



REFERRAL REPORT

Report Date: November 23, 2021
Contact: Yardley McNeill
Contact No.: 604.873.7582
RTS No.: 14789
VanRIMS No.: 08-2000-20
Meeting Date: December 7, 2021

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 Rezoning: 7929-7949 Cambie Street

RECOMMENDATION TO REFER

THAT the rezoning application and plans, described below, be referred to Public Hearing together with the recommendations set out below and with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the conditions set out below;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-laws, including amendments to the Zoning and Development By-law and Subdivision By-law in accordance with the recommendations set out below, for consideration at the Public Hearing.

RECOMMENDATION FOR PUBLIC HEARING

- A. THAT the application by Gud Group, on behalf of 1190048 B.C. Ltd., the registered owner of the lands at 7929-7949 Cambie Street [*Lots 2 and 3 Centre Portion of District Lot 323 Plan 9707; PIDs 009-502-394 and 009-502-459, respectively*] to rezone from RS-1 (Residential) District to CD-1 (Comprehensive Development) District to increase the permitted floor space ratio (FSR) from 0.7 to 2.6 and the maximum building height from 10.7 m (35.1 ft.) to 22.3 m (73.2 ft.) to permit the development of a six-storey residential building with 33 strata-titled residential units, be approved in principle;

FURTHER THAT the draft CD-1 By-law, prepared for the Public Hearing in accordance with Appendix A, be approved in principle;

FURTHER THAT the proposed form of development also be approved in principle, generally as prepared by Gud Group, received January 7, 2021

provided the Director of Planning may allow minor alterations to this form of development when approving the detailed scheme of development;

AND FURTHER THAT the above approvals be subject to the Conditions of Approval contained in Appendix B.

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

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

- C. THAT Recommendations A and B be adopted on the following conditions:

- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City, and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
- (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; 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 7929-7949 Cambie Street from RS-1 (Residential) District to CD-1 (Comprehensive Development) District. The proposal is for a six-storey, strata-titled residential building with a height of 22.3 m (73 ft.), floor area of 2,520 sq. m (27,121 sq. ft.) and floor space ratio (FSR) of 2.6.

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

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council policies for this site include:

- *Cambie Corridor Plan and Cambie Corridor Public Realm Plan (2018)*
- *Family Room: Housing Mix Policy for Rezoning Projects (2016)*
- *High-Density Housing for Families with Children Guidelines (1992)*

- *Green Buildings Policy for Rezonings (2010, last amended 2018)*
- *Community Amenity Contributions for Rezonings (1999, last amended 2021)*
- *Vancouver Development Cost Levy By-law No. 9755*
- *Vancouver Utilities Development Cost Levy By-law No. 12183*
- *Urban Forest Strategy (2018)*
- *Tenant Relocation and Protection Policy (2019)*

REPORT

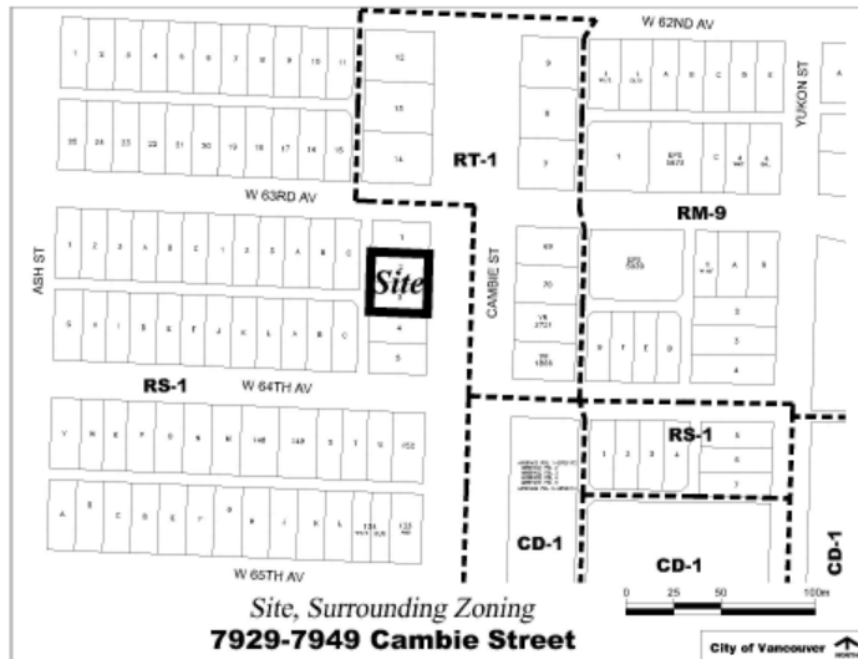
Background/Context

1. Site and Context

The subject site is comprised of two RS-1 lots and is currently developed with two single-detached homes. It is located midblock on the west side of Cambie Street between 63rd and 64th Avenues. The site frontage is 31.7 m (104.0 ft.) and the depth is 30.8 m (101.0 ft.), with a site area of 971 sq. m (10,452 sq. ft.). The site slopes down 2.0 m (6.6 ft.) from north to south.

Surrounding sites along Cambie Street allow for six-storey, mid-rise residential developments under the *Plan*. Some of these sites have already been rezoned to CD-1 to allow for mid-rise developments, as shown in Figure 1. Across the rear lane, the *Plan* allows for three-storey townhouses with density of up to 1.2 FSR.

Figure 1: Location Map - Site and Context



Neighbourhood Amenities – The following amenities are within close proximity:

- Parks: Ash Park (500 m), Winona Park (600 m) and Oak Park (1 km).

- Cultural/Community Spaces: Marpole Family Place (400 m) and Marpole Oakridge Community Centre (1.3 km).
- Child Care: Kids at Marine YMCA Child Care Centre (240 m), Marpole YMCA Child Care Centre (400 m) and Rising Star Learning (Cambie) (700 m).

The site is located three blocks north of the Marine Drive Canada Line Station.

Local School Capacity – The site is located within the catchment area of Sir Wilfred Laurier Elementary School and Sir Winston Churchill Secondary School, located 1.3 km and 1.7 km, respectively, to the northwest. According to the Vancouver School Board (VSB)'s *2020 Long Range Facilities Plan*, Sir Wilfred Laurier Elementary School will be operating above capacity in the coming years, with a capacity utilization at 117% by 2029 and Sir Winston Churchill Secondary School will be operating over capacity, with a capacity utilization at 102% by 2029.

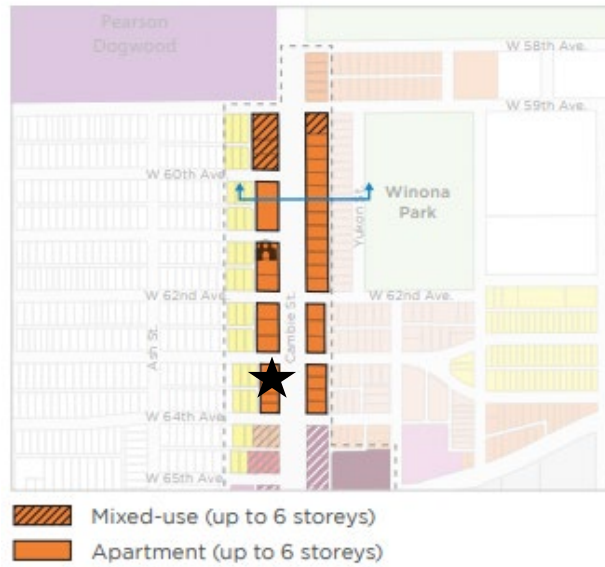
The City coordinates with the VSB to inform decision-making and reduce enrolment pressure, recognizing that some schools are full, but there is overall surplus capacity within their system. The VSB continues to monitor development and work with City staff to help plan future growth.

2. Policy Context

Cambie Corridor Plan – The subject site is located within the Marpole/Marine Landing neighbourhood of the *Plan*. Section 4.5.2 of the *Plan* (Figure 2) supports residential buildings up to six storeys with a density range between 2.0 and 3.0 FSR. Supportable density is to be determined by analysis based on site-specific urban design and public realm performance. Buildings are also expected to provide front entrances to the street and activate and enhance adjacent lanes by providing active uses or townhouses at the rear.

The *Plan* also allows for consideration of an additional partial storey for common rooftop indoor amenity spaces if contiguous with common outdoor amenity space.

