



## REFERRAL REPORT

Report Date: May 4, 2021  
Contact: Yardley McNeill  
Contact No.: 604.873.7582  
RTS No.: 14464  
VanRIMS No.: 08-2000-20  
Meeting Date: May 18, 2021

TO: Vancouver City Council  
FROM: General Manager of Planning, Urban Design and Sustainability  
SUBJECT: CD-1 Rezoning: 5412 Cambie Street

### RECOMMENDATION

- A. THAT the application by Giant Union Design Architecture and Planning Ltd., on behalf of Xiao Zhen Lin, the registered owner of the land located at 5412 Cambie Street [*PID: 010-681-779; Lot 1 Block 854 District Lot 526 Plan 7240*] to rezone the land from RT-2 (Residential) District to CD-1 (Comprehensive Development) District, to increase the maximum floor space ratio (FSR) from 0.75 to 2.46 and the maximum building height from 9.2 m (30 ft.) to 19.8 m (65 ft.) and to 22.8 m (75 ft.) to accommodate a rooftop amenity space, to permit the development of a six-storey residential building containing 23 strata-titled residential units, be referred to Public Hearing, together with:
- (i) plans prepared by Giant Union Design Architecture and Planning Ltd. received July 20, 2020;
  - (ii) draft CD-1 By-law provisions, generally as set out 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 Direction of Legal Services be instructed to prepare the draft CD-1 By-law, generally as set out in Appendix A, for consideration at Public Hearing.

- B. THAT Recommendation A 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 the site at 5412 Cambie Street from RT-2 (Residential) District to CD-1 (Comprehensive Development) District to permit the development of a six-storey residential building. The application proposes a total of 23 strata-titled residential units over two levels of underground parking. A height of 19.8 m (65 ft.) and 22.8 m (75 ft.) to accommodate a private rooftop amenity space is proposed, with a floor space ratio (FSR) of 2.46.

Staff have assessed the application and conclude that it generally meets the intent of the *Cambie Corridor Plan*. Staff support the application, subject to design development and other conditions outlined in Appendix B. Staff recommend 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 and Cambie Corridor Public Realm Plan (2018)
- Family Room: Housing Mix Policy for Rezoning Projects (2016)
- High-Density Housing for Families with Children Guidelines (1992)
- Green Buildings Policy for Rezoning (2010, last amended 2017)
- Community Amenity Contributions – Through Rezoning (1999, last amended 2018)
- Urban Forest Strategy (2014)

## REPORT

### Background/Context

#### 1. Site and Context

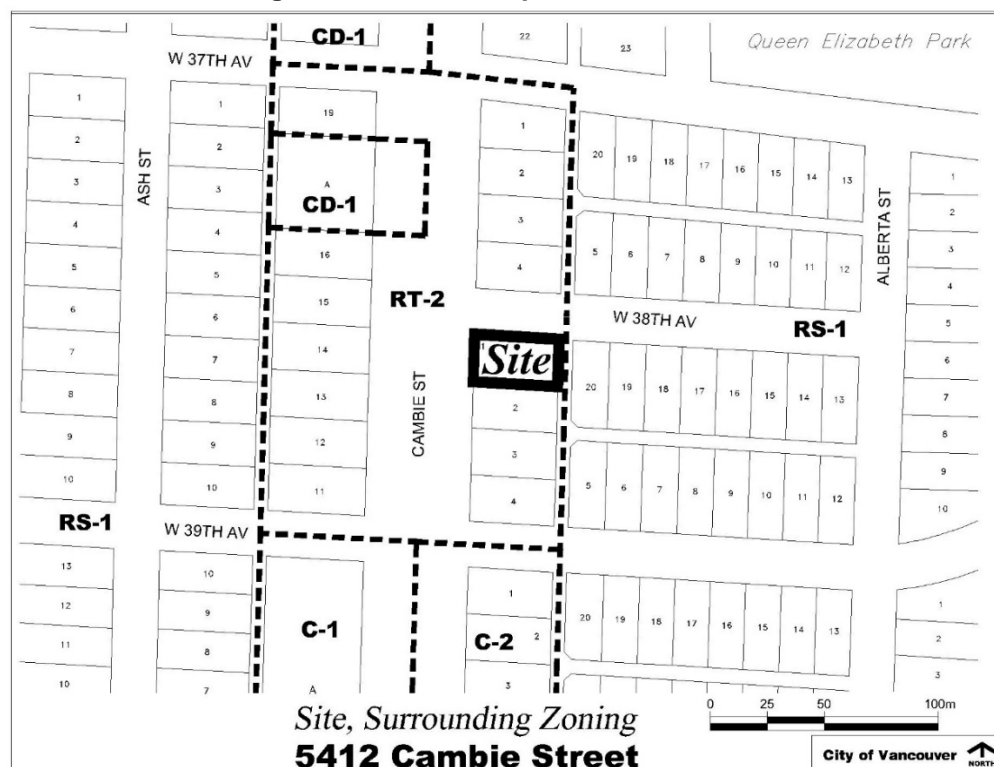
The subject property is located on the southeast corner of Cambie Street and West 38th Avenue within the Oakridge Neighbourhood of the *Cambie Corridor Plan* (the “Plan”) (see Figure 1). The site is comprised of one legal parcel 769 sq. m (8,281 sq. ft.) in area, with a frontage of approximately 20.7 m (68 ft.) and a depth of approximately 37.2 m (122 ft.).

The site is currently zoned RT-2 (Residential) and developed with a duplex, which was built in 1952 and is not deemed to have heritage value. As the application does not propose consolidation of two or more lots, the Tenant Relocation and Protection Policy with respect to rental housing, does not apply to this site.

The site is located three blocks north of West 41st Avenue which is a major arterial with frequent bus service and is about five-minute walk from the Oakridge-41st Avenue Canada Line Station. The site is located in an area undergoing significant change as part of the Oakridge Town Centre, with numerous developments under construction or approved, with heights ranging from six to 27 storeys.

Across the lane to the east of the site, the *Plan* allows strata residential buildings up to four storeys and 100% secured rental buildings up to six storeys. Sites along Cambie Street to the north and south of the subject site are designated for six-storey, mid-rise residential development under the plan.

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



**Local School Capacity** – The site is located within the catchment area of Van Horne Elementary School (5855 Ontario Street) and Eric Hamber Secondary School (5025 Willow Street). According to the Vancouver School Board (VSB)'s *2020 Long Range Facilities Plan* approved on January 25, 2021, both schools will be operating under capacity in the coming years, with a capacity utilization for each school of 89% and 86% respectively by 2029.

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

- **Public Parks** – Queen Elizabeth Park is located 200 m to the northeast. Additional parks within 1 km include Columbia Park, Oak Meadows Park, and Tisdall Park.
- **Cultural/Community Spaces** – Hillcrest Community Centre is located approximately 1 km to the northeast and the Jewish Community Centre about 800 m to the west.
- **Childcare Facilities** – Little Oak Montessori House provides daycare for children under five and is located 400 m to the southwest.

