



REFERRAL REPORT

Report Date: February 15, 2022
Contact: Yardley McNeill
Contact No.: 604.873.7582
RTS No.: 14922
VanRIMS No.: 08-2000-20
Meeting Date: March 1, 2022

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 Rezoning: 6409-6461 Cambie Street and 505 West 49th Avenue

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 zoning by-laws, in accordance with the recommendations set out below, for consideration at the Public Hearing.

RECOMMENDATION FOR PUBLIC HEARING

- A. THAT, the application by Esatto Architecture Ltd., on behalf of Gryphon 6128 Holdings Ltd., the registered owner of the lands located at 6409-6461 Cambie Street and 505 West 49th Avenue [*Lots 13 to 16 of Lot B, Block 1008 District Lot 526 Plan 10803; PIDs: 009-301-097, 009-301-127, 009-301-135 and 009-301-143, respectively*] to rezone the lands from RT-1 (Residential) District to CD-1 (Comprehensive Development) District, to increase the floor space ratio (FSR) from 0.60 to 4.68 and the building height from 6.1 m (20 ft.) to 40.5 m (133 ft.), to permit a 10-storey mixed-use building, with 48 strata-titled residential units, commercial space, live-work space, and a 37-space childcare facility, 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 Esatto Architecture Ltd., received

June 24, 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 approval of the CD-1 By-law, the application to amend the Sign By-law to establish regulations for this CD-1, generally as set out in Appendix C, be approved.
- C. THAT subject to approval of the CD-1 By-law, the Noise Control By-law be amended to include the CD-1, generally as set out in Appendix C;

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

- D. THAT Recommendations A to C be adopted on the following conditions:
 - (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; 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 bylaw 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

The report evaluates an application to rezone 6409-6461 Cambie Street and 505 West 49th Avenue from RT-1 (Residential) District to CD-1 (Comprehensive Development) District, to permit the development of a 10-storey mixed-use building. The proposal includes 48 strata-titled residential units, retail space at grade, office space on levels two to seven, live-work units at the lane, and a 37-space City-owned childcare facility. A height of 40.5 m (133 ft.) and a density of 4.68 FSR are proposed.

This application has been assessed and the proposed uses and form of development are generally consistent with the *Cambie Corridor Plan*. If approved, the application would contribute residential units, live-work space, employment space, and provide an in-kind, 37-space childcare facility. Staff recommend that the application be referred to a Public Hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it in principle, subject to the Public Hearing, and conditions contained in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

- *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)*
- *Tenant Relocation and Protection Policy (2015, last amended 2019)*
- *Childcare Design Guidelines (1993, last amended 2021)*
- *Green Buildings Policy for Rezonings (2010, last amended 2020)*
- *Community Amenity Contributions Policy for Rezonings (1999, last amended 2021)*
- *Vancouver Development Cost Levy By-law No. 9755*
- *Vancouver Utilities Development Cost Levy By-law No. 12183*
- *Public Art Policy for Rezoned Developments (1994, last amended 2014)*
- *Urban Forest Strategy (2014)*
- *Latecomer Policy (2021)*

REPORT

Background/Context

1. Site and Context

The subject site is located on the northwest corner of Cambie Street and 49th Avenue (Figure 1). Zoned RT-1, the frontage is 87 m (280 ft.) along Cambie Street and 40 m (130 ft.) along 49th Avenue. The four lots, totaling 3,413.4 sq. m (36,741 sq. ft.) in size, are developed with four duplex homes. The homes were constructed between 1962 and 1963 and are occupied by tenants who are aware of the rezoning application. Two existing tenancies are eligible for compensation under the *Tenant Relocation and Protection Policy*.

The site is located in an area undergoing significant change as part of the *Cambie Corridor Plan* (“Plan”). Along Cambie Street are buildings that have been approved for heights between eight and 10 storeys. This includes a 10-storey rental building to the east across Cambie Street and an eight-storey mixed-use building directly to the north. Across the lane to the west, three-storey townhouses are permitted under the *Plan*.

Figure 1: Location Map – Site and Context



Neighbourhood Amenities – The following neighbourhood amenities are within the vicinity:

- *Public Parks* – Tisdall, Langara and Columbia Parks are 300 m to the west, 550 m to the east, and 750 m to the northeast respectively.
- *Cultural/Community Spaces* – The Langara Family YMCA and childcare is located 450 m to the east. The Oakridge Mall redevelopment is located 350 m to the north, which will include a new rooftop park, childcare, library, seniors centre and community centre.

Local School Capacity – The site is within the catchment area of Annie B. Jamieson Elementary School at 6350 Tisdall Street and Eric Hamber Secondary School at 5025 Willow Street. According to the Vancouver School Board (VSB)'s *2020 Long Range Facilities Plan* from January 25, 2021, Van Horne Elementary will be operating over capacity in the coming years, with a capacity utilization at 113% by 2029. By 2029, Eric Hamber Secondary will be operating under capacity, with a capacity utilization at 86%.

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

Application Revisions – In December 2019, a rezoning application was submitted for this site, containing 127 strata-titled residential units, office space, childcare, and live-work space. Due to market changes from the COVID-19 pandemic, the previous application was subsequently withdrawn. The present application lowered the number of strata residential units to 48, while increasing the amount of floor area dedicated for office use and retaining the childcare and live-work space. The form of development between submissions remained almost identical. The current 2021 application is supported as it advances the *Plan* direction to intensify employment space that is co-located with residential, childcare, and live-work space.

2. Policy Context

Cambie Corridor Plan (“Plan”) – The rezoning site is located within the Langara neighbourhood of the *Plan*. The site falls under subsection 4.4.1, which supports mixed-use buildings up to eight and 10 storeys, with the taller building located at the south towards 49th Avenue. A density of up to 3.5 FSR is suggested. Supportable density is determined based on site-specific urban design and public realm performance. Active commercial uses are expected on the ground floor. Second-floor job space is highly encouraged to support a mix of uses. Buildings are also expected to activate and enhance the adjacent lanes by providing active uses at the rear. An additional partial floor with contiguous rooftop indoor and outdoor amenity space is permitted.

Strategic Analysis

1. Proposal

The proposal seeks to rezone the site from RT-1 to CD-1 to permit the development of a 10-storey mixed-use building with 48 total strata-titled residential units. The application consists of commercial retail at grade, 11 strata-titled live-work units at the lane, office space on levels two to seven, and 37 strata-titled residential units above (Figure 2). The ground-level commercial space extends along Cambie Street and wraps around the corner to 49th Avenue. A 37-space childcare facility is located on level two, delivered as a turn-key asset to the City. A

density of 4.86 FSR is proposed with a building height of 40.5 m (133 ft.). Two levels of underground parking are proposed, accessed from the lane.

Figure 2: Proposal as viewed from the lane



2. Land Use

The proposed mix of commercial, institutional and residential uses are consistent with the *Plan* that anticipates mixed-use developments in this area. The 11 ground-oriented live-work units are considered residential floor area and can accommodate families, or be combined with offices or, small businesses such as artist studios.

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

In assessing urban design performance, staff take into consideration the built form guidance within the *Plan*, specifically the Langara Neighbourhood. The proposal is consistent with the urban design guidelines set out in the *Plan*, as outlined below.

Form of Development – The *Plan* anticipates a form of development to accommodate an eight storey building with height increasing up to 10 storeys to the south at the corner of 49th Avenue and Cambie Street. The proposal is consistent with the *Plan* (Figure 3). The eight-storey portion of the building contains upper floor setbacks above the fifth floor, per the built form guidelines and in alignment with the eight-storey building on the adjacent site to the north.

To add visual interest and to articulate the streetwall, a substantial inset has been proposed at the office entry. This inset creates a break between the building massing and reduces the appearance of a long building. Commercial storefronts at the ground floor will provide an engaging interface along Cambie Street. The smaller unit sizes also support opportunities for local-serving retail. A row of 2.5 storey townhouses at the rear offers a transition to the neighbours across the lane and further enhances the residential character of the lane.

The *Plan* encourages second-floor job space. The proposal exceeds this expectation by providing six levels of office space, on levels two to seven. The provision of floor area for job space is supported.

Figure 3: View from Cambie Street facing northwest

Height – The proposal is consistent with the *Plan* for building heights from eight to 10 storeys, with the taller building heights located to the south. The height of 40.3 m (132 ft.) for the 10-storey building is consistent with height for mixed-use buildings. The building height includes higher floor-to-ceiling heights to accommodate both commercial retail and office uses.

Density – The *Plan* recommends an FSR of up to 3.5 for mixed-use buildings. This FSR is suggested, based on urban design performance. The development potential for each site may fall within, below, or above this FSR. The proposal offers seven levels of office space, which exceeds the *Plan* direction for second-level job space. Staff support this additional office space, which results in a greater floor area and FSR than would be expected if the application contained only residential uses, as commercial uses contains fewer floor area exemptions than residential uses. As such, an FSR of 4.68 is supported to accommodate intensification of employment space.

Public Realm – To improve connectivity in the neighbourhood, the *Cambie Corridor Public Realm Plan* anticipates a mid-block pedestrian link between this site and the site to the north. The development located north of this site, at 6361-6385 Cambie Street, provided a setback to facilitate provision of this link. The subject site is also required to provide a similar setback to complete that connection. This connection will help to break up the long block and provide convenient access to Tisdall Park. At the corner of Cambie Street and 49th Avenue, a notch on the ground floor has also been required to improve pedestrian movement at this busy intersection. A condition has been included for further enhancements to the building design and public realm improvements for the corner.

Private Amenity Space – Common indoor and outdoor amenity space for the residential units is located on the rooftop of the eight-storey portion of the building. The residential outdoor amenity space will include a children’s play space. A childcare facility is also provided on the second floor, which will have an adjacent dedicated outdoor play area as per the *Childcare Design Guidelines*.

