



**POLICY REPORT
DEVELOPMENT AND BUILDING**

Report Date: June 26, 2018
Contact: Karen Hoesse
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VanRIMS No.: 08-2000-20
Meeting Date: July 10, 2018

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: CD-1 Rezoning: 119-133 West 41st Avenue

RECOMMENDATION

- A. THAT the application, by DYS Architecture Inc. on behalf of Nexst Oakridge 2 Development Ltd., the registered owner, to rezone:
- 119 West 41st Avenue [PID 011-572-744; AMENDED LOT 15 (SEE 298807L), EXCEPT PART IN EXPLANATORY PLAN 5778, OF LOT 2 BLOCK 1003A DISTRICT LOT 526 PLAN 4381],
 - 125 West 41st Avenue [PID 011-572-736; AMENDED LOT 13 (SEE 304281L), EXCEPT PART IN EXPLANATORY PLAN 5951, OF LOT 2 BLOCK 1003A DISTRICT LOT 526 PLAN 4381], and
 - 133 West 41st Avenue [PID 007-930-461; LOT 12, EXCEPT THE SOUTH 10 FEET NOW ROAD, OF LOT 2 BLOCK 1003A, DISTRICT LOT 526, PLAN 4381]

all from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to increase the floor space ratio (FSR) from 0.70 to 1.78 and to increase the building height from 10.7 m (35 ft.) to 15.25 m (50 ft.), to permit the development of a courtyard townhouse residential building containing a total of 20 market residential units, be referred to a Public Hearing together with:

- (i) plans prepared by DYS Architecture Inc., received September 29, 2017;
- (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 the 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 Recommendations A and B 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 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 risk of the property owner;
 - (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 119-133 West 41st Avenue from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to permit the development of a courtyard townhouse project with a total of 20 dwelling units over one level of underground parking. The site is located in the Oakridge Town Centre neighbourhood of the *Cambie Corridor Plan*.

Staff have assessed the application and conclude that it generally meets the intents of the *Cambie Corridor Plan*. 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 recommendations 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, last revised May 2018)
- *Green Buildings Policy for Rezonings* (2010, last amended 2017)
- *Community Amenity Contributions Through Rezonings* (1999, last amended 2017)
- *High-Density Housing for Families with Children Guidelines* (1992)
- *Family Room: Housing Mix Policy for Rezoning* (2016)
- *Greenest City Action Plan* (2012, last amended 2016)
- *Urban Forest Strategy* (2014)

REPORT

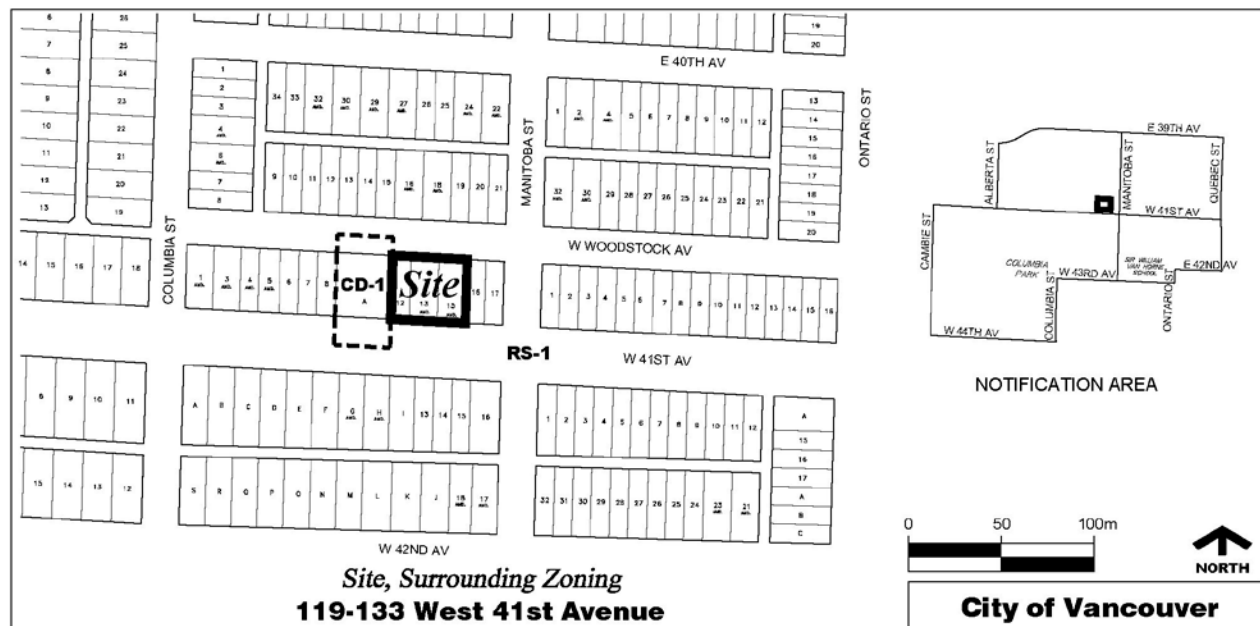
Background/Context

1. Site and Context

The subject site is comprised of three double-fronting RS-1 zoned lots totalling approximately 1,377 sq. m (14,826 sq. ft.) in size and currently developed with three single-family homes. The site has an overall frontage of 40.2 m (132 ft.) on West 41st Avenue and is 34.1 m (112 ft.) deep. The two lots directly to the east are developed with single-family homes. To the north, the *Cambie Corridor Plan* allows for three-storey townhouses across Woodstock Avenue with an FSR up to 1.2. Directly to the west is an approved rezoning application for 15 townhouses. The development proposed for the subject site is a continuation of the townhouse project approved for the adjacent site; together, the two sites are referred to as Phase 1 and Phase 2 of the project respectively.

The site is located within a five-minute walk of Oakridge Centre and the Oakridge-41st Avenue Canada Line Station, as well as frequent bus service along 41st Avenue and Cambie Street. The Ontario and 42nd Avenue bikeways are a block away. Both Columbia Park and Queen Elizabeth Park are less than a 10-minute walking distance from the site.

Figure 1 – Location Map: Site and Context



2. Policy Context

Cambie Corridor Plan – In 2011, Council adopted Phase 2 of the *Cambie Corridor Plan* (the “Plan”). The subject site is located within the Oakridge Town Centre neighbourhood between Columbia and Ontario Streets. Oakridge Town Centre is a lively urban area with City-wide and local-serving shops and services, considered to be the “centre” of the City and the Canada Line. It will be strengthened and enhanced as a walkable mixed-use urban centre with a diverse mix of job space and housing types and tenures. Section 4 of the Plan (the “Neighbourhoods” section) provides direction for development in each area of the corridor, including

neighbourhood character, public realm, and urban design principles. In this neighbourhood, new residential and mixed-use buildings will offer opportunities for enhancing the public realm with wide green setbacks and additional landscaping.

Subsection 4.4.4 of the Plan specifically supports residential buildings up to four storeys in height for this site with upper levels stepped back above the third floor. An estimated density range of 1.25-1.75 floor space ratio (FSR) is recommended; however, it is not a limit. Supportable density is to be determined by analysis based on site-specific urban design and public realm performance. In this area, the Plan strives to activate both street frontages along West 41st and Woodstock Avenues by providing townhouses at the rear of the site.

The housing strategy in the Plan also calls for a minimum of 25% of the units to be suitable for families (i.e. with two bedrooms or more).

Staff note that the application is being considered under Phase 2 of the Plan. The final revised Plan was adopted by Council in May 2018 after the rezoning application was received. The final revised Plan does not contemplate any policy changes for this area (now covered by Subsection 4.3.10).

