



**POLICY REPORT
DEVELOPMENT AND BUILDING**

Report Date: January 29, 2019
Contact: Karen Hoesé
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RTS No.: 12968
VanRIMS No.: 08-2000-20
Meeting Date: February 12, 2019

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 Rezoning: 4118-4138 Cambie Street

RECOMMENDATION

- A. THAT the application by Pennyfarthing Hillcrest Developments Ltd., on behalf of Pennyfarthing Properties Grayson North Ltd., the registered owner, to rezone 4118-4138 Cambie Street [*Lots 1 and 2, Block 681, District Lot 526, Plan 6212; PIDs: 008-450-617 and 010-949-020 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 2.94 and the height from 10.7 m (35 ft.) to 22.0 m (72 ft.) to permit the development of a six-storey development containing 66 strata residential units, be referred to a Public Hearing together with:
- (i) Plans prepared by Raymond Letkeman Architects Inc., received October 17, 2018;
 - (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 in principle, including approval in principle of the form of development, subject to the Conditions of Approval 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 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 two lots located at 4118-4138 Cambie Street from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to permit the development of a six-storey development with a total of 66 strata residential units over two levels of underground parking. The site is located in the Queen Elizabeth 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 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, last revised May 2018)
- *Riley Park/South Cambie Community Vision* (2005)
- *Family Room: Housing Mix Policy for Rezoning Projects* (2016)
- *High-Density Housing for Families with Children Guidelines* (1992)
- *Green Buildings Policy for Rezoning* (2010, last amended 2017)
- *Community Amenity Contributions – Through Rezoning* (1999, last amended 2018)
- *Zero Emissions Building Plan* (2016)
- *Renewable City Strategy* (2015)
- *Urban Forest Strategy* (2014)

REPORT

Background/Context

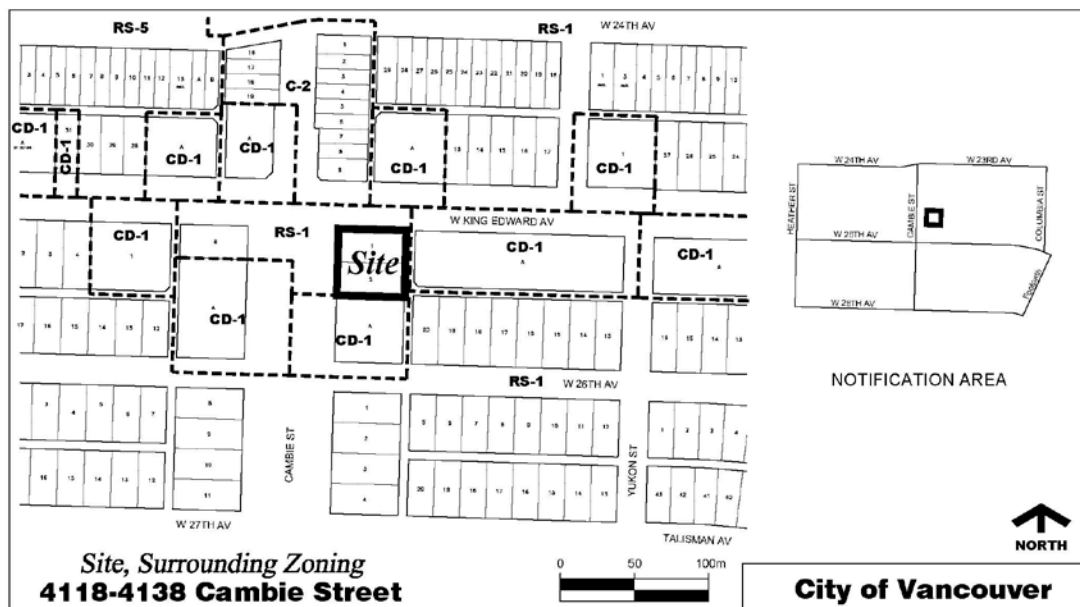
1. Site and Context

The subject site is located at the southeast corner of Cambie Street and King Edward Avenue, with a frontage of 45.1 m (148 ft.) along Cambie Street and a frontage of 45.9 m (151 ft.) along King Edward Avenue. It is comprised of two adjacent RS-1 zoned lots totalling approximately 2,064.4 sq. m (22,221 sq. ft.) in size and currently developed with two single-family houses (see Figure 1).

Across the lane to the southeast, the *Cambie Corridor Plan* allows for three-storey townhouses with an FSR of up to 1.2. Directly to the south is an approved rezoning for a six-storey residential development. Along King Edward Avenue are various mid-rise residential development approved through rezoning under the *Cambie Corridor Plan*.

The site is located on two arterial streets, with frequent bus service along both streets. It is also across the street from the King Edward Canada Line station.

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 Queen Elizabeth neighbourhood. The final revised Plan was adopted by Council in May 2018 after the subject rezoning application was received. Subsection 4.2.2 of the Plan specifically supports residential buildings up to six storeys in height for this site. A density range of 2.0 to 2.5 FSR is suggested in the Plan. Supportable density is to be determined by analysis based on site-specific urban design and public realm performance. Lastly, 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).

3. Application Revision

The original application was submitted on March 20, 2018 and proposed a shared parking access with the adjacent 6-storey development to the south. In response to staff comments, the applicant submitted a revised application on October 17, 2018 that shows an independent underground parking access within the development. This parking access change resulted in a few minor changes to the proposal, particularly with regards to ground level design.

