



POLICY REPORT

Report Date: September 17, 2019
Contact: Karen Hoesse
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RTS No.: 13407
VanRIMS No.: 08-2000-20
Meeting Date: October 1, 2019

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 Rezoning: 582-588 West King Edward Avenue

RECOMMENDATION

A. THAT the application by RWA Architecture, on behalf of Aragon (Cambie Station) Properties Ltd., the registered owner, to rezone 582-588 West King Edward Avenue [*Lots 1 and 2, Block 680, District Lot 526, Plan 6539; PIDs: 007-826-346 and 010-870-849 respectively*], from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to increase the permitted floor space ratio (FSR) from 0.70 to 1.96 and the building height from 10.7 m (35 ft.) to 18.6 m (61 ft.) to permit the development of a four-and-a-half storey residential building with 36 market residential units in total including townhouses at the lane, be referred to a Public Hearing, together with:

- (i) plans prepared by RWA Architecture, received September 28, 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 at 582-588 West King Edward Avenue from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District to permit the development of a four-and-a-half storey residential building at the street and a two-and-a-half-storey townhouse building at the lane, with a total of 36 strata residential units, all over one level of underground parking. A height of 18.6 m (61 ft.) and a density of 1.96 FSR are included in the draft CD-1.

Staff have assessed the application and conclude that it generally meets the intent of the *Cambie Corridor Plan*. Staff support the application, subject to design development and other conditions outlined in Appendix B. Staff recommend the application be referred to a Public Hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it, subject to the Public Hearing, and subject to the Conditions of Approval outlined in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council policies for this site include:

- *Cambie Corridor Plan* and *Cambie Corridor Public Realm Plan* (2018)
- *RS-1 District Schedule*
- *High-Density Housing for Families with Children Guidelines* (1992)
- *Family Room: Housing Mix Policy for Rezoning Projects* (2016)
- *Green Buildings Policy for Rezoning Projects* (2010, last amended 2018)
- *Zero Emissions Building Plan* (2016)
- *Community Amenity Contributions through Rezoning Projects* (1999, last amended 2018)
- *Urban Forest Strategy* (2014)
- *Tenant Relocation and Protection Policy* (2015, last amended 2019)

REPORT

Background/Context

1. Site and Context

The site is located at the southeast corner of King Edward Avenue and Ash Street, with a frontage of approximately 36.6 m (120 ft.) along King Edward Avenue and approximately 45.7 m (150 ft.) along Ash Street. It is comprised of two adjacent RS-1 zoned lots totalling approximately 1,673.5 sq. m (18,013 sq. ft.) in size and currently developed with two single-family houses (see Figure 1).

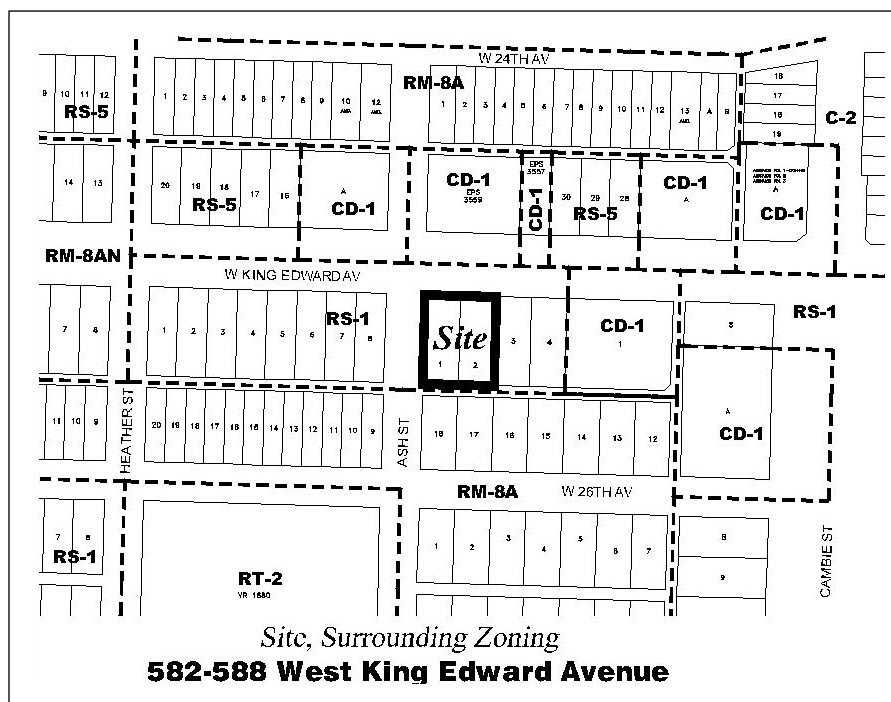
The houses at 582 and 588 West King Edward Avenue were built in 1945 and 1968 respectively, and neither have heritage designations.

Across the lane to the south, the sites are zoned RM-8A which allows for three-storey townhouses with a density of up to 1.2 FSR. Directly across the street to the west, at 620-644 West King Edward Avenue and 4111 Ash Street, is an in-stream rezoning application for two four-storey residential buildings with a three-storey townhouse building at the lane.

To the north, across King Edward Avenue, are two rezoning applications approved in 2014 and 2016, for three-storey and four-storey projects, respectively. On the same block as the application site, further to the east, are other already-approved rezoning applications for six-storey buildings.

The site is located on a major arterial with regular bus service and is within two blocks of the King Edward Canada Line station.

