



REFERRAL REPORT

Report Date: September 1, 2020
Contact: Theresa O'Donnell
Contact No.: 604.673.8434
RTS No.: 13941
VanRIMS No.: 08-2000-20
Meeting Date: September 15, 2020

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 Rezoning: 564-570 West 49th Avenue

RECOMMENDATION

- A. THAT the application by Ning Hua Industrial Corp., the registered owners of the lands located at 564-570 West 49th Avenue [*Lots 10 and 9, Block 895, District Lot 526, Plan 9908; PIDs: 009-595-961 and 009-595-945 respectively*], to rezone the lands 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 1.95 and the building height from 10.7 m (35 ft.) to 15.4 m (51 ft.) to permit the development of a four-storey residential building, with a partial fifth-floor amenity space, containing 31 strata residential units, be referred to a Public Hearing together with:
- (i) plans prepared by Fougere Architecture Inc., received December 19, 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 approval of the CD-1 By-law, the Parking 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 Parking By-law at the time of enactment of the CD-1 By-law.

- C. THAT, subject to approval 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.

- D. THAT Recommendations A through C 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 564-570 West 49th Avenue from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to permit the development of a four-storey residential building, with a partial fifth storey containing a common amenity space, and a total of 31 strata residential units, over one level of underground parking. A height of 15.4 m (51 ft.) and a density of 1.95 FSR are proposed.

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

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council Policies for this site include:

- *Cambie Corridor Plan and 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 Rezoning (2010, last amended 2018)*
- *Zero Emissions Building Plan (2016)*
- *Community Amenity Contributions – Through Rezoning (1999, last amended 2018)*
- *Tenant Relocation and Protection Policy (2015, last amended 2019)*
- *Urban Forest Strategy (2014)*

REPORT

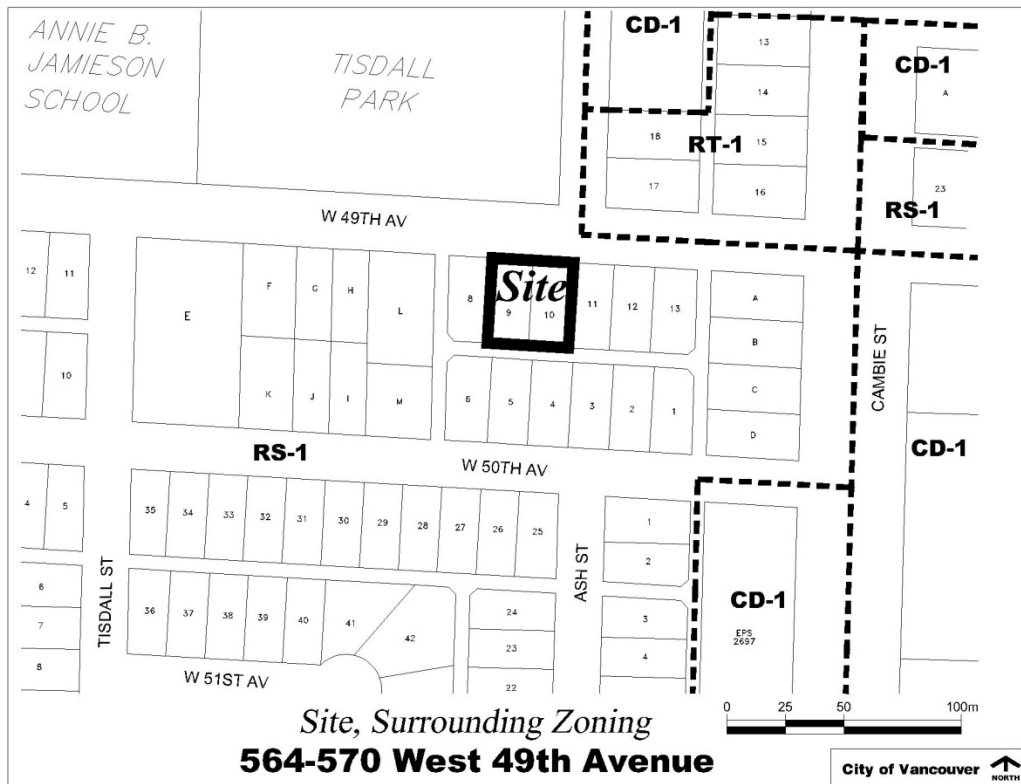
Background/Context

1. Site and Context

The site is located on the south side of 49th Avenue between Cambie Street and Tisdall Street, with a frontage of approximately 34.8 m (114 ft.) on 49th Avenue and a depth of approximately 36.5 m (120 ft.). It is comprised of two adjacent RS-1 zoned lots totalling approximately 1,270.6 sq. m (13,677 sq. ft.) in size and currently developed with two detached houses (see Figure 1). The houses were constructed in 1958 and 1959 and are not deemed to have heritage value.

The site is located on a major street with regular bus service and is approximately a three-minute walk away from the Langara-49th Avenue Canada Line Station. Across 49th Avenue to the north is Tisdall Park.

Figure 1: Location Map - Site and Context



Development Permitted under the Site's Existing Zoning – If the site was to redevelop under the existing RS-1 zoning on each of the two lots, a one-family dwelling could be constructed, with the option to include a secondary suite and a laneway house or, alternatively, a two-family dwelling (duplex) could be constructed and be strata-titled with the option of one lock-off basement rental suite per dwelling unit.

2. Policy Context

Cambie Corridor Plan (the “Plan”) – The subject site is located within the Langara neighbourhood of the Plan (near Langara-49th Avenue Station and Langara College) which anticipates a walkable, mixed-use urban environment.

Section 4.4.5 of the Plan supports residential buildings up to four storeys in height for this site and a density range of 1.5 to 2.0 FSR is suggested. Supportable density is to be determined by analysis based on site-specific urban design and public realm performance. Buildings are also expected to provide front doors to the street and to activate the lane by providing active uses or townhouses on 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.

