



POLICY REPORT

Report Date: July 9, 2019
Contact: Karen Hoesse
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RTS No.: 13303
VanRIMS No.: 08-2000-20
Meeting Date: July 23, 2019

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 Rezoning: 485 West 35th Avenue

RECOMMENDATION

- A. THAT the application by GUD Group, on behalf of Mao Wei Zhang, the registered owner, to rezone 485 West 35th Avenue [*PID 010-153-845; Amended Lot 11 (Explanatory Plan 8233), Block 840, District Lot 526, Plan 8324*] from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to increase the floor space ratio (FSR) from 0.70 to 2.48 and the maximum building height from 10.7 m (35.1 ft.) to 19.5 m (63.9 ft.) to permit the development of a six-storey residential building containing 17 strata-titled units be referred to a Public Hearing, together with:
- (i) plans prepared by GUD Group, received September 12, 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 the Public Hearing.

- B. THAT, subject to the 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; and
 - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

REPORT SUMMARY

This report evaluates an application to rezone a site located at 485 West 35th Avenue from RS-1 (One-Family) District to CD-1 (Comprehensive Development) District to permit the development of a six-storey residential building containing 17 strata-titled units. The site is located in the Queen Elizabeth neighbourhood of the *Cambie Corridor Plan* (“the Plan”).

Staff have assessed the application and conclude that it meets the intent of the Plan. Staff recommend that the application be referred to a Public Hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it in principle, subject to the Public Hearing, and conditions contained within Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council policies for this site include:

- *Cambie Corridor Plan* (2018)
- *Cambie Corridor Public Realm Plan* (2018)
- *Family Room: Housing Mix Policy for Rezoning Projects* (2016)
- *High-Density Housing for Families with Children Guidelines* (1992)
- *Green Buildings Policy for Rezonings* (2010, last amended 2018)
- *Urban Forest Strategy* (2014)
- *Community Amenity Contributions – Through Rezonings* (1999, last amended 2018)

REPORT

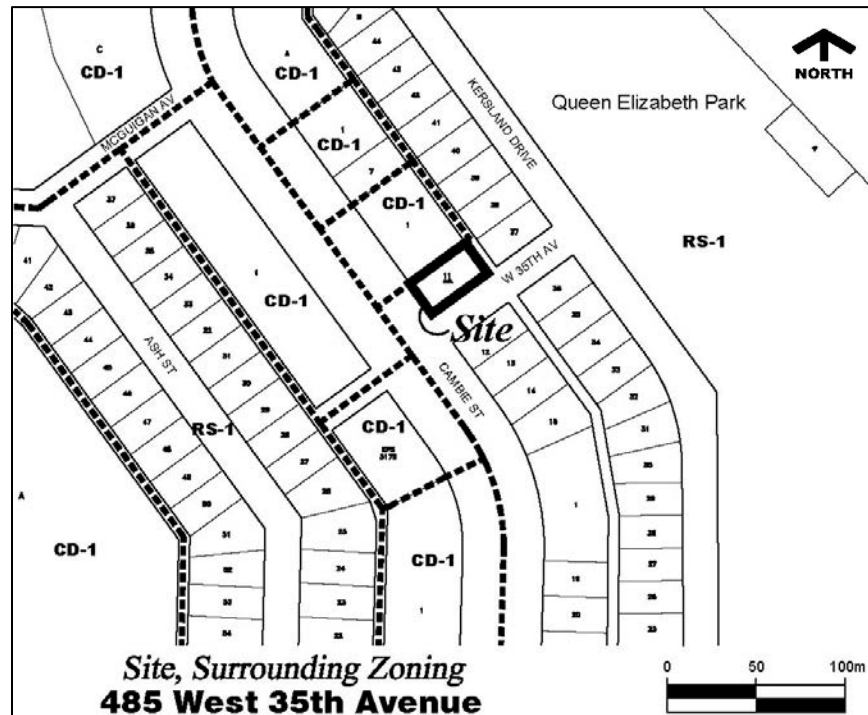
Background/Context

1. Site and Context

The subject site comprises of one legal parcel located at the northeast corner of West 35th Avenue and Cambie Street (see Figure 1). The total site size is 813.6 sq. m (8,757.2 sq. ft.),

with a frontage of 38.7 m (127 ft.) along 35th Avenue and a depth of 21.0 m (69 ft.) along Cambie Street. The site is currently zoned RS-1 and developed with one single-family house. Across the lane to the west, the *Cambie Corridor Plan* allows for either four-storey strata or six-storey secured rental residential developments with an FSR up to 2.0 or 2.5 FSR, respectively.

Figure 1: Location Map - Site and Context



Nearby public amenities include Queen Elizabeth Park and Hillcrest Community Centre to the northwest. Bus route #15 serves the site along Cambie Street, as does the Canada Line. The site is also in close proximity to three bikeways: 33rd Avenue bikeway, Midtown/Ridgeway bikeway (along 37th Avenue), and Heather bikeway.

2. Policy Context

Cambie Corridor Plan – In 2018, Council adopted the final *Cambie Corridor Plan*. The subject site is located within the Queen Elizabeth neighbourhood. Subsection 4.2.6 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. The housing strategy in the Plan also requires multi-family developments to comply with the City's *Family Room: Housing Mix Policy for Rezoning Projects* and include a minimum of 35% of the units which are suitable for families (two bedrooms or more).

Strategic Analysis

1. Proposal

In accordance with the Plan, this application proposes a six-storey residential building with 17 strata-titled units (see Figure 2). One level of underground parking is accessed from the lane at the west of the site. The overall density proposed is 2.48 FSR and the maximum building height is 19.5 m (63.9 ft.).

Figure 2: Street View from West 35th Avenue Showing the Proposed New Development



2. Land Use

This application proposed a residential use which is consistent with the intent of the Plan and the residential nature of the surrounding area.

3. Density, Height and Form of Development (see application drawings in Appendix E and statistics in Appendix H)

The Plan allows this site to be considered for residential development up to six storeys in height, with a density range of 1.75-2.25 FSR, subject to urban design performance in consideration of the built form guidelines in the Plan, as well as the *Cambie Corridor Public Realm Plan*. A similar form is anticipated for lots on Cambie Street from West 33rd Avenue to West 39th Avenue. Form of development objectives include: providing front doors on the street; activating the lane; and encouraging unique and notable buildings that reinforce viewlines.

Building Massing – Due to the narrow 21 m (69 ft.) frontage, the courtyard form as recommended in the Plan is not feasible on this site. The built form guidelines allow exceptions to the courtyard form for corner lots, which may provide additional height above the two-storey flank should a shadow study demonstrate no shadow impacts to adjacent courtyards. In this case, the shadow study has confirmed that a single building form stepping down from six to two storeys facing the lane does not negatively impact the adjacent properties, and is therefore supportable in accordance with the Plan.

Setbacks – Setbacks of 3.7 m (12.0 ft.) are provided along Cambie Street, 35th Avenue and the lane (as required for the flanking form), incorporating landscaping and private patios. A 3.0 m (10 ft.) side yard is provided at the interior property line. Levels 3 and 4 are stepped back an additional 4.9 m (16 ft.) from the lane to create a terraced massing. Levels 5 and 6 are further terraced, with an ultimate 6.7 m (22 ft.) setback measured from Cambie Street and 12.8 m (42 ft.) from the lane. No upper storey stepback is provided along the 35th Avenue property line or along the interior property line due to the location of the circulation core. To mitigate mass and to create a more neighbourly interface, staff recommend further design development to the north façade, including additional glazing or articulation.