Figure 1: Location Map – Site and Context



2. Policy Context

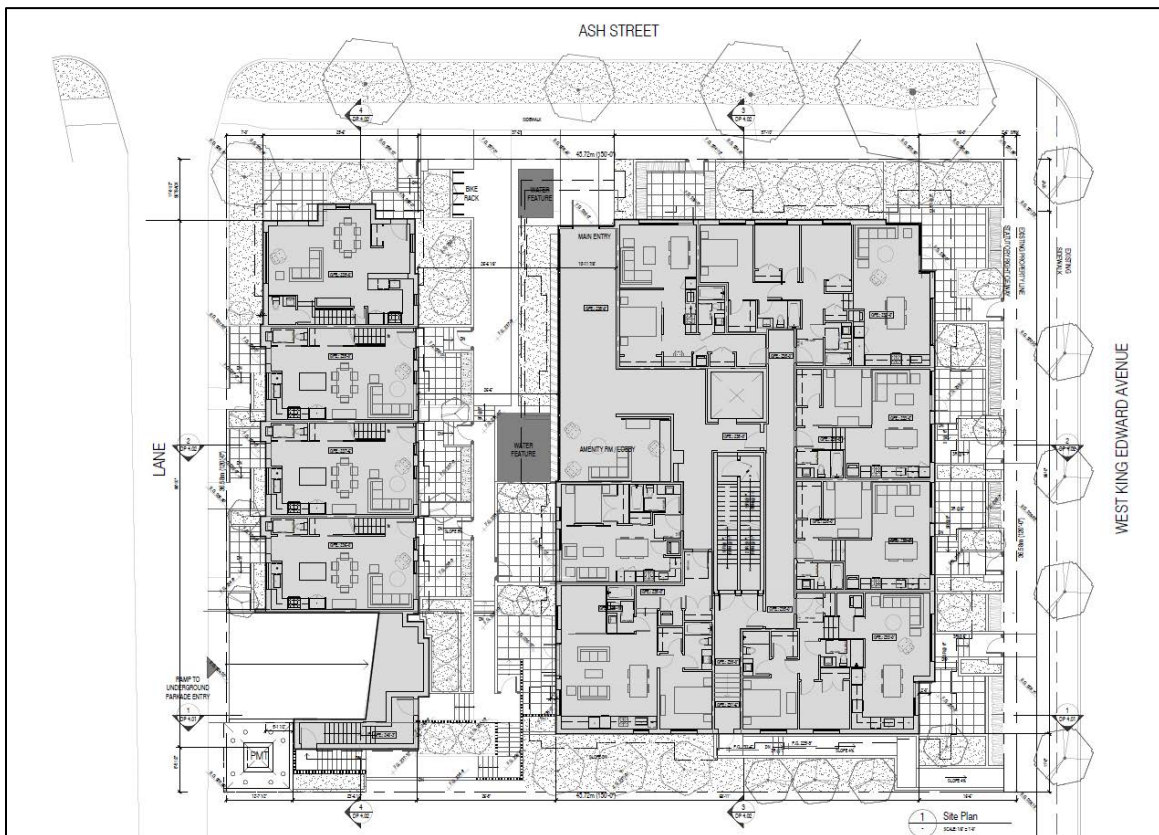
Cambie Corridor Plan (the “Plan”) – The subject site is located within the Queen Elizabeth neighbourhood of the Plan. Subsection 4.2.3 of the Plan supports residential buildings up to four storeys in height for this location. A density range of 1.25 to 1.75 FSR is suggested in the Plan. Supportable density is to be determined by analysis based on site-specific urban design and public realm performance. Buildings are expected to provide front doors to the street and activate and enhance adjacent lanes by providing active uses or townhouses at the rear. The Plan also allows for consideration of an additional partial storey for common rooftop indoor amenity spaces if contiguous with common outdoor amenity space.

Strategic Analysis

1. Proposal

The application proposes to rezone the site from RS-1 (One-Family Dwelling) to CD-1 (Comprehensive Development) District to permit construction of one four-storey residential building with two and a half storey townhouses at the lane (see Figure 2.) Ground level units fronting King Edward Avenue and Ash Street can be accessed directly from the streets. The proposal includes a partial fifth storey for a common rooftop indoor amenity space, contiguous with common (and private) outdoor amenity spaces, in addition to a smaller indoor amenity room on the ground floor. A density of 1.96 FSR, and one level of underground parking accessed from the lane, are proposed.

Figure 2: Site Plan



2. Land Use

The residential use proposed in the application is consistent with the Plan.

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

Density — The Plan indicates that supportable density on any particular site is to be determined by analysis of site-specific urban design and public realm performance. The application proposes a density of 1.96 FSR, which is above the suggested range of up to 1.75 FSR in the Plan for this area. For this location on the south side of King Edward Avenue, the majority of shadowing would fall on the arterial roadway at standard shadow study times, where impact is minimal. In light of the overall urban design performance analysis above, staff have determined that the proposed density is appropriate for the site.

Height — Following the principles of the Plan, this site is within an area that anticipates four-story residential buildings along King Edward Avenue, and two-and-half-storey townhouse buildings at the lane, with an internal courtyard separating the buildings. The Plan also allows consideration of a partial fifth floor for a common indoor amenity room on the rooftop, provided that it is contiguous with a common outdoor amenity space, and that the additional height is stepped back from all building edges to minimize the appearance from sidewalks. The proposed height and form of development is generally consistent with the expectations set out in the Plan, however, design development conditions have been included in Appendix B to provide a more typical 3 m (10 ft.) residential storey height to improve consistency with surrounding residential building heights.

Massing — The proposed development generally conforms to the building frontage requirements of the Plan. One exception is the proposed 31.4 m (103 ft.) long townhouse building at the lane. The Plan indicates that a desired building frontage of a lane building is up to 24.4 m (80 ft.) before a substantial break to reinforce the intimate scale and character of the lane. Upon evaluation of the building design in terms of the stepping form, repeating vertical breaks, varied setbacks, and substantial stepback on the top floor, staff support the frontage and scale of the townhouse building as it has been adequately broken down therefore meeting the intent of the Plan's built form guidelines.

Setbacks — The proposed front, side, and rear setbacks generally conform to the Plan. The setbacks are landscaped and provide an adequate transition to the adjacent streetscape, the lane, and the neighbouring property. Design development conditions include recommendations to further improve the interface with streets and lane through a variety of landscape treatment (see Appendix B).

Rooftop Amenities — The proposal includes an indoor amenity room located in the middle of the roof with outdoor amenity spaces adjacent to its north and south sides. Design development conditions include recommendations to further manage the apparent height and massing of the rooftop indoor amenity room and optimize the performance of outdoor amenity space in terms of size and orientation (see Appendix B).

Courtyard — As required in the Plan, the courtyard needs to be large enough to ensure the livability of all units, and the south building massing should strive to maximize the sunlight access to the courtyard. The proposed courtyard space is encroached by bay windows and shadowed by a three-storey massing on its south side. Design development condition is

included to maximize the solar access to the courtyard through reducing the encroachments, increasing the courtyard width, and managing the partial third floor massing of townhouse building (see Appendix B).

Urban Design Panel Review — The Panel reviewed this application on January 23, 2019 and supported the proposal, noting the elegant and well-proportioned design. The Panel particularly noted the amenity room on the fifth floor as a successful and welcome addition to the building, while still maintaining privacy for surrounding neighbours. The Panel commented that the rooftop outdoor space would be functional and sunny, and therefore enjoyed by residents. For detailed panel comments, please refer to Appendix D.

In summary, staff conclude that the design responds well to the expected character of development as outlined in the Plan and therefore support this application, subject to the design development conditions noted in Appendix B. Additional design refinement will occur at the development permit stage.

Figure 3: Perspective



4. Housing

Existing Tenants — The newly amended *Tenant Relocation and Protection Policy* (the “TRP 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. The TRP Policy exempts tenancies entered into after the purchase of the property that are of a length of two years or less as of the date of the rezoning application. This exclusion is intended to avoid penalizing applicants who are renting out units to comply with the City’s Empty Homes Tax during the process of assembling sites for redevelopment. Further,

there is an exclusion where a previous owner of a house, strata, or equity co-op unit has sold the property to a developer, and is now occupying the unit as a tenant.

As the application involves consolidation of two RS-1 lots containing secondary rental units, the updated TRP Policy applies.

Two houses, containing a total of three rental units, are currently occupied with tenants who are aware of the rezoning application. Out of the three tenancies, there is one eligible for provisions under the TRP Policy, including relocation assistance, assistance with moving costs, and monetary compensation calculated based on length of the tenancy. The Tenant Relocation Plan (the “TRP”) for this tenant will be required as a condition of Development Permit issuance, with an Interim Tenant Relocation Report prior to Demolition Permit issuance, and a final Tenant Relocation Report prior to issuance of an Occupancy Permit (see Appendix B).

