessed via the ramp provided in the rear lane. A knockout panel is incorporated to accommodate future underground parking on the lot directly to the north of the subject site. The applicant proposes 84 vehicle parking spaces, 71 Class A bicycle storage spaces, and six Class B bicycle storage spaces, which would be provided in accordance with the Parking By-law. Engineering Services has reviewed the rezoning application and have no objections to the proposed rezoning provided that the applicant satisfies the conditions included in Appendix B.

## 7. Environmental Sustainability

The *Green Buildings Policy for Rezoning*s (amended February 7, 2017) requires that residential rezoning applications satisfy either the near zero emission buildings or low emissions green buildings conditions within the policy. The new requirements will be mandatory for all rezoning applications received after May 1, 2017. Applications received prior to May 1, 2017 may choose to meet this updated version of the policy or the preceding version.

This application, which was received prior to May 1, 2017, has opted to satisfy the preceding version of the *Green Buildings Policy for Rezoning*s, which requires rezoning applications achieve a minimum of LEED® Gold rating, with targeted points for water efficiency and stormwater management and a 22% reduction in energy cost as compared to ASHRAE 90.1 2010, along with registration and application for certification of the project. The applicant submitted a preliminary LEED® scorecard, which generally conforms to the *Green Buildings Policy for Rezoning*s, indicating that the project could attain the required LEED® points and, therefore, would be eligible for LEED® Gold rating.

The *Cambie Corridor Plan* also recommends a deconstruction plan for diverting demolition waste. A condition of rezoning in Appendix B requires a Recycling and Reuse Plan for Green Demolition/Deconstruction, for demolition of existing buildings on site, to recycle/reuse at least 75% of demolition waste (excluding hazardous materials).

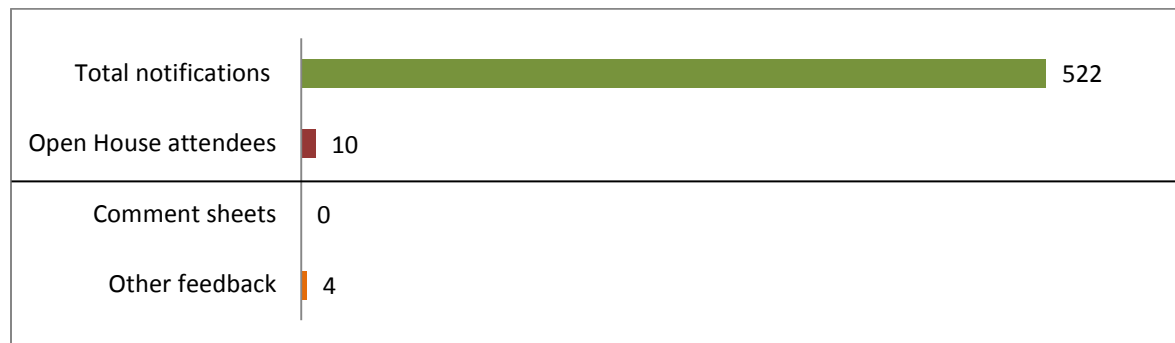
## **PUBLIC INPUT**

**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 community open house was held for this application from 5:00-7:00 pm on January 26, 2016, at Holy Name of Jesus Catholic

Church. Staff, the applicant team, and a total of approximately 10 people attended the open house.

**Public Response and Comments** - No comment forms were submitted to the City in response to the January 26, 2016 open house. Four electronic response forms were submitted, raising concerns with the proposed density. Within the four feedback forms, responses indicated concern with the impact of the townhouses on the laneway; the impact on overlook and privacy from the rooftop living space; and protrusion of the elevator shaft and stairwell onto the roof, so that the building appears higher than six storeys.

**Figure 4 - Notification and Public Response**



In response to the concerns raised, staff note that the proposal generally meets the intent and requirements of the CCP with regard to height and building massing. Although the proposed FSR is greater than the estimated range of 2.0-2.5 FSR outlined for this location in the CCP, further design development will enhance the performance of the project as outlined in the conditions in Appendix B. Specifically, design development conditions outlined in Appendix B will require an improved urban design on the alley by shortening the length of the townhouse massing. Building height and projections, and use of the rooftop open space, are determined to be appropriate.

### ***PUBLIC BENEFITS***

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

#### ***Public Benefits - Required by By-law or Policy***

**Development Cost Levies (DCLs)** - Development Cost Levies (DCLs) collected from development help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and various engineering infrastructure. This site is subject to the Citywide DCL rate, which is currently \$168.13 per sq. m (\$15.62 per sq. ft.). This rate is applied to the 5,172 sq. m (55,675 sq. ft.) of new floor area. On this basis, a DCL of approximately \$869,568 is anticipated.

DCLs are payable at building permit issuance and are subject to annual inflationary adjustment which takes place on September 30 of each year. When a DCL By-law with



higher rates is introduced, a number of rezoning, development permit and building permit applications may be at various stages of the approval process. An application may qualify as an in-stream application and therefore may be exempt from DCL rate increases for a period of 12 months from the date of the DCL By-law rate adjustments, provided that it has been submitted prior to the adoption of annual DCL By-law rate adjustments. If a related building permit application is not issued within the 12-month period, the rate protection expires and the new DCL rate will apply. See the City's [DCL Bulletin](#) for detail on DCL rate protection.

**Public Art Program** - The *Public Art Policy for Rezoned Development* requires rezonings having a floor area of 9,290.0 sq. m (100,000 sq. ft.) or greater to allocate a portion of their construction budgets to public art as a condition of rezoning. The proposed floor area is below this threshold and therefore there is no public art requirement.

#### ***Public Benefits - Offered by the Applicant***

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

In order to provide more certainty and clarity and to improve processing efficiency for rezoning applications, an approach to CACs based on a target CAC rate has been implemented for residential sites, such as this, within the CCP. This rate is the basis for all four and six-storey market residential rezoning proposals within the CCP.

Target CACs are payable prior to rezoning enactment and are subject to an annual inflationary adjustment which takes place on September 30 of each year. In order to ensure fairness to rezoning applications that have been submitted prior to the adoption of new adjusted CAC targets, in-stream rezoning applications are exempt from CAC target increases provided that a rezoning application has been submitted to the City and a rezoning application fee has been paid.