## 2. Policy Context

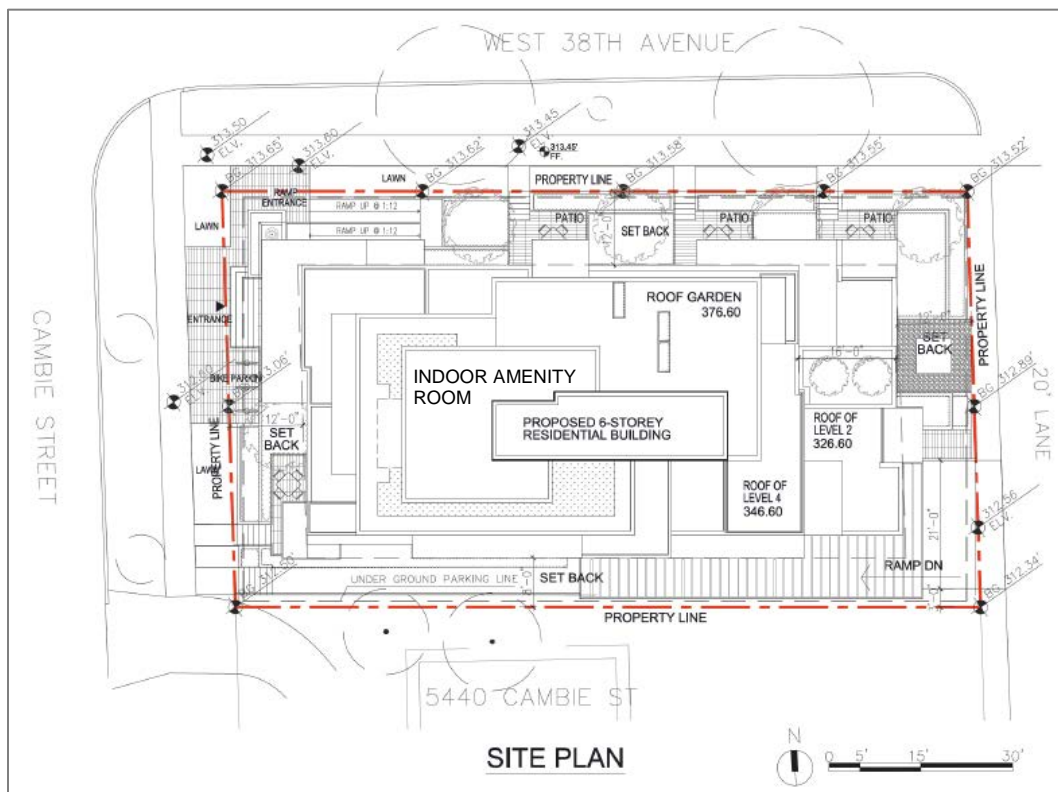
**Cambie Corridor Plan** – The subject site is located within the Oakridge Neighbourhood of the *Cambie Corridor Plan*. Subsection 4.3.8 of the *Plan* supports residential buildings up to six storeys in height for this site. A density range of 1.75 to 2.25 FSR is suggested in the *Plan*. Supportable density is determined by analysis based on site-specific urban design and public realm performance. Buildings are also expected to provide front doors to the street and activate and enhance adjacent lanes by providing active uses or townhouses at the rear. The *Plan* also allows consideration of an additional partial storey for a common rooftop indoor amenity space contiguous with common outdoor space.

## Strategic Analysis

### 1. Proposal

The application proposes to rezone the site from RT-2 (Residential) District to CD-1 (Comprehensive Development) District to permit a six-storey strata-titled residential building with a partial seventh storey for a rooftop amenity (see Figure 2). Ground-level units have patios that can be accessed directly from the street.

A density of 2.46 FSR is proposed with a building height of 19.8 m (65 ft.) and 22.8 m (75 ft.) for a rooftop amenity space. Two levels of underground parking are proposed with access from the lane.

**Figure 2: Roof and Site Plan**

## 2. Land Use

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

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

In assessing urban design performance, staff take into consideration the built form guidance for Mid-Rise Residential Buildings on Arterials as outlined in the *Cambie Corridor Plan*.

**Form of Development** – The proposed six-storey mid-rise residential building with a partial rooftop amenity space is consistent with the built form guidelines of the *Cambie Corridor Plan* (see Figure 3). The common amenity space is contiguous with common outdoor amenity space at the rooftop, and is stepped back significantly from the roof edges to minimize its prominence and maintain the development's six-storey appearance as envisioned by the *Plan*.

The application is also consistent with the expectations of the *Plan* for corner sites located on the north end of a city block, where a flanking form steps down towards the lane to provide a sensitive transition to the existing and future context, and to maintain the smaller-scale lane character. As well, the upper storeys are stepped back from the street to create a four-storey streetwall framing the arterial as anticipated by the *Plan*. Staff have provided conditions to further improve the transition to adjacent developments through further landscaping of yards and open spaces.

**Figure 3: Perspective from the corner of Cambie and 38th Avenue looking southeast**

**Height** – For this site, the *Plan* outlines a maximum height of six storeys and allows a partial storey above the top storey for common rooftop amenity space that is contiguous with a common outdoor space and is stepped back to reduce its prominence. The proposed heights of these components are consistent with the *Plan*.

**Shadowing** – Due to the site's orientation, shadowing is primarily directed north towards the street (38th Avenue) with minimal impact on adjacent sites. Additionally, the rooftop amenity is located closer to Cambie Street to reduce shadowing impact on developments to the rear across the lane.

**Density** – For this site, the *Plan* estimates a density range of 1.75 to 2.25 FSR based on intended urban design performance following the built form guidelines. The *Plan* recognizes that the development potential for a site may fall within, below, or above the FSR range. The application complies with the objectives of the built form guidelines and proposes a density of 2.46 FSR.

**Private Amenity Space** – The development provides common indoor and outdoor residential amenity space at the rooftop, as outlined by the *Plan*. Staff have provided a condition to further improve the quality of the common amenity space, including expanding programming to include a children's play space.

**Public Realm** – The application is consistent with the expectations of the *Plan* to activate and enhance the public realm and pedestrian interface. Ground-oriented units are provided at Level 1 to maintain the residential character of the neighbourhood and include residential entry patios and landscaped planters along the site edges. The importance of the corner site is emphasized with landscape elements and with a residential entry and lobby oriented toward the street corner. Staff have provided a condition to further enrich the public realm through detailed design development at the next stage.

**Urban Design Panel** – A review by the Urban Design Panel was not required because the proposal was consistent with the expectations of the *Plan*.

Staff have reviewed the site-specific conditions, and have concluded that the proposal complies with the density, height and form of development 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

This application proposes a development with 23 strata-titled residential units.

**Housing Mix** – For strata residential, the *Family Room: Housing Mix Policy for Rezoning Projects* requires that a minimum of 25% of the units contain two-bedrooms and a minimum of 10% of units contain three-bedrooms or more, for a combined total of 35% of all units being suitable for families.

As submitted, the proposed dwelling unit mix includes 14 one-bedroom units (61%), 6 two-bedroom units (26%), and 3 three-bedroom units (13%). The application as proposed is consistent with the *Family Room* requirements.

#### 5. Transportation and Parking

The site is well-served by transit with the Oakridge-41st Canada Line station located approximately three blocks to the south and frequent bus services available on Cambie Street and 41st Avenue.

Vehicle and bicycle parking are provided on two levels of underground parking, accessed from the lane. The application proposes a total of 25 vehicle parking spaces for the 23 dwelling units, including four accessible and two visitor spaces, and 47 bicycle spaces, which meet the requirements of the Parking By-law.

The *Cambie Corridor Plan* requires all new development to include a Class A loading space to provide accessible short-term parking, pick-up and drop-off space. As the current proposal does not include a Class A loading space, the applicant will be required to satisfy this requirement as a condition of approval.

#### 6. Environmental Sustainability

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 modelling analysis detailing building performance strategies to meet the energy use intensity, greenhouse gas and thermal demand targets.

**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 (the "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.

A tree regulated by the Trees By-law has a trunk diameter of 20 cm or greater and a tree permit is required when such a tree is proposed to be removed. There is one tree located directly on the property line in the rear lane that is considered a shared civic asset and six City trees located around the perimeter of the site. The tree identified as a shared civic asset is proposed for removal. The applicant is proposing nine new trees on site and will be coordinating any new street and boulevard tree provisions with Engineering Services. See Appendix B for landscape and tree conditions.

