



REFERRAL REPORT

Report Date: January 26, 2021
Contact: Yardley McNeill
Contact No.: 604.873.7582
RTS No.: 14265
VanRIMS No.: 08-2000-20
Meeting Date: February 9, 2021

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

RECOMMENDATION

- A. THAT the application by Pennyfarthing Hillcrest Developments Ltd., on behalf of Pennyfarthing Properties Grayson North Ltd., the registered owner, to rezone 4118-4138 Cambie Street [*Lot 1, Block 681, District Lot 526, New Westminster District, Plan EPP92886; PID 030-954-894*] from RS-1 (Residential) District to CD-1 (Comprehensive Development) District, to increase the floor space ratio (FSR) from 0.70 to 2.94 and the height from 10.7 m (35 ft.) to 22.0 m (72 ft.) and 25.0 m (82 ft.) for the portion with rooftop amenity, to permit the development of a six-storey building containing 90 secured market rental units, be referred to a Public Hearing together with:
- (i) plans prepared by Raymond Letkeman Architects Inc., received October 17, 2018 and supplemental plans received August 4, 2020;
 - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
 - (iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application in principle, including approval in principle of the form of development, subject to the Conditions of Approval contained in Appendix B;

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

- B. THAT, subject to approval in principle of the rezoning and the Housing Agreement described in Appendix B, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment, after the

Housing Agreement has been agreed to and signed by the property owner and their mortgagee(s) and prior to enactment of the CD-1 By-law.

- C. THAT, subject to approval of the CD-1 By-law, the Subdivision By-law be amended generally as set out in Appendix C;

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Subdivision By-law at the time of enactment of the CD-1 By-law.

- D. THAT Recommendations A through C be adopted on the following conditions:
- (i) THAT the passage of the above resolutions create 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 the site at 4118-4138 Cambie Street from RS-1 (Residential) District to CD-1 (Comprehensive Development) District, to permit the development of a six-storey residential building containing 90 secured market rental units all over two levels of underground parking. A height of 22.0 m (72 ft.) and a density of 2.94 FSR are proposed.

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

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council Policies for this site include:

- Cambie Corridor Plan (2011, last revised May 2018)
- Cambie Corridor Public Realm Plan (2018)
- Family Room: Housing Mix Policy for Rezoning Projects (2016)
- High-Density Housing for Families with Children Guidelines (1992)
- Green Buildings Policy for Rezoning (2010, last amended 2017)
- Zero Emissions Building Plan (2016)

- Urban Forest Strategy (2014)
- Tenant Relocation and Protection Policy (2015, last amended 2019)
- Vancouver Development Cost Levy By-law No. 9755
- Vancouver Utilities Development Cost Levy By-law No. 12183

REPORT

1. Site and Context

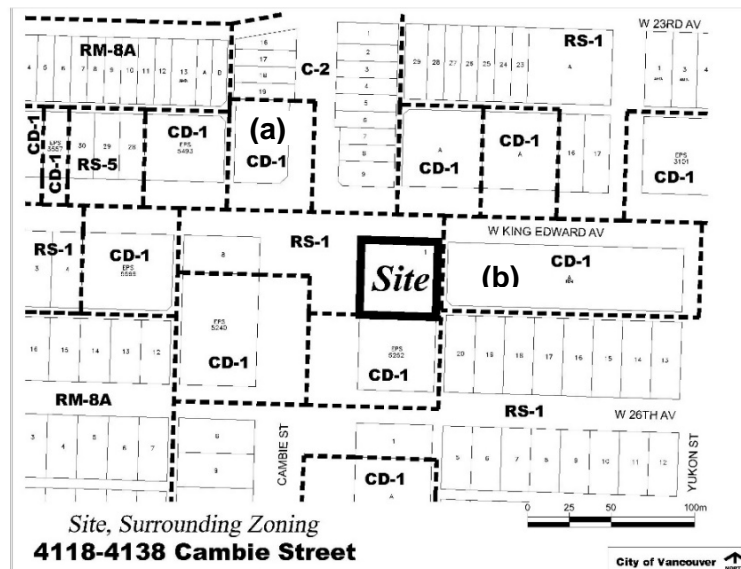
The subject site is located at the southeast corner of Cambie Street and West King Edward Avenue (See Figure 1), with a frontage of 45.1 m (148 ft.) along Cambie Street and a frontage of approximately 45.9 m (151 ft.) along King Edward Avenue. It is comprised of one RS-1 zoned lot totaling approximately 2,064.4 sq. m (22,221 sq. ft.) in size and currently developed with two detached homes.

The two detached homes were constructed in 1989 and do not have heritage designations. One of the homes is tenanted with a rental agreement that began in October 2020.

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

The site is located on two arterial streets that are a part of the Metro Vancouver frequent transit service network. The site is across the street from the King Edward Canada Line station. Edith Cavell Elementary School is within a 10-minute walk north and General Wolfe Elementary School is within a 10-minute walk east of the site along. The site is also within a five-minute walk to Queen Elizabeth Park to the south and is in close proximity to three bikeways: Yukon Street, 29th Avenue, and the Heather Street Bikeway.

Additionally, significant rezoning approvals in the immediate area consist of four and six storey strata residential developments, the King Edward Canada Line Station (a) and a six-storey seniors residential development (b) as shown in Figure 1 below.

Figure 1: Location Map – Site and Context

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

- Queen Elizabeth Park is located approximately 400 m south at the 4500 Cambie Street;
- Hillcrest Park is located approximately 700 m southeast at 575 Clancy Loranger Way;
- Braemar Park is located approximately 800 m to the west at 895 W 27th Avenue; and
- Cambie Village is to the north and features a number of local shops and services.

Local School Capacity – The site is located within the catchment of General Wolfe Elementary School at 4200 Ontario Street, which has an operating capacity of 364 students. According to the Vancouver School Board's Draft Long Range Facilities Plan dated May 29, 2019, enrolments in 2017 resulted in a shortage of 21 spaces. By 2027, the draft plan forecasts the shortage growing to 45 spaces. The facilities plan notes that the nearby Brock Elementary has a surplus of 156 spaces and the wider study area of South Hamber will have sufficient space with proposed boundary adjustments to relieve enrolment pressure and balance capacity utilization.

The site is located in the catchment area of Eric Hamber Secondary School located at 5025 Willow Street approximately 1.5 km southwest of the site. This school was at 100% of its 1,600 student capacity in the 2016 academic year. The school will be replaced with a capacity of 1,700 students. Construction is expected to be complete in September 2023.

2. Policy Context

Cambie Corridor Plan – In 2011, Council adopted Phase 2 of the *Cambie Corridor Plan*. The subject site is located within the Queen Elizabeth neighbourhood. Subsection 4.2.2 of the plan specifically supports residential buildings up to six storeys in height for this site. A density range of 2.0 to 2.5 FSR is suggested in the plan. Supportable density is to be determined by analysis based on site-specific urban design and public realm performance. The properties across the lane to the southwest can be considered under the plan for townhouses up to 1.2 FSR.

The housing strategy in the plan requires a minimum of 35% of the units be suitable for families (two bedrooms or more) in multi-dwelling development approvals in accordance with the *Family Room: Housing Mix Policy for Rezoning Projects*.

Housing Vancouver Strategy – In November 2017, Council approved the *Housing Vancouver Strategy* (2018-2027) and the *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, of shifting housing production towards rental to meet the greatest need, and of 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. This rezoning application, if approved, will contribute towards the targets for purpose-built market rental units and family units.

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 by unit type are outlined in the Rental Incentive Programs Bulletin and are updated on an annual basis.