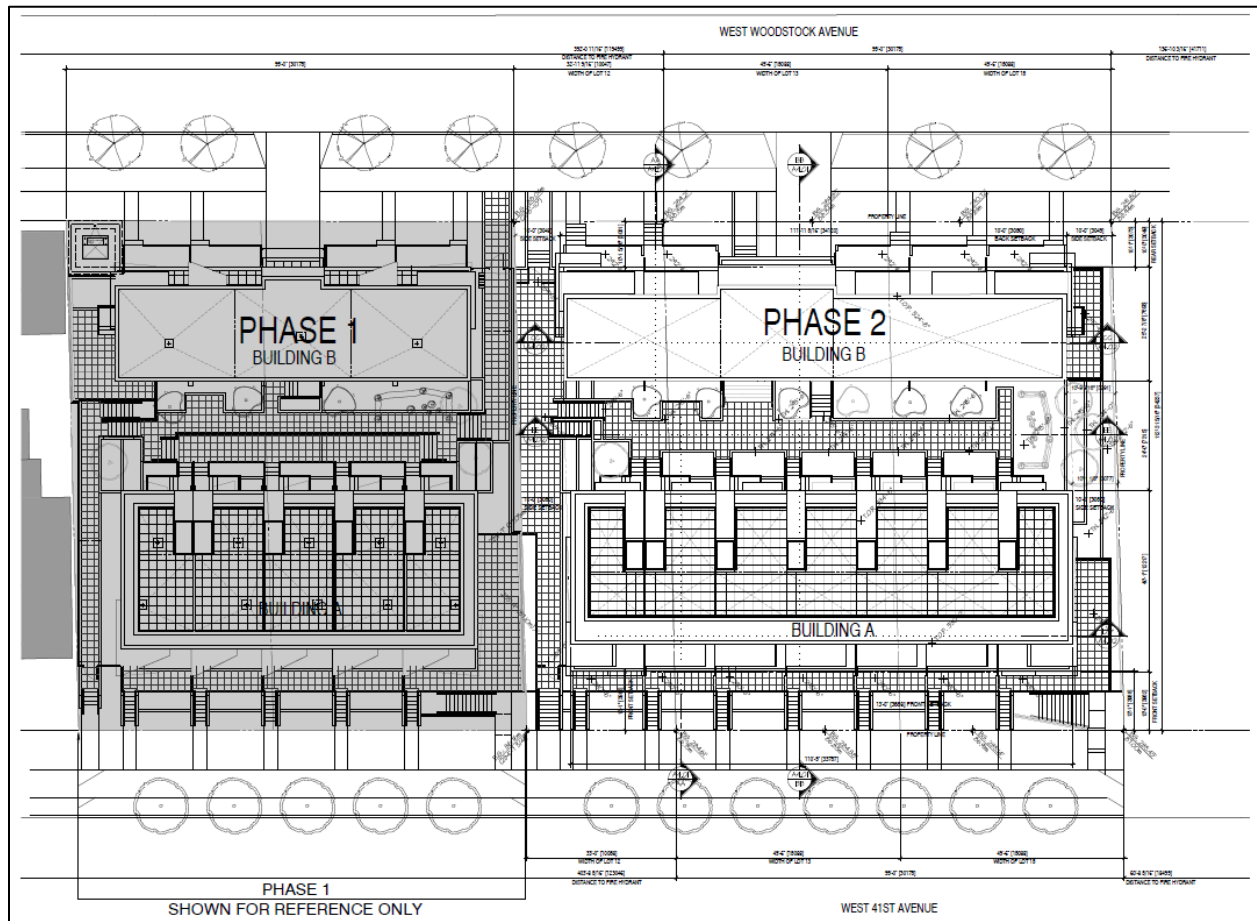
Family Room: Housing Mix Policy for Rezoning Projects – In July 2016, Council adopted the *Family Room: Housing Mix Policy for Rezoning Projects*, which updated family unit requirements for rezoning applications to provide a minimum 35% of total units as suitable for families, including a minimum of 25% two-bedroom units and a minimum of 10% three-bedroom units. The subject application proposes 30% two-bedroom units and 70% three-bedroom units, exceeding the *Family Room* unit mix requirement. A condition of approval has been added in Appendix B to support maintaining this unit mix.

High Density Housing for Families with Children Guidelines – The intent of the *High Density Housing for Families with Children Guidelines* is to address key issues of site, building, and unit design to achieve livability objectives for families with children. These guidelines provide direction on project planning, project design, unit design, and amenity areas. The application proposes a shared outdoor courtyard for residents with a children's play area. A condition of approval has also been added in Appendix B to enhance the usability of the outdoor space shared with the adjacent townhouse development.

Strategic Analysis

1. Proposal

The application proposes to rezone the site to enable two rows of townhouse residential buildings with a height of four storeys on 41st Avenue and three storeys on Woodstock Avenue to the north (see Figures 2 and 3), separated by an internal courtyard. The development proposes a total of 20 dwelling units, all of which are family units (two-bedrooms or larger). A density of 1.78 FSR is proposed, with a building height of 15.25 m (50 ft.) along 41st Avenue and 11.3 m (37 ft.) along Woodstock Avenue. One level of underground parking shared with the adjacent Phase 1 development is proposed to be accessed from Woodstock Avenue.

Figure 2 – Site Plan**Figure 3 – Perspective from 41st Avenue looking west**

2. Land Use, Density, and Form of Development (refer to drawings in Appendix E)

The Plan recommends four-storey apartments with townhouses or active uses on the rear for this area. The upper floor of the building above the third storey should be stepped back to reduce building bulk and shadow impacts. The intent is to locate the bulk of the building in the middle portion of the site, with generous front (10-15 ft.) and side (8-12 ft.) yards, to minimize shadow impacts. The Plan also recommends that front yards be treated as a semi-public space that can add to the public realm and overall pedestrian experience. On sites with two or more buildings, there should be some variation in building design to avoid repetition and enrich the streetscape, while simultaneously maintaining a unified architectural concept.

The proposal is for a townhouse form of development instead of the single apartment form anticipated by the Plan. This form generally follows that approved for the Phase 1 project on the adjacent site. A four-storey townhouse form fronts 41st Avenue, with a three-storey form on Woodstock Avenue to take advantage of the unique site condition of a double-fronting street. The two rows of townhouses are separated by a 7.3 m (24 ft.) wide courtyard in the middle and an underground parking structure shared with Phase 1 (see Figure 4). The top floor is stepped in 1.8 m (6 ft.) for both townhouse forms. While the project does not propose an apartment form, it does respond to the Plan's intentions of reducing shadows on Woodstock Avenue and minimising the appearance of height. It also activates both street frontages with residential uses.

Figure 4 – Proposed Courtyard Townhouses (southwest from Woodstock Avenue)



There is an approximate 2 m (6.6 ft.) grade change on site, with Woodstock Avenue at a higher elevation than 41st Avenue. To facilitate entrance into the underground parking structure from Woodstock Avenue, the townhouses and courtyard are raised above the natural grade. The proposed entries off 41st Avenue are approximately 1.8 m (6 ft.) above the sidewalk, while entries off Woodstock Avenue are approximately 0.9 m (3 ft.) above the sidewalk. This grade difference compromises the functionality of the front yards. A design development condition seeking to improve the front yards is included in Appendix B.

Both Phase 1 and Phase 2 projects utilise a townhouse and courtyard scheme; however, there is little connection between the two. Additional design development to better connect the courtyards and improve useable at-grade open space is required. Greater variation in materiality between the phases is also being sought (see Appendix B).

The Urban Design Panel reviewed and supported the application on March 21, 2018 (see Appendix D). Staff conclude that the design responds well to the context and support the form of development, subject to the urban design conditions included in Appendix B.

3. Transportation and Parking

Vehicle and bicycle parking is provided on one level of underground parking accessed from Woodstock Avenue. Underground parking will be shared with the Phase 1 townhouse development to the west of the site. A single-width vehicle entrance into underground parking is proposed for the Phase 1 development and a second single-width exit ramp for the subject site. Phase 1 will be built to include a knock out panel to connect the underground parking structure for the two developments. A total of 25 vehicle parking spaces and 25 Class A bicycle spaces are provided. Parking, loading, and bicycle spaces shall be provided and maintained according to the provisions of the Parking By-law. Engineering conditions are included in Appendix B.

4. Environmental Sustainability

The *Green Buildings Policy for Rezoning*s (amended on February 7, 2017) requires that residential rezoning applications satisfy either the near zero emission buildings or the low emissions green buildings conditions within the policy. These new requirements are mandatory for all rezoning applications received on or after May 1, 2017.

This application has opted to satisfy the updated version of the *Green Buildings Policy for Rezoning*s under the low emissions green buildings requirements. The low emissions green buildings pathway represents City priority outcomes, establishing limits on heat loss, energy use, and greenhouse gases, and drawing on industry best practices to create more efficient, healthy and comfortable homes and workplaces. The applicant has submitted preliminary energy modelling analysis detailing building performance strategies to meet the new energy use intensity, greenhouse gas and thermal demand targets.

PUBLIC INPUT

Public Notification

A rezoning information sign was installed on the site on January 5, 2018. A total of approximately 580 notifications were distributed within the neighbouring area on or about January 10, 2018. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps).

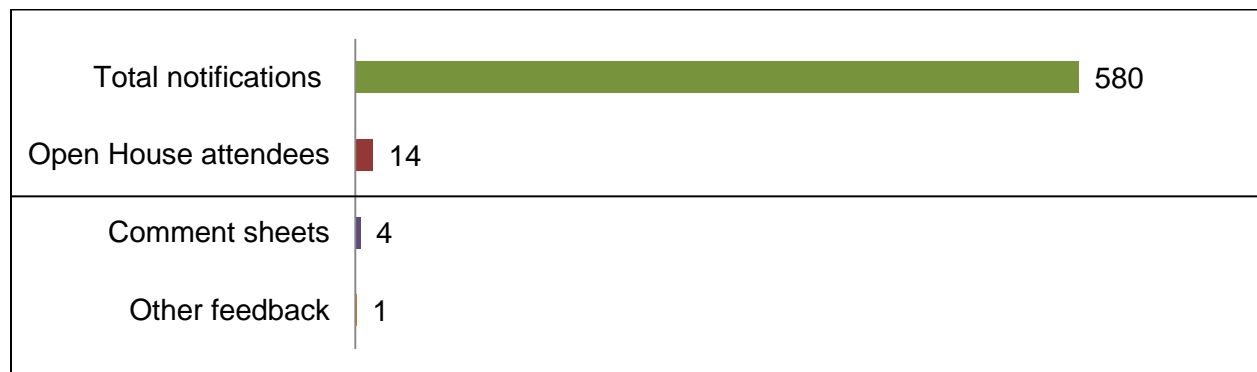
Community Open House

A community open house was held from 5 to 7 pm on January 23, 2018, at the Alliance Francaise, 6161 Cambie Street. Staff, the applicant team, and a total of approximately 14 people attended the Open House.