Amenity Spaces – A shared amenity space, with an outdoor patio facing Cambie Street, is located adjacent to the main building entrance off of 35th Avenue. The full rooftop is proposed to be developed as a common outdoor amenity space.

Public Realm – Ground-oriented residential units help animate both 35th Avenue and the lane. Staff recommend further design development to provide visible, discrete entrances for at-grade dwelling units to strengthen the residential expression of Level 1. In accordance with the *Cambie Corridor Public Realm Plan*, a small seating area at the southwest corner of the site provides a public face for the development. In conjunction with the mini-park proposed as part of the approved development on the south side of 35th Avenue, the sidewalk plaza helps frame the pedestrian approach to Queen Elizabeth Park.

Architectural Expression – The proposal offers a unique design, which features modulations in the façade resulting from variations in floor plates and unit layouts. The use of slab extensions and brow elements create strong shadow lines, and the development proposes a refined preliminary material and colour palette.

Urban Design Panel – The Urban Design Panel reviewed and supported the project on November 14, 2018 (see Appendix D).

Staff conclude that the current proposed design responds well to the intent set forth in the Plan and support this application, subject to the conditions outlined in Appendix B.

4. Housing

Existing Tenants – The newly amended *Tenant Relocation and Protection Policy* extends policy coverage to projects involving consolidation of two or more lots that contain existing secondary rental. This includes single-family homes, basement suites, duplexes, or individually-rented condos where the new development is proposing five or more dwelling units. Because the current site only involves a single RS-1 lot developed with one single-family home, the updated *Tenant Relocation and Protection Policy* does not apply to the proposed rezoning application.

The existing single-family home is currently tenanted. All tenancies are protected under the *BC Residential Tenancy Act* that governs how residential properties are rented, and includes specific provisions around ending tenancies. Any disputes would be resolved through the Residential Tenancy Branch.

Housing Mix – In July 2016, Council approved *Family Room: Housing Mix Policy for Rezoning Projects*, which increased the requirement for family units with two or more bedrooms from a minimum of 25 per cent to 35 per cent. Rezoning applications that include any residential strata housing are required to include a minimum of 10 per cent of units with three or more bedrooms and a minimum of 25 per cent of units with at least two bedrooms.

As submitted, this application proposes approximately 53 per cent of the total 17 residential strata units as two or more bedrooms. It includes 47 per cent one-bedroom units (8 units), 23.5 per cent two-bedroom units (4 units), 23.5 per cent three-bedroom units (4 units) and 6 per cent four-bedroom units (1 unit). A condition of approval has been added in Appendix B to maintain the minimum unit mix requirements as the project progresses.

5. Transportation and Parking

The application proposes one level of underground parking accessed from the lane between Cambie Street and Kersland Drive. Access to underground parking is provided through a shared ramp with the adjacent development to the north. A total of 19 parking spaces, 22 Class A bicycle spaces, and one Class A loading space underground are currently proposed. Parking, loading and bicycle spaces must be provided and maintained in accordance with the requirement of the Parking By-law. The provision of parking in this application meets the Parking By-law.

The *Cambie Corridor Public Realm Plan* identifies Cambie Street for Complete Streets improvements to ensure safe and accessible streets for all users. The project will be required to provide funding for the future construction of protected bike lanes on Cambie Street adjacent to the site, as well as other frontage improvements.

West 35th Avenue is also identified as a Park Connector Street in the *Cambie Corridor Public Realm Plan*. The intent of park connector streets is to link Cambie Street and other arterials directly to parks and open spaces in order to create an improved green network within the Corridor. The existing site frontage requires boulevard improvements to meet City standards, including construction of new sidewalks, tree strip, and lane crossing. Park Connector Street treatment will also be required along this frontage, including sidewalks with Pattern C paving, improved lighting, public seating, planting and signage.

Engineering rezoning conditions are included in Appendix B.

6. Environmental Sustainability and Natural Assets

Green Buildings –The *Green Buildings Policy for Rezoning*s (amended by Council on April 28, 2017) requires that residential rezoning applications satisfy either the near zero emission buildings or 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 modeling analysis detailing building performance strategies to meet the new energy use intensity, greenhouse gas and thermal demand targets. Additionally, all developments will need to meet rainwater management requirements for retention, rate control, cleaning and safe conveyance. Conditions are included in Appendix B.

Green Sites – The *Urban Forest Strategy* was developed to find ways to help preserve, protect and strengthen Vancouver's urban forest and tree canopy for the future. In April 2014, Council amended the *Protection of Trees By-law* to maintain a healthy urban forest by requiring permission to be granted to remove only trees that meet certain conditions. The intent is to retain and protect as many healthy, viable trees as possible, while still meeting the challenges of development, housing priorities and densification. This is in keeping with City goals to achieve resilient and healthy natural systems in our urban areas.

There are 21 bylaw trees on site ranging from good to poor/dead condition. The applicant has proposed to retain two Cypress trees which are situated within the canopy of a larger Norway Maple. The Maple tree is located on City property on the southeast corner of the site, and was also integrated into the building design to enhance and strengthen the green park-like setting of the neighbourhood as per the intent of the Plan.

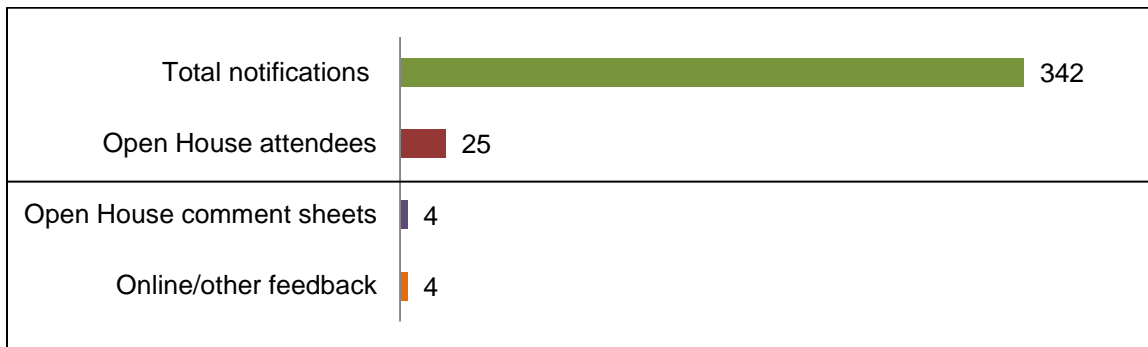
The applicant is proposing to plant 23 new trees on site. All viable City trees will be retained.

PUBLIC INPUT

Public Notification – A rezoning information sign was installed on the site on September 26, 2018. Approximately 342 notification letters were distributed within the neighbouring area on or about November 8, 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 November 8, 2018, at Hillcrest Centre, 4575 Clancy Loranger Way. Staff, the applicant team, and a total of approximately 25 people attended the Open House.

Public Response – Staff received a total of eight responses to the rezoning submission through open house comment sheets, letters, emails and online comments forms (see Figure 3). A summary of the feedback is provided below.

Figure 3: Notification and Public Response**Note:**

Each comment form or online response can include a number of comments which may reference points in support, potential concerns and questions or neutral/general statements. Therefore, staff focus on qualitative theming of comments and overall percentages are not provided.