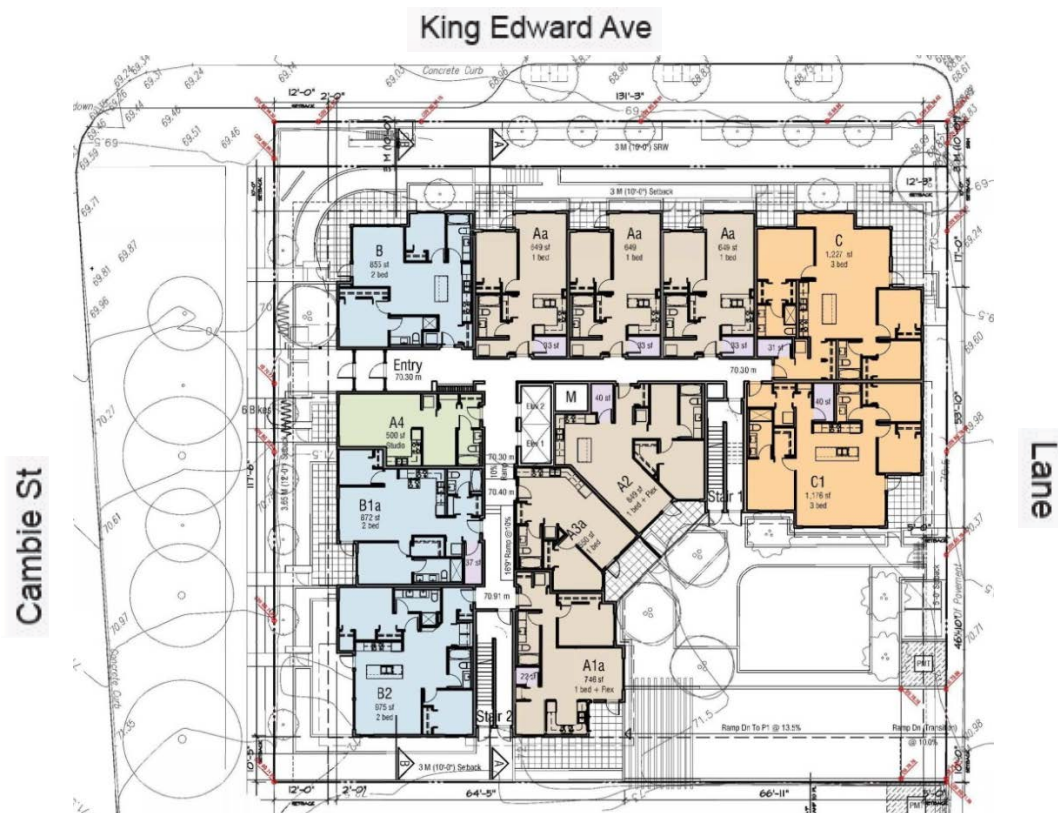
Strategic Analysis

1. Proposal

The application proposes to rezone the site from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District to permit construction of one six-storey residential building with an entrance facing Cambie Street (see Figure 2). Ground level units fronting Cambie Street as well as King Edward Avenue can be accessed directly from the streets. A shared outdoor amenity area is located at ground level off the lane, facing south east, and includes a children's play area.

The development proposes 66 dwelling units (1 studio unit [1%], 34 one-bedroom units [52%], 17 two-bedroom units [26%], and 14 three-bedroom units [21%]). A density of 2.94 FSR is proposed with a building height of 22.0 m (72 ft.). Two levels of underground parking are proposed to be accessed from the lane. See Appendix H for all development statistics.

Figure 2: Site Plan



2. Density, Height, and Form of Development (refer to drawings in Appendix E and statistics in Appendix H)

The proposed 6-storey building anchors the southeast corner of King Edward Avenue and Cambie Street while framing a rear courtyard which provides outdoor amenity, open space and access to daylight for the development. Additional common and private outdoor amenity decks are located at the rooftop, as well as a green roof with substantial planting. The green roof provides a visual and social amenity, as well as contributing to the building's performance with regards to the City's sustainability objectives.

The proposal is consistent with the height and built form guidelines set out in the *Cambie Corridor Plan* which recommends a 6-storey building with shoulder setbacks above the fourth-storey. Staff are supportive of the proposed form of development subject to conditions outlined in Appendix B, which include design development to provide an improved interface with the public realm with a terraced, natural stone retaining wall and continuous landscape border along the site edges.

The Urban Design Panel reviewed and supported this application on May 30, 2018 (see Appendix D).

Figure 3: Perspective view from the northwest



4. Transportation and Parking

Vehicle and bicycle parking are provided on two levels of underground parking, accessed via the ramp provided by the rear lane. Overall, 71 vehicle parking spaces and 87 bicycle storage spaces are provided, which meet the requirements of the Parking By-law. Engineering conditions are included in Appendix B.

5. Environmental Sustainability

The *Green Buildings Policy for Rezoning* (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 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.

Conditions securing sustainability requirements are set out in Appendix B.

PUBLIC INPUT

Public Notification

A rezoning information sign was installed on the site on April 19, 2018. A total of approximately 600 notifications were distributed within the neighbouring area on or about April 27, 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 on May 14, 2018, at Phoenix Gymnastics, 4588 Clancy Loranger Way. Staff, the applicant team, and a total of approximately 10 people attended the Open House.

Public Response and Comments

No comments or other forms of written correspondence were received from the public.

PUBLIC BENEFITS

Required Public Benefits:

Development Cost Levies (DCLs) – Development Cost Levies collected from development help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and engineering infrastructure.

This site is subject to City-wide DCLs and City-wide Utilities DCLs on the proposed 6,079.0 sq. m (65,434 sq. ft.) of residential floor area. Based on rates in effect as of September 30, 2018, total DCLs of approximately \$1,849,165 would be anticipated from this development.

DCL rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection from DCL rate increases, provided that an application has been received prior to the rate adjustment. 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.

Offered Public Benefits:

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 \$3,400,771 using the target CAC rate of \$733.90 per sq. m (\$68.18 per sq. ft.) based on the net additional increase in floor area of 4,633.9 sq. m (49,879.3 sq. ft.). The application was received on March 20, 2018 and changes to the target CAC rate for this made on September 30, 2018 are not applicable to this application.