The applicant has offered a cash CAC of \$2,528,726 using the target CAC rate of \$655.96 per sq. m (60.94 per sq. ft.) based on the net additional increase in floor area 3,855 sq. m (41,495 sq. ft.). The application was received on October 21, 2016, and subsequent changes to the target CAC rate for this area are not applicable to this application.

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

- \$1,264,363 (50%) to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Cambie Corridor Plan area.
- \$1,011,490 (40%) toward childcare and community facilities in and around the Cambie Corridor Plan area.
- \$252,873 (10%) to the Heritage Conservation Reserve to enable heritage conservation in the City of Vancouver.

The allocations recommended are consistent with the Interim Public Benefits Strategy included in the CCP. A detailed Public Benefits Strategy will be developed for the Cambie Corridor as part of the planning for Phase 3. See Appendix F for a summary of the public benefits that would be achieved should this application be approved.

Through June 2017, approximately \$298.8 million in cash and in-kind CACs has been secured through approved rezonings under the *Cambie Corridor Plan*. These CACs have been allocated as per Figures 5 and 6.

**Figure 5 - Cambie Corridor CAC In-kind Allocations by Percentage**

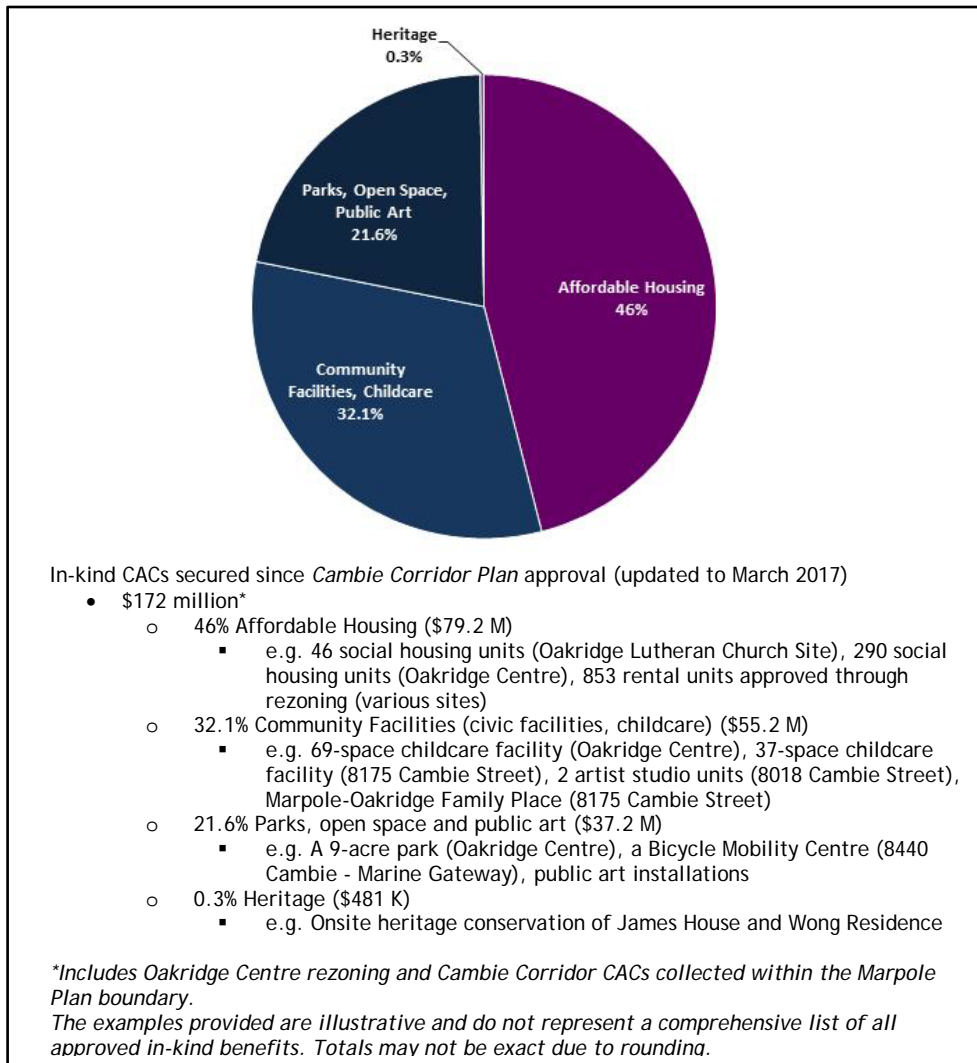
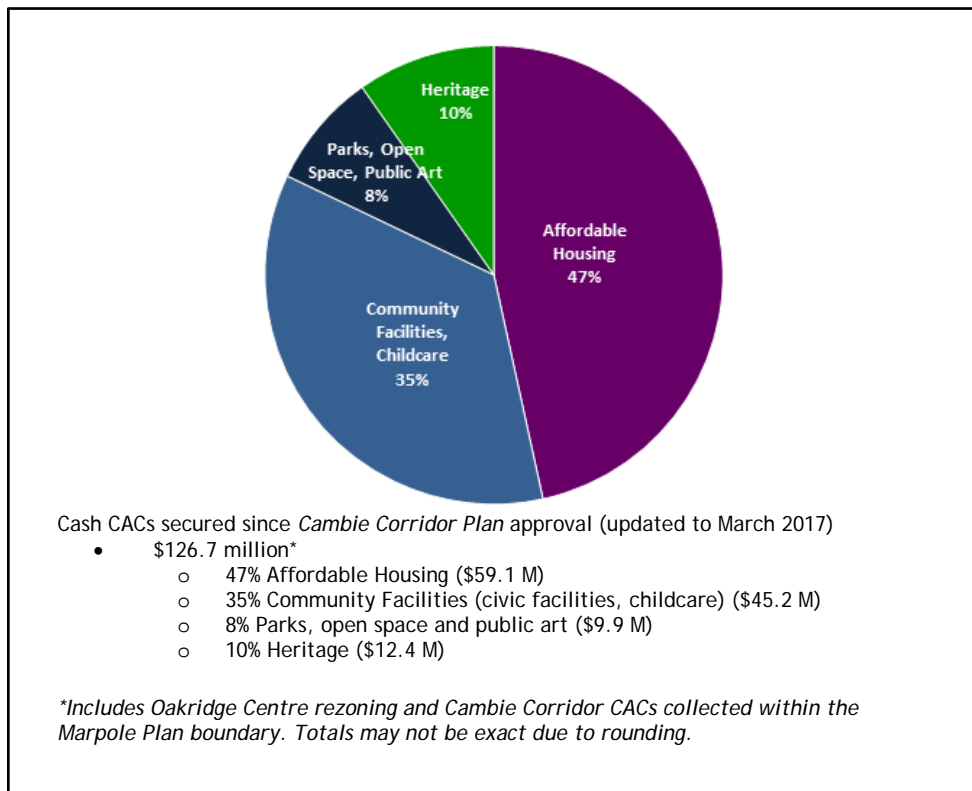