Some duplication of responses may result where respondents chose to provide feedback to a rezoning application more than once using a number of mediums (open house comment sheet, online feedback, form letter, petition, etc.).

Support for the proposal cited the following themes:

- Appropriate height and density
- Appealing building design and neighbourhood fit
- Amount of family units
- Compliance with community plan

Concerns expressed by respondents included the following themes:

- Too much parking provided considering proximity to other modes of transportation
- Sidewalk materials such as gravel may not be accessible to all users
- Housing affordability for renters or owners
- Building height dominates Cambie Corridor

Neutral comments/suggestions/recommendations:

- Further improvements to the blank northern wall
- Questions about the necessity of 4-bedroom units
- Improvements to building materials

Response to Public Comments – The proposed building complies with the intent of the Plan for this area of the Cambie Corridor in terms of housing tenure and building height and density. The proposal also meets the parking requirements in *Parking By-law*. A condition has been included in Appendix B to provide Complete Street improvements on Cambie Street and Park Connector Street treatment along West 35th Avenue per the *Cambie Corridor Public Realm Plan*.

PUBLIC BENEFITS

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

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 various engineering infrastructure.

This site is subject to City-wide DCLs and City-wide Utilities DCLs on the 2,020.6 sq. m (21,749.3 sq. ft.) of residential floor area. Based on rates in effect as of September 30, 2018, total DCLs of approximately \$614,635 are 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 typically include either the provision of on-site amenities or a cash contribution towards other public benefits and they take into consideration community needs, area deficiencies and the impact of the proposed development on City services.

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 site is subject to the 'Cambie Corridor: 6-storey residential' target rate CAC. The applicant has offered a cash CAC total of \$1,608,757 using the target CAC rate of \$1,108.68 per sq. m (\$103.00 per sq. ft.) based on the net additional increase in floor area of 1,451.1 sq. m (15,619 sq. ft.), which will be allocated according to the *Cambie Corridor Plan Public Benefits Strategy*.

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 2019, approximately \$318 million in CACs (both cash and in-kind) have been secured through approved rezonings under the Plan.

FINANCIAL IMPLICATIONS

The site is within the City-wide DCL District. It is anticipated that the project will generate approximately \$614,635 in DCLs.

As noted in the section on Public Benefits, the applicant has offered a cash CAC of \$1,608,757 to be allocated towards the Cambie Corridor PBS.

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

CONCLUSION

Staff have reviewed the application to rezone the site at 485 West 35th Avenue from RS-1 to CD-1 to permit development of a six-storey residential development with 17 strata-titled units. Assessment of this rezoning application has concluded that the proposed form of development is an appropriate urban design response to the site and neighbourhood context, and the application is generally consistent with the *Cambie Corridor Plan*.

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 plans in Appendix E, be approved in principle, subject to the applicant fulfilling the conditions of approval in Appendix B.

* * * * *

485 West 35th Avenue
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 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;
 - (b) Retail Uses, limited to Public Bike Share; and
 - (c) 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 space ratio must assume that the site area is 813.6 m² being the site area at the time of the application for the rezoning evidenced by this By-law, and before any dedications.
- 5.2 The floor space ratio for all uses must not exceed 2.48.
- 5.3 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.
- 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 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.
- 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 to the top of roof, must not exceed 19.5 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 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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**485 West 35th Avenue
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 public 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 GUD Group, received September 12, 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**1. Design development to improve the livability of the residential dwelling units, as follows:**

- (a) Improve private outdoor spaces by increasing balconies and roof decks to a minimum depth of 1.8 m (5'-10") clear.

Note to Applicant: The Level 1 single bedroom unit in the northeast corner of the building is not provided with private outdoor space.

- (b) Provide bulk storage for every unit as per the City's *Bulk Storage And In-Suite Storage Bulletin*.

- (c) Improve the privacy of street-facing bedrooms, particularly those at the first level.

Note to Applicant: This can be achieved by raising the window sills to 36 in., providing frosted or fitted glazing, or specifying denser plantings where a landscape buffer is provided between the building and the street.

- (d) Delete internalized habitable rooms without windows, such as dens.

2. Design development to the elevations as follows:

- (a) Add more windows to the northwest building elevation (interior side yard) to present a more neighbourly interface to the adjacent development; and
- (b) Provide visible, discrete entrances off of the street and the lane for at-grade residential dwelling units.

3. Design development to improve the usability of the Level 1 common amenity space by dividing the lounge area from the main lobby by way of a partition.

Note to Applicant: A glass folding or sliding partition which can be closed during functions is acceptable.

4. Design development to improve the interface of the indoor amenity area with the Level 1 common outdoor amenity space and the public realm by deleting any opaque appliques or frits from the folding glass doors and windows.
5. Design consideration to improve the sustainable design of the building by providing solar shading for dwelling units with an unprotected south exposure.
6. 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>.

Landscape

7. Design development to the Cambie Street interface to add some more substantial and robust planting consisting of woody evergreen shrubs to conceal edge of terraced planter.
8. Design development to the West 35th Avenue interface to define and enhance the entries of the residential units by the use of layered, attractive and friendly planting which allows visual access.
9. Design development to enhance and improve safety at the lane interface by providing terraced planters which buffer, yet allow, some visual access to patios.

Note to Applicant: Landscape plan should be updated to be coordinated with site plan.

10. Design development to expand programming as follows:
 - (a) Integrate an outdoor children's play area with maximized solar orientation, ensuring there is visual access to from a contiguous indoor amenity area; and
 - (b) Increase amount of urban agriculture plots in one of the common outdoor spaces.

Note to Applicant: Urban agriculture plots should follow the City's *Urban Agriculture Guidelines for the Private Realm* and include infrastructure required, such as potting benches, hose bibs, etc.

11. Design development to the landscape treatment to increase the volume of soil, tree canopy cover and planting on slab, by lowering the slab for planting on the main level to the greatest extent possible, rather than planting in raised planters.

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 CSLA 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.

12. 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.

13. Design development to the Integrated Rainwater Management Strategy to explore opportunities for onsite rain water infiltration and soil absorption, as follows:

- (a) maximize natural landscape best management practices;
- (b) minimize the necessity for hidden mechanical water storage;
- (c) increase the amount of planting to the rooftop areas, where possible;
- (d) consider linear infiltration bio-swales along property lines, at lower site areas;
- (e) use permeable paving;
- (f) employ treatment chain systems (gravity fed, wherever possible); and
- (g) use grading methods to direct water to soil and storage areas.

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.

14. Provision of plans, plan details and documentation/calculations that support integrated rainwater management, including absorbent landscapes, soil volumes and detention systems, as follows:

- (a) detailed storm water report with calculations describing how the various best management practices contribute to the quality and quantity targets;
- (b) a separate soil volume overlay plan with schematic grading indicating intent to direct rainwater to infiltration zones; and
- (c) 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.

Note to Applicant: The sustainable summary water balance calculations assume soil volumes are capable of receiving rainwater are only valid if water is directed from hard surfaces to infiltration zones.

15. Provision of approval by the Park Board for the removal of the City owned trees, if required.

16. Provision of improved sustainability by the provision of edible plants, in addition to urban agriculture plots.

Note to Applicant: Edible plants can be used as ornamentals as part of the landscape design.