To the northeast on Ash Street and to the south of the subject site, the Plan allows for three-storey townhouses with a density of up to 1.2 FSR. Directly to the east, four-storey buildings can be considered for sites along 49th Avenue, with height increasing up to eight storeys at the intersection of Cambie Street.

Section 3.9 of the Cambie Corridor Public Realm Plan identifies the need for a secondary active link along the eastern edge of the subject site. The active link will provide pedestrians and non-motorized users with improved connections to Tisdall Park and surrounding destinations.

Strategic Analysis

1. Proposal

The application proposes to rezone the site from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District to permit construction of a four-storey residential building (see Figure 2). Ground-level units fronting 49th Avenue and the lane have patios and entrances that can be accessed directly from the street. A shared indoor amenity room connected to an outdoor amenity area is located on the roof, creating a partial fifth storey.

A density of 1.95 FSR is proposed with a building height of 15.4 m (51 ft.). One level of underground parking is accessed from the lane.

2. Land Use

The Plan anticipates residential uses in this area and the proposal is consistent with the Plan.

3. Density, Height and Form of Development (refer to drawings in Appendix D and statistics in Appendix G)

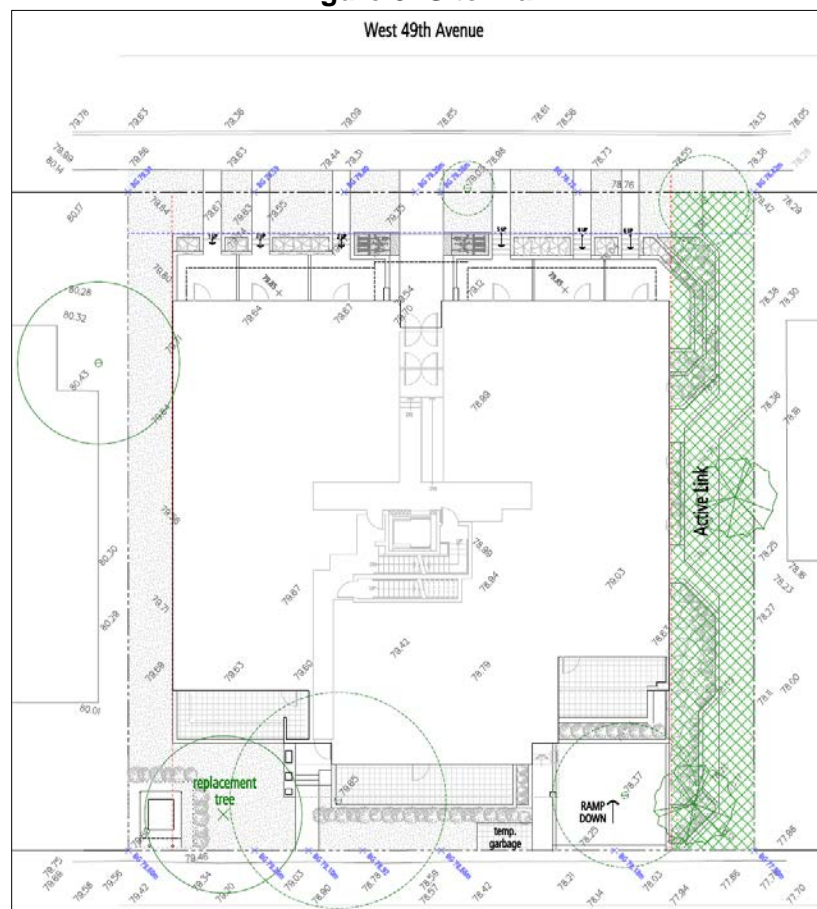
The proposal consists of a four-storey residential building with a rooftop amenity room, consistent with the density, height and built form guidelines set out in the Cambie Corridor Plan. The maximum building height measured to the top of roof parapet is 15.4 m (51 ft.), however provision is included in the draft by-law which allows the Director of Planning to consider additional height up to 18.4 m (60 ft.) to permit the common indoor rooftop amenity space if it is co-located with outdoor space and set back from the sides of the building. This results in a partial fifth storey as per the Plan. In accordance with the Cambie Corridor Public Realm Plan, the application includes an active link through the site for pedestrian access to Tisdall Park from Ash Street. The site is sloped approximately five feet from the west to the east, which makes the four-storey height more apparent. To mitigate the height as viewed from 49th Avenue, the fourth level is set back to present a three-storey street wall, and the rooftop amenity room is modest in size and minimized to be less visible from the street level. To provide visual interest and activation, ground-floor units have entrances and patios facing the street and lane, per the Plan.

Figure 2: Perspective View



A review by Urban Design Panel was not required due to the modest scale of the project within the Cambie Corridor and its consistency with the expectations of the Plan. Staff recommend approval of the proposed form of development subject to conditions outlined in Appendix B.

Figure 3: Site Plan



4. Housing

Existing Tenants – In July 2019, Council amended the Tenant Relocation and Protection Policy (the “TRP Policy”), extending policy application to projects involving consolidation of two or more lots that contain existing secondary rental. This includes detached 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. The two houses, containing a total of two rental units, are currently occupied with tenants who are aware of the rezoning application. Neither of the tenancies are eligible for protection under the TRP Policy due to the length of tenancy.

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 31 dwelling units comprised of 6 studio units or 19%, 13 one-bedroom units or 42%, 8 two-bedroom units or 26% and 4 three-bedroom units or 13%. This unit mix meets the family housing 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. The application proposes a total of 35 vehicle parking spaces for the 31 dwelling units, including two accessible spaces, which meet the requirements of the Parking By-law. The application proposes 40 Class A bicycle spaces and six Class B bicycle spaces, which does not meet the current Parking By-law. Additional bicycle spaces will be required to meet the Parking By-law as part of the development permit application. The Cambie Corridor Plan also requires the provision of one Class A loading space at grade, which will be required as part of the development permit application.