Figure 6 - Cambie Corridor CAC Cash Allocations by Percentage



### *Implications/Related Issues/Risk (if applicable)*

#### *Financial*

As noted in the section on Public Benefits, the applicant has offered a cash CAC of \$2,528,726 to be allocated as follows:

- \$1,264,363 (50%) to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Cambie Corridor Plan area.
- \$1,011,490 (40%) toward childcare and community facilities in and around the Cambie Corridor Plan area.
- \$252,873 (10%) to the Heritage Conservation Reserve to enable heritage conservation in the City of Vancouver.

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

This site is within the Citywide DCL District. It is anticipated that the project will generate approximately \$869,568 in DCLs.

**CONCLUSION**

The 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, height and form.

The General Manager of Planning, Urban Design and Sustainability 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.

\* \* \* \* \*

**4238-4262 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 permitted in this section.

**Conditions of Use**

3. The design and layout of at least 35% of the dwelling units must:
  - (a) be suitable for family housing;
  - (b) include two or more bedrooms, of which:
    - (i) at least 25% of the total dwelling units must be two-bedroom units, and
    - (ii) at least 10% of the total dwelling units must be three-bedroom units;

- (c) comply with Council's "High-Density Housing for Families with Children Guidelines".

#### Floor area and density

- 4.1 Computation of floor area must assume that the site area is 1,881 sq. m, being the site area 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 2.75.
- 4.3 Computation of floor area must include all floors, including earthen floor, above and below ground level, having a minimum ceiling height of 1.2 m, measured to the extreme outer limits of the building.
- 4.4 Computation of floor area must exclude:
  - (a) open residential balconies or sun decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:
    - (i) the total area of all such exclusions must not exceed 12% of permitted floor area; and
    - (ii) the balconies must not be enclosed for the life of the building;
  - (b) patios and roof gardens, provided that the Director of Planning first approves the design of sunroofs and walls;
  - (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses, which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which are at or below base surface, except that the maximum exclusion for a parking space must not exceed 7.3 m in length; and
  - (d) all residential storage area above or below base surface, except that if the residential storage area above base surface exceeds 3.7 sq. m per dwelling unit, there will be no exclusion for any of the residential storage area 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 use other than that which justified the exclusion.

### Building height

5. Building height, measured from base surface, must not exceed 19.5 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 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement, if:
- (a) the Director of Planning or Development Permit Board first considers all of the applicable policies and guidelines adopted by Council; and
  - (b) the minimum distance of unobstructed view is not less than 3.7 m.
- 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 sq. m.

### Acoustics

7. A development permit application for dwelling uses must include an acoustical report prepared by a licensed professional acoustical engineer demonstrating that the noise levels in those portions of dwelling units listed below will not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. For the purposes of this section, the noise level is the A-weighted

24-hour equivalent (Leq24) sound level and will be 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

\* \* \* \* \*



4238-4262 Cambie Street  
PROPOSED CONDITIONS OF APPROVAL

Note: Recommend 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 Public Hearing.

**CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT**

- (a) That the prepared form of development be approved by Council in principle, generally as prepared by Arno Matis Architecture, on behalf of Create Properties Ltd., and stamped "Received Planning & Development Services (Rezoning Centre), October 21, 2016", provided that the Director of Planning 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 Director of Planning, who shall have particular regard for the following:

**Urban Design**

- 1. Design development of the townhouse massing to provide a minimum building separation of 8 ft. to provide open space, a substantial break in massing, and opportunities for an easier connection to the lane.

Note to Applicant: A "*substantial break*" between buildings is noted in the plan, Section 5.3.2. Open space may be used to support outside amenity functions. See also Condition 2. Further, confirmation of the location of a transformer should be incorporated in the proposed site design. The laneway townhouse building must not exceed 80 ft. in length.

- 2. Design development to relocate the amenity room to the main building and to meet the courtyard's design elevation. Provide a larger outside amenity space co-located with the indoor amenity space.

Note to Applicant: The proposed amenity room at approximately 7.5 ft. above natural grade is not supportable. Further, to enhance its design for those with accessible needs, it should be located at the courtyard level. Further design development should be carried out to increase the amount of common open space.

- 3. Design development to reduce the overall courtyard elevation to better relate to natural grade, in particular, along the north property line.

Note to Applicant: The currently proposed interface of the courtyard at approximately 5 ft. above the existing grade of the site to the north is not supported. Existing grades at the corners of the site on the north property line, front and rear corners, show the site to be substantially flat. This design

refinement may require the elevation of the townhouse massing to be adjusted, and will also eliminate the need for ramping in the along the north property line.

4. Design development to comply with the maximum height of the CD-1 By-law of 19.5 m.

Note to Applicant: Maximum height is measured to the top of parapet. This condition will require that all other building elements must comply with the Zoning & Development By-law.

5. Design development to remove enclosed stair access (in two cases) at the roof that provides access to private roof decks. Provide roof hatches instead.

Note to Applicant: The stairs to private roof access add mass and bulk of the building. Removal of same will enable other roof access to be excluded from height pursuant to Section 10 of the Zoning and Development By-law.

6. Maintain the proposed high quality materials (which may include composite metal panel, masonry, high quality cementitious panel systems, architecturally exposed concrete or similar) and level of detailing implied and necessary to accomplish and construct the proposed design aesthetic with exceptional detailing as shown on the rezoning application plans.

Note to Applicant: Hardie plank and panels is not considered a high quality material.

### Housing

7. The proposed unit mix, including 6 three-bedrooms (11%), 30 two-bedrooms (53%), and 20 one-bedrooms (36%) is to be included in the Development Permit drawings.