Urban Design Panel – The Urban Design Panel reviewed and supported the previous application on May 27, 2020. The Panel recommended further design development of the building expression at the street corner and landscape treatment on the ground level (Appendix D). Since the current proposal's form of development is almost identical to the previous application, a second Panel review was not required. Staff have included urban design conditions in Appendix B to capture the previous recommendations of the Panel.

Staff conclude that the proposal complies with the density, height and built form directions within the *Plan*, and is appropriate for the context.

4. Housing

Housing Mix – The strata-titled residential units are to be designed in accordance with the *Family Room: Housing Mix Policy for Rezoning*s, requiring at least 35% of all units to be suitable for families. This includes a minimum of 25% two bedrooms and a minimum of 10% three or more bedrooms. The proposed unit mix of 10% studio units, 21% one-bedroom units, 44% two-bedroom units, and 25% three-bedroom units exceed the required family housing mix policy.

Existing Tenants – As the application involves consolidation of four lots containing secondary rental units, the *Tenant Relocation and Protection Policy* (“TRP Policy”) applies.

Four duplexes, containing eight tenancies, are currently occupied with tenants who are aware of the rezoning application. Out of the eight tenancies, two tenancies are eligible for provisions under the *TRP Policy*. This includes relocation assistance, assistance with moving costs, and monetary compensation calculated based on length of the tenancy.

The applicant has provided a draft Tenant Relocation Plan (TRP), which will be secured as a condition of rezoning (Appendix D). A final Tenant Relocation Plan will be required at the time of development permit issuance. An Interim Tenant Relocation Report is required prior to demolition permit issuance and a final Tenant Relocation Report is required prior to occupancy permit issuance. To better understand relocation needs, including any special housing requirements or vulnerabilities (e.g. low income), tenants will complete a Needs Assessment and will be provided another opportunity to report any changes closer to their end of tenancy.

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

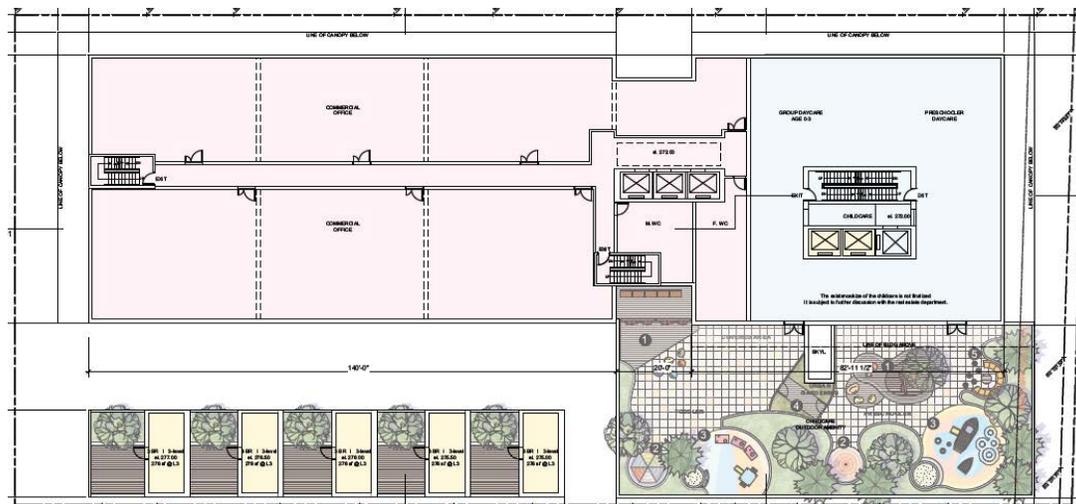
5. Childcare Facility

The applicant has offered a childcare facility to be delivered turnkey to the City as the community amenity contribution (CAC) for this site. The 37-space childcare facility is located on Level 2 (Figure 4). The facility offers an infant/toddler and preschooler program area, with a dedicated outdoor play area co-located on the southwest corner of the podium. While the application proposes a facility at 483 sq. m (5,203 sq. ft.), staff have applied a condition requiring a facility of no less than 950 sq. m (10,215 sq. ft.) to comply with the *Childcare Design Guidelines*. This is noted under the “Recommended” column in Appendix H.

Staff have determined the additional childcare floor area can be accommodated on Level 2, by replacing a portion of the office area, shown in Figure 4. The applicant has the option of relocating the displaced office floor area from Level 2 to the ground floor. This office could form

part of the ground floor uses, however the *Plan* still requires active commercial at grade, so a portion of the retail must remain. The intent is to retain the dimensions of the podium as shown in this application.

Figure 4: Childcare Plan



City Ownership – If the rezoning is approved, the applicant will construct the childcare facility to the City’s satisfaction. The facility will be subject to further design development during the subsequent phases of the approval process. Upon completion, the facility will be delivered turnkey as a separate air space parcel to the City, prior to the issuance of the final occupancy permit. Dedicated mechanical and electrical systems, garbage and recycling areas, vehicle parking, bicycle spaces and end-of-trip facilities, will be secured for use by the operator of the facility.

Non-Profit Operators – Should the application be approved, staff will undertake processes to secure a non-profit organization to operate the childcare facility. Criteria for operator selection would typically prioritize a fit between the non-profit’s organizational mandate and programs that meet Council’s objectives and the needs of the community. A common operating model would ensure that the operator be responsible for the administration, programming, operation, and associated facility costs, including regular maintenance and repairs. The City would typically be responsible for major repairs, and lifecycle replacement of major systems and structural components.

6. Transportation and Parking

The site is well served by transit, located on a major arterial with regular bus service and across the street from the Langara-49th Avenue Canada Line Station.

Vehicle and bicycle parking is provided over two underground levels, accessed from the lane. The application proposes 226 vehicle parking spaces. This includes 175 commercial spaces, 48 residential spaces, and three visitor and childcare spaces. A total of 176 Class A bicycle spaces, 15 Class B bicycle spaces, and 10 loading spaces are proposed. Parking and loading is to meet the requirements of the Parking By-law. Engineering conditions are set out in

Appendix B to address parking requirements.

7. Environmental Sustainability and Natural Assets

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

This application is pursuing the low emissions green building requirements. The low emissions pathway represents City priority outcomes, establishes limits on heat loss, energy use, greenhouse gases for more efficient, healthy and comfortable homes and workplaces. The applicant has submitted preliminary energy modelling, detailing building performance strategies to meet the new energy use intensity, greenhouse gas and thermal demand targets.

Natural Assets – The *Urban Forest Strategy* helps to preserve, protect and strengthen Vancouver's urban forest and tree canopy. The Protection of Trees By-law aims to maintain a healthy urban forest by requiring permission to remove trees that meet certain conditions. The intent is to retain and protect as many healthy, viable trees as possible, while still meeting the challenges of development, housing priorities and densification. This is in keeping with City goals to achieve resilient and healthy natural systems in our urban area.

There are 16 on-site trees and four City street trees associated with this development. The majority of the on-site trees are in poor condition, with two in moderate condition and one in good condition. All on-site trees are proposed to be removed as their current location is within the proposed building footprint or in the location of future sidewalks. To ensure replacement of the tree in good condition, staff have required the addition of one significant replacement tree to be planted on private property, as well as a significant plaza space at the corner of Cambie Street and 49th Avenue. Four City trees will also be removed and replaced with new boulevard trees to allow for sidewalk improvements. New trees will be confirmed at the time of development permit while boulevard tree provisions are to be coordinated with Engineering Services and the Park Board. See Appendix B for landscape and tree conditions.

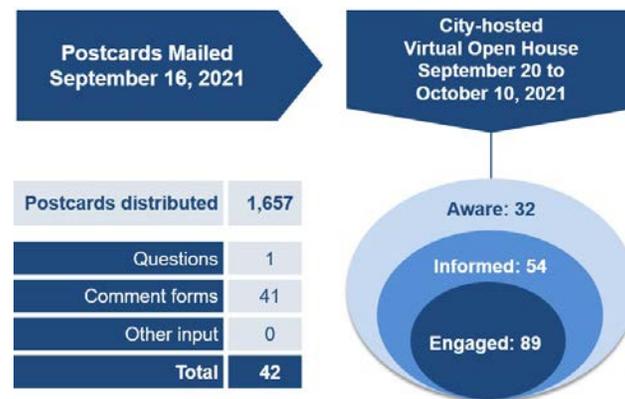
8. Public Input

Public Notification – A rezoning information sign was installed on the site on July 23, 2021. Approximately 1,657 notification postcards were distributed within the neighbouring area on or about September 16, 2021. Notification, application information, and an online comment form were provided on the City's digital engagement platform *Shape Your City Vancouver*.

Virtual Open House – A virtual open house was held from September 20 to October 10, 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 period of three weeks. Digital presentations and a digital model representation were posted for online viewing.

A virtual approach allows people to access materials online and engage at different levels at a time and location of their choosing. An extended virtual open house period allows people to ask questions regarding the proposal, which staff actively monitored and responded to publicly.

Public Response and Comments – Public input was received via online questions, comment forms, email, and by phone. A total of 42 submissions were received. A summary of all public responses are in Figure 5 and detailed in Appendix D.

Figure 5: Overview of Notification and Engagement

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:

- **Height, massing, and density:** The height, massing, and density are appropriate given its proximity to the Canada Line station and is in close alignment with the *Plan*. The proposal will help revitalize the neighbourhood.
- **Childcare:** Additional childcare space is appreciated and needed in this area.
- **Office space:** The office space will create more job opportunities outside the downtown core and enhance the area, creating an active hub near transit and Langara College.
- **Commercial space:** Integration of the retail space at grade will make the area more walkable and vibrant.
- **Building design:** The building architecture and outdoor green spaces are well designed.