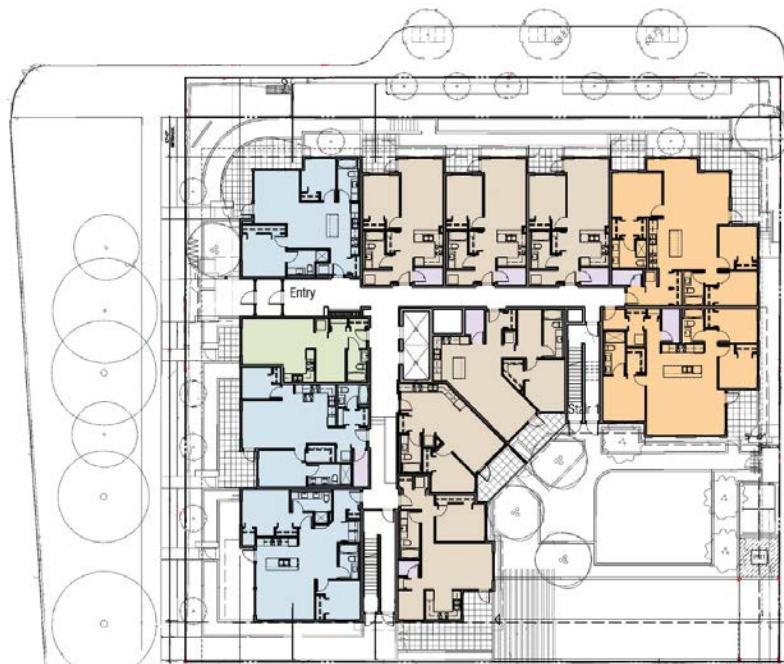
Prior to September 30, 2020, eligible projects were also entitled to a waiver under the Vancouver Utilities Development Cost Levy By-law No. 12183 (the “Utilities DCL By-law”). In-stream rate protection provided under the Vancouver Charter allows eligible projects to apply for a waiver of the Utilities 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).

Strategic Analysis

1. Proposal

In accordance with the *Cambie Corridor Plan*, this application proposes to rezone the site from RS-1 (Residential) District to CD-1 (Comprehensive Development) District to allow the development of a six-storey secured market rental building with 90 units (See Figure 2). The overall density proposed is 2.94 FSR and the maximum building height is 22 m (72 ft.). A shared indoor amenity room connected to an outdoor amenity area is located on the roof, creating a partial seventh storey for a total building height of 25.0 m (82.0 ft.). The application has not requested a DCL waiver for the residential floor area of the development.

Ground level units can be accessed directly from Cambie Street and West King Edward Avenue. A shared outdoor amenity area is located at ground level and includes a children’s play area. There are two levels of underground parking and a surface passenger loading space accessed from the lane.

Figure 2: Site Plan

A previous application for 66 strata residential units for this site was approved in principle at a Public Hearing on March 12, 2019. The applicant subsequently chose not to proceed with enacting the rezoning and withdrew the application. The current application for rental housing was received in August 2020. As the 2019 rezoning application was withdrawn and not enacted, the 2020 application requires a new report and Public Hearing. The density, height, and form of development have not changed from what was approved in the 2019 rezoning report, except that the new application proposes additional units in the form of secured market rental units in the place of strata-titled units.

The *Community Amenity Contributions – Through Rezoning* policy exempts rezoning projects that are routine, lower density (six storeys and below) secured market rental housing that comply with the City's rental policies. The previous application with strata tenure included a Community Amenity Contribution (CAC) of \$3,400,771. By changing to secured market rental units, the current proposal is now exempt from a CAC. The public benefit associated with this project would be the creation of 90 secured rental housing units.

Supplemental drawings were submitted, showing the reconfiguration of the interior plans to accommodate a change in bedroom mix. This reconfiguration meets the current requirements of the *Family Room: Housing Mix Policy for Rezoning Projects*. See the Appendices E and H for proposal information.

The conditions of rezoning approval are contained in Appendix B, while many are similar to the 2017 report, current City policies, guidelines, bulletins, and development permit submission requirements apply to this project.

2. Land Use

The *Cambie Corridor Plan* anticipates residential uses for this area and the proposal is consistent with the Plan.

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

The site is located in the Queen Elizabeth neighbourhood of the *Cambie Corridor Plan*, where six-storey apartments along Cambie Street are anticipated. Four-storey apartments along King Edward Avenue are anticipated.

Existing Zoning – If the site were to redevelop under the existing RS-1 zoning, a single detached dwelling could be constructed, with the option to include a secondary suite and a laneway house or alternatively, a two-family dwelling (duplex) could be constructed and be strata-titled with the option of one lock-off basement rental suite. This property could also be subdivided into two RS-1 lots.

Height and Density – The proposed six-storey building with a density of 2.94 FSR and a height of 22 m (70 ft.) is generally consistent with the density, height, and form of development set out in the plan.

The proposed building anchors the southeast corner of King Edward Avenue and Cambie Street while framing a rear courtyard which provides outdoor amenity, open space and access to daylight for the development (see Figure 3). Additional common and private outdoor amenity decks are located at the rooftop, as well as a green roof with substantial planting. The green roof provides a visual and social amenity, as well as contributing to the building's performance with regards to the City's sustainability objectives.

Staff are supportive of the proposed form of development subject to conditions outlined in Appendix B, which include design development to provide an improved interface with the public realm with a terraced, natural stone retaining wall and continuous landscape border along the site edges. The Urban Design Panel reviewed and supported this application on May 30, 2018 (see Appendix D).

Figure 3: Perspective view at the corner of Cambie Street and West King Edward Avenue

4. Housing

The *Housing Vancouver Strategy* and associated 3-Year Action Plan is the culmination of a year-long process of gathering, synthesizing and testing new ideas and approaches to addressing housing affordability in Vancouver. This application, if approved, would add 90 rental-housing units, which would contribute to the targets set out in the *Housing Vancouver Strategy* (see Figure 4).

Figure 4: Progress towards 10-Year Housing Vancouver Targets for Purpose-Built Market Rental Housing as of September 30, 2020

Housing Type	10-year target	Units Approved Towards Targets
Purpose-Built Market Rental Housing Units	20,000	4,629

Note that tracking progress towards 10-year Housing Vancouver targets began in 2017

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

*** Includes Developer-Owned Below-Market Rental Housing*

Housing Mix – On July 13, 2016, Council adopted the *Family Room: Housing Mix Policy for Rezoning Projects* policy that requires a minimum of 35 percent family units. These units must be designed in accordance with the *High Density Housing for Families with Children Guidelines*. This application would deliver 32 family units (36% of all units) thereby exceeding the policy. Figure 5 summarizes the change in bedroom mix between the previous proposal for strata and the current proposal for rental.

Figure 5: Proposed Rental Units

	Strata (previous)	Rental (proposed)
Studio	1 (1%)	21 (23%)
1 Bed	34 (52%)	37 (41%)
2 Bed	17 (26%)	32 (36%)
3 Bed	14 (21%)	0 (0%)
Total	66 (100%)	90 (100%)

As a part of the new application, supplementary drawings were provided to demonstrate the proposed changes to the interior units and demonstrate that the conditions in Appendix B can be met.

Vacancy Rates – Vancouver has exhibited historically low vacancy rates in the last 30 years. In 2019, the purpose-built apartment vacancy rate was 1 per cent in Vancouver. The vacancy rate (based on the *CHMC Market Rental Survey*) for the Southeast Vancouver area within which this site is located is 1.3%. A vacancy rate of 3-5% represents a balanced market.

Average Rents and Income Thresholds – The average rents on the westside for various units are shown in Figure 5. Rent increases over time are subject to the *Residential Tenancy Act*.

Figure 6: Market Rents in Newer Westside Buildings, Costs of Ownership and Household Incomes Served

	Average Market Rent in Newer Buildings – Westside (CMHC, 2019)¹	Annual Income Required to Afford Monthly Rent²	Monthly Costs of Ownership for Median-Priced Unit – Westside (BC Assessment 2019)³	Annual Income Required to Afford Monthly Costs for Ownership²
Studio	\$1,804	\$72,160	\$2,819	\$112,760
1-bed	\$1,999	\$79,960	\$3,413	\$136,520
2-bed	\$3,059	\$122,360	\$5,191	\$207,640
3-bed	\$3,876	\$155,040	\$8,571	\$342,840

1. Data from the October 2019 CMHC Rental Market Survey for buildings completed in the year 2010 or later on the Westside of Vancouver
2. Based on 30% of annual income
3. 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.

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 90 units would be secured through a Housing Agreement and a Section 219 Covenant for the longer of 60 years or the life of the building. Covenants will be registered on title to prohibit the stratification and separate sale of individual units. The addition of new market rental housing units contributes toward the Housing Vancouver targets. Conditions related to securing the units are contained in Appendix B.

Existing Tenants – In July 2019, Council amended the *Tenant Relocation and Protection Policy* (the “TRP Policy”), extending 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.