All tenancies are protected under the *BC Residential Tenancy Act* that governs how residential properties are rented, and includes specific provisions regarding termination of tenancies. Any disputes would be resolved through the Residential Tenancy Branch.

Housing Unit Mix — The application includes 36 dwelling units (11 studio units [31%], 11 one-bedroom [31%], 10 two-bedroom units [28%] and 4 three-bedroom units [11%]), and meets the requirements of the *Family Room: Housing Mix Policy for Rezoning Projects*.

5. Transportation and Parking

Vehicle and bicycle parking are provided on one level of underground parking, accessed from the lane. Overall, 39 vehicle parking spaces, 46 Class A and 6 Class B bicycle storage spaces are provided, which meet the requirements of the Vancouver Parking By-law. Provision of one Class A loading bay is required, as none are currently proposed.

Engineering conditions of approval are set out in Appendix B.

6. Environmental Sustainability

Green Buildings – The *Green Buildings Policy for Rezoning* (amended May 2018) requires that residential rezoning applications satisfy either the near zero emission buildings or the low emissions green buildings conditions within the policy.

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

Conditions related to environmental sustainability are included in Appendix B.

Natural Assets – 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

permits to remove 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.

A 'by-law sized tree' has a tree trunk diameter of 20 cm or greater and requires a tree permit when it is proposed to be removed. For this application, there are six by-law trees on site, ranging in conditions from 'poor' to 'good'. All of them are proposed for removal due to their health and the location of the proposed underground parking and new development. Twenty-six replacement trees are proposed as part of this application. Landscape conditions seek the addition of larger, more significant replacement trees, which will require notching of the parkade and sufficient soil depths.

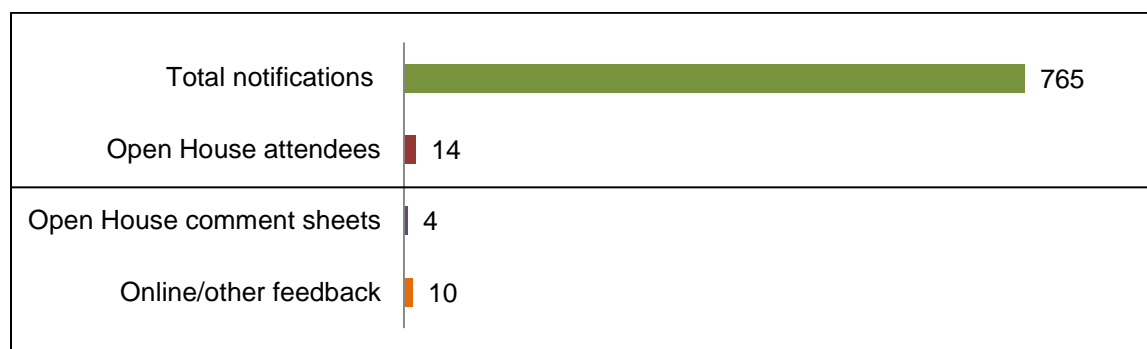
Landscape conditions of approval are set out in Appendix B.

PUBLIC INPUT

Public Notification – A rezoning information sign was installed on the site on December 7, 2018. A community open house was held on January 10, 2019. A total of 765 notifications were distributed within the neighbouring area on or about December 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).

Public Response – A community open house was held from 5:00-7:00 pm on January 10, 2019, at Phoenix Gymnastics, 4588 Clancy Loranger Way. Staff, the applicant team, and a total of approximately 14 people attended the open house.

Figure 4: Public Notification and Responses



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.

Note that all reported numbers above are approximate. 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.).

Public response to this proposal has been minimal. Comments in support cited the building height, design and its provision of resident amenity as reasons. Concerns were that the building

height was not in keeping with existing character and that the proposed amenity may negatively impact existing residents in the area.

Staff Response – Public feedback has assisted staff with assessment of the application. Regarding building height, staff have reviewed the application's form of development, and have determined that while, in general, the proposed height, massing, and setbacks meet the intent of the Plan, further design development is recommended to reduce the actual and perceived height of the proposal. Rezoning conditions have been included in Appendix B to reduce the ceiling height of the residential floors, and for further design development of the rooftop amenity room, to minimize potential impacts to adjacent properties.

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 3,273 sq. m (35,234 sq. ft.) of residential floor area. Based on rates in effect as of September 30, 2019, total DCLs of approximately \$995,713 would be anticipated from this development.

DCLs are payable at building permit issuance and their rates are subject to Council approval of an annual inflationary adjustment on September 30 of each year. When a DCL By-law with higher rates is introduced, a number of rezoning, development permit and building permit applications may be at various stages of the approval process. An application may qualify as an in-stream application and therefore may be exempt from DCL rate increases for a period of twelve months from the date of DCL By-law rate amendment provided that it has been submitted prior to the adoption of such DCL By-law rate adjustment. If a related building permit application is not issued within the 12-month period, the rate protection expires and the new DCL rate will apply. See the City's [DCL Bulletin](#) for details on DCL rate protection.

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

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 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 \$1,628,973 based on the net additional increase in floor area of 2,101.9 sq. m (22,625 sq. ft.) and the target CAC rate of \$775 per sq. m (\$72 per sq. ft.) in effect at the time of the 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.

Through mid-2019, approximately \$317.8 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

Based on rates in effect as of September 30, 2019, total DCLs of approximately \$995,713 would be expected from this development.

As noted in the section on Public Benefits, the applicant has offered a cash CAC of \$1,628,973 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 conclude 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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582-588 West King Edward 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 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

- 4.1 There shall be no dwelling units above the fourth storey.
- 4.2 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 1,673.5 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 1.96.
- 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, including common indoor amenity space on the fifth floor, which must not exceed 55.7 m² (600 sq. ft.).
- 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 top of the fifth floor amenity room roof, must not exceed 18.6 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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**582-588 West King Edward 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 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 RWA Architecture, on behalf of the registered owner, received September 28, 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 of the building height to be more consistent with other four-storey buildings in the surrounding area.

Note to Applicant: This can be achieved by providing 3.1 m (10 ft.) storey heights for residential floors.

2. Design development of the actual and perceived height, and massing of the rooftop common amenity room, to minimize its appearance as viewed from street level.

Note to Applicant: This can be achieved through a variety of techniques, including, but not limited to, lowering the spring height to approximately 2.4 m (8 ft.), reducing the additional massing that permits private roof deck access, and ensuring the indoor amenity room is set back from roof edges. Also see Urban Design Condition 3.

3. Design development of the rooftop indoor and outdoor amenity spaces to improve their usefulness to all residents, including families and children.

Note to Applicant: Provide a minimum 37.2 sq. m (400 sq. ft.) indoor amenity room with an accessible washroom and a kitchenette. The outdoor amenity space should be generously sized with a minimum area of 130.1 sq. m (1,400 sq. ft.). A children's play area should be provided and situated to maximize sunlight access. Refer to "High Density Housing Guidelines for Families with Children" for detailed requirements. This condition may cause a reduction and/or relocation of the private roof decks. Please note that the proposed private roof decks should not restrict the provision of required common outdoor amenity space and green roof.