Generally, comments of concern fell within the following areas:

- **Height, massing, density and context:** The density and height are insufficient for such a prominent intersection near the Canada Line and a post-secondary institution.
- **Building design:** The blank walls that enclose the residential balconies on the upper floors are aesthetically unappealing.
- **Parking:** Given the close proximity to the Canada Line, the number of parking is excessive and unnecessary.

Response to Public Comments

The proposal complies with the *Plan* in terms of building height. Regarding insufficient density, staff support the proposed density of 4.68, which exceeds the 3.5 FSR set out in the *Plan*. Additional density, beyond the range suggested in the *Plan*, is supported given the opportunity to deliver additional job space to support a complete, mixed-use community adjacent to rapid

transit. A design condition has been included to ensure visual articulation and variety to address the corner condition and blank wall. Finally, a Transportation Demand Management (TDM) Plan has been submitted to reduce the number of vehicle parking spaces and to encourage more sustainable forms of transportation given its adjacency to rapid transit.

9. Public Benefits

Community Amenity Contributions (CACs) – Within the context of the City's *Financing Growth Policy*, an offer of a CAC to address the impacts of rezoning can be anticipated from the owner of a rezoning site. CACs typically include on-site amenities and/or a cash contribution and take into consideration community needs, area deficiencies and the impact of the proposed development on City services. While projects in this area are identified for a fixed CAC target, rezoning projects that include on-site community serving uses, including childcare, will undertake a negotiated CAC approach.

Given the offering of an in-kind childcare facility and a greater percentage of commercial and office floor area than was anticipated under the *Plan*, a negotiated CAC approach was undertaken. The applicant has offered an in-kind CAC consisting of the construction of a purpose-built 37-space childcare facility (valued at \$6,125,000), to be delivered turnkey to the City within a fee-simple airspace parcel to be transferred to the City on completion of construction. Real Estate Services staff have reviewed the applicant's pro forma, and concluded the offering aligns with the expected financial performance of this application, and no additional CAC is required.

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. 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 DCL rates in effect as of September 30, 2021 and the proposed 49,770 sq. ft. of residential and 122,178 sq. ft. of commercial floor area (including office), \$3,942,281 of DCLs would be expected from this development. The floor area for the air space parcel containing the childcare facility, delivered turnkey to the City, has been excluded from FSR and would not be subject to DCLs.

DCL by-laws are subject to future adjustments by Council, including annual inflationary rate adjustments. 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.

Public Art Program – The application is subject to the *Public Art Policy and Procedures for Rezoned Developments* as the proposed floor area meets the minimum 9,290 sq. m (100,000 sq. ft.) requirement. Applicants may elect to provide on-site artwork or cash-in-lieu (at 80% of the public art budget), discussed with Public Art staff before by-law enactment.

The public art budget will be calculated on the floor area proposed at the development permit stage. Based on the current (2016) rate, the public art budget is estimated to be \$340,457. The Public Art rate is finalized at the development permit stage and is subject to Council approval of periodic adjustments to address inflation.

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

Financial Implications

The applicant has offered a 37-space childcare facility, delivered turn-key to the City as an on-site community amenity, valued at \$6,125,000.

At occupancy, the childcare facility will be transferred turnkey, to City ownership, through an air space parcel. If approved, and as the project proceeds to construction, staff will seek Council approval to appoint a non-profit operator for the childcare in a subsequent report. A typical model would involve leasing the facility to the selected non-profit operator with the operator would be responsible for the administration, programming, operation, and associated facility costs, including regular maintenance and minor repairs. The City would typically be responsible for the major repairs and lifecycle replacement of major systems and structural components.

Based on rates in effect as of September 30, 2021, total DCLs of approximately \$3,942,281 would be expected from this development.

If the rezoning application is approved, the applicant will be required to provide new public art on site with an estimated value of \$340,457, or make a cash contribution to the City for off-site public art for 80% of that amount.

CONCLUSION

Staff review of the application has concluded that the proposed land use, density, housing mix, form of development and public benefits advance priorities set out in the *Cambie Corridor Plan*. The proposed form of development represents an appropriate urban design response to the site and context. If approved, the application would contribute office space, residential units, live-work space, and a City-owned 37-space childcare facility.

The General Manager of Planning, Urban Design and Sustainability recommends that the application be referred to Public Hearing together with the draft CD-1 By-law provisions generally shown in Appendix A with a recommendation that these be approved, subject to the Public Hearing, along with the conditions of approval listed in Appendix B, including approval in principle of the form of development as shown in plans included as Appendix E.

* * * * *

**6409-6461 Cambie Street and 505 West 49th Avenue
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 attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D of By-law No. 3575.

Designation of CD-1 District

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

Uses

3. Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 (___), and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
 - (a) Cultural and Recreational Uses;
 - (b) Dwelling Uses, limited to Dwelling Units in conjunction with any of the uses listed in this section;
 - (c) Institutional Uses;
 - (d) Live-Work Use;
 - (e) Manufacturing Uses;
 - (f) Office Uses;
 - (g) Retail Uses;
 - (h) Service Uses;
 - (i) Utility and Communication Uses; and
 - (j) Accessory Uses customarily ancillary to the uses permitted in this section.

Conditions of Use

- 4.1 The design and layout of at least 35% of the total number of 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.
- 4.2 No portion of the first storey of a building to a depth of 10.7 m from the front wall of the building and extending across its full width may be used for residential purposes except for entrances to the residential portion.
- 4.3 All commercial uses and accessory uses must be carried on wholly within a completely enclosed building except for:
- (a) Farmers' Market;
 - (b) Neighbourhood Public House;
 - (c) Public Bike Share;
 - (d) Restaurant; and
 - (e) Display of flowers, plants, fruits and vegetables in conjunction with a permitted use.
- 4.4 The Director of Planning may vary the use conditions of section 4.3 to permit the outdoor display of retail goods, and may include such other conditions as the Director of Planning deems necessary, having regard to the types of merchandise, the area and location of the display with respect to adjoining sites, the hours of operation and the intent of this By-law.

Floor Area and Density

- 5.1 Computation of floor area must assume that the site area is 3,413.4 m², being the site area at the time of the application for the rezoning evidenced by this By-law, prior to any dedications.
- 5.2 The floor space ratio for all uses combined must not exceed 4.68.
- 5.3 The total floor area for commercial uses must be a minimum of 1,173 m².
- 5.4 The total floor area for residential uses is limited to 4,684 m².
- 5.5 Computation of floor area must include all floors having a minimum ceiling height of 1.2 m, both above and below base surface, measured to the extreme outer limits of the building.
- 5.6 Computation of floor area must exclude:

- (a) balconies and decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:
 - (i) the total area of these exclusions must not exceed 12% of the floor area being provided; and
 - (ii) the balconies must not be enclosed for the life of the building;
 - (b) patios and roof decks, if the Director of Planning first approves the design of sunroofs and walls;
 - (c) entries, porches and verandas if the Director of Planning first approves the design;
 - (d) areas used for off-street parking and loading, or the taking on or discharging of passengers, located at or below base surface, except that the exclusion for a parking space must not exceed 7.3 m in length;
 - (e) areas used for bicycle storage;
 - (f) areas used for heating and mechanical equipment;
 - (g) all residential storage area above or below base surface, except that if residential storage area above base surface exceeds 3.7 m² for a dwelling unit, there will be no exclusion for any of the residential storage area above base surface for that unit; and
 - (h) covered outdoor space associated with the childcare facility.
- 5.7 Computation of floor area may exclude, at the discretion of the Director of Planning or Development Permit Board, common amenity areas, to a maximum of 10% of the total floor area being provided.
- 5.8 Computation of floor area may exclude, at the discretion of the Director of Planning or Development Permit Board, floor area contained in an airspace parcel transferred to the City for public use and benefit.

Building Height

- 6.1 Building height, measured from base surface, must not exceed 40.5 m.
- 6.2 Despite section 6.1 of this By-law and section 10.18 of the Zoning and Development By-law, the height of the portion of the building used for the rooftop mechanical room must not exceed 45.5 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 except those in compliance with Section 10.7.1 of the Zoning and Development By-law; or
 - (b) the largest building permitted under the zoning on any adjoining site.
- 7.6 A habitable room referred to in Section 7.1 does not include:
- (a) a bathroom; or
 - (b) a kitchen whose floor area is the lesser of:
 - (i) 10% or less of the total floor area of the dwelling unit, or
 - (ii) 9.3 m².

Acoustics

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

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

* * * * *

**6409-6461 Cambie Street and 505 West 49th Avenue
CONDITIONS OF APPROVAL**

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

PART 1: CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

Note: Consideration by Council at the Public Hearing of the proposed form of development is in reference to plans prepared by Esatto Architecture Ltd., received June 24, 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 incorporate additional public space at the corner of Cambie Street and 49th Avenue to improve the connection to the neighbourhood and foster an engaged public life.

Note to applicant: Refer to Landscape Condition 1.9 and recommendations in the Urban Plazas and Enhanced Open Space section of the *Cambie Corridor Public Realm Plan*. Other locations for enhanced public space may be explored, including along building edge or in conjunction with the pedestrian link.

- 1.2 Design development of the ground-oriented storefront, display and weather protection systems to ensure variety and pedestrian interest along Cambie Street and 49th Avenue.

Note to applicant: Retail frontages should reinforce the scale of a walkable shopping street. As such, retail frontages should be between 4.6 m and 12.2 m (15 ft. to 40 ft.) wide.

- 1.3 Design development to provide continuous, clear sidewalk treatment to support pedestrian traffic in keeping with the *Public Realm Plan*.

Note to applicant: Refer to Street Frontage section of the *Public Realm Plan*. Refer to Landscape condition 1.10. This may be accomplished by relocating proposed planters along the building edge to improve access to commercial units.

- 1.4 Design development to enhance the corner building expression at Cambie Street and 49th Avenue.