Note to Applicant: Any changes in the unit mix from the rezoning application may only be varied under the discretion of the Director of Planning or Development Permit Board provided that it does not go lower than 35% of the dwelling units designed to be suitable for families with children.

### Crime Prevention through Environmental Design (CPTED)

8. Design development to respond to CPTED principles, having particular regard 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.

### Landscape Design

- 9. Design development to improve the common open space courtyard to enable the following:
  - (i) Increase the amount of outdoor amenity space;
  - (ii) maintain visual connection from indoor amenity building to outdoor space;
  - (iii) better connection and flow between play area and other common uses; and
  - (iv) better solar access.

Note to Applicant: The courtyard space is presently substantially privatized and not commonly accessed. Improved outside commonly accessed amenity space is required (See also Urban Design condition 2).

- 10. Provision of a detailed Landscape Plan illustrating soft and hard landscape treatment. The Landscape Plan should include:
  - (i) Illustration of proposed plant materials (with common and botanical names, plant sizes and quantities), paving, walls, railings, light fixtures, site grading and other landscape features. Plant material should be listed in a Plant List that is clearly keyed to the Landscape Plan. The Landscape Plan should be a minimum 1:100 or 1/8 in. scale.
  - (ii) Section details at a minimum scale of ¼ in. = 1 ft. scale to illustrate typical proposed landscape elements including planters on structures, benches, fences, gates, arbors and trellises, and other features. Planter section details must be dimensioned to confirm depth of proposed planting on structures exceeds BCSLA standard to accommodate root balls of proposed trees well into the future.
  - (iii) Sections (¼ in. = 1 ft. or 1:50) illustrating the buildings to public realm interface facing the street, confirming a delineated private to public transition of spaces.

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

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

12. New proposed street trees should be coordinated with Engineering and the Park Board and noted "Final species, quantity and spacing to the approval of City Engineer and Park Board."

Note to Applicant: Contact Eileen Curran (604-871-6131) of Engineering Streets Division regarding street tree spacing and quantity. Contact Cabot Lyford (604-257-8587) of Park Board regarding tree species.

13. A high-efficiency automatic irrigation system to be provided for all planters on parkade slab and minimum of hose bibs to be provided for landscape on grade.

14. A Landscape Lighting Plan to be provided for security purposes.

Note to Applicant: Lighting details can be added to the landscape drawings; all existing light poles should be shown.

15. Design development to provide a more conservative tree removal strategy, enabling the retention and protection of as many healthy existing mature trees as possible, including retention or relocation of Tree #97 and increased protection for the retained City owned trees, to fully protect entire root zone.

Note to Applicant: It is expected that all developments will adhere to Council's approved Urban Forest Canopy Strategy, by retaining a maximum of viable trees while still allowing development. This may require revisions to the parkade. Tree #97 is a Japanese Maple in good condition, usually a good candidate for successful relocation, if retention in place is not possible. This tree should be re-integrated into the landscape design. A revised Arborist Report should document and make recommendations for methods of protection during construction.

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

Note to Applicant: The lane edge planting should be protected from vehicles by an 8 in. high curb.

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

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

18. Provision of improved sustainability by the provision of confirmed urban agriculture plots and the addition of edible plants to the Plant Palette.

Note to Applicant: Edible plants can be used as ornamentals as part of the landscape design. Shared gardening areas should reference and be designed to adhere to Council's Urban Agriculture Guidelines for the Private Realm and

should provide maximum solar exposure, universal accessibility and provided with amenities such as, raised beds, water for irrigation, potting bench, tool storage and composting.

19. Consideration to incorporate the principles of the City of Vancouver, Bird-Friendly Design Guidelines for the protection, enhancement and creation of bird habitat and to reduce potential threats to birds in the City. Submission of a bird friendly strategy for the design of the building and landscape is encouraged in the application for a development permit.

Note to Applicant: Strategy should identify any particular risks with regard to the Bird Friendly Design Guidelines and propose design features or to reduce these risks. For more information, see the guidelines at <http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.

### Sustainability

20. Provision of a Recycling and Reuse Plan for Green Demolition/Deconstruction, for the demolition of existing buildings on site, to recycle/reuse at least 75% of demolition waste (excluding hazardous materials).

Note to Applicant: The Recycling and Reuse Plan for Green Demolition/Deconstruction should be provided at the time of development permit application.

21. Any new building in the development will meet the requirements of the preceding *Green Buildings Policy for Rezoning* (as amended up to January 14, 2016), including a minimum of 63 points (LEED® Gold rating), with 1 point for water efficiency and stormwater management and a 22% reduction in energy cost as compared to ASHRAE 90.1 2010, along with registration and application for certification of the project.

Note to Applicant: A Sustainable Design Strategy must be submitted as part of the Development Permit that articulates which credits the applicant will be pursuing and how their building application, as submitted, incorporates strategies, features or technologies that will help achieve these credits. The strategy, along with the LEED checklist, must be incorporated into the drawing submission. A letter from a LEED Accredited Professional or Administrator must confirm that the proposed strategy aligns with the applicable goals of the rezoning policy. Proof of registration of the CaGBC must be provided with the application and the project registration number incorporated into the drawings. Application for Certification will be required at a subsequent stage.

### Engineering Services

22. The owner or representative is advised to contact Engineering to determine the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation and construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware

that a minimum 60 days lead time for any major crane erection/removal or slab pour that requires additional street use beyond the already identified project street use permissions.

23. Provision of Class B bicycle parking on private property.
24. Deletion of the entry paving proposed on the boulevards.
25. Delete back boulevard trees along Cambie and either meet the boulevard planting guidelines or show lawn between the back of the City sidewalk and property line.
26. Provision of a landscape plan that reflects the proposed off-site improvements sought for this application.
27. Remove P1 parking door swing from the lane on City right of way at the SE property line.
28. Show PMT on-site or confirm power is supplied from an alternate source.
29. Provision of onsite garbage and recycling space. Please refer to garbage and recycling supplement for quantity of bins and totters and recommended space to be allocated.
30. Compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services as follows:
  - (i) Provision of a 26 ft. knock out panel to accommodate a minimum 20 ft. drive aisle and a corner cut for future two way flow into the neighbouring property.
  - (ii) Provision of improved parking level plans that show the top of the main parkade ramp at the lane and the NE corner of the parking level on P1 including top of the ramp from P1 to P2. Plans to include elevations, slopes and the length of slope on both sides of the ramp sections.
  - (iii) Provision of a minimum 6 ft. by 6 ft. corner cut at the bottom of the main parkade ramp for improved two way flow.
  - (iv) Provide measures to address conflicts between vehicles on the main ramp and the ramp from P1 to P2. Parabolic mirrors are recommended.
  - (v) Confirm minimum vertical clearance is provided on the main parkade ramp and all parking levels including at all overhead gates and overhead mechanical projections.
  - (vi) Show overhead gates for main ramp and residential parking on the plan and section drawings including the minimum vertical clearances at the gates.