Figure 2: Subsection 4.5.2 Cambie Street: 59th-64th Avenue



Strategic Analysis

1. Proposal

The application proposes a six-storey residential building with 33 strata-titled residential units (Figure 3). The proposed floor area is 2,520 sq. m (27,121 sq. ft.), a building height of 22.3 m (73 ft.), and an FSR of 2.6. Ground level units have patios that can be accessed directly from the street or lane.

Figure 3: Perspective view from Cambie Street Looking West



2. Land Use

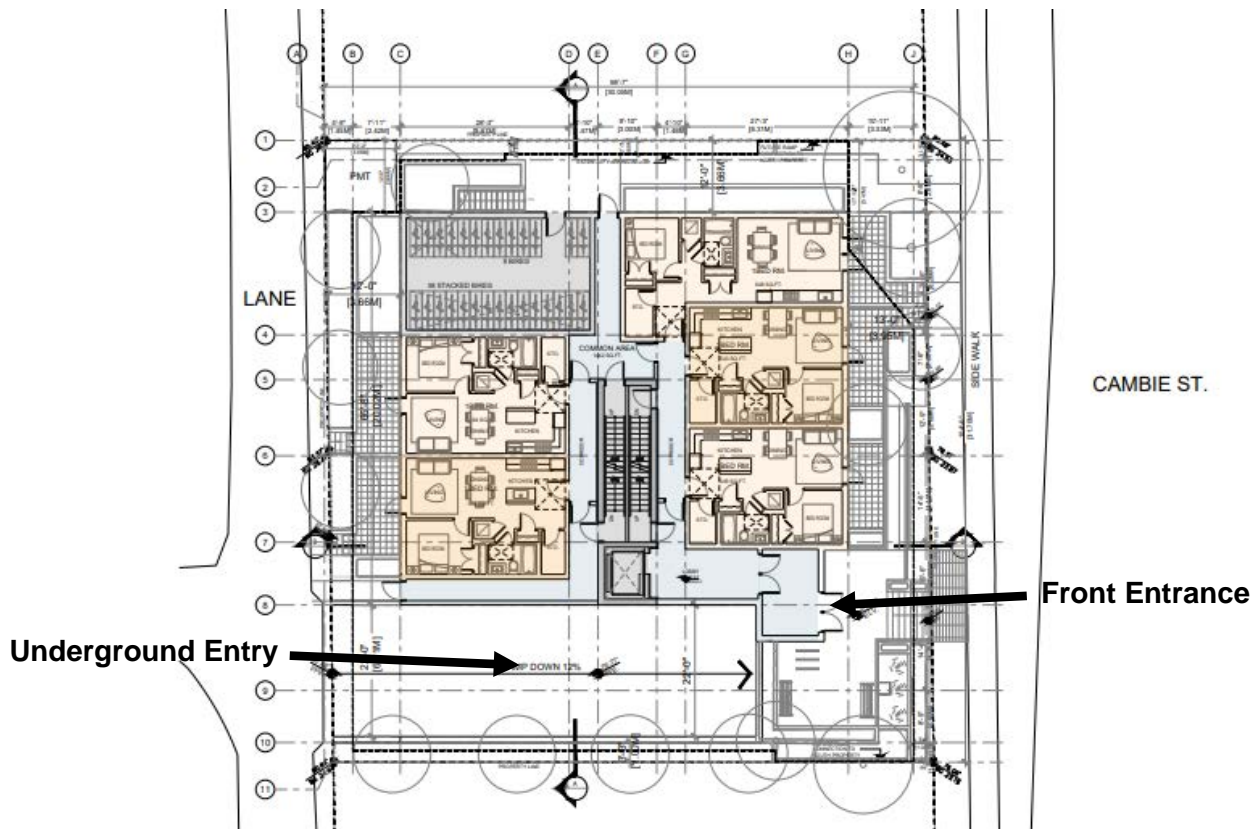
The proposed residential use is anticipated in the *Plan*.

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

In assessing urban design performance, staff take into consideration the built form guidance for “Mid-Rise Residential Buildings on Arterials” section of the *Plan*.

Form of Development and Height– The proposed six-storey, mid-rise residential building with a partial rooftop amenity space is consistent with the built form guidelines in the *Plan* (Figure 4). The proposed building is stepped back significantly from the roof edges to minimize its prominence and provide for a four-storey streetwall. The step back at the rear of the building allows for a sensitive transition to the existing and future context across the lane. Staff have provided conditions in Appendix B to improve the transition to adjacent developments by incorporating landscaping of yards and open spaces. The indoor amenity space is contiguous with the outdoor amenity space on the rooftop. Staff have provided a condition to further improve the quality of the common amenity space, including a children’s play space.

Figure 4: Site Plan



The applicant undertook an analysis of the adjacent single lot to the north at 506 West 63rd Avenue to ensure this lot could achieve its development potential under the *Plan*. Staff determined that the lot could be developed with a six-storey building as envisioned in the *Plan*.

Density – The *Plan* allows for a density range of 2.0 to 3.0 FSR based on urban design performance following the built form guidelines. The application complies with the objectives of the built form guidelines and proposes a density of 2.6 FSR.

Shadowing – Due to the site’s orientation, shadowing is primarily directed towards the adjacent property to the north (506 West 63rd Avenue). As some shadowing is expected, provision of a 3.7 m (12 ft.) side step back is required up to level 4 and a 2.4 m (8 ft.) step back on levels five and six to minimize the shadow impact (See Urban Design conditions in Appendix B). A generous setback from the roof edges for the rooftop amenity will reduce shadowing impact on developments to the north and rear across the lane.

Public Realm – The proposal is consistent with the *Cambie Corridor Public Realm Plan* to activate and enhance the public realm and pedestrian interface. Ground-oriented units include entry patios and landscaped planters. The main entrance is located on the southeast corner of the building and landscaping along the Cambie Street frontage frames the entry to the ground units.

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

Staff have concluded that the proposal complies with the form of development, density and height for this site as outlined in the *Plan*. Staff support the application subject to the Urban Design conditions detailed in Appendix B.

4. Housing

This proposal contains 33 strata-titled residential units.

Housing Unit Mix – The application includes 33 strata-titled residential units (19 one-bedroom units [58%], 10 two-bedroom units [30%], and four three-bedroom units [12%]). This unit mix meets the family housing requirements per the *Family Room: Housing Mix Policy for Rezoning Projects*.

Existing Tenants – There are two tenancies on the site. Neither tenancy is eligible under the *Tenant Relocation and Protection Policy (“TRP Policy”)* since the length of the tenancies are reported to be less than two years from the submission of the rezoning application. If, after rezoning approval, it is found there are eligible tenants on site, the applicant will provide a Tenant Relocation Plan to the satisfaction of the General Manager of Planning, Urban Design and Sustainability as per the *TRP Policy* prior to the issuance of the development permit.

5. Parking and Transportation

Vehicle and bicycle parking are provided on two levels of underground parking, accessed from the rear lane. The application proposes 33 vehicle parking spaces and 36 bicycle spaces. The proposal does not meet the Parking By-law that requires 35 vehicle parking spaces, 63 Class A and three Class B bicycle spaces and one loading space. Conditions included in Appendix B require the proposal meet the requirements of the Parking By-law.

Due to lot sizes and slope in grade, vehicular access to future neighbouring developments will be challenging. As such, provision of a cross-access agreement with the subject site will facilitate vehicular access to these properties. See conditions in Appendix B.

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 low emissions green buildings requirements. The low emissions green buildings pathway represents City priority outcomes, establishing limits on heat loss, energy use, and greenhouse gases, and drawing on industry best practices to create more efficient, healthy and comfortable homes and workplaces. The applicant has submitted preliminary energy modelling analysis detailing building performance strategies to meet the new energy use intensity, greenhouse gas and thermal demand targets. Additionally, all developments 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 is one tree regulated by the Protection of Trees By-law on the site and consideration to relocate this tree is included as a condition. There are six street trees in total on City lands adjoining the site, and protection of these street trees during construction is required. See Appendix B for landscape and tree conditions.

PUBLIC INPUT

Public Notification – A rezoning information sign was installed on the site on February 19, 2021. Approximately 2,691 notification postcards were distributed within the neighbouring area on or around February 26, 2021. 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/).

Virtual Open House – A virtual open house was held from March 1 to 21, 2021 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 three week period. Digital presentations and a digital model representation of the proposed application were posted for online viewing.

