



## REFERRAL REPORT

Report Date: November 24, 2020  
Contact: Michael Naylor  
Contact No.: 604.871.6269  
RTS No.: 14180  
VanRIMS No.: 08-2000-20  
Meeting Date: December 1, 2020

TO: Vancouver City Council  
FROM: General Manager of Planning, Urban Design and Sustainability  
SUBJECT: CD-1 Rezoning: 441-475 West 42nd Avenue

### **RECOMMENDATION**

- A. THAT the application by Urban Solutions Architecture Ltd., on behalf of GEC Oakridge Holdings Inc., the registered owner of the lands located at 441-475 West 42nd Avenue [*Lots 5 to 7, all of Block 857, District Lot 526, Plan 7737; PIDs 010-337-253, 010-337-296 and 010-337-300 respectively*], to rezone the lands from RS-1 (Residential) District to CD-1 (Comprehensive Development) District, to increase the permitted floor space ratio (FSR) from 0.70 to 6.70 and the building height from 10.7 m (35 ft.) to 57.7 m (189 ft.) and to 61.0 m (200 ft.) for the portion with rooftop amenity, to permit the development of an 18-storey residential building with a four-storey podium, consisting of 124 secured rental residential units of which 20% of the residential floor area (approximately 29 residential units) would be secured as below-market rental units, be referred to public hearing, together with:
- (i) plans prepared by Urban Solutions Architecture Ltd., received September 16, 2019;
  - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
  - (iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application in principle, including approval in principle of the form of development, subject to the Conditions of Approval contained in Appendix B;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary CD-1 By-law generally in accordance with Appendix A for consideration at the public hearing.

- B. THAT, if after public hearing Council approves in principle the rezoning and the Housing Agreement described in Part 2 of Appendix B, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment prior to enactment of the CD-1 By-law, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and the General Manager of Planning, Urban Design and Sustainability.
- C. THAT, subject to the 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 new 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; and
  - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

## **REPORT SUMMARY**

This report evaluates an application to rezone 441-475 West 42nd Avenue from RS-1 (Residential) District to CD-1 (Comprehensive Development) District to permit an 18-storey residential development with a four-storey podium and a partial rooftop storey for a common amenity space, containing 124 secured rental residential units of which not less than 20% of the residential floor area (approximately 29 residential units) would be secured at below-market rates. The below-market units will have rental rates and operating requirements in accordance with the City's *Moderate Income Rental Housing Program*. A height of 57.7 m (189 ft.), 61.0 m (200 ft.) for the portion with rooftop amenity, and a floor space ratio (FSR) of 6.70 are proposed.

Staff have assessed the application and conclude that it meets the intent of the *Cambie Corridor Plan*. If approved, the application is anticipated to contribute 124 secured rental housing units, including 95 market rental units and approximately 29 below-market rental units, to the City's affordable housing goals as identified in the *Housing Vancouver Strategy*. Staff recommend that the application be referred to a public hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it, subject to the public hearing, along with the conditions of approval outlined in Appendix B.

## **COUNCIL AUTHORITY/PREVIOUS DECISIONS**

Relevant Council policies for this site include:

- *Cambie Corridor Plan (2018)*
- *Cambie Corridor Public Realm Plan (2018)*
- *Housing Vancouver Strategy (2017)*
- *Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available Incentives (2017, last amended 2019)*
- *Rental Incentive Programs Bulletin (2012, last amended 2020)*
- *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)*
- *Tenant Relocation and Protection Policy (2015, last amended 2019)*
- *Financing Growth (2004)*
- *Community Amenity Contributions through Rezoning Projects (1999, last amended 2020)*
- *Vancouver Development Cost Levy By-law No. 9755*
- *Vancouver Utilities Development Cost Levy By-law No. 12183*
- *Urban Forest Strategy (2014)*
- *Public Art Policy and Procedures for Rezoned Developments (2014)*

## **REPORT**

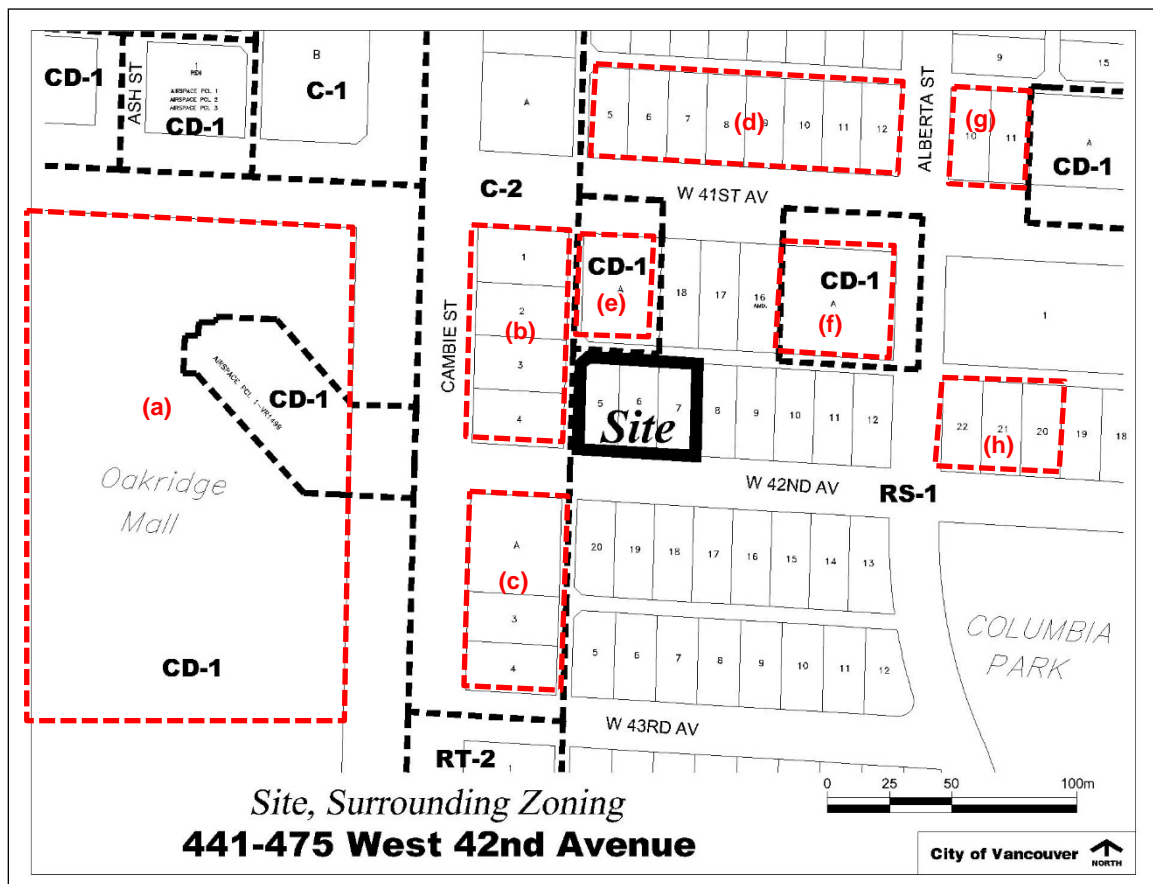
### **Background/Context**

#### **1. Site and Context**

The subject site is located in the *Cambie Corridor Plan* area on the north side of West 42nd Avenue, adjacent to the westerly lane separating the residential zone from the commercial zone fronting Cambie Street (see Figure 1). The site is comprised of three lots, with a total size of approximately 1,745.7 sq. m (18,791 sq. ft.), a frontage of 47.1 m (154.5 ft.) along West 42nd Avenue and a depth of approximately 37.2 m (122 ft.). The site also has lane frontage to the west and the north. The site is currently zoned RS-1 (Residential) District and is developed with three detached houses all built after 1940.

The site is within 250 m (less than a five-minute walk) of the Oakridge-41st Canada Line SkyTrain station and the Oakridge Centre shopping mall. Across the rear lane to the north are two sites zoned CD-1 under the *Cambie Corridor Plan*, one of which has been developed with a six-storey residential building with two-storey townhouses at the rear. Across the lane to the west, the frontage along Cambie Street is currently zoned C-2 (Commercial), but has an active rezoning application for a mixed-use development with towers at 14 and 27 storeys. To the south, across West 42nd Avenue, is currently zoned RS-1 and developed with detached houses.

Significant developments in the immediate area are shown in Figure 1 and are listed below:

**Figure 1: Location Map – Site and Context**

- (a) Oakridge Centre – An application to develop on this site, consisting of a mixed-use development with one and two levels of retail and office; 10 towers varying in heights of up to 44 storeys; three mid-rise buildings with commercial, office, and residential uses (including social housing, market rental, and market units); a civic centre containing a new community centre, library, seniors centre, performance spaces, a child daycare facility, and a nine-acre park; all over three levels of underground parking.
- (b) 5740 Cambie Street – Active rezoning application for a mixed-use development with a 14-storey market rental tower and a 27-storey market strata tower with a four-storey podium.
- (c) 5812-5844 Cambie Street – Active rezoning application for a mixed-use development with a 32-storey market residential tower with 257 strata units, and a 12-storey office tower over a four-storey commercial-retail podium, with a 37-space public childcare facility and a youth centre.
- (d) 357-475 West 41st Avenue – Active rezoning application for a mixed-use development with 22-storey and 14-storey residential towers with 416 market rental units and commercial space at grade.
- (e) 458-476 West 41st Avenue – Rezoned in 2014, now developed with one six-storey building and two-storey townhouses at the rear of the site. The proposal consists of 50 secured market rental units.

- (f) 5733 Alberta Street and 376-392 West 41st Avenue – Rezoned in 2017, for a six-storey building that includes a total of 54 market residential units.
- (g) 325-343 West 41st Avenue – Active rezoning application for a mixed-use development consisting of a 10-storey residential tower with 83 market rental units, with commercial space at grade.
- (h) 325-341 West 42nd Avenue – Active rezoning application for the development of an 18-storey secured rental residential building that includes a total of 215 secured rental units, including 40 secured below-market rental units.

**Neighbourhood Amenities** – The following neighbourhood amenities are within the local area:

- Columbia Park is located approximately one block to the west (150 m) at 5908 Alberta Street;
- Queen Elizabeth Park is located approximately six to eight blocks north (1 km) at 4600 Cambie Street;
- Tisdall Park is located approximately five or six blocks southwest (800 m) at 6210 Tisdall Street; and
- Oakridge Centre shopping mall is located approximately two blocks west (250 m) at 650 West 41st Avenue.

**Local School Capacity** – The site is located within the catchment area of Van Horne Elementary School at 5855 Ontario Street, which currently has an operating capacity of 452 students. Per the Vancouver School Board (VSB)'s *Draft Long Range Facilities Plan* dated May 29, 2019, enrolments in 2017 resulted in a surplus of 61 spaces. By 2027 the draft plan forecasts a surplus of 19 spaces, and the overall enrolment trend for the area is changing anticipating sufficient space to accommodate current and forecast enrolment.

The site is also located in the catchment area of Eric Hamber Secondary School located at 5025 Willow Street approximately 1.4 km northwest from the site. In 2017, Hamber utilized 93% of its 1,700-seat capacity, with a draft forecasted deficit of 85 spaces in 2027. Further capacity can be found in neighbouring catchment areas, such as at John Oliver Secondary which has a surplus forecasted at 646 spaces in 2027.

## 2. Policy Context

**Cambie Corridor Plan** – The *Cambie Corridor Plan* guides the transformation of the corridor into an area where people can live, work, shop, play and learn – all within walking distance to rapid transit. Building on the opening of the Canada Line, the plan promotes transit-oriented development to meet the needs of a growing population. It introduces a strategically denser mix of housing and employment space in the Oakridge Municipal Town Centre and areas close to stations, while adding new townhouse opportunities to provide additional housing types for families and a sensitive transition to lower-density areas.

The subject site is located within the Oakridge Municipal Town Centre neighbourhood – one of 17 designated Municipal Town Centres (MTCs) and a Frequent Transit Development Area (FTDA) in the *Metro Vancouver Regional Growth Strategy*. The Oakridge MTC will be a vibrant hub in the corridor that meets community, city-wide and regional needs by providing exceptional opportunities to deliver housing and jobs in a transit-oriented hub, while continuing to expand amenities and services to create a complete community. As the geographic centre of the city

and mid-point of the Canada Line, this area represents one of the most significant concentrations of urban uses and density in the corridor.

The subject site is governed by subsection 4.3.6 “High-density residential areas” of the plan. These areas off the arterials identified for high-density residential are intended to deliver a range of affordable housing options and create a diversity of building forms while integrating improved streetscapes to connect the neighbourhood to adjacent parks, shops, and services within the MTC. More specifically, the plan supports residential buildings up to 18 storeys for this location provided either:

- 100% of the residential floor area is secured rental with a minimum of 20% provided as below-market rental with rental rates and operating requirements in accordance with the Moderate Income Rental Housing Program; or
- a minimum of 30% of the residential floor area is provided as social housing.

Supportable density is to be determined by analysis based on site-specific urban design and public realm performance. Buildings are expected to contribute to creating an urban street edge, with engaging private space associated with each ground-oriented unit. The plan also allows for consideration of an additional partial floor for a common rooftop indoor amenity space, if it is contiguous with a common outdoor amenity space.

**Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available Incentives**

– On November 29, 2017 Council approved the application process, project requirements and incentives for moderate income rental housing. From January 1, 2018 to July 1, 2019, the City accepted rezoning proposals for new buildings where 100% of the residential floor area is secured as rental housing and at least 20% of the residential floor area is permanently secured for moderate income units. The moderate income units are to be rented at rates targeted to the affordability needs of moderate income households earning between \$30,000 and \$80,000 per year. There are also caps on rental increases at rates set under the provincial *Residential Tenancy Act*, even on a change in tenant. The purpose of the pilot was to test the level of interest from the development industry and demonstrate financial and operational feasibility of these projects in different parts of the city, including the level of affordability that can be achieved. On November 26, 2019, Council approved an extension of the timeline of the pilot program to enable new rezoning proposals to be considered until January 1, 2021. Following the pilot, staff are to report back to Council with recommendations.