- 1.5 Design development to provide high quality materials and details consistent with the proposed architectural expression through the next stage of design.

Note to Applicant: Large areas of blank walls should be avoided.

Crime Prevention through Environmental Design (CPTED)

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

Sustainability

- 1.7 All new buildings in the development will be required to 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).

Landscape Design

- 1.8 Design development to provide a significant replacement tree in compensation for the removal of the large Deodar Cedar and other significant existing trees on site.

Note to applicant: The replacement tree should have a caliper of 10 cm minimum. Tree species and location should be strategically selected so that adequate soil volume is provided to maximize tree growth and health, while also enhancing the public realm. Parkade setback or notching should be explored to achieve this. Consider planting this tree in the proposed corner plaza which may require design modifications at the building's southeast corner, or other locations such as is within the midblock pedestrian link or along the south or east property line, which may also require modifications to the building. Refer also to Landscape Condition 1.10, Urban Design Condition 1.1 and Engineering condition 1.33.

- 1.9 Design development to enhance additional corner plaza space.

Note to applicant: This should meet the intent of the Public Realm Plan. The plaza should create a flexible space to accommodate pedestrian flows while providing seating opportunities. Planting of the significant replacement tree per condition 1.8 may be considered for this plaza space. Refer to Urban Design condition 1.1.

- 1.10 Design development to the proposed site trees at ground level to avoid conflicts between tree canopies and the building or any building over-hangs above.

Note to applicant: Tree plantings on the ground level are supported to enhance the public realm interface. Either reduce the building overhang at certain locations to allow more space for tree planting, or shift proposed trees further away from the building, as space requires. Strategically select tree locations and species to provide adequate space for trees to establish and grow. Also refer to Urban Design condition 1.3.

- 1.11 Coordination with the Engineering Services and Park Board regarding requirements for new street and boulevard trees on Cambie Street.

Note to applicant: This is to compensate for the removal of existing city trees on Cambie Street. Coordinate with Engineering Services and the Park Board regarding tree planting locations, species and planting requirements and refer to the guidelines set forth in the *Cambie Corridor Public Realm Plan*. New street and boulevard trees should be shown on all ground level landscape plans and the site plan. Provide an updated arborist report and tree management plan to reflect the removal of City trees, and updated ground-level landscape plans to show new street and boulevard trees.

- 1.12 Design development to the landscape treatment to increase the volume of soil, tree canopy cover and planting on slab, by lowering the slab underneath planting areas 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 should be explored for the proposed trees along the pedestrian link and for the significant replacement tree (noted in Condition 1.8) to allow for planting of larger trees whose long-term growth and health will help enhance the public realm. 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.

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

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

- (a) maximize natural landscape best management practices;
- (b) minimize the necessity for hidden mechanical water storage;
- (c) increase the amount of planting to the rooftop areas, where possible;
- (d) consider linear infiltration bio-swales along property lines;
- (e) use permeable paving;

- (f) employ treatment chain systems (gravity fed, wherever possible); and
- (g) 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 and 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.

1.15 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.

1.16 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.

1.17 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.

1.18 Provision of detailed site sections and coordinated landscape plans to specifically demonstrate proposed trees and shrubs over-slab have adequate soil depth.

Note to applicant: Minimum depth of soil (not including drainage layer) should meet or exceed CSLA Landscape Standard for sustainable growth and health. Detailed sections should show tree rootball and soil depth dimension.

1.19 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. This is required for the existing trees on City property.

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

Note to applicant: New street trees to be shown and confirmed on the development permit plans. Contact Eileen Curran, Streets Engineering (604.871.6131) to confirm tree planting locations and Park Board (604.257.8587) for tree species selection and planting requirements. Provide a notation on the plan as follows, "*Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 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*".

1.21 Provision of high efficiency irrigation for all planted areas and hose bibs for all patios and common areas greater than 9.3 sq. m (100 sq. ft.).

Note to applicant: Illustrate irrigation connection points and hose bib symbols accurately on the plan 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.

1.22 Provision of an outdoor Lighting Plan.

1.23 Provision (or further development) of landscape features intended to create bird friendly design.

Note to applicant: Bird friendly plants should be included on the plant palette, enabling bird habitat conservation and bird habitat promotion. Refer to the Bird Friendly Design Guidelines for examples of landscape features that may be applicable, and provide a design rationale for the features noted. For more information, see the guidelines at: <https://guidelines.vancouver.ca/B021.pdf> .)

Engineering

1.24 This development site has been identified as being adjacent the Major Road Network (MRN), as defined under the South Coast British Columbia Transportation Authority Act (<https://www.translink.ca/plans-and-projects/projects/roads-bridges-and-goods-movement> [[translink.ca](https://www.translink.ca)]) on one or more frontages. Potential impacts to the road network due to site specific construction activity must be reviewed for all sites proposing street use outside of currently regulated zone limitations. A Construction Management Plan must be submitted directly to Translink (MRN@translink.ca) with a copy of the

correspondence provided to the City of Vancouver a minimum 8 weeks prior to any construction activity. 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.

- 1.25 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>.

- 1.26 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.
- 1.27 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.
- 1.28 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.
- 1.29 Developer's Engineer to submit a sewer abandonment plan to the City that details the following:
- (a) The abandonment or removal of all existing storm, sanitary, and combined connections to the development site;
 - (b) The abandonment or removal of all existing storm, sanitary, and combined sewer mains that are no longer in use due to the development of the site; and

- (c) The abandonment plan is required to be reviewed and accepted by the City Engineer prior to issuance of the Sewer Permit.

- 1.30 Confirmation that gates/doors are not to swing more than 0.3 m (1.0 ft.) over the property lines or into the statutory right-of-way (SRW) area.
- 1.31 Delete all trees, landscaping, planters, tables and chairs, bicycle parking, benches, "feature entry bridge", and any other obstruction proposed at grade within the SRW area.

Note to applicant: The SRW area on 49th Avenue and Cambie Street is intended for widened sidewalks and must be kept clear of all obstructions at grade.

- 1.32 Provision of a landscape and site plan that reflect the improvements to be provided as part of the Services Agreement.

Note to applicant: Drawings must indicate that the off-site designs submitted as part of the development permit application are preliminary, and that a final off-site geometric design will be provided by the City of Vancouver through the development permit process.

- 1.33 Provision of a signed, sealed and finalized Transportation Assessment and Management Study (TAMS), to the satisfaction of the General Manager of Engineering Services, including:

- (a) Review of the parking and loading design considering vehicle and truck turning movements and identification of vehicle turning swaths, with consideration of an updated loading bay design.

- 1.34 Provision of a finalized Transportation Demand Management (TDM) Plan to the satisfaction of the General Manager of Engineering Services.

Note to applicant: A TDM Plan with a minimum of ten points is required to achieve the proposed vehicle parking reduction. The proposed plan achieves ten points. A single TDM measure may count towards multiple land uses if it is usable by each land use. Refer to Schedule B of the TDM policy for detailed requirements for each measure. Provide TDM Plan as a separate package with complete information on TDM measures proposed, including the following clarifications:

- (a) FIN-02 – Public Transit Passes:
 - i. Provision of an operational plan detailing the level of contribution, how subsidies will be offered, and how it will be delivered; and
 - ii. If available, provision of any additional information regarding this measure (e.g., online sign-up portals or additional marketing materials) that demonstrates how the property owner will offer transit subsidies.
- (b) ACT-01 – Additional Class A bicycle parking:

- i. Identification of the number and location of the additional Class A bicycle parking on plans.

Note to applicant: Additional Class A bicycle parking spaces must meet the standards and minimums identified in the Parking By-law, and/or applicable Design Guidelines.

(c) ACT-06 – Improved End-of-Trip Amenities:

- i. Provision of concept design for improved end-of-trip amenities; and
- ii. Identification of the location, number and type of end-of-trip amenities being provided on plans.

Note to applicant: The new SRW required at the corner of 49th Avenue and Cambie Street may impact two levels of the underground parking, resulting in the loss of two spaces. Your TDM plan may need to be updated to reflect the additional parking shortage.

1.35 Subject to the acceptance of an approved TDM Plan, entry into a TDM agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, which identifies the following:

- (a) Secures provision of funding towards long-term TDM monitoring fund in the amount of \$280 per parking space waived;
- (b) Secures the provision of TDM measures on the site;
- (c) Permits the City to access and undertake post occupancy monitoring of the Transportation Demand Management (TDM) measures proposed; and
- (d) Agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.

1.36 Provision of a Shared Use Loading Agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for one Class B loading space between the commercial and residential uses and labelling of the space as 'Residential and Commercial Loading'.

1.37 Design development to improve access and design of bicycle parking and demonstrate compliance with the Bicycle Parking Design Supplement by performing the following:

- (a) Provision of a dedicated bicycle elevator for all bicycle spaces located below the first underground level;

Note to applicant: The elevator is to have doors on both ends to allow bicycles to easily roll in from one end and roll out the other. The elevator to be a freight style elevator with durable finishes to comfortably accommodate two people with two bicycles and provide minimum interior dimensions of 1.7 m (5.5 ft.) x 2.0 m (6.7 ft.). A separate bicycle call button is to be provided on all floors requiring bicycle access to allow users to call the bicycle elevator directly. Accommodation of oversized bicycles within this elevator may increase requirements.

- (b) Provision of a minimum width of 0.6 m (2 ft.) for all Class B bicycle spaces;
- (c) Provision of encroachment free Class A bicycle spaces;
- (d) Provision of end-of-trip facilities as per the parking by-law; and
- (e) Provision of automatic door openers for all doors providing access to Class A bicycle storage.

1.38 Design development to improve access and design of loading spaces and demonstrate compliance with the Parking and Loading Design Supplement by performing the following:

- (a) Confirmation that the slope of the loading bay does not exceed 5%;
- (b) Improvement of maneuvering for loading on the site by resolving conflicts between Class B and Class A loading;

Note to applicant: See Exhibit 1a and 1b of the Bunt TAMS which shows Class B loading encroaching. Additional loading width may be required.