### ***Public Input***

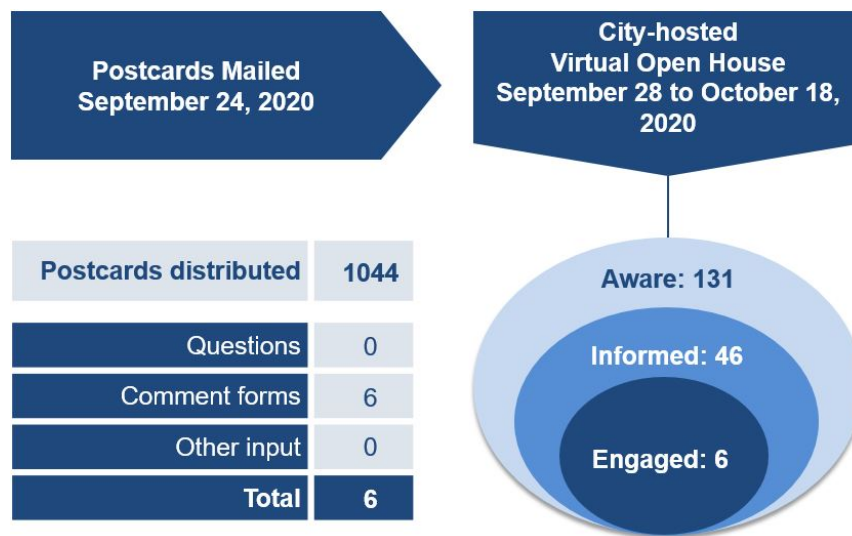
**Public Notification** – A rezoning information sign was installed on the site on August 24, 2020. Approximately 1,044 notification postcards were distributed within the neighbouring area on or about September 24, 2020. Notification and application information, as well as an online comment form, was provided on the City's new digital engagement platform *Shape Your City Vancouver* ([shapeyourcity.ca/](https://shapeyourcity.ca/)).

**Virtual Open House** – In-person open houses were put on hold based on the provincial health authority's restrictions for public gatherings due to the COVID-19 pandemic. In lieu of an in-person event, a virtual open house was held from September 28, 2020 to October 18, 2020 on the Shape Your City platform. The virtual open house consisted of an open-question online event where questions were submitted and posted with a response over a period of three weeks. Digital presentations from the City and the applicant were posted for online viewing, along with a digital model representation of the proposed application.

Due to the pandemic, a virtual engagement strategy was put in place to ensure the City's process for public discussion and obtaining feedback was maintained. This virtual approach allowed people to access materials online and engage at different levels at a time and location of their choosing. An extended virtual open house period allowed people to ask questions regarding the proposal, which staff actively monitored and responded to publicly.

**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 six submissions were received. A summary of all public responses is found in Appendix C.



**Figure 4: Overview of Notification, Responses and Overall Position**

Below is a summary of feedback received from the public by topic and ordered by frequency.

Generally, comments of support fell within the following areas:

- **Building height, density, massing and context:** The height, massing and density of the proposal conforms to the Cambie Corridor Plan and fits in nicely with the surrounding area while also being in close proximity to transit.
- **Building design:** The building's entrance area is well designed and is welcoming for people of all mobility types.

Generally, comments of concern fell within the following areas:

- **Building design:** The building design is uninspired, lacks creativity and character and looks almost identical to neighbouring buildings. The lack of diversity in building design variation along the Cambie Corridor creates a loss of character for the area.

**Response to Comments** – Staff note that the proposal is consistent with the built form guidelines set out in the *Cambie Corridor Plan*. Staff have provided urban design conditions to further enrich the public realm and enhance the pedestrian interface.

### **Public Benefits**

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

The site is subject to the City-wide DCL and Utilities DCL, which will be calculated on the floor area specified in the development permit. Based on rates in effect as of September 30, 2020 and the proposed 20,348 sq. ft. residential floor area, the combined DCLs are estimated to be \$570,354.

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

**Public Art Program** – The application is not subject to the Public Art Policy and Procedures for Rezoned Developments as the total floor area is below the minimum threshold of 9,290 sq. m (100,000 sq. ft.).

**Community Amenity Contribution** – Within the context of the City's *Financing Growth Policy*, an offer of a Community Amenity Contribution (CAC) to address the impacts of rezoning can be anticipated from the owner of a rezoning site. CAC offers typically include either the provision of on-site amenities or a cash contribution towards other public benefits and they take into consideration community needs, area deficiencies and the impact of the proposed development on City services.

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 has been implemented for certain residential sites, such as this, within the Cambie Corridor.

The application is subject to the fixed rate CAC of \$102.14 per sq. ft. for the six-storey residential area of the Cambie Corridor. Consistent with this rate, the applicant has offered a cash CAC of \$1,446,405, which will be allocated to support delivery of the Cambie Corridor Public Benefit Strategy.

**Cambie Corridor Public Benefits Strategy (PBS)** – The PBS identifies public benefits and infrastructure to support growth in the area, including both short-term and long-term priorities in and around the plan area. Priorities for the first 10 years include:

- Increase affordable housing supply – 550 social housing, 190 below-market rental and 1,500 secured market rental units.
- New childcare facilities – Up to 360 additional spaces for 0-4 year olds, and 195 out-of-school care spaces.
- New and upgraded community and civic facilities – New Oakridge civic centre, expansion of Hillcrest Community Centre's fitness facility and youth hub, and land acquisition for new fire hall.
- New and upgraded parks and open spaces – New Fraser River Park and parks on major project sites, upgrades to existing parks, six new plazas or open spaces.
- Transportation improvements – Complete Street designs on Cambie Street and other arterials, "car-light" Heather Street between 37th Avenue and 41st Avenue.
- Heritage – Allocate 5% of cash CAC revenues to support funding for the conservation of heritage resources City-wide, and Cambie Corridor on-site conservation.

See Appendix E for details of the Cambie Corridor Plan Public Benefits Implementation Tracking and Appendix F 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 \$570,354 would be expected from this development.

The applicant has offered a cash CAC of \$1,446,405, which will be allocated towards the delivery of the Cambie Corridor Public Benefits Strategy. No public art contribution is applicable.

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

***Conclusion***

Staff conclude that the proposed form of development is an appropriate urban design response to the site and its context, and that the application, along with the recommended conditions of approval, is consistent with the *Cambie Corridor Plan* with regards to land use, density, height and form.

The General Manager of Planning, Urban Design and Sustainability recommends that the application be referred to Public Hearing together with a draft CD-1 By-law as generally shown in Appendix A and 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.

\* \* \* \* \*

**5412 Cambie Street**  
**PROPOSED CD-1 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 to 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 a public hearing, Schedule A will be included with the draft by-law that is prepared for posting.]*

**Designation of CD-1 District**

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

**Uses**

3. Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 ( ), and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
  - (a) Dwelling Uses, limited to Multiple Dwelling; and
  - (b) Accessory Uses, customarily ancillary to the uses permitted in this section.

**Conditions of use**

4. The design and layout of at least 35% of the dwelling units must:
  - (a) be suitable for family housing;
  - (b) include two or more bedrooms, of which:
    - (i) at least 25% of the total dwelling units must be two-bedroom units; and
    - (ii) at least 10% of the total dwelling units must be three-bedroom units; and
  - (c) comply with Council's "High-Density Housing for Family with Children Guidelines".