Cambie Corridor Public Benefits Strategy (PBS) – It is recommended 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:

- *Increase affordable housing supply* – 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*.

See Appendix F for details of the *Cambie Corridor Plan* Public Benefits Implementation Tracking and Appendix G for a summary of all of the public benefits for this application.

Financial Implications

The site is within the City-wide DCL District. It is anticipated that the project will generate approximately \$1,849,165 in DCLs.

As noted in the section on Public Benefits, the applicant has offered a cash CAC of \$3,400,771, 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.

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 regards 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.

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4118-4138 Cambie Street
DRAFT BY-LAW PROVISIONS

Note: A By-law to rezone an area to CD-1 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 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.]

Designation of CD-1 District

2. The area shown within the heavy black outline on Schedule A is hereby designated CD-1 ().

Uses

3. 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; and
 - (b) Accessory uses customarily ancillary to the uses permitted in this section.

Conditions of use

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

Floor area and density

- 5.1 Computation of floor area must assume that the site area is 2,064.4 m², being the site area at the time of the application for the rezoning application evidenced by this By-law, and before any dedications.
- 5.2 The floor space ratio for all uses must not exceed 2.94.
- 5.3 Computation of floor area must include all floors of all buildings, having a minimum ceiling height of 1.2 m, including earthen floors and accessory buildings, both above and below ground level, measured to the extreme outer limits of the buildings.
- 5.4 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 floor area of all such exclusions must not exceed 12% of the residential 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.
- 5.5 Computation of floor area may exclude amenity areas, except that the total exclusion for amenity areas must not exceed 10% of permitted floor area.
- 5.6 The use of floor area excluded under sections 5.4 and 5.5 must not include any use other than that which justified the exclusion.

Building Height

- 6. Building height, measured from base surface, must not exceed 22.0 m.

Horizontal angle of daylight

- 7.1 Each habitable room must have at least one window on an exterior wall of a building.
- 7.2 The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24.0 m.
- 7.3 Measurement of the plane or planes referred to in Section 7.2 must be horizontally from the centre of the bottom of each window.
- 7.4 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.
- 7.5 An obstruction referred to in Section 7.2 means:
- (a) any part of the same building including permitted projections; or
 - (b) the largest building permitted under the zoning on any site adjoining CD-1 ().
- 7.6 A habitable room referred to in Section 7.1 does not include:
- (a) a bathroom; or
 - (b) a kitchen whose floor area is the lesser of:
 - (i) 10% or less of the total floor area of the dwelling unit, or
 - (ii) 9.3 m².

Acoustics

8. All development permit applications require evidence in the form of a report and recommendations prepared by a registered 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

Zoning and Development By-law

9. Sections 2 through 14 of the Zoning and Development By-law apply to this CD-1 ().

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4118-4138 Cambie Street
CONDITIONS OF APPROVAL

Note: If the application is referred to a public hearing, these Conditions of Approval will be referenced in the Summary and Recommendations included in the hearing agenda package. Any changes to the conditions approved by Council will be contained in its decision. Applicants are advised to consult the hearing minutes for any changes or additions to these conditions.

PART 1: CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

Note: Consideration by Council at the public hearing of the proposed form of development is in reference to plans prepared by Raymond Letkeman Architects Inc., received October 17, 2018, and provides that the Director of Planning may allow minor alterations to this form of development when considering the detailed scheme of development submitted with the development application.

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 and Landscape Conditions

1. Design development to improve the public realm interface as follows:
 - (a) Delete the patio stairs that run parallel to King Edward Ave and the lane and replace with a continuous, soft landscaped border.
 - (b) Provide natural stone facing for retaining walls at the site edges.

Note to Applicant: Stone facing should match the retaining walls at the site at the southwest corner of Cambie St and King Edward Ave to provide consistency and continuity for the public realm interface in this location.

2. Design development to improve northeast corner of the site and further denote the lane entry with the addition of a substantially larger planting area, including a larger tree on grade.

Note to Applicant: The Cambie Corridor Public Realm Plan anticipates a landscape node at the entry to lanes to improve quality of the lane for pedestrian use and neighborhood connectivity. This will require a notch to the underground parkade and relocation of the proposed mechanical room, as well as revisions to the proposed corner patio in order to accommodate a new tree on grade. The larger tree on grade could be the relocated Magnolia Tree #51 from the south side of the property or a new large caliper specimen tree with a minimum 10 cm diameter.

3. Design development to ensure high quality exterior cladding materials and details are provided at all elevations at the development permit stage.

Note to Applicant: The interior (south) side elevation and rear courtyard and lane elevations should have an appropriate level of detail and visual interest as the street-facing elevations.

4. Design development to adopt a bird-friendly strategy for the building's design.

Note to Applicant: Please see Bird-Friendly Design Guidelines at <http://former.vancouver.ca/commsvcs/guidelines.B021.pdf>.

Crime Prevention through Environmental Design (CPTED)

5. Design development to respond to CPTED principles, having particular regard for:
 - (a) Theft in the underground parking;
 - (b) Residential break and enter;
 - (c) Mail theft; and
 - (d) Mischief in alcoves and vandalism, such as graffiti.

Note to Applicant: The applicant should consider adequate lighting along the sideyards especially at the entry-points to the parking-ramp and parking-stairs, the patios, and planted areas at the rear portion of the site.

Sustainability

6. 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

7. 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.
8. 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.