**Housing Vancouver Strategy** – In November 2017, Council approved the *Housing Vancouver Strategy* (2018-2027) and *3-Year Action Plan* (2018-2020). The strategy seeks to shift the supply of new homes toward the right supply, with targets for new units along a continuum of housing types. The Housing Vancouver targets were based on the core goals of retaining diversity of incomes and households in the city, shifting housing production towards rental to meet the greatest need, and coordinating action with partners to deliver housing for the lowest income households. Overall, 72,000 new homes are targeted for the next 10 years, including 12,000 social, supportive and non-profit co-operative units and 20,000 purpose-built rental units. Nearly 50% of the new units will serve households earning less than \$80,000 per year, and 40% will be family-size units. This application will contribute towards the targets for purpose-built market rental units, developer-owned below-market rental units, and units for families.

**Tenant Relocation and Protection Policy** – The *Tenant Relocation and Protection Policy* (TRP policy) applies to this application. The TRP policy is intended to protect tenants by mitigating the

impacts of displacement resulting from redevelopment activity, while recognizing that some renewal is necessary to maintain the health of the overall rental stock. A Tenant Relocation Plan is required when tenants are displaced as a result of redevelopment or major renovation activity. At a minimum, these terms include four months' free rent or more based on length of tenancy, a flat-rate payment towards moving expenses, and assistance finding three alternate accommodation that best meet the tenants identified priorities. Eligible tenants may exercise a Right of First Refusal to return to one of the replacement rental units in the new building with a 20% discount off of starting market rents, or at new below-market rates, provided they meet the eligibility requirements under those policies.

**Development Cost Levy By-Laws** – Under Section 3.1A of the Vancouver Development Cost Levy By-law No. 9755 (the “DCL By-law”), projects which meet the by-law’s definition of “for-profit affordable rental housing”, a term specifically used by the province in Section 523D(10.3)(a) of the Vancouver Charter, are eligible for a waiver of the City-wide DCL for the residential portion of the development. The DCL By-law establishes maximum average unit sizes and maximum average rents by unit type for the project to be eligible for the waiver. Current rental rates and unit are outlined in the *Rental Incentive Programs Bulletin* and are updated on an annual basis.

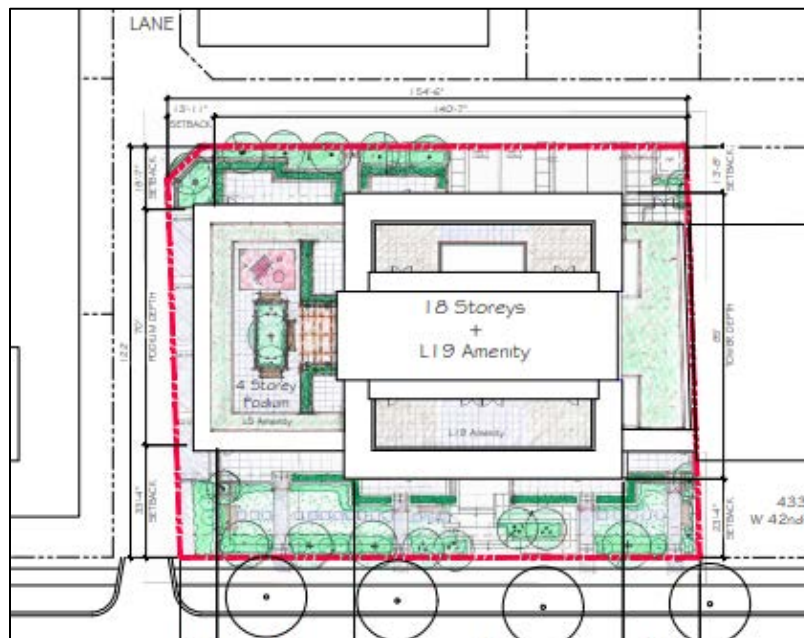
Prior to September 30, 2020, eligible projects were also entitled to a waiver under the Vancouver Utilities Development Cost Levy By-law No. 12183 (the “Utilities DCL By-law”). In-stream rate protection provided under the Vancouver Charter allows eligible projects to apply for a waiver of the Utilities DCL provided that the corresponding building permit is issued before September 30, 2021 (within 12 months of the effective date of the Utilities DCL By-law change).

Staff note that the term “for-profit affordable rental housing” as defined by the Vancouver Charter, and used in relation to the DCL By-law does not necessarily create rental units which are affordable to all Vancouver residents. The DCL waiver provides opportunities for the creation of a range of rental levels, in accordance with the housing continuum objectives of the *Housing Vancouver Strategy*.

## **Strategic Analysis**

### **1. Proposal**

This application proposes to rezone the site from RS-1 to CD-1 to permit the development of an 18-storey residential building, with a four-storey podium and common rooftop amenity (see Figure 2). The proposal includes 124 secured rental residential units, of which not less than 20% of the residential floor area (approximately 29 units) will be secured at below-market rates. The below-market units will have rates and operating requirements in accordance with the City’s *Moderate Income Rental Housing Program*. A density of 6.70 FSR and a total floor area of 11,699 sq. m (125,927 sq. ft.) are proposed. The proposed tower has a height of 57.7 m (189 ft.) and 61.0 m (200 ft.) for the portion with rooftop amenity. The common rooftop indoor amenity space is contiguous with common outdoor amenity space on the rooftop and is in addition to a smaller indoor and outdoor amenity space on Level 5. Ground-level units in the podium and tower base front West 42nd Avenue and the lane to the west and north. One and a half levels of underground parking are proposed with access from the north lane. Loading, passenger drop-off, garbage/recycling, and bicycle maintenance and wash-up facilities are also accessible from the north lane.

**Figure 2: Site Plan**

## 2. Land Use

The application proposes a residential development with 124 secured rental units. The site is currently zoned RS-1 (Residential) District zoning and is located within the Oakridge Metro Town Centre sub-area of the *Cambie Corridor Plan* which anticipates at this location buildings up to 18 storeys for secured rental housing. This all-residential application is consistent with the land use provisions of the plan.

## 3. Density, Height and Form of Development

(refer to drawings in Appendix F, and project statistics in Appendix I)

In assessing urban design performance, staff take into consideration the built-form guidance within the *Cambie Corridor Plan* for the Oakridge Municipal Town Centre (MTC), specifically the *High-density residential areas* and the *MTC High density buildings*.

**Form of Development** – The *Cambie Corridor Plan* envisions this off-arterial high-density residential part of the Oakridge MTC (Figure 3) as a vibrant urban neighbourhood featuring enhanced landscaped public realm. The neighbourhood is regarded as the geographic “centre” of Vancouver and the Canada Line, thus representing the most significant concentration of urban uses and density along the corridor. Located adjacent to the plan anticipated towers along Cambie Street and at the nearby Oakridge Centre, this off-arterial neighbourhood is envisioned to accommodate up to 18-storey tower forms with four-storey podiums. The podium is intended to create a consistent and continuous street wall except where mid-block active links are identified. A recessed partial rooftop amenity space may be considered with collocated outdoor amenity above the upper storey. The proposal is consistent with the built form expectations of the plan for this neighbourhood.

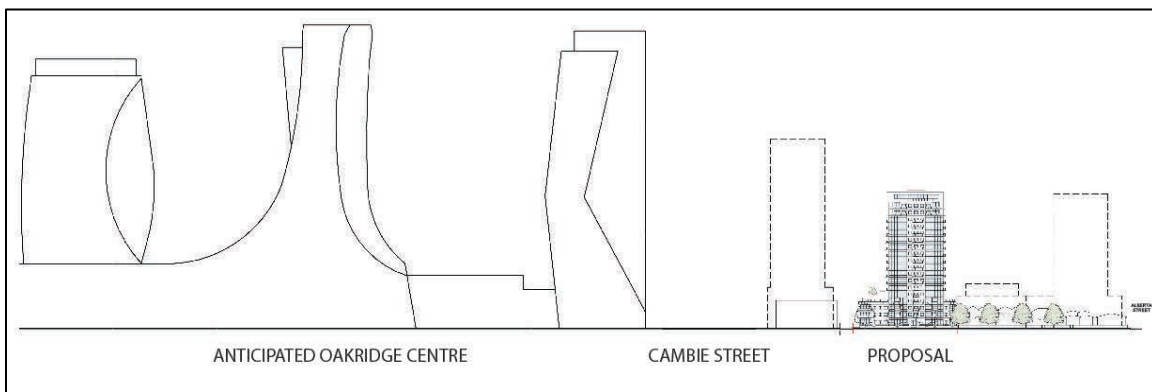


**Figure 3: Artist's Partial Illustration of the Future Oakridge MTC (Proposal Highlighted in Red)**

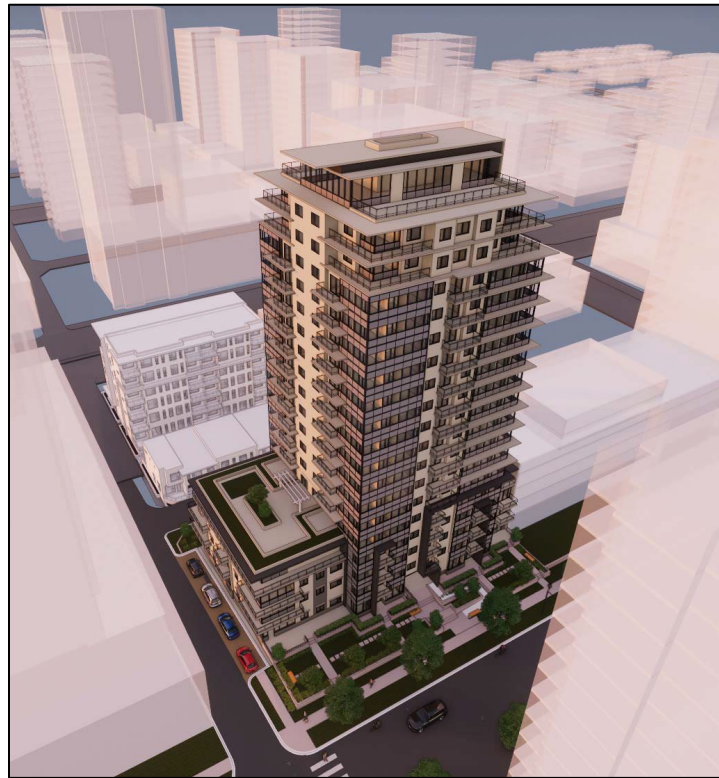


**Height** – The proposal is comprised of an 18-storey tower including a four-storey continuous podium, with a recessed rooftop amenity space above the towers upper storey. The respective heights of these three components are within the plan's expectation given its context within the anticipated taller built forms along Cambie Street and Oakridge Centre (Figure 4). Staff have prepared a condition to reduce the proposal's perceived height by additional setbacks of the rooftop amenity.

**Figure 4: Illustrative Streetscape Anticipated Along West 42nd Avenue (North Side)**



**Density** – The site is located within the off-arterial high-density residential areas that identifies building forms up to 18 storeys with the delivery of either 100% secured rental housing with 20% of net residential floor area as below-market rental housing; or strata housing with 30% of net residential floor area as turnkey social housing delivered to the City. The proposed density of 6.70 FSR is consistent with the plan's expected built form (height, tower typology, and urban design performance).

**Figure 5: Building Perspective Looking Northeast**

**Amenity Space** – The development offers several on-site amenities for the residents. Common outdoor and indoor amenity spaces are located atop the tower and the podium including a dedicated children's play area. Staff have provided a condition to enhance the functionality and quality of the amenities.

**Public Realm** – The *Cambie Corridor Public Realm Plan* identifies West 42nd Avenue as a tree-lined Park Connector Street to Columbia Park from Cambie Street and Ontario Street. The plan aims to establish a cohesive approach to planting in the Corridor to improve sustainability, increase habitat, and create visual interest with an on-site planted setback. Along West 42nd Avenue, the setback area is expected to accommodate tree planting as part of the Park Connector to Columbia Park. The application includes yard setbacks for residential patios and landscaping as a visual extension of the public realm. Staff have prepared a condition to reinforce the area's contribution to the public realm and the Park Connector.

**Urban Design Panel** – The Urban Design Panel reviewed and supported this application with recommendations on January 8, 2020 (see Appendix E).

**Conclusion** – Staff reviewed the recommendations of the Urban Design Panel, as well as the site-specific conditions, and have concluded that the proposal complies with the density, height and form of development prescriptions of the *Cambie Corridor Plan* and is appropriate for the context. Staff support the application subject to the Urban Design conditions detailed in Appendix B.

#### 4. Housing

In accordance with the *Cambie Corridor Plan*, the application proposes 100% of the residential floor area as secured rental housing with at least 20% of that floor area as below-market rental housing, with rates and operating requirements in accordance with the *Moderate Income Rental Housing Program*. Rental housing provides a more affordable housing alternative to home ownership for more than half of Vancouver's population and contributes to City initiatives including creating diverse and sustainable communities.

This application, if approved, is anticipated to deliver approximately 124 secured rental housing units, including 95 market units and approximately 29 below-market rental units, to the City's inventory of rental housing, which would contribute to the targets set out in the *Housing Vancouver Strategy* (see Figure 6).

**Figure 6: Progress towards 10-Year Housing Vancouver Targets for Purpose-Built Market and Developer-Owned Below-Market Rental Housing as of September 30, 2020**

Housing Type	CATEGORY	10-YEAR TARGETS	Units Approved Towards Targets
<b>Purpose-Built Market Rental Housing Units</b>	Market Rental	16,000	4,341
	Developer-Owned Below Market Rental	4,000	288
	Total	20,000	4,629

Note: Tracking progress towards 10-year Housing Vancouver targets began in 2017.

\* Unit numbers exclude the units in this proposal, pending Council approval of this rezoning application.