**Floor area and density**

- 5.1 Computation of floor space ratio must assume that the site area is 769 m<sup>2</sup>, being the site area at the time of the application for the rezoning evidenced by this By-law, and before any dedications.
- 5.2 The floor space ratio for all uses must not exceed 2.46.
- 5.3 Computation of floor area must include all floors of all buildings both above and below ground level, having a minimum ceiling height of 1.2 m, 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 m<sup>2</sup> 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.

**Building Height**

- 6.1 Building height, measured from base surface, must not exceed 19.8 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 used for the common indoor amenity space must not exceed 22.8 m.

### Horizontal Angle of Daylight

- 7.1 Each habitable room must have at least one window on an exterior wall of a building.
- 7.2 The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24.0 m.
- 7.3 Measurement of the plane or planes referred to in Section 7.2 must be horizontally from the centre of the bottom of each window.
- 7.4 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement, if:
- (a) the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council; and
  - (b) the minimum distance of unobstructed view is not less than 3.7 m.
- 7.5 An obstruction referred to in Section 7.2 means:
- (a) any part of the same building including permitted projections; or
  - (b) the largest building permitted under the zoning on any site adjoining CD-1 ( ).
- 7.6 A habitable room referred to in Section 7.1 does not include:
- (a) a bathroom; or
  - (b) a kitchen whose floor area is the lesser of:
    - (i) 10% or less of the total floor area of the dwelling unit; or
    - (ii) 9.3 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 (Leq24) 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 ( ).

\* \* \* \* \*

**5412 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 Giant Union Design Architecture and Planning, Ltd., received July, 20 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**

- 1.1 Design development to ensure a gentle transition to the southern neighbouring property through a landscaped side yard free of above-grade structures.

Note to Applicant: The inside-side yard is intended as a landscaped open buffer to the neighbouring property, free of above-grade development such as protruding underground parking; raised exit path; guardrail; parking ramp cover. Suggested strategies include stepping down the parkade similar to the front yard; integrating the exit route into the building; deleting the parking ramp cover.

- 1.2 Design development to mitigate overlook onto adjacent developments.

Note to Applicant: Suggested strategies include landscaped buffers or planters along the perimeter of decks and balconies.

- 1.3 Design development to reinforce the individual character of the ground residential units.

Note to Applicant: Elements that can distinguish these units include street-facing entries that lead to the principal living space (sliding doors, often leading to bedrooms are not supported); entry canopies. This will aid in maintaining the neighbourhood's character while enriching the pedestrian experience.

- 1.4 Design development to enhance the pedestrian interface by reducing the visual impact of blank walls.

Note to Applicant: Continuous blank retaining walls, particularly along the front yard at the bike parking, should be minimized. Strategies include terracing; applying high-quality materials; landscaping. See also Landscape Condition 1.8.

1.5 Design development to introduce children's outdoor play area in keeping with the High-Density Housing for Families with Children Guidelines. See also Landscape Condition 1.9.

1.6 Design development to meet the green roof requirements of the Roof-Mounted Energy Technology and Green Roofs administrative 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>. See also Landscape Condition 1.10.

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

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

### **Landscape Design**

1.8 Design development to enhance the public realm treatment by performing the following:

- (a) Improve visual impact of blank walls by terracing planters and adding trailing plants (Refer to Urban Design Condition 1.4.); and
- (b) Improve the definition and articulation of the entrance by provision of high quality paving materials and finishes within the property line along Cambie Street.

Note to Applicant: Different patterns, shades and finishes of paving materials as well as banding would be supported to enhance visual interest.

1.9 Design development to expand programming on roof deck to include a portion of the outdoor amenity to support children's play with a focus on flexible features.

Note to Applicant: Natural play elements and exploratory structures are encouraged over traditional stand-alone play equipment. See High-density housing policy for families with children. Refer to Urban Design Condition 1.5.

1.10 Confirmation of:

- (a) Percentage of intensive or extensive green roofs on proposed roof tops, to meet the green roof requirements (Refer to Urban Design Condition 1.6); and
- (b) Maintenance access to green roofs on upper decks.

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



Note to Applicant: Wherever possible, planted landscapes on slab should be designed to maximize soil depths. This will require integration of the landscape design and the structural plan. Soil depths should exceed CSLA Landscape Standard. At the perimeter of the building the slab can be angled downward (1 m across and 1.2 m down) to maximize contiguous soil volumes.

- 1.12 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 on 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.

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

- (a) detailed storm water report with calculations describing how the various best management practices contribute to the quality and quantity targets;
- (b) a separate soil volume overlay plan with schematic grading indicating intent to direct rainwater to infiltration zones; and
- (c) an overlay plan that shows amount and ratio of vegetative cover (green roof), permeable/impermeable hardscaping and notations describing the storage location of rainwater falling on each surface, including roofs.

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

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

Note to Applicant: The plans should be at 1/8 inch: 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.

- 1.15 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.

- 1.16 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 Engineering Services (Streets Design Branch) at 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"*.

- 1.17 Provision of high efficiency irrigation for all planted areas and hose bibs for all patios and common areas greater than 100 sq. ft.

Note to Applicant: On the plan, illustrate irrigation connection points and hose bib symbols accurately and provide a highlighted note to verify the irrigation is to be designed and constructed. Hose bibs are requested to encourage patio gardening and hand watering on private patio and amenity decks.

- 1.17 Provision of an outdoor Lighting Plan.

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

- 1.19 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.

Note to Applicant: Building features proposed in response to this condition should be noted on the plans and elevations. Consider use of a legend or key to features on the drawings.

### **Sustainability**

- 1.20 All new buildings in the development will meet the requirements of the Green Buildings Policy for Rezoning (amended May 2, 2018), including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or alternate near zero emissions standard approved by the Director of Sustainability), or Low Emissions Green Buildings.

The requirements for Low Emissions Green Buildings are summarized at <http://guidelines.vancouver.ca/G015.pdf>.

Note to Applicant: The applicant will be required to demonstrate that the development is on track to achieve the above requirements at each stage of permit. For more detail on the above requirements and what must be submitted at each stage, refer to the most recent bulletin Green Buildings Policy for Rezoning – Process and Requirements (amended April 28, 2017 or later).

## **Engineering**

- 1.21 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>

- 1.22 Confirmation of whether the proposed development impacts the Major Road Network (MRN), as defined under the South Coast British Columbia Transportation Authority Act (<https://www.translink.ca/plans-and-projects/projects/major-road-network>). In the event it is confirmed the proposed development impacts the MRN, a Construction Management Plan shall be submitted directly to Translink with a copy of the correspondence provided to the City of Vancouver.

Note to Applicant: The City of Vancouver and Translink have authority over the MRN as it relates to carrying out construction works on a City Street that is designated as a MRN.

- 1.23 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.
- 1.24 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.
- 1.25 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 and 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.

1.24 Design development to improve access and design of bicycle parking and comply with the Bicycle Parking Design Supplement.

- (a) Provision of an alcove for the bike room access off the vehicle parking ramp and manoeuvring aisle.
- (b) Provision of automatic door openers for all doors providing access to Class A bicycle storage.
- (c) 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.

- (d) Relocation of Class B bike parking to eliminate encroachments on public property and right-of-ways.

1.25 Design Development to improve access and design of loading spaces and comply with the Parking and Loading Design Supplement.

- (a) Provision of convenient, internal, stair-free loading access to/from all site uses.
- (b) Provision of the Class A loading space to be provided at grade in a parallel lay-by in the lane.

Note to Applicant: The PMT will need to be relocated to accommodate the parallel Class A loading space in the lane.

1.26 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 improved two-way flow for vehicles on the ramp and in the parking areas.
- (b) Provision of a parabolic mirror at the bottom of the main ramp, and mirrors at the top and bottom of the 12 ft. internal ramps to improve visibility.
- (c) Provision of 6.6 m aisle widths or provide additional stall widths.
- (d) Provision of minimum 22 ft. wide ramp where a centre enterphone/RFID reader is proposed.