9. 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.
10. Clarify garbage pick-up operations. Please provide written confirmation that a waste hauler can access and pick up from the location shown without reliance of the lane for extended bin storage. If this cannot be confirmed then an on-site garbage bin staging area is to be provided adjacent the lane.
11. Provision of a landscape plan that reflects the off-site improvements sought for this rezoning, including the following statement to be placed on the landscape plan;
12. The landscape plan is to be noted as "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."
13. Delete speciality paving from City right of way on Cambie St. (refer to drawing L-1.1)
14. Delete proposed street trees from City right of way on King Edward Ave frontage. (refer to drawing L-1.1)
15. Remove bulge (bus layby) on King Edward Ave frontage from all drawings. (refer to drawing L1-1)

Note to Applicant: Design is to accommodate future street improvements on Cambie St and King Edward Ave frontages, including protected bike lanes on both frontages and a protected intersection corner at the SE corner of King Edward Ave and Cambie St, as per City-provided geometric design.

16. Design development to improve access and design of bicycle parking and comply with the Bicycle Parking Design Supplement.
 - (a) All Class B bike parking to be provided on private property and should not encroach in any way on public property.
17. Design development to improve the parkade layout and access design and comply with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services, including the following:
 - (a) Modification of grades on the ramp and in parking areas.

- (i) Ramp slopes must not exceed 10% for the first 20' from the property line.
 - (ii) Ramps over 12.5% slope and are exposed to the weather to be heated.
 - (b) Improve visibility for two-way vehicle movement at turns. Convex mirrors or increased corner cuts are recommended.
18. The following information is required for drawing submission at the development permit stage to facilitate a complete Transportation review:
- (a) A complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided.
 - (b) All types of parking and loading spaces individually numbered, and labelled on the drawings.
 - (c) Dimension of column encroachments into parking stalls.
 - (d) Dimensions for typical parking spaces.
 - (e) Dimensions of additional setbacks for parking spaces due to columns and walls.
 - (f) Dimensions of manoeuvre aisles and the drive aisles including at the parkade entrance and all gates.
 - (g) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, security gates and trellises. These clearances must consider mechanical projections and built obstructions.
 - (h) Areas of minimum vertical clearances labelled on parking levels.
 - (i) Design elevations on both sides of the ramps and drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances. The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings.
 - (j) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable.
 - (k) Existing street furniture including bus stops, benches etc. to be shown on plans.
 - (l) The location of all poles and guy wires to be shown on the site plan.

- (m) Revise landscape drawings to show existing off-site conditions on King Edward Ave frontage and add note: “specific public realm improvements on King Edward Ave and Cambie St as per approved C.O.V. design”.

19. Green Infrastructure submission requirements must include the following elements:

- (a) Provision of a pre-development site plan showing orthophoto and existing drainage areas and appurtenances.
- (b) Provision of a 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.
- (c) Provision of a 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.
- (d) If lower tier green infrastructure options are chosen, then justifications must be included in the Rainwater Management Plan report.
- (e) Include supplementary documentation for any proprietary products that clearly demonstrates how they contribute to the targets.
- (f) 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.
- (g) 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.

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

PART 2: CONDITIONS OF BY-LAW ENACTMENT

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 General Manager of Arts, Culture and Community Services, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering Services

1. Consolidation of Lots 1 and 2, Block 681, District Lot 526, Plan 6212 to create a single parcel and subdivision of that site to result in the dedication of the north 1m for road purposes and a Statutory Right of Way for public realm improvements over the northerly 2m of the site adjacent to the 1m road dedication.
2. Provision of a Services Agreement to detail the on- and off-site works and services necessary or incidental to the servicing of the site (collectively called the “services”) such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site will be issued until the security for the services are provided.
 - (a) 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.
 - (b) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project. Implementation of development(s) at 4118-4138 Cambie Street require the following:
 - (i) Separate 56.7m of 200mm diameter combined main to 250mm diameter storm sewer and 200mm diameter sanitary sewer (lane east of Cambie Street). The lengths and diameters of these improvements are approximate and subject to detailed design by Developer’s Engineer.
 - (ii) The post-development 10-year flow rate discharged to the storm sewer shall be no greater than the 10-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.
 - (iii) Developer’s Engineer to submit design brief, calculations and/or model, and design drawings to the City. Submittals to be reviewed and accepted by City Engineer.
 - (iv) Development to be serviced to the proposed 250mm storm and 200mm sanitary sewers in the lane east of Cambie St.
 - (v) Developer to submit a Hydrogeological Study to be reviewed and accepted by a City Engineer. The Study shall include a Groundwater Management Plan if groundwater interception will occur and an Impact Assessment if groundwater extraction or dewatering will occur. No groundwater is to be discharged to the City’s sewer network post

construction, and groundwater extraction shall have no significant negative impacts.

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

- (c) Provision of 100% of funding to the satisfaction of General Manager of Engineering Services for the future construction of protected bike lanes on King Edward Avenue and 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, a 2.5m wide raised protected bike lane, a minimum 2.14m (7'-0") wide light broom finish saw cut concrete sidewalk, curb ramps, transit passenger amenities, and improved street lighting and additional pedestrian scale lighting including adjustment to all existing infrastructure to accommodate the proposed street improvements.
- (d) Provision of a 2.14m (7'-0") light broom finish saw cut concrete sidewalk on Cambie Street frontage. Maintain existing front boulevard width.

Note to Applicant: The design for the street improvements on Cambie Street and King Edward Avenue are still progressing. However, the sidewalk on Cambie St adjacent the development will stay in its existing location and should be rebuilt as per this provision at time of development.

- (e) Provision of a standard concrete lane crossing including new curb returns and curb ramps on both sides of the lane entry as per City standard.
- (f) Provision of speed humps in the lane (from King Edward Avenue to 26th Street).
- (g) Provision of new or replacement duct banks adjacent to the development site that meet current City standards. Ducts bank is 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.

- (h) Provision of lane lighting on standalone poles with underground ducts.
- (i) Provision of upgraded street lighting adjacent to the site to current standards including a review of the existing lighting to determine its adequacy and a lighting design as required.
- (j) Provision of pedestrian scale lighting on standalone poles along Cambie Street.