4. Design development to maximize solar access to the courtyard, particularly the courtyard entry area from Ash Street.

Note to Applicant: This can be achieved through the following recommended strategies:

- (a) Increase the courtyard width to a minimum of 7.3 m (24 ft.). The courtyard should be free from any encroachment from the south townhouse building. Minor projections up to 0.6 m (2 ft.) may be considered for the north building;
- (b) Increase the vertical angle of the third floor exterior wall on the north side of the townhouse building; and/or
- (c) Set back the third floor of the townhouse building from courtyard.

5. Design development to improve the street and lane interface, and site circulation.

Note to Applicant: This can be achieved through a variety of measures, including, but not limited to, minimizing the height of planters and retaining walls, setting back the planters to allow for outboard at-grade landscape at the edges, increasing on-site landscape to soften the lane edge. Confirmation is needed that the proposed bermed landscaping structure does not protrude into the requested SRW along King Edward Avenue. The design of planters should be integrated with the grades and structural design to ensure sufficient soil depth. Recessing the parkade for large trees may be required. See Landscape Condition 12.

6. Design development of the units at ground level facing King Edward Avenue to achieve a better grade relationship to the street sidewalk.

Note to Applicant: This can be achieved by lowering the front portion of the two eastern units by 0.3-0.6 m (1-2 ft.) to ensure the ground level and its patio are approximately 0.9 m (3 ft.) elevated from the sidewalk.

7. Design development of the courtyard entry area and building entrance from Ash Street, creating an integrated outdoor space with more opportunities for social interaction and landscaping.

Note to Applicant: Refer to Landscape condition #12 for accommodating a large tree at grade at entry area. This will require notching the parkade structure. This condition will also seek improvement of casual surveillance by increasing the visibility of the lobby and the courtyard path.

8. Design development to comply with Horizontal Angle of Daylight requirements set out in the CD-1 bylaw.

Note to Applicant: The units with their primary living space facing the east side yard appear unable to meet the HAD requirement.

9. Design development to provide usable private outdoor space for each dwelling unit.

Note to Applicant: Private outdoor spaces should have a minimum depth of 1.8 m (6 ft.) for two and three-bedroom units. A reduced depth with a minimum 1.2 m (4 ft.) may be considered for studio and one-bedroom units. Refer to "High-Density Housing for Families with Children" Guidelines.

10. Identification on the Architectural 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: <https://guidelines.vancouver.ca/B021.pdf>

Crime Prevention through Environmental Design (CPTED)

11. Design development to respond to CPTED principles, including:
- (a) Provide natural surveillance throughout pedestrian realm including underground parking, with glazing into publicly accessible areas such as elevator lobbies, and stairs;
 - (b) Reduce opportunities for theft in the underground parking and mail theft;
 - (c) Reduce opportunities for mischief in alcove and vandalism, such as graffiti,
 - (d) Reduce opportunities for skateboarding in the open spaces.

Landscape Design

12. Design development to enable the planting of larger, more significant replacement trees, with minimum of one tree planted on grade (not over parkade structure), near the courtyard entry.

Note to Applicant: It is understood that this will require notching the parkade structure to accommodate a large tree on grade. A revised arborist report should comment on the volume of soil needed for future viability of new tree(s). (Refer to Urban Design condition #7).

13. Design development to activate the shared courtyard space to be more inviting and usable, by the following:
- (a) Integrate building entry with courtyard entry to create a more significant, identifiable entry node, including a trellis/gate structure with vines.
 - (b) Replace both water features with soft landscape, or other sustainable landscape feature.
 - (c) Provide additional benches or other passive seating opportunities.

Note to Applicant: Refer also to Urban Design condition #7.

14. 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.

15. 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.
16. 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);
 - (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.

17. 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) separate soil volume overlay plan with schematic grading indicating intent to direct rainwater to infiltration zones;
 - (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.

18. Provision of revised arborist report, including a coordinated Tree Management Plan, to be updated and coordinated to reflect the tree planting on grade (refer to Landscape Condition 12).
19. Provision of a revised Tree Management Plan, coordinated with survey and arborist report.
20. Provision of a Letter of Consent from adjacent east property owner for the removal of any neighbouring trees.
21. 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.

22. Provision of coordination between Landscape Plan and architectural Site Plan, for most updated information.

Provision requirements at the time of Development Permit application:

23. 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.

24. 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.

25. 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.

26. 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.

27. 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 in. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion*".

28. Provision of high efficiency irrigation for all planted areas and hose bibs for all patios and common areas greater than 9.3 sq. m (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.

29. Provision of an outdoor Lighting Plan.

Sustainability

30. 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

31. 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.
32. 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.
33. 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.
34. Parking, loading and bicycle spaces must be provided and maintained in accordance with the requirements of the Vancouver Parking By-Law, except that:

- (a) Provision of one Class A loading bay is required.

Note to Applicant: Refer to the City of Vancouver website for changes made to the Parking Bylaw that came into effect January 1st of 2019. The new Bylaw requirements will be applied to the Development Permit.

35. 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) Provision of additional measures to address conflicts between vehicles on the ramp and the parking level.

Note to Applicant: A corner cut at the bottom of the ramp is achievable with the relocation of some of the Class A bicycle parking. Parabolic mirrors are recommended at the bottom of the main ramp and the 90 degree turn by the elevator core.

- (b) Design development to improve access from the Class A loading to the units.

Note to Applicant: Class A loading at grade off the lane is preferred.

- (c) A complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided.
- (d) All types of parking and loading spaces individually numbered, and labelled on the drawings.
- (e) Dimension of column encroachments into parking stalls.
- (f) Dimensions for typical parking spaces.
- (g) Dimensions of additional setbacks for parking spaces due to columns and walls.
- (h) Dimensions of manoeuver aisles and the drive aisles at the parkade entrance and all gates.
- (i) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates. These clearances must consider mechanical projections and built obstructions.
- (j) Areas of minimum vertical clearances labelled on parking levels.
- (k) 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.
- (l) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable.

- (m) Existing street furniture including bus stops, benches etc. to be shown on plans.
 - (n) The location of all poles and guy wires to be shown on the site plan.
36. Submission of a revised hydrogeological report will be required for approval by the City prior to development permit issuance. The following must be addressed in this final report:
- (a) Please include one map (plan) with topography, building footprint with foundation depths indicated, and location of all sites (proposed and surrounding) and test pits.
 - (b) Please include relevant boreholes for investigations referenced in the report.
 - (c) Provide 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.
 - (d) Seepage is described as “light to moderate” in the underlying stratigraphy. Please quantify the seepage by providing estimates or common values for hydraulic conductivity of units with perched water.
 - (e) Discuss the proximity of the excavation to the underlying Quadra Sands aquifer.
 - (f) Provide a statement in the report to directly address the permanent post-construction dewatering condition.
37. 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.