Public Response and Comments

A total of four comment sheets were received from the public, and one other form of written correspondence (see Figure 5).

Figure 5 – Public Notification Summary



Comments indicated support for the project based on its alignment with the Plan, provision of family-oriented units, and the courtyard design. Concerns were expressed over the loss of on-street parking, increased traffic congestion and its impact on emergency vehicle access to the site, and the proposed building density (although there was also feedback that the density is not high enough given the site's proximity to a major transit route). Other miscellaneous comments included concern over the development feasibility of the remaining two lots directly east of the site, questions over pre-zoning of land, as well as the rate of development and its impact on the capacity of the Canada Line.

Staff note that the Urban Design Panel supported the application, and conditions are included in Appendix B to further develop and improve the proposal and its landscaping at the development permit stage.

PUBLIC BENEFITS

In response to City policies concerning changes in land use and density, this application addresses public benefits as follows.

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 engineering infrastructure. The site is subject to the City-wide DCL rate, which is currently \$168.13 per sq. m (\$15.62 per sq. ft.). This rate is applied to the proposed 2,454 sq. m (26,415 sq. ft.) of floor area. On that basis, a DCL of approximately \$412,602 is anticipated.

In addition to the City-wide DCL, a new City-wide Utilities DCL was approved by Council on July 11, 2018 to address the need for upgraded water, sewer, and drainage infrastructure as the City continues to grow. The rate under this DCL for residential development over 1.5 FSR is \$10.09 per sq. ft. and it takes effect on September 30, 2018. Should this new Utilities DCL apply to this project, the additional DCL would be \$266,527; however, the in-stream rate protection available to the project might enable the new DCL to not apply, depending on the timing of development and building permits. The Utilities DCL is subject to the same rate protection and annual adjustment parameters as the City-wide DCL, as explained below.

DCLs are payable at building permit issuance and are subject to an annual inflationary adjustment 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 DCL By-law rate amendment, provided that it has been submitted prior to the adoption of such DCL By-law rate adjustment. 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 details on DCL rate protection.

Public Art Program – The *Public Art Program for Rezoned Developments* requires that rezonings involving a floor area equal to, or greater than, 9,290 sq. m (100,000 sq. ft.) allocate a portion of their construction budgets to public art or provide cash in lieu as a condition of rezoning. As the proposed floor area is below the minimum threshold, no public art contribution will arise from this application.

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 *Cambie Corridor Plan*. This rate is the basis for all four- and six-storey market residential rezoning proposals within the *Cambie Corridor Plan*.

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 inflation 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 \$977,295 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 of 1,490 sq. m (16,037 sq. ft.). The application was received on September 29, 2017 and changes to the target CAC rate for this made on September 30, 2017 are not applicable to this application.

Cambie Corridor Public Benefits Strategy (PBS) – Staff recommend that the cash component of the Community Amenity Contribution (CAC) from this rezoning application, if approved, be allocated to support delivery of the Cambie Corridor PBS, approved on May 1, 2018. The PBS identifies public benefits and infrastructure to support growth in the area, including both short-term and long-term priorities in and around the plan area. Priorities for the first 10 years include:

- *Increasing the supply of affordable housing* – 550 social housing, 190 below market rental and 1,500 secured market rental units.
- *New childcare facilities* – Up to 360 additional spaces for 0-4 year olds, and 195 out-of-school care spaces.
- *New and upgraded community and civic facilities* – New Oakridge civic centre, Hillcrest Community Centre fitness centre expansion, youth hub, land acquisition for new fire hall.
- *New and upgraded parks and open spaces* – New Fraser River Park and parks on major project sites, upgrades to existing parks, six new plazas or open spaces.
- *Transportation improvements* – Complete Street designs on Cambie Street and other arterials, “car-light” Heather Street between 37th Avenue and 41st Avenue.
- *Heritage* – Allocate 5% of cash CAC revenues to support funding for the conservation of heritage resources City-wide, and Cambie Corridor on-site conservation.

Up until May 2018, approximately \$315.7 million in CACs (both cash and in-kind) have been secured through approved rezonings under the *Cambie Corridor Plan*.

FINANCIAL IMPLICATIONS

As noted in the section on Public Benefits, the applicant has offered a cash CAC of \$977,295 to be allocated towards the Cambie Corridor Public Benefits Strategy.

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

The site is within the City-wide DCL District. It is anticipated that the project will generate approximately \$412,602 in DCLs. Should the new Utilities DCL apply to this project, the additional DCL would be \$266,527.

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, is consistent with the *Cambie Corridor Plan* with regard to land use, density, 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.

* * * * *

119-133 West 41st 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 numbered Z- () attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D, of 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) Dwelling Uses, limited to Multiple Dwelling;
 - (b) Retail Uses, limited to Public Bike Share; and
 - (c) 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;
 - (ii) at least 10% of the total dwelling units must be three-bedroom units; 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 area is 1,377.4 m² 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 1.78.
- 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 minimum 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 m² 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 to the top of roof hatch, must not exceed 15.25 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 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 m².

Acoustics

7. All development permit applications require evidence in the form of a report and recommendations prepared by a licensed professional acoustical engineer 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 levels in decibels.

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

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**119-133 West 41st Avenue
PROPOSED CONDITIONS OF APPROVAL**

Note: Recommended 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 DYS Architecture Inc. and received September 29, 2017, 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 to the following:

Urban Design

- 1. Design development to improve front yard condition on both 41st Avenue and Woodstock Avenue by:
 - (i) Softening the transitions from the respective back boulevards on both 41st Avenue and Woodstock Avenue to the townhouse front patios through more robust planting;
 - (ii) Enlarging the 41st Avenue townhouses' patio depths for better use;
 - (iii) Pushing the parkade's roof slab at the site's southeast corner back at least 1 m (3.3 ft.) away from the east property line, introducing planters along the patio's east edge to provide privacy screening, and reducing the patio's depth accordingly; and
 - (iv) Accommodating the Statutory Right-of-Way (SRW) along 41st Avenue (see Engineering By-Law Enactment Condition #3).

Note to Applicant: The above conditions are meant to better respond to the *Cambie Corridor Plan* recommendation to treat the yard spaces as an extension of the wider public realm. With regards to providing the SRW, ensure that the front steps, as well as the parkade access stairs, do not encroach into the SRW. This may entail shifting the location of some of the steps, porches and wall planes on the ground floor.

- 2. Design development to improve the quality and amount of useable outdoor space by creating a combined open area with seating features between the Phase 1 and Phase 2 courtyards.

Note to Applicant: In lieu of indoor amenity spaces, an improved outdoor area may suffice. This entails revisiting some of the Phase 1 landscape, grading and parkade design.

3. Design development to further introduce variations between these townhouses and those in Phase 1 by varying the ratio and location of the various cladding materials and windows.

Note to Applicant: This is to better respond to the *Cambie Corridor Plan* recommendation to express a strong unifying architectural concept while providing some degree of variation.

4. Consideration to improve the parking structure accessibility by providing access path(s) to and from it from all units.

Note to Applicant: Providing on-site access paths may require redesign of the private patio spaces, the courtyards, and potentially the ground-floor layout of some of the buildings.

5. Identification on the architectural and landscape drawings of any built features intended to create a bird friendly design.

Note to Applicant: Refer to the *Bird Friendly Design Guidelines* for examples of built features that may be applicable, and provide a design rationale for the features noted. For more information, see the guidelines at <http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.

Housing

6. Design development to meet the requirements in the *Family Room: Housing Mix Policy for Rezoning Projects (2016)* which requires at least 10% of the total dwelling units be three-bedroom units and at least 25% of the total dwelling units must be two-bedroom units.

Note to Applicant: The application currently exceeds the policy requirements, but further design development to meet the conditions of approval may result in a revision of the unit count and mix. Ensure the *Family Room* policy requirements are met at a minimum through the development permit stage.

Crime Prevention through Environmental Design (CPTED)

7. Design development to consider the principles of CPTED, 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

8. Design development to the landscape treatment to increase the volume of soil, tree canopy cover and planting on slab, as follows:
- (i) Provision of trees in planters (minimum 1.25 m width) for each private rooftop patio;
 - (ii) Lower the slab in the courtyard area below the planters, to the greatest extent that is practical;
 - (iii) Provision of one medium to tall branched tree to be located on private property in front of each unit along Woodstock Avenue and 41st Avenue.