17. Coordination between Landscape Plan and architectural Site Plan, for most updated information.
18. Consideration to expand programming by providing a usable outdoor amenity space and green roof on the rooftop, with further opportunities for communal gathering.
19. Provision of a detailed Landscape Plan illustrating soft and hard landscaping.

Note to applicant: The plans should be at 1/8":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.

20. Provision of detailed architectural and landscape cross sections (minimum 1/4" inch 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.

21. 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.

22. Provision of an arborist "letter of undertaking" to include signatures by the owner, contractor and arborist.

Note to Applicant: The signatures confirm that all parties are aware of the roles and responsibilities and that the project is on track to satisfy the steps and recommendations outlined by the arborist. For example, advanced planning will be needed to ensure that certain works, such as site supervision checkpoints, are coordinated.

23. Coordination for the provision of new street trees or any proposed City owned tree removals adjacent to the development site, where applicable.

Note to Applicant: New street trees to be shown and confirmed on the development permit plans. 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 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches deep. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion".

24. 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.

25. Provision of an outdoor Lighting Plan.

Housing

26. The proposed unit mix, including 8 one-bedroom units (47%), 4 two-bedroom units (23.5%), 4 three-bedroom units (23.5%), and 1 four-bedroom unit (6%) is to be included in the Development Permit drawings.

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

Crime Prevention through Environmental Design (CPTED)

27. Design development to consider the principles of CPTED, 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.

Sustainability

28. All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezoning*s (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: You 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*s – *Process and Requirements* (amended April 28, 2017 or later).

Engineering

29. 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.
30. 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.

31. 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.
32. 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.
33. 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.”*
34. Delete the proposed asphalt bike lane shown next to the sidewalk on Cambie St from drawing L1 and show new sidewalk in the same location as existing.

Note to Applicant: The design for future protected bike lanes on Cambie St is still in progress but new sidewalk will remain in existing location. New sidewalk on Cambie St should be built at time as the development as per the Cambie Corridor Public Realm Plan to the new 2.14m (7'-0") standard in its existing location while maintaining the existing front boulevard width.

35. Delete the proposed gravel sidewalk on West 35th Ave shown on drawing L1 and replace with light broom finish saw cut concrete in coordination with geometry provided by the City.
36. Provision of an additional section plan to show full length of shared parkade ramp.
37. Provision of updated plans to show and note location of overhead security gates on the shared parking ramp for 5030-5070 Cambie Street and 485 West 35th Avenue on Plan A201.
38. Provision of minimum 6.6 m (21 ft. 8 in.) required manoeuver aisle for all vehicle spaces.

Note to applicant: Small car spaces #13 & #14 conflict with adjacent standard vehicle spaces.

39. Provision of minimum 1.2 m (4 ft.) required access aisle for Class A bicycle spaces.

Note to Applicant: Required access aisle for four Class A bicycle lockers adjacent to storage room on P1 parking level are conflicting with required manoeuver/drive aisle for vehicle spaces. Consider relocating these to the Class A bicycle parking room on P2 to achieve this.

40. Provision of a dedicated bicycle elevator with doors on both ends to allow bicycles to easily roll in from one end and roll out the other. The elevator is to be a freight-style elevator to comfortably accommodate two people with two bicycles, and provide the following minimum interior dimensions (5 ft. 6 in. x 6 ft. 8 in.).
41. Provision of automatic door openers for all doors providing access to Class A bicycle spaces.
42. Provision of updated plans to show the route for Class A bicycle spaces to reach the outside.

Note to Applicant: Route should be stair free and note use of the parkade ramp and/or dedicated bicycle elevator if required.

Green Infrastructure

Staff note that a Preliminary Rainwater Management Plan has been submitted but are seeking a more detailed response toward the Citywide Integrated Rainwater Management Plan (IRMP) requirements detailed fully in the Rainwater Management Bulletin. The applicant should take into account the following:

43. As per the *Rainwater Management Bulletin*, runoff from the first 24 mm of rainfall from all

areas, including rooftops, paved areas, and landscape must be retained or reused on site. The method of capture must be prioritized according to three Tiers outlined in the Bulletin and justification must be provided for using Tier 2 and 3.

- (i) The applicant is proposing to use the street right of way for the majority of the treatment/retention target, this is not acceptable.
 - (ii) Only those 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).
 - (iii) The applicant is using the full storage volume of all areas of growing medium in their calculations. 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 on to 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.
44. The rainwater management system for the building(s) and site shall be designed such that the 10-year flow rate discharged to the sewer under post-development conditions is not greater than the pre-development 10-year flow rate for the return period specified in the City of Vancouver's Intensity-Duration-Frequency curve (IDF curve). The City of Vancouver's 2014 IDF curve shall be utilized for pre-development design flow calculations, and the City's 2100 IDF curve, which takes into account the effects of climate change, shall be utilized for post-development design flow calculations.
45. As per the Water Quality requirements, the volume of water (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.
- (i) Staff note that there is no mention of any Water Quality Treatment system. Since the site appears to have no driveways or parking lots provide clarity on how the first 24 mm of rainfall will be treated.
 - (ii) Vegetated practices or absorbent landscapes that filter the appropriate water quality volume through a minimum of 450 mm of growing medium are assumed to meet this requirement.
 - (iii) For proprietary treatment devices:
 - a. Provide product information for all treatment practices.
 - b. Products need to meet the ISO 14034 ETV certification. The applicant may propose other technologies but must provide supporting information that shows the technology meets the standard.

46. The applicant is to refer to the Rainwater Management Plan Bulletin <https://vancouver.ca/docs/bulletins/Rainwater-Management-Bulletin.pdf> for full submission requirements.
47. Legal arrangements will be required to ensure on-going operations of certain rainwater storage, rainwater management and green infrastructure systems.

A Section 219 Rainwater Management Agreement Covenant will be required once the Final RWMP is accepted by the City. The Final RWMP will be attached to the covenant and be register on the property's title. After construction, the Engineer of Record will be required to inspect the RWM system and determine whether it has been substantially completed according to the covenant and Final RWM Plan. The EOR is to inform the City by letter bearing the Engineer's professional seal whether the system has been so constructed, and, if not, sealed "as-built" drawings showing the details of the modified system must be provided.

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 (or successors in function), as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

1. 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 provided. No development permit for the site will be issued until the security for the services is provided.
 - (a) Provision of adequate water service to meet the fire flow demands of the project.
 - (i) Based on an estimate of the development's water demands, the water system is inadequate to service the development. Prior to occupancy, the following upgrade is required:
 - a. Completion of the 300 mm main on Cambie Street from West 33rd Avenue to West 35th Avenue.

The analysis assumes the following:

- (ii) That the 300 mm main on Cambie Street from West 33rd Avenue to West 35th Avenue will be built. Currently, a portion (approximately 80 m) is not built, just south of West 33rd Avenue;
- (iii) That the main in the lane east of Cambie Street, from West 33rd Avenue to West 35th Avenue, will be reconstructed as 100 mm HDPE; and

- (iv) The Cambie main needs to be in place before this property will have adequate fire flows.

The above noted upgrade is part of the Utilities DCL Project List. The required upgrade shall be funded by the DCL.

- (b) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project.