**Need for Purpose-Built Rental Housing** – Additional purpose-built rental housing is needed to create more housing options for renters in the city. Vancouver has one of the lowest purpose-built rental vacancy rates in Canada. In the fall of 2019, the vacancy rate in the city was 1%. That means only 10 out of every 1,000 market rental units were empty and available for rent. A vacancy rate of 3 to 5% is considered to be a balanced rental market. The vacancy rate in this area was 2.7% (Zone 10 – Southeast Vancouver, CMHC Market Rental Housing Survey).

**Housing Mix** – On July 13, 2016, Council adopted the *Family Room: Housing Mix Policy for Rezoning Projects* that requires that a minimum of 35% of the units be family units with two or more bedrooms. These units are to be designed in accordance with the *High Density Housing for Families with Children Guidelines*. This application proposes 93% of the residential units as two or more bedrooms (see Figure 7). All of the below-market rental units are two-bedroom units. Staff recommend the applicant consider a greater diversity of unit types, including studio, one-bedroom and three-bedroom units, as outlined in the unit mix guidelines of the *Moderate Income Rental Housing Pilot Program*, while maintaining the family unit mix requirements.

**Figure 7: Proposed Total Unit Mix (Market and Below-Market Rental)**

Type	Count	Percentage
1-bedroom	9	7%
2-bedroom	62	50%
3-bedroom	7	6%
4-bedroom	46	37%
<b>Total</b>	<b>124</b>	<b>100%</b>

**Proposed Rents and Income Thresholds** – The application must provide 100% secured rental units with a minimum of 20% of the residential floor area as below-market units. It would deliver approximately 29 below-market units to be rented at rates that meet the affordability requirements of moderate income households under the *Moderate Income Rental Housing Pilot Program*, as illustrated in Figure 8. Average market rents in newer rental buildings is also illustrated in Figure 8. When compared to home ownership costs, market rents provide a more affordable alternative to home ownership.

To be eligible for below-market rental housing, a household must have a gross annual income that does not exceed the income requirements for the relevant unit type, and there must be at least one household member per bedroom. The eligibility requirements are described in further detail in the *Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available Incentives* document. All residents in the building will have equal access to the common indoor and outdoor amenities and facilities illustrated in the architectural drawings in Appendix F.

**Figure 8: Proposed Rents for Below-Market Units, Market Rents in Newer Westside Buildings, Costs of Ownership and Household Incomes Served**

	Below-Market Units		Newer Market Rental Buildings- Westside (CMHC, 2019) <sup>2</sup>		Monthly Costs of Ownership for Median-Priced Unit- Westside (BC Assessment, 2019) <sup>3</sup>	
Unit Type	Average Starting Rents	Average Housing Income Served <sup>1</sup>	Average Rent	Average Housing Income Served <sup>1</sup>	Monthly Cost Associated with Purchase of Median Priced Unit – Westside	Average Housing Income Served <sup>1</sup>
<b>Studio</b>	\$ 950	\$38,000	\$1,804	\$72,160	\$2,819	\$112,760
<b>1-bed</b>	\$ 1,200	\$48,000	\$1,999	\$79,960	\$3,413	\$135,520
<b>2-bed</b>	\$ 1,600	\$64,000	\$3,059	\$122,360	\$5,191	\$207,640
<b>3-bed</b>	\$ 2,000	\$80,000	\$3,876	\$155,040	\$8,571	\$342,840

1. As per CMHC, affordable housing is defined as shelter costs equal to less than 30% of total before-tax household income, and these values represent the average minimum household income required for the average unit according to the CMHC definition. The actual rents and income required will be a range.
2. October 2019 CMHC Rental Market Survey for buildings completed in the year 2010 or later, Vancouver Westside.
3. BC Assessment 2019, based on the following assumptions in 2019: median of all BC Assessment recent sales prices in Vancouver Westside in 2019 by unit type, 10% down payment, 5% mortgage rate, 25-year amortization, \$150 – 250 monthly strata fees and monthly property taxes at \$2.56 per \$1,000 of assessed value.

Based on median incomes for Metro Vancouver, a one-bedroom below-market unit would be affordable to persons employed in a variety of occupations such as automotive service technicians, administrators or community service professionals. A two-bedroom unit would meet the needs of a two-income household employed as a transit driver and carpenter.

Average market rents in newer rental buildings on the Westside are also shown in the middle two columns in Figure 6. An average market rental one-bedroom unit could be affordable to a single person working in health care management or engineering. A three-bedroom market rental unit could be affordable to a couple employed in management positions in administrative services and communications.

**Security of Tenure** – All residential units in the project will be secured as rental through a Housing Agreement and a Section 219 Covenant for the longer of 60 years and the life of the building. Council would approve the Housing Agreement prior to by-law enactment and it will be registered on title to secure starting rents for the below-market units (as per Figure 8), and it will prohibit the stratification and separate sale of individual units. The agreement will also limit the maximum rates at which rents for the below-market units may be increased annually, as the maximum permitted under the *Residential Tenancy Act*, even on a change in tenant. Annual reporting on the operation of the below-market units will be required and will contain information including rents and verification of tenant eligibility. The addition of new below-market units and market rental units contributes towards *Housing Vancouver* targets. Conditions related to securing the units are contained in Appendix B.

**Existing Tenants** – The *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 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 three RS-1 lots containing secondary rental units, the updated TRP Policy applies. Three detached houses, consisting of three 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, monetary compensation calculated based on length of the tenancy, and Right of First Refusal to return to a rental unit in the new building. The applicant has provided a draft Tenant Relocation Plan (the “TRP”), which will be secured as a condition of rezoning (summarized in Appendix D). A final Tenant Relocation Plan will be required as a condition of development permit issuance, with an Interim Tenant Relocation Report required 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.

**Development Cost Levy Waiver** – This application is eligible to seek a DCL waiver; however, staff note that the applicant is not seeking a waiver as part of this rezoning application. If the applicant decides to seek the waiver, they will be required to request it during the development permit application process by submitting a DCL Waiver Form. Through the development permit application process, staff would also ensure that the average unit sizes do not exceed the maximum thresholds for “for-profit affordable rental housing” set out by the DCL By-law.

## 5. Transportation and Parking

Parking and loading access is proposed from the rear lane north of the site leading to one and a half levels of underground parking.

**Vehicle Parking** – A total of 43 vehicle parking spaces are proposed. Approximately 105 parking spaces would be required by the *Parking By-law* based on the proposed residential floor space, however a reduction of vehicle parking of up to 60% is supported with the provision of acceptable transportation demand management measures. Engineering conditions to support this reduction are provided in Appendix B.

**Loading** – For the proposed floor area and uses, the *Parking By-law* would require a minimum of one Class A and one Class B loading space. The application proposes one Class A loading space and one Class B loading space at grade level off the lane meeting by-law requirements.

**Bicycle Spaces** – Under the *Parking By-law*, the minimum required bicycle parking for the development is 284 Class A spaces, and seven Class B spaces. These are provided in the application.

The site is located within 250 m (less than a five-minute walk) of the Oakridge–41st SkyTrain station, which provides access to the Canada Line as well as major bus routes such as the R4 Rapid Bus along 41st Avenue with service between Joyce-Collingwood Station and the University of British Columbia (UBC).

## 6. Environmental Sustainability

**Green Buildings** – The *Green Buildings Policy for Rezoning* (2010, last amended 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 is required to satisfy the *Green Buildings Policy for Rezoning* and is pursuing the low emissions green buildings requirement. The low emissions green buildings pathway represents City priority outcomes, establishing limits on heat loss, energy use, and greenhouse gases, and drawing on industry best practices to create more efficient, healthy and comfortable homes and workplaces.

The applicant has submitted preliminary energy modelling analysis detailing building performance strategies to meet the new energy use intensity, greenhouse gas and thermal demand targets.

Conditions 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. The *Protection*



*of Trees By-law* aims 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 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 five by-law trees on site, ranging in condition. All five are proposed for removal due to their health and/or the location of the proposed underground parking and building. There are 17 replacement trees proposed. All City trees are proposed to be retained.

Landscape conditions of approval are set out in Appendix B.

## **PUBLIC INPUT**

**Public Notification** – A rezoning information sign was installed on the site on October 28, 2019. Approximately 996 notification postcards were distributed within the neighbouring area on or about November 4, 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](http://vancouver.ca/rezapps)).

**Community Open House** – A community open house was held on November 20, 2019 at the Jewish Community Centre, located at 950 West 41st Avenue. Staff, the applicant team, and approximately 42 members of the public attended the open house. Consultation for this application predated the City’s virtual engagement strategy that was implemented due to the pandemic.

**Public Response** – Public input was received throughout the application process through the open house, online comment form, and by email and phone. A total of 38 comments were received.

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, massing, and density:** Much needed density along the Cambie Corridor and is in line with the existing Community Plan. Density and height of the proposed development is ideal and appropriate due to close proximity of rapid transit. A good fit for the area as it complements the larger Oakridge redevelopment in the surrounding area.
- **Building design:** The building design and choice of materials used adds more visual diversity along the Cambie Corridor. Praise for the individual unit layouts being well designed for families and also for the rooftop amenity area on the podium being a good use of space.
- **Housing Stock:** Support for more rental units being built along the Cambie Corridor especially in an area with access to rapid transit, and to increase rental stock in Vancouver.

- **Parking within development:** Amount of proposed parking is sufficient enough due to the close proximity of the Oakridge-41st Skytrain Station.
- **Sustainability:** The proposed sustainability elements going into this building is well thought out.
- **Bike parking:** The high amount of bicycle parking is appreciated.

Generally, comments of concern fell into the following areas:

- **Building height, massing and density:** The height of the building is not appropriate along West 42nd Avenue as it would tower over the neighbouring single-family homes. The shift from tower to single-family homes on West 42nd Avenue is too abrupt without a gradual transition in between the two building forms.
- **Transit:** Concern that the Canada Line is already at capacity and will not be able to keep up demand and accommodate the increase in ridership due to population growth along the Cambie Corridor area.
- **Traffic and safety:** Traffic congestion and disruptions are a concern during the construction phase. A worry that there will be an increased flow of traffic into small local streets due to the increase in population.
- **Parking within development:** Parking spaces provided not enough to accommodate this development as there are concerns about potential spill over of parking onto already rightly packed small streets in the area.
- **Building design:** The colour palette and type of building material used is bland, not visually interesting and does not evoke a sense of identity.

A detailed summary of public comments in response to the rezoning application can be found in Appendix E.

**Staff Response** – Public feedback has assisted staff with assessment of the application. Staff note that the proposed building complies with the *Cambie Corridor Plan* in terms of housing tenure, building height and density, and that parking is to be provided in accordance with the *Parking By-law*. Through conditions included in Appendix B, further design development will be required to step back the rooftop amenity to address the apparent height and massing of the building and to optimize the performance of the outdoor amenity space in terms of size and orientation, as well as to further improve the interface between the street and lane with an increased rear setback, which moves the building forward towards West 42nd Avenue and provides a variety of landscape treatments.

## **PUBLIC BENEFITS**

In response to City policies, which address changes in land use and density, this rezoning application offers the following public benefits:



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

This site is subject to the City-wide DCL and Utilities DCL on the proposed 11,699 sq. m (125,927 sq. ft.) of residential floor area. Based on rates in effect as of September 30, 2020, total DCLs for this development are estimated at \$3,529,471.

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.

If the applicant requests a DCL waiver, the application would be required to be subject to the maximum average unit sizes for “for-profit affordable rental housing” and maximum average rents by unit type for the below-market units in accordance with the DCL By-law, as secured by an amendment to the Housing Agreement. If the DCL waiver is taken, the value of the City-wide DCL waiver on the residential floor area would be approximately \$2,268,904. Staff note that at the time of rezoning application the applicant has indicated they will not seek the waiver.

**Public Art Program** – The *Public Art Policy and Procedures for Rezoned Developments* requires that rezoning applications having a floor area equal to or greater than 9,290 sq. m (100,000 sq. ft.) allocate a portion of their construction budgets to commission public art or provide cash in lieu as a condition of rezoning. Public art budgets are based on a formula of \$21.31 times each square metre (\$1.98 per square foot) of area contributing to the total FSR calculation.

With approximately 11,699 sq. m (125,927 sq. ft.) proposed in this rezoning, a public art budget of around \$249,335 would be anticipated, and would be secured as a condition of by-law enactment.

The Public Art rate is finalized at the development permit stage and is subject to periodic adjustments to address inflation. Developers may fulfill the public art commitment in one of two ways:

- Option A – Artwork is commissioned by the developer. An experienced public art consultant must be engaged to coordinate the public art process. Consultants are responsible for the preparation of art plans and the coordination of artist selection and artwork fabrication, installation, and documentation. The Public Art Committee reviews and approves the Public Art Plan which must be completed prior to issuance of the development permit.
- Option B – For developers not wanting to directly commission the artwork, 80% of the required art budget is paid to the City as a contribution to the Signature Projects Fund. These contributions are pooled with contributions from the City, philanthropists, and other agencies to commission artworks of major significance at key city sites.

**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 to address the impacts of rezoning can be anticipated from the owner of a rezoning site. Such a

CAC is typically made through the provision of either on-site amenities or a cash contribution towards other public benefits and they take into consideration community needs, area deficiencies and the impact of the proposed development on City services.

In order to provide more certainty and clarity and to improve processing efficiency for rezoning applications, an approach to CACs based on a target rate or pre-set affordable housing (social or below-market rental) target has been implemented for residential and mixed-use sites within the *Cambie Corridor Plan*. For sites such as this one, with pre-set affordable housing targets, the CAC is the affordable housing and no cash CAC contributions will be required.

For this site, residential buildings up to 18 storeys can be considered with a minimum 45.7 m (150 ft.) property frontage when either of the following conditions are met:

- 100% of the residential floor area is secured rental with a minimum of 20% provided as below-market rental; or
- A minimum of 30% of the residential floor area is provided as social housing.

The applicant has opted to propose a 100% secured rental building (124 units) with a minimum 20% of the residential floor area (approximately 29 residential units) provided as below market rental in accordance with the pre-set affordable housing target identified in the plan. No cash CAC contribution is required.

**Cambie Corridor Public Benefits Strategy** – The Cambie Corridor Public Benefit Strategy 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.