- (vii) Provision of stairs free access to all units from the lane for loading operations.
- (viii) Show all columns in the parking levels on drawings.
- (ix) Engineering recommends relocating the 5 visitor stalls to 5 of the small car spaces located on P1 (stalls 1-9).
- (x) Clarify if access is being provided to each townhome at the P1 parking level. The plans show no doors leading from the parking to the stairs.
- (xi) Provide automatic door openers on the doors providing access to the bicycle room(s).
- (xii) Provision of an improved plan showing the access route from the Class A bicycle spaces to the outside.

Note to Applicant: The route must be 'stairs free' and confirm the use of the parking ramp, if required.

#### CONDITIONS OF BY-LAW ENACTMENT

- (iii) 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, the General Manager of Planning, Urban Design and Sustainability, the General Manager of Engineering Services and the Approving Officer, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

##### Engineering Services

1. Consolidation of Lots 2 and 3, Block 701, District Lot 526, Plan 6539 to create a single parcel.
2. Provision of a knockout panel (as indicated on the applicant's drawings on A.202) and arrangements (legal agreements) to secure access to underground parking within a future development on the adjacent property at 486 West 26th Avenue (Lot 1, Block 701, District Lot 526, Plan 6539) is required.
3. 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) A contribution of \$150,000.00 towards the installation of a pedestrian signal at the intersection of Cambie Street and 27th Avenue.

- (ii) Provision of a protected bike lane on Cambie Street adjacent to the site including any transition areas adjacent the site to connect existing and new curb alignments. These improvements will generally include the following: new concrete curb and gutter, raised protected bike lane, asphalt pavement, concrete sidewalk, curb ramps and adjustment to all existing infrastructure to accommodate the proposed street improvements.

Note to Applicant: Specific public realm improvements are subject to completion and adoption of the Cambie Corridor Public Realm Plan.

- (iii) Provision of a minimum 1.83 m (6 ft.) wide CIP light broom finish concrete sidewalk with saw cut joints on Cambie Street.
  - (iv) Provision of a minimum 0.46 m (1.5 ft.) setback between any sidewalk and any planting located at or near sidewalk elevation. The setback may be a sod grass strip or hard surface. This is required to minimize encroachment of the plant material onto the sidewalk.
  - (v) Provision of upgraded street lighting and new pedestrian lighting on Cambie to current standards including a review of the existing lighting to determine its adequacy and provision of a lighting design as required.
  - (vi) 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, sprinkler demand, hydrant load, and domestic water demands to determine if water main 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.
  - (vii) Provision of upgraded sewers to serve the site. Replacement of the existing 200mm combined sewer with separated services of approximately 250mm storm and 200mm sanitary mains all located in the lane east of Cambie Street between 27th Avenue and the manhole located north of the site in the center of 26th Avenue. Final sewer main sizes and locations subject to detailed design reviews and approvals.
4. Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but not limited to System Vista, Vista switchgear, pad mounted transformers, LPT 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.



In addition, 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. If this development opts for a gas service, the gas riser must be installed on private property.

Note to Applicant: Please ensure that in your consultation with B.C. Hydro that an area has been defined within the development footprint to accommodate such electrical plant. Please confirm that this space has been allocated and agreement between both parties has been met.

5. Provision of street trees where space permits.
6. Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.

#### **Environmental Contamination**

7. If applicable:
  - (i) Submit a site profile to Environmental Services (Environmental Protection);
  - (ii) As required by the Manager of Environmental Services 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 Services 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 Services, 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 separate Certificates of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, have been provided to the City.

#### **Community Amenity Contribution**

8. Pay to the City a Community Amenity Contribution of \$2,528,726, 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 \$2,528,723 is to be allocated as follows:

- (i) \$1,264,363 (50%) to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Cambie Corridor Plan area;
- (ii) \$1,011,490 (40%) toward childcare and community facilities in and around the Cambie Corridor Plan area; and
- (iii) \$252,873 (10%) to the Heritage Conservation Reserve to enable heritage conservation in the City of Vancouver.

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 registerable charges pursuant to 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 and at no cost to the City.

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.

\* \* \* \* \*

**4238-4262 Cambie Street  
DRAFT CONSEQUENTIAL AMENDMENTS**

**DRAFT AMENDMENT TO THE SUBDIVISION BY-LAW NO. 5208**

A consequential amendment is required to delete Lots 2-3, Block 701, District Lot 526, Plan 6539; PIDs: 010-872-701 and 010-872-710 respectively, from the RS-1 maps forming part of Schedule A of the Subdivision By-law.



**4238-4262 Cambie Street**  
**ADDITIONAL INFORMATION**

**1. Urban Design Panel**

The Urban Design Panel (UDP) reviewed this rezoning application on January 25, 2017. The application was supported 8-1.

**EVALUATION: SUPPORT (8-1)**

**Introduction:** Michelle McGuire, Rezoning Planner, introduced the application to rezone two parcels under the *Cambie Corridor Plan* (CCP) from RS-1 to CD-1. The site is located on the east side of Cambie Street between 26th Avenue and 27th Avenue. Currently there are two single family homes located on the site.

The block consists of four parcels and is located one and a half blocks from the King Edward Canada Line Station and local shopping area. It is also located close to neighbourhood amenities, including Queen Elizabeth Park and the Hillcrest Community Centre. The site size is 150 ft. deep and 134 ft. wide.

The CCP anticipates an FSR range of 2.0-2.5 and six-storey residential buildings with townhouses along the lane. It also calls for setbacks above four storeys, and for buildings to provide front doors onto the street in order to activate and enhance the adjacent lane.