Through this application, staff are seeking a Statutory Right of Way (SRW) along the eastern property line in order to secure a secondary active link for pedestrians. This requirement is in accordance with the Cambie Corridor Public Realm Plan.

Engineering conditions of approval are set out in Appendix B.

6. Environmental Sustainability and Natural Assets

Green Buildings – The Green Buildings Policy for Rezoning requires that residential rezoning applications satisfy either the near zero emission buildings or the low emissions green buildings conditions outlined in 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 modeling analysis detailing building performance strategies to meet the energy use intensity, greenhouse gas and thermal demand targets.

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 permission to be granted 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 infill redevelopment. This is in keeping with City goals to achieve resilient and healthy natural systems in our urban areas.

There are five bylaw-sized trees on the site. Four of the trees are in poor to fair condition and one Douglas Fir tree is significant and in good condition. Staff asked the applicant to explore the retention of the Douglas Fir tree, however its large size and critical root zone cannot be accommodated within a viable form of development. The landscape plan proposes 20 new trees

as replacement trees. Most are located on structure, however one significant tree will be planted on grade. A neighbouring tree is proposed to be retained and there are no existing street trees.

Landscape conditions are set out in Appendix B and a summary of the natural assets is included in Appendix G.

PUBLIC INPUT

Public Notification and Open House – A rezoning information sign was installed on the site on August 14, 2019. Approximately 1,304 notification postcards were distributed within the neighbouring area on or about August 23, 2019. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps). On October 10, 2019 a community open house was held from 5:00-7:30 pm at the Peretz Centre, 6184 Ash Street. Staff, the applicant team and a total of approximately 15 people attended the open house.

Four pieces of correspondence were received in response to the rezoning application. Responses included support for the height and density of the proposal, as well as support for the rooftop amenity space. Respondents also appreciated the proposal's design and commented that it fit well within the existing neighbourhood character. It was also suggested that the proposal provides too much parking.

Staff Response to Public Comments

The proposal is required to meet the requirements of the Parking By-law. The Cambie Corridor Plan also requires one Class A loading space to provide accessible short term parking, pack-up and drop-off space.

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 26,719 sq. ft. of residential floor area. Based on rates that are anticipated to be in effect as of September 30, 2020, total DCLs of approximately \$748,933 would be anticipated from this development.

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

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

Community Amenity Contributions (CACs) – Within the context of the City’s Financing Growth Policy and the Cambie Corridor Plan, an offer of a 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-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 \$1,234,440 based on the net additional increase in floor area of 17,145 sq. ft. and the target CAC rate of \$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. 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.

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, 2020, total DCLs of approximately \$748,933 would be expected from this development. As noted in the section on Public Benefits, the applicant

has offered a cash CAC of \$1,234,440, to be allocated towards the Cambie Corridor Public Benefits Strategy. No public art contribution is expected from this rezoning.

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

* * * * *

**564-570 West 49th 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. 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 1,270.6 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 1.95.
- 5.3 The floor area of common indoor rooftop amenity space, if permitted, must not exceed 70.2 m².
- 5.4 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.
- 5.5 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.
- 5.6 Computation of floor area may exclude amenity areas, except that the total exclusion for amenity areas must not exceed 10% of permitted floor area.
- 5.7 The use of floor area excluded under Sections 5.5 and 5.6 must not include any use other than that which justified the exclusion.

Building Height

- 6.1 Building height, measured from base surface, must not exceed 15.4 m.

- 6.2 Despite Section 6.1 of this By-law and Section 10.18 of the Zoning and Development By-law, if the Director of Planning permits a common indoor rooftop amenity space, the height of the portion of the building with the common indoor amenity space and guardrails for roof deck must not exceed 18.4 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. A development permit application for dwelling uses must include an acoustical report prepared by a registered professional acoustic engineer demonstrating that the noise levels in those portions of the dwelling units listed below will not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq24) sound level and will be defined simply as noise level in decibels.

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

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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564-570 West 49th 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 Fougere Architecture Inc., received December 19, 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

- 1.1 Design development of the underground parking to maximize green infrastructure strategies and soil retention, and to increase planting space.

Note to Applicant: Parking structure should be set back from property edge and incorporated into landscape elements.

- 1.2 Design development to improve public pedestrian connector by:

- (a) Relocating unit entries and patios to face the secondary active link with no further projection into the Statutory Right of Way;
- (b) Removing portions of the upper levels that projects into the 4.6 m (15 ft.) setback for secondary active link; and

Note to Applicant: Refer to Section 10 of the Zoning and Development By-law for allowable projections into required yard.

- (c) Providing a visually interesting screen to the parkade, adding climbing plants and/or a green wall, lighting features and/or a combination of the above.
- 1.3 Design development to improve the residential common amenities, by introducing opportunities for children's play, in line with the *High-Density Housing for Families with Children Guidelines*. Refer to <https://guidelines.vancouver.ca/H004.pdf>;
- 1.4 Design development to mitigate overlook impact to adjacent properties by reducing the amount of window openings on side elevations.
- 1.5 Provision of 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>.

Crime Prevention through Environmental Design (CPTED)

1.6 Design development to respond to CPTED principles, having particular regard for:

- (a) Theft in the underground parking;
- (b) Residential break and enter;
- (c) Mail theft; and
- (d) Mischief in alcoves and vandalism, such as graffiti.

Landscape Design

1.7 Design development to ensure the viability and opportunity for long-term health and growth for the replacement tree on grade.

Note to Applicant: Verify that the space between the PMT and parkade slab allows for the planting of a significant (10 cm caliper or 14 ft. height) replacement tree on free grade (not over parking structure).

1.8 Design development to provide a variety of layered planting with visual and seasonal interests in the proposed planters along 49th Avenue and the lane, to enhance public realm and laneway interfaces.