If approved, the application would contribute approximately 124 secured rental housing units towards the City’s rental housing goals as identified in the *Cambie Corridor Plan and Housing Vancouver Strategy*. See Appendix H 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, it is anticipated that the project will pay approximately \$3,529,471 in DCLs. As discussed in the Public Benefits section of this report, the project is eligible to request a DCL waiver at the development permit application stage. If the applicant requests a DCL waiver, the application would be required to be subject to the maximum average unit sizes for “for-profit affordable rental housing” and maximum average rents by unit type for the below-market units in accordance with the DCL By-law, as secured by an amendment to the Housing Agreement. If the DCL waiver is taken, the value of the City-wide DCL waiver on the residential floor area would be approximately \$2,268,904. Staff note that at the time of rezoning application the applicant has indicated they will not seek the waiver.

As noted in the section on Public Benefits, the site is subject to a pre-set affordable housing target. The CAC is the affordable housing and no cash CAC contribution is applicable.

The applicant will be required to provide new public art on site with an estimated value of \$249,335, or make a cash contribution in accordance with the *Public Art Policy and Procedures for Rezoned Developments*. The final public art budget will be determined as part of the development permit issuance.

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

## **CONCLUSION**

Staff have reviewed the application to rezone the site at 441-475 West 42nd Avenue from RS-1 to CD-1 to permit an 18-storey residential development, with a four-storey podium and a partial rooftop storey for a common amenity space, containing 124 secured rental residential units of which not less than 20% of the residential floor area (approximately 29 residential units) will be secured at below-market rates. Assessment of the rezoning application has concluded that the proposed land use, housing mix, form of development and public benefits are consistent with the directions of the *Cambie Corridor Plan*.

The General Manager of Planning, Urban Design and Sustainability recommends that the application be referred to public hearing together with a draft CD-1 By-law as generally shown in Appendix A. Further, it is recommended that, subject to the public hearing, the application, including the form of development as shown in Appendix F, be approved in principle, subject to the applicant fulfilling the conditions of approval in Appendix B.

\* \* \* \* \*

**441-475 West 42nd Avenue**  
**PROPOSED CD-1 BY-LAW PROVISIONS**

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

**Zoning District Plan Amendment**

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan marginally numbered Z- (\_\_\_\_) attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D, of By-law No. 3575.

**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 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 18th 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; 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 1,745.7 m<sup>2</sup>, 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 6.7.
- 5.3 Computation of floor area must include all floors having a minimum ceiling height of 1.2 m, including earthen floors, both above and below ground level, measured to the extreme outer limits of the building.
- 5.4 Computation of floor area must exclude:
- (a) open residential balconies or sun decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:
    - (i) the total 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;
  - (d) amenity areas, including recreational facilities and meeting rooms accessory to residential use, except that the total exclusion must not exceed 10% of the total permitted floor area; and
  - (e) 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 The use of floor area excluded under section 5.4 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 57.7 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 must not exceed 61.0 m.

### **Horizontal angle of daylight**

- 7.1 Each habitable room must have at least one window on an exterior wall of a building.

- 7.2 The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24.0 m.
- 7.3 Measurement of the plane or planes referred to in Section 7.2 must be horizontally from the centre of the bottom of each window.
- 7.4 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement, if:
- (a) the Director of Planning or Development Permit Board first considers all of the applicable policies and guidelines adopted by Council; and
  - (b) the minimum distance of unobstructed view is not less than 3.7 m.
- 7.5 An obstruction referred to in Section 7.2 means:
- (a) any part of the same building including permitted projections; or
  - (b) the largest building permitted under the zoning on any site adjoining CD-1 ( ).
- 7.6 A habitable room referred to in Section 7.1 does not include:
- (a) a bathroom; or
  - (b) a kitchen whose floor area is the lesser of:
    - (i) 10% or less of the total floor area of the dwelling unit, or
    - (ii) 9.3 m<sup>2</sup>.

### **Acoustics**

8. A development permit application for dwelling uses requires 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 the dwelling units listed below, do 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 (Leq) sound level and will be defined simply as the noise level in decibels.

<b>Portions of dwelling units</b>	<b>Noise levels (Decibels)</b>
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 ( ).

\* \* \* \* \*

**441-475 West 42nd 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 by staff prior to the hearing will be noted in the Summary and Recommendations. Any further changes to the conditions approved by Council will be contained in its decision. Please consult the hearing minutes.*

**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 Urban Solutions Architecture Ltd., received September 16, 2019, 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 to improve upon the continuous streetwall and enhance the transition to the rear lane and neighbouring townhouses.

Note to Applicant: This can be achieved by adjusting the building to align with the plan envisioned continuous streetwall along West 42nd Avenue. This will result in a larger rear-yard setback of approximately 7.62 m (25 ft.), thus facilitating a gentle transition from the tower to the scale of the lane and townhouses. Consideration to revise the podium shoulder setback to meet the future four-storey streetwall while allowing variation.

- 1.2 Design development to enrich the public realm as follows:

- (a) Delineate the front yard's planted inside boulevard.

Note to applicant: West 42nd Avenue is identified within the plan as a tree-lined Park Connector Street and setbacks should include an inside boulevard on private property including trees. Strategies include containing underground structures within the setbacks; limiting raised planters to clearly delineate public and private spaces. This will complement green infrastructure strategies, soil retention and increased planting space (see also Landscape Condition 1.12 and 1.17).

- (b) Animate the westerly lane interface with entry doors and patios for ground level units.

Note to Applicant: This can be achieved by ensuring a minimum 3.7 m (12 ft.) landscaped setback and relocating the car share spaces. The yards are intended to be unobstructed and generously landscaped (i.e. residential patios, etc.),

which contributes to pedestrian interest and the residential character of the neighbourhood. This will also improve the livability of lane-facing dwelling units (see also Engineering Condition 1.36).

1.4 Design development to refine the contextual fit through massing and architectural expression as follows:

- (a) Set back the tower indoor rooftop amenity from all building edges to reduce the perceived height.

Note to Applicant: In accordance with the *Cambie Corridor Plan*, for all tower forms, the additional partial floor will be considered for common rooftop amenity spaces contiguous with outdoor amenity space, provided that additional height is stepped back significantly from all building edges to minimize appearance from ground level. Relocating the mechanical room can further reduce massing.

- (b) Reduce the perceived bulk.

Note to Applicant: Suggested strategies include exploring alternative passive shading elements that minimize floor slab projections; simplifying rooftop overhangs and podium vertical frames.

- (c) Further integrate the podium and tower.

Note to Applicant: Suggested strategies include reducing the offset between the tower and the podium; utilizing material and architectural expression to highlight podium as a continuous horizontal streetwall.

- (d) Consider additional variation to the material and colour palette.  
Note to Applicant: Exploring complimentary colours and additional architectural detailing such as contrasting trims, soffits and joints can contribute to the project's distinguished identity.

- (e) Add visual interest to the easterly party wall.

Note to Applicant: This party wall will be exposed for foreseeable future. Explore design strategies that reduce visual impact, through high quality architectural and graphic treatment that is in keeping with the overall project.

1.5 Design development to enhance the livability of dwelling units as follows:

- (a) Enhance the functionality of family-unit layouts (two or more bedrooms).

Note to Applicant: Unit layouts should better reflect family living. This is consistent with the Urban Design Panel's comments. For guidance refer to the [High Density Housing for Families with Children Guidelines](#).

- (b) Ensure all habitable rooms have access to daylight.

Note to Applicant: Windowless rooms, such as inboard dens, are not supported.



- 1.6 Design development to augment the podium child play area size and functionality.

Note to Applicant: The size and use should better reflect the number of family units proposed. Strategies include incorporating flexible features and natural play elements and exploratory structures. Additional children play area may be located on the tower rooftop for enhanced solar access. Refer to the [High Density Housing for Families with Children Guidelines](#).

- 1.7 Design development to maintain high-quality materials and the level of detailing necessary to accomplish and construct the proposed design aesthetic.

Note to Applicant: The proposed dynamic glass should be maintained and further explored to ensure appropriate shading and interior comfort while complementing the exterior aesthetics of the project. While it is understood that materials and detailing may evolve during the development permit stage, the submission should demonstrate a commitment to provide durable, high quality materials and robust detailing. This is to ensure visual interest, maintenance and enhancement of the neighbourhood character through architectural quality, durability and longevity. High quality materials are expected throughout the project.

- 1.9 Design development to meet the green roof requirements of the *Roof-Mounted Energy Technology and Green Roofs Bulletin*.

Note to Applicant: It should be noted on the architectural and landscape plans the type of green roof proposed including the percentage. Refer to: <https://bylaws.vancouver.ca/bulletin/bulletin-roof-mounted-energy-technologies-and-green-roofs.pdf>.

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

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

### **Crime Prevention Through Environmental Design (CPTED)**

- 1.11 Design development to respond to CPTED principles, having particular regards for:

- (a) theft in the underground parking;
- (b) residential break and enter;
- (c) mail theft; and
- (d) mischief in alcove and vandalism, such as graffiti.

### **Landscape Design**

- 1.12 Design development to improve the public realm interface fronting West 42nd Avenue by including a minimum 1.5 m (4.9 ft.) inside boulevard on private property to allow for trees to be planted on grade (see also Urban Design condition 1.3).

Note to Applicant: This setback should be free of any below grade structure.

- 1.13 Design development to enhance landscape at lane by providing trellis over driveway entrance to parkade, complete with climbing vines in planting beds at the edge.
- 1.14 Design development to expand programming on Level 19 to include planters with planting for softening edges.
- 1.15 Design development to include Urban Agriculture plots in one of the common outdoor spaces.

Note to Applicant: Urban Agriculture plots should follow the City's *Urban Agriculture Guidelines for the Private Realm* and include infrastructure required, such as potting benches, hose bibs, etc. For more information, see the guidelines at: <https://vancouver.ca/files/cov/urban-agriculture-guidelines.pdf>.

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

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

- 1.17 Design development to the landscape treatment to increase the volume of soil, tree canopy cover and planting on slab, but 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 Standards. 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.

- 1.18 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) use permeable paving;
- (e) employ treatment chain systems (gravity-fed, wherever possible); and
- (f) 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.

- 1.19 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; and
- (c) an overlay plan that shows amount and ratio of vegetative cover (green roof), permeable/impermeable hardscaping and notations describing the storage location of rainwater falling on each surface, including roofs.

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

1.20 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.

1.21 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.

1.22 Provision of a "Tree Management Plan".

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

Note to Applicant: New street trees to be shown and confirmed on the development permit plans. Contact Eileen Curran, Streets Engineering (604-871-6131) to confirm tree planting locations and Park Board at 3-1-1 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"*.

1.24 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.

1.25 Provision of an Outdoor Lighting Plan.

**Housing**

- 1.26 The applicant is encouraged to provide a greater diversity of unit types to reflect the unit mix guidelines in the *Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available Incentives*.

Note to Applicant: The applicant is strongly encouraged to incorporate studio, one-bedroom and three bedroom units in the proposal while ensuring that a minimum of 35% of the below-market units are two- and three-bedroom units.

- 1.27 The unit mix for both the market and below-market (moderate income) units, must include a minimum of 35% family units.

Note to Applicant: Any changes to the unit mix from the rezoning application may only be considered under the discretion of the Director of Planning or Development Permit Board provided that the family unit mix does not go lower than 35%.

- 1.28 The development should comply with the *High-Density Housing for Families with Children Guidelines*, including the provision of:

- (a) Indoor common amenity room(s) with a kitchenette and accessible washroom;
- (b) Common outdoor amenity areas with a children's play area and seating with direct line of sight to the play area; and,

Note to applicant: Play equipment is not required for the children's play area but a soft surface play area and creative landscape/play features (such as balancing logs and boulders, sandbox, creative motor-skills developing features etc.) which provide a myriad of creative play opportunities for a range of ages is encouraged.

- (c) Bulk storage for each dwelling unit.

Note to applicant: In-suite storage is highly encouraged for family units.

**Engineering**

- 1.29 Construction dewatering is a Water Use Purpose under the *Water Sustainability Act* requiring a provincial Approval of 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.

- 1.30 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.
- 1.28 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.
- 1.29 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.
- 1.30 Provision of a finalized Transportation Demand Management (TDM) Plan to the satisfaction of the General Manager of Engineering Services. Provide TDM Plan as a separate package with complete information on TDM measures proposed, including the following clarifications:
  - (a) ACT-03 – Enhanced Class B Bicycle Parking
    - (i) Provision of additional information on how visitors will be directed and have access to the enhanced facility.
    - (ii) Provision of design details including types on finishes.
  - (b) ACT-05 – Bicycle Maintenance Facilities
    - (i) Provision of design details including room layout and equipment provided. To be noted on plan.
  - (c) COM-02 – Car Share Vehicles and Spaces
    - (i) Car share spaces do not count towards the number of residential parking spaces provided.
  - (d) SUP-02 – Real-Time Information
    - (i) Provide additional information on the location of the information centre.
  - (e) SUP-03 – Multimodal Wayfinding Signage

- (i) Provision of additional information of the location of the signage and note on plan.
  - (ii) Provide examples of the signage to be used.
- 1.31 Subject to the acceptance of an approved TDM Plan, entry into a TDM agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, which:
  - (a) Secures provision of funding towards long-term TDM monitoring fund in the amount of \$280 per parking space waived;
  - (b) Secures the provision of TDM measures on the site;
  - (c) Permits the City to access and undertake post occupancy monitoring of the TDM measures proposed; and
  - (d) Agrees to make reasonable adjustments to the TDM measures as requested with the Bicycle Parking Design Supplement.
- 1.32 Parking, loading, bicycle, and passenger loading spaces must be provided and maintained in accordance with the requirements of the Parking By-law, except that the provision of a finalized TDM plan is required prior to DP issuance.