The proposal is for a six-storey residential development with a total of 56 units (65% of which are two and three bedroom units) including five townhouses along the laneway. A 24 ft. courtyard exists between the principal structure and the townhouses. There are also two levels of underground parking which include 84 parking stalls and 77 bicycle stalls.

Tim Potter, Development Planner, continued by re-iterating that the proposal is to rezone this site from RS-1 to CD-1 (Comprehensive Development District) under the CCP. The project has a proposed density of 2.75 FSR and a proposed building height of six storeys. The density range for the area is 2.0-2.5 FSR noting the FSR is an estimate and not a limit that is based on the urban design performance.

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

1. Please comment on the overall site planning and building placement in terms of the objectives of the CCP.
2. Please comment on the placement and function of the amenity space and related outside space.
3. Are the overall form, massing and density supportable?

**Applicant's Introductory Comments:** The applicant team started by mentioning that some experimentation was done with vertical expression for this project, and that the imagery

draws from the basalt rock formations in Queen Elizabeth Park. Horizontal and vertical projections are also used to help with the passive design of the building.

Materials were kept simple with concrete and glass. There is a rooftop amenity and an amenity space off of the pavilion floating over the parking entrance. The ramp configuration is one currently being used in other buildings and seems to be successful.

The units are not very large, but the target was to keep them affordable, and 70% of them are two or three-bedrooms to accommodate families.

There is a mix of large dogwoods and coniferous trees along Cambie Street which are to be retained. The intent of the Cambie Street edge is to create definition between the public and private realms with planting and alternating raised and lowered patios. Honey locust and bamboo is being used to reflect light into the sculpted spaces. A children's play space is tentatively slated for the roof area, but the location is not set in stone yet. The roof will also have urban agriculture.

The applicant team then took questions from the panel.

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

- Design Development of the entrances to make them stronger and more legible;
- Design development on the building to make it read more as residential;
- Block the townhouses together and remove the middle corridor space so that outdoor space can be tacked onto the amenity building;
- Amenity Room needs a better relationship to the courtyard.
- Design development on the vertical elements to reduce their bulk and protrusion into the setbacks;
- Consideration should be given to preventing and mitigating thermal bridging;
- The sidewalk transition along Cambie Street should be better defined;
- Increase sunlight into the courtyard and better connect it to the amenity building;
- Simplify the roof by removing some of the bulky staircases;
- More than one elevator is required for the proposed number of units;
- Increase daylighting of the corner units;
- Design development on the north and south corners to make them more visually interesting; and
- Pay special attention to the mechanical layouts at the development permit stage.

**Related Commentary:** The panel was excited by the application as a presentation of what is possible within the Cambie Corridor Guidelines. However, they noted that the location of the elevators makes them hard to find for visitors and that one elevator is not sufficient for the number of units in the building. The building mechanical rooms do not seem to be logically placed, and more attention needs to be paid to sustainability. The corner units also seem dark and need to have better daylighting.

Consideration should be given to creating more visual connection between the large building and townhouses. Better animation of the lane is also needed, and the applicants should

consider using the fins to emphasize the individuality of the townhouse units in order to accomplish this.

The main entry needs to be more prominent and legible. While the basalt response to the park looks great, this vocabulary of architecture does not lend itself well to wood-frame building. Consider this aspect prior to creating a development permit application. The building also feels a bit institutional and could do more to make it represent as a residential building. If this expression is kept going forward, then pay special attention to using materials which emphasize the basalt expression and to making the fins not intrude into the setbacks. As well, the north and south elevations are a bit boring currently, so consider doing something more visually interesting at the corner which allows more light into the side spaces.

There needs to be a better rational for the internal separation break between the townhouses. Currently it is not the most efficient use of the space and does not take into account the safety of children playing in the area. Consider removing it and expanding the amenity space instead, perhaps with some covered outdoor area. Consider also adding common workspaces into the amenity to create quiet study spaces for those living in the tight domestic units. Finally, play with the internal layout of the amenity to make things more efficient.

One panel member thought that, as the landscape transition between the sidewalk and the front units is substantially wider than usual, a small protrusion into the setback is fine. However, some refinement is needed to enhance the separation and perhaps tie into the architecture better. The stair access to the main roof amenity should be slid to the north a bit in order to make the southern portion beside it much more usable. There are a lot of staircases going up to the roof, so consider removing some of them and simplifying this space.

**Applicant's Response:** The applicant team thanked the panel for the great comments. They will incorporate as many of them as possible.