Green Infrastructure

Staff note that a Rainwater Management Plan has been submitted but are seeking a more detailed response toward the Citywide Integrated Rainwater Management Plan (IRMP) requirements outlined in the ‘*Green Buildings Policy for Rezoning*’ and detailed fully in the [Rainwater Management Bulletin](#). The applicant should take into account the following:

38. 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.
- (a) Staff note that no infiltration rate was provided within the Geotechnical report. Ensure that the infiltration rate for the proposed Infiltration Tank is provided by a new Geotechnical Report at development permit stage.
 - (b) Ensure that every effort is made to direct water from impervious areas into absorbent landscapes before being directed to the proposed infiltration tank.

39. The rainwater management system for the building(s) and site shall be designed such that the peak flow rate discharged to the sewer under post-development conditions is not greater than the peak pre-development 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.
- (a) Please note the five-year, ten-minute storm should be used for pre and post development calculations.
 - (b) Ensure that your proposed release rate to the sewer network is not higher than the pre-development release rate.
40. 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.
- Staff note that a Stormceptor device is proposed for runoff from impervious area. 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.
41. Ensure that a maintenance plan is provided with the development permit application for the proposed infiltration system. 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.
42. The applicant is to refer to the Rainwater Management Plan Bulletin <https://vancouver.ca/docs/bulletins/Rainwater-Management-Bulletin.pdf> for full submission requirements.

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 Services

1. Consolidation of Lots 1 & 2, Block 680, DL 526, Plan 6539 to create a single parcel.

2. Provision of a building setback and a surface Statutory Right of Way (SRW) for public pedestrian use of an expanded sidewalk over the area of the site adjacent to the north property line to achieve a 5.5 m (18 ft.) distance measured from the back of the existing City curb.

Note to Applicant: The SRW will be free of any encumbrance at grade such as structure, stairs, planter walls, door swing, benches, chairs and tables, trees, and bicycle parking.

3. 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.

- (i) Based on the confirmed Fire Underwriter’s Survey Required Fire Flows and domestic flows submitted by CREUS Engineering Ltd. dated September 24, 2018, no water upgrades are required to service the development.
- (ii) 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.

- (i) The post-development 5-year flow rate discharged to the storm sewer shall be no greater than the 5-year pre-development flow rate. The pre-development estimate shall utilize the 2014 IDF curves, whereas the post-development estimate shall utilize the 2100 IDF curves to account for climate change.
- (ii) Developer’s Engineer to submit design brief, calculations and/or model, and design drawings to the City. All submittals including any necessary upgrade design drawings (90% design stage or better) are required to be reviewed and accepted by the City Engineer prior to development permit issuance.
- (iii) Development to be serviced to the 250 mm SAN and 900 mm ST sewers in King Edward Avenue.
- (iv) Developer to submit a 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 development permit issuance.

- (d) Provision of for the future construction of protected bike lanes on King Edward Avenue adjacent to the site including any transition areas adjacent the site to connect existing and new curb alignments. These improvements will generally include the following: new concrete curb and gutter, raised protected bike lane, concrete sidewalk, curb ramps, and improved street lighting and additional pedestrian scale lighting including adjustment to all existing infrastructure to accommodate the proposed street improvements.
- (e) Provision for 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 for 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.
- (g) Provision for the installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.
- (h) Provision for speed humps in the lane (E/W lane, from Ash Street to lane west of Cambie Street).
- (i) 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.

- (j) Provision for rebuilding the full width asphalt lane south of King Edward Avenue, along property extent, as per City of Vancouver Streets Restoration Manual Centre Valley "Higher Zoned Lane" MF137-AX specification.
- (k) Provision of lane lighting on standalone poles with underground ducts.

Note to Applicant: The Services Agreement may require provision of funding to the City for the services or a component thereof.

- 4. Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but not limited to System Vista, Vista switchgear, pad mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features.

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.

Green Infrastructure

6. Arrangements shall be made to the satisfaction of the General Manager of Engineering Services and Director of Legal Services for the rainwater management and green infrastructure systems.

Note to Applicant: Legal arrangements, including, but not limited to, a Section 219 Covenant and Statutory Right of Way, may be required to ensure proper construction and on-going operation of certain rainwater storage, rainwater management and green infrastructure systems.

Environmental Contamination

7. 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.

Housing

8. Enter into a Section 219 Covenant and/or such other agreements as the General Manager of Arts, Culture and Community Services and the Director of Legal Services determine are necessary to require the applicant to:
 - (a) Provide a Tenant Relocation Plan to the satisfaction of the General Manager of Arts, Culture and Community Services as per the *Tenant Relocation and*

Protection Policy that is effective at the time of submission of the Development Permit Application.

- (b) Provide a notarized declaration that demonstrates that each tenant has been given written notice of the intent to redevelop the property; that indicates the number of units occupied on the date of the notice; and includes copies of a letter addressed to each tenant summarizing the Tenant Relocation Plan offer and signed as received by each tenant.
- (c) Provide an Interim Tenant Relocation Report prior to issuance of the Demolition Permit. The Report must outline the names of any tenants who have ended their tenancy; the reason for its end (e.g. tenant decision or mutual agreement to end tenancy); the outcomes of their search for alternate accommodation (if assistance was requested by the tenant); the names of tenants still remaining in the building; the status of the applicant's search for relocation options (if assistance was requested by the tenant) and/or additional assistance rendered, as required through their Tenant Relocation Plan.

Note to Applicant: if a long period of time elapses between Public Hearing and before issuance of Demolition Permit, the City may request an additional Interim Tenant Relocation Report be submitted.

- (d) Provide a Final Tenant Relocation Report prior to issuance of the Occupancy Permit. The Report must outline the names of tenants; indicate the outcome of their search for alternate accommodations; summarize the total monetary value given to each tenant (moving costs, rents, any other compensation); and include a summary of all communication provided to the tenants.

Community Amenity Contribution

- 9. Pay to the City the cash Community Amenity Contribution of \$1,628,973 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.

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582-588 West King Edward 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 *Lot 1 and 2, Block 680, District Lot 526, Plan 6539; PIDs 007-826-346 and 010-870-849 respectively* from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

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**582-588 West King Edward Avenue
ADDITIONAL INFORMATION**

1. Urban Design Panel

The Urban Design Panel (UDP) reviewed this rezoning application on January 23, 2019. The application was supported with recommendations.

EVALUATION: Support with Recommendations

Introduction: Rezoning Planner, Scott Erdman, introduced the project as an application to rezone 2 parcels under the Cambie Corridor Plan. The site is located on the southeast corner of King Edward Ave & Ash St, one block west of the Canada Line's King Edward Station. The site is zoned RS-1, currently developed with 2 single family dwellings. Together the 2 parcels measure approximately 120 feet wide and 150 feet deep. The site area is approximately 18,000 square feet.

The Cambie Corridor Plan anticipates residential buildings in this location, up to 4-storeys, with a density range between 1.25 and 1.75 FSR. This range is an estimate based on intended urban design performance. Development potential may fall within, above, or below this FSR range. Above 3 storeys, the upper floor should be stepped back from King Edward. Buildings should include front doors onto the street and should seek to activate and enhance the adjacent lane by providing townhouses up to 2.5 storeys on the rear.