Note to Applicant: Proposed reductions may be considered at the development permit stage with acceptable Transportation Demand Management (TDM) or other management measures.
- 1.33 Design development to improve access and design of bicycle parking and comply with the Bicycle Parking Design Supplement, including:
  - (a) Provision of design specifications for stacked bicycle racks including dimensions, vertical and aisle clearances;

Note to Applicant: Racks must be usable for all ages and abilities.
  - (b) Provision of a minimum 1.2 m wide access aisle between the bicycle parking spaces; and
  - (c) Provision of all doors on the route from Class A bicycle parking spaces to the outside be fitted with automatic door openers.
- 1.34 Design development to improve access and design of loading spaces and comply with the Parking and Loading Design Supplement.
  - (c) Provide a double throat for the Class B loading spaces to facilitate maneuvering to / from both directions.
  - (d) Provide a clear unloading area or raised rear dock, minimum 1.8 m wide, with suitable access to facilitate goods loading / unloading.

- (e) Provide Class A Passenger Loading at grade.

Note to Applicant: This can be accomplished by designating the Class A loading space provided into the Passenger Loading space. Engineering recommends sizing this space to 4 m width per By-law.

- 1.35 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 visitor parking and passenger loading independent of the residential parking area.

Note to Applicant: The use of an additional overhead gate may be required.

- (b) Provide a minimum 6.6 m (21.7 ft.) maneuvering aisle throughout parkade or 2.7 m (9 ft.) stall widths.

- 1.36 Design development to improve accessibility and function of the proposed shared vehicle spaces.

- (a) Relocate the shared vehicle parking spaces from the North / South lane.

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

- (a) A complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided.
- (b) All types of parking, bicycle, and loading spaces individually numbered, and labelled on the drawings.
- (c) Dimensions of column encroachments into parking stalls.
- (d) Show all columns in the parking layouts.
- (e) Dimensions for typical parking spaces.
- (f) Dimensions of additional setbacks for parking spaces due to columns and walls.
- (g) Dimensions of manoeuvre aisles and the drive aisles at the parkade entrance and all gates.
- (h) 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.
- (i) Areas of minimum vertical clearance labelled on parking levels.

- (j) 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.
  - (k) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable.
  - (l) Existing street furniture including bus stops, benches etc. to be shown on plans.
  - (m) The location of all poles and guy wires to be shown on the site plan.
- 1.38 Provision of an updated Rainwater Management Plan (RWMP) submitted prior to development permit issuance which includes the following:
- (a) A grading plan for the site if proposing to direct hardscapes into adjacent landscaping, with soil depths to support available storage capacity.  
  
Note to Applicant: Maximize direction of hardscaped areas to absorbent landscaping as available.
  - (b) An updated detention tank size calculation, sized to capture the remaining 24 mm required not captured in Tier 1 and Tier 2 measures. The detention tank is to be sized to meet the greater of either the peak flow storage or balance of 24 mm volume not captured on site.  
Note to Applicant: Multiplying “detention flow” by “storm duration” is not an acceptable method of determining minimum detention storage. Use modified rational method or hydraulic modelling software such as SWMM.  
  
Note to Applicant: Peak flow rate table on Page 3 of report. We assume “Runoff Area” is meant to represent the hypothetical “effective” runoff surface area. Presenting area in this manner is slightly misleading. Preference would be to indicate the actual surface area and the corresponding runoff coefficient.
  - (c) Clarification that the loading / car share parking off the laneway will receive 48 mm of water quality treatment.
  - (d) Justifications for not prioritizing Tier 1 retention practice of Rainwater Harvest & Reuse.
- 1.39 Provision of a final RWMP prior to BP Stage 2 issuance. IWM recognizes that the following conditions could not be met prior to the DP stage and are therefore required prior to BP Stage 2 issuance. When this information becomes available, provide a final submission of the RWMP, ensuring that the following are included. Email the final submission direct to [rainwater@vancouver.ca](mailto:rainwater@vancouver.ca).
- (a) Provide a servicing plan which includes all routing of rainwater into the proposed systems and out to the municipal system.
  - (b) Provide detailed drawings of all proposed rainwater management systems including but not limited to, dimensions, inverts, stage-storage-discharge characteristics, design criteria and all assumptions.



- (c) Provide an updated site map detailing the different surface types and how rainwater will be directed or retained in each area. Include the following:
  - (i) All routing of rainwater throughout the site;
  - (ii) Buildings, patios, and walkway locations;
  - (iii) Underground parking extents;
  - (iv) Location of any proposed BMPS, detention tank, water quality treatment and flow control system with connections to the sewer system;
  - (v) Area and depth of landscaping to support the claim of absorbent landscaping as a rainwater capture method; and
  - (vi) Summary table of the catchment areas.
- 1.40 A stand-alone Operation & Maintenance (O&M) Manual for all rainwater systems (i.e. green infrastructure), must be submitted to the satisfaction of the Integrated Water Management Branch and is to be included as a schedule in the covenant detailed below. The O&M Manual shall be tailored specifically for the GI practices proposed on-site and submitted as a standalone document. The applicant is welcome to contact IWM Branch to discuss specific details. The O&M Manual shall include, but not be limited to, the following components:
  - (a) Phasing considerations (i.e. early stage requirements immediately following construction, and on-going requirements once the site is established.
  - (b) A table or schedule that describes the level of effort and frequency of tasks required to maintain optimal performance for each individual component of the system.
  - (c) Face sheets (or similar reference material) for proposed plantings.
  - (d) Contact information for any proprietary systems to be located on-site (i.e. oil / grit separators).
  - (e) Checklists to assist non-technical persons in assessing operation and maintenance performance and requirements.
- 1.41 A Section 219 Rainwater Management Agreement Covenant will be required once the Final RWMP is accepted by the City. The Final RWMP will be attached to the covenant and be registered on the property's title. The Engineer of Record will be required to inspect the RWM system as necessary during and after construction in order to determine whether it has been substantially completed according to the covenant and Final RWMP. The Engineer of Record is to inform the City by letter bearing the Engineer's professional seal whether the system has been so constructed, and, if not, sealed "as built" drawings showing the details of the modified system must be provided.
- 1.42 Show City-supplied building grades on architectural drawings.

- 1.43 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 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Please contact Engineering, Development Services and / or your Engineering, Building Site Inspector for details."

### **Sustainability**

- 1.44 All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezoning*s (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>.

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\*s – Process and Requirements](#) (amended April 28, 2017 or later).

## **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**

- 2.1 Consolidation of Lots 5 to 7, Block 857, District Lot 526, Plan 7737 to create a single parcel.
- 2.2 Enter into such agreements as determined are necessary to require the owner to prepare a detailed Transportation Demand Management (TDM) Plan for the approval of the General Manager of Engineering Services prior to Development Permit issuance, including the requirement to enter into further legal agreement to ensure that the owner of the lands will construct, install, operate and continuously maintain the TDM measures in the approved TDM Plan.
- 2.3 Subject to the acceptance of the finalized TDM Plan, entry into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of four Shared Vehicles and the provision and maintenance of four Shared Vehicle Parking Spaces for use exclusively by such Shared Vehicles, on terms and conditions satisfactory to the General Manager of Engineering Services and the Director of Legal Services, including the following:

- (a) Provide four Shared Vehicles to the development for a minimum period of three years;
- (b) Enter into an agreement with a Shared Vehicle Organization satisfactory to the General Manager of Engineering Services to secure the operation and maintenance of the Shared Vehicles;
- (c) Provide and maintain the Shared Vehicle Parking Spaces for use exclusively by such Shared Vehicles;
- (d) Make arrangements to allow members of the Shared Vehicle Organization access to the Shared Vehicle Parking Spaces;
- (e) Provide security in the form of a Letter of Credit for \$50,000 per Shared Vehicle;
- (f) Registration of the Shared Vehicle Agreement against the title to the development, with such priority as the Director of Legal Services may require and including a covenant under section 219 of the Land Title Act of British Columbia, a statutory right-of-way (SRW), or other instrument satisfactory to the Director of Legal Services, securing these conditions; and
- (g) A letter of intent from a car share company indicating their willingness to supply car share vehicles on the site at building occupancy. The letter is to also indicate acceptance of the general location, configuration and accessibility of the Shared Vehicle Spaces.

2.4 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 rezoning site, or any portion thereof, or for any building or improvements thereon will be issued until the letter of credit, as security for the Services, is provided. The timing of the delivery of the Services shall be determined by the General Manager of Engineering Services in his sole discretion and holds shall be placed on such permits as deemed necessary in his sole discretion. Except as explicitly provided for in Condition 2.5, the Services are not excess and/or extended services and the applicant is not entitled to a Latecomer Agreement.

- (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 MPT Engineering Ltd. dated September 5, 2019, no water main upgrades are required to service the development.

Note to Applicant: The proposed development can be serviced by the 150 mm main along West 42nd Avenue. Should the development require services larger than 150 mm, the main along West 42nd Avenue between Cambie Street and Alberta Street is to be upgraded to 200 mm or whatever may be required. The developer is responsible for 100% of any water system upgrading that may be required.

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. Implementation of development(s) at 441-475 West 42nd Avenue requires the following in order to maintain acceptable SAN sewer flow conditions:

- (i) Local Servicing Upgrade:

Separate 182 m of COMB main to 250 mm SAN and 450 mm STM on West 42nd Avenue from (MH\_FJCP7G) to (MH\_FNK3F5)

Note to Applicant: This upgrade is within the catchment of the Columbia Park project. The City may elect to collect cash in lieu and deliver the sewer upgrade.

- (ii) The post-development 10-year flow rate discharged to the storm sewer shall be no greater than the 10-year pre-development flow rate. The pre-development estimate shall utilize the 2014 IDF curves, whereas the post-development estimate shall utilize the 2100 IDF curves to account for climate change.
- (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 proposed storm and sanitary sewers on West 42nd Avenue.

Note to Applicant: COMB sewer on Manitoba Street from West 44th Avenue (MH\_FJCOEL) to West 47th Avenue (MH\_FJCOE5) to Quebec Street (No MH ID) requires upgrading to support the growth in the catchment area. The City is targeting delivery of the upgraded sewer for Year 5 of the DCL program (approximately 2023) to align with expected development occupancies. The applicant is to regularly inform the Integrated Water Management (IWM) Branch ([utilities.servicing@vancouver.ca](mailto:utilities.servicing@vancouver.ca)) of their updated construction and occupancy schedule as the development progresses. This will assist the IWM Branch in scheduling the sewer delivery. If the IWM Branch is not kept informed of the developer's schedule, the occupancy permit approval may not meet the developer's schedule.

- (c) Provision of street improvements along West 42nd Avenue adjacent to the site and appropriate transitions that generally follows the "Park Connector Street" treatment described in the *Cambie Corridor Public Realm Plan* including the following:

- (i) 2.44 m (8 ft.) wide broom finish saw-cut concrete sidewalk;

- (ii) Upgraded street lighting (roadway and sidewalk) adjacent to the site to current COV standards and IESNA recommendations; and
    - (iii) Adjustment to all existing infrastructure to accommodate the proposed street improvements.
  - (d) Provision of a new standard concrete lane crossing, new lane returns and lane ramps (on both sides of the lane) at the lane crossings on West 42nd Avenue adjacent to the development site.
  - (e) Provision of speed humps in the lane south of West 41st Avenue between Cambie Street and Alberta Street and in the lane east of Cambie Street between West 41st Avenue and West 42nd Avenue.
  - (f) Provision for the installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.
  - (g) 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.
- 2.5 Provision of one or more Latecomer Agreements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following works, which constitute excess and/or extended services:
- (a) Separate 182 m of COMB main as per Condition 2.4(b).
- Note to Applicant: The benefiting area for these works is under review.
- 2.6 Provision of a cash contribution of \$50,000 for traffic calming measures to address neighbourhood traffic impacts from the rezoning.
- Note to Applicant: Appropriate traffic calming measures to be determined at a later date within five years of occupancy. The amount above includes funding for transportation analysis to assess potential requirements. Improvements delivered and timing will be at the sole discretion of the City Engineer.
- 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 B.C. Hydro that an area has been defined within the development footprint to accommodate such electrical plant. Please confirm that this space has been allocated and agreement between both parties has been met.

- 2.8 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 and shall address the following:

- (a) Per the Hydrogeological Study dated September 1, 2019, include the results of the proposed investigation:
  - (i) Remote groundwater monitoring for a minimum of 3 months to determine the influence of seasonal changes on groundwater conditions;
  - (ii) Hydraulic conductivity testing to determine the soil properties (if required); and
  - (iii) Seepage analysis to estimate the groundwater inflow during and post construction (if required).
- (b) Confirm the number of monitoring wells and test holes within the boundaries of the property, as well as how many are planned.
- (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) Include one clear map of the site showing the property boundary, surrounding sites, proposed building footprint(s), existing and proposed wells / test pits / boreholes, locations of groundwater extraction / diversion, and any other relevant information.
- (e) Provide one cross-section schematic(s) showing:
  - (i) Location(s) and depth(s) of any test pits, boreholes, or wells including screen intervals;
  - (ii) Interpreted site stratigraphy;
  - (iii) Topography;
  - (iv) Static water level(s) (perched aquifers or otherwise);
  - (v) Base of excavation(s);

- (vi) Foundation(s); and
- (vii) Any proposed groundwater management solutions.
- (f) Discuss any expected seasonal variation of the water level depth(s), including perched groundwater, and whether the high water level could impact the development.
- (g) 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 permanent (>2 years) groundwater discharge to the City's sewer system. (Note to applicant: For further information, refer to <https://bylaws.vancouver.ca/bulletin/bulletin-groundwater-management-rezoning.pdf>).
- (h) 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, and includes perched aquifers. Note also that terms such as "negligible" are not acceptable.
- (i) Comment on the potential for any heating oil or other contaminants present below the ground surface at or near the site to migrate as a result of the excavation, dewatering, or other construction activities.
- (j) Given that the water level within the Quadra Sands aquifer is being artificially lowered by pumping locally, discuss the implications on the development and / or site drainage system should pumping ever cease, either temporarily or permanently.
- (k) Construction dewatering is a Water Use Purpose under the *Water Sustainability Act* requiring a provincial Use Approval and Licence. Applications for provincial Use Approvals and 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 Use Approval holder must be able to produce their approval on site so that it may be shown to a Provincial government official upon request. Dewatering before this approval is granted is not in compliance with the provincial *Water Sustainability Act*. Provide a letter to the City confirming acknowledgement of the condition. For more information: <https://www2.gov.bc.ca/gov/content/environment/air-land-water/water/water-licensing-rights/water-licences-approvals>.
- (l) Confirm that any groundwater discharged to the City's sewer will be monitored during the construction dewatering period, and that the daily average groundwater flow rate measurements (or as requested by the City) will be submitted monthly to [utilities.servicing@vancouver.ca](mailto:utilities.servicing@vancouver.ca).