Due to the COVID-19 pandemic, a virtual engagement strategy sought to ensure the City’s process for public discussion and obtaining feedback was maintained. This virtual approach allow people to access materials online and engage at different levels, at a time and location of

their choosing. An extended virtual open house period allow 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 15 submissions were received. A summary of all public responses may be found in Appendix D.

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

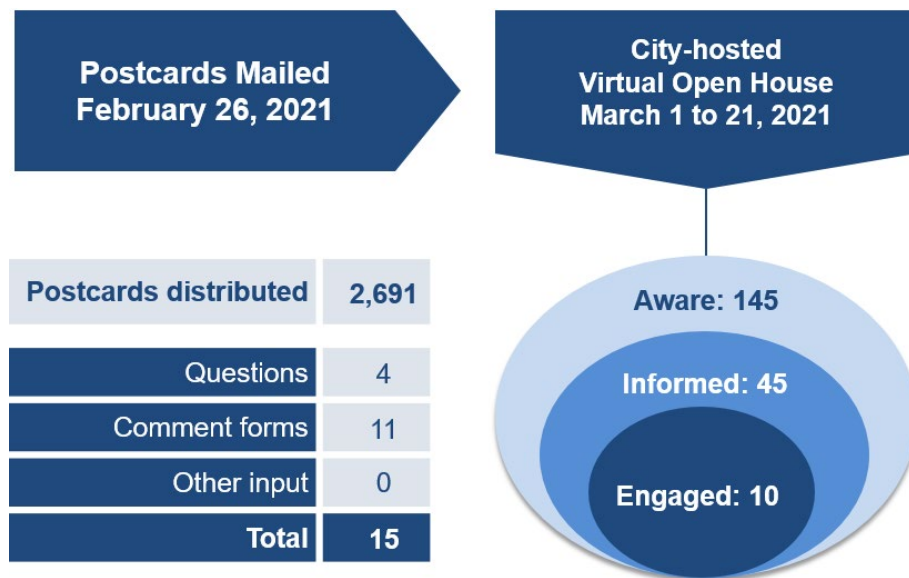
Generally, comments of support fell within the following areas:

- **Building height, massing, density and context:** The building height, massing, density and context are all appropriate for this area of the Cambie Corridor.
- **Building design:** The entrance, balconies and amenity spaces are well designed.
- **Housing stock:** The creation of more housing stock is greatly appreciated.

Generally, comments of concern fell within the following areas:

- **Parking:** There is an oversupply of parking given the close proximity to the Marine Drive Skytrain Station.
- **Traffic and disruption:** Increased traffic congestion.

Figure 5: Overview of Notification and Engagement



Response to Public Comments – Staff reviewed the comments and will require the development to meet the Parking By-law, including bicycle parking, subject to the conditions in Appendix B.

PUBLIC BENEFITS

Development Cost Levies – Development Cost Levies (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).

This site is currently subject to the City-wide DCL and Utilities DCL. DCLs are payable at building permit issuance based on rates in effect at that time and the floor area proposed at the development permit stage. Based on bylaws and rates in effect as of September 30, 2021, and the proposed 27,121 sq. ft. of residential floor area \$769,423 of DCLs would be expected from this development.

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

Public Art Program – The 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 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.

To provide more certainty and clarity, as well 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 rezoning, within the *Cambie Corridor Plan*.

The site is subject to a fixed-rate CAC applicable to six story residential projects within the Cambie Corridor. The applicant has offered a cash contribution of \$2,028,398 based on the net increase in allowable residential floor area 19,859 sq. ft. and the target CAC rate of \$102.14 sq. ft. applicable to this application. The CAC will be directed to support delivery of the Cambie Corridor Public Benefits 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. To monitor and track progress towards the achievement of community amenities in accordance with the strategy, a summary of public benefits and progress to date is provided in Appendix F.

See Appendix G for a summary of all of the public benefits for this application.

Financial Implications

Based on the DCL bylaws and rates in effect as of September 30, 2021, it is estimated that the proposed development will pay \$769,423 of DCLs.

The applicant has offered a cash CAC of \$2,028,398 to be allocated towards the Cambie Corridor Public Benefits Strategy. No public art contribution is expected from this rezoning.

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

CONCLUSION

Staff have reviewed the application to rezone 7929-7949 Cambie Street for a six-storey strata-titled residential building and conclude that the land use, height and density are consistent with the *Cambie Corridor Plan*.

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

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**7929-7949 Cambie Street
PROPOSED 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 attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D of By-law No. 3575.

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

Designation of CD-1 District

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

Uses

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

Conditions of Use

4. The design and layout of at least 35% of the dwelling units must:
 - (a) be suitable for family housing; and
 - (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.

Floor area and Density

- 5.1 Computation of floor area must assume that the site area is 971 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 2.6.
- 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 m² 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, at the discretion of the Director of Planning or Development Permit Board, amenity areas accessory to a residential use, to a maximum of 10% of the total floor area being provided for dwelling units.

Building Height

6. Building height, measured from base surface, must not exceed 22.3 m.

Horizontal Angle of Daylight

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

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

Acoustics

8. All development permit applications for dwelling uses must include an acoustical report prepared by a registered professional acoustical engineer demonstrating that the noise levels in those portions of the dwelling units listed below will not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq24) sound level and will be defined simply as noise level in decibels.

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

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**7929-7949 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 FORM OF DEVELOPMENT

Note: Consideration by Council at the Public Hearing of the proposed form of development is in reference to plans prepared by Gud Group, received January 7, 2021 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 reduce the overall building massing to better relate to the adjacent properties by providing 2.4 m (8 ft.) shoulder setback on all sides above level 4.
- 1.2 Design development to ensure a gentle transition to the property to the south through side yard landscaping free of above-grade structures.

Note to Applicant: The side yard is intended as a landscaped open buffer to the neighbouring property, free of above-grade development such as protruding underground parking, parking ramp cover. Suggested strategies include integrating the exit route into the building, deleting the parking ramp cover, setting back the outdoor seating area at front entry not encroaching into the side yard.

- 1.3 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.

- 1.4 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, signs and lighting. This will aid in maintaining the neighbourhood's character while enriching the pedestrian experience.

- 1.5 Design development to enhance the pedestrian interface by reducing the visual impact of blank walls and increasing the visibility of the main entry lobby.

Note to Applicant: Continuous blank retaining walls, particularly along the front yard at accessible ramp, should be minimized. Strategies include terracing; applying high-quality materials; landscaping. See Landscape Design condition 1.13.

- 1.6 Design development to improve the functionality of open space adjacent the pad-mounted transformer (PMT).

Note to Applicant: This area should be considered as extra outdoor amenity. Suggested strategies include defining an access to the lane and incorporating seating benches and landscape furniture.

- 1.7 Design development to introduce children's outdoor play area in keeping with the High-Density Housing for Families with Children Guidelines. See Landscape Design condition 1.15 (a).

- 1.8 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-andgreen-roofs.pdf> See Landscape Design condition 1.15(c).

- 1.9 Provision to maintain or improve the high quality design of the façade.

Note to Applicant: At time of development permit, drawings are expected to demonstrate constructability and the materiality of the proposed façade treatment.

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

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

Crime Prevention through Environmental Design (CPTED)

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

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

Landscape Design

- 1.12 Design development to confirm viability of the tree strategy by the following:

- (a) Provide Letters of Consent from adjoining property owners north and south of the development site for the transplanting of shared ownership trees;

- (b) Provide additional arboricultural assurance that the transplanting of trees will be successful, in a revised arborist report. The revised arborist report should add a section that explains the risks and what the mitigation measures would be if they fail.

Note to Applicant: If adjacent property owners do not agree with the tree strategy, then an alternate design will be required, which retains and protects the trees. Note that additional conditions may follow receipt of complete information.

- 1.13 Design development to enhance the public realm interface at the Cambie Street frontage, by providing increased landscape buffering from the busy street and minimized exposed walls for improved streetscape.

Note to Applicant: See Urban Design condition 1.5.

- 1.14 Design development to provide additional privacy and buffering to the north and south adjacent properties by the addition of more significant planting beds, of minimum two rows of woody evergreen shrubs along property line and minimized exposed walls.

Note to Applicant: See Urban Design conditions 1.2 and 1.3.