Implementation of development(s) at 485 West 35th Avenue requires the following in order to improve sewer flow conditions:

- (i) Separate 179 m of 300-375 mm combined main on lane east of Cambie Street from West 37th Avenue to maintenance hole south of West 35th Avenue (adjacent to 5170 Cambie Street). Storm sewer is anticipated to be 525 mm diameter and sanitary sewer is anticipated to be 300 mm diameter. A portion of this upgrade (approximately 100 m) is also a requirement of the development at 5190 Cambie Street (RZ-2017-00032).

The lengths and diameters of these improvements are approximate and subject to detailed design by Developer's Engineer.

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.

Developer's Engineer to submit design brief, calculations and/or model, and design drawings to the City. All submittals including upgrade design drawings (90% design stage or better) are required to be reviewed and accepted by the City Engineer prior to development permit issuance.

Development to be serviced to the 250 mm combined sewer in lane east of Cambie Street. Note that this sewer is slated to be separated as a condition of 5048 Cambie Street (RZ-2016-00018), and, if completed in advance of this development, the connection shall be to the new separated sewers.

- (c) Developer to submit a revised Hydrogeological Study to be reviewed and accepted by a City Engineer. The Study shall include a Groundwater Management Plan and an Impact Assessment, respectively, to demonstrate that no groundwater is to be discharged to the City's sewer network post construction, and that groundwater extraction/diversion shall have no significant negative impacts. The final Hydrogeological Study is required prior to rezoning enactment. The following must be addressed in this final report:
 - (i) One map (plan) with topography, building footprint with foundation depths indicated, and location of all sites (proposed and surrounding) and test pits;
 - (ii) Relevant boreholes for investigations referenced in the report;

- (iii) Profile or cross-section schematic of wells/test hole locations and screens, interpreted site stratigraphy, topography, water table(s), planned excavation depth, depth of proposed foundation drainage (if applicable), etc.;
- (iv) Seepage is described as “light to moderate” in the fractured and weathered bedrock. Quantify the seepage by providing estimates or common values for hydraulic conductivity of units with perched water;
- (v) Discussion of the proximity of the excavation to the underlying Quadra Sands aquifer; and
- (vi) Statement in the report to directly address the permanent post-construction dewatering condition.

Provide a plan for monitoring and reporting on the flow discharged to the sewer during the dewatering period. The reported flow monitoring must include daily volume/flow measurements (or more frequent measurements) and can be submitted to utilities.servicing@vancouver.ca.

- (d) 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.

- (e) Provision of lane lighting on standalone poles with underground ducts.
- (f) Provision of a pedestrian signal at Cambie Street and West 35th Avenue, including geometric changes to the median (north side) to accommodate a signal crossing.
- (g) Provision of 100% of funding to the satisfaction of General Manager of Engineering Services for the future construction of protected bike lanes on Cambie Street adjacent to the site, including any transition areas adjacent the site to connect existing and new curb alignments. These improvements will generally include: new concrete curb and gutter, 2.5 m raised protected bike lane, minimum 2.14 m (7 ft.) concrete sidewalk, curb ramps, improved street lighting, and additional pedestrian scale lighting and adjustment to all existing infrastructure to accommodate the proposed street improvements.
- (h) Provision of Park Connector street treatment on West 35th Avenue as described in the *Cambie Corridor Public Realm Plan* to generally include: lane bulge and corner bulge with green infrastructure, 2.14 m (7 ft.) light broom finish saw cut concrete sidewalk with Pattern C paving type, improved lighting, public seating,

planting, and signage.

Note to Applicant: City to provide geometric design. Final design may impact building grades.

- (i) Provision of concrete lane crossing, including installation of curb bulges on both sides of lane including new curb returns and curb ramps on both sides of the lane entry and regrading and relocation of utilities as required per City geometric.

Note to Applicant: City to provide geometric design. Construction to include regrading of portions of West 35th Avenue sidewalk, roadway and lane entry adjacent lane bulge as required.

- (j) Provision for the relocation of the existing fire hydrant on West 35th Avenue (if required) to accommodate the new sidewalk alignment.
- (k) Removal of the existing driveway crossing on West 35th Avenue and provision of new curb and gutter.

Sustainability

- 2. 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

- 3. 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 the site constructed pursuant to this rezoning until separate Certificates of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, have been provided to the City.

Community Amenity Contributions

4. Pay to the City a Community Amenity Contribution of \$1,608,757 to be allocated to support the delivery of the *Cambie Corridor Public Benefits Strategy*, which the applicant has offered to the City. Payment is to be made prior to enactment of the CD-1 By-law in the form of a bank draft, certified cheque or wire transfer, 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.

* * * * *

485 West 35th 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 the following properties from the RS-1, RS-3, RS-3A, RS-5 and RS-6 maps forming part of Schedule A of the Subdivision By-law:

- (a) PID 010-153-845; Amended Lot 11 (Explanatory Plan 8233), Block 840, District Lot 526, Plan 8324.

* * * * *

**485 West 35th Avenue
ADDITIONAL INFORMATION**

1. URBAN DESIGN PANEL

The Urban Design Panel (UDP) reviewed this rezoning application on November 14, 2018. The application was supported with recommendations.

EVALUATION: SUPPORT (7-0)

• **Introduction:**

Rezoning Planner, Mateja Seaton introduced the application. The subject site consists of one flanking lot located at the NE corner of Cambie Street and West 35th Avenue:

- Zoned RS-1 and occupied by one single-family home
- Site area: 8,757 sq. ft. (814 sq. m)
- Frontage of approx. 127 ft. along West 35th Avenue and depth of approx. 69 ft. along Cambie Street
- Approx. 3 ft. grade change on site

The site is located in the Queen Elizabeth neighbourhood:

- ½ block west of Queen Elizabeth Park and 2 blocks east of Heather Lands
- 10 min walk to Eric Hamber Secondary and 15 minute walk to Hillcrest Centre

The site is currently surrounded by single family homes. A number of six-storey residential projects have recently been approved along Cambie St to the north and south of the site.

The site is situated two blocks south of a potential future Skytrain station at 33rd Avenue and is serviced by a bus route along Cambie St. It is also in close proximity to the Cambie St, Heather St, 33rd Ave and Midtown/Ridge (37th Avenue) bikeways.

The application is being considered under the *Cambie Corridor Plan*, which allows up to six-storey residential buildings in this area between 33rd and 37th Avenues, and an FSR range of 1.75-2.25. 35th Avenue is identified as a Park Connector Street in the *Cambie Corridor Public Realm Plan*. The intent of these park connector streets is to link Cambie Street and other arterials directly to parks and open spaces in order to create an improved green network within the Corridor. This would include integrating green infrastructure, public seating, and improved planting where appropriate. This corner is also identified in the Public Realm Plan for a small Sidewalk Plaza. Cambie Street is also proposed to have Complete Street improvements to accommodate all modes of travel.

The application is for a six-storey residential building with 17 strata-titled units over one level of underground parking. Parking is accessed from the lane via a shared parking ramp located on the adjacent site to the north.

- The proposed height is approximately 61 ft.
- The proposed FSR is 2.46, which slightly exceeds the suggested FSR range identified within the Plan, but the proposal is generally consistent with the intent of the Plan.
- 17 units proposed (47% 1-bed, 24% 2-bed, 29% 3- and 4-bed)

- 21 parking stalls and 28 bicycle stalls

Development Planner, Kevin Spaans, characterized the site is by its close relationship to Queen Elizabeth Park a half a block to the West, with this and the neighbouring site framing the approach to the park. This is the only place within the Queen Elizabeth Park neighbourhood area where the approach to the park is framed by buildings on either side.