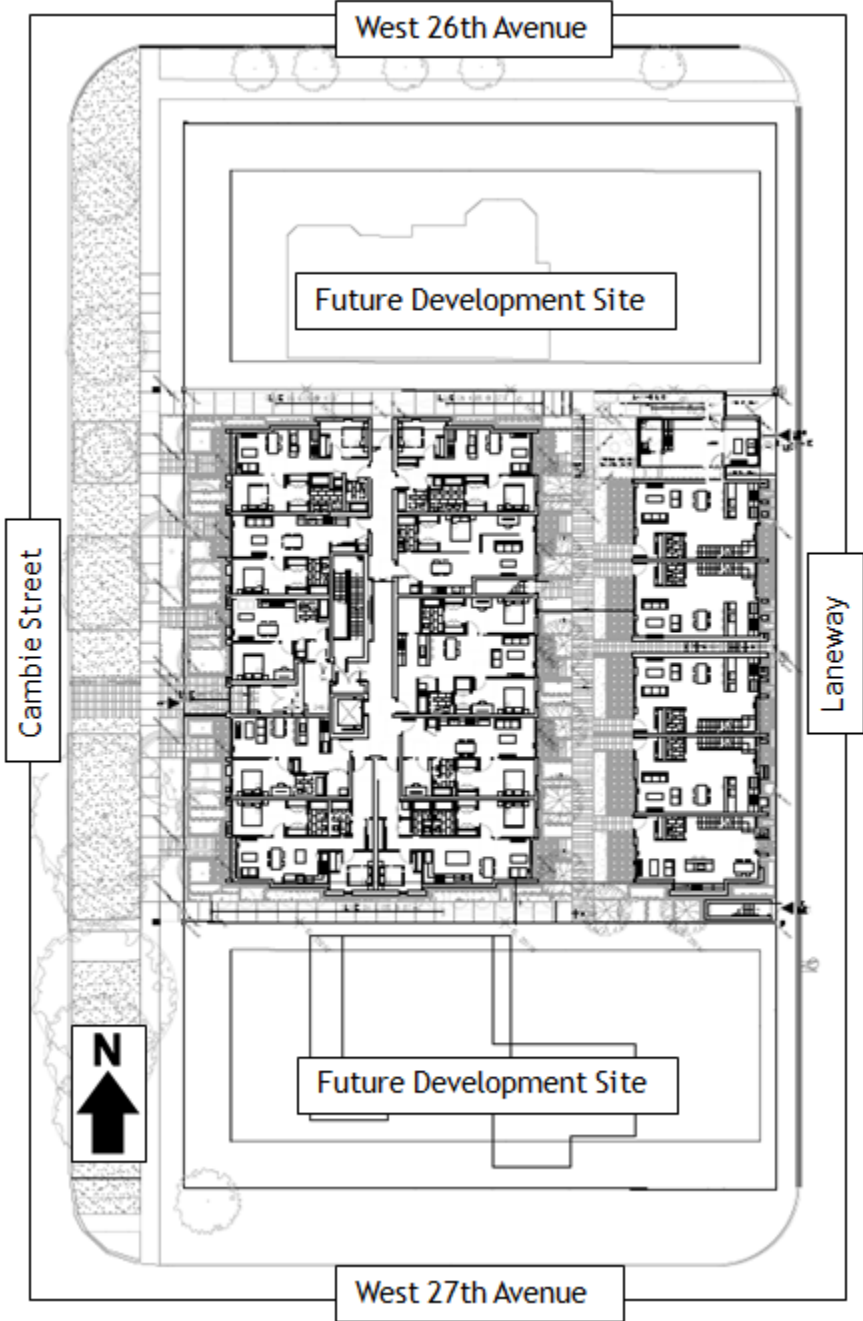
**4238-4262 Cambie Street**  
**FORM OF DEVELOPMENT**

Perspective View from Cambie St:





Site Plan:



West elevation (Cambie St frontage):



North elevation:



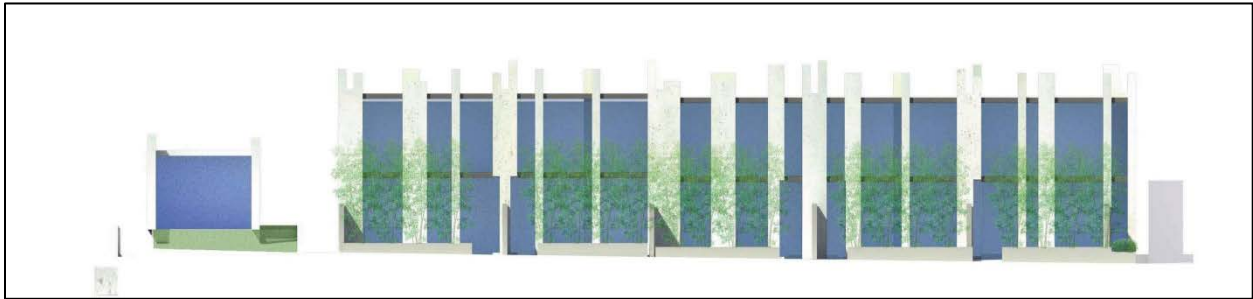
East elevation:



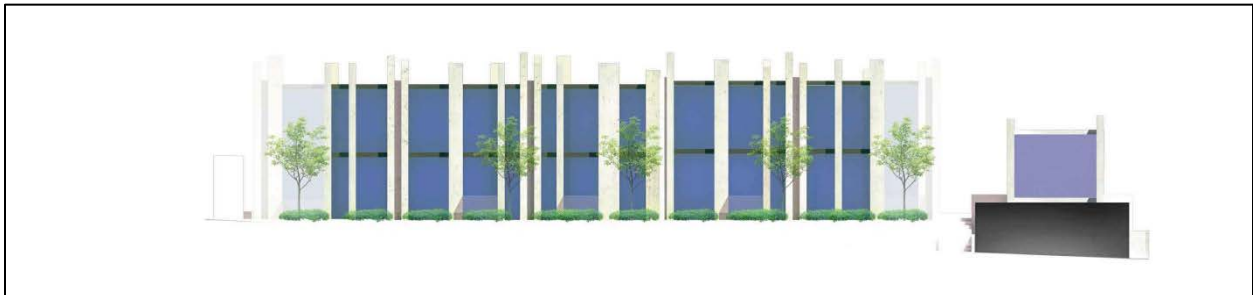
South elevation:



West townhouse elevation (laneway):