- 1.15 Design development to expand programming to the common outdoor amenity rooftop by the following:

- (a) Provide a Child Play Area to comply with the High-Density Housing for Families with Children Guidelines. See Urban Design condition 1.7
- (b) Provide other varied opportunities for informal seating and social gathering.
- (c) Add more substantial planting, including some trees, to comply with the Roof-Mounted Energy Technology and Green Roofs Administrative Bulletin. See Urban Design condition 1.8.

- 1.16 Design development to improve the sustainability strategy, by the following:

- (a) Add substantially more landscape around all entry areas, to accent and soften them.
- (b) Add vines to any blank wall facades, ensuring the vine support is sturdy and low maintenance (avoid high maintenance modular “green wall” systems).
- (c) Add planters with overarching shrubs to common upper level decks, to be visually accessible from below, softening the edges and consisting of woody evergreen plant material for year-round presence.
- (d) Delete water feature at the front entry courtyard and replace with a more sustainable soft landscape or stormwater friendly feature.
- (e) Add edible plants, which can be used as ornamentals as part of the landscape design.

- 1.17 Design development to ensure the intended landscape design is carried into the future by adequate maintenance, as follows:
- (a) Provide common maintenance access to all planted common areas.
 - (b) Provide a high efficiency irrigation system for all planted areas.

- 1.18 Design development to locate, integrate and fully screen parking garage vents in a manner which minimizes their impact on the architectural expression and the project's open space and public realm.

- 1.19 Design development to the Integrated Rainwater Management Strategy to explore opportunities for onsite rain water infiltration and soil absorption, as follows:

- maximize natural landscape best management practices;
- minimize the necessity for hidden mechanical water storage;
- increase the amount of planting to the rooftop areas, where possible;
- consider linear infiltration bio-swales along property lines, at lower site areas;
- use permeable paving;
- employ treatment chain systems (gravity fed, wherever possible); and
- 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.

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

- detailed storm water report with calculations describing how the various best management practices contribute to the quality and quantity targets;
- a separate soil volume overlay plan with schematic grading indicating intent to direct rainwater to infiltration zones; and
- 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.

- 1.21 Provision of coordination between the Landscape Plan and the architectural Site Plan, for most updated information;

- 1.22 Provision of complete information, such as references on the Roof Deck Plan, confirming all landscape elements;

- 1.23 Provision of a detailed Landscape Plan illustrating soft and hard landscaping;

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

- 1.24 Provision of detailed architectural and landscape cross sections (minimum ¼ in. scale) through common open spaces, semi-private patio areas and the public realm;

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

- 1.25 Provision of a "Tree Management Plan";

Note to Applicant: It is preferred that the arborist tree management plan become the primary document for tree removal/ protection related matters.

- 1.26 Provision of an arborist "letter of undertaking" to include signatures by the owner, contractor and arborist;

Note to Applicant: The signatures confirm that all parties are aware of the roles and responsibilities and that the project is on track to satisfy the steps and recommendations outlined by the arborist. For example, advanced planning will be needed to ensure that certain works, such as site supervision checkpoints, are coordinated.

- 1.27 Provision of a Letter of Consent for the proposed removal or relocation of adjacent property hedge;

- 1.28 Coordination for the provision of new street trees and 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 (604.871.6131) to confirm tree planting locations and Park Board (604.257.8587) for tree species selection and planting requirements. Provide a notation on the plan as follows, "*Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches deep. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion*".

- 1.29 Provision of an outdoor Lighting Plan.

Sustainability

- 1.30 All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezonings* (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 Rezonings – Process and Requirements* (amended April 28, 2017 or later).

- 1.31 Identification on the plans and elevations of any built elements contributing to the building's sustainability performance in achieving the requirements as dictated by the *Green Buildings Policy for Rezonings* and explore further strategies to improve green building performance and identify significant thermal bridges and their resolution on design drawings.

Note to Applicant: Additional strategies could include but are not limited to utilizing solar shading devices and green roof technologies.

Engineering

- 1.32 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.

- 1.33 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>

- 1.34 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.
- 1.35 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 to the development 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.
- 1.36 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.
- 1.37 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 maneuvering aisle.
- (b) Provision of bicycle storage rooms to accommodate a maximum of 40 bicycles.
- Note to Applicant: This number may be increased to 120 if the room is compartmentalized and providing independent access to each section within the bicycle storage room.
- (c) Provision of automatic door openers for all doors providing access to Class A bicycle storage.
- (d) Provision of a 1.5 m access aisle in front of oversized bicycle spaces.
- (e) Provision of a direct access door to be provided for the bicycle storage rooms.
- Note to Applicant: Refer to the bicycle storage room located on level P1.
- (f) Provision of manufacturers specifications for stacked bicycle racks including dimensions, vertical and aisle clearances.
- Note to Applicant: Racks must be usable for all ages and abilities.
- (g) Provision of 1.8 m stall length and 0.6 m width for the Class B bicycle parking.
- 1.38 Design Development to improve access and design of loading spaces and comply with the Parking and Loading Design Supplement.

- (a) Provision of the Class A loading space to be provided at grade off of the lane.

Note to Applicant: Consider providing the Class A loading space in a parallel lay-by off of the lane.
 - (b) Provision of convenient, internal, stair-free loading access to/from all site uses.
 - (c) Provision of secure residential parking. The visitor parking to be located in front of the residential overhead gate.
- 1.39 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.
 - (i) Provision of two 21 ft. 8 in. width knock-out panels giving access to the future parkades on the adjoining properties at 506 West 63rd Avenue (Lot 1, Centre Portion of District Lot 323, Plan 9707) and 7969 Cambie Street (Lot 4, Centre Portion of District Lot 323, Plan 9707).
 - (ii) Provision of parabolic mirrors at the bottom of the main ramp, and mirrors at the top and bottom of the internal ramps to improve visibility and sightlines.
 - (b) 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/back of sidewalk).
 - (ii) Ramp slopes must not exceed 12.5% after the first 20' from the (property line/back of sidewalk). 15% slopes may be acceptable if a 7.5% to 10% transition ramp is provided at the bottom for at least 4 m in length.
 - (iii) Ramps which have a 15% slope and are exposed to the weather must be heated.
 - (c) Provision of minimum 2.6 m (8 ft. 6 in.) stall width for small car spaces adjacent to walls.

Note to Applicant: Refer to parking space number 17.
 - (d) Provide a wheel-stop for parking space number 10.
- 1.40 The following information is required for drawing submission at the development permit stage to facilitate a complete Transportation review:
- (a) All types of parking and loading spaces individually numbered, dimensioned, and labelled on the drawings.

- (b) Dimension of column encroachments into parking stalls.
 - (c) Show all columns in the parking layouts.
 - (d) Dimensions of additional setbacks for parking spaces due to columns and walls.
 - (e) Dimensions of manoeuver aisles and the drive aisles at the parkade entrance and all gates.
 - (f) 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.
 - (g) Areas of minimum vertical clearances labelled on parking levels.
 - (h) Design elevations on both sides of the ramps and drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances. The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings.
 - (i) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside.
 - (j) The location of all poles and guy wires to be shown on the site plan.
- 1.41 Prior to Development Permit, provide a Final Hydrogeological Study which meets the requirements of the Groundwater Management Bulletin (<https://bylaws.vancouver.ca/bulletin/bulletin-groundwater-management.pdf>);
- Note to Applicant: Should the groundwater management plan submitted in the Final Hydrogeological Study propose any groundwater discharge to the City drainage system, approval will be contingent on further City review prior to development permit;
- 1.42 Construction-related discharge to the sewer must be measured, and reported to the City. This monitoring must include daily average flow rates, and be submitted monthly to groundwater@vancouver.ca. A hold will be placed on the Building Permit; to lift the hold, provide an anticipated start date for excavation, and the contact details for the professional services that have been retained to conduct this monitoring, to groundwater@vancouver.ca.
- 1.43 Provision of a draft final Rainwater Management Plan (RWMP) which includes the following:
- (a) Provide design specifics and details of all best management practices to support the design claim for meeting target requirements. Coordinate with the landscape architect on the details specific to the landscape portion, such as proposed growing medium depth.

- (b) Provide summary of all the catchment areas in a tabular form, including the required capture and treatment, any direct capture and treatment achieved from adjacent surfaces, and storage capacities for that catchment. Catchments must be shown in a proposed site plan drawing or figure as part of the Preliminary Rainwater Management Plan Report.