Note to Applicant: Consider a fob activated system.

1.27 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) Show all columns in the parking layouts.
  - (e) Show all structural walls for the circulation ramps in the underground parking.
  - (f) Dimensions for typical parking spaces.
  - (g) Dimensions of additional setbacks for parking spaces due to columns and walls
  - (h) Dimensions of manoeuver aisles and the drive aisles at the parkade entrance and all gates.
  - (i) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates. These clearances must consider mechanical projections and built obstructions.
  - (j) Areas of minimum vertical clearances labelled on parking levels.
  - (k) Design elevations on both sides of the ramps and drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances. The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings.
  - (l) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable.
  - (m) Existing street furniture including bus stops, benches etc. to be shown on plans.
  - (n) The location of all poles and guy wires to be shown on the site plan.
- 1.28 Prior to Development Permit, provide a Final Hydrogeological Study which meets the requirements of the Groundwater Management Bulletin;
- (a) The proposed site investigation includes the installation of 2-3 monitoring wells below the final excavation depths. The investigation should also consider monitoring shallow groundwater conditions that may be encountered in the fill, Capilano sediments or weathered till.
- 1.29 Landscape drawings: remove concrete slab paving from City property. Hard surface finish on City boulevard to be standard concrete.
- 1.30 Remove existing entrance walkways and stairs from City boulevard and dispose offsite.
- 1.31 Follow Cambie Corridor streetscape design guidelines.

- 1.32 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.”
- 1.33 Parking, loading, bicycle, and passenger loading spaces must be provided and maintained in accordance with the requirements of the Vancouver Parking By-Law, Except that:
- (a) One Class A loading space is to be provided at grade in a parallel lay-by in the lane.

### **Green Infrastructure**

- 1.34 Provision of a draft final RWMP prior to Development Permit issuance. As it is acknowledged that not all design components are advanced fully at this stage, placeholders will be accepted in this resubmission with the expectation the final report will include all relevant details.

Note to Applicant: The resubmission at Development Permit must include the following amendments:

- (a) Volume Retention: Ensure the detention tank to be the greater of either the storage volume required to meet the release rate requirement or the volume deficit not captured by Tier 1 or 2 strategies.
- (b) Volume Retention: It must be demonstrated through a grading and/or servicing plan with catchments delineation of where runoff is directed within the site to ensure the specific proposed landscaping features are able to accommodate the indicated runoff from those areas. Coordination with the landscape architect, soil storage capacities and a grading plan will be required to support this proposal.
- (i) Volume reduction requirement is specific to the capture of 24 mm rainfall from all areas of the site, not only the total volume. Therefore, oversized landscaping features that do not receive adequate runoff to utilize the full water retention potential cannot be credited towards to the volume capture. Example: raised planter boxes without any additional inflow from surroundings can only account for volume reduction within its own surface area regardless of any additional water retention potential.
- (c) Volume Retention: Provide details on the exact water retention volumes obtained from each landscaping and green roof elements.
- (i) Example: Retention Volume = (Surface Area) x (Soil Depth) x (rainfall storage %)
- (ii) Rainfall storage must be 8-18% of soil volume as per Volume 2 of the City of Vancouver’s Best Management Practice Toolkit dated March 2016

unless applicant can demonstrate feature is able to conservatively retain a larger storage % within a 24-hr period through evapotranspiration.

- (d) Water Quality: Please provide further details relating to the proposed method of water quality treatment onsite for the any proprietary mechanical treatment device specified. For DP submission, the following should be included for review:
    - (i) Product Name and Manufacturer/Supplier
    - (ii) Total area and % Impervious being treated
    - (iii) Treatment flow rate
    - (iv) Supporting calculations to demonstrate adequate sizing.
    - (v) Include and highlight excerpts of any specified treatment device's ability for % TSS from TAPE or ETV in the Appendix.
    - (vi) Location on Plan in drawing or as figure in the report.
  - (e) Water Quality: Exact breakdown of all impervious surfaces is encouraged since an exemption may be granted for a mechanical treatment device rated for 50% TSS removal if there is minimal or no surfaces on site with high pollutant loading being directed to the unit. Alternatively, an appropriate treatment train approach may be proposed to cumulatively achieve the full 80% TSS removal requirement.
  - (f) Release Rate: Applicant may specify runoff coefficient of 0.30 for green roofs for this development but applicant should be aware that the city is engaged in a pilot study of green roofs. When results are made available, the appropriate run off coefficient may be revised for future proposed developments.
  - (g) Release Rate: Please review and revise the maximum storage required for matching pre-development peak flow rate with the Modified Rational Method.
- 1.35 A Section 219 Rainwater Management Agreement Covenant Rainwater Management will be required prior to issuance of a Development Permit. There will be a provision for a stand-alone final O&M Manual as well as a final Rainwater Management Plan (RWMP), which includes a written report, supporting calculations, computer models and drawings to the satisfaction of Engineering Services prior to the issuance of any building permit. Both documents will be attached to the covenant and be register on the property's title.

Note to Applicant: The applicant may choose to schedule a meeting with DWRM Branch prior to moving forward with the RWMP and submission with the DP application if there are any questions or if any clarification is required. To schedule the meeting, contact [rainwater@vancouver.ca](mailto:rainwater@vancouver.ca).

## **PART 2: CONDITIONS OF BY-LAW ENACTMENT**

THAT, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning, Urban Design and Sustainability, the General Manager of Engineering Services and the General Manager of Arts, Culture and Community Services, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

2.1 Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the Rezoning 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 2.2(a) and 2.2(b), 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.

(i) Based on the confirmed Fire Underwriter’s Survey Required Fire Flows and domestic flows submitted by R. F. Binnie & Associates Ltd. dated July 17, 2020, no water main upgrades are required to service the development.

Note to Applicant: The main servicing the proposed development is 150 mm along West 38th Ave. or 200 mm along the east side of Cambie Street. Should the development require water service connections larger than the existing mains, the developer shall upsize the existing main to the satisfaction of the General Manager of Engineering Services. The developer is responsible for 100% of the cost of the upgrading.

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

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

(i) Implementation of development at 5412 Cambie Street require the following in order to maintain acceptable sewer flow conditions.

The post-development 5-year flow rate discharged to the storm sewer shall be no greater than the 5-year pre-development flow rate. The pre-development estimate shall utilize the 2014 IDF curves, whereas the



post-development estimate shall utilize the 2100 IDF curves to account for climate change.

Note to Applicant: Development to be serviced to the 200 mm SAN and 600 mm STM sewers in Cambie Street.

- (c) Provision for the construction of, or full funding for, future street improvements from the centreline of Cambie Street 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, and improved street lighting and additional pedestrian scale lighting including adjustment to all existing infrastructure to accommodate the proposed street improvements.
- (d) Provision of street improvements along West 38th Avenue adjacent to the site and appropriate transitions including the following:
  - (i) 2.14 m wide broom finish saw-cut concrete sidewalk;
  - (ii) Upgraded street lighting (roadway and sidewalk) adjacent to the site to current City standards and IESNA recommendations;
  - (iii) Adjustment to all existing infrastructure to accommodate the proposed street improvements.

Note to Applicant: Provision of a lighting simulation is required.

- (e) Provision for the following Green Rainwater Infrastructure (GRI) improvements adjacent the site including the following:
  - (i) A bioswale in a midblock curb bulge on West 38th Avenue, around the existing catch basin (CB), next to the laneway, to manage the rainwater from the right-of-way (ROW) as specified in the Cambie Corridor Public Realm Plan (Sec. 3.6). These GRI improvements will generally include new curbs, shrub and grass planting and a perforated pipe sub drain under the bioswale connected to the CB.
  - (ii) The bioswale is to be designed to meet rainwater management targets.
  - (iii) Sizing and preliminary details to be provided by the Green Infrastructure department.