Note to Applicant: Coordinate with Engineering Services regarding any public realm improvement along 49th Avenue and requirements for provision of street trees.

1.9 Design development to provide urban agriculture plots on the amenity deck on the roof level.

Note to Applicant: This would require re-arranging the programming areas. In the case that urban agriculture plots and support facilities cannot be accommodated due to lack of space, incorporate edible plants in the planting design.

Provision requirements at the time of development permit application:

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

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

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

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

- 1.12 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.

- 1.13 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.

- 1.14 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 6 cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 ft. long and 18 in. in. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion*".

- 1.15 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.

- 1.16 Provision of enlarged detailed elevations for all vertical landscape structures and features (i.e. green walls, trellis).

- 1.17 Provision of an outdoor Lighting Plan.

Sustainability

- 1.18 All new buildings in the development will meet the requirements of the Green Buildings Policy for Rezoning (amended May 2, 2018), 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>.

Engineering

- 1.19 Parking, loading, bicycle, and passenger loading spaces must be provided and maintained in accordance with the requirements of the Parking By-law, except that:
- (a) One (1) Class A loading space is required.
- 1.20 Water Sustainability Act: Construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a provincial Approval or Licence. Applications for provincial Approvals or Licences can be completed online. The application will be received and accepted into the province's online system, and the provincial authorizations team strives for 140 days to get the approval to the applicant. The approval holder must be able to produce their approval on site so that it may be shown to a government official upon request. Dewatering before this approval is granted is not in compliance with the provincial Water Sustainability Act. Provide a letter confirming acknowledgement of the condition.
- 1.21 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation & construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.
- 1.22 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.
- 1.23 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual Section 02596 and Encroachment By-law (No. 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.
- 1.24 Provision of no more than 25% of required vehicle spaces to be provided as small car spaces.

- 1.25 Provision of one (1) Class A loading space to be provided at grade with access from the lane.

Note to Applicant: This is a requirement of the Cambie Corridor Plan for residential developments on arterial streets.

- 1.26 Provision of automatic door openers for all doors providing access to Class A bicycle spaces.
- 1.27 Gates/doors are not to swing more than 0.3 m (1 ft.) over the property lines or into the SRW area.
- 1.28 Remove existing concrete walkway panels on the front boulevard along 49th Avenue.
- 1.29 Terminate on-site architectural design at property line of the lane. Surface treatment at the lane to be asphalt.
- 1.30 Provision of a landscape and site plan that generally reflect the improvements to be provided as part of the Services Agreement.

When submitting Landscape plans, 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 eight 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."

Note to Applicant: The following information is required for drawing submission at the development permit stage to facilitate a complete Transportation review:

- (a) A complete/updated tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided per new Parking By-law.
- (b) All types of parking and loading spaces individually numbered, and labelled on the drawings.
- (c) Dimension of columns and column encroachments into parking stalls.
- (d) Dimensions for typical parking spaces.
- (e) Dimensions of manoeuvre aisles and the drive aisles at the parkade entrance and all gates.
- (f) Section drawings showing elevations, grades, section lengths and minimum vertical clearances for parking levels, loading bays, ramps, and to the underside of raised security gates. These clearances must consider mechanical projections and built obstructions.

- (g) Areas of minimum vertical clearances labelled on parking levels.
 - (h) 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.
 - (i) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable.
 - (j) Existing street furniture including bus stops, benches etc. to be shown on plans.
 - (k) The location of all poles and guy wires to be shown on the site plan.
- 1.31 Prior to the development permit, provide an updated Hydrogeological Study report which addresses the following:
- (a) Per the Hydrogeological Study dated November 7, 2018, include the results of the proposed investigation:
 - (i) Installation of three groundwater monitoring wells to verify that the water table will not be breached by the development,
 - (ii) Three uninterrupted months of water table monitoring during the yearly high groundwater table,
 - (iii) Hydraulic conductivity testing,
 - (iv) Seepage analysis;;
 - (b) The Study notes that “the site is located within the Well Drilling Advisory Boundary.” Clarify if this statement was in error, as the boundary is almost 500 m (1,640 ft.) to the southeast;
 - (c) Provide excavation depth, foundation depth, and static water level(s) depth/elevation in both metres below ground surface, as well as geodetic elevations;
 - (d) Provide one visual conceptual model in the form of a profile or cross-section schematic which includes wells/test hole locations and screens, interpreted site stratigraphy, topography, static water level(s) (perched aquifers or otherwise), planned excavation depth, elevator shafts, parkades, etc.;
 - (e) Include a plan for managing any encountered groundwater (e.g. perched or other aquifers) that is acceptable to the General Manager of Engineering Services, and that demonstrates that the two conditions in the Groundwater Management Bulletin will be met. Include details about short- and long-term groundwater management methods, as well as a statement to confirm that there will be no long-term (over two years) groundwater discharge to the City’s sewer system;

- (f) Provide a quantitative estimate (in litres per minute) of both the anticipated construction dewatering/drainage rate and the permanent (post-construction) dewatering/drainage rate. Note that the Groundwater Management Bulletin defines groundwater as all water occurring below the surface of the ground within voids within a soil or rock matrix, including perched aquifers;
- (g) Discuss any potential impacts of the development in an Impact Assessment section, as outlined in the Groundwater Management Bulletin. Also comment on the proximity of the proposed development to any nearby wells in the area; and
- (h) Provide a plan for monitoring and reporting on the flow discharged to the sewer during the construction dewatering period. The reported flow monitoring must include daily average flow measurements (or as requested) and must be submitted to utilities.servicing@vancouver.ca.

Green Infrastructure

- 1.32 Provision of a draft final Rainwater Management Plan (RWMP) prior to development permit issuance. As it is acknowledged that not all design components are advanced fully at this stage, placeholders will be accepted in this resubmission with the expectation that the final report will include all relevant details.
- 1.33 Provision of a final RWMP, which includes a written report, supporting calculations, computer models and drawings to the satisfaction of Engineering Services prior to the issuance of any building permit.