Note to Applicant: Wherever possible, planted landscapes on slab should be designed to maximize soil depths. This will require integration of the landscape design and the structural plan. Soil depths should exceed the BCLNA Landscape Standard. At the perimeter of the building, the slab can be angled downward (1 m across and 1.2 m down) to maximize contiguous soil volumes.

9. Design development to the final grades along the west property line to be compatible with a possible shared pathway with the adjacent development proposal to the west.
10. Design development to locate, integrate and fully screen parking garage vents in a manner which minimizes their impact on the architectural expression and the project's open space and public realm.
11. Design Development to the Integrated Rainwater Management Strategy to explore opportunities for onsite rain water infiltration and soil absorption, as follows:
- (i) Maximize natural landscape management best practices;
 - (ii) Minimize the necessity for hidden mechanical water storage;
 - (iii) Increase the amount of planting on the rooftop areas;
 - (iv) Provide a linear infiltration bio-swale along the north and south property lines;
 - (v) Use permeable paving;
 - (vi) Employ treatment chain systems (gravity fed, wherever possible);
 - (vii) Use grading methods to direct water to soil and storage areas; and
 - (viii) Maximize opportunities to infiltrate water to the soil areas outside the underground parkade (i.e. lane setback).

Note to Applicant: Refer to the City of Vancouver Integrated Rainwater Management Plan (I.R.M.P), Vol.1 & 2 for further information. A consulting

engineer (subject matter expert) will need to be engaged and early phase soil analysis will be needed. Further comments may be outstanding at the development permit stage.

12. Provision of plans, plan details, and documentation/calculations that support integrated rainwater management, including absorbent landscapes, soil volumes and detention systems, as follows:
 - (i) A detailed storm water report with calculations describing how the various best management practices contribute to the quality and quantity targets;
 - (ii) A separate soil volume overlay plan with schematic grading indicating intent to direct rainwater to infiltration zones; and
 - (iii) An overlay plan that shows amount and ratio of vegetative cover (green roof), permeable/impermeable hardscaping, and notations describing the storage location of rainwater falling on each surface, including roofs.

13. Provision of a detailed Landscape Plan illustrating soft and hard landscaping.

Note to Applicant: The plans should be at a 1/8 in.:1 ft. scale, minimum. The plant list should include the common and botanical name, size and quantity of all existing/proposed plant material. Plant material should be clearly illustrated on the Plan and keyed to the Plant List. The landscape plan should include the public realm treatment (to the curb) and all existing or proposed street trees, adjoining walkways, surface materials, PMT/Vista transformers, and public utilities such as lamp posts, hydro poles, fire hydrants.

14. Provision of detailed architectural and landscape cross-sections (minimum 1/4 in. scale) through common open spaces, semi-private patio areas and the public realm.

Note to Applicant: The sections should illustrate the slab design and location, the soil profile, tree root ball, tree canopy and any associated landscaping. For private patios and amenity areas, illustrate and dimension planters on slab, planter sizes (inside dimension), soil, root ball, retaining walls, steps, patios and portions of the adjacent building, such as residential units or amenity rooms.

15. Provision of a Tree Management Plan.

Note to Applicant: It is preferred that the arborist tree management plan become the primary document for tree removal/ protection related matters. Attach a large scale tree management sheet (same size sheet as architectural sheets) to the landscape plan submission.

16. Provision of new street trees adjacent to the development site, where applicable.

Note to Applicant: Street trees are to be shown on the development permit plans and confirmed prior to the issuance of the building permit. Contact Eileen Curran, Streets Engineering (604.871.6131) to confirm tree planting locations and Park

Board (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 6 cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches in. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion*".

17. Provision of high efficiency irrigation for all planted areas and hose bibs for all patios and common areas greater than 100 sq. ft.

Note to Applicant: On the plan, illustrate irrigation connection points and hose bib symbols accurately, and provide a highlighted note to verify the irrigation is to be designed and constructed. Hose bibs are requested to encourage patio gardening and hand watering on private patio and amenity decks.

18. Provision of enlarged detailed elevations for all vertical landscape structures and features (i.e. green walls, trellis).
19. Provision of an outdoor Lighting Plan.

Note to Applicant: Consider CPTED principles and avoid any lighting that can cause glare to residential uses

Sustainability

20. All new buildings in the development will meet the requirements of the Green Buildings Policy for Rezoning (amended February 7, 2017), including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or alternate near zero emissions standard approved by the Director of Sustainability), or Low Emissions Green Buildings. The requirements for Low Emissions Green Buildings are summarized at <http://guidelines.vancouver.ca/G015.pdf>

Note to Applicant: The applicant will be required to demonstrate that the development is on track to achieve the above requirements at each stage of permit. For more detail on the above requirements and what must be submitted at each stage, refer to the most recent bulletin Green Buildings Policy for Rezoning – Process and Requirements (amended April 28, 2017 or later).

Engineering

21. The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation & 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.

22. Provision of any gas service is to connect directly to the building without any portion of the service connection above grade within the road right of way.
23. Clarify garbage storage and pick-up space. Please show containers and toters on plans for recycling and garbage needs and refer to the Engineering garbage and recycling storage facility design supplement for recommended dimensions and quantities of bins. and Note; pick up operations should not rely on bins being stored on the street or lane for pick up, bins are to be returned to storage areas immediately after emptying.
24. Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site. Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. Detailed confirmations of these commitments will be sought at the building permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to building occupancy. Provision of written acknowledgement of this condition is required. Please contact Engineering Services for details.
25. Please place the following statement on the landscape plan; *This plan is “NOT FOR CONSTRUCTION” and 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 Engineering, Development Services and/or your Engineering, Building Site Inspector for details.”*
26. Please update the landscape and/or site plan to reflect the public realm changes including all of the off-site improvements sought for this rezoning, where a design or detail is not available please make note of the improvement on the site and/or landscape plans. Please submit a copy of the updated plan to engineering for review.

Note to Applicant: Add note to landscape plans “Installation of parking regulatory signage on West 41st Avenue and West Woodstock Avenue adjacent the site to the satisfaction of the General Manager of Engineering Services”.

27. Provision of standard crossing design, a crossing application is required.
28. Compliance with the Parking and Loading Design Supplement and Bicycle Design supplement to the satisfaction of the General Manager of Engineering Services as follows:
 - (i) Provide section drawings showing elevations and minimum vertical clearances for parking levels, ramps, and security gates. These clearances must consider mechanical projections and built obstructions.

- (ii) Areas of minimum vertical clearances are to be labelled on the parking level.

Note to Applicant: 2.3 m of vertical clearance is required for disability spaces.

- (iii) Design elevations on both sides of the ramp and drive aisles at all breakpoints, and at all entrances. The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings. Slope and cross-fall within the parking levels is to be shown on the submitted drawings.
- (iv) Dimension the drive aisle width on parking level.
- (v) Provide Class A and Class B bicycle spaces as per the Vancouver Parking By-Law.
- (vi) On-site access from West Woodstock Avenue to all of the units is required to facilitate move-in/move-out requirements.

Note to Applicant: Parking will not be available on West 41st Avenue as future transportation installations will need to be accommodated at the curbside.

29. Green Infrastructure submission requirements for the development permit stage must include the following:

- (i) Pre-development site plan showing orthophoto and existing drainage areas and appurtenances;
- (ii) A proposed site plan that delineates drainage areas, including the area measurements for pervious/impervious areas, and identifies appropriately sized green infrastructure practices for each of those areas;
- (iii) Hydrologic and hydraulic analysis prepared by a qualified professional in the area of rainwater management showing how the site will meet the requirements of the Policy;
- (iv) If lower tier green infrastructure options are chosen, then justifications must be included in the RMP report;
- (v) Details on how the targets set out above will be achieved through the development phases and once all development phases are complete;
- (vi) Include supplementary documentation for any proprietary products that clearly demonstrates how they contribute to the targets;
- (vii) The plan and report must demonstrate that access has been provided for maintaining the rainwater management system, such as providing truck access for pumping out sediment traps;

- (viii) Maintenance and operation guide for the rainwater management system that will be provided to the eventual owner or party responsible for maintenance.

Note to Applicant: The building/public realm should be designed to show leadership in the City's commitment to Green Building systems including an integrative approach to rainwater management to minimize potable water use and encourage the use of alternative water sources in areas such as toilet flushing and irrigation.

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, 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

1. Arrangements are to be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the consolidation of Lot 12, Except the South 10 Feet Now Road, Amended Lot 13 (See 304281L), Except Part in Explanatory Plan 5951, and Amended Lot 15 (See 298807L), Except Part in Explanatory Plan 5778; all of Lot 2, Block 1003A, District Lot 526, Plan 4381 to create a single parcel.

Note to Applicant: Restrictive Covenant R63068 (See 111681L) on the title of Lot 12 requires the approval of the Canadian Pacific Railway Company for any proposed development. The applicant may wish to have this charge released from title; however, as this Restrictive Covenant is not in favour of the City, its release is not a condition of redevelopment of this site.