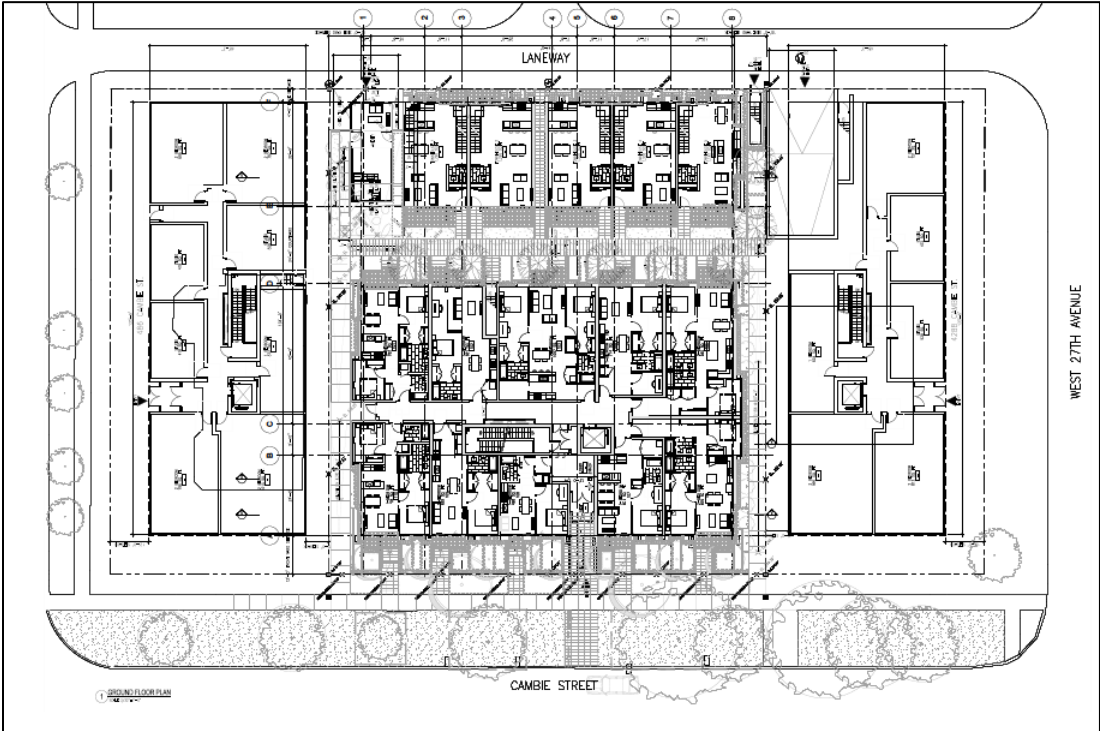


East townhouse elevation (courtyard):

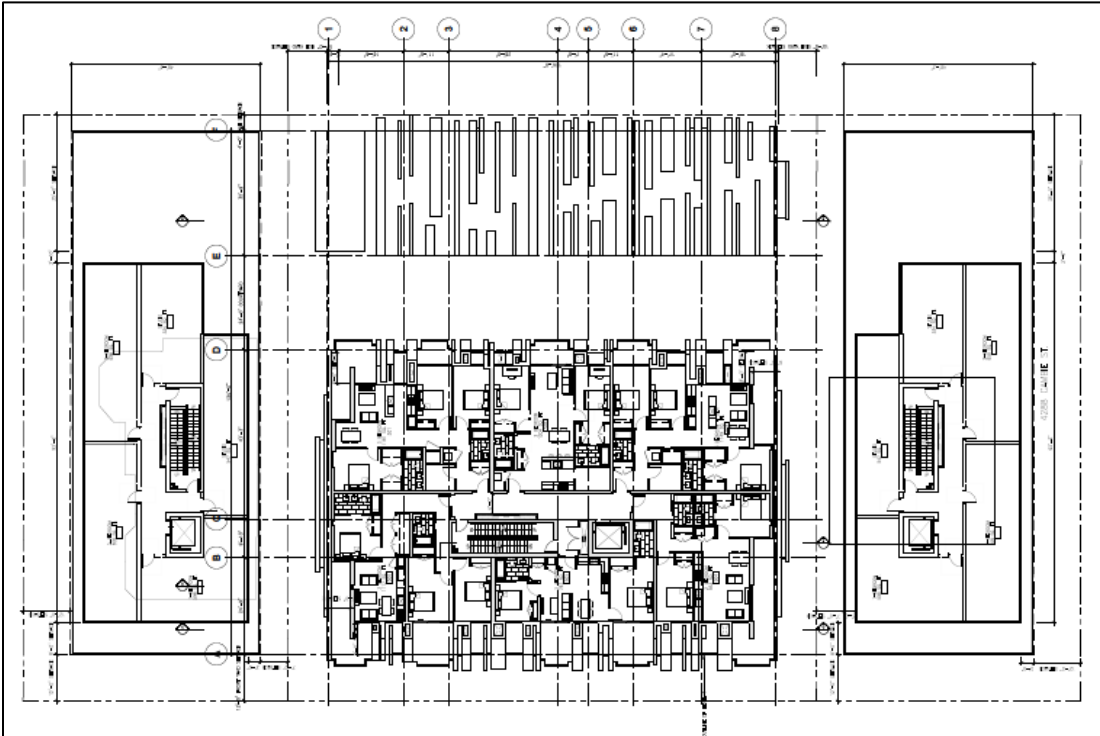




Remainder Study (Ground Floor):



Remainder Study (Fifth Floor):



4238-4262 Cambie Street

**PUBLIC BENEFITS SUMMARY**

**Project Summary:**

One six-storey residential development and two two-storey townhome buildings containing a total of 56 dwelling units.

**Public Benefit Summary:**

The project would generate a DCL payment and a CAC offering to be allocated toward Citywide heritage amenity and affordable housing and community and childcare facilities in the Cambie Corridor area.

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 1,881 sq. m / 20,247 sq. ft.)	0.70	2.75
Floor Area (sq. m)	1,317	5,172
Land Use	Single-family residential	Multi-family residential

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required *	DCL (City-wide)	\$45,792	\$869,568
	Public Art		
	20% Social Housing		
Offered (Community Amenity Contribution)	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage Conservation Reserve		\$252,873
	Affordable Housing		\$1,264,363
	Parks and Public Spaces		
	Childcare/Social/Community Facilities		\$1,011,490
	Unallocated		
	Other		
<b>TOTAL VALUE OF PUBLIC BENEFITS</b>		<b>\$45,792</b>	<b>\$3,398,294</b>

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

\* 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: Replacement Housing (36%); Transportation (25%); Parks (18%); Childcare (13%); and Utilities (8%).

\* \* \* \* \*

**4238-4262 Cambie Street**  
**APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION**

**Applicant and Property Information**

Address	4238-4262 Cambie Street
Legal Descriptions	Lots 2-3, Block 701, District Lot 526, Plan 6539; PIDs 010-872-701 and 010-872-710 respectively
Developer	Create Properties Ltd
Architect	Arno Matis Architecture
Property Owners	Create Properties Ltd.

**Development Statistics**

	Development Permitted Under Existing Zoning	Proposed Development
ZONING	RS-1	CD-1
SITE AREA	1,881 sq. m (20,247 sq. ft.)	1,881 sq. m (20,247 sq. ft.)
USES	One-Family Dwelling	Multiple Dwelling
FLOOR AREA	1,317 sq. m (14,176 sq. ft.)	5,172 sq. m (55,675 sq. ft.)
FLOOR SPACE RATIO (FSR)	0.70 FSR	2.75 FSR
HEIGHT	10.7 m (35 ft.)	19.5 m (64 ft.)
PARKING, LOADING AND BICYCLE SPACES	as per Parking By-law	as per Parking By-law

\* \* \* \* \*