As the application involves a single RS-1 lot developed with two single-detached houses, the updated Tenant Relocation and Protection Policy does not apply to the proposed rezoning application. The two detached homes were on lots that were assembled following approval of the previous application, and prior to the updated TRP policy. One of the houses is occupied with a tenancy that began October 1, 2020. The other house is vacant.

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

Development Cost Levy Waiver – This application is eligible to seek a DCL waiver. If the applicant seeks the waiver, they will be required to request it during the Development Permit application process by submitting a DCL Waiver Form, including a final rent roll that sets out the starting monthly rents at the time of the occupancy permit, in order to ensure compliance with the DCL By-law. Through the Development Permit application process, the City would also ensure that the average unit sizes do not exceed the maximum thresholds set out by the DCL by-law.

5. Transportation and Parking

Vehicle and bicycle parking is provided on two underground levels accessed from the lane, with surface visitor parking provided at grade. The application proposes a total of 72 vehicle parking spaces for the 90 dwelling units, including four accessible spaces, four visitor spaces, and one passenger loading space. A total of 171 bicycle spaces are proposed. The application will be required to meet the Parking By-law and will be eligible for parking reductions and alternative sustainable transportation options available under Transportation Demand Management (TDM).

Engineering conditions of approval are set out in Appendix B, which also address the above parking requirements.

6. Environmental Sustainability and Natural Assets

Green Buildings – The *Green Buildings Policy for Rezoning*s requires that rezoning applications satisfy either the near zero emission buildings or low emissions green buildings conditions within the policy.

This application has opted to satisfy the *Green Buildings Policy for Rezoning*s under the low emissions green buildings requirements. The low emissions green buildings pathway represents City priority outcomes, establishing limits on heat loss, energy use, and greenhouse gases, and

drawing on industry best practices to create more efficient, healthy and comfortable homes and workplaces. The applicant has submitted preliminary energy modeling analysis detailing building performance strategies to meet the energy use intensity, greenhouse gas and thermal demand targets. Additionally, all development approvals will need to meet rainwater management requirements for retention, rate control, cleaning, and safe conveyance. Conditions 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 permission be sought to remove trees which meet certain conditions. The intent is to retain and protect as many healthy, viable trees as possible, while still meeting the challenges of development, housing priorities and densification. This is in keeping with City goals to achieve resilient and healthy natural systems in our urban areas.

There are a total of eight on-site trees and six City street trees associated with this development. All eight trees on site are proposed to be removed and all six City street trees will be retained. A total of 26 on-site trees are proposed to be replaced around the perimeter of the site, in the courtyard amenity space, and on the roof. See Appendix B for landscape and tree conditions.

7. Public Input

Public Notification – A rezoning information sign was installed on the site on September 21, 2020. Approximately 1,241 notification postcards were distributed within the neighbouring area on or about September 2, 2020. Notification and application information, as well as an online comment form, were initially provided on the Rezoning Centre’s applications webpage (vancouver.ca/rezapps) and subsequently re-directed to the City’s new digital engagement platform *Shape Your City Vancouver* (shapeyourcity.ca). As the form of development has not changed from the previous application from March 2016, a virtual open house was not held. Staff responded to questions submitted by the public throughout the application process.

Public Response and Comments – Public input was received throughout the application process through online questions and comment forms, and by email and phone. A total of seven submissions were received.

Figure 7: Overview of Notification, Responses and Overall Position

Public notification	
Notification postcards	1,241
Public response	
Online comment forms	6
Other input	1
Total submissions	7

Comments of support included commending the addition of rental units in a time of low vacancy rates and a housing shortage.

Comments of concern noted the low number of underground parking spaces proposed which would cause additional parking onto nearby streets, presently for local residents. There were

concerns about the low proportion of family sized units, the building not contributing to the character to the neighbourhood, and the lack of retail space. Other comments were about the density for the site being low for a major arterial intersection near rapid transit, and concern that nearby community facilities are at capacity and underfunded due to CAC waivers.

8. Public Benefits

Development Cost Levies (DCLs) – The site is subject to the City-wide DCL and the Utilities DCL on the proposed 6,069.3 sq. m (65,330 sq. ft.) of residential floor area. Based on rates in effect as of September 30, 2020, the DCLs are estimated to be \$1,831,200.

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.

In accordance with amendments to Section 3.1B of the Vancouver DCL By-law approved by Council on November 26, 2019, rezoning projects that are not subject to Community Amenity Contributions (CACs) may request a DCL waiver at the development permit application stage. This application is exempt from CACs and is eligible to request a DCL waiver.

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 \$1,177,247. This amount excludes the Utility DCL. 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 Program for Rezoned Developments* requires rezoning applications having a floor area of 9,290 sq. m (100,000 sq. ft.) or greater provide on-site artwork or cash-in-lieu as a condition of rezoning. As the proposed floor area is below the minimum threshold, no public art contribution will arise from this application.

Community Amenity Contributions (CACs) – Within the context of the City's *Financing Growth Policy* and the *Cambie Corridor Plan*, an offer of a CAC to address the impacts of rezoning can be anticipated from the owner of a rezoning site. CAC offers take into consideration community needs, area deficiencies, and the impact of the proposed development on City services.

The previous application with strata tenure included a Community Amenity Contribution (CAC) of \$3,400,771. By changing to secured market rental units, the current proposal is now exempt from a CAC as the CAC Policy for rezonings exempts rezonings for routine, lower density secured market rental that comply with the City's rental policies. The public benefit achieved for this application is secured market rental housing. No further contribution towards public benefits is anticipated in this instance.

Rental Housing – The applicant has proposed that all 90 of the residential units will be secured rental housing units. The public benefit accruing from these units is their contribution to the City's rental housing stock for the longer of the life of the building and 60 years. As set out in

Appendix B, a Housing Agreement and Section 219 Covenant are required to be registered on title to preclude the stratification and/or separate sale of individual units. See Appendix F for details of the *Cambie Corridor Plan* public benefits implementation tracking and Appendix G for a summary of all of the public benefits for this application.

Financial Implications

Based on rates in effect as of September 30, 2020, total DCLs of approximately \$1,831,200 would be expected from this development.

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. The value of the potential City-wide DCL waiver on the residential floor area would be approximately \$1,177,247.

No public art contribution is expected from this rezoning.

The 90 rental housing units will be privately owned and operated, secured by a Housing Agreement and Section 219 Covenant for the longer of 60 years and the life of the building.

As noted in the section on Strategic Analysis, the current proposal for secured rental tenure is exempt from CACs as such the cash CAC contribution of \$3,400,771 offered as part of the previous application will no longer apply. No public art contribution is applicable.

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

CONCLUSION

Staff review of the application has concluded that the proposed land use, density, housing mix, form of development and public benefits are consistent with the intent 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 the draft CD-1 By-law provisions generally shown in Appendix A with a recommendation that these be approved, subject to the Public Hearing, along with the conditions of approval listed in Appendix B, including approval in principle of the form of development as shown in plans included as Appendix E.

* * * * *

4118-4138 Cambie Street
DRAFT BY-LAW PROVISIONS

Note: A By-law to rezone an area to CD-1 will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

Zoning District Plan Amendment

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

[Note: Schedule A, not attached to this appendix, is a map that amends the City of Vancouver zoning map. Should the rezoning application be referred to Public Hearing, Schedule A will be included with the draft by-law that is prepared for posting.]

Designation of CD-1 District

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

Uses

3. Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
 - (a) Dwelling Uses, limited to Multiple Dwelling; and
 - (b) Accessory uses customarily ancillary to the uses permitted in this section.

Conditions of use

4. The design and layout of at least 35% of the dwelling units must:
 - (a) be suitable for family housing;
 - (b) include two or more bedrooms; and
 - (c) comply with Council's "*High-Density Housing for Families with Children Guidelines*".

Floor area and density

- 5.1 Computation of floor area must assume that the site area is 2,064.4 m², being the site area at the time of the application for the rezoning application evidenced by this By-law, and before any dedications.
- 5.2 The floor space ratio for all uses must not exceed 2.94.
- 5.3 Computation of floor area must include all floors of all buildings, having a minimum ceiling height of 1.2 m, including earthen floors and accessory buildings, both above and below ground level, measured to the extreme outer limits of the buildings.
- 5.4 Computation of floor area must exclude:
- (a) open residential balconies or sun decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:
 - (i) the total floor area of all such exclusions must not exceed 12% of the residential floor area, and
 - (ii) the balconies must not be enclosed for the life of the building;
 - (b) patios and roof gardens, provided that the Director of Planning first approves the design of sunroofs and walls;
 - (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses, which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which are at or below base surface, except that the maximum exclusion for a parking space must not exceed 7.3 m in length; and
 - (d) all residential storage area above or below base surface, except that if the residential storage area above base surface exceeds 3.7 sq. m per dwelling unit, there will be no exclusion for any of the residential storage area above base surface for that unit.
- 5.5 Computation of floor area may exclude amenity areas, except that the total exclusion for amenity areas must not exceed 10% of permitted floor area.
- 5.6 The use of floor area excluded under sections 5.4 and 5.5 must not include any use other than that which justified the exclusion.