Note to Applicant: For further information, contact the Green Infrastructure Implementation Branch, [ESRGGIIDL@vancouver.ca](mailto:ESRGGIIDL@vancouver.ca)

- (f) Provision of improvements at the intersection of Cambie Street and West 39th Avenue including:
  - (i) Design and installation of a new traffic signal.

- (g) Provision of new or replacement duct banks adjacent the development site that meet current City standards. Duct banks are to consist of electrical and communication ducts sized to meet City needs in a configuration acceptable by the General Manager of Engineering Services and in conformance with applicable electrical codes and regulations. A detailed design will be required prior to the start of any associated street work.

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

- (h) Provision of new pad mounted service cabinet/kiosk on West 38th Avenue.

Note to Applicant: The detailed Electrical Design will be required prior to the start of any associated electrical work to the satisfaction of the General Manager of Engineering Services and in conformance with Standard Specification of the City of Vancouver for Street Lighting (draft), Canadian Electrical Code (the latest edition) and the Master Municipal Construction Documents (the latest edition).

- (i) Provision to reconstruct existing lane along the development site's frontage as per City "Higher Zoned Laneway" pavement structure.
- (j) Provision of a new standard concrete pedestrian lane crossing, new curb returns and curb ramps at the existing lane crossing on West 38th Avenue adjacent to the site.
- (k) Confirmation that any relocated wood poles in the lane adjacent the site will not impact existing lane lighting, should any relocated pole include lighting impacts, upgrading of the lane lighting to current standard will be required.
- (l) Provision for the installation of parking regulatory signage on streets adjacent to the site.
- (m) 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 feet long and 18 inches deep, centre on each street tree adjacent to the sidewalk and any off street bike facility.

2.2 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) Design and installation of a new traffic signal per condition 2.1(f).

Note to Applicant: The benefiting area for these works is from the lane west of Cambie to the lane east of Cambie and from the centreline at West 38th Avenue to the centreline at West 40th Avenue.

- (b) A new pad mounted service cabinet/kiosk on West 38th Avenue per condition 2.1(h).

- 2.3 Engineering Services will require all utility services to be underground for this “conditional” 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](mailto:umb@vancouver.ca).

### **Community Amenity Contributions**

- 2.4 Pay to the City a Community Amenity Contribution of \$1,446,405 which the applicant has offered to the City and which is to be allocated to support the delivery of the Cambie Corridor Public Benefits Strategy. Payment is to be made prior to enactment of the CD-1 By-law, at no cost to the City and on terms and conditions satisfactory to the Director of Legal Services.

### **Sustainability**

- 2.5 The applicant will enter into an agreement with the City, on terms and conditions acceptable to the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services, that requires the owner to report energy use data, on an aggregated basis, for the building as a whole and certain common areas and building systems. Such an agreement will further provide for the hiring of a qualified service provider to assist the building owner for a minimum of three years in collecting and submitting energy use data to the City.

## Environmental Contamination

2.6 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.

\* \* \* \* \*

**5412 Cambie Street**  
**ADDITIONAL INFORMATION**

**PUBLIC CONSULTATION SUMMARY**

**1. List of Engagement Events, Notification, and Responses**

	<b>Dates</b>	<b>Results</b>
<b>Events</b>		
Virtual open house (City-led)	September 28 – October 18, 2020	131 participants (aware)* <ul style="list-style-type: none"> <li>• 46 informed</li> <li>• 6 engaged</li> </ul>
<b>Public Notification</b>		
Postcard distribution – Notice of rezoning application and virtual open house	September 24, 2020	1044 notices mailed
<b>Public Responses</b>		
Online questions	September 28 – October 18, 2020	0 submittals
Online comment forms <ul style="list-style-type: none"> <li>• via Shape Your City platform</li> </ul>	August, 2020 – February, 2021	6 submittals
Overall position <ul style="list-style-type: none"> <li>• support</li> <li>• opposed</li> <li>• mixed</li> </ul>	August, 2020 – February, 2021	6 submittals <ul style="list-style-type: none"> <li>• 6 responses</li> <li>• 0 responses</li> <li>• 0 responses</li> </ul>
Other input	August, 2020 – February, 2021	0 submittals
<b>Online Engagement – Shape Your City Vancouver</b>		
Total participants during online engagement period	August, 2020 – February, 2021	369 participants (aware)* <ul style="list-style-type: none"> <li>• 153 informed</li> <li>• 10 engaged</li> </ul>

*Note: All reported numbers above are approximate.*

\* The Shape Your City platform allows staff to capture more nuanced levels of engagement associated with the rezoning application, categorized as:

- **Aware:** Number of unique visitors to the application webpage that viewed only the main page.
- **Informed:** Visitors who viewed documents or the video/photo gallery associated with the application; *informed* participants are a subset of *aware* participants.
- **Engaged:** Visitors that submitted a comment form or asked a question; *engaged* participants are a subset of *informed* and *aware* participants.

## 2. Map of Notification Area



## 3. Analysis of All Comments Received

Below is a summary of feedback received from the public by topic and ordered by frequency.

Generally, comments of support fell within the following areas:

- **Building height, density, massing and context:** The height, massing and density of the proposal conforms to the Cambie Corridor Plan and fits in nicely with the surrounding area while also being in close proximity to transit.
- **Building design:** The building's entrance area is well designed and is welcoming for people of all mobility types.

Generally, comments of concern fell within the following areas:

- **Building design:** The building design is uninspired, lacks creativity and character and looks almost identical to neighbouring buildings. The lack of diversity in building design variation along the Cambie Corridor creates a loss of character for the area.

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

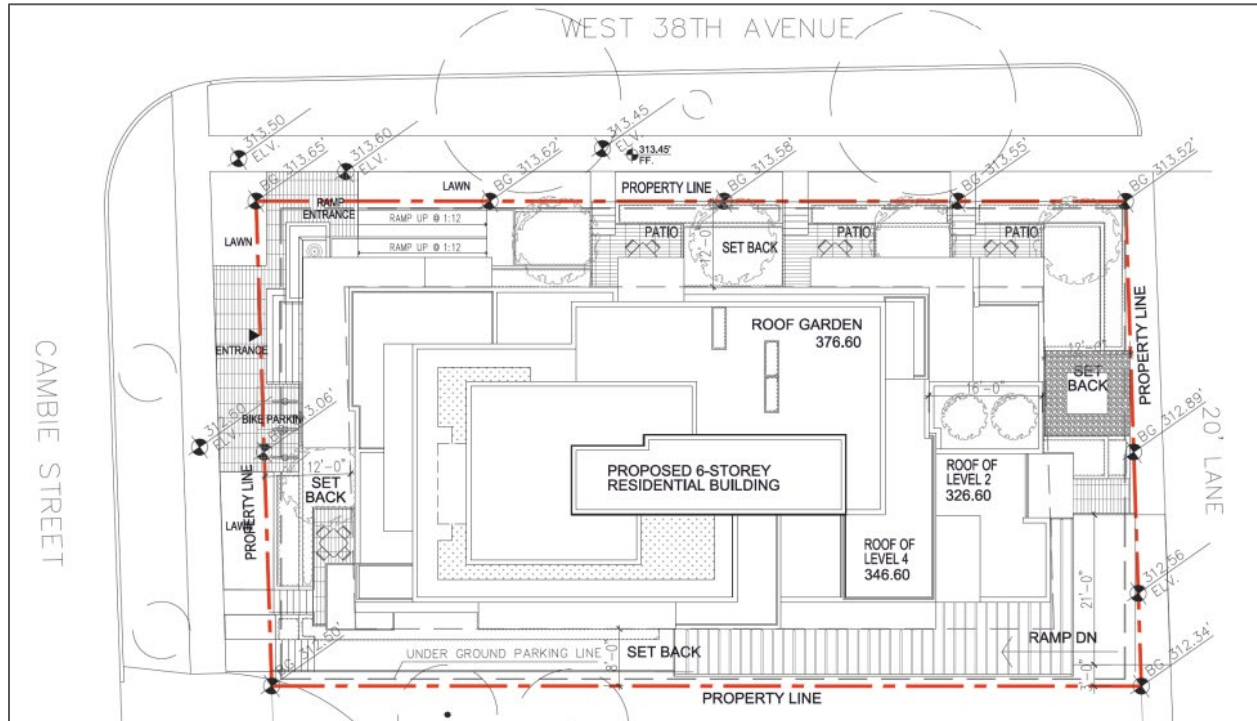
*Neutral comments/suggestions/recommendations:*