- (c) Relocate Class A loading on P1 to locations more conveniently located near elevators.

1.39 Design development to improve the parkade layout and access design and demonstrate compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services:

- (a) Improved two-way flow for vehicles on the ramp and in the parking areas through provision of the following:
 - i. A 2.7 m (8.9 ft.) x 2.7 m (8.9 ft.) corner cut at the bottom of the main ramp and the south corners of the parkade; and

Note to applicant: See Exhibit 5 of the Bunt TAMS.

- ii. Improve visibility for two-way vehicle movement through installation of parabolic mirrors on main ramp and throughout parkade.

- (b) Improved interface of the parkade access and street/lane by performing/ensuring the ramp slopes must not exceed 10% for the first 6.1 m (20 ft.) from (property line/back of sidewalk).

Note to applicant: A single plan showing the entire length of the main access ramp may assist in displaying this information.

- (c) Modification of grades on the ramp and in parking areas to ensure the following:
 - i. Ramp slopes must not exceed 10% for the first 6.1 m (20 ft.) from the (property line/back of sidewalk); and
 - ii. Ramp slopes must not exceed 12.5% after the first 6.1 m (20 ft.) from the (property line/back of sidewalk).

Note to Applicant: 15% slopes may be acceptable if a 7.5% to 10% transition ramp is provided at the bottom for at least 4.0 m (13.1 ft.) in length.

- (d) Provide wheel blocks for and parking space located perpendicular to pedestrian walkway or another space;
- (e) Provide accessible parking as per By-law; and
- (f) Confirmation that the vertical clearance of the overhead projections into vehicle parking spaces are not less than 1.2 m (4.0 ft.) and projection into the space is not more than 1.2 m (4.0 ft.).

Note to applicant: Overhead projections into disability spaces are not permitted.

1.40 Provision of the following information as part of the 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;
- (c) Dimension of any/all column encroachments into parking stalls;
- (d) Identification of all columns in the parking layouts;
- (e) Dimensions for typical parking spaces;
- (f) Dimensions of additional setbacks for parking spaces due to columns and walls;
- (g) Dimensions of manoeuvring aisles and the drive aisles at the parkade entrance and all gates;

- (h) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates;

Note to applicant: These clearances must consider mechanical projections and built obstructions.

- (i) Areas of minimum vertical clearances labelled on parking levels;
- (j) Design elevations on both sides of the ramps and drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances;

Note to applicant: The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings.

- (k) Indication of the stair-free access route from the Class A bicycle spaces to reach the outside;

Note to applicant: Stair ramps are not generally acceptable.

- (l) Existing street furniture including bus stops, benches etc. to be shown on plans; and

- (m) The location of all poles and guy wires to be shown on the site plan.

1.41 Provisions of a Final Hydrogeological Study which addresses the requirements outlined in the Groundwater Management Bulletin and includes:

- (a) Provisions of an updated Groundwater Management Plan which includes anticipated groundwater discharge rates for City approval.

Note to applicant: Every effort should be made to limit permanent groundwater from discharge to the City drainage system.

- (b) Provisions of an updated Impact Assessment which includes analysis to confirm that there are no significant risks from groundwater extraction/diversion.

Note to applicant: The City does not accept the dewatering of peat due to associated risk of offsite settlement.

Note to applicant: 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.

1.42 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.

- 1.43 When submitting Landscape plans, please place the following statement on the landscape plan: *This plan is "NOT FOR CONSTRUCTION" and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Please contact Engineering, Development Services and/or your Engineering, Building Site Inspector for details.*
- 1.44 Remove existing retaining walls and other structures from the City boulevard on 49th Avenue.
- 1.45 City supplied building grades are preliminary and final building grades are required to be issued by the City prior to development permit application. Show all City supplied building grades on architectural and landscape drawings. To minimize grade differences, interpolate a continuous building grade between the points provided on the City supplied building grade plan.

Green Infrastructure

- 1.46 Provision of a draft final Rainwater Management Plan (RWMP) to be submitted to clearly indicate how the onsite system achieves the following:

- (a) Volume Reduction

- i. Prioritize methods of capture by Tier 1 and 2 with Tier 3 only as a last resort.

Note to applicant: Additional opportunities may include rainwater harvesting, green roof, absorbent landscaping and/or routing of additional impervious surfaces to appropriately sized features. It is unclear why the total capture from Tier 1 and 2 practices only account for ~16 % of the volume reduction requirement. Appropriate justifications must be stated for other non-infiltrating best management practices to determine if exemptions may be granted.

Note to applicant: Provision of a grading plan to support the proposal of grading hardscapes into adjacent landscaping if proposed.

- ii. Calculation of any detention system volume to 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 and Tier 2 practices.

Note to applicant: The “available space” onsite for the proposed rainwater management system must equal or exceed the minimum required to meet all the rainwater management performance requirements.

(b) Water Quality

- i. 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:

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

Note to applicant: Sizing calculations shall be provided in addition to the Treatment Unit Standard in the subsequent submission.

Note to applicant: Confirm if quality treatment of groundwater is necessary and if so, will it be routed through the proposed rainwater treatment unit or through a different strategy.

(c) Release Rate

- i. Update the peak flow calculations to use the 1:10 year return period with a minimum inlet time of 5 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.
- ii. Use appropriate runoff coefficients for different surface types and ensure consistency in percentage imperviousness estimates for all relevant calculations.

Note to applicant: Runoff coefficients for landscaping on slab should be higher compared to landscaping over native soil due to the increased runoff potential without in-situ infiltration. Currently, the runoff coefficient for post-development landscaped areas on slab is assumed to be even less than landscaping over native soil in pre-development conditions.

Note to applicant: Use a consistent runoff coefficient for hardscape for both pre and post development conditions or further delineate the hardscape surfaces into different surface materials.

Note to applicant: Provide further details on the proposed water feature. The third level is not shown in Appendix D. Only a feature for rainwater harvesting and reuse system would be appropriately classified as a Tier 1 BMP but the retained volume must be reused for specific non-potable purposes as per the VBBL. The runoff coefficient on a body of water is one as the amount of precipitation it receives is equal to the runoff it would generate.

- iii. Provide further details to describe how groundwater inflow is incorporated into the detention calculations and confirm the estimated maximum rate of inflow.
- iv. Confirm the proposed sewer connection invert and whether drainage by gravity is available.

Note to applicant: Pumping systems for rainwater management purposes should be avoided unless used for harvesting purposes. If absolutely necessary, the design should allow for overflow to be directed to the storm sewer connection by gravity during storm events.

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.

- 1.47 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.
- 1.48 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.
- 1.49 Provision of a final Operations and Maintenance (O&M) Manual for the rainwater management system to be included as an appendix in the Rainwater Management Legal Agreement, to the satisfaction of the General Manager of Engineering Services and the City Engineer prior to the issuance of any building permit.

Note to applicant: The O&M Manual shall be a separate document and is not necessary prior to be provided and accepted prior to development permit issuance. The O&M Manual included in Appendix F was not reviewed at this time. Comments may be provided for the O&M in advance if requested and included in the subsequent submission at development permit application stage.

Childcare

1.50 Design and finish the 37-space childcare facility with a minimum gross indoor area of 430 sq. m (4,618 sq. ft.), plus an additional 15% for mechanical, electrical and circulation requirements and not less than 520 sq. m (5,597 sq. ft.) of contiguous outdoor area at a height of not less than 12 ft. floor-to-floor, with adequate space for each program, to the satisfaction of the Managing Director of Social Policy, and the Director of Facilities Planning and Development to ensure that the facility is functional and efficient, licensable by Community Care Facilities Licensing and meets the intent of the City's Childcare Design Guidelines and Childcare Technical Guidelines. Other requirements include, but may not be limited to, the following:

- (a) Design development to ensure that the indoor and outdoor spaces are designed to maximize opportunities for healthy child development while ensuring a functional and licensable facility for the non-profit operator.

Note to applicant: Design of facility should consider circulation, staff supervision sightlines, and adjacencies of various activity and support space/rooms. Proposed facility entrance, stairwell and elevator shafts inside the facility poses design challenges, more area may be required to achieve the above design and licensing objectives.

Note to applicant: Prior to development permit, provision of a detailed plan of the indoor and outdoor childcare areas should be submitted for review with the City to ensure the childcare is functional and efficient. A table of area calculations broken down by childcare programs should be included. Refer to *Childcare Design Guidelines* Tables 2-5 for examples of calculations.

- (b) Design development to ensure that each childcare program has separate and dedicated outdoor space, including covered outdoor space.
- (c) Design development of the childcare facility to maximize efficiency and functionality of outdoor spaces, including providing varied activity opportunities, textures and age appropriate components for each childcare program.

Note to applicant: Prolonged sun exposure outdoors is a concern. Explore design interventions or shade structures in the outdoor play areas to ensure there is sufficient sun protection due to the south-western exposure of the outdoor play spaces.

- (d) Design development to minimize and mitigate vehicle impacts of the loading bays and parking entrance below the outdoor play area of the childcare.
- (e) Design development to provide one drop-off parking stall for every eight full-time equivalent childcare spaces, in addition to a minimum of two on-site parking spaces for facility staff.

- (f) Design development to ensure that the location of parking and drop-off stalls are safe and in proximity to the childcare facility elevator. Parking should avoid the need for parents and children to cross a drive aisle.
- (g) Mechanical and control systems should be designed to be as simple as possible to reduce maintenance costs and the need for specialized maintenance expertise.
- (h) Design development to provide a separate garbage/recycling room, service spaces (mechanical and electrical rooms) and associated areas for the exclusive use of the City's air space parcel as outlined in the *City of Vancouver Childcare Technical Design Guidelines*.