Building Height

- 6.1 Building height, measured from base surface, must not exceed 22.0 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 25.0 m.

Horizontal angle of daylight

- 7.1 Each habitable room must have at least one window on an exterior wall of a building.
- 7.2 The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24.0 m.
- 7.3 Measurement of the plane or planes referred to in Section 7.2 must be horizontally from the centre of the bottom of each window.
- 7.4 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement, if:
 - (a) the Director of Planning or Development Permit Board first considers all of the applicable policies and guidelines adopted by Council; and
 - (b) the minimum distance of unobstructed view is not less than 3.7 m.
- 7.5 An obstruction referred to in Section 7.2 means:
 - (a) any part of the same building including permitted projections; or
 - (b) the largest building permitted under the zoning on any site adjoining CD-1 ().
- 7.6 A habitable room referred to in Section 7.1 does not include:
 - (a) a bathroom; or
 - (b) a kitchen whose floor area is the lesser of:
 - (i) 10% or less of the total floor area of the dwelling unit, or
 - (ii) 9.3 m².

Acoustics

8. 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.

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

Zoning and Development By-law

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

* * * * *

**4118-4138 Cambie Street
CONDITIONS OF APPROVAL**

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

PART 1: CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

Note: Consideration by Council at the Public hearing of the proposed form of development is in reference to plans prepared by Raymond Letkeman Architects Inc., received October 17, 2018 and supplemental plans received August 4, 2020, and provides that the Director of Planning may allow minor alterations to this form of development when considering the detailed scheme of development submitted with the development application.

THAT, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the Director of Planning who shall have particular regard to the following:

Urban Design and Landscape Conditions

1.1 Design development to improve the public realm interface as follows:

- (a) Delete the patio stairs that run parallel to W King Edward Ave and the lane and replace with a continuous, soft landscaped border.
- (b) Provide natural stone facing for retaining walls at the site edges.

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

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

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

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

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

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

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

Sustainability

- 1.5 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).

Crime Prevention through Environmental Design (CPTED)

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

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

Housing

- 1.7 The proposed unit mix, including 21 studio units (23 %), 37 one-bedroom units (41 %), and 32 two-bedroom units (36 %) is to be included in the Development Permit drawings.

Note to Applicant: Any change to the unit mix from the rezoning application may only be varied under the discretion of the Director of Planning or Development Permit Board provided that it does not go lower than 35% for two- and three-bedroom units.

- 1.8 The development should be designed in accordance with the *High-Density Housing for Families with Children Guidelines*, including the provision of:
- (a) A children's play area of at least 130 sq. m (1,400 sq. ft.) in size (S. 3.3.2 (a));
 - (b) Outdoor seating with direct line of sight to the play area (S. 3.4.3);
 - (c) A minimum of 2.3 sq. m (24.7 sq. ft.) of bulk storage for each dwelling unit (S. 4.4.2);
 - (d) Multi-purpose indoor amenity space at least 37 sq. m (398 sq. ft.) with a wheelchair accessible washroom and kitchenette. Consider positioning this adjacent to the children's play area to enable parental supervision from the amenity room (S. 3.7.3); and
 - (e) A balcony with 1.8 by 2.7 m minimum dimensions (S. 4.3.2).

Engineering

- 1.9 Water Sustainability Act: Construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a provincial Approval or License. Applications for provincial Approvals or Licenses 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.

For more information: <https://www2.gov.bc.ca/gov/content/environment/air-land-water/water/water-licensing-rights/water-licences-approvals>

- 1.10 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.
- 1.11 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.
- 1.12 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.

- 1.13 Clarify garbage pick-up operations. Please provide written confirmation that a waste hauler can access and pick up from the location shown without reliance of the lane for extended bin storage. If this cannot be confirmed then an on-site garbage bin staging area is to be provided adjacent the lane.
- 1.14 Provision of a landscape plan that reflects the off-site improvements sought for this rezoning, including the following statement to be placed on the landscape plan.
- 1.15 The landscape plan is to be noted as "NOT FOR CONSTRUCTION" and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Please contact Engineering, Development Services and/or your Engineering, Building Site Inspector for details.
- 1.16 Delete specialty paving from City right-of-way on Cambie St. (refer to drawing L-1.1)
- 1.17 Delete proposed street trees from City right of way on W King Edward Ave frontage. (refer to drawing L-1.1)
- 1.18 Remove bulge (bus layby) on W King Edward Ave frontage from all drawings. (refer to drawing L1-1)

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

- 1.19 Design development to improve access and design of bicycle parking and comply with the Bicycle Parking Design Supplement.
 - (a) All Class B bike parking to be provided on private property and should not encroach in any way on public property.
- 1.20 Design development to improve the parkade layout and access design and comply with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services, including the following:
 - (a) Modification of grades on the ramp and in parking areas.
 - (i) Ramp slopes must not exceed 10% for the first 20 ft. from the property line.
 - (ii) Ramps over 12.5% slope and are exposed to the weather to be heated.
 - (b) Improve visibility for two-way vehicle movement at turns. Convex mirrors or increased corner cuts are recommended.
- 1.21 The following information is required for drawing submission at the development permit stage to facilitate a complete Transportation review:

- (a) A complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided.
- (b) All types of parking and loading spaces individually numbered, and labelled on the drawings.
- (c) Dimension of column encroachments into parking stalls.
- (d) Dimensions for typical parking spaces.
- (e) Dimensions of additional setbacks for parking spaces due to columns and walls.
- (f) Dimensions of manoeuver aisles and the drive aisles including at the parkade entrance and all gates.
- (g) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, security gates and trellises. These clearances must consider mechanical projections and built obstructions.
- (h) Areas of minimum vertical clearances labelled on parking levels.
- (i) Design elevations on both sides of the ramps and drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances. The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings.
- (j) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable.
- (k) Existing street furniture including bus stops, benches etc. to be shown on plans.
- (l) The location of all poles and guy wires to be shown on the site plan.
- (m) Revise landscape drawings to show existing off-site conditions on W King Edward Ave frontage and add note: "specific public realm improvements on W King Edward Ave and Cambie St as per approved City design".

Green Infrastructure

- 1.22 Provision of a Rainwater Management Plan (RMP) that details how the rainwater management system meets the requirements for retention, cleaning and safe conveyance, prepared by a subject matter expert (Engineer) and signed/sealed by same, subject to review and acceptance by the City Engineer. The applicant should take into account the following:
- (a) Runoff from the first 24 mm of rainfall from all areas, including rooftops, paved areas, and landscape must be retained and treated on site (landscapes over native subsoils with appropriately sized topsoil meets the 24 mm retention requirement).

- (b) Staff will not accept the principle that distinct site areas that have large infiltration and/or storage capacity in some way compensate for those areas of the site that are impervious, without the runoff from the impervious areas being directed towards these absorbent areas, and this being clearly demonstrated.
 - (i) Where areas of growing medium do not have runoff directed on to them (from above) from adjacent impervious surfaces, they shall be assumed to be receiving/treating/storing only the rainfall that falls directly on to them; and
 - (ii) IRMP targets are to be achieved on site i.e. without using street right-of-way.
- (c) The applicant must prioritize methods of retention according to the three tiers below. Justification must be provided for using a lower tier retention option. The tiers are as follows:
 - (i) 1st tier priority green infrastructure practices – Rainwater Harvesting for Reuse, Green Roofs, and Infiltration;
 - (ii) 2nd tier priority green infrastructure practices – Retention within non-infiltrating landscapes, including absorbent landscape on slab, closed bottom planter boxes, and lined bio retention systems; and
 - (iii) 3rd tier priority green infrastructure practices – Detention storage with treatment and slow release.
- (d) Surfaces designed for motor vehicle use and other high pollutant generating surfaces require an additional 24 mm of treatment beyond the first 24 mm retained (for a total of 48 mm treated).
- (e) Water quality volume (24 mm for low pollutant generating surfaces like roofs and 48 mm for high pollutant generating surfaces like driveways) that leaves the site must be treated to a standard of 80% Total Suspended Solids (TSS) removal by mass by using either individual Best Management Practices (BMPs) that meet the standard or treatment trains of BMPs that, when combined, meet the standard. For proprietary treatment devices:
 - (i) Provide product information for all treatment practices; and
 - (ii) Products need to be certified by TAPE - The Technology Assessment Protocol – Ecology Program, Washington State Department of Ecology's process for evaluating and approving emerging rainwater treatment BMPs. The applicant may propose other technologies but must provide supporting information that shows the technology meets the standard.