- Considering the building's close proximity to transit, as well as the Oakridge redevelopment, more density and height should be given to the project to maximize its potential in delivering more housing units.
- Additional parking stalls should be considered for car sharing opportunities for alternative modes of travel.
- A streamlined and less lengthy rezoning process for Cambie Corridor applications should be considered for ones that follow exactly what the Plan envisions.

\* \* \* \* \*

5412 Cambie Street  
FORM OF DEVELOPMENT DRAWINGS

Site Plan



North Elevation





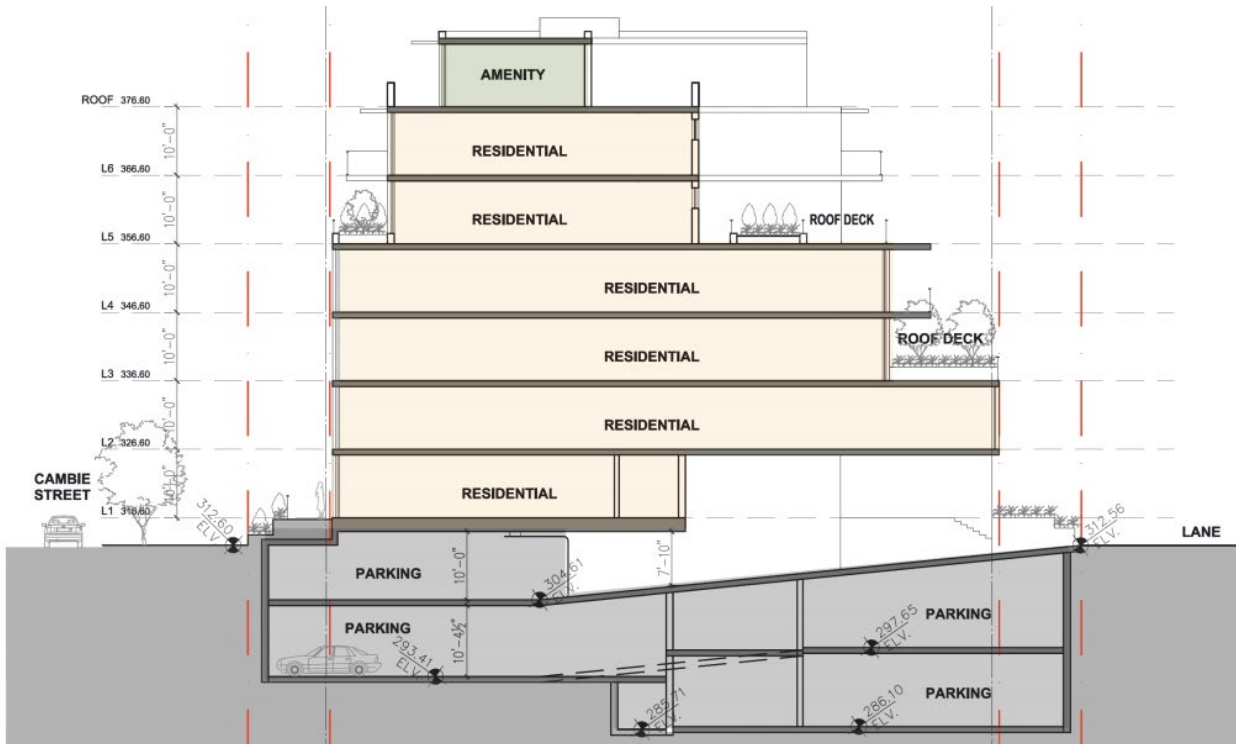
### South Elevation



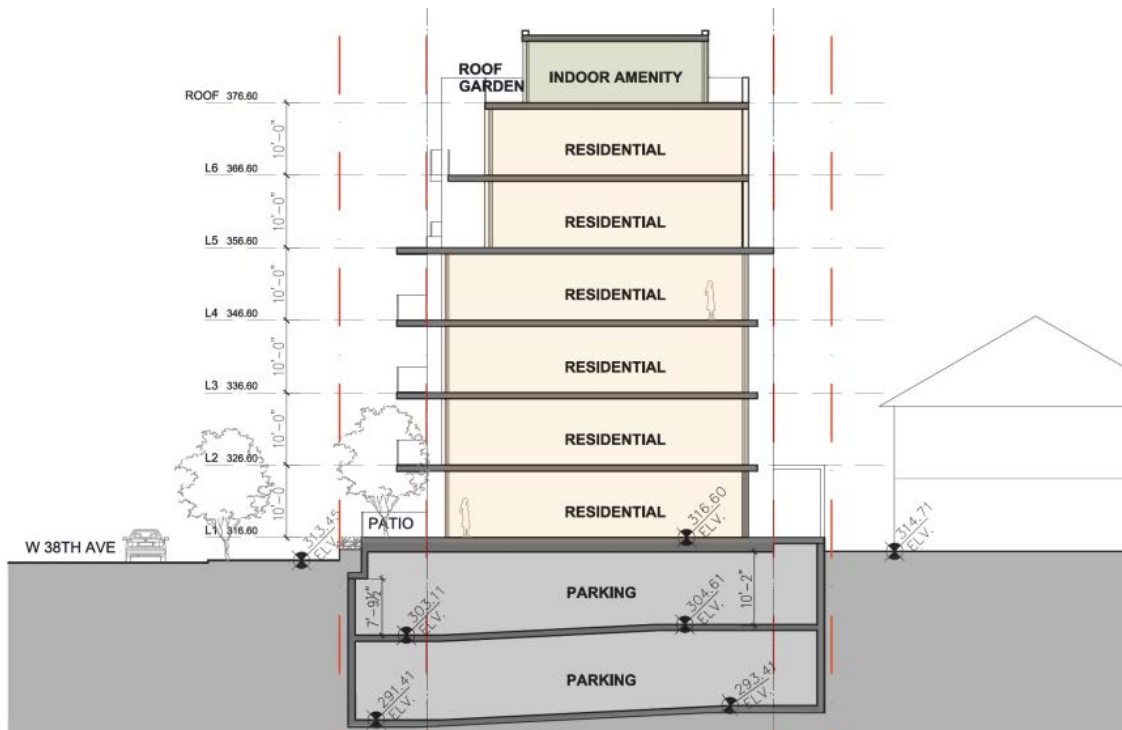
### West and East Elevation



Section: Facing North



Section: Facing East



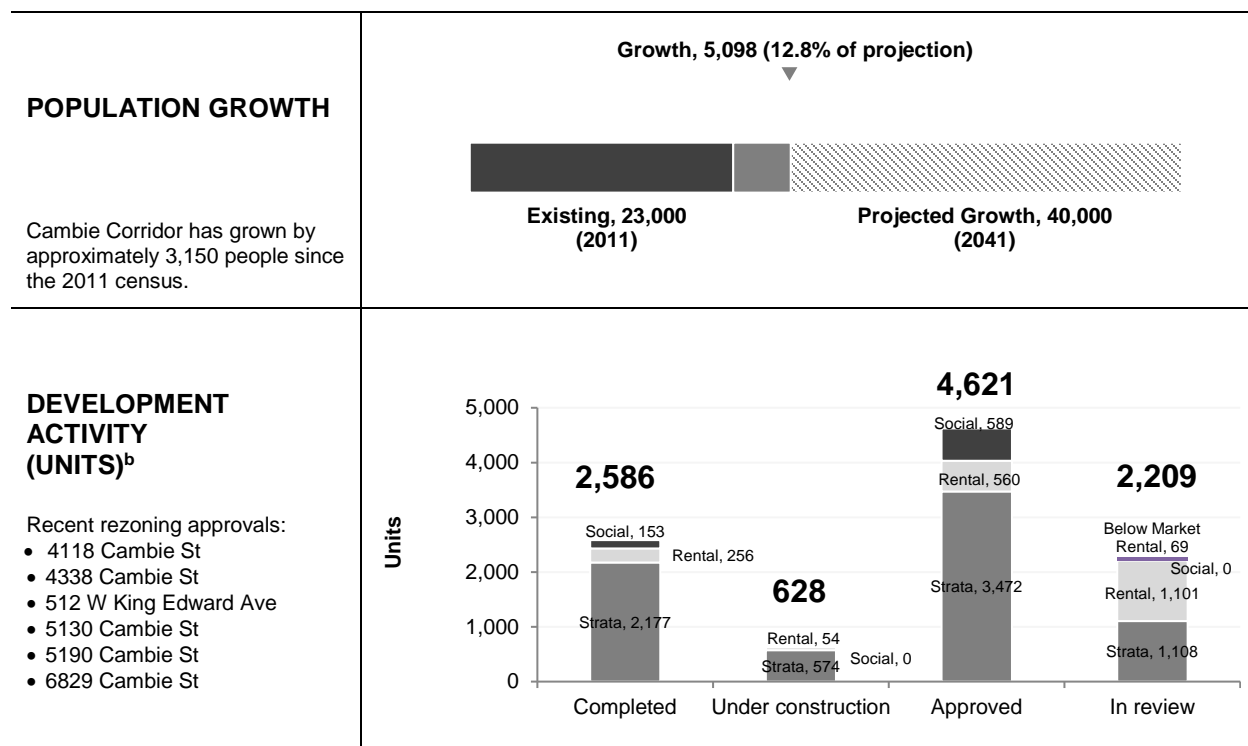
**Perspective: Facing Southwest**



**Perspective: Facing Northeast**






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



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

Category	Anticipated Public Benefits by 2048 (+) <sup>c</sup>	Completed (•) or In Progress (○)	% <sup>d</sup>
Housing <sup>b</sup>	<ul style="list-style-type: none"> <li>+ 2,250 additional social housing units</li> <li>+ 4,700 secured market rental units</li> <li>+ 400 below-market rental units</li> </ul>	<ul style="list-style-type: none"> <li>• 55 social housing units (4899 Heather St, 5688 Ash St)</li> <li>• 98 temporary modular housing units<sup>a</sup></li> <li>• 256 rental units (210-262 W King Edward Ave, 408 W King Edward Ave, 460 W 41st Ave, 611 W 41st Ave)</li> <li>○ 54 rental units (4663 Cambie St, 6137 Cambie St)</li> <li>○ 290 social housing units (Oakridge)</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	<ul style="list-style-type: none"> <li>+ Upgrade/expand walking and cycling networks</li> <li>+ Complete Street design on Cambie St and major streets</li> <li>+ "Car-light" greenway on Heather St</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic calming</li> <li>• 45th Ave Bikeway</li> <li>• 29th Ave and Cambie St 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	<ul style="list-style-type: none"> <li>+ Oakridge Civic Centre (includes renewal and expansion of Seniors' Centre)</li> <li>+ Oakridge Library renewal and expansion</li> <li>+ Additional library branch</li> <li>+ Hillcrest Community Centre – Fitness centre expansion</li> <li>+ Fire Hall #23</li> <li>+ Community Policing Centre</li> </ul>		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	<ul style="list-style-type: none"> <li>+ Additional Seniors' Centre</li> <li>+ Youth Hub</li> <li>+ Non-profit organization centre</li> </ul>		0%