2. If the proposed shared vehicle access between the two phases is supported, then the provision of a knockout panel (as indicated on the applicant's drawings) at the appropriate location and arrangements (legal agreements, including without limitation easements, Section 219 Covenants, etc.) to secure continued access to underground parking on each site (as well as any other cross boundary issues), will be required.
3. Provision of a building setback and a surface Statutory Right of Way (SRW) on West 41st Avenue for public pedestrian use to achieve a 0.61 m (2 ft.) distance measured from the back of the property line for public realm. The SRW will be free of any encumbrance such as structure, stairs, planter walls, door swing, benches, chairs and tables, and bicycle parking at grade.
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 is provided.

- (i) Provision of adequate water service to meet the fire flow demands of the project. Based on an estimate of the development's water demands, the water system should be adequate to service the development. *No upgrades currently noted.*
 - a. Supply project details including confirmed fire flow calculations based on the Fire Underwriter's Survey's document, *Water Supply for Public Fire Protection*, the sprinkler demands based on NFPA 13/14, average day domestic water demands, and peak hour domestic water demands (sealed by a qualified Engineer) to confirm that water system upgrades are not required.
 - b. Should review of the confirmed project details deem 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.

Note to Applicant: The above analysis assumes the proposed building will *not* utilize wood-frame construction. Should the developer choose wood-frame construction, the water analysis completed above may not be valid. Contact Water Design for any further details.

- (ii) Design and construct 85 m of 600 mm diameter storm sewer and 200 mm diameter sanitary sewer on West 41st Avenue from the man hole fronting 151 West 41st Avenue to Manitoba Street.

The design must account for re-routing of sewer mains to eliminate existing easements. Contact the Sewer Design Department for more information prior to commencing the design.

The lengths and diameters of these sanitary and storm sewer improvements are approximate and subject to a detailed design by the Developer's Engineer.

- (iii) The post-development 5-year flow rate discharged to the storm sewer shall be no greater than the 5-year pre-development flow rate. The pre-development estimate shall utilize the 2014 IDF curves, whereas the post-development estimate shall utilize the 2100 IDF curves to account for climate change.

The Developer's Engineer is to submit design brief, calculations and/or model, and design drawings to the City. Submittals are to be reviewed and accepted by City Engineer.

The sewer servicing plan for this area is under development. The developer should to contact the City Engineer prior to commencing design or analysis of sewer system as the upgrade requirement may be modified based on the servicing plan (the requirement will be approximately equivalent to the above condition).

This development is to be serviced to the new storm and sanitary sewers on West 41st Avenue.

- (iv) Provision of new or replacement duct banks adjacent the development site that meet current City standards. Duct banks are to consist of electrical and communication ducts sized to meet City needs in a configuration acceptable by the General Manager of Engineering Services and in conformance with applicable electrical codes and regulations. A detailed design will be required prior to the start of any associated street work.

Note to Applicant: As-constructed documentation will be required that includes photographic and measured evidence of the installed number of conduits, their final locations and depths.

- (v) Provision of 100% of funding for street re-construction and all necessary adjustments of existing infrastructure on West 41st Avenue adjacent to the site to the satisfaction of General Manager of Engineering Services.

Note to Applicant: The City will provide a geometric design.

- (vi) Provision of a 1.83 m (6 ft.) light broom finish saw cut concrete sidewalk on West Woodstock Avenue frontage.

Note to Applicant: Landscape drawings specify a 6 ft. sidewalk on West Woodstock Avenue, but the sidewalk shown on drawing scales to 5 ft.

- (vii) Removal of existing driveway crossings on West Woodstock Avenue and provision of new curb and gutter.
- (viii) Provision of upgraded street lighting adjacent to the site on both West Woodstock Avenue and West 41st Avenue to current standards including a review of the existing lighting to determine its adequacy and a lighting design as required.

Note to Applicant: Existing wood pole in lane may conflict with ramp access. Arrangements to the satisfaction of the General Manager of Engineering Services and the appropriate public utility companies for pole relocation may be required.

- (ix) Provision of a contribution of \$15,000 towards signal modifications (payable at Development Permit issuance), LED lighting and countdown timers at Columbia Street and West 41st Avenue.

5. The Developer is required to submit a groundwater management plan to be reviewed and accepted by City Engineer. The plan shall include confirmation that no groundwater will be discharged to the sewer system.
6. 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.

Note to Applicant: Please ensure that, in your consultation with B.C. Hydro, 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.

7. Provision of a Rainwater Management Plan (RMP) that details how the rainwater management system meets the IRMP requirements for retention, cleaning and safe conveyance, prepared by a subject matter expert (Engineer) and signed/sealed by same, subject to review and acceptance by the City Engineer. The applicant should take into account the following:
 - (i) Runoff from the first 24 mm of rainfall from all areas, including rooftops, paved areas, and landscape must be retained and treated on site (landscapes over native subsoils with appropriately sized topsoil meets the 24 mm retention requirement);
 - (ii) Staff will not accept the principle that distinct site areas that have large infiltration and/or storage capacity in some way compensate for those areas of the site that are impervious, without the runoff from the impervious areas being directed towards these absorbent areas, and this being clearly demonstrated.
 - a. Where areas of growing medium do not have runoff directed on to them (from above) from adjacent impervious surfaces, they shall be assumed to be receiving/treating/storing only the rainfall that falls directly on to them; and
 - b. IRMP targets are to be achieved on site i.e. without using street right-of-way.
 - (iii) The applicant must prioritize methods of retention according to the three tiers below. Justification must be provided for using a lower tier retention option. The tiers are as follows:

- a. **1st tier priority green infrastructure practices** – Rainwater Harvesting for Reuse, Green Roofs, and Infiltration;
 - b. **2nd tier priority green infrastructure practices** – Retention within non-infiltrating landscapes, including absorbent landscape on slab, closed bottom planter boxes, and lined bio retention systems;
 - c. **3rd tier priority green infrastructure practices** – Detention storage with treatment and slow release.
- (iv) Surfaces designed for motor vehicle use and other high pollutant generating surfaces require an additional 24 mm of treatment beyond the first 24 mm retained (for a total of 48 mm treated).
- (v) Water quality volume (24 mm for low pollutant generating surfaces like roofs and 48 mm for high pollutant generating surfaces like driveways) that leaves the site must be treated to a standard of 80% TSS removal by mass by using either individual BMPs that meet the standard or treatment trains of BMPs that, when combined, meet the standard. For proprietary treatment devices:
- a. Provide product information for all treatment practices; and
 - b. Products need to be certified by TAPE - The Technology Assessment Protocol – Ecology Program, Washington State Department of Ecology's process for evaluating and approving emerging rainwater treatment BMPs. The applicant may propose other technologies but must provide supporting information that shows the technology meets the standard.

Note to Applicant: Legal arrangements may be required to ensure on-going operations of certain rainwater storage, rainwater management and green infrastructure systems.

Sustainability

8. The applicant will enter into an agreement with the City, on terms and conditions acceptable to the Director of Sustainability and the Director of Legal Services, that requires the future owner of the building to report energy use data, on an aggregated basis, for the building as a whole and certain common areas and building systems. Such an agreement will further provide for the hiring of a qualified service provider to assist the building owner for a minimum of three years in collecting and submitting energy use data to the City.

Environmental Contamination

9. 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 this 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 issued to the City.

Community Amenity Contribution

10. Pay to the City the cash Community Amenity Contribution of \$977,295 which the applicant has offered to the City and which is to be allocated to support the delivery of the Cambie Corridor Public Benefits Strategy. 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.

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.

* * * * *

119-133 West 41st Avenue
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENT TO THE SUBDIVISION BY-LAW NO. 5208

Council amends Schedule A of the Subdivision By-law in accordance with the plan labelled Schedule A and attached to and forming part of this By-law, by deleting:

- *PID 011-572-744; Amended Lot 15 (See 298807L), Except Part in Explanatory Plan 5778, of Lot 2 Block 1003A District Lot 526 Plan 4381;*
- *PID 011-572-736; Amended Lot 13 (See 304281L), Except Part in Explanatory Plan 5951, of Lot 2 Block 1003A District Lot 526 Plan 4381]; and*
- *PID 007-930-461; Lot 12, Except the South 10 Feet Now Road, of Lot 2 Block 1003A, District Lot 526, Plan 4381,*

from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

119-133 West 41st Avenue
ADDITIONAL INFORMATION

1. URBAN DESIGN PANEL

The Urban Design Panel (UDP) reviewed this rezoning application on March 21, 2018. The application was supported with recommendations.

EVALUATION: SUPPORT with Recommendations

- **Introduction:** Mateja Seaton, Rezoning Planner, introduced the site as a 3-lot assembly, located close to the North West corner of West 41st and Manitoba with double-fronting lots. The application is being considered under Phase 2 of the Cambie Corridor Plan (CCP). The site is zoned RS-1 and occupied by single-family houses. The combined lot size is 0.35 ac with a frontage of approximately 132 feet along 41st Ave, and a depth of 112 feet along Manitoba. The site slopes by approximately 6 ft. from a high point on Woodstock at the North East corner of the site to 41st Avenue at the South East corner.