Note to Applicant: The detailed electrical design will be required prior to the start of construction.

- (k) Provision of an upgraded pedestrian signal at King Edward Avenue and Cambie Street from Audible to Accessible.
3. Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but 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 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.

4. 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:
- (a) Runoff from the first 24mm 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 24mm retention requirement);
 - (b) 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.
 - (i) 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
 - (ii) IRMP targets are to be achieved on site i.e. without using street right-of-way.
 - (c) 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:

- (i) 1st tier priority green infrastructure practices – Rainwater Harvesting for Reuse, Green Roofs, and Infiltration;
 - (ii) 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;
 - (iii) 3rd tier priority green infrastructure practices – Detention storage with treatment and slow release.
- (d) Surfaces designed for motor vehicle use and other high pollutant generating surfaces require an additional 24mm of treatment beyond the first 24mm retained (for a total of 48mm treated).
- (e) Water quality volume (24mm 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:
 - (i) Provide product information for all treatment practices; and
 - (ii) 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.

Sustainability

- 5. Enter into such agreements as the General Manager of Planning, Urban Design & Sustainability and the Director of Legal Services determine are necessary that require the owner to report energy use data, on an aggregated basis, for the building as a whole and for certain common areas and building systems. Such agreement or agreements will also provide for the hiring of a qualified service provider to assist the owner for a minimum of three years in collecting and submitting energy use data to the City.

Environmental Contamination

- 6. If applicable:
 - (a) Submit a site profile to Environmental Services (Environmental Protection);
 - (b) 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

- (c) 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

7. Pay to the City the cash Community Amenity Contribution of \$3,400,771 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.

* * * * *

4118-4138 Cambie Street
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 *Lots 1 and 2, Block 681, District Lot 526, Plan 6212; PIDs: 008-450-617 and 010-949-020 respectively* from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

* * * *

4118-4138 Cambie Street
ADDITIONAL INFORMATION

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: Tiffany Rougeau, Rezoning Planner, introduced the project as a rezoning application at 4118-4138 Cambie Street, a 2 lot assembly at the southeast corner of Cambie Street and King Edward Avenue.

Council approved in principle a rezoning application for the single lot at 4138 Cambie Street to allow development of a 6-storey building residential building. Since acquiring the additional corner lot to the north the applicant withdrew their application for 4138 Cambie Street and submitted a new rezoning application for the 2 lot assembly.

Both lots are currently zoned RS-1 and each is developed with a single-family home. The proposal is being considered under the Cambie Corridor Plan which anticipates 6-storey residential buildings in this area with a suggested FSR range of 2.0-2.5

For context, the King Edward Skytrain Station is located to the northwest and a number of approved rezonings surround the site, specifically:

- The site to the south: 6-storey building with townhouses on the lane, with a FSR of 2.56. (under construction);
- To the east, across the lane, this block has been rezoned for Seniors Supportive Housing with a FSR of 2.27; and,

On May 1st, Council approved Phase 3 of the Cambie Corridor Plan which now allows family housing in the form of townhomes for sites across the lane.

The proposal is for a 6-storey residential building with a total of 65 units over 2 levels of underground parking. An FSR of 2.88 is proposed.

Marie Linehan, Development Planner, continued the introduction by noting that the proposal is generally consistent with the Cambie Corridor built form guidelines which recommend a 6-storey residential building with shoulder step backs above the 4th storey.

A more vertical expression without step backs can be considered to respond to the corner of Cambie Street and West King Edward Avenue.

There is a change in grade on the site of about 10 ft. from the high point at the southwest corner at Cambie to the low point at the northeast corner at the intersection of the lane and West King Edward.

Parking access is provided via a knock out panel from the adjacent site which allows for more usable outdoor space in the rear yard. A row of townhouses was not required at the lane noting

the potential impact of the parkade entry to the Seniors' Supportive Housing directly across the lane.

The built form guidelines recommend that the main floor be no more than 3 ft. above sidewalk grades with individual patios and entry steps along the frontage to provide activation.

In this case the main floor is up to 6 ft. above the sidewalk level along West King Edward at the worst case due to the challenges with regards the site grades and the connection to the adjacent parkade. A 3 ft. planter is provided along the site edge and a common stair to access the patios, rather than individual steps. There is a bus stop directly in front of the site at West King Edward Avenue.

The Seniors' Supportive Housing building has the main floor located at grade as that site doesn't have the same slope, and therefore that building is lower in height although at the same number of storeys.

Under the Cambie Corridor Public Realm Policy lanes are meant to play a role in improving pedestrian connectivity. In particular, design elements such as landscape nodes and benches in lanes around Skytrain stations may be provided to enliven the lanes and improve their quality as public spaces. There are grade challenges because the lane entry from West King Edward is fairly steep, but staff would appreciate the Panel's advice with regards to improvements to the lane interface.

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

1. Overall height, form, and density relative to the Cambie Corridor Plan and the context.
2. Corner expression.
3. Treatment of the site edges along West King Edward and the lane.

The planning team then took questions from the panel

Applicant's Introductory Comments: The applicant noted concerns from the previous panel regarding the laneway town house at this site. The proposal now supplies a rear yard with no townhouses as an alcove for the site. The courtyard is an opportunity to provide shelter from traffic and outdoor space with an outdoor dining area. There is a landscape buffer proposed at the courtyard and at-grade planting. There is a landscape treatment at the lane to promote pedestrian traffic.