An additional partial 5th storey may be considered for common rooftop amenity spaces, if continuous with common outdoor amenity space. Additional height should be stepped back from all building edges to minimize the appearance from ground level. Townhouses (RM-8A zoning) up to 3-storeys are anticipated south of this site, as permitted in the Cambie Corridor Plan. The proposal is to build a 4- storey residential building with a partial 5th floor amenity room, and outdoor contiguous rooftop amenity space, and 2.5 storey townhouses at the lane, with a total of 36 market units, and a density of 1.95 FSR.

Development Planner, Grace Jiang, noted there have been quite a few rezoning applications approved in this area under Cambie Corridor Plan Phase 2. To the east towards Cambie, an 8 storey mixed use development is approved at the northwest corner; two 6-storey developments at the southwest corner. Around the intersection of King Edwards and Ash, two north corner sites are rezoned to 3 to 4 storey apartment development. Under the CCP 3, the area to the south cross the lane is pre-zoned to townhouse.

The site is 120 ft wide by 150 ft deep with approximately 11 ft cross drop from southwest corner to north east corner. The plan anticipates a courtyard typology for this deep site. A 4-storey primary front building defines the street, a maximum 2 1/2 storey townhouse at rear activates the lane, and they are separated by a minimum of 24 ft wide courtyard.

For the front building, a partial 5th floor may be permitted for a common amenity room provided it is continuous with a common outdoor amenity space on the rooftop. The massing of the rooftop amenity room should be modest and stepped back from all building edges to minimize the appearance from ground level. The plan also calls for a 3-storey street wall expression and a 10 to 15 ft front setback along King Edward Ave.

For the rear building, it should reflect an intimate scale of lane with a minimum of 6 ft rear setback and a maximum 80 ft "building width" appearance.

The Plan emphasizes an optimal performance for the courtyard. No encroachment is allowed into the minimum 24 ft separation. The massing and height of southern buildings should be managed to maximize the solar access to courtyard.

The proposal contains one 4 and partial 5 storey apartment building fronting the King Edward Ave and one 2 1/2 storey townhouse building along the lane. The building height is approximately 62 ft measured to the highest point of roof. The site setbacks are 12.5 ft at front, 5 ft at rear, 10 ft on both sides.

The apartment building is generally compliant with the Plan, the proposed rooftop common amenity room located centrally adjoining with rooftop common outdoor amenity space. Two private patios are also proposed on the rooftop. The roof is designed as a green roof. At ground level, all dwelling units are ground-oriented with entry doors and private patios fronting onto sidewalks and courtyard. The communal residential entrance is on Ash St fronting the courtyard.

For the lane building, the overall length is approx. 100 ft containing 5 townhouse units. The scale of the long frontage is handled by stepping form and vertical breaks. The underground parking access is from the lane under the east end unit. The partial 3rd floor is concentrated on the north, and the resulting height on the courtyard side is more than 3 storeys. It casts shadow onto the full width of the courtyard during most of daytime on equinox.

The courtyard is 24 ft wide with private patios, pedestrian path, and a public open space at the entrance of Ash St in front of the residential lobby. The courtyard space is encroached by some projections such as bay windows and balconies.

Advice from the Panel is sought on the following:

1. Does the design of the townhouse, particularly the height and length, meet the intent of the Plan "to reinforce the intimate scale and character of the lane"?
2. Does the design of the partial 5th floor meet the intent of the Plan? Please consider the height, massing, placement, and impact to neighbors.
3. Please provide commentary on the performance of the courtyard in terms of the solar access, openness, and social opportunities.
4. Please provide preliminary advice on proposed architectural expression and materials for the development permit application.

Applicant's Introductory Comments: There are only a handful of sites built on a two lot. This site is unique that it's got a 12 foot crossfall, which allows opportunity to develop some nice features. Early on the developer went with a concrete frame which we were able to do some nice studio lot units.

By making the frame concrete we were able to take more of the spaces on the ground plain and create more yards. All the buildings are 4 stories.

The 4th floor setbacks come out to about 12.5 ft. We recessed the ground floors to 3 ft on the King Edward side. The elevation matches well to the building to the east. The windows were articulated and slit along the elevation to highlight the corners.

The entrance to the apartment buildings is off the courtyard. There are entrances to both the townhouses and lower level apartments, all the units that hit the ground plain have front doors.

Due to the massing and townhouses, the courtyard is adequate in size. The town houses on the east have stepped in the back a bit and in the Far East have been stepped down.

Concrete buildings allow for scissor stairs. At the back facing south, wanted to give it a view, we gave it a scissor stair attached in the roof form, to allow for some view aspect.

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. Avini-Besharat and seconded by Ms. Ockwell and was the decision of the Urban Design Panel:

- THAT the Panel SUPPORT the project with the following recommendation to be reviewed by City Staff.
- No need to return to Urban Design Panel.

Related Commentary: The panel supported this project. The massing was well handled and the concrete buildings are a nice feature. It is an elegant well-proportioned building that fully complies with the Cambie Corridor plan. The project overall has a nice balance of privacy and social interaction.

The framework to the apartment buildings is a bit popped out in front and with the extensions of the balconies appears there is a lot going on.

The panel agreed the partial 5th floor is a successful and welcome addition to the building and will benefit from great views. There is enough space to expand and still maintain privacy.

A panelist noted the project could have gone one storey higher. The town houses would benefit from another door to ease transition (i.e. groceries, strollers), and the roof meeting the vertical wall needs a bit of design development.

A panelist noted the stepping to match the lane and trying to get more sun in the courtyard is understandable however a bit contradictory in that it is not stepping on the apartment side.

The space between the two buildings doesn't have a lot of sunlight. The guard on the 5th floor and the roof edge comes out which inhibits the amount of light. A panelist noted when a 4 and 6 storey building are beside each other the shadowing can be hard to get rid of.

The panel liked how the lobby opened up to the side. There is a glimpse to the courtyard which adds interest. Additionally the lounge area is successful as an amenity it is a very social space.

The rooftop amenity room is an excellent feature, very usable and sunny.

The performance of the courtyard appears to be the best it can get. A panelist noted the courtyard will be shady but the amenity space has a lot of sun therefore there is a nice balance.

There is a generous public realm, feels like a nice access point with the landscaping. Additionally providing the undercut to create the public realm was great. The panel commended the applicant for providing extra landscaping.