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 Arrangements for the consolidation of Lots 13, 14, 15, and, 16 of Lot B, Block 1008 District Lot 526 Plan 10803 to create a single parcel and subdivision of that site to result in the dedication of the south 1.0 m (3.281 ft.) and a 2.5 m x 2.5 m corner cut truncation in the southeast corner of the site for road purposes.

Note to applicant: A subdivision plan and application to the Subdivision and Strata Group is required. For general information see the subdivision website at:
<http://vancouver.ca/home-property-development/apply-to-subdivide-or-join-properties.aspx>.

- 2.2 Provision of a building setback and surface statutory right-of-way (SRW) for public pedestrian use over a portion of the site to achieve the following distances for widened sidewalks:
- (a) 3.6 m offset from the new property line along 49th Avenue;
 - (b) 1.0 m offset from the property line on Cambie Street;
 - (c) Additional wedge shaped areas measuring from the intersection of the 3.6 m offset from the new property line on 49th Avenue and the 1.0 m offset from the property line on Cambie Street:
 - i. 10.0 m along the 3.6 m offset from the new property line on 49th Avenue and 1.0 m along the 1.0 m offset from the property line on Cambie Street; and
 - ii. 1.0 m along the 3.6 m offset from the new property line on 49th Avenue and 10.0 m along the 1.0 m offset from the property line on Cambie Street.

Note to applicant: The SRW will be free of any permanent obstruction such as structure, mechanical vents, stairs, and planter walls at grade and is to accommodate the underground parking structure within the SRW agreement.

- 2.3 Provision of a statutory right-of-way (SRW) for public use of the mews for pedestrians and cyclists, proposed at the northerly edge of the site between Cambie Street and the lane.
- 2.4 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 2.5(a) and 2.5(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 Aplin & Martin Consultants Ltd. dated May 14th, 2021, no water main upgrades are required to service the development.

Note to applicant: The main servicing the proposed development is 200 mm along W 49th Ave or 300 mm along the west side of Cambie Street. Should the development require water service connections larger than the existing main, 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 300 mm is the maximum size allowed for connections.

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.

Note to applicant: As per the City of Vancouver Building Bylaw, the principle entrance must be within 90 m of a fire hydrant. Should the final design of the building change such that this requirement is no longer satisfied, provision of a new hydrant to be installed in accordance to the aforementioned bylaw will be required. The developer is responsible for 100% of the cost of this upgrade. Hydrant coverage cannot cross arterial roadways such as Cambie Street.

- (b) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project.
- i. Implementation of development(s) at 6409-6487 Cambie Street requires the following in order to improve COMB sewer flow conditions.

Local Servicing Upgrade:

- Separate 100 m of existing 300 mm COMB main to 200 mm SAN and 375 mm STM on Cambie Street from MH_FTWC1K fronting 6409 Cambie Street to MH_FJCNKD fronting 6487 Cambie Street and tie into MH_GFCHIC at the West 49th Avenue and Cambie Street intersection.

Note to applicant: Proposed sewers are to be installed under the pavement on Cambie Street.

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.

Note to applicant: Development to be serviced to the proposed 200 mm SAN and 375 mm STM sewers on Cambie Street.

The post-development 10-year flow rate discharged to the storm sewer shall be no greater than the 10-year pre-development flow rate. The pre-development estimate shall utilize the 2014 IDF curves, whereas the post-development estimate shall utilize the 2100 IDF curves to account for climate change. This shall be demonstrated by preparation of a Rainwater Management Plan with all necessary supporting calculations and drawings prior to the issuance of the development permit.

- (c) Provision for the construction of, or full funding for, future street improvements from the centerline of Cambie St 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, protected intersection corner, concrete sidewalk, bioswale adjacent to the bike lane, curb ramps, and improved street lighting and additional pedestrian scale lighting including adjustment to all existing infrastructure to accommodate the proposed street improvements.

Note to applicant: Bioswale sizing and preliminary details to be provided by the Green Infrastructure department. For further information, contact Green Infrastructure Implementation Branch, ESRGGIIDL@vancouver.ca.

- (d) Provision for the construction of, or full funding for, future street improvements from the centerline of 49th Avenue adjacent to the site including any transition areas to connect existing and new curb alignments, all to the satisfaction of the General Manager of Engineering Services. These improvements will generally include the following: new concrete curb and gutter, raised protected bike lane, protected intersection corner, concrete sidewalk, storm water tree trench, transit passenger infrastructure, curb ramps, and improved street lighting and additional pedestrian scale lighting including adjustment to all existing infrastructure to accommodate the proposed street improvements.

Note to applicant: Storm water tree trench sizing and preliminary details to be provided by the Green Infrastructure department. For further information, contact Green Infrastructure Implementation Branch, ESRGGIDL@vancouver.ca.

- (e) Provision of upgraded street lighting (roadway, sidewalk and bikeway) adjacent to the site to current City standards and IESNA recommendations.
- (f) Provision of a Sidewalk Plaza in accordance with Section 3.8 of the *Cambie Corridor Public Realm Plan* including provision of elements identified on pages 68-69 of the *Plan*.
- (g) Provision of improvements at the intersection of Cambie Street and 49th Avenue including:
- i. Design and installation of traffic signal modifications to accommodate the proposed geometric changes and associated enabling works and adjustments to all existing infrastructure to accommodate the proposed street improvements (including any transition from protected bike lanes to adjacent street network and replacement or modification of related traffic signal equipment).

Note to applicant: Applicant will be responsible to fund an alternate detection devices and traffic controller upgrade to support the new hardware at actuated signal intersections if and when the vehicle detector loops are damaged during construction.
 - ii. Provision of new pad mounted service kiosk/cabinet.
- (h) Provision of improvements at the intersection of Cambie Street and 48th Avenue including upgraded LED lighting to meet current standards.
- (i) 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.

- (j) 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.
- (k) Provision to rebuild full depth of laneway along the development site's frontage per City "Higher-zoned Laneway" pavement structure with a centre valley. Relocate existing catch basins to the lane's centreline.
- (l) Provision of adjustments to the existing humps or new speed humps in the lane west of Cambie Street between 45th Avenue and 49th Avenue as required.
- (m) Provision of a new standard concrete lane crossing, new curb returns and curb ramps at the existing lane crossing on 49th Avenue adjacent to the site.
- (n) Provision for the installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.

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

- (a) Separate 100 m of existing 300 mm COMB main to 200 mm SAN and 375 mm STM on Cambie Street per condition 2.4(b)(i).

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

- (b) Improvements at the intersection of Cambie Street and 49th Avenue per condition 2.4(g)(i) and 2.4(g)(ii).

Note to applicant: The benefiting area for these works is generally identified as one half block from centreline Cambie Street and centreline 49th Avenue to the next signalized intersection in each direction.

Note to applicant: An administrative recovery charge will be required from the applicant in order to settle each 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.

2.6 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.

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.

Submission of a written confirmation from BC Hydro that all these items will be located on the development property.

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

Sustainability

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

Housing

- 2.8 Enter into a 219 Covenant and 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 as of the time of submission of the development permit application.
 - (b) Provide a notarized declaration prior to issuance of the development permit that: demonstrates that each tenant has been given written notice of the intent to redevelop the property; indicates the number of units occupied on the date of the notice; and includes copies of a letter addressed to each tenant summarizing the Tenant Relocation Plan offer and signed as received by each tenant.
 - (c) Provide an Interim Tenant Relocation Report prior to issuance of the demolition permit. The Report must include: the names of any tenants who have ended their tenancy; the reason for its end (e.g. tenant decision or mutual agreement to end tenancy); the outcomes of their search for alternate accommodation (if assistance was requested by the tenant); the names of tenants still remaining in the building; the status of the applicant's search for relocation options (if assistance was requested by the tenant); and/or additional assistance rendered, as required through their Tenant Relocation Plan.

Note to applicant: If a long period of time elapses between Public Hearing and before issuance of demolition permit, the City may request an additional Interim Tenant Relocation Report be submitted.
 - (d) Provide a Final Tenant Relocation Report prior to issuance of the occupancy permit. The Report must outline the names of tenants; indicate the outcome of their search for alternate accommodations; summarize the total monetary value given to each tenant (moving costs, rents, any other compensation); and include

a summary of all communication provided to the tenants.

Childcare

2.9 Make arrangements to the satisfaction of the Director of Legal Services, in consultation with the General Manager of Real Estate and Facilities Management and the General Manager of Arts, Culture and Community Services, for the provision, at no cost to the City, of a 37-space childcare facility, all within a fee-simple air space parcel. To secure this condition the applicant will enter into one or more agreements with the City which include, but may not be limited to, the following requirements, all to be satisfied at no cost to the City:

- (a) Design, construction and delivery of a turnkey and fully fit, finished, equipped and supplied 37-space childcare facility with a 12-space program for 0-3 year olds and a 25-space program for 3-5 year olds, which is licensable by Community Care Facilities Licensing (CCFL) or its successor in function and meets the City's *Childcare Design Guidelines and Childcare Technical Guidelines*, all to be contained within a separate air space parcel.

Note to applicant: For information purposes, the FF&E is estimated at minimum \$2,500 per childcare space to be provided to the childcare operator. Exact costs may vary based on the operator's needs at the time of facility occupancy.