The corner site is a tremendous opportunity architecturally, and many options were explored for the corner. The balconies are likely pre-cast concrete. There is soft lighting proposed to create a 'glow' on the corner. Each wing is meant to fold out to establish the symmetry of the building. The materials are intended to be pre-cast concrete with a U-shaped dark brick frame with punched windows at the wings. There is also wood horizontal panelling to provide a light texture and a natural West Coast feel. Hardi-paneling is used to give a light feel above the 4-storey plinth. Soffits are designed to be expressive and visually appealing. The drop in grade was a challenge. Along Cambie Street, individual patio entries are provided and well-resolved. Along W 8th there are no individual stairs, but rather shared access. The two corner units have separate access stairs and the middle units are accessed via a common stairs. There are five patios along West King Edward Avenue.

The applicant then took questions from the panel.

Panel Consensus: Having reviewed the project it was moved by Mr. Wen and seconded by Ms. Parsons 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:

- Further design development of the public realm along King Edward to reduce the height of the retaining walls and further animate the street frontage.
- Further design development of the corner expression including consideration to re-locate balconies from the corner.
- Further design development to the side and rear elevations to ensure clarity and consistency of architectural expression.

Related Commentary: The panel was supportive of the height, form and density. The building was seen to be compliant with the guidelines of the Cambie Corridor Plan. Some panel members supported the corner balcony treatment. Some did not, noting this important intersection and entry to the city should have a stronger corner.

There was discussion regarding materiality and it was noted that maintenance of white concrete may be a potential issue. The rear and side elevations should be of a higher quality in keeping with the street elevations and provide more brick, not fibre-cement.

The back garden and the relationship of the massing to the lane were noted as a positive. The knock out panel for the ramp was appreciated as it allows for a more functional rear yard amenity. The pad mounted transformer may need relocation to allow more sunlight access to the rear yard, noting it is occupying the sunniest part of the yard. It was suggested to consider a rooftop amenity with unlimited solar access, and to provide a washroom area.

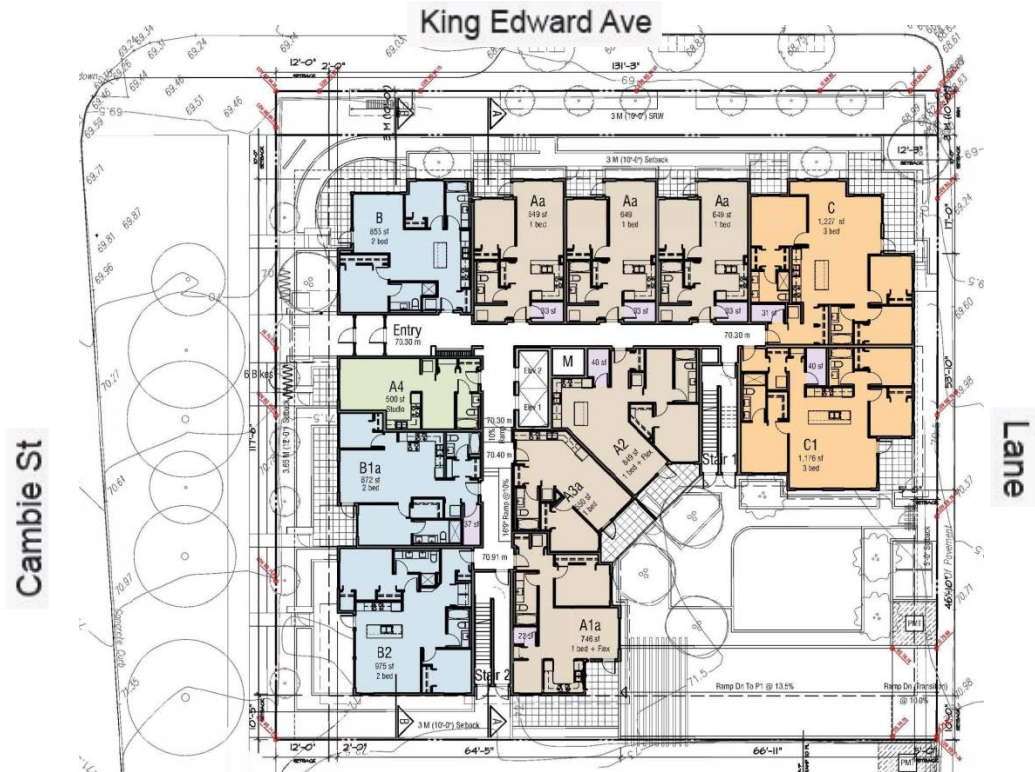
It was noted that there will be significant pedestrian traffic in this location and the site edge on at King Edward is too harsh and needs further design development. The retaining walls are too high in the current proposal, noting guardrails will create additional height to 8 ft. The site edges need more interaction with the street. The granite from the existing retaining wall may be repurposed instead of concrete retaining walls. The lobby might be too undersized for social interaction and needs improved visual access from the street. The lane and sidewalk could use more benches and shrubbery.

Applicant's Response: The applicant team thanked the staff for the comments.