Note to Applicant: 100 mm depth soil for the green roof would not provide adequate storage for up to the first 24 mm of rainfall. Design should be revised accordingly.

- (c) Calculate the detention tank volume equal the greater of either the pre-development peak flow storage volume or the amount of the 24 mm rainfall not captured in Tier 1 & Tier 2 practices.

Note to Applicant: The Appendix C – Storage Volume Calculation information is missing and has been moved to the beginning of Appendix B. Please revise this for future submissions.

- (d) Peak flow calculations to use 1:5 year return period. Inlet time = 10 minutes. Travel time to be estimated by applicant. Ensure that the pre-development calculation uses the 2014 IDF curve values and the post-development calculation uses the 2100 IDF curve values.

Note to Applicant: Include peak flow estimate in post development conditions for both with and without release rate controls.

- (e) Provide information on how the water quality requirement will be achieved on this site, as water quality treatment is required for the first 24 mm (~70% annual average rainfall) of all rainfall from the site that is not captured in Tier 1 or Tier 2 practices and 48 mm (~90% annual average rainfall) of treatment is required for high traffic areas. For the Development Permit submission, the following should be included for review for all proprietary devices:

- (i) Product Name and Manufacturer/Supplier.
- (ii) Total area and % Impervious being treated.
- (iii) Treatment flow rate.
- (iv) Supporting calculations to demonstrate adequate sizing system based on the contributing drainage area.
- (v) Include discussion of the specified treatment device's % TSS removal efficiency certification by TAPE or ETV.
- (vi) Location of device in drawing or figure in the report.

Note to Applicant: 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 RWMP will include all relevant details.

Please contact the City of Vancouver's Rainwater Management Review group for any questions or concerns related to the conditions or comments prior to resubmission with the Development Permit application. A meeting may be scheduled upon request by contacting rainwater@vancouver.ca.

- 1.44 Provision of a Rainwater Management Agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services registered prior to issuance of a Development Permit.
- 1.45 Provision of a final RWMP, which includes a written report, supporting calculations, computer models and drawings to the satisfaction of the General Manager of Engineering Services and the City Engineer prior to the issuance of any building permit.
- 1.46 Provision of a final Operations and Maintenance (O&M) Manual for the rainwater management system to be included as an appendix in the RWMP Legal Agreement, to the satisfaction of the General Manager of Engineering Services and the City Engineer prior to the issuance of any building permit.
- 1.47 Submission of a Key Plan to the City for review and approval prior to submission of any third party utility drawings is required. The review of third party utility service drawings will not be initiated until the Key Plan is defined and achieves the following objectives:
 - (a) 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>;
 - (b) All third party service lines to the development is to be shown on the plan (e.g., BC Hydro, Telus, Shaw, etc.) and the applicant is to provide documented acceptance from the third party utilities prior to submitting to the City.

Note to Applicant: Use of street for temporary power (e.g., temporary pole, pole mounted transformer or ducting) is to be coordinated with the city well in advanced of construction. Requests will be reviewed on a case by case basis with justification provided substantiating need of street space against other alternatives. If street use for temporary power is not approved, alternate means of providing power will need to be proposed. An electrical permit will be required.
- 1.48 Garbage pick-up operations appear challenging. A confirmation letter from the waste hauler provider is required.
- 1.49 Existing wood pole in lane conflicts with access. Arrangements to the satisfaction of the General Manager of Engineering Services and the appropriate public utility companies for pole relocation are required, if the (driveway, loading bay, walkway, etc.) cannot be relocated.
- 1.50 Remove concrete entrance walkways, retaining walls, stairs and other structures from the City boulevard on Cambie Street.
- 1.51 Provide landscape drawings for proposed offsite works on City property.
- 1.52 Follow the Cambie Corridor streetscape guidelines.
- 1.53 The following statement is to be placed 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 and Major Projects and/or your Engineering, Building Site Inspector for details.”

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:

Engineering

- 2.1 Consolidation of Lots 2 and 3, Centre Portion of District Lot 323, Plan 9707 to create a single parcel.
- 2.2 Provision of arrangements (legal agreements) to secure access through the underground parking on this site for the underground parking within future developments on the adjacent properties at 506 West 63rd Avenue (Lot 1, Centre Portion of District Lot 323, Plan 9707) and 7969 Cambie Street (Lot 4, Centre Portion of District Lot 323, Plan 9707).
- 2.3 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 2.4(a), 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 November 8, 2020, no water main upgrades are required to service the development.

Note to Applicant: The main servicing the proposed development is 150mm along Cambie Street. Should the development require water service connections larger than 150mm, 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(s) at 7929-7949 Cambie Street requires the following in order to improve combined sewer flow conditions.

Local Servicing Upgrade:

- Separate 65 m of existing 200 mm COMB to 200 mm SAN and 250 mm STM on Cambie Street from MH_421998 to MH_408482.

Note to Applicant: The City may deliver the above upgrades as per the provisions under the Services Agreement at the applicant's cost.

The lengths and diameters of these improvements are approximate and subject to detailed design by Developer's Engineer.

Developer's Engineer to submit design brief, calculations and/or model, and design drawings to the City. All submittals including Issued for Construction (IFC) drawings are required to be reviewed and accepted by the City Engineer prior to building permit issuance.

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 proposed 200 mm SAN and 250 mm STM sewers on Cambie Street.

Note to Applicant: This property is under the Provincial Well-Drilling Advisory Area, and subsurface flowing artesian conditions may exist.

- (c) Provision for the construction of, or full funding for, future street improvements from the centerline of Cambie Street adjacent to the site including any transition areas to connect existing and new curb alignments. These improvements will generally include the following: new concrete curb and gutter, raised protected bike lane, concrete sidewalk, and improved street lighting and additional pedestrian scale lighting including adjustment to all existing infrastructure to accommodate the proposed street improvements.

Note to Applicant: City of Vancouver to provide approved Geometric design. All elements of the Geometric design must be constructed to meet City Standards including, but not limited to relocation of existing catch basins or installation of new catch basins where required to accommodate the geometric design.

- (d) Provision of upgraded street lighting (roadway and sidewalk) adjacent to the site to current City standards and IESNA recommendations.
- (e) 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.

- (f) Provision of reconstruction of the laneway along the development site's frontage as per City "Higher Zoned Laneway" pavement structure including the installation of a new catch basin in the laneway.
- (g) Provision of lane lighting on standalone poles with underground ducts. The ducts must be connected to the existing City street lighting infrastructure. BC Hydro poles, where they exist, may be used to mount lane lights with overhead supply provided the applicant/applicant's consultant obtains written approval from BC Hydro.
- (h) Provision for the installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.

2.4 Provision of one or more Latecomer Agreements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following works, which constitute excess and/or extended services:

- (a) Separate 65 m of existing 200 mm COMB per condition 2.3(b)

Note to Applicant: The benefiting area for these works is under review.

Note to applicant: An administrative recovery charge will be required from the applicant in order to settle the latecomer agreement. The amount, which will be commensurate with the costs incurred by the City to administer the latecomer scheme, will be provided by the City and specified in the latecomer agreement.

2.5 Provision of all third party utility services (e.g., BC Hydro, Telus and Shaw) to be underground. BC Hydro service to the site shall be primary.

Provision of written confirmation that all required electrical plants will be provided within private property.

Note to Applicant: BC Hydro System Vista, Vista switchgear, pad mounted transformers, low profile transformers and kiosks as well as telecommunications kiosks are to be located on private property with no reliance on public property for placement of these features.

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

- 2.6 Parking, loading, bicycle, and passenger loading spaces must be provided and maintained in accordance with the requirements of the Vancouver Parking By-Law.

Note to Applicant: One Class A loading space is to be provided at grade off of the lane and 5% oversized and 10% bicycle lockers to be provided.

Housing

- 2.7 If eligible tenants are identified to be residing on the site, the applicant will deliver a Tenant Relocation Plan to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and enter into a Section 219 Covenant and/or such other agreements as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services determine are necessary to require the applicant to:

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

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

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

Sustainability

- 2.8 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.

Community Amenity Contribution

- 2.9 Pay to the City the cash Community Amenity Contribution of \$2,028,398 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.

Environmental Contamination

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

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

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

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

* * * * *

7929-7949 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 the following properties from the RS-1 maps forming part of Schedule A of the Subdivision By-law:

- (a) Lot 2 Centre Portion of District Lot 323 Plan 9707; PID: 009-502-394; and
- (b) Lot 3 Centre Portion of District Lot 323 Plan 9707; PID: 009-502-459.