- 1.23 Green Infrastructure submission requirements must include the following elements:
- (a) Provision of a pre-development site plan showing orthophoto and existing drainage areas and appurtenances.
 - (b) Provision of a site plan that delineates drainage areas, including the area measurements for pervious/impervious areas, and identifies appropriately sized green infrastructure practices for each of those areas.
 - (c) If lower tier green infrastructure options are chosen, then justifications must be included in the Rainwater Management Plan report.
 - (d) Include supplementary documentation for any proprietary products that clearly demonstrates how they contribute to the targets.
- 1.24 Prior to Development Permit issuance, an 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 will included as a schedule in the covenant detailed below. The O&M Manual shall be tailored specifically for the Green Infrastructure (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) Fact sheets (or similar reference material), for proposed plantings.
 - (d) Contact information for any proprietary systems to be located on-site (for example oil/grit separators).
 - (e) Checklists to assist non-technical persons in assessing operation and maintenance performance and requirements.

Note to Applicant: The building/public realm should be designed to show leadership in the City's commitment to Green Building systems including an integrative approach to rainwater management to minimize potable water use and encourage the use of alternative water sources in areas such as toilet flushing and irrigation.

A Section 219 Rainwater Management Agreement Covenant will be required once the Final RWMP is accepted by the City. The Final RWMP will be attached to the covenant and be register on the property's title. The Engineer of Record (EOR) 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 RWM Plan. The EOR is to inform the City by letter bearing the Engineer's

professional seal whether the system has been so constructed, and, if not, sealed “as-built” drawings showing the details of the modified system must be provided. Other legal arrangements may be required to ensure on-going operations of certain green infrastructure systems.

PART 2: CONDITIONS OF BY-LAW ENACTMENT

THAT, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning, Urban Design and Sustainability, the General Manager of Engineering Services and the General Manager of Arts, Culture and Community Services (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 Provision of a 2.0 m wide offset distance measured from the property line for widened sidewalks along W King Edward Ave to be achieved through building setback and surface statutory right-of-way (SRW) for public pedestrian use over a portion of the site. The SRW will be free of any encumbrance such as vents, structure, stairs, and planter walls at grade (and is to accommodate the underground parking structure within the SRW agreement).
- 2.2 Provision of a Services Agreement to detail the on- and off-site works and services necessary or incidental to the servicing of the site (collectively called “the Services”) such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights-of-way for the Services are provided all to the satisfaction of the General Manager of Engineering Services. 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 for 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 2.3, the Services are not excess and/or extended services and the applicant is not entitled to a Latecomer Agreement.
 - (a) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project. Implementation of development(s) at 4118-4138 Cambie St require the following:
 - (i) Separate 56.7 m of 200 mm diameter combined main to 250 mm diameter storm sewer and 200 mm diameter sanitary sewer (lane east of Cambie St). The lengths and diameters of these improvements are approximate and subject to detailed design by Developer’s Engineer.
 - (ii) The post-development 10-year flow rate discharged to the storm sewer shall be no greater than the 10-year pre-development flow rate. The pre-development estimate shall utilize the 2014 IDF curves, whereas the post-development estimate shall utilize the 2100 IDF curves to account for climate change.

- (iii) Developer's Engineer to submit design brief, calculations and/or model, and design drawings to the City. Submittals to be reviewed and accepted by City Engineer.
- (iv) Development to be serviced to the proposed 250 mm storm and 200 mm sanitary sewers in the lane east of Cambie St.
- (v) Developer to submit a Hydrogeological Study to be reviewed and accepted by a City Engineer. The Study shall include a Groundwater Management Plan if groundwater interception will occur and an Impact Assessment if groundwater extraction or dewatering will occur. No groundwater is to be discharged to the City's sewer network post construction, and groundwater extraction shall have no significant negative impacts.

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

- (b) Provision for the construction of, or full funding for, future street improvements from the centerline of Cambie Street and W King Edward Avenue adjacent to the site including any transition areas to connect existing and new curb alignments, all to the satisfaction of the General Manager of Engineering Services. These improvements will generally include the following: new concrete curb and gutter, raised protected bike lane, concrete sidewalk, curb ramps, protected intersection corner, transit passenger infrastructure, and improved street lighting and additional pedestrian scale lighting including adjustment to all existing infrastructure to accommodate the proposed street improvements.
- (c) Arrangements to the satisfaction of the General Manager of Engineering Services for a cash security deposit of \$25,000 retained to ensure protection and replacement of existing bus shelter and litter receptacle.
- (d) Provision of a new standard concrete pedestrian lane crossing, new curb returns and curb ramps at the existing lane crossing on W King Edward Avenue adjacent to the site.
- (e) Provision of new or replacement duct banks adjacent to the development site that meet current City standards. Ducts bank is to consist of electrical and communication ducts sized to meet City needs in a configuration acceptable by the General Manager of Engineering Services and in conformance with applicable electrical codes and regulations. A detailed design will be required prior to the start of any associated street work.

Note to Applicant: As-constructed documentation will be required that includes photographic and measured evidence of the installed number of conduits, their final locations and depths.

- (f) Provision of lane lighting on standalone poles with underground ducts.
- (g) Provision of upgraded street lighting adjacent to the site to current standards including a review of the existing lighting to determine its adequacy and a lighting design as required.

- (h) Provision of pedestrian scale lighting on standalone poles along Cambie St.

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

- (i) Provision of an upgraded pedestrian signal at W King Edward Ave and Cambie St from Audible to Accessible.

2.3 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:

- (i) Condition 2.2(i) for Signal upgrade from audible to Accessible

Note to Applicant: The benefiting area for these works are the properties at the four corners of the intersection

and for and only if the following works constitute excess and/or extended services:

- (ii) Condition 2.2(a)(i) Separate 56.7 m of 200 mm diameter combined main

Note to Applicant: The benefiting area for these works is to be further defined by City of Vancouver Staff.

2.4 Engineering Services will require all utility services to be underground for this development. 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 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. The applicant shall provide written confirmation from BC Hydro that all required electrical plant is provided for on-site.

This proposed development is adjacent to existing BC Hydro electrical works. The applicant shall submit a surveyed clearance drawing to BC Hydro showing all BC Hydro plant and dimensioned clearances from the plant to the development. The applicant shall provide written confirmation from BC Hydro that all required clearances from BC Hydro plant have been satisfied. See BULLETIN 2015-002-EL - Clearances from Existing BC Hydro High Voltage Overhead Conductors and Transformers for more information (<https://vancouver.ca/files/cov/HV-conductor-oil-filled-transformer-clearance-checklist-bulletin-2015-002-el.pdf>).

Note to Applicant: Submission of a Key Plan to the City for review and approval prior to submission of any third party utility drawings. The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan

(<https://vancouver.ca/files/cov/engineering-design-manual.PDF>). All third party service lines to the development shall be shown on the plan (e.g., BC Hydro, Telus, Shaw, etc. The review of third party utility service drawings will not be initiated until the Key Plan is defined.

For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at umb@vancouver.ca.

Sustainability

- 2.5 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.