Note to Applicant: A legal agreement related to rainwater management will be required prior to the issuance of a development permit.

Note to Applicant: The applicant is requested to schedule a meeting with the Integrated Water Management Branch prior to moving forward with the RWMP and resubmission with the development permit application. To schedule the meeting, contact rainwater@vancouver.ca.

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

Engineering Services

- 2.1 Consolidation of Lots 9 and 10, Block 895, District Lot 526, Plan 9908 to create a single parcel.
- 2.2 Provision of legal agreements to provide access (knock-out panel) to underground parking to the adjacent future development site at 592 West 49th Avenue.

- 2.3 Provision of a 4.5 m (14.7 ft.) offset distance measured from the back of the existing curb for widened sidewalks along 49th Avenue to be achieved through building setback and surface Statutory Right of Way (SRW) for public pedestrian use over a portion of the site. The SRW will be free of any encumbrances such as vents, structure, stairs, planter walls, benches, bicycle parking, and plantings at grade (and is to accommodate the underground parking structure within the SRW agreement).
- 2.4 Provision of a 4.6 m (15 ft.) wide setback from the east property line for a “secondary active link” as per the Cambie Corridor Public Realm Plan, with a surface Statutory Right of Way (SRW) over the 2.6 m (8.5 ft.) adjacent the east property line for public pedestrian and cyclist use. The SRW shall be free of any encumbrances at grade.
- 2.5 Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the site (collectively called the “services”) such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site will be issued until the security for the services is provided.

- (a) Provision of adequate water service to meet the fire flow demands of the project.

Based on the confirmed Fire Underwriter’s Survey (FUS) Required Fire Flows submitted by Core Concept Consulting Ltd. on November 29, 2018, no water main upgrades are required to service the development.

Note to Applicant: The proposed development shall be serviced by the 200 mm main along 49th Avenue. Should the development require water service connections larger than 200 mm, the developer shall upsize the existing main along 49th Avenue from 200 mm to 300 mm. The developer is responsible for 100% cost of the upgrading.

Note to Applicant: Should the development’s Fire Underwriter’s Survey Required Fire Flow calculation change as the building design progresses, a resubmission to the City of Vancouver Waterworks Engineer is required for re-evaluation of the Water System.

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

The post-development five-year flow rate discharged to the storm sewer shall be no greater than the five-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.

Note to Applicant: Development to be serviced to the 450 mm sanitary and 1500 mm storm sewers in 49th Avenue.

- (c) Street improvements along 49th Avenue adjacent to the site and appropriate transitions including the following:

- (i) 1.53 m (5 ft.) wide front boulevard with street trees where space permits;

- (ii) 2.44 m (8 ft.) wide light broom-finish saw-cut concrete sidewalk;
 - (iii) Upgraded street lighting (roadway and sidewalk) adjacent to the site to current COV standards and IESNA recommendations;
 - (iv) Adjustment to all existing infrastructure to accommodate the proposed street improvements.
- (d) Provision of construction of a “secondary active link” within the setback/SRW area on the eastern side of the site that follows the guidelines in the Cambie Corridor Public Realm Plan including the following:
 - (i) A hardscape path;
 - (ii) Public space elements such as seating and landscaping.
- (e) Provision for rebuilding existing lane between Ash Street and the lane east of Ash Street to “Higher Zoned Lane”, and installation of a catch basin on the low side of the lane, that ties into an adjacent storm main.
- (f) Provision of speed humps in the lane south of 49th Avenue, lane west of Cambie Street and lane east of Tisdall Street, surrounding the site.
- (g) Confirmation that any relocated wood poles in the lane adjacent the site will not impact existing lane lighting, should any relocated pole include lighting impacts, upgrading of the lane lighting to current standard will be required.
- (h) 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.

- (i) Provision for the installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.
 - (j) Provision of street trees where space permits. Final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. Tree species to the approval of the City Arborist. Street tree planting to include appropriate soil volumes and approved root barriers of rigid construction, 8 ft. long and 18 in. deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility.

- 2.6 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 rezoning enactment.

- 2.7 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 BC 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.

Sustainability

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

Environmental Contamination

- 2.9 As applicable:

- (a) Submit a site profile to Environmental Services (Environmental Protection);
- (b) As required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and
- (c) If required by the Manager of Environmental Services and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Services, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 covenant that there will be no occupancy of any buildings or improvements on this site constructed pursuant to this rezoning until separate Certificates of Compliance satisfactory to the City for the on-site and off-site

contamination, issued by the Ministry of Environment, have been issued to the City.

Community Amenity Contribution

- 2.10 Pay to the City the cash Community Amenity Contribution of \$1,234,440, 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 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.

* * * * *

**564-570 West 49th Avenue
DRAFT CONSEQUENTIAL AMENDMENTS**

DRAFT AMENDMENT TO THE PARKING BY-LAW NO. 6509

Note: A By-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

To Schedule C, Council adds:

“

Address	By-law No.	CD-1 No.	Parking Requirements
564-570 West 49th Avenue	()	()	Parking, loading and bicycle spaces in accordance with by-law requirements, except that a minimum of one Class A loading space must be provided.