* * * * *

7929-7949 Cambie Street
ADDITIONAL INFORMATION

PUBLIC CONSULTATION SUMMARY

1. List of Engagement Events, Notification, and Responses

	Date	Results
Event		
Virtual open house (City-led)	March 1 – 21, 2021	145 participants (aware)* <ul style="list-style-type: none"> • 45 informed • 10 engaged
Public Notification		
Postcard distribution – Notice of rezoning application and virtual open house	February 26, 2021	2,691 notices mailed
Public Responses		
Online questions	March 1 – 21, 2021	0 submittals
Online comment forms <ul style="list-style-type: none"> • Shape Your City platform 	February 2021 – July, 2021	11 submittals
Overall position <ul style="list-style-type: none"> • support • opposed • mixed 	February 2021 – July, 2021	11 submittals <ul style="list-style-type: none"> • 6 responses • 0 responses • 5 responses
Other input	February 2021 – July, 2021	4 submittal
Online Engagement – Shape Your City Vancouver		
Total participants during online engagement period	March 1 – 21, 2021	243 participants (aware)* <ul style="list-style-type: none"> • 81 informed • 11 engaged

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 an analysis of all public feedback by topic and ordered by frequency.

Generally, comments of support fell within the following areas:

- **Building height, massing, density and context:** The building height, massing, density and context are all appropriate and great addition to this area of the Cambie Corridor.
- **Building design:** The building's entrance, balconies and amenity spaces are well designed and well thought out.
- **Housing stock:** The creation of more housing stock is greatly appreciated especially when two single family lots are being converted into 33 new homes.

Generally, comments of concern fell within the following areas:

- **Parking:** There is too much parking proposed as this building is in close proximity to the Marine Drive Skytrain Station.
- **Traffic and disruption:** Increased traffic congestions during the construction phase and after the building has been built is a cause of concern.

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

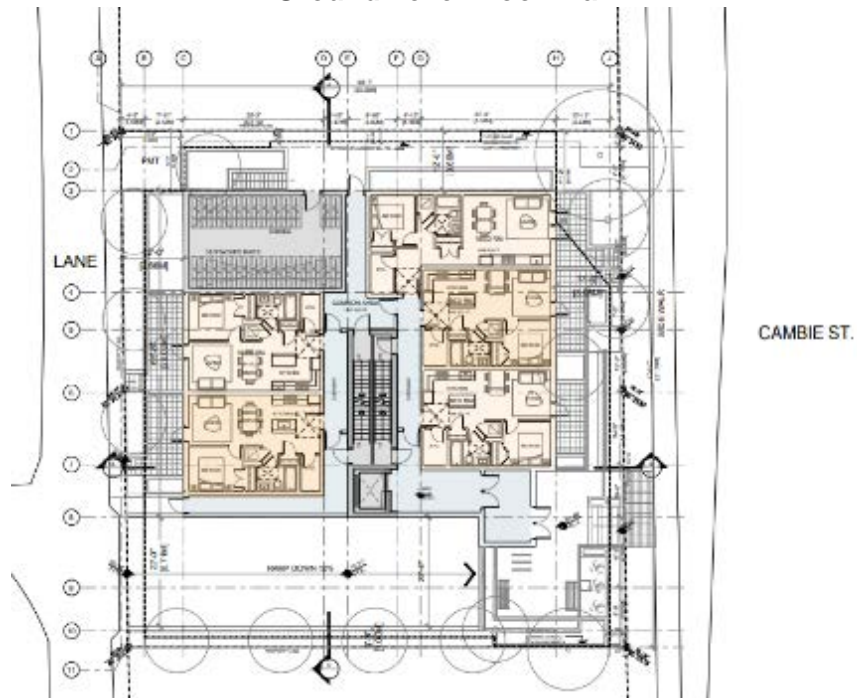
Neutral comments/suggestions/recommendations:

- More density should be considered along the Cambie Corridor.
- The bicycle parking should be located in the parking garage and the space proposed for the bicycle parking should be converted into a residential unit instead.
- Projects such as this already comply to the Cambie Corridor Plan, a more streamlined rezoning process should be considered for projects that already meet policy requirements.

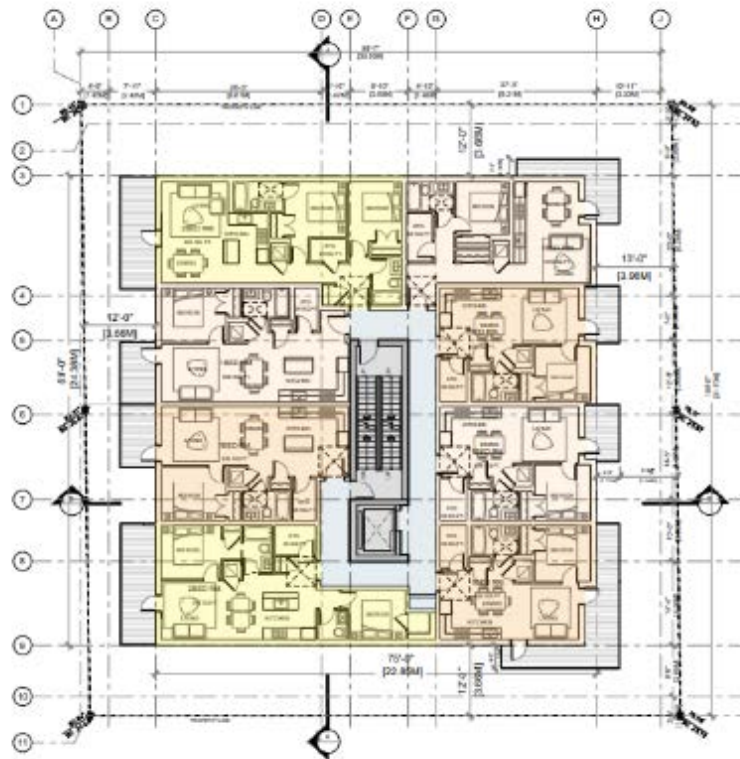
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7929-7949 Cambie Street
FORM OF DEVELOPMENT