Developments within the neighbourhood are expected to enhance its residential character and park-like setting. The Cambie Corridor Plan anticipates West 35th Avenue to be extended to the Heather Lands, establishing a strengthened access spine between the Park and adjacent neighbourhoods.

Directly to the northwest is 5048 Cambie St, a six-storey multi-family building developed under an approved CD-1 Bylaw (680). As anticipated for midblock sites within the Queen Elizabeth Park neighbourhood, this development includes two storey townhouses along the laneway with a 24 ft. courtyard between the main building and the townhouses. The proposal is six storeys with shared amenity roof deck. The building sets back 8'-0" from Cambie Street at the fifth floor.

In place of a setback, the CCP stipulates that the uppermost storeys should have a maximum depth of approximately 65 ft. or be relative in depth to existing adjacent buildings – approximately 62 ft. next door and 67 ft. across West 35th Avenue. In the case of this proposal, the uppermost storeys measure 70 ft. from front to back.

A preserved mature Norway Maple at the southeast corner of the site results in additional setbacks, and some of the massing being relocated to other parts of the building. In place of a courtyard and townhouse arrangement on corner site, the plan allows for a 2-storey flank, with consideration given to additional 2 storeys of height overtop with a 28'-0" setback, with the condition that this additional massing does not significantly shadow adjacent courtyard spaces. The applicant has provided a shadow study indicating that there is some shadowing of the adjacent courtyard at 12:00 in Spring and Autumn over and above the shadowing caused by the 6 storey main building which may have been mitigated without the additional height.

City staff have asked for a supplemental diagram showing what the shadowing is without the additional massing and the difference is not significant. Most of the shadowing appears to be from the upper levels of the proposed development. A vertical circulation core and architectural feature fin wall extends past the 6 storey height limit. Proposals within the Queen Elizabeth Park neighbourhood should generally contribute to the arboretum character of the area by way of landscaped setbacks, green buffers, and an enhanced public realm. The CCP Public Realm Plan anticipates a small sidewalk plaza at the southwest corner of the site which is provided of a bench integrated into a retaining wall with small hardscaped area. For reference, the approved development across West 35th Avenue includes a 460 square foot passive sitting space.

The expected 3 ft. grade change between the public and the private realm results in a 3 ft. tall retaining wall along Cambie Street which should be avoided per the Plan. The building entrance faces West 35th Avenue and a shared first level amenity space with patio fronting Cambie Street, separated from the sidewalk by a 12 ft. setback. Residential units on the main floor include private outdoor space along West 35th Avenue facing the laneway.

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

1. Is the form, massing, and architectural expression of the proposed form of development consistent with the residential character anticipated for the Queen Elizabeth Park neighbourhood area in the Cambie Corridor Plan – Phase 3?
2. Are the shadow impacts on the adjacent courtyard space minimal enough to support the conditional two storeys the proposed overtop of the permitted two-storey flank?
3. Does the proposal suitably provide for an enhanced pedestrian approach to Queen Elizabeth Park and complement the arboretum character of the neighbourhood?

- **Applicant's Introductory Comments:**

In our design, we were asked to keep three trees on this site. One is the Norway maple and two additional trees in the canopy of the Norway maple. This posed quite a challenge for the parking level as well as eroding the space on the ground floor and the second level and resulted in the massing as proposed.

In following the *Guidelines*, all the various required setbacks were placed along Cambie and West 35th Avenue. At the back entrance in the lane, we discovered that we were limited in space by the narrowness of the lot. Rather than having a large deck, we designed a stepped form with plantings on each level to carry the landscape up to the roof.

For the interior planning of the building, there are more three- and four-bedroom units than required. There are multiple owners of this building who also wish to be residents of the building and we designed some of the units to their requirements.

Following the *Guidelines*, we addressed the adjacent buildings with the consideration of the interior side yards and minimized the privacy issues.

Landscaping

The large Norway maple being saved is actually a city tree. It sits slightly off City property even though the root zone and the canopy reach into the property. The result is a large green corner on the lane.

We are proposing within the canopy of the maple a gravel path to protect the root zone. We are suggesting using Bee Turf which is a low maintenance grass alternative with pollinator plants, Yarrow and Clover, in the mix, bringing a park-like quality to the boulevard.

This leads to proposing a smaller public corner which is an area of paving with a seat and to increase the area of green space with sidewalk bulges to give pedestrians a bit of a buffer.

There are two smaller cherry trees with the anticipation that they will grow.

On Cambie Street, we are proposing to use columnar trees to create a buffer between the busy street and the amenity space.

We also want to have enough root space for two significant trees along the Cambie Street frontage.

The rooftop amenities space is designed to be a shared space with an outdoor kitchen and a gathering space under a covered area and planter boxes for urban agriculture and a green roof.

The applicant team then took questions from the panel.

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

Having reviewed the project it was moved by Ms. Besharat and seconded by Mr. Neale and was the decision of the Urban Design Panel:

THAT the Panel **SUPPORTS** the project.

- **Related Commentary:** All panel members expressed support of the project.

Panel members praised the Applicant and the project for being a well-considered project in plan and elevation, in particular, given all the restrictions and requirements of the *Cambie Corridor Plan*.

Although it is a small site, it is an interesting and significant site.

The Panel members commented that it was great to see the Applicant is working with owner occupiers.

Most Panel members felt that the rooftop amenity is welcome feature.

Mr. Jerke likes the stepping of the building which creates a gateway for the street.

Mr. Jerke believes that the shadow impact is okay as long as it is not on the outdoor shared amenity space of the adjacent development.

Mr. Jerke recommended considering more planting on site rather than on City property in the event that Engineering may come back with different preferences.

Mr. Jerke feels that the smaller seating area does work as it faces a larger seating area across the street.

Mr. Neale congratulated the Applicant and commented that saving the trees and incorporating it into the project improves the public realm.

Ms. Ockwell expressed that this is an interesting and significant site, and the response is a carefully considered project with so much potential.

Ms. Besharat praised the Applicant for such a sensitive project and suggested to revisit the depth of shading devices and protection over the balconies on the South side to make sure it works to mitigate solar heat gains.

Ms. Brudar felt that this was a well-balanced building at the intersection, having a book ending quality with the two adjacent buildings and creating a gateway to the Park.

Ms. Brudar commended the Applicant on taking on the challenges this site presented and by saving the trees and came up with a building that is not a typical Cambie Corridor building.

Ms. Brudar commended Staff for showing flexibility by allowing a six-storey front to the street.

Ms. Brudar noted that the vertical wall of the elevator is a strong grounding element.

Ms. Brudar noted that the entire West 35th Avenue frontage is an elongated public realm and plaza, widening in the area where the tree is located and there is a front and back balance.