”

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 10, and Lot 9, both of Block 895, District Lot 526, Plan 9908; PIDs: 009-595-961 and 009-595-945 respectively* from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

* * * * *

**564-570 West 49th Avenue
FORM OF DEVELOPMENT**

Perspectives



Perspective looking southeast from 49th Avenue

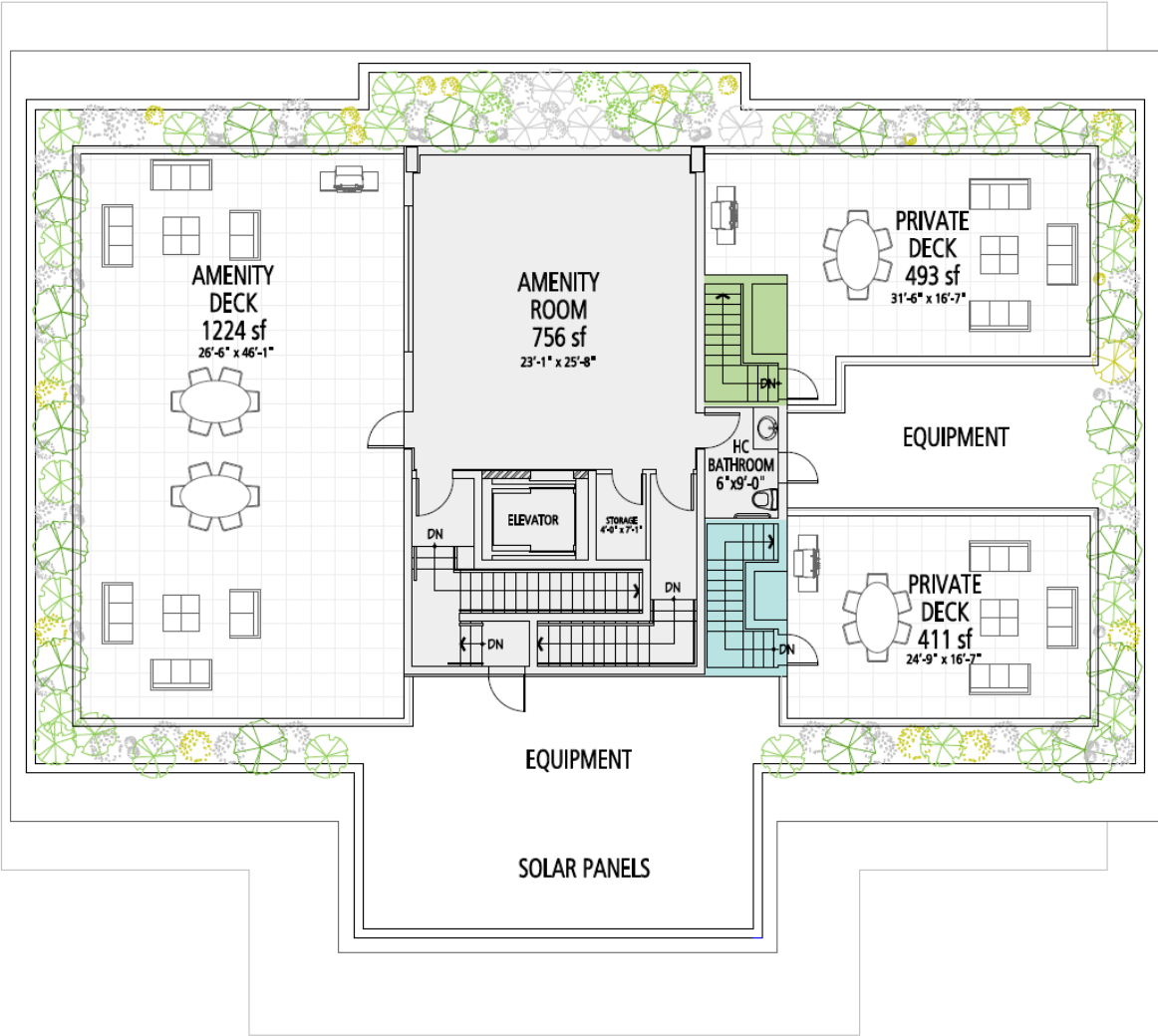


Perspective looking northwest from rear lane



Perspective looking south showing pedestrian link

Roof Plan



North Elevation



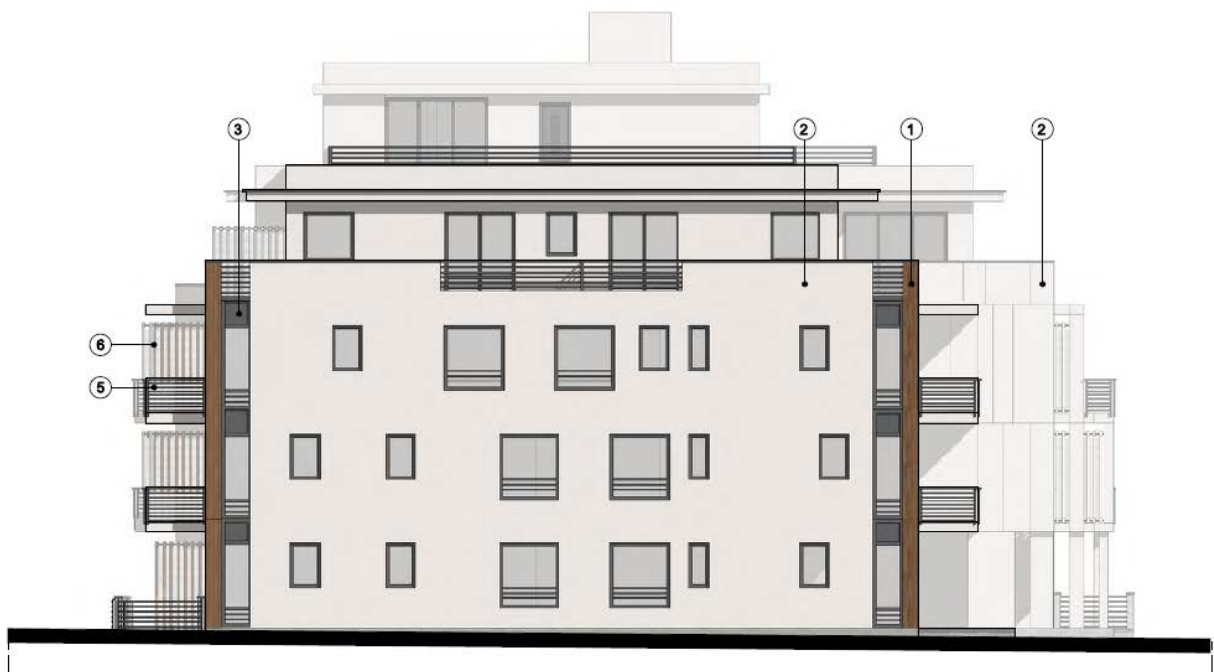
South Elevation



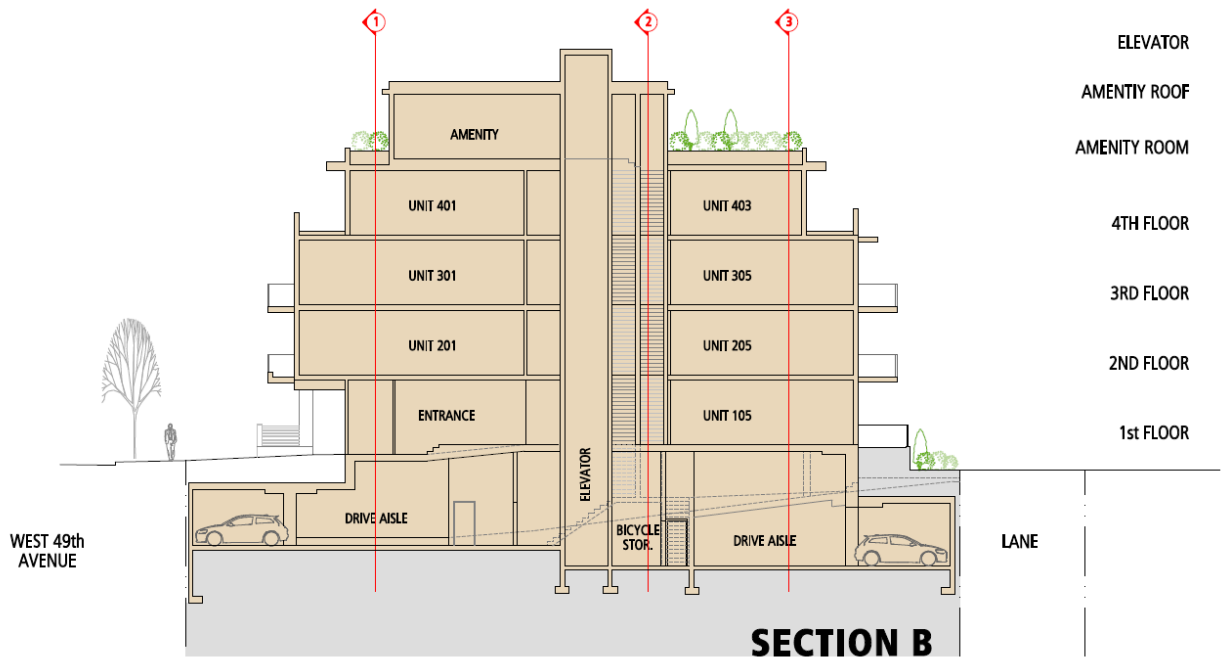
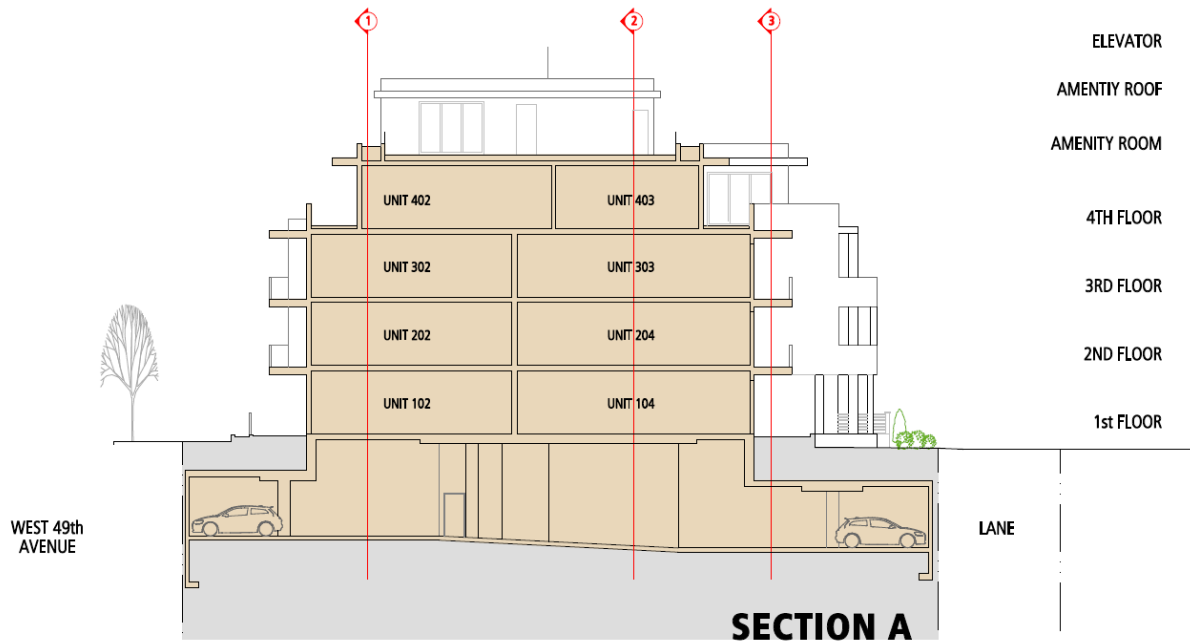
East Elevation