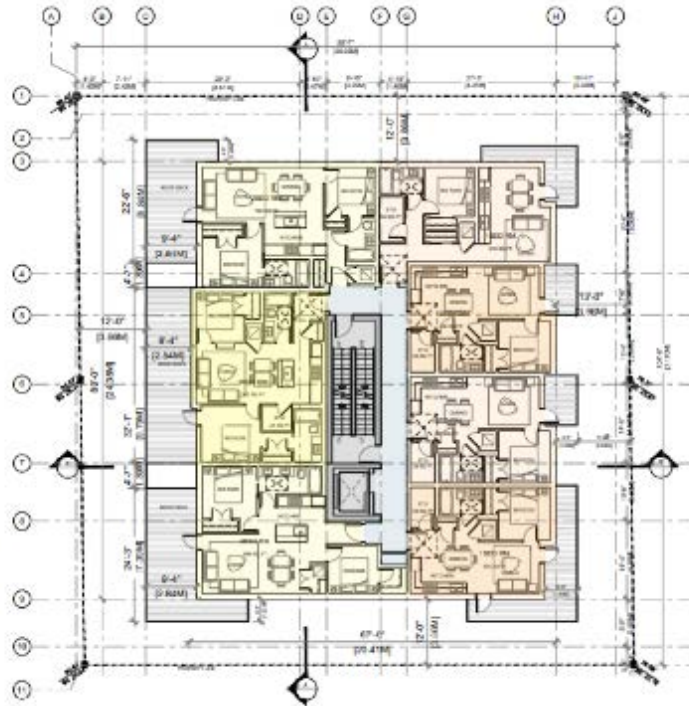
Ground Level Floor Plan



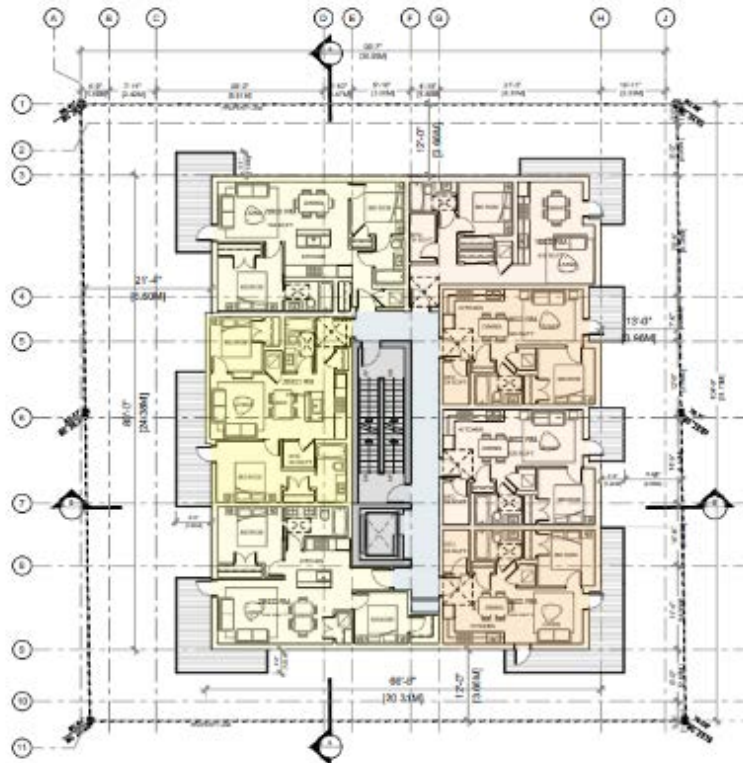
Level 2 Floor Plan



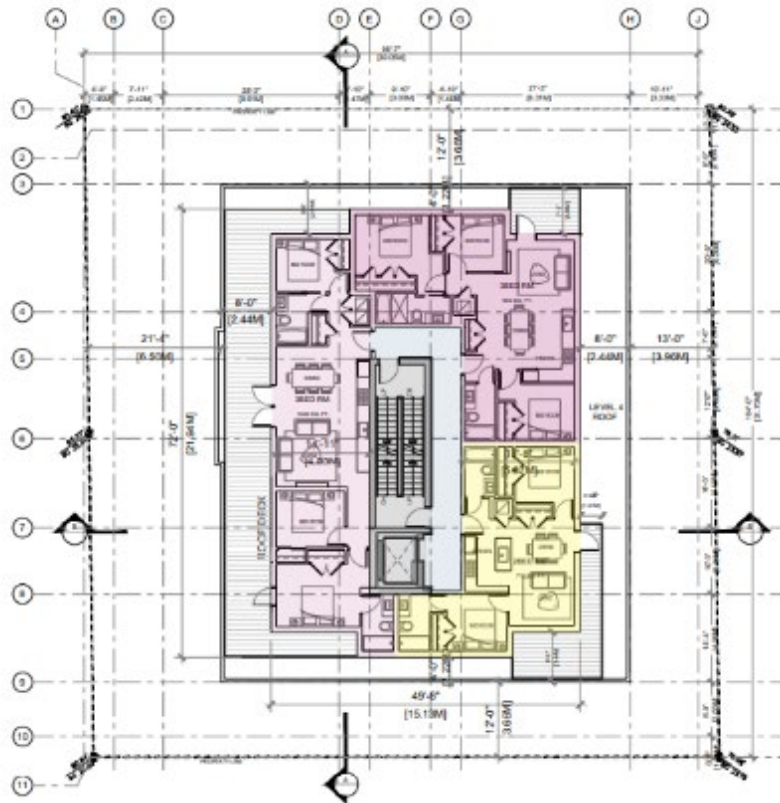
Level 3 Floor Plan



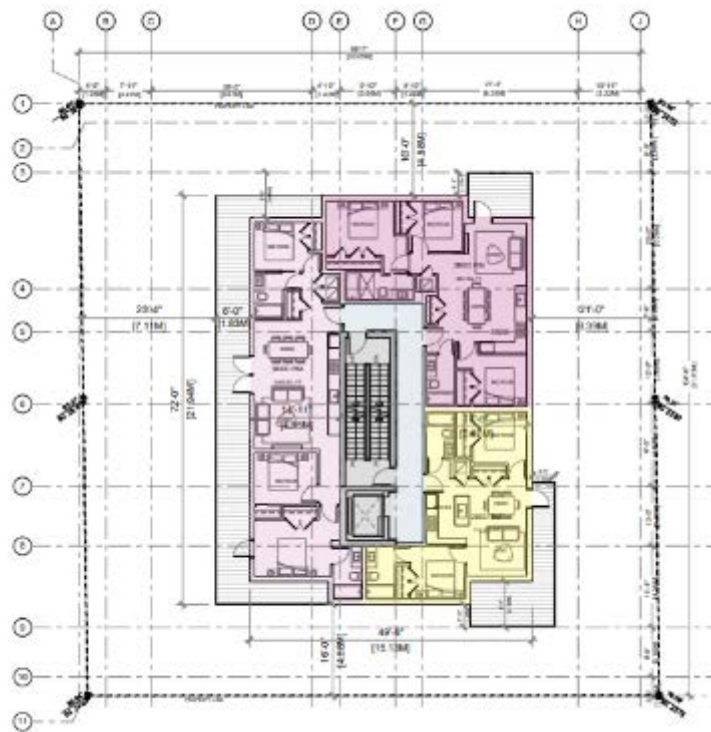
Level 4 Floor Plan



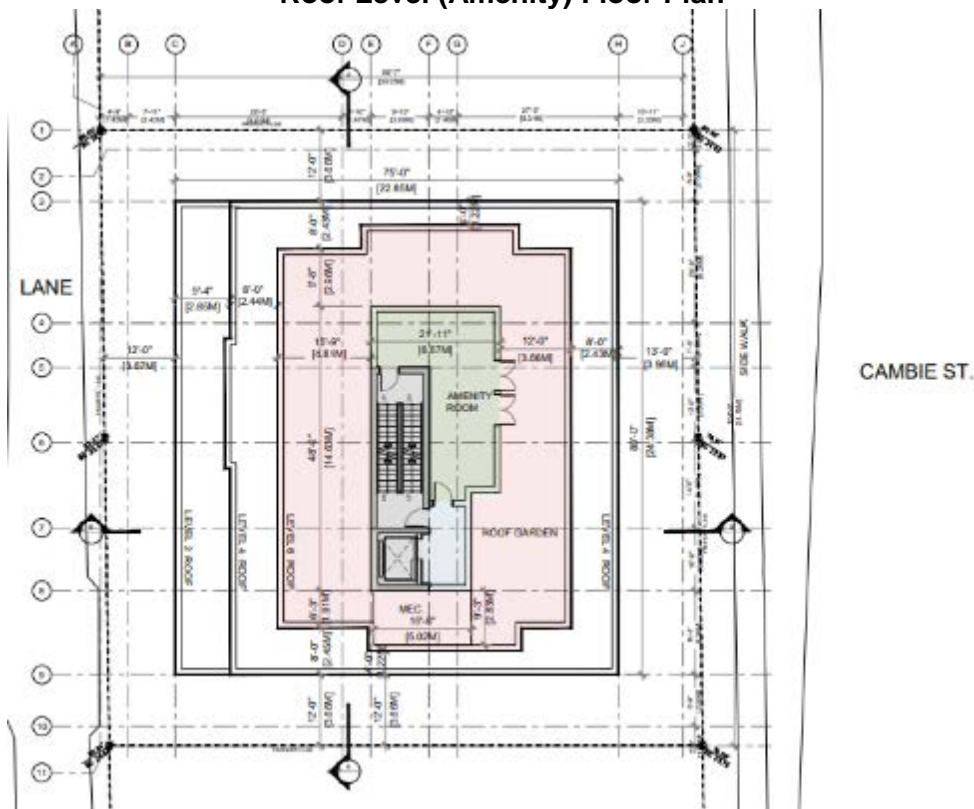
Level 5 Floor Plan



Level 6 Floor Plan



Roof Level (Amenity) Floor Plan



East Elevation (Front)

West Elevation (Rear)



South Elevation



North Elevation

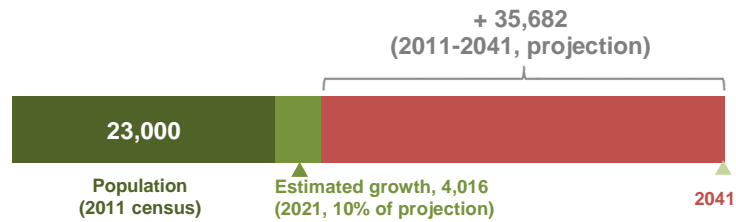


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PUBLIC BENEFITS IMPLEMENTATION DASHBOARD
CAMBIE CORRIDOR PLAN (2018) – North of 57th Ave
Updated mid-year 2021

POPULATION GROWTH^a

The Cambie Corridor has grown by approximately **4,000** people since the 2011 census. The plan projects a growth of approximately **35,600** people by 2041.