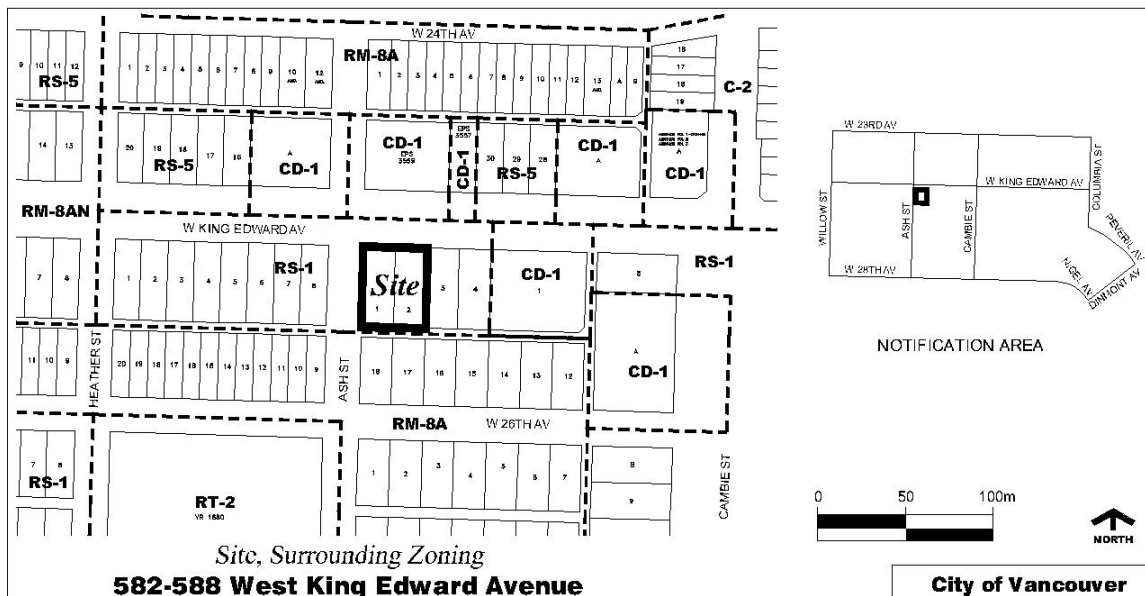
Additional comments included refinement in materials and color choices, the middle band are a bit busy, and consider a kitchen for the amenity room for social interaction and entertainment.

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

2. Public Consultation Summary

Public Notification

A rezoning information sign was installed on the site on December 7, 2018. A community open house was held on January 10, 2019. A total of 765 notifications were distributed within the neighbouring area on or about December 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).







January 10, 2019 Community Open House

A community open house was held from 5:00-7:00 pm on January 10, 2019, at Phoenix Gymnastics, 4588 Clancy Loranger Way. Staff, the applicant team, and a total of approximately 14 people attended the Open House.

Public Response

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

- 4 comment sheets, and 10 letters, e-mails, online comment forms, and other feedback were received from the public in response to the January 10, 2019 open house.

Total notifications	 765
Open House attendees	 14
Open House comment sheets	 4
Online/other feedback	 10

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.

Note that all reported numbers above are approximate. 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.).

Below is a summary of all feedback received from the public by topic, and ordered by frequency:

Generally, comments of support fell in the following areas:

- **Building height:** The height of the proposed developed is appropriate, or could be increased due to proximity to a Skytrain station.
- **Building design:** The proposed development is an appropriate addition to the neighbourhood.
- **The provision of amenity space:** The rooftop amenity and garden space is a desirable feature of the proposal.

Generally, comments of concern fell into the following areas:

- **Building height and neighbourhood fit:** When compared to other buildings in the neighbourhood, this proposal has the same height as nearby six-storey buildings. It was suggested that the enclosed rooftop amenity space is too high for the neighbourhood context.
- **The provision of amenity space:** The height and massing of the enclosed rooftop amenity space was considered excessive and would adversely impact livability for neighbouring residents.

- **Impact on existing residents:** The overall building height and massing may impact existing residents in the area by reducing privacy, livability, and views, particularly for residents on West 26th Avenue.
- **Consultation process:** There was insufficient consultation regarding the inclusion of enclosed rooftop amenity spaces in the Cambie Corridor Plan.
- **Excess parking:** The proposal has an excess of parking considering its proximity to a Skytrain station.

The following miscellaneous comments were received from the public (note: these were topics that were not ranked as highly as above).

General comments of support:

- That proposal maintains neighbourhood environment.
- Appreciative of range of housing types (such as apartments and townhouses) and unit sizes (from studios to 3-bedrooms).
- Appreciative of building materials and colour palette.

General comments of concern:

- Preference for more family-sized units.
- Concerned about noise for townhouse units above parking garage.
- Concerned with the number of housing projects being located on noisy and polluted arterial streets.

Neutral comments/suggestions/recommendations:

- Would like to see rainwater used for water features as opposed to fresh water.
- Preference to replace sloped roof with flat roof for the rooftop amenity space.
- Preference to reduce ceiling height to reduce overall building height.
- Preference for amenity space at or below grade.
- Preference for more ridesharing options.

* * * * *

582-588 West King Edward Avenue
FORM OF DEVELOPMENT

North Elevation (Building on King Edward Avenue)



North Elevation (Building at lane)



South Elevation (Building on King Edward Avenue)



South Elevation (Building at courtyard)