## Housing

- 2.9 Make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services to enter into a Housing Agreement and/or Section 219 Covenant to secure all residential units as secured rental housing units, including at least 20% of the residential floor area that is counted in the calculation of floor space ratio per the CD-1 By-law be secured as below-market units subject to the conditions set out below for below-market units and in accordance with the requirements set out in the Moderate Income Rental Housing Pilot Program, for the longer of 60 years and the life of the building, and such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may require.

The agreement or agreements will include but not be limited to the following terms and conditions:

- (a) A no separate sales covenant;
- (b) A no stratification covenant;
- (c) A provision that none of such units will be rented for less than one month at a time;
- (d) All rental units will be secured as rental for a term of 60 years and the life of the building, whichever is greater;
- (e) That a rent roll be provided indicating the agreed initial monthly rents for each below-market unit, when the Housing Agreement is entered into and again prior to development permit issuance and prior to occupancy permit issuance.
- (f) That the average initial starting monthly rents for each below-market unit, which comprise at least 20% of the residential floor area that is counted in the calculation of the floor space ratio, will be at or below the following rents, not subject to adjustment, as set out in section 3.1A(d) of the Vancouver Development Cost Levy By-law and section 2a of the *Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements And Available Incentives* Administration Bulletin:

<b>Below-Market Rental Housing Type</b>	<b>Maximum Average Starting Rents</b>
Studio	\$950
1-bedroom	\$1,200
2-bedroom	\$1,600
3-bedroom	\$2,000

and that a rent roll indicating the agreed maximum average initial monthly rents for the units secured at moderate income rates will be required prior to



development permit issuance, and again prior to issuance of an occupancy permit, to the satisfaction of the General Manager of Planning, Urban Design or Sustainability (or successor in function) and the Director of Legal Services;

- (g) That rent increases for the below-market units following the issuance of an Occupancy Permit will be capped at the *Residential Tenancy Act* maximum annual allowable increase, as published by the Province of British Columbia, regardless of a change in occupancy;
- (h) The applicant will verify eligibility of new tenants for the units secured at below-market rates, based on the following:
  - (i) For new tenants, annual household income cannot exceed four (4) times the annual rent for the unit (i.e. at least 25% of household income is spent on rent); and
  - (ii) There should be at least one occupant per bedroom in the unit.
- (i) The applicant will verify the ongoing eligibility of existing tenants in the units secured at below-market rates every five (5) years after initial occupancy:
  - (i) For such tenants, annual household income cannot exceed five (5) times the annual rent for the unit (i.e. at least 20% of income is spent on rent); and
  - (ii) There should be at least one occupant per bedroom in the unit.
- (j) On an annual basis, or at the request of the City, the applicant will report to the City of Vancouver on the operation of the below-market units which will ensure that the City can confirm that the units are being operated as agreed, and will include a rent roll for the below-market units, and a summary of the results of eligibility testing for these units; and
- (k) Such other terms and conditions as the General Manager of Planning, Urban Design or Sustainability (or successor in function) and the Director of Legal Services may require in their sole discretion.

Note to Applicant: This condition will be secured by a Section 219 Covenant and a Housing Agreement to be entered into by the City by by-law enacted pursuant to Section 565.2 of the Vancouver Charter prior to enactment of the rezoning by-law.

Note to Applicant: If the applicant requests a DCL Waiver at the development permit application stage, an amendment to or replacement of the Housing Agreement will be required to include provisions to secure compliance of the development with the *DCL By-law*, to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services.

- 2.10 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.

## **Sustainability**

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

## **Environmental Contamination**

- 2.12 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.

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.

\* \* \* \* \*

**441-475 West 42nd 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 *Lots 5 to 7, Block 857, District Lot 526, Plan 7737; PIDs 010-337-253, 010-337-296 and 010-337-300 respectively* from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

\* \* \* \* \*

**441–475 West 42nd Avenue**  
**SUMMARY OF TENANT RELOCATION PLAN TERMS**

<b>Tenant Relocation and Protection Requirements</b>	<b>Tenant Relocation Plan Offer</b>
Financial Compensation	<ul style="list-style-type: none"> <li>• Compensation in the form of free rent, a lump sum payment, or a combination of both, will be available for each unit eligible for Tenant Relocation Plan according to the following schedule:               <ul style="list-style-type: none"> <li>○ 4 months' rent for tenancies up to 5 years;</li> <li>○ 5 months' rent for tenancies over 5 years and up to 10 years;</li> <li>○ 6 months' rent for tenancies over 10 years and up to 20 years;</li> <li>○ 12 months' rent for tenancies over 20 years and up to 30 years;</li> <li>○ 18 months' rent for tenancies over 30 years and up to 40 years; and</li> <li>○ 24 months' rent for tenancies over 40 years</li> </ul> </li> </ul>
Notice to End Tenancies	<ul style="list-style-type: none"> <li>• Landlord to provide regular project updates to tenants throughout the development approvals process.</li> <li>• A minimum of four months' notice to end tenancy after all permits are issued is required (e.g. all development, building, and demolition permits in place).</li> </ul>
Moving Expenses (flat rate or arrangement of an insured moving company)	<ul style="list-style-type: none"> <li>• A flat rate of \$1,000 will be provided at a minimum to all eligible tenants.</li> </ul>
Assistance in Finding Alternate Accommodation (3 options)	<ul style="list-style-type: none"> <li>• Applicant has distributed the tenant needs assessment survey to the eligible tenant. The survey will be used in relocation efforts and to identify tenants' needs and preferences.</li> <li>• Applicant has committed to monitor rental market and provide tenants requesting assistance with three options in Vancouver that best meet the tenants' identified priorities.</li> </ul>

<p>Additional Support for Low Income Tenants or Tenants Facing Other Barriers to Appropriate Housing</p>	<ul style="list-style-type: none"> <li>• The applicant has committed to providing additional support to eligible tenant(s) identified as low income.</li> </ul>
<p>First Right of Refusal</p> <p>(Where starting rents are anticipated to be higher than what the tenant currently pays, provide a 20% discount off starting rents for any returning tenants)</p>	<ul style="list-style-type: none"> <li>• The applicant has committed to offering all eligible tenant(s) the right of first refusal at a 20% discount off starting rents in similar units in the new development once completed. Any subsequent rent increases for returning tenants will be in line with the Residential Tenancy Act.</li> </ul>

\* \* \* \* \*

**441-475 West 42nd Avenue**  
**ADDITIONAL INFORMATION**

**1. Urban Design Panel**

The Urban Design Panel (UDP) reviewed this rezoning application on January 8, 2020. The application was supported with recommendations.

**EVALUATION: Support with Recommendations (9-2)**

• **Introduction:**

Rezoning Planner, Kent MacDougall, started with a summary of the rezoning proposal. He then gave a general background on the Cambie Corridor Plan and the vision for the immediate neighbourhood (Oakridge Municipal Town Centre). Kent then concluded his presentation with a general description of the site, as well as its current and anticipated contexts.

Development Planner, Omar Aljebouri, started by giving an overview of the vision of the Cambie Corridor Plan for the neighbourhood, followed by the expectations of the built-form guidelines for the Tower-on-Podium typology. He then gave a brief description of the proposed project before concluding with Staff questions for the Panel.

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

1. Density and massing, especially the tower top;
2. Public realm and landscape design. Please consider factors such as treatment of the yards, especially the exterior side yard to the west; treatment of the ground-oriented residential units; and the treatment of the raised patios;
3. Any preliminary comments for consideration at the Development Permit stage. Please consider factors such as amenities for the high percentage of family-units (93%), landscape, and architectural expression.

The planning team then took questions from the panel.

• **Applicant's Introductory Comments:**

The applicant noted this is an 18-storey rental building. Level 17, 18 and the roof setbacks from the explicit tower form. The applicant noted this was an architectural gesture to shape and recognize the top. There is a green roof on the west and east side.

The tower form is complimented by the podium level. The podium is prescriptive in the Cambie Corridor policy. The tower expression is brought down to the ground. The project is symmetrical in planning, yet asymmetrical in its elevation design.

Level 19 (roof area) is an amenity area. On level 5, there is a child's play area, with urban agriculture and seating area to allow for supervision. The applicant noted there will be a bit of storage for play equipment and urban agriculture.

There is a generous setback along 42nd avenue. The patios have some hedging for privacy and screening. There is planting along the lane and climbing vines for the wall.

All parking is accessed from the lane and bike amenities are accessible off the lane from the main floor. The applicant noted the car share needs to be accessible to the greater population not just the development and the only way was to allow it on the lane.

The applicant noted they meet the policy guidelines on the energy targets and there will be a rain water management system.

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 Mr. Sharma and seconded by Mr. Younger and was the decision of the Urban Design Panel:

THAT the Panel **SUPPORTS** the project with the following recommendation to be reviewed by City Staff:

- Design development to the massing to reduce the apparent bulk;
- Design development to consider livability in terms of the units along the lane close to the car-share;
- Design development of the sustainability objectives not to double up and reconsider slab edge projections;
- Design development to the front yard to clearly define the space as public or semi-public.

- **Related Commentary:**

The panel noted general support for the project. The panel has no concerns with the proposed density.

The panel noted it was nice to see the number of family units and variety of amenities on different levels.

There were concerns with the livability and tightness of the project. Unit livability and layouts should better reflect family living. Family units should have larger patios, especially the 4-bedroom units. All units are too small.

Regarding the density and massing, most concerns with massing were regarding slab edges and how it adds bulk to the tower. The top of the tower/penthouse levels also added bulk to the massing. There were concerns how the tower is set up and dissects the podium as it comes right down to the ground. The tower should be better integrated with the podium. The vertical framing elements should be thought out as they currently seem tacked on.

Panelists suggested to staff to look at the Polygon application across the street with a similar articulation.

It was noted that the "landscaped terrace" on the podium is not appropriate for family living. Child play should be at the top of the tower, on the south side for better solar access. The tower top indoor amenity is too large and takes away from the outdoor amenity, rendering it unusable.



Consider reducing the indoor amenity and improving the outdoor amenity. Wind protection of the tower top outdoor amenity should be explored.

The panel noted concerns with the public realm, mostly to do with the west lane. The car share on the lane was not supported and does not contribute to the livability of units facing that lane. The panel noted the south side front yard (area between the property line and patios) is not clearly defined as private, public, or semi-private. This is an emerging context with neighboring single family homes. Consider something that reads more public is appropriate. There is an opportunity to create more identity for ground related units. The patios should have a stronger planting definition. Privacy concerns of the patios can be addressed through improved planting of the patios.

The panel noted sustainability concerns with the dynamic glass and slab edges – doubling up on same sustainability strategy. Consider how this will affect views from the units outward. Thermal performance of the building envelope should be improved. There were comments regarding thermal comfort, consider providing some cooling in common hallways. Consider alternative cladding to concrete to limit carbon footprint. Dynamic glass should be fully explored. Location and operability of windows are important for the passive approach. Comments on same slab edge around the tower – same solar response on all 4 sides.

Consider another cladding besides concrete.

Make planter depths realistic.

- **Applicant's Response:**

The applicant team thanked the panel for their comments.

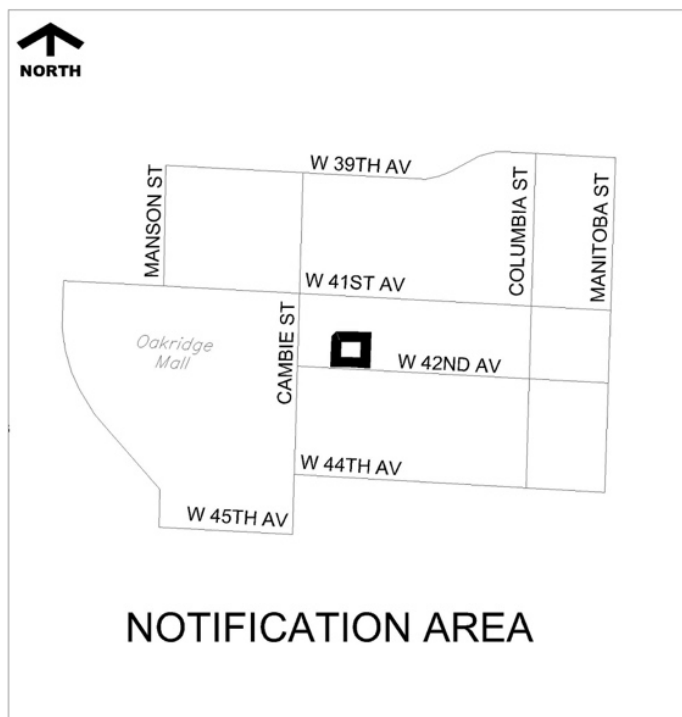
## 2. Public Consultation Summary

### List of Engagement Events, Notification, and Responses

	Dates	Results
<b>Events</b>		
Community open house (City led)	November 10, 2019	42 attendees
<b>Public Notification</b>		
Postcard distribution – Notice of Community Open House	November 4, 2019	996 notices mailed
<b>Public Responses</b>		
Open house comment forms	November 10, 2019	23 submittals
Online comment forms	November 2019 – May 2020	12 submittals
Other input	November 2019 – May 2020	3 submittals

*Note: All reported numbers above are approximate.*

## Map of Notification Area



## Analysis of All Comments Received

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, massing, and density:** Much needed density along the Cambie Corridor and is in line with the existing Community Plan. Density and height of the proposed development is ideal and appropriate due to close proximity of rapid transit. A good fit for the area as it complements the larger Oakridge redevelopment in the surrounding area.
- **Building design:** The building design and choice of materials used adds more visual diversity along the Cambie Corridor. Praise for the individual unit layouts being well designed for families and also for the rooftop amenity area on the podium being a good use of space.
- **Housing Stock:** Support for more rental units being built along the Cambie Corridor especially in an area with access to rapid transit, and to increase rental stock in Vancouver.