 Parks	<ul style="list-style-type: none"> <li>+ New parks on large sites</li> <li>+ Queen Elizabeth Park Master Plan and Phase 1 upgrades</li> <li>+ 6 plazas and enhanced open spaces</li> <li>+ Neighbourhood park improvements</li> </ul>	<ul style="list-style-type: none"> <li>• Upgrades to Riley Park and Hillcrest Park</li> <li>• Lillian To Park (17th Ave and Yukon St)</li> <li>• Playground Renewal at Douglas Park</li> <li>◦ Riley Park Pavilion (design)</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, but are not limited to: affordable housing site; two childcare locations; new Family Place; two artist studios; Joy Kogawa House acquisition; Marpole Neighbourhood House restoration; 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



**5412 Cambie Street**  
**PUBLIC BENEFITS SUMMARY**

**Project Summary**

Six-storey residential building containing 23 strata-titled residential units

**Public Benefit Summary:**

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

	<b>Current Zoning</b>	<b>Proposed Zoning</b>
Zoning District	RT-2	CD-1
FSR (site area = 769 sq. m / 8,281 sq. ft.)	0.75	2.54
Floor Area (sq. ft.)	6,210	20,348
Land Use	Residential	Residential

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

City-wide DCL <sup>1</sup>	\$366,671
City-wide Utilities DCL <sup>1</sup>	\$203,683
Community Amenity Contribution	\$1,446,405
<b>TOTAL</b>	<b>\$2,016,759</b>

<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.

\* \* \* \* \*

**5412 Cambie Street**  
**APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION**

**Property Information**

<b>Address</b>	<b>Property Identifier (PID)</b>	<b>Legal Description</b>
5412 Cambie Street	010-681-779	LOT 1 BLOCK 854 DISTRICT LOT 526 PLAN 7240

**Applicant Information**

Architect	Giant Union Design Architecture and Planning Ltd.
Developer/Property Owner	Xiao Zhen Lin

**Development Statistics**

	<b>Permitted Under Existing Zoning</b>	<b>Proposed Development</b>
<b>Zoning</b>	RT-2	CD-1
<b>Site Area</b>	769 sq. m (8,281 sq. ft.)	769 sq. m (8,281 sq. ft.)
<b>Uses</b>	Residential	Residential
<b>Floor Area</b>	576.9 sq. m (6,210 sq. ft.)	1,890.4 sq. m (20,348 sq. ft.)
<b>Floor Space Ratio (FSR)</b>	0.75 FSR	2.46 FSR
<b>Height</b>	9.2 m (30 ft.)	19.8 m (65 ft.) residential floors 22.8 m (75 ft.) with rooftop amenity
<b>Unit Mix</b>		<b>Total units: 23</b> One-bedroom units: 14 (61%) Two-bedroom units: 6 (26%) Three-bedroom units: 3 (13%)
<b>Parking, Loading And Bicycle Spaces</b>	as per Parking By-law	23 parking spaces 44 Class A bicycle spaces 3 Class B bicycle spaces
<b>Natural Assets</b>	1 tree identified as a shared civic asset 6 city trees	9 on-site trees 5 street trees