West Elevation

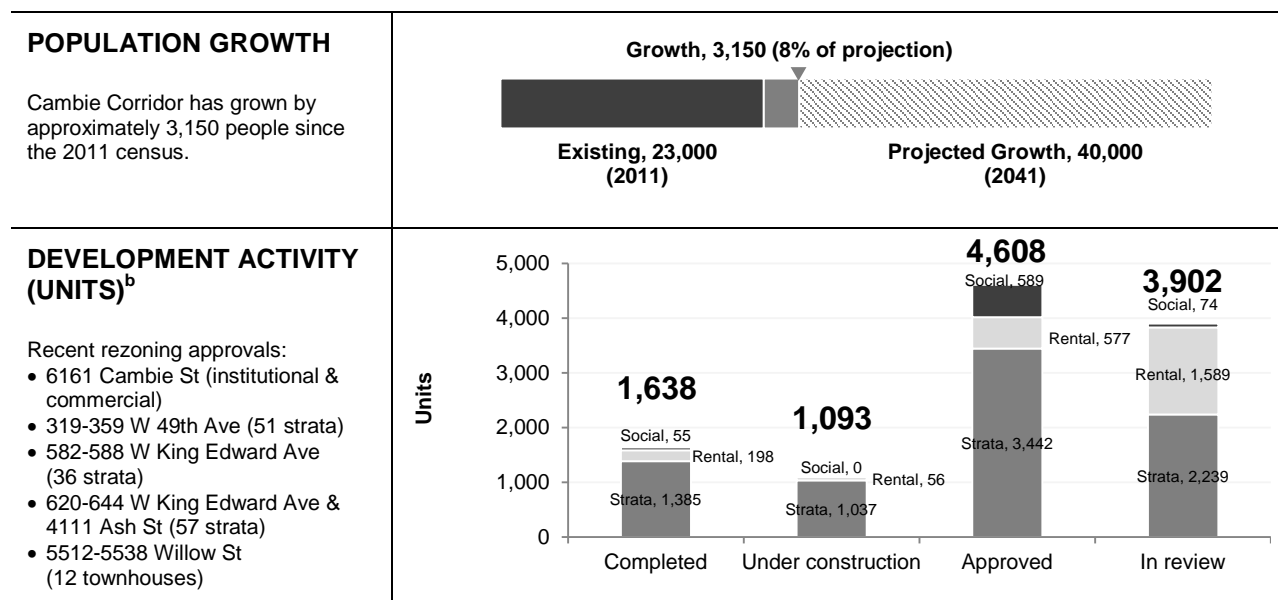


Sections



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PUBLIC BENEFITS IMPLEMENTATION TRACKING
CAMBIE CORRIDOR PLAN (2018) – North of 57th Ave^a
Updated End of Year 2019



PUBLIC BENEFITS ACHIEVED – North of 57th Ave^a

Category	Anticipated Public Benefits by 2041 (+) ^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"> • 55 social housing units (5688 Ash St, 4899 Heather St) • 98 temporary modular housing units (5077 and 5095 Heather St)^e • 198 rental units (458 W 41st Ave, 4867 Cambie St, 611 W 41st Ave, 210-262 W King Edward Ave) ◦ 56 rental units (408 W King Edward Ave) 	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 ◦ 29th and Cambie Plaza 	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"> • James Residence (567 King Edward Ave) • Milton Wong Residence (5010 Cambie St) ◦ Turner Dairy Heritage Redevelopment ◦ 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 (17th and Yukon) • Playground Renewal at Douglas 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 insight on progress 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. Money collected between Phase 2 and Phase 3 was allocated/spent corridor-wide through the interim public benefits strategy. Benefits delivered south of 57th Ave include: two affordable housing sites; 2 childcare facilities; new Family Place; 2 artist studios; and land acquisition for 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](#).

^e In previous PBS trackers, temporary modular housing units were considered social housing units. Projects are now included for information, but do not count towards affordable housing targets.

**564-570 West 49th Avenue
PUBLIC BENEFITS SUMMARY**

Project Summary

Four-storey residential building, containing 31 strata residential units.

Public Benefit Summary:

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

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 1,270.6 sq. m / 13,677 sq. ft.)	0.70	1.95
Buildable Floor Space (sq. ft.)	9,574	26,719
Land Use	Single-Family Residential	Multi-Family Residential

Summary of development contributions expected under proposed zoning

City-wide DCL ¹	\$481,476
City-wide Utilities DCL ¹	\$267,457
Community Amenity Contribution	\$1,234,440
TOTAL VALUE OF PUBLIC BENEFITS	\$1,983,373

¹ Based on rates that are anticipated to be in effect as at September 30, 2020; 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.

564-570 West 49th Avenue
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Property Information

Address	Property Identifier (PID)	Legal Description
564 West 49th Avenue	009-595-961	Lot 10, Block 895, District Lot 526, Plan 9908
570 West 49th Avenue	009-595-945	Lot 9, Block 895, District Lot 526, Plan 9908

Applicant Information

Architect	Fougere Architecture Inc.
Developer/Property Owner	Ning Hua Industrial Corp.

Development Statistics

	Permitted Under Existing Zoning	Proposed	Recommended
Zoning	RS-1	CD-1	
Site Area	1,270.6 sq. m (13,677 sq. ft.)	1,270.6 sq. m (13,677 sq. ft.)	
Land Use	Residential	Residential	
Maximum FSR	0.70	1.95	
Maximum Height	10.7 m (35 ft.)	15.4 m (51 ft.) (top of parapet) 18.4 m (60 ft.) (top of amenity room)	
Floor Area	893.6 sq. m (9,574 sq. ft.)	2,482 sq. m (26,719 sq. ft.)	
Residential Units	-	Total: 31 strata units Studio units: 6 One-bedrooms: 13 Two-bedrooms: 8 Three-bedrooms: 4	
Parking and Bicycle Spaces	As per Parking By-law	35 vehicle spaces, 0 loading spaces, 46 bicycle spaces	Provision of one Class A loading space, Two visitor parking spaces, Additional Class A bicycle spaces
Natural Assets	Five on-site by-law trees	20 on-site replacement trees One significant replacement tree	

* * * * *