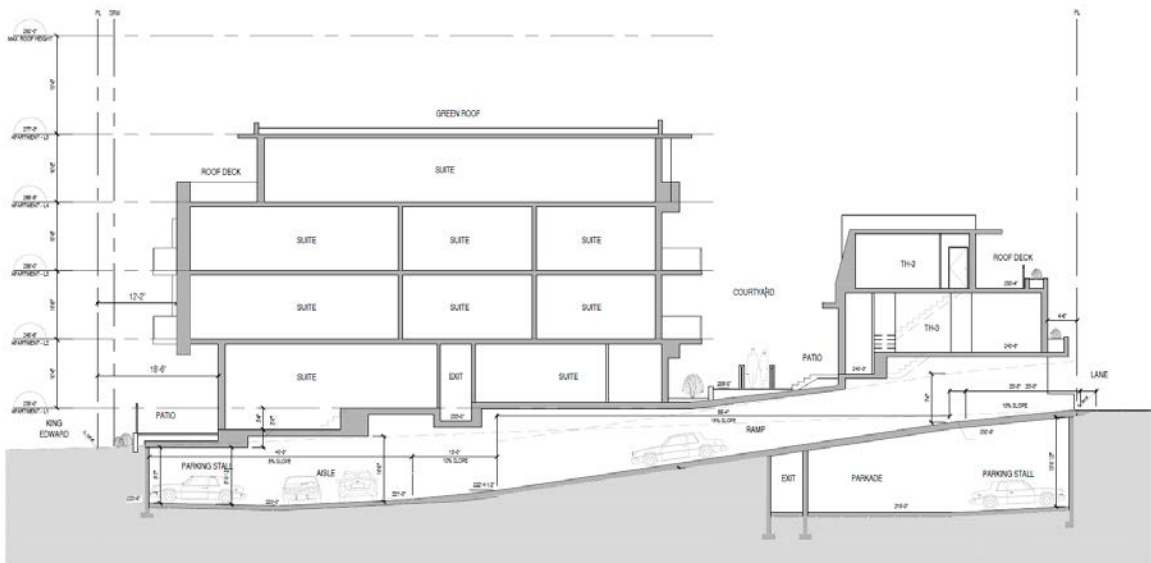
West Elevation

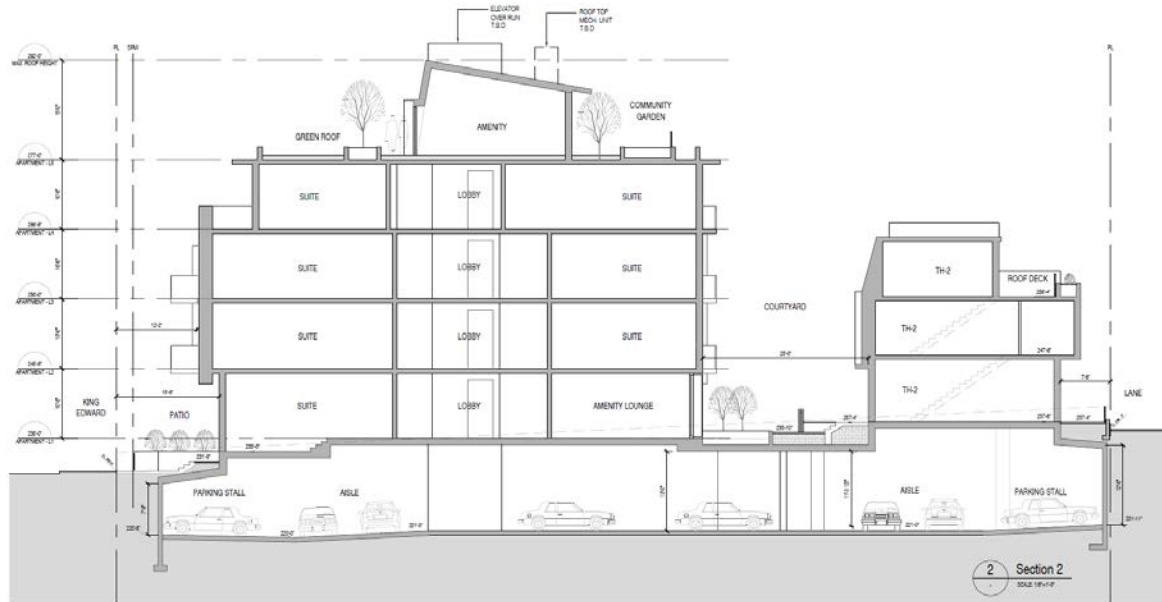


East Elevation



Sections





Landscape Plan

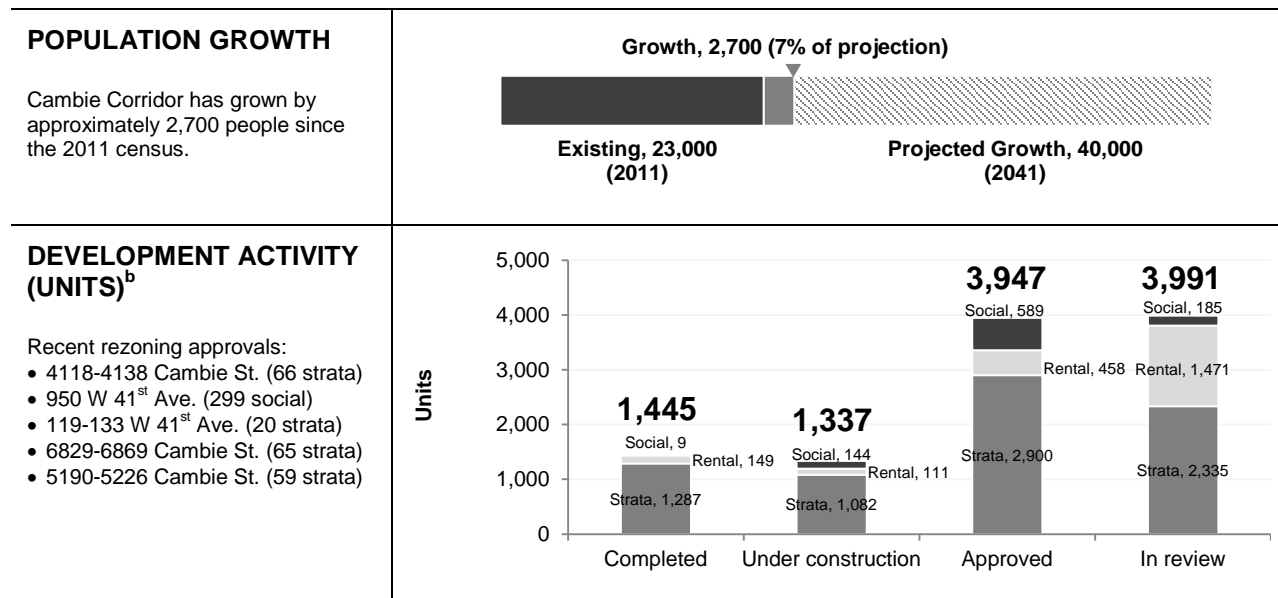


Perspective



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582-588 West King Edward Avenue
PUBLIC BENEFITS IMPLEMENTATION TRACKING
CAMBIE CORRIDOR PLAN (2018) – North of 57th Ave^a
Updated Mid-Year 2019



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 • 149 secured market rental units ◦ 144 social housing units ◦ 111 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 • Playground renewal at Douglas Park • Plaza at Cambie St. and W. 29th Ave 	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 and simplified rezonings to RM-8A and RM-8AN) 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](#).

582-588 West King Edward Avenue
PUBLIC BENEFITS SUMMARY

Project Summary:

Four-and-a-half-storey residential building, with two-and-a-half-storey townhouses at the lane, containing 36 strata residential units.

Public Benefit Summary:

The project would generate a DCLs 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 = 1,673.5 sq. m (18,013 sq. ft.))	0.70	1.96
Buildable Floor Space	1,171.4 sq. m (12,609 sq. ft.)	3,273 sq. m (35,234 sq. ft.)
Land Use	Residential	Residential

Summary of development contributions expected under proposed zoning

City-wide DCL ^{1,2}	\$640,202
City-wide Utilities DCL ¹	\$355,511
Community Amenity Contribution	\$1,628,973
TOTAL VALUE OF PUBLIC BENEFITS	\$2,624,686

¹ Based on rates in effect as at September 30, 2019; 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.

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

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582-588 West King Edward Avenue
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Property Information

Address	Property Identifier (PID)	Legal Description
582 West King Edward Avenue	010-870-849	Lot 2, Block 680, District Lot 526, Plan 6539
588 West King Edward Avenue	007-826-346	Lot 1, Block 680, District Lot 526, Plan 6539

Applicant Information

Architect	RWA Architecture
Developer	Aragon Properties Ltd.
Property Owner	Aragon (Cambie Station) Properties Ltd.

Development Statistics

	Permitted Under Existing Zoning	Proposed Development	Recommended
Zoning	RS-1	CD-1	
Site Area	1,673.5 sq. m (18,013 sq. ft.)	1,673.5 sq. m (18,013 sq. ft.)	
Land Use	Residential	Residential	
Maximum Floor Space Ratio (FSR)	0.70	1.96	
Maximum Height	10.7 m (35 ft.)	19.3 m (63.4 ft.)	18.6 m (61.0 ft.)
Floor Area	1,171.4 sq. m (12,609 sq. ft.)	3,280 sq. m (35,305.5 sq. ft.)	
Unit Mix	n/a	Total: 36 units Studios: 11 units One-bedrooms: 11 units Two-bedrooms: 10 units Three-bedrooms: 4 units	
Parking, Loading And Bicycle Spaces	As per Parking By-law	39 vehicle spaces 46 Class A bicycle spaces 6 Class B bicycle spaces	Provision of 1 Class A loading space
Natural Assets	6 on-site by-law trees	26 on-site replacement trees	

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