The site is 3 blocks from Oakridge Centre and the Oakridge-41st Avenue Skytrain Station to the west. Under Phase 2 of the Cambie Corridor Plan, this area considers heights up to 12 storeys. Under proposed Phase 3, staff is revisiting heights within the Municipal Town Centre (MTC) area and proposing higher-density options for residential and office developments. Queen Elizabeth Park is 5 blocks to the north. Sir William Van Horne Elementary School 2 blocks to the southeast, Columbia Park 3 blocks to southwest. The site is largely surrounded by single family homes. The site is serviced by a bus route on 41st Ave which will eventually be the 41st Avenue B-Line connecting UBC to Joyce-Collingwood Station. 41st Avenue is anticipated to have complete street improvements under the proposed Phase 3 Plan.

Phase 2 of the CCP allows up to 4-storey residential buildings in this area between Columbia and Ontario Streets, and an FSR range of 1-25-1.75, in apartment form. It also allows for the same 4- storey built form across the street along 41st. The direction for this specific area has not changed in the proposed Phase 3 CCP, but it does envision 3-storey townhouses across Woodstock Avenue to the north (up to 1.2 FSR).

The applicant is proposing two rows of townhouse buildings over one level of underground parking: 4 storeys along 41st (Building A – 14 units), and 2.5 storeys along Woodstock (Building B – 6 units). There are 20 units proposed, all of which are 2 bedrooms or larger. The maximum height is 15.6 m (51 feet) / 11.8 meters (38.5 ft). The proposed FSR is 1.75. 25 parking stalls and 31 bicycle stalls. There is a knock-out panel to the adjacent development for shared parking. It is presented as the next phase of the townhouse project directly to the west (15 units), enacted in October 2017.

Dr. Patrick Chan, Development Planner, began by noting this is a double-fronting lot with a slope getting lower toward the 41st Ave side, and this slope presented challenges to the parkade design and overall site-planning. It was also pointed out this rezoning is Phase 2 of two phases, with Phase 1 (also by the same developer) nearing issuance of a building permit. Next, Dr. Chan introduced the Cambie Corridor Plan's policies regarding height, massing envelope, and public realm, with the key points being a four-storey apartment form is recommended for the subject site so as to have greater setbacks along Woodstock Ave,

and thus less shadowing on the Woodstock Ave sidewalks. It was also noted that front-yards can be treated as a semi-public space that expands the public realm's overall sense of openness. The proposed design is two rows of townhouses: the ones facing 41st Ave are stacked, and the ones facing Woodstock Ave are single; and a 24' wide courtyard separates them. Dr. Chan noted that the proposed design mostly meets these parameters: The proposed respective height is 51' for the 41st Ave facing townhouses and 38.6' for the Woodstock Ave facing ones; the sideyard setbacks are 10' on both sides, and the respective front setbacks are 13' on 41st Ave and 10' on Woodstock Ave. Layout wise, Dr. Chan noted all units have double-exposure that provides adequate cross ventilation and lighting.

Concerns about the parkade protruding out of the ground plane due to topographical challenges were raised, especially on how that impacts the front yard spaces facing both 41st Ave and Woodstock Ave, and also neighbourly transitions to lots to the immediate east.

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

- 1) Appropriateness of the townhouse form for this lot in terms of transitioning to the surrounding lower scale fabric, since the Cambie Corridor Plan actually recommends apartment forms.
- 2) Usability of the courtyards – one between the two rows of townhouses, and the space between Phases One and Two.
- 3) Private-public interface with regards to the treatment of the front yards on both 41st and Woodstock Avenues.
- 4) General neighbourly relations, particularly how the east side yard is treated.

The planning team then took questions from the panel.

- **Applicant's Introductory Comments:** The applicant started with a brief history of the application. The proposal was previously designed as a stand-alone building. It is a fairly interesting site with two fronting streets. There were some missed opportunities. The typology of two buildings at a smaller scale was considered appropriate. It is a transitioning grade across the site. The parking ramp sets the tone of the courtyard. The proposal has as many family units as possible. There is a stacked standing face typology on West 41st. There is a pedestrian access at the Woodstock side. At the west, the interface to the future project would be stepped back to minimize the sidewall interface. The vocabulary is clean, and there is concerted slab, pre-finished metal, and the building form articulation of the form to define the individual townhouses on both sides of the street. On the west 41st volume there is rooftop access to outdoor space. There are porch stares to the sidewalk and on the Woodstock to the boulevard.

There is a stair connection to the site proposed. There is a 'normalized' public realm. There is a quite a bit of terracing along 41st, so there are meant to be sightlines to allow access to the street.

The applicant team then took questions from the panel.

- **Panel Consensus:**

Having reviewed the project it was moved by Mr. Newfield and seconded by Mr. Wen and was the decision of the Urban Design Panel:

THAT the Panel SUPPORT the project with the following recommendations to be reviewed by City Staff:

- Improve relationship of project to 41st Ave
 - Lower the parking and keep the distance to 4 feet between ground floor units and the sidewalk
 - Further animate the sidewalk with higher quality landscape detailing
 - Further design develop the architectural expression
 - Further development of the interior courtyard design; provide more usable programmed space
 - Increase the private open spaces of the units facing 41st Ave
- **Related Commentary:** The panel supports the overall massing and the building typology, specifically the dual frontage of this site. The way the building addresses both 41st and Woodstock is appropriate. The shadowing is minimized and the animation of Woodstock creates a real street and regularized the street. The typography at the back should be improved by making the separation better, for example, introduce a sloping site. The architectural expression should be further elaborated from the last phase of development.

Add an elevator from the parking lot. Consider more staircases for stair lifts, and make the bathrooms more accessible. The stair that goes down to the parking should have windows to lighten the corner.

Add additional street trees, a double row. Add more colour and texture at the bottom level because right now it is too monotonous. Use high quality materials on the building, for example, avoid a concrete wall. Consider accessibility to the site.

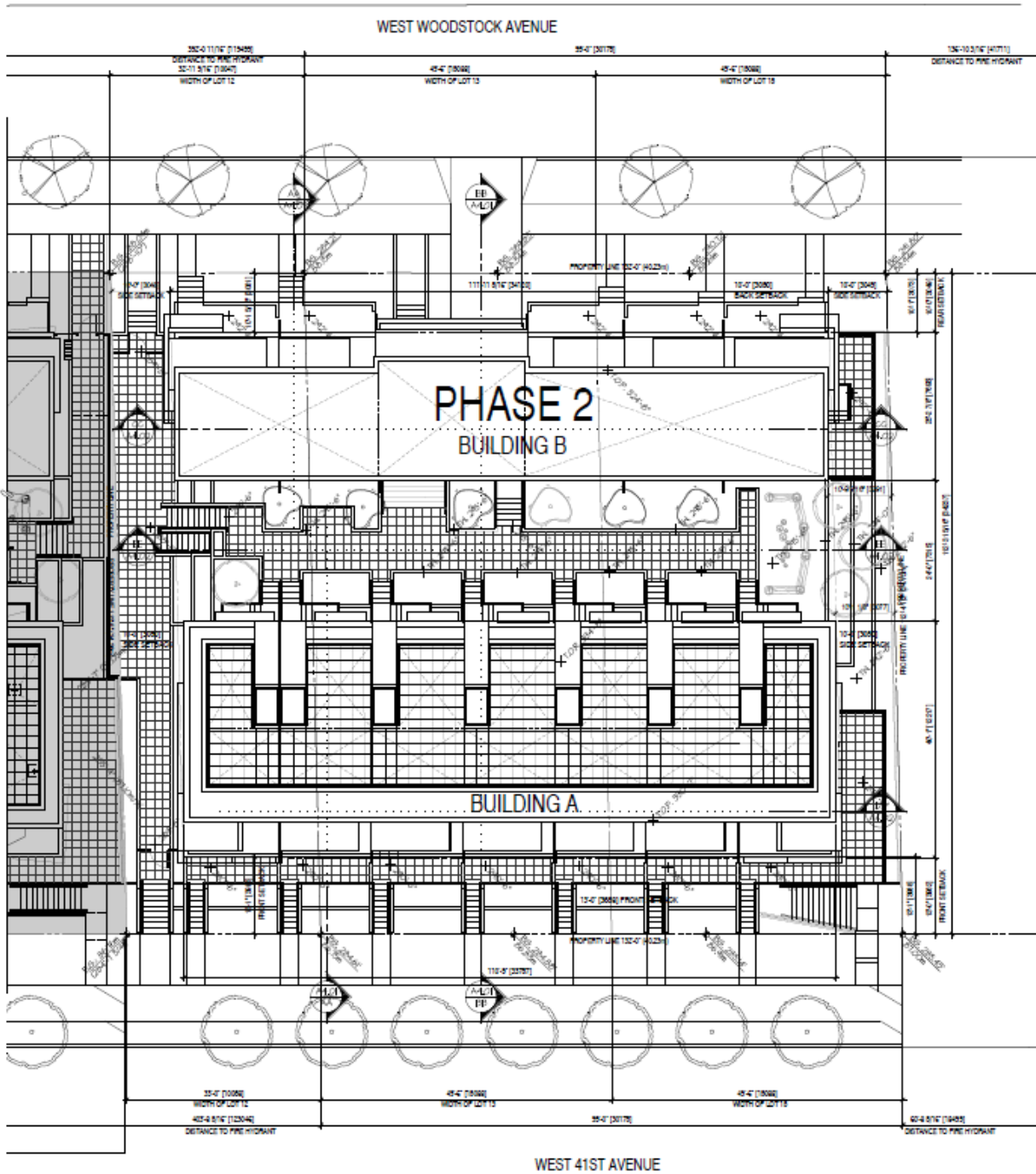
- **Applicant's Response:** The applicant team thanked the panel for their comments.