Housing

- 2.6 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 Section 219 Covenant securing all 90 residential units as secured rental housing units for the longer of 60 years and life of the building, subject to the following additional conditions:
- a) A no separate sales covenant;
 - b) A no stratification covenant;
 - c) That none of such units will be rented for less than one month at a time;
 - d) That all rental units will be secured as a rental for a term of 60 years or the life of the building, whichever is greater; and
 - e) That, if a waiver of the Development Cost Levies is sought pursuant to the Development Cost Levy By-law, all proposed residential units will meet the definition of “for-profit affordable rental housing” in the Development Cost Levy By-law and accordingly, the average size of all residential units will not be greater than specified for for-profit affordable rental housing in the Development Cost Levy By-law, and the average initial rents for all proposed residential units will not exceed rents specified for for-profit affordable rental housing in the Development Cost Levy By-law. A rent roll would be provided indicating the agreed initial monthly rents for each rental unit, when the Housing Agreement is entered into, prior to development permit issuance and prior to DCL calculation during building permit; and
 - f) Such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may in their sole discretion require.

Environmental Contamination

2.7 As applicable:

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

Note to Applicant: Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as registerable charges pursuant to the Land Title Act.

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the By-law and at no cost to the City.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, letters of credit and withholding of permits, as deemed necessary by and in a form satisfactory to the Director of Legal Services. The timing of all required payments, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

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4118-4138 Cambie Street
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENT TO THE SUBDIVISION BY-LAW NO. 5208

Council amends Schedule A of the Subdivision By-law in accordance with the plan labelled Schedule A and attached to and forming part of this By-law, by deleting *Lot 1, Block 681, District Lot 526, New Westminster District, Plan EPP92886; PID 030-954-894* from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

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4118-4138 Cambie Street
ADDITIONAL INFORMATION

1. URBAN DESIGN PANEL MINUTES

EVALUATION: Support with Recommendations

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

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

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

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

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

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

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

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

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

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

Parking access is provided via a knock out panel from the adjacent site which allows for more usable outdoor space in the rear yard. A row of townhouses was not required at the lane noting the potential impact of the parkade entry to the Seniors' Supportive Housing directly across the lane.

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

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

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

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

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

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

The planning team then took questions from the panel

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

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

The applicant then took questions from the panel.

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

THAT the Panel **SUPPORT** the project with the following recommendations to be reviewed by City Staff:

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

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

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

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

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

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

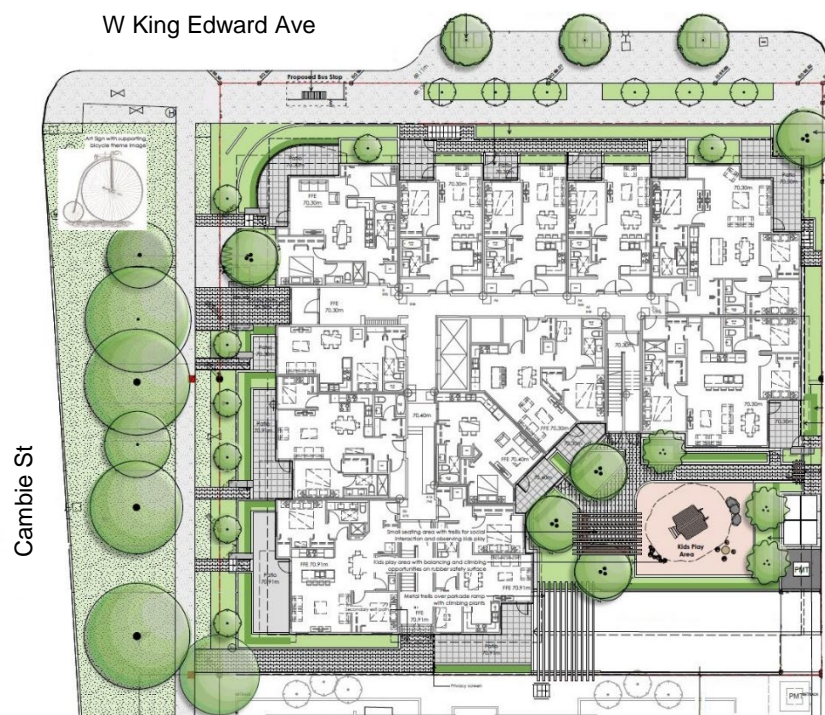
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**4118-4138 Cambie Street
FORM OF DEVELOPMENT**