* * * *

4118-4138 Cambie Street
FORM OF DEVELOPMENT

Site Plan



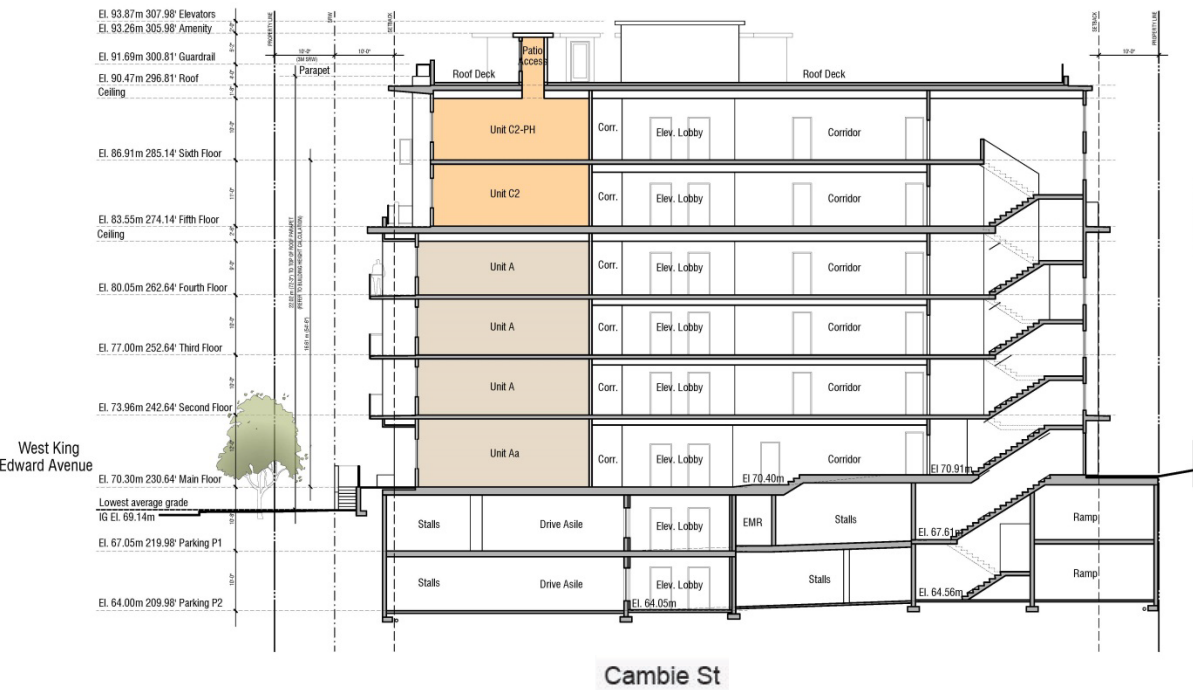
Perspective view from the northwest



Perspective view from Cambie Street looking north



Building Section



Building North Elevation



Building East Elevation



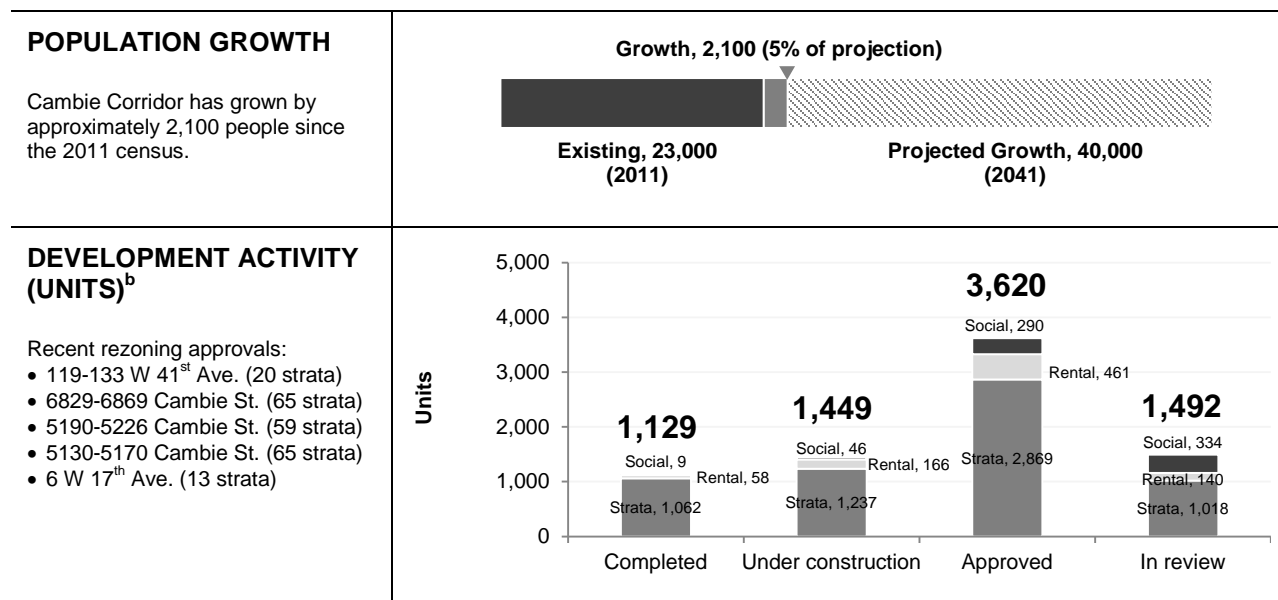
Building South Elevation



Building West Elevation



4118-4138 Cambie Street
PUBLIC BENEFITS IMPLEMENTATION TRACKING
CAMBIE CORRIDOR PLAN (2018) – North of 57th Ave^a
Updated Mid-Year 2018



PUBLIC BENEFITS ACHIEVED – North of 57th Ave^a

Category	Anticipated Public Benefits (+) ^c	Completed (•) or In Progress (◦)	% ^d
Housing ^b	+ 2,250 additional social housing units + 4,700 secured market rental units + 400 below-market rental units	<ul style="list-style-type: none"> • 9 social housing units • 58 secured market rental units ◦ 46 social housing units ◦ 166 secured market rental units 	5%
Childcare	+ 1,080 spaces for all age groups	<ul style="list-style-type: none"> • Restoration of outdoor play area at 8 Oaks Acorn childcare 	0%
Transportation/ Public Realm	+ Upgrade/expand walking and cycling networks + Complete Street design on Cambie St. and major streets + "Car-light" greenway on Heather St.	<ul style="list-style-type: none"> • Traffic calming • 45th Avenue Bikeway 	10%
Culture	+ 5 new artist studios	<ul style="list-style-type: none"> • Public art from rezonings 	N/A
Civic/Community	+ Oakridge Civic Centre (includes renewal and expansion of Seniors' Centre) + Oakridge Library renewal and expansion + Additional library branch + Hillcrest Community Centre – Fitness centre expansion + Fire Hall #23 + Community Policing Centre		0%
Heritage	+ 5% allocation from cash community amenity contributions in Cambie Corridor	<ul style="list-style-type: none"> • Heritage conservation (James Residence and Wong Residence) ◦ 5% allocation from cash community amenity contributions in Cambie Corridor 	5%
Social Facilities	+ Additional Seniors' Centre + Youth Hub + Non-profit organization centre		0%
Parks	+ New parks on large sites + Queen Elizabeth Park Master Plan and Phase 1 upgrades + 6 plazas and enhanced open spaces + Neighbourhood park improvements	<ul style="list-style-type: none"> • Upgrades to Riley Park and Hillcrest Park • Lillian To Park 	5%