- (b) The childcare facility will have an indoor area of at least 430 sq. m (4,618 sq. ft.), plus an additional 15% for mechanical, electrical and circulation requirements on one level at a height of not less than 12 ft. floor-to-floor, a dedicated adjacent outdoor space of not less than 520 sq. m (5,597 sq. ft.), dedicated parking stalls, and amenity and storage spaces.
- (c) Transfer to the City at no cost an air space parcel in fee simple containing the childcare facility, together with the appropriate rights and obligations applicable to the ownership and operation of this legal parcel including reciprocal easements and indemnities, repair and maintenance, cost sharing, insurance and other applicable legal obligations.
- (d) The construction and delivery of the facility is to be secured by a Letter of Credit (LC), provided to the City prior to building permit issuance, the amount of which will be settled as part of the agreements required prior to rezoning enactment; all LCs must be in compliance with and in the form set out on the City's Letter of Credit Policy ADMIN 032: <https://policy.vancouver.ca/ADMIN032.pdf>.
- (e) The applicant will grant the City an option to purchase, for a nominal purchase price, the childcare facility air space parcel, exercisable upon completion of the childcare facility and registration of the related air space plan.
- (f) An occupancy hold on the buildings to be constructed on the site subject to the completion of the design and construction of the childcare facility and satisfactory acceptance of the childcare facility by the City.

- (g) Agreement to grant a perpetual right in favour of the City and the users of the childcare facility in the form of an easement, for access to and use of the dedicated elevator, garbage and recycling area, mechanical rooms, electrical and required parking spaces, bicycle parking and loading spaces as per Parking By-law on this site.
- (h) Minimize the obligations of the childcare facility toward contributions to the common area costs of the overall development, to reflect those costs which are deemed to be directly attributable to the childcare facility or which are related to any part of the development for which the users or invitees of the childcare facility may (from time to time) have the use of and/or access to.
- (i) Such other terms and conditions as the Director of Legal Service, in consultation with the General Manager of Real Estate and Facilities Management and the General Manager of Arts, Culture and Community Services may in their sole discretion require.

Note to applicant: Holds on the development permit and above-grade building permit in connection with certain milestones will also be applied to the project.

Public Art

- 2.10 Enter into an agreement satisfactory to the Directors of Legal Services and Arts, Culture, and Community Services for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials; and provide development details to the satisfaction of the Public Art Program Manager.

Note to applicant: Please call Eric Fredericksen, Public Art Program Manager, 604-871-6002, to discuss your application.

Environmental Contamination

- 2.11 As applicable:

- (a) Submit a site disclosure statement 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.
- (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 constructed on the site pursuant to this rezoning until

separate Certificates of Compliance, satisfactory to the City, for the on-site and off-site contamination, issued by the BC Ministry of Environment and Climate Change Strategy, have been provided to the City.

Note: 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.

* * * * *

**6409-6461 Cambie Street and 505 West 49th Avenue
DRAFT CONSEQUENTIAL AMENDMENTS**

DRAFT AMENDMENTS TO THE SIGN BY-LAW NO. 11879

Amend Schedule A (CD-1 Zoning Districts Regulated by Part 9) by adding the following:

“6409-6461 Cambie Street and 505 West 49th Avenue [CD-1#] [By-law #] [C-2]”

DRAFT AMENDMENTS TO THE NOISE BY-LAW NO. 6555

Amend Schedule B (Intermediate Zone) by adding the following:

“[CD-1 #] [By-law #] 6409-6461 Cambie Street and 505 West 49th Avenue”

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6409-6461 Cambie Street and 505 West 49th Avenue
ADDITIONAL INFORMATION

1. SUMMARY OF TENANT RELOCATION PLAN TERMS

Tenant Relocation and Protection Requirements	Tenant Relocation Plan Offer
Financial Compensation	<ul style="list-style-type: none"> • Compensation in the form of free rent, a lump sum payment, or a combination of both, will be available for each unit eligible for Tenant Relocation Plan according to the following schedule: <ul style="list-style-type: none"> ○ 4 months' rent for tenancies up to 5 years; ○ 5 months' rent for tenancies over 5 years and up to 10 years; ○ 6 months' rent for tenancies over 10 years and up to 20 years; ○ 12 months' rent for tenancies over 20 years and up to 30 years; ○ 18 months' rent for tenancies over 30 years and up to 40 years; and ○ 24 months' rent for tenancies over 40 years
Notice to End Tenancy	<ul style="list-style-type: none"> • Landlord to provide regular project updates to tenants throughout the development approvals process. • A minimum of four months' notice to end tenancy after all permits are issued is required (e.g. all development, building, and demolition permits in place).
Moving Expenses	<ul style="list-style-type: none"> • A flat rate compensation of \$1,000 for moving expenses.
Assistance in Finding Alternate Accommodation (3 options)	<ul style="list-style-type: none"> • Applicant has committed to monitor rental market and provide tenants requesting assistance with three options in Vancouver that best meet the tenants' identified priorities.
Additional Support for Low Income Tenants or Tenants Facing Other Barriers to Appropriate Housing	<ul style="list-style-type: none"> • For low income tenants and tenants facing other barriers to housing, as defined in the TRP Policy, the applicant has committed to assisting in securing a permanent, suitable affordable housing option.

2. URBAN DESIGN PANEL MINUTES FOR THE 2019 REZONING APPLICATION

The Urban Design Panel (UDP) reviewed the 2019 rezoning application package on May 27, 2020. A summary of the decision is provided below. The full meeting minutes can be found [online](#):

EVALUATION: Support with Recommendations (8/0)

Introduction: Rezoning Planner Tess Munro, provided an overview of the policy for this site. Development Planner, Ryan Dinh then gave an overview of the urban design considerations.

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

1. Does the Panel support the form and massing of the building, in relation to the Cambie Corridor Plan and the immediate neighbouring properties?
2. Given the context, please comment on the quality of public realm and pedestrian amenity, particularly at the building corner and the active link.
3. Given the major intersection location, please provide preliminary comments on architectural expression, particularly the corner expression, to inform future development permit application.

The Applicant then gave an overview of their rezoning rationale for the proposal.

The Staff and Applicant team then took questions from the panel.

Panel's Consensus:

THAT the Panel SUPPORTS the project with the following recommendations to be reviewed by City staff:

- Design Development to the Cambie Street public realm and work with the City of Vancouver Engineering Department to accommodate street tree planting between the bike lane and sidewalk (given that Cambie is a 'green infrastructure corridor'). Prioritize trees and pedestrians.
- Design Development to enhance the corner building expression at Cambie Street and 49th Avenue and explore an increase in height as a means to achieve this.
- Reconsider the landscape treatment at the ground floor at Cambie Street and 49th Avenue to allow for patio seating and pedestrian movement.
- Design Development to enhance the landscaping and corner expression at Cambie Street and 49th Avenue to create more open space.

3. PUBLIC CONSULTATION SUMMARY

List of Engagement Events, Notification, and Responses

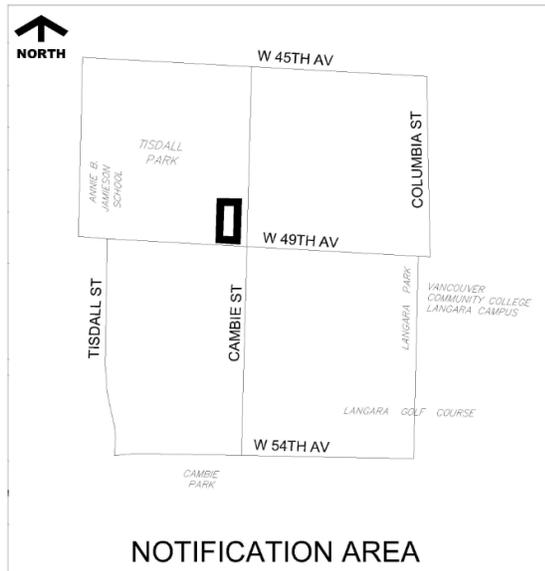
	Date	Results
Event		
Virtual open house (City-led)	September 20, 2021 to October 10, 2021	89 participants (aware)* <ul style="list-style-type: none"> • 54 informed • 32 engaged
Public Notification		
Postcard distribution – Notice of rezoning application and virtual open house	September 16, 2021	1,657 notices mailed
Public Responses		
Online questions	September 20, 2021 to October 10, 2021	1 submittals
Online comment forms <ul style="list-style-type: none"> • Shape Your City platform 	June – November, 2021	41 submittals
Overall position <ul style="list-style-type: none"> • support • opposed • mixed 	June – November, 2021	41 submittals <ul style="list-style-type: none"> • 35 responses • 1 responses • 4 response
Other input	June – November, 2021	1 submittals
Online Engagement – Shape Your City Vancouver		
Total participants during online engagement period	June – November, 2021	253 participants (aware)* <ul style="list-style-type: none"> • 121 informed • 42 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.

Map of Notification Area



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, and density:** The height, massing, and density are appropriate given its proximity to the Canada Line station and is in close alignment with the *Plan*. The proposal will help revitalize the neighbourhood.
- **Childcare:** Additional childcare space is appreciated and needed in this area.
- **Office space:** The office space provided will create more job opportunities outside the downtown core and help enhance the area, creating an active hub near transit and Langara College.
- **Commercial space:** Integration of the retail space at grade will make the area more walkable and vibrant.
- **Building design:** The building architecture and outdoor green spaces are well designed.

Generally, comments of concern fell within the following areas:

- **Building height, massing, density and context:** The density and height are insufficient for such a prominent intersection near the Canada Line and a post-secondary institution.

- **Building design:** The blank walls that enclose the residential balconies on the upper floors are aesthetically unappealing.
- **Parking:** Given the close proximity to the Canada Line, the number of parking is excessive and unnecessary.

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

Neutral comments/suggestions/recommendations:

- There should be more consistency with the pattern of the building to make it look more cohesive.
- The pedestrian link needs more work as it feels very dark and barren.
- The commercial retail spaces should be for businesses and services that cater to families.
- Rezoning projects that completely align with the *Cambie Corridor Plan* should be given an expedited rezoning process.
- There should be considerations for an additional entrance to the Langara-49th Ave Canada Line station on the west side of Cambie Street.
- Social housing units should be considered.