Site Plan



Landscape Plan



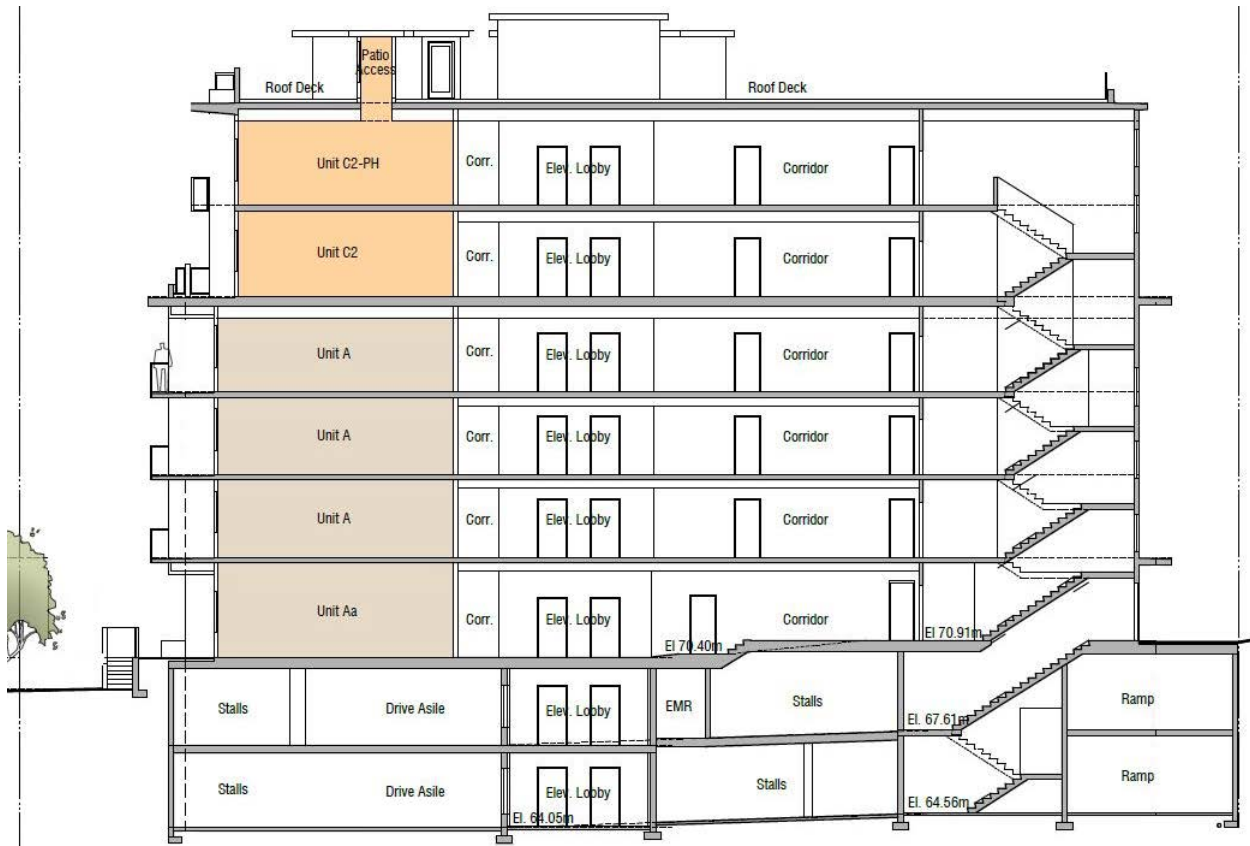
Perspective view from the northwest



Perspective view from Cambie Street looking north



Building Section



Building North Elevation



Building West Elevation

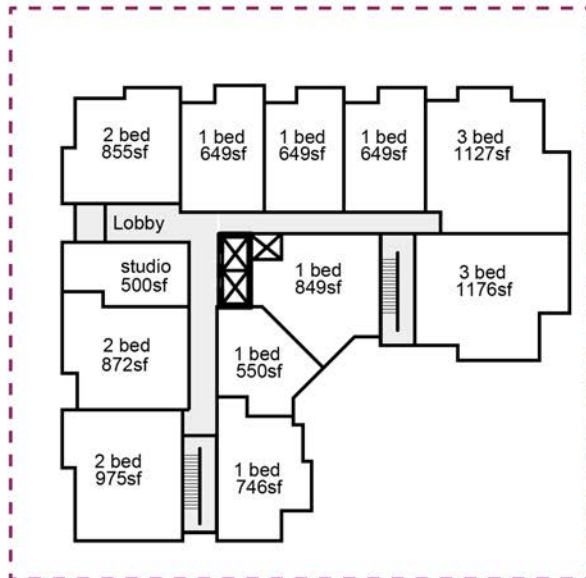


Building East Elevation

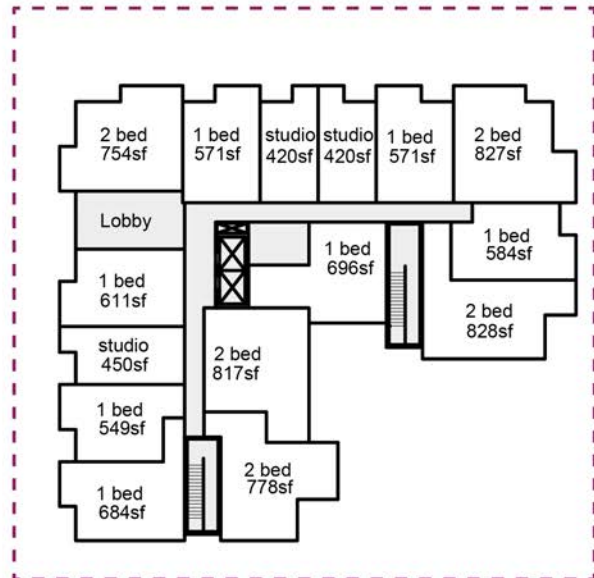


Reconfiguration of Units

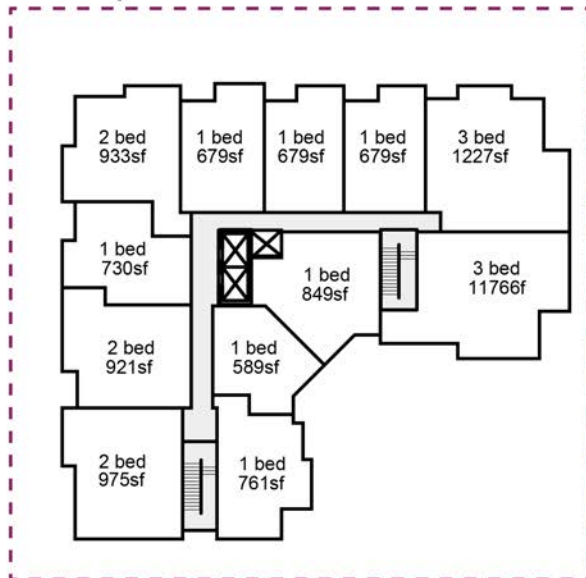
2019 Proposal - Ground Floor



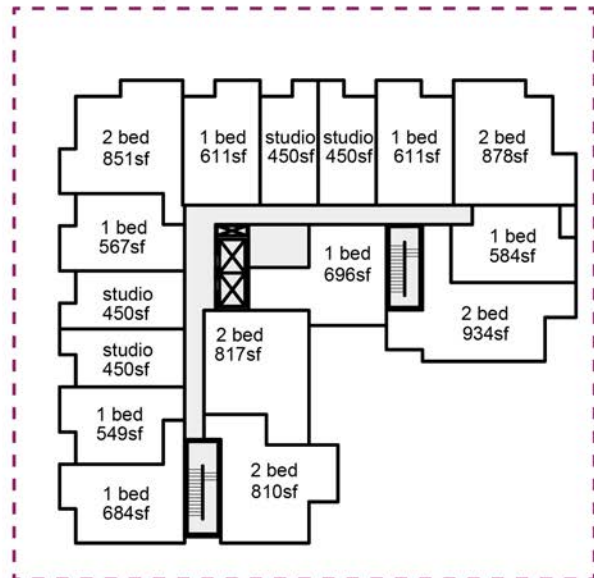
Current Proposal - Ground Floor



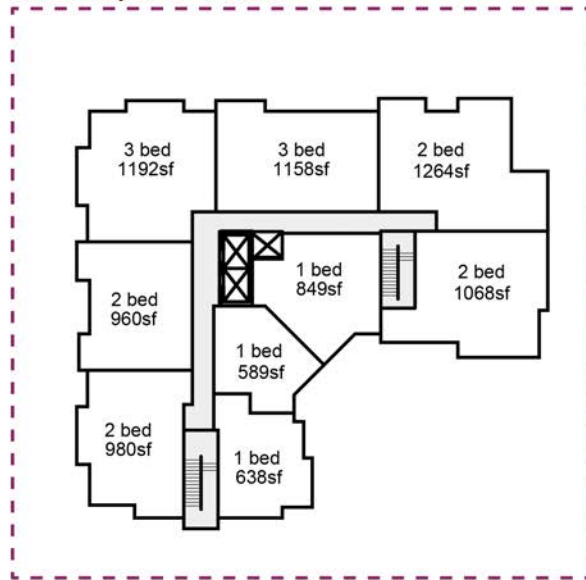
2019 Proposal - Floor 2-4



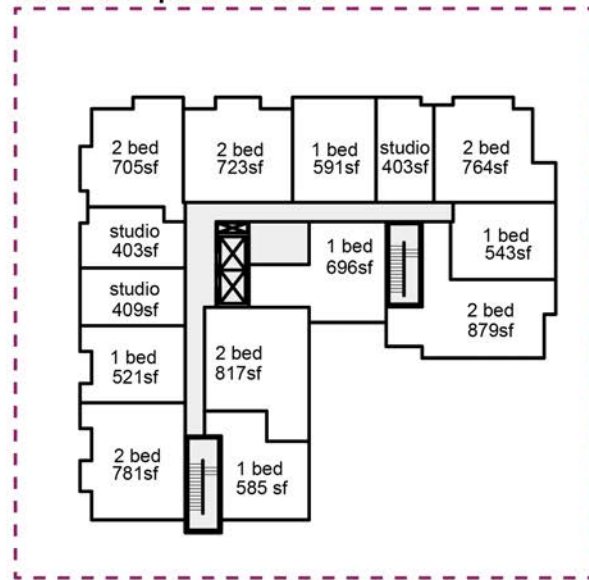
Current Proposal - Floor 2-4



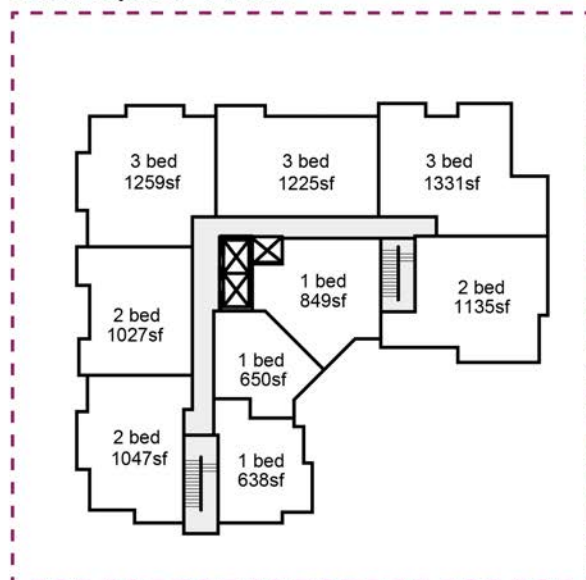
2019 Proposal - Floor 5



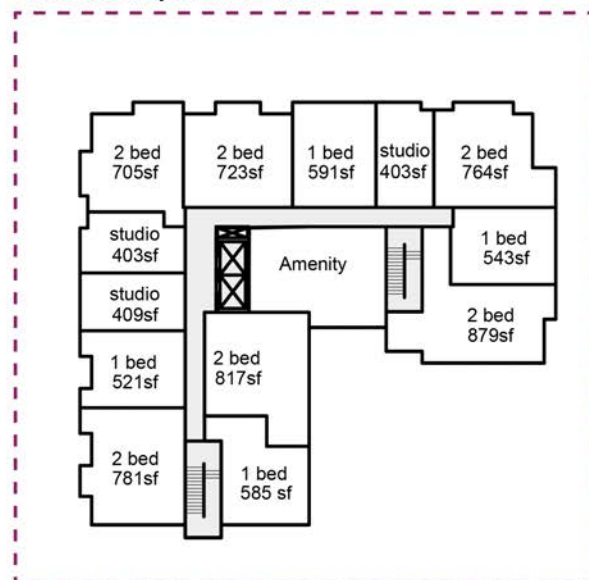
Current Proposal - Floor 5



2019 Proposal - Floor 6

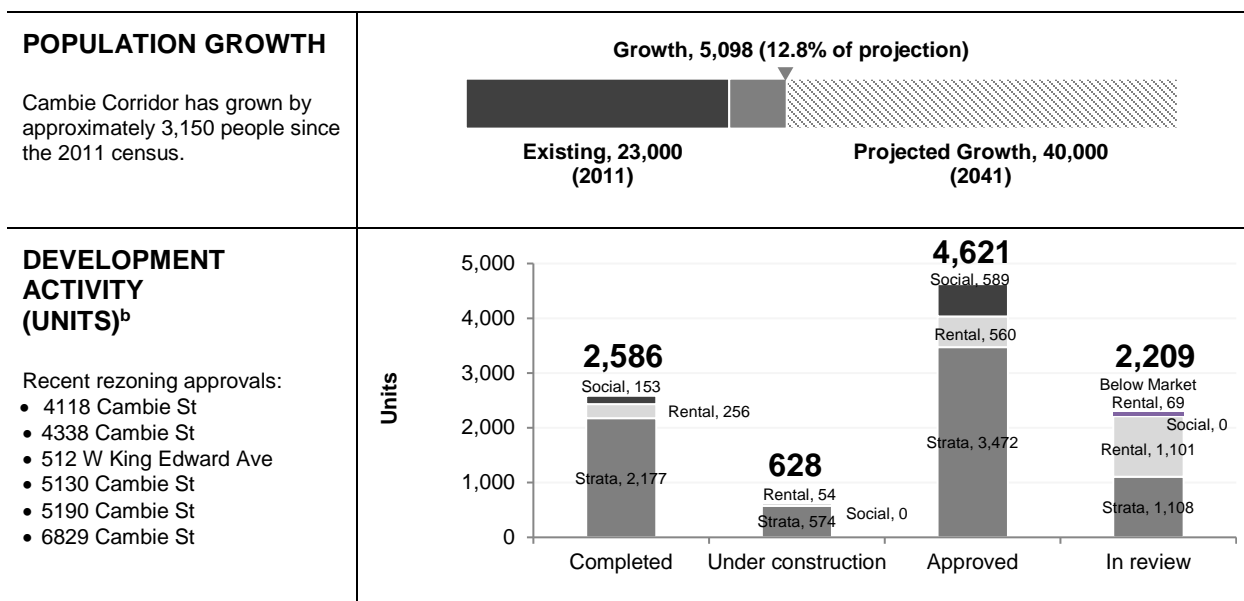


Current Proposal - Floor 6



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**PUBLIC BENEFITS IMPLEMENTATION TRACKING
CAMBIE CORRIDOR PLAN (2018) – North of 57th Ave^a**
Updated Mid-Year 2020



PUBLIC BENEFITS ACHIEVED – North of 57th Ave^a

Category	Anticipated Public Benefits by 2048 (+) ^c	Completed (•) or In Progress (○)	% ^d
Housing^b	<ul style="list-style-type: none"> + 2,250 additional social housing units + 4,700 secured market rental units + 400 below-market rental units 	<ul style="list-style-type: none"> • 55 social housing units (4899 Heather St., 5688 Ash St.) • 98 temporary modular housing units^e • 256 rental units (210-262 W King Edward Ave, 408 W King Edward Ave, 460 W 41 Ave, 611 W 41 Ave) <ul style="list-style-type: none"> ○ 54 rental units (4663 Cambie St, 6137 Cambie St) ○ 290 social units (Oakridge) 	5%
Childcare	<ul style="list-style-type: none"> + 1,080 spaces for all age groups 	<ul style="list-style-type: none"> • Restoration of outdoor play area at 8 Oaks Acorn childcare 	0%
Transportation/ Public Realm	<ul style="list-style-type: none"> + Upgrade/expand walking and cycling networks + Complete Street design on Cambie St. and major streets + "Car-light" greenway on Heather St. 	<ul style="list-style-type: none"> • Traffic calming • 45th Avenue Bikeway • 29th and Cambie Plaza 	10%
Culture	<ul style="list-style-type: none"> + 5 new artist studios 	<ul style="list-style-type: none"> • Public art from rezonings 	N/A
Civic/Community	<ul style="list-style-type: none"> + 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	<ul style="list-style-type: none"> + 5% allocation from cash community amenity contributions in Cambie Corridor 	<ul style="list-style-type: none"> • James Residence (567 King Edward Ave) • Milton Wong Residence (5010 Cambie St) ○ 5% allocation from cash community amenity contributions in Cambie Corridor 	5%
Social Facilities	<ul style="list-style-type: none"> + Additional Seniors' Centre + Youth Hub + Non-profit organization centre 		0%
Parks	<ul style="list-style-type: none"> + New parks on large sites + Queen Elizabeth Park Master Plan and Phase 1 upgrades + 6 plazas and enhanced open spaces + Neighbourhood park improvements 	<ul style="list-style-type: none"> • Upgrades to Riley Park and Hillcrest Park • Lillian To Park (17th and Yukon) • Playground Renewal at Douglas Park ○ Riley Park Pavilion (design) 	5%

EXPLANATORY NOTES

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

Population Growth

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