- **Parking within development:** Amount of proposed parking is sufficient enough due to the close proximity of the Oakridge-41st Skytrain Station.
- **Sustainability:** The proposed sustainability elements going into this building is well thought out.
- **Bike parking:** The high amount of bicycle parking is appreciated.

Generally, comments of concern fell into the following areas:

- **Building height, massing and density:** The height of the building is not appropriate along West 42nd Avenue as it would tower over the neighbouring single-family homes. The shift from tower to single-family homes on West 42nd Avenue is too abrupt without a gradual transition in between the two building forms.
- **Transit:** Concern that the Canada Line is already at capacity and will not be able to keep up demand and accommodate the increase in ridership due to population growth along the Cambie Corridor area.
- **Traffic and safety:** Traffic congestion and disruptions are a concern during the construction phase. A worry that there will be an increased flow of traffic into small local streets due to the increase in population.
- **Parking within development:** Parking spaces provided not enough to accommodate this development as there are concerns about potential spill over of parking onto already rightly packed small streets in the area.
- **Building design:** The colour palette and type of building material used is bland, not visually interesting and does not evoke a sense of identity.

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

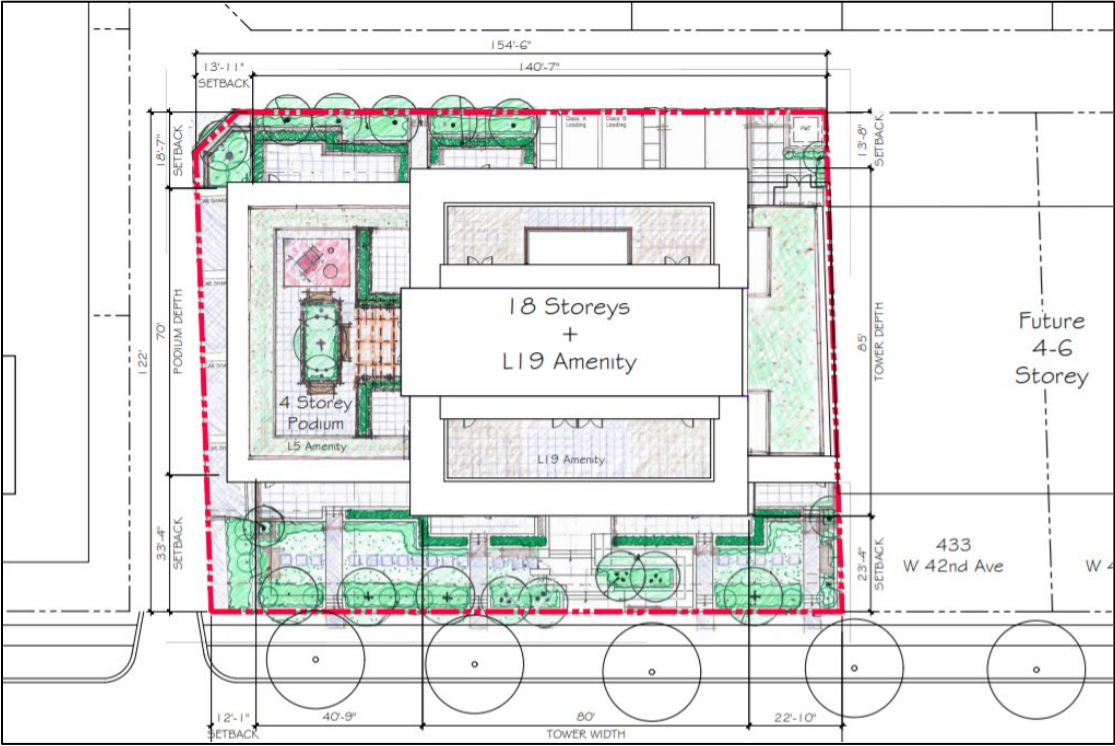
Neutral comments/suggestions/recommendations:

- There can be an opportunity for additional parking and electric vehicle charging stations in this development, which can be used as a community amenity.
- Consider more 3-2 bedroom units instead of dens and 4 bedroom units.
- There should be more considerations given in reducing shadow impacts to the surrounding area.

\* \* \* \* \*

441-475 West 42nd Avenue  
FORM OF DEVELOPMENT

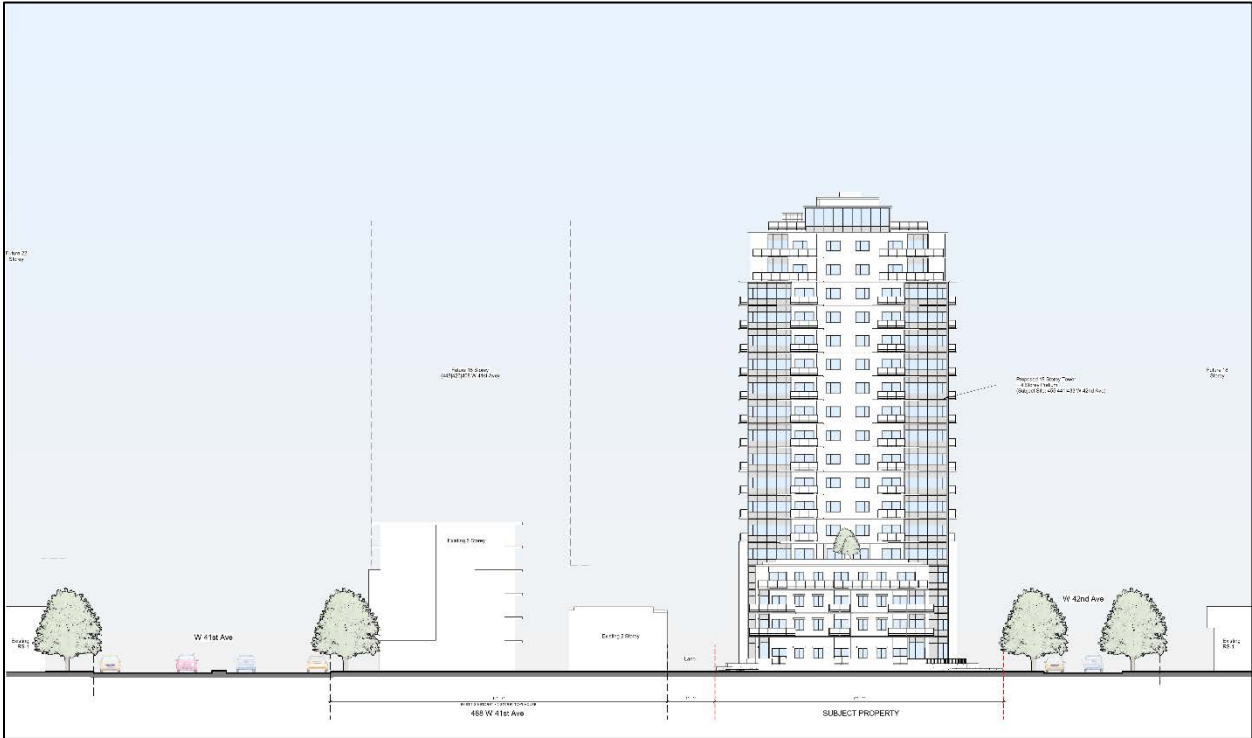
Site Plan



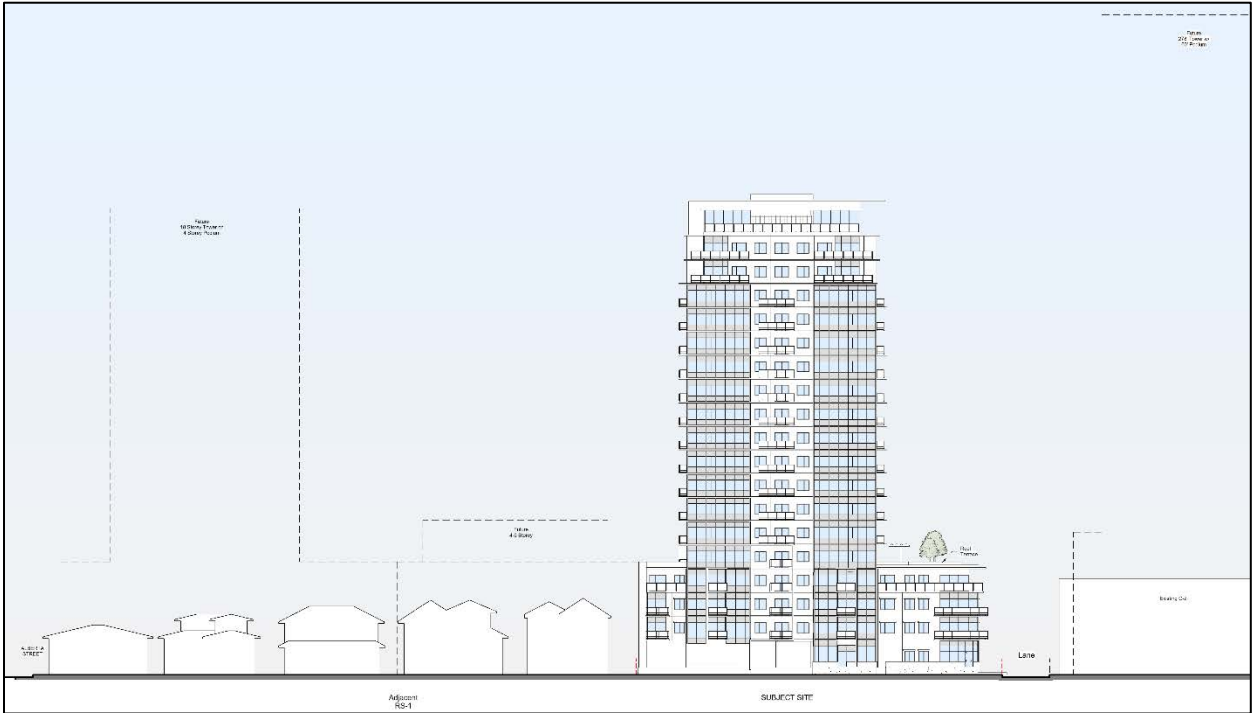
South Elevation (Building along West 42nd Avenue)



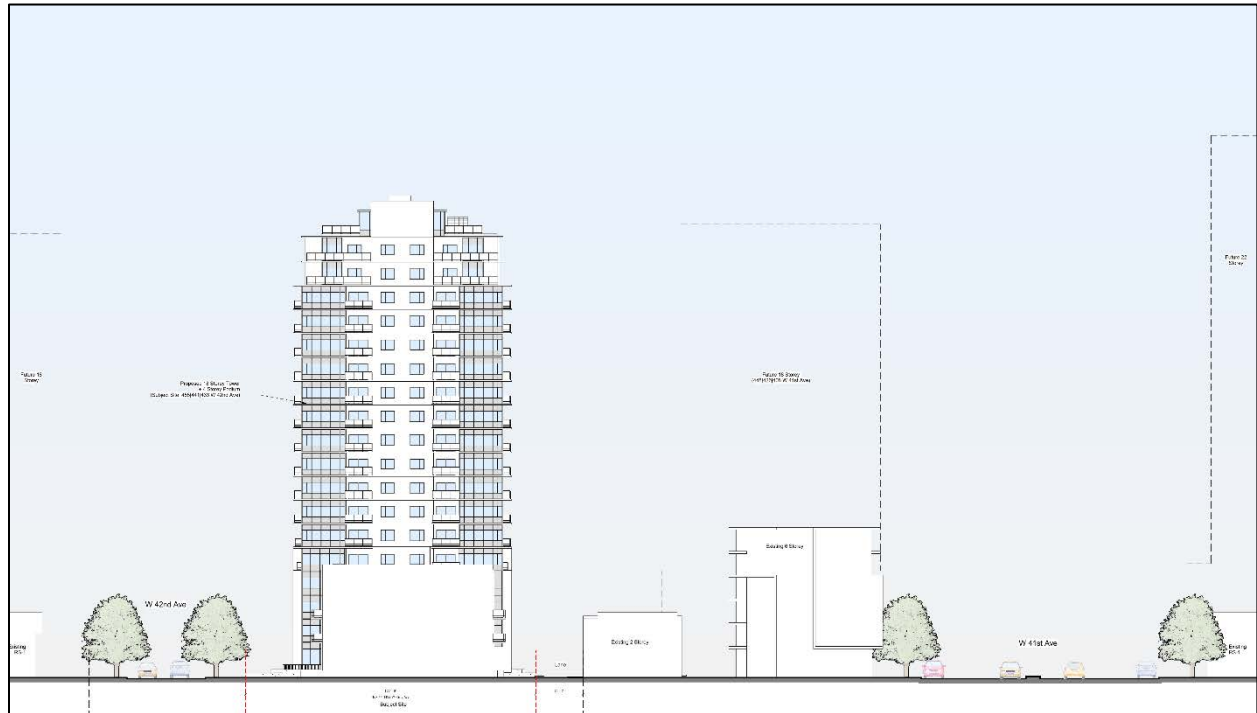
West Elevation



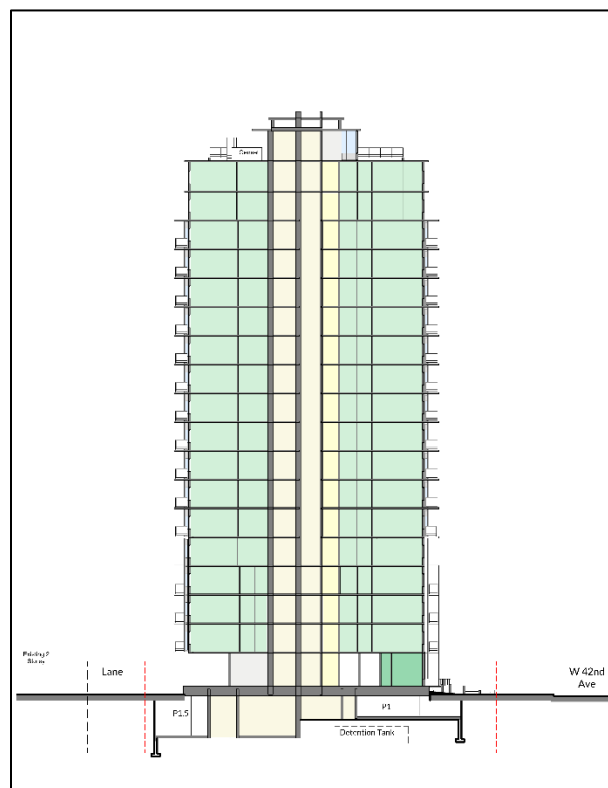
North Elevation (Building at lane)