EXPLANATORY NOTES

The Public Benefits Implementation Tracker assists in monitoring progress toward the delivery of public benefits anticipated from the community plans. Data in this tracker reflects activity within the plan boundaries since Plan approval.

Population Growth

Base population is determined by the latest census year available when the Plan was approved. Projected growth numbers are determined by the numbers quoted in the Plan (if available). Growth is calculated by taking the difference between the latest census year and the base population and adding an estimate based on floor area completed between the latest census and the present quarter.

Development Activity

The Development Activity Chart tracks projects with 3 or more housing units and includes Development Permits, Building Permits, rezoning applications and enquiries:

- “Completed” projects have achieved Building Permit completion.
- “Under Construction” projects have achieved Building Permit issuance, but have yet to be completed.
- “Approved” projects include rezoning applications approved by Council and Development Permits that have been approved by the City. Any rezoning applications approved by Council that advance into the Development Permit stage are still counted as “Approved” projects until it achieves Building Permit issuance.
- “In review” projects include any rezoning applications, enquiries, or Development Permits that are under review by the City.

Recent rezoning approvals listed in this section reflect the last five rezonings (excluding minor text amendments) approved by Council within the last five years in the plan area.

Public Benefits Achieved

Public benefits that have either been completed or are under construction are included in this section. In addition, this tracker provides some insight on the progression of Major Projects or other City programs.

Other Notes

^a The Cambie Corridor Plan was a three-phase plan with its final phase approved in 2018. Phase 2 of the Cambie Corridor Plan was approved in 2011 and included land use policies for key sites and arterials. Monies collected between Phase 2 and Phase 3 were allocated/spent corridor-wide through the interim public benefits strategy. Benefits delivered south of 57th Ave include: affordable housing site; 2 childcare locations; new Family Place; 2 artist studios; and land acquisition toward Marpole Civic Centre.

^b Gross numbers of units reported. In some instances, existing units may be demolished and replaced with new units. These numbers represent units that have been replaced and any additional units included as a part of new developments.

^c See chapter 13 of the [Cambie Corridor Plan](#) for detailed information about the City’s commitments to deliver public benefits along the Cambie Corridor.

^d Percentages reflect estimated progress toward overall Public Benefits Strategy targets outlined in chapter 13 of the [Cambie Corridor Plan](#).

**4118-4138 Cambie Street
PUBLIC BENEFITS SUMMARY**

Project Summary

6-storey residential building, containing 66 strata residential units.

Public Benefit Summary:

The project would generate a DCL payment and a CAC offering to be allocated toward the Cambie Corridor Public Benefit Strategy.

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 2,064.4 sq. m / 22,221 sq. ft.)	0.70	2.94
Buildable Floor Space (sq. ft.)	15,554.7	65,434.0
Land Use	Single-Family Residential	Multi-Family Residential

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required ¹	City-wide DCL ^{2,3}	\$65,641	\$1,188,936
	City-wide Utilities DCL ³	\$36,087	\$660,229
	Public Art		
	20% Social Housing		
Other Public Benefits Offered	Heritage and Amenity Bonus Density		\$3,400,771
	Childcare Facilities		
	Cultural Facilities		
	Green Transportation/Public Realm		
	Housing (e.g. supportive, seniors)		
	Parks and Public Spaces		
	Social, Community and Civic Facilities		
	Unallocated		
	Other		
TOTAL VALUE OF PUBLIC BENEFITS		\$101,728	\$5,249,935

¹ Based on rates in effect as at September 30, 2018. DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification.

² City-Wide DCL revenues are allocated as follows: Replacement Housing (36%); Transportation (25%); Parks (18%); Childcare (13%); and Utilities (8%).

³ DCL rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection, see the City's [DCL Bulletin](#) for details

4118-4138 Cambie Street
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Property Information

Address	Property Identifier (PID)	Legal Description
4118 Cambie Street	008-450-617	Lot 1, Block 681, District Lot 526, Plan 6212
4138 Cambie Street	010-949-020	Lot 2, Block 681, District Lot 526, Plan 6212

Applicant Information

Architect	Raymond Letkeman Architects Inc.
Developer/Property Owner	Pennyfarthing Hillcrest Developments Ltd. on behalf of Pennyfarthing Properties Grayson North Ltd.

Development Statistics

	Permitted Under Existing Zoning	Proposed	
Zoning	RS-1	CD-1	
Site Area	2,064.4 sq. m (22,221 sq. ft.)	2,064.4 sq. m (22,221 sq. ft.)	
Land Use	Residential	Residential	
Maximum FSR	0.70	2.94	
Maximum Height	10.7 m (35 ft.)	22.0 m (72 ft.)	
Floor Area	1445.1 sq. m (15,554.7 sq. ft.)	6079.0 sq. m (65,434.0 sq. ft.)	
Residential Units	-	66 market residential units	
Parking and Bicycle Spaces	As per Parking By-law	Required as per Parking By-law: 70 vehicle spaces, 0 loading spaces	Proposed as per Parking By-law: 71 vehicle spaces, 0 loading spaces

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