* * * * *

119-133 West 41st Avenue
FORM OF DEVELOPMENT

For a complete set of application drawings, visit:
<http://rezoning.vancouver.ca/applications/119-133w41stave/index.htm>

Site Plan



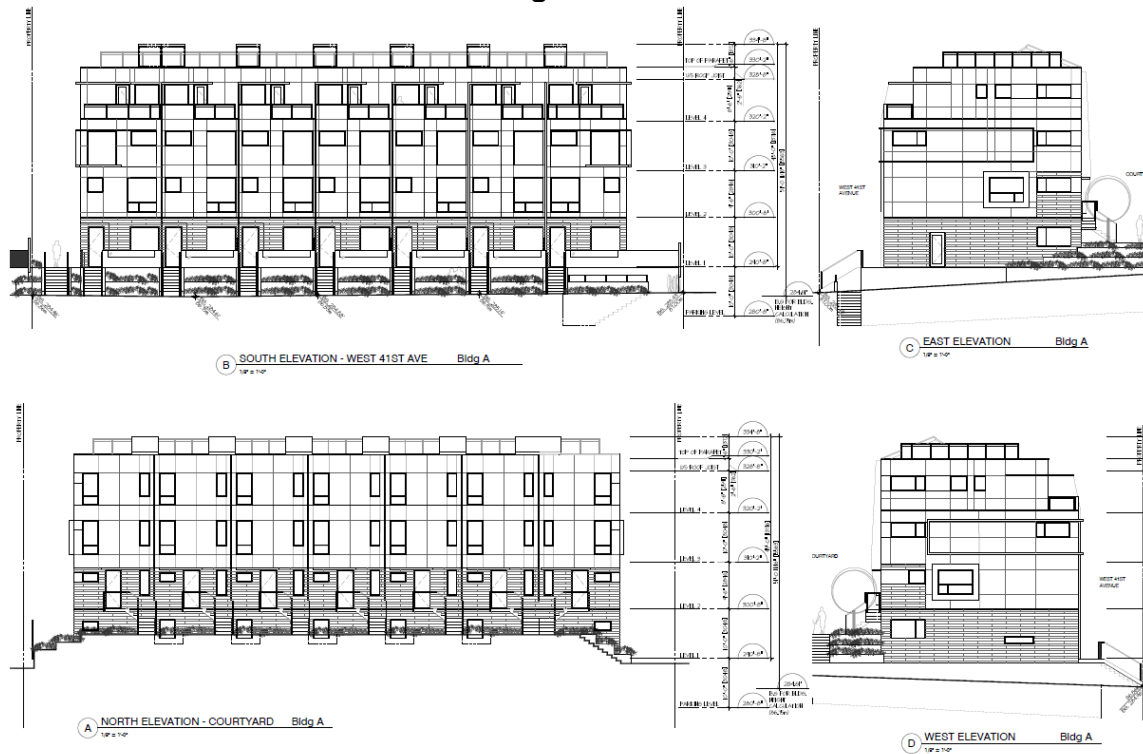
Perspective on 41st Avenue (view from southwest)



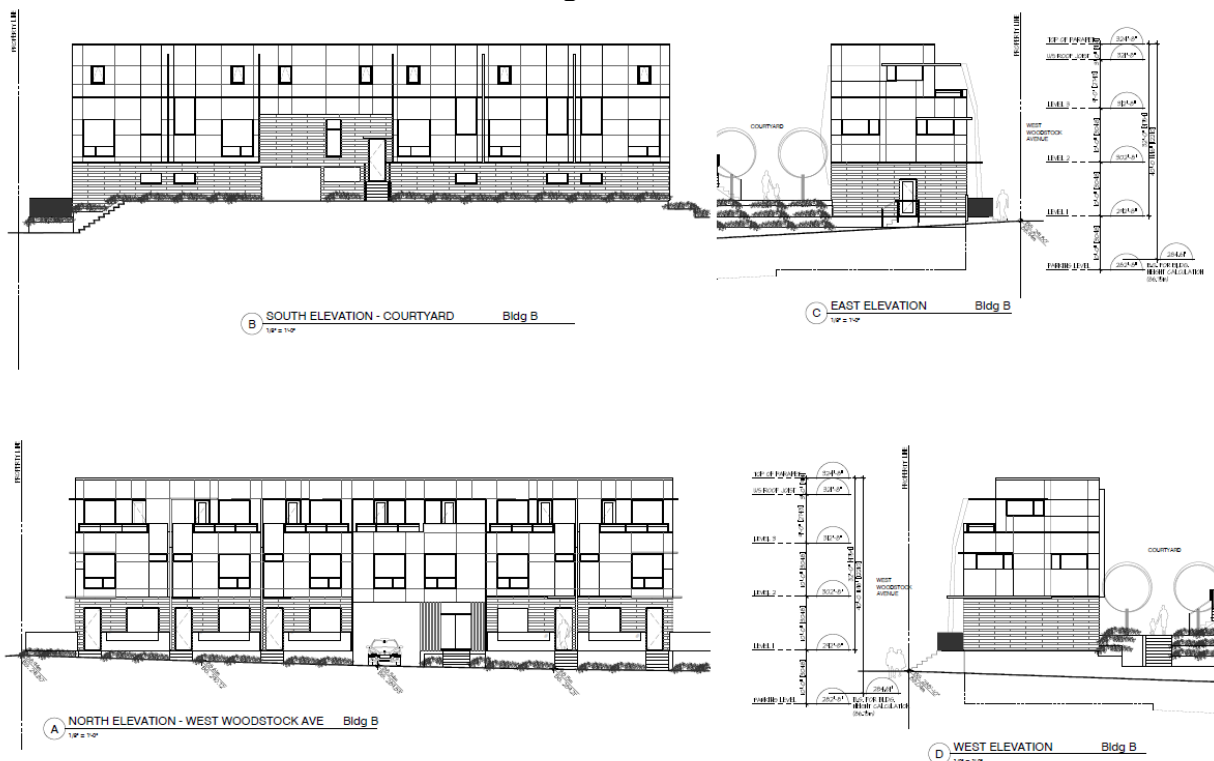
Perspective on Woodstock Avenue (view from southwest)



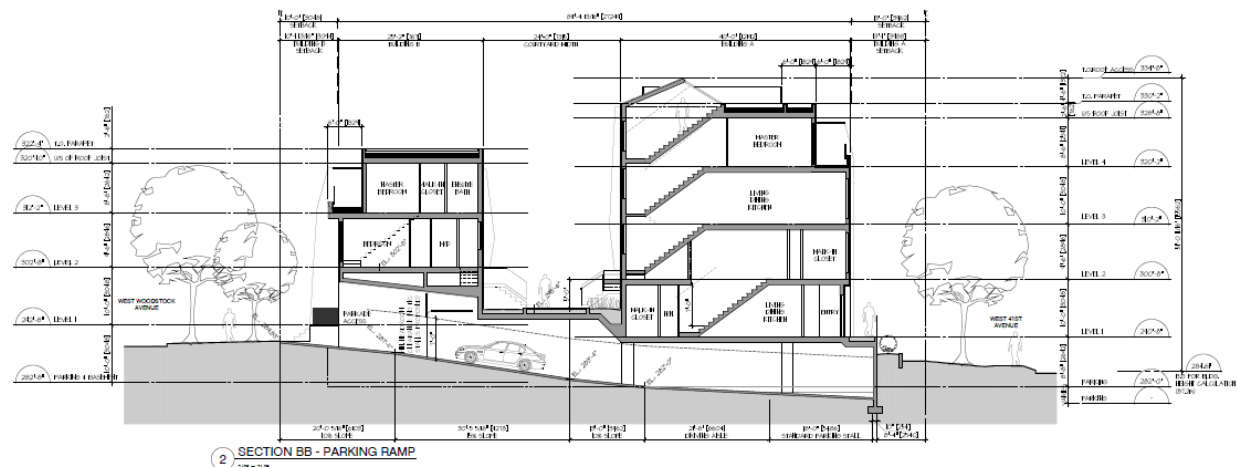
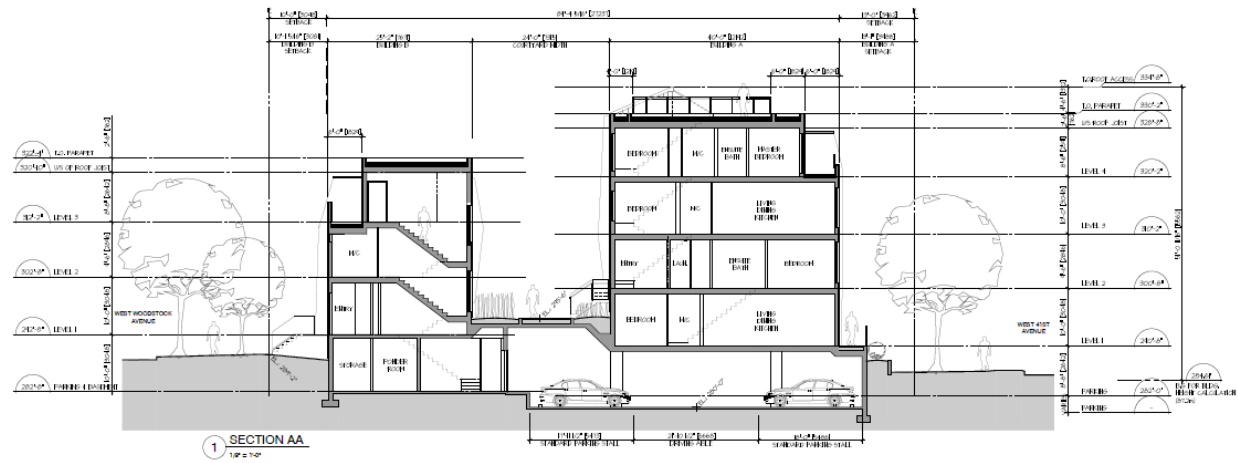
Building A Elevations