Development Activity

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

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

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

Public Benefits Achieved

Public benefits 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

^a The Cambie Corridor Plan was a three-phase plan with its final phase approved in 2018. Phase 2 of the Cambie Corridor Plan was approved in 2011 and included land use policies for key sites and arterials. Monies collected between Phase 2 and Phase 3 were allocated/spent corridor-wide through the interim public benefits strategy. Benefits delivered south of 57th Ave include, but are not limited to: affordable housing site; 2 childcare locations; new Family Place; 2 artist studios; Joy Kogawa House acquisition; Marpole Neighbourhood House restoration; and land acquisition toward Marpole Civic Centre.

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

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

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

^e In Prior PBS Trackers, temporary modular housing units were considered social housing units. Here, they are separated.

4118-4138 Cambie Street
PUBLIC BENEFITS SUMMARY

Project Summary

A six-storey market rental building containing a total of 90 units.

Public Benefit Summary:

The project would generate a DCL payment and provide 90 dwelling units secured as market rental housing for the life of the building or 60 years, whichever is longer.

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 2,064.4 sq. m / 22,221 sq. ft.)	0.70	2.94
Buildable Floor Space (sq. ft.)	15,554.7	65,330
Land Use	Single-Family Residential	Multi-Family Residential

Summary of development contributions expected under proposed zoning

City-wide DCL ¹	\$1,177,247
City-wide Utilities DCL ¹	\$653,953
TOTAL VALUE OF PUBLIC BENEFITS	\$1,831,200

Other Benefits (non-quantified components):

- 90 rental housing units secured for the longer of 60 years and life of the building

¹ 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.

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

Property Information

Address	Property Identifier (PID)	Legal Description
4118-4138 Cambie Street	030-954-894	Lot 1, Block 681, District Lot 526, New Westminster District, Plan EPP92886

Applicant Information

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

Development Statistics

	Permitted Under Existing Zoning	2017 Application (Withdrawn)	Proposed
Zoning	RS-1	CD-1	No change
Site Area	2,064.4 sq. m (22,221 sq. ft.)	2,064.4 sq. m (22,221 sq. ft.)	No change
Land Use	Residential	Residential	No change
Maximum FSR	0.70	2.94	No change
Maximum Height	10.7 m (35 ft.)	22.0 m (72 ft.)	22.0 m (72 ft.) Residential floors 25.0 m (82 ft.) with rooftop amenity
Floor Area	1445.1 sq. m (15,554.7 sq. ft.)	6,079.0 sq. m (65,330.0 sq. ft.)	No change
Residential Units		Total: 66 strata units Studios: 1 (1%) One-bedrooms: 34 (52%) Two-bedrooms: 17 (26%) Three-bedrooms: 14 (21%)	Total: 90 rental units Studios: 21 (23%) One-bedrooms: 37 (41%) Two-bedrooms: 32 (36%) Three-bedrooms: 0 (0%)
Parking and Bicycle Spaces	As per Parking By-law	Required as per Parking By-law: 70 vehicle spaces, 0 loading spaces	As per Parking By-Law
Natural Assets	8 on site trees 6 city trees	6 city trees 26 new on-site trees	6 city trees 26 new on-site trees