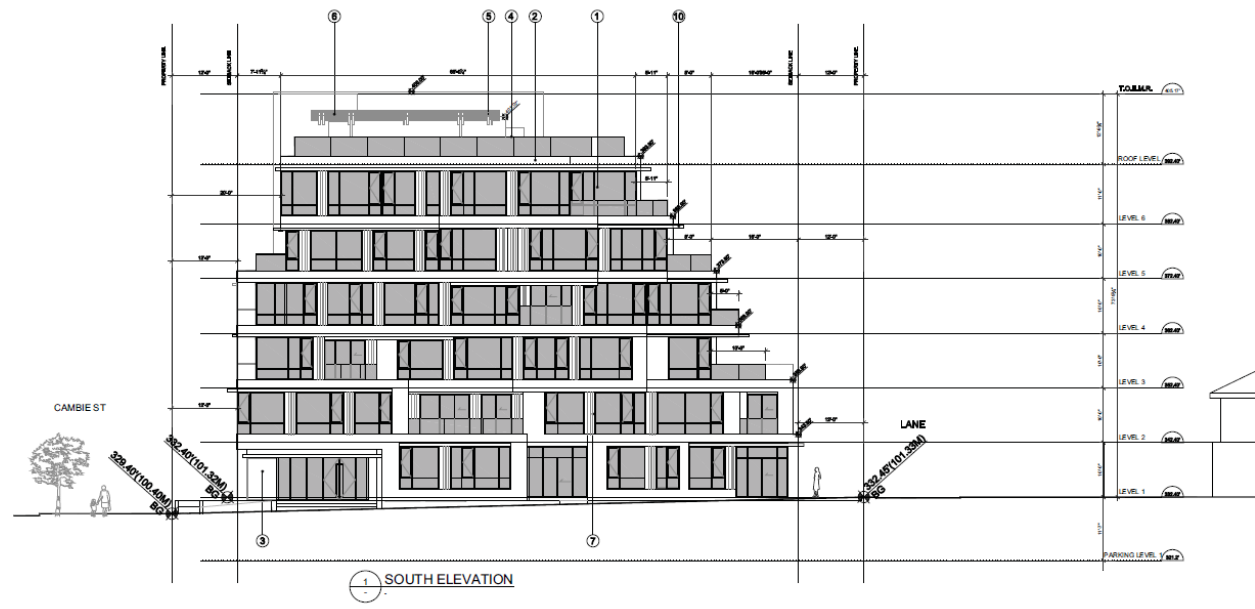
- **Applicant's Response:**

The Applicant thanked Staff for their help and thanked the Panel members for their comments.