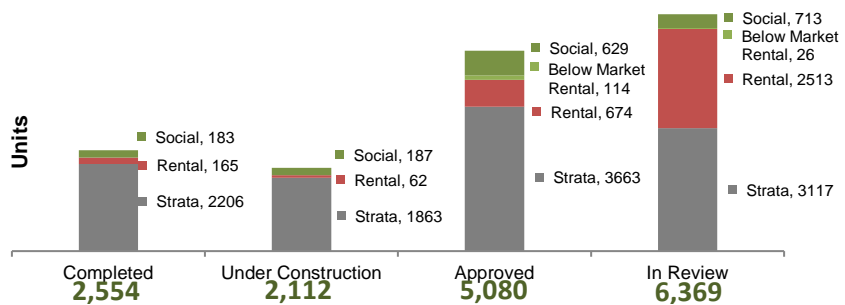


DEVELOPMENT ACTIVITY (UNITS)^b

Recent rezoning approvals:

- [3353 Cambie St](#)
- [5412 Cambie St](#)
- [485 W 28th Ave](#)
- [325-341 W 42nd Ave](#)
- [5910-5998 Cambie St](#)
- [4118-4138 Cambie St](#)
- [5740 Cambie St](#)
- [441-475 West 42nd Avenue](#)

**This list does not include any townhouse developments under the RM-8A/AN Districts Schedule*



**The number of secured market rental has been adjusted to correct an error in the 2020 year-end tracker.*

PUBLIC BENEFITS ACHIEVED AND IN PROGRESS SINCE 2018 (North of 57th Ave)

✓ On track to achieving targets
 ➔ Some progress toward targets, more work required
 ○ Targets require attention

TARGETS	Completed	Construction	Planning / Design	Progress
See Chapter 13 of the Cambie Corridor Plan for more details				
HOUSING <ul style="list-style-type: none"> • ~ 4,700 additional secured market rental units • ~ 2,250 social housing units • ~ 400 additional below-market units (Gross numbers of units reported) 	<ul style="list-style-type: none"> • 183 social housing units (408-488 W King Edward Ave, 4899 Heather St, 5688 Ash St, 5077 and 5095 Heather St (TMH)) • 165 secured market rental units (210-268 W King Edward Ave, 408-488 W King Edward Ave, 452-486 W 41st Ave, 4867 Cambie St) 	<ul style="list-style-type: none"> • 187 social housing units (Oakridge Centre) • 62 secured market rental units (431-455 W King Edward Ave, 6137 Cambie St) 		<p>16% of social housing target achieved 3% of secured rental target achieved</p> ○
CHILDCARE <ul style="list-style-type: none"> • ~ 1,080 spaces for all age groups 	<ul style="list-style-type: none"> • Restoration of 8 Oaks Acorn childcare outdoor area 	<ul style="list-style-type: none"> • 218 childcare spaces (Oakridge Civic Centre, Eric Hamber Secondary School) 		<p>20% of childcare spaces target achieved</p> ➔
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"> • 45th Ave Bikeway improvements • Interim Plazas (17th and Cambie; 18th and Cambie) • Cambie Complete Streets (W 33rd to W 35th; McGuigan to W 35th Ave) • 29th and Cambie Plaza + Public Art 	<ul style="list-style-type: none"> • King Edward Ave Complete Street (Yukon St to Columbia St) • Complete Street (W 35th Ave to W 37th Ave) • Oak St and 27th Ave pedestrian and bike signal • Ontario and 16th Curb Bulge Bioretention 	<ul style="list-style-type: none"> • 54th Ave Curb Bulge Bioretention Upgrade • Cambie and 31st Ave Street Closure 	➔

TARGETS	Completed	Construction	Planning / Design	Progress
See Chapter 13 of the Cambie Corridor Plan for more details				
CULTURE • 5 new artist studios	• Public art from rezonings (29th Ave and Cambie St Plaza)	• Cultural space, performance theatre, outdoor performance space at Oakridge Civic Centre		✓
CIVIC / COMMUNITY • Oakridge Civic Centre • Oakridge Library renewal and expansion • Additional library branch • Hillcrest Community Centre (fitness centre expansion) • Firehall #23 • Community Policing Centre		• Oakridge Civic Centre (129-space childcare, library)	• VanDusen & Blodel Strategic Plan	✓
HERITAGE • 5% allocation from cash community amenity contributions in Cambie Corridor	• James Residence (587 King Edward Ave) • Milton Wong Residence (5010 Cambie St) • 5% allocation from cash community amenity contributions			✓
SOCIAL FACILITIES • Renewal and expansion of Oakridge Seniors Centre • Youth Hub • Non-profit organization centre • Additional Seniors' Centre		• Renewal and expansion of Seniors Centre and Youth Centre (Oakridge Civic Centre)		→
PARKS • New parks on large sites • Queen Elizabeth Master Plan and Phase 1 upgrades • 6 plazas and enhanced open spaces • Neighbourhood park improvements	• Upgrades to Riley Park & Hillcrest Park • Lillian To Park (17 th Ave and Yukon St) • Playground renewal at Douglas Park • Queen Elizabeth Park tennis court resurfacing	• Oakridge Park	• Alberta St Blue-Green System and Columbia Park Renewal • Queen Elizabeth Master Plan • Oak Park Schematic Design • Little Mountain Plaza and Wedge Park • Heather Park off-leash dog area	→

EXPLANATORY NOTES

The Public Benefits Implementation Dashboard 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 (and significant public benefits adjacent to the plan area) since Plan approval.

^a Population Growth

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.

^b Development Activity

The Development Activity Chart includes Building Permits, Development Permits, and rezoning applications:

- Completed: Occupancy Permit issuance
- Under Construction: Building Permit issuance
- Approved: Approved Rezoning Applications and Development Permits submitted without a rezoning
- In review: In Review Rezoning Applications and Development Permits submitted without a rezoning

^c Public Benefits Achieved

Public benefits in planning/design typically include large City- or partner-led projects or master plans that have begun a public process or have made significant progress in planning or design stages, but have not yet moved to construction.

**7929-7949 Cambie Street
PUBLIC BENEFITS SUMMARY**

Project Summary

6-storey residential building containing 33 strata-titled residential units.

Public Benefit Summary:

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

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 971 sq. m / 10,452 sq. ft.)	0.7	2.6
Buildable Floor Space (sq. ft.)	7,312	27,121
Land Use	Single-Family Residential	Multi-Family Residential

Summary of Development Contributions Expected Under Proposed Zoning

City-wide DCL ¹	\$494,687
City-wide Utilities DCL ¹	\$274,735
Community Amenity Contribution	\$2,028,398
TOTAL	\$2,797,821

¹ Based on DCL bylaws in effect as at September 30, 2021; DCL bylaws 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.

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**7929-7949 Cambie Street
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION**

APPLICANT AND PROPERTY INFORMATION

Street Address	7929-7949 Cambie Street
Property Identifier (PID) and Legal Description	Lot 2 and 3 Centre Portion of District Lot 323 Plan 9707; PID: 009-502-394 and 009-502-459, respectively
Property Owner	1190048 B.C. Ltd.
Architect	Gud Group

SITE STATISTICS

Site Area	971 sq. m (10,452 sq. ft.)
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DEVELOPMENT STATISTICS

	Permitted Under Existing Zoning	Proposed
Zoning	RS-1	CD-1
Uses	Residential	Residential
Max. Density	0.7 FSR	2.6 FSR
Floor Area	678 sq. m (7,312 sq. ft.)	2,520 sq. m (27,121 sq. ft.)
Maximum Height	10.7 m (35 ft.)	22.3 m (73 ft.)
Parking, Loading and Bicycle Spaces	Per Parking By-law	Parking 33 Bicycle Parking 36 Loading Spaces 1
Natural Assets	1 existing on-site by-law trees; 6 City trees	1 existing tree on-site to be retained 6 new on-site trees 6 City trees to be retained To be confirmed at the development permit stage

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