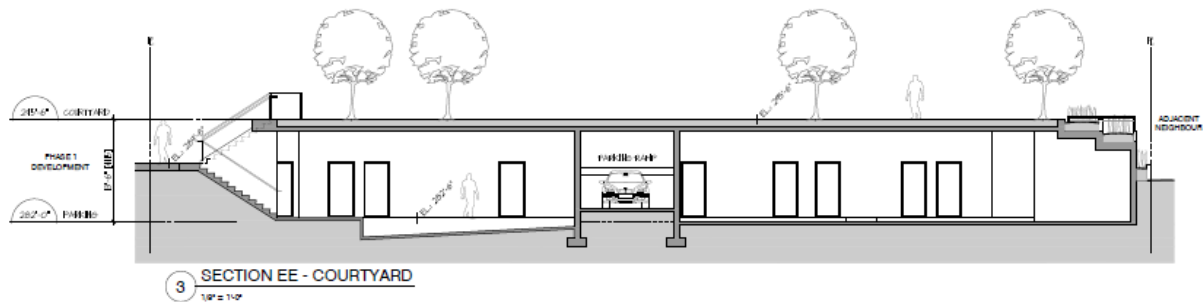
Building B Elevations



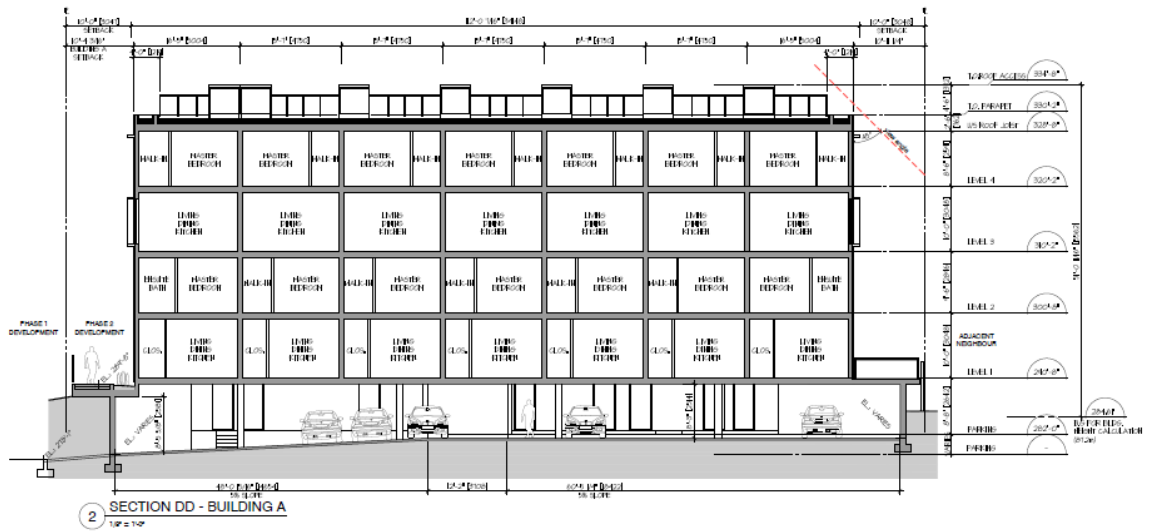
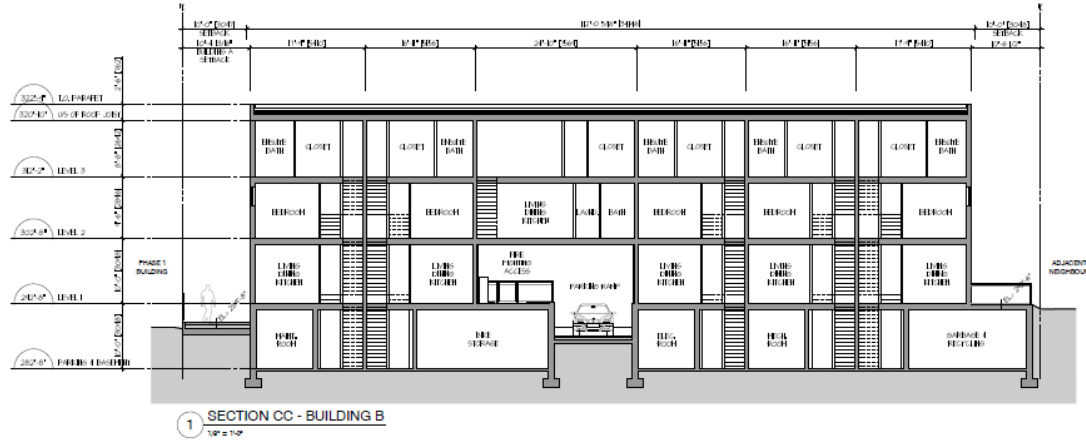
Section (East-West)



Section (Courtyard)



Section (North-South)



Landscape Plan



**119-133 West 41st Avenue
PUBLIC BENEFITS SUMMARY**

Project Summary

A townhouse residential development containing a total of 20 dwelling units.

Public Benefit Summary:

The project would generate a DCL payment and a CAC offering to be allocated based on the Public Benefits Strategy in the *Cambie Corridor Plan*.

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR site area = 1,377 sq. m (14,826 sq. ft.)	0.70	1.78
Floor Area (sq. ft.)	10,378	26,415
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)	\$37,672	\$412,602
	Public Art		
	20% Social Housing		
Offered (Community Amenity Contribution)	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage Conservation Reserve		
	Affordable Housing		
	Parks and Public Spaces		
	Childcare/Social/Community Facilities		
	Unallocated		
	Other		
TOTAL VALUE OF PUBLIC BENEFITS		\$37,672	\$1,389,897

* 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%).

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119-133 West 41st Avenue
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Property Information

Address	Property Identifier (PID)	Legal Description
119 West 41st Avenue	011-572-744	AMENDED LOT 15 (SEE 298807L), EXCEPT PART IN EXPLANATORY PLAN 5778, OF LOT 2, BLOCK 1003A, DISTRICT LOT 526, PLAN 4381
125 West 41st Avenue	011-572-736	AMENDED LOT 13 (SEE 304281L), EXCEPT PART IN EXPLANATORY PLAN 5951, OF LOT 2, BLOCK 1003A, DISTRICT LOT 526, PLAN 4381
133 West 41st Avenue	007-930-461	LOT 12, EXCEPT THE SOUTH 10 FEET NOW ROAD, OF LOT 2 BLOCK 1003A, DISTRICT LOT 526, PLAN 4381

Applicant Information

Architect	DYS Architecture Inc.
Developer/Property Owner	Nexst Oakridge 2 Development Ltd.

Development Statistics

	Permitted Under Existing Zoning	Proposed Development
Zoning	RS-1	CD-1
Site Area	1,377.4 sq. m (14,826 sq. ft.)	1,377.4 sq. m (14,826 sq. ft.)
Uses	One-Family (Residential)	Multiple Dwelling (Residential)
Floor Area	10,378 sq. m (964 sq. ft.)	2,454 sq. m (26,415 sq. ft.)
Floor Space Ratio (FSR)	0.70 FSR	1.78 FSR
Height	10.7 m (35 ft.)	15.25 m (50 ft.)
Parking, Loading And Bicycle Spaces	as per Parking By-law	as per Parking By-law