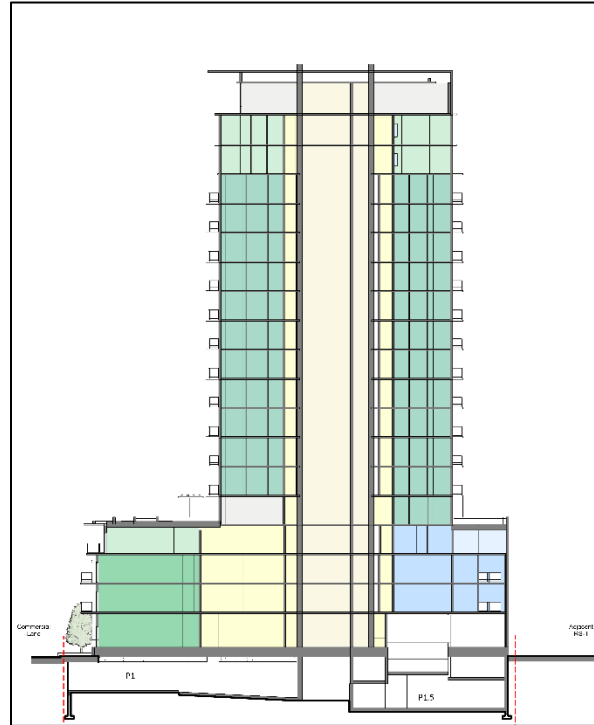
### East Elevation (Looking West)



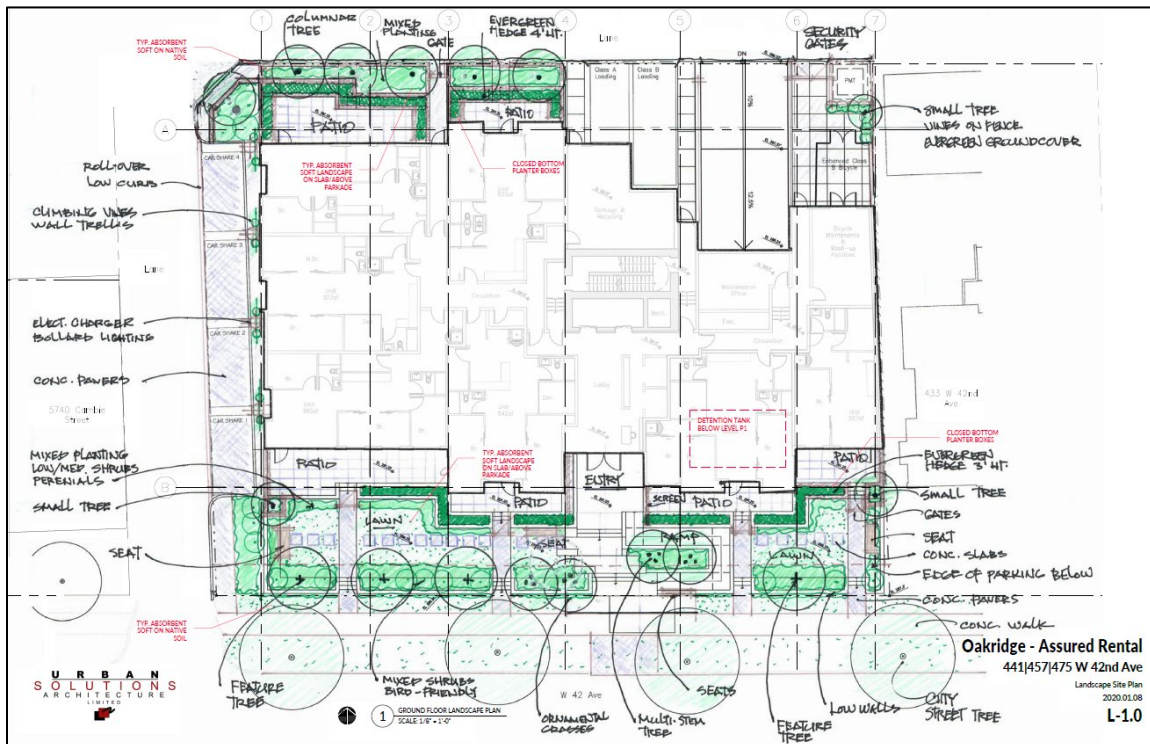
### Cross Section – North/South



## Cross Section – East/West



## Landscape Plan – Level 1





### Landscape Plan – Tower Level 5 (Podium Roof)



**Perspective – View Looking North East**



**Perspective – View Looking North West**

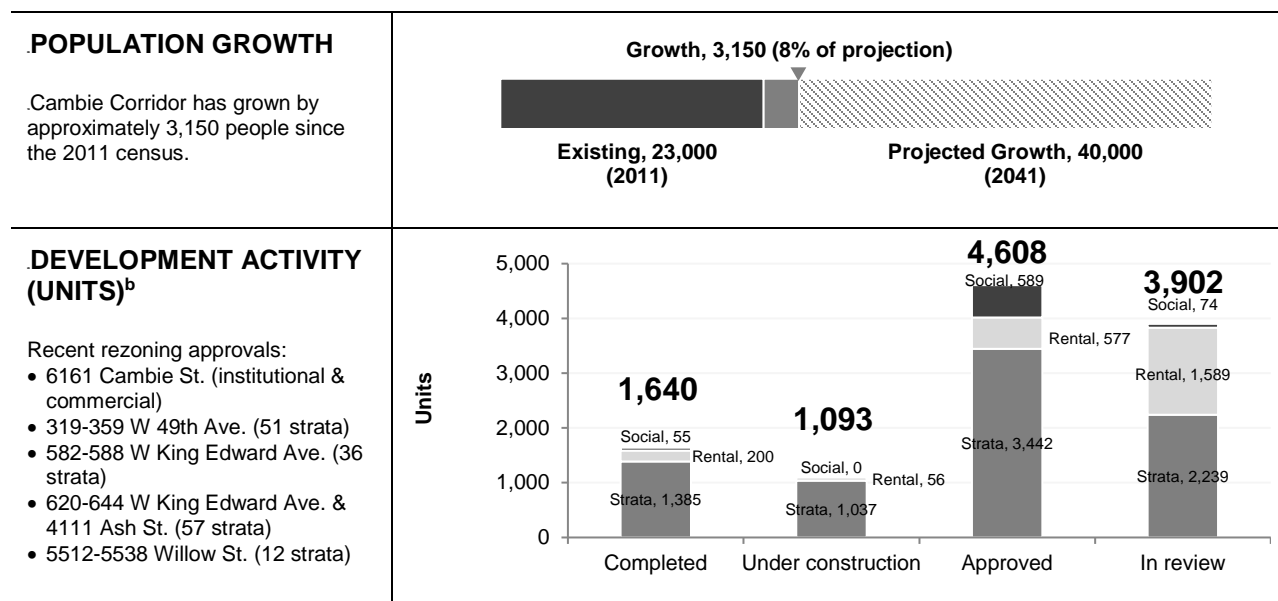


**Perspective – View from Above**



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**441-475 West 42nd Avenue**  
**PUBLIC BENEFITS IMPLEMENTATION TRACKING**  
**CAMBIE CORRIDOR PLAN (2018) – North of 57th Ave<sup>a</sup>**  
Updated End of Year 2019



**PUBLIC BENEFITS ACHIEVED – North of 57<sup>th</sup> Ave<sup>a</sup>**

Category	Anticipated Public Benefits by 2048 (+) <sup>c</sup>	Completed (•) or In Progress (◦)	% <sup>d</sup>
Housing <sup>b</sup>	+ 2,250 additional social housing units + 4,700 secured market rental units + 400 below-market rental units	<ul style="list-style-type: none"> <li>• 55 social housing units (5688 Ash St, 4899 Heather St) and 98 temporary modular housing units (4949 Heather St)<sup>g</sup></li> <li>• 200 rental units (460 W 41st Ave, 4867 Cambie St, 611 W 41st Ave, 210-262 W King Edward Ave)</li> <li>◦ 56 rental units (6318 Cambie St)</li> </ul>	5%
Childcare	+ 1,080 spaces for all age groups	<ul style="list-style-type: none"> <li>• Restoration of outdoor play area at 8 Oaks Acorn childcare</li> </ul>	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"> <li>• Traffic calming</li> <li>• 45th Avenue Bikeway</li> <li>◦ 29th and Cambie Plaza</li> </ul>	10%
Culture	+ 5 new artist studios	<ul style="list-style-type: none"> <li>• Public art from rezonings</li> </ul>	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"> <li>• James Residence (567 King Edward Ave)</li> <li>• Milton Wong Residence (5010 Cambie St)</li> <li>◦ 5% allocation from cash community amenity contributions in Cambie Corridor</li> </ul>	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"> <li>• Upgrades to Riley Park and Hillcrest Park</li> <li>• Lillian To Park (17th and Yukon)</li> <li>• Playground Renewal at Douglas Park</li> </ul>	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 three 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 projects that have either been completed or are under construction are included in this section. This tracker also includes information about the progression of larger projects in the scoping/planning/design phase, and City programs.

### **Other Notes**

<sup>a</sup> 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.

<sup>b</sup> 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.

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

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

<sup>e</sup> In Prior PBS Trackers, temporary modular housing units were considered social housing units. Here, they are separated.

**441-475 West 42nd Avenue  
PUBLIC BENEFITS SUMMARY**

**Project Summary:**

18-storey residential building, with four-storey podium, containing 124 secured rental residential units, with not less than 20% of the floor area (approximately 29 units) to be secured as below-market rental units.

**Public Benefit Summary:**

The proposal would provide 124 secured rental housing units through a Housing Agreement for the longer of the life of the building and 60 years, with at least 20% of the residential floor area secured for below-market rental units at rental rates and operating requirements in accordance with the City's Moderate Income Rental Housing Program. The project would also generate DCLs to be allocated toward the Cambie Corridor Public Benefit Strategy and contributions to public art.

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 1,745.7 sq. m (18,791 sq. ft.))	0.7	6.7
Floor Area (sq. ft.)	13,153.5	125,927
Land Use	Residential	Residential

**Summary of development contributions expected under proposed zoning**

City-wide DCL <sup>1,2</sup>	\$2,268,904
City-wide Utilities DCL <sup>1,2</sup>	\$1,260,567
Public Art	\$249,335
<b>TOTAL VALUE OF PUBLIC BENEFITS</b>	<b>\$3,778,806</b>

**Other Benefits** (non-quantified components):

- 95 market rental units.
- Approximately 29 below-market rental units with rental rates and operating requirements in accordance with the Moderate Income Rental Housing Program.

<sup>1</sup> Based on rates 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.

<sup>2</sup> The proposal is eligible to request a DCL waiver at the development permit application stage. If the applicant requests a DCL waiver, the project would be required to be subject to the maximum average unit sizes for "for-profit affordable rental housing" and maximum average rents by unit type for the below-market units, in accordance with the DCL By-law, as secured by an amendment to the Housing Agreement. The applicant has not requested a DCL waiver for the residential floor area of the proposal; however, they will be eligible to request a DCL waiver at the development permit stage of the approval process. If the DCL waiver is taken, the value of the City-wide DCL waiver on the residential floor area would be approximately \$2,268,904.

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## 441-475 West 42nd Avenue APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

### APPLICANT AND PROPERTY INFORMATION

<b>Street Address</b>	441-475 West 42nd Avenue
<b>Property Identifier (PID) &amp; Legal Description</b>	<i>PIDs 010-337-300, 010-337-296, 010-337-253; Lots 5, 6 and 7, Block 857, District Lot 526, Plan 7737</i>
<b>Applicant / Architect</b>	Urban Solutions Architecture Ltd.
<b>Developer / Property Owner</b>	GEC Oakridge Holdings Inc.

### SITE STATISTICS

<b>Site Area</b>	1,745.7 sq. m (18,791 sq. ft.)
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### DEVELOPMENT STATISTICS

DEVELOPMENT STATISTICS				
	Permitted Under Existing Zoning	Proposed		
Zoning	RS-1	CD-1		
Uses	Residential	Residential		
Max. Density	0.70	6.70		
Floor Area	1,222.0 sq. m (13,153.5 sq. ft.)	11,699.0 sq. m (125,927.0 sq. ft.)		
Maximum Height	10.7 m (35.1 ft.)	Top of Parapet: 57.7 m (189 ft.) Top of Amenity: 61.0 m (200 ft.)		
Unit Mix	--	One-bedroom 9 Two-bedroom 62 Three-bedroom 7 Four-bedroom 46 Total 124		
Parking	Per Parking By-law	Required: Residential 105 Total 105	Proposed: Residential 43 Total 43	
Loading	Per Parking By-law	Class A 1 Class B 1	Class A 1 Class B 1	
Bicycle Spaces	Per Parking By-law	Class A 284 Class B 7	Class A 284 Class B 7	
Natural Assets Trees	On-site Trees – 5 City Trees - 4	On-site Trees Remove – 5 New – 17 City Trees Remove – 0 New - TBD		

\* \* \* \* \*