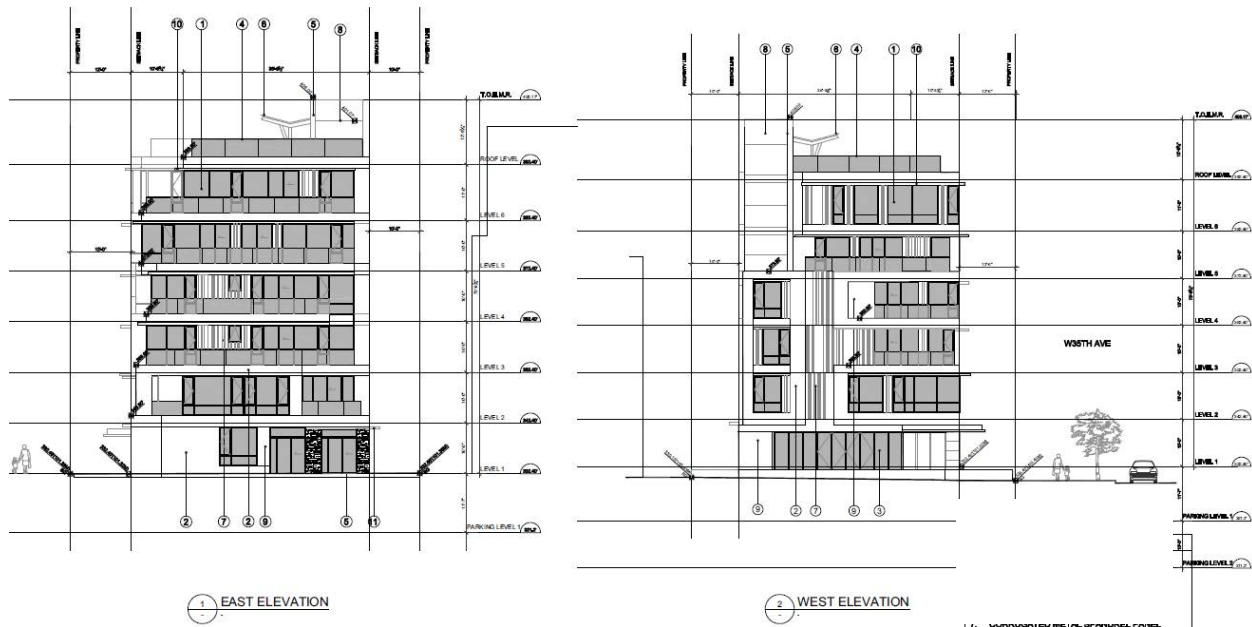
South Elevation



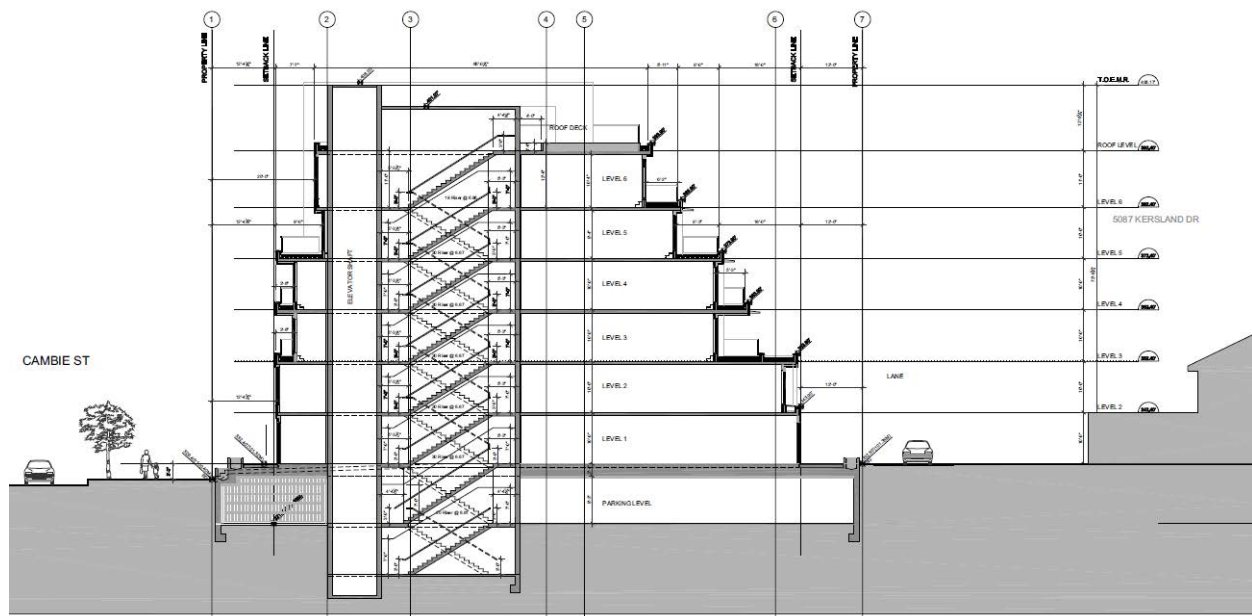
North Elevation

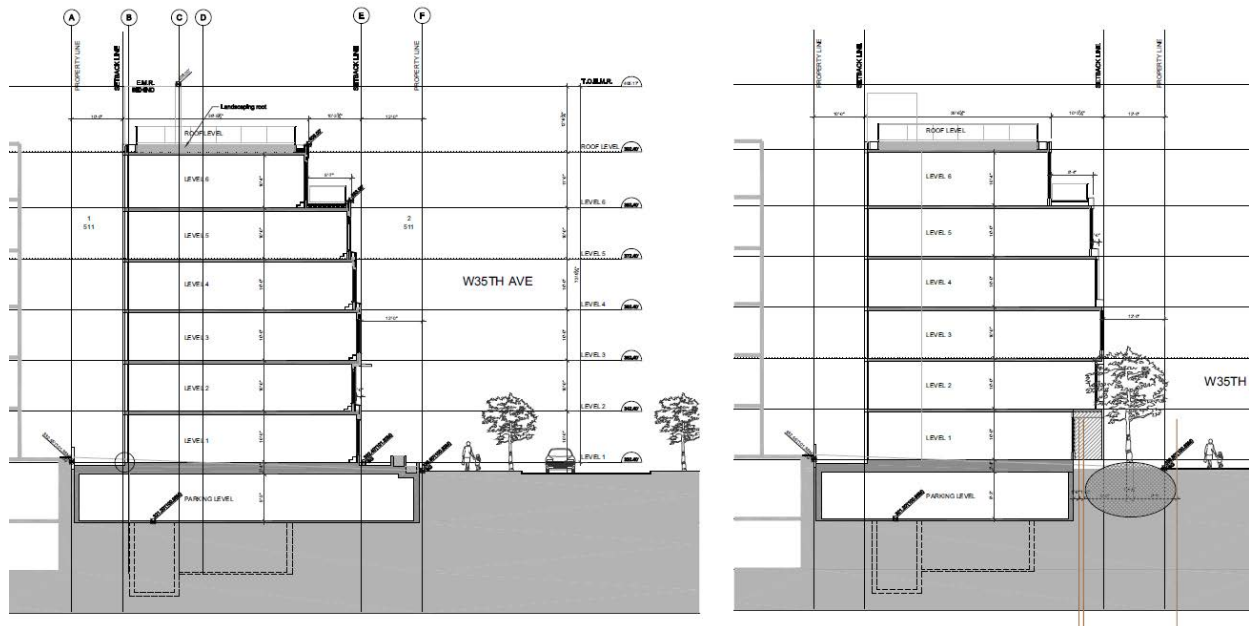


West and East Elevation



Sections





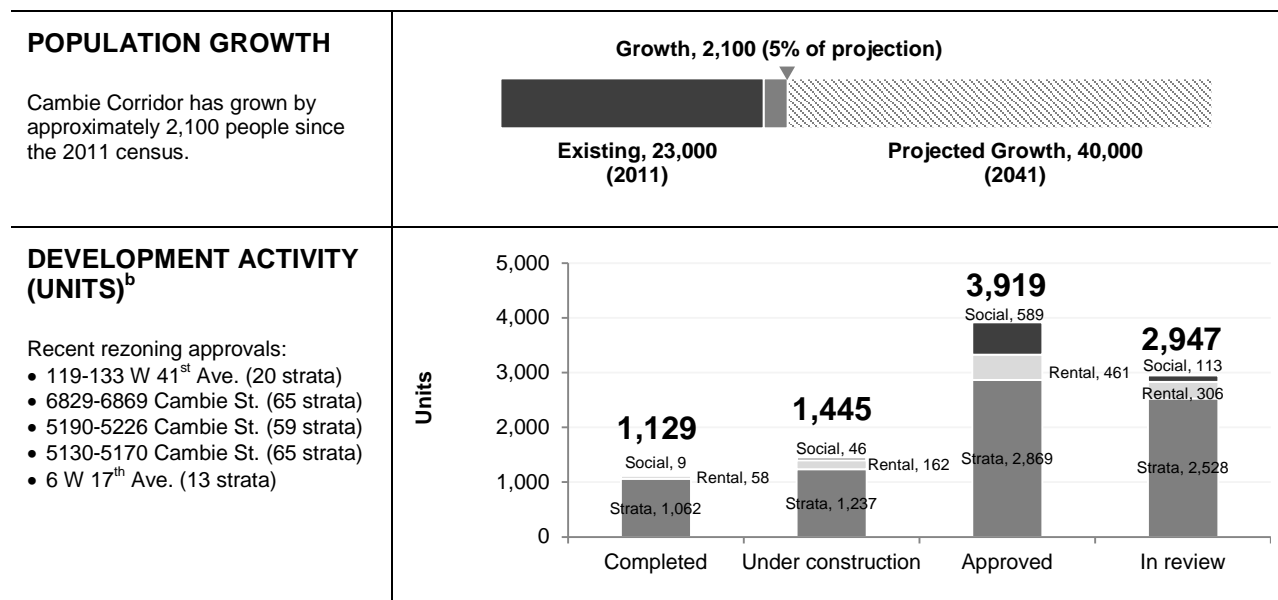
3D Views





485 West 35th Avenue

PUBLIC BENEFITS IMPLEMENTATION TRACKING CAMBIE CORRIDOR PLAN (2018) – North of 57th Ave^a Updated Year-End 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 ◦ 162 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](#).

**485 West 35th Avenue
PUBLIC BENEFITS SUMMARY**

Project Summary

A six-storey market residential building containing 17 strata-titled 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 = 813.6 sq. m / 8,757.5 sq. ft.)		0.7	2.48
Floor Area (sq. ft.)		6,130.3 sq. ft.	21,749.3 sq. ft.
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}	\$25,870	\$395,185
	City-Wide Utilities DCL ³	\$14,222	\$219,450
	Public Art	n/a	n/a
	20% Social Housing		
Offered (Community Amenity Contribution)	Childcare Facilities		\$1,608,757
	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage		
	Affordable Housing		
	Parks and Public Spaces		
	Social/Community Facilities		
	Other		
TOTAL VALUE OF PUBLIC BENEFITS		\$40,092	\$2,223,392

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.

485 West 35th Avenue
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Property Information

Address	Property Identifier (PID)	Legal Description
485 West 35th Avenue	010-153-845	Amended Lot 11 (Explanatory Plan 8233), Block 840, District Lot 526, Plan 8324

Applicant Information

Architect	GUD Group
Developer/Property Owner	Mao Wei Zhang

Development Statistics

	Permitted Under Existing Zoning	Proposed Development
Zoning	RS-1	CD-1
Site Area	813.6 sq. m (8,757.5 sq. ft.)	813.6 sq. m (8,757.5 sq. ft.)
Uses	One-Family (Residential)	Multiple Dwelling (Residential Strata-Titled)
Floor Area	569.5 sq. m (6,130.3 sq. ft.)	2,020.6 sq. m (21,749.3 sq. ft.)
Floor Space Ratio (FSR)	0.70 FSR	2.48 FSR
Height	10.7 m (35 ft.)	19.5 m (63.9 ft.)
Unit Mix	n/a	Total units: 17 One-bedroom units: 8 (47%) Two-bedroom units: 4 (23.5%) Three-bedroom units: 4 (23.5%) Four-bedroom units: 1 (6%)
Parking, Loading And Bicycle Spaces	as per Parking By-law	19 parking spaces 22 Class A bicycle spaces 6 Class B bicycle spaces 1 Class A loading (underground)
Natural Assets	21 on-site trees	2 retained on-site trees 23 new on-site trees