* * * * *

**6409-6461 Cambie Street and 505 West 49th Avenue
FORM OF DEVELOPMENT**

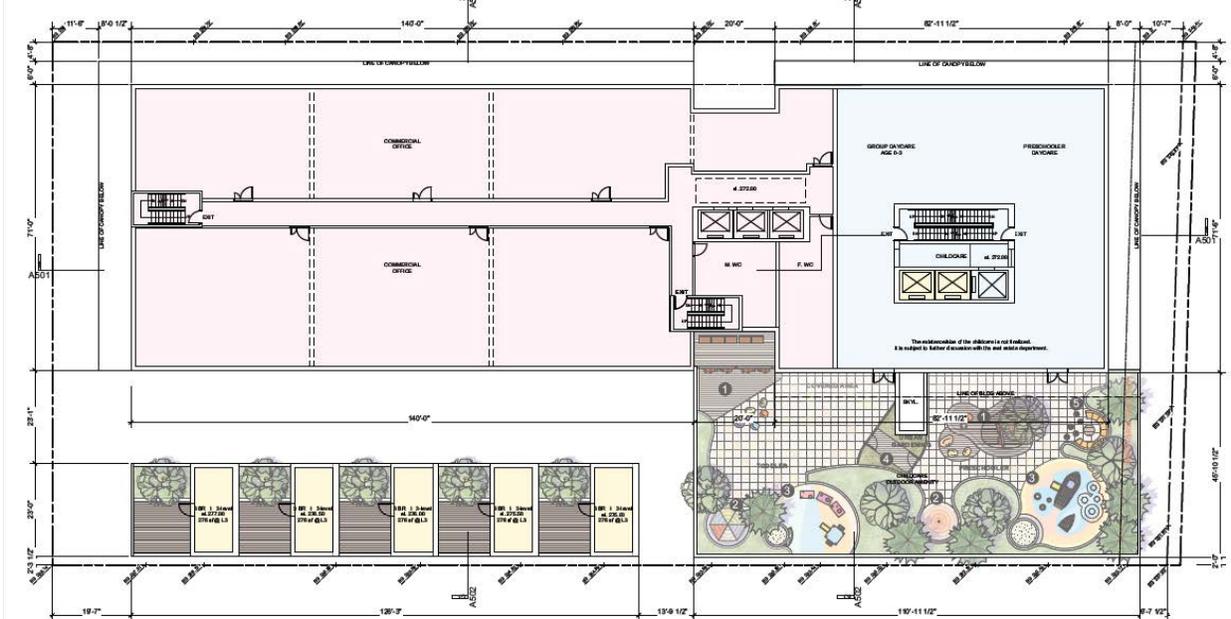
Perspective – Facing Northwest from Cambie Street and 49th Avenue



Perspective – Facing East from the Lane



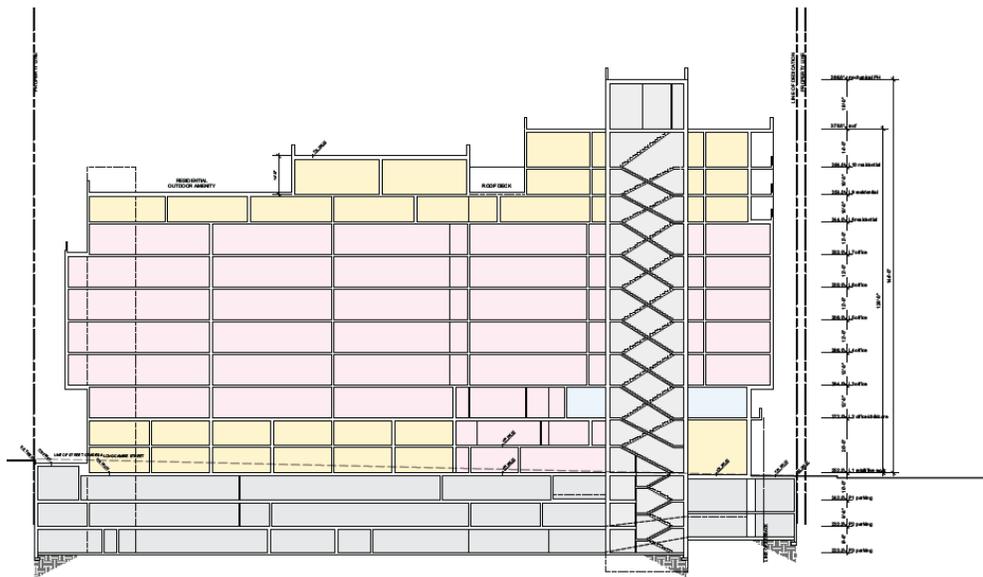
Level 2 – Childcare and Office Floor Plan



level 2 floor plan

- commercial
- residential
- childcare
- services
- residential amenity

North Section



north - south section

- commercial
- residential
- childcare
- services
- residential amenity

North Elevation (View from Active Link)



East Elevation (Cambie Street)



West Elevation (Lane)

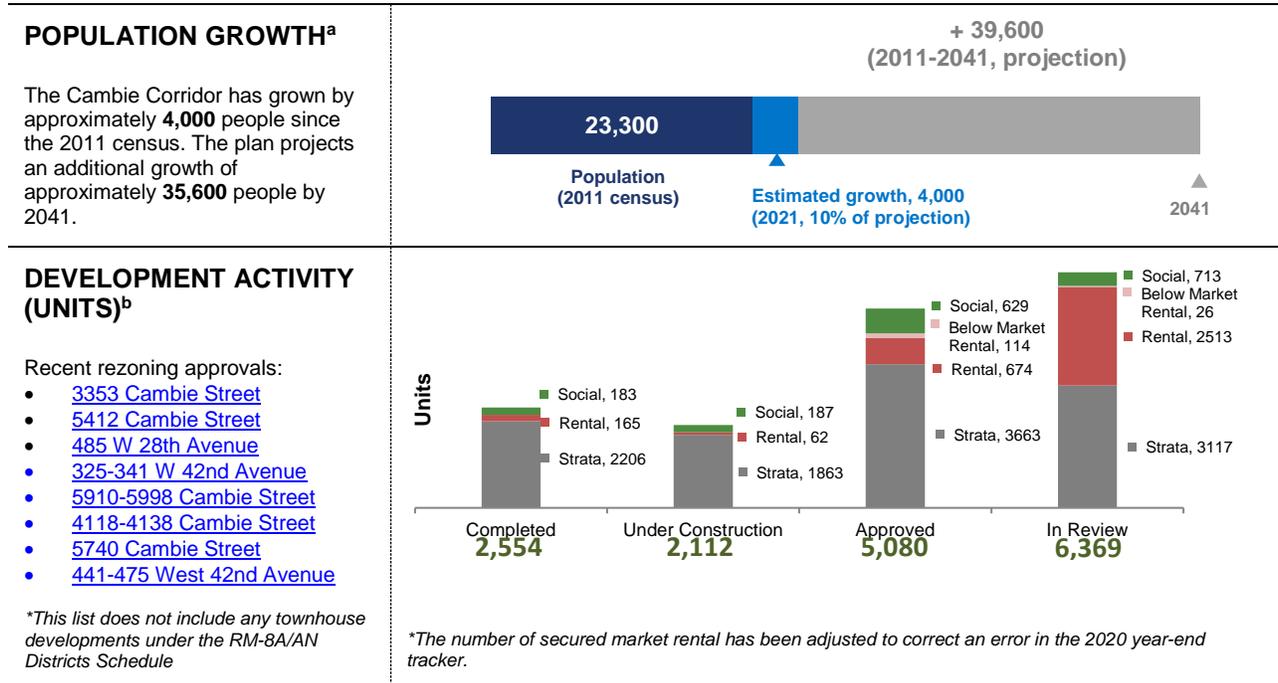


South Elevation (49th Avenue)



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**PUBLIC BENEFITS IMPLEMENTATION TRACKING
CAMBIE CORRIDOR PLAN (2018) – North of 57th Avenue**
Updated mid-year 2021



PUBLIC BENEFITS ACHIEVED AND IN PROGRESS (North of 57th Avenue)

✔ 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				
<p>HOUSING</p> <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 Avenue, 4899 Heather Street, 5688 Ash Street, 5077 and 5095 Heather Street (TMH)) • 165 secured market rental units (210-268 W King Edward Avenue, 408-488 W King Edward Avenue, 452-486 W 41st Avenue, 4867 Cambie Street) 	<ul style="list-style-type: none"> • 187 social housing units (Oakridge Centre) • 62 secured market rental units (431-455 W King Edward Avenue, 6137 Cambie Street) 		<p>16% of social housing target achieved 3% of secured rental target achieved</p> <p style="text-align: center;">○</p>
<p>CHILDCARE</p> <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> <p style="text-align: center;">➔</p>
<p>TRANSPORTATION / PUBLIC REALM</p> <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 Street. 	<ul style="list-style-type: none"> • 45th Avenue Bikeway improvements • Interim Plazas (17th and Cambie; 18th and Cambie) • Cambie Complete Streets (W 33rd to W 35th; McGuigan to W 35th Avenue) • 29th and Cambie Plaza + Public Art 	<ul style="list-style-type: none"> • King Edward Ave Complete Street (Yukon Street to Columbia Street) • Complete Street (W 35th Avenue to W 37th Avenue) • Oak Street and 27th Avenue pedestrian and bike signal • Ontario and 16th Curb Bulge Bioretention 	<ul style="list-style-type: none"> • 54th Avenue Curb Bulge Bioretention Upgrade • Cambie and 31st Avenue Street Closure 	<p style="text-align: center;">➔</p>

TARGETS	Completed	Construction	Planning / Design	Progress
<p>See Chapter 13 of the Cambie Corridor Plan for more details</p>				
<p>CULTURE</p> <ul style="list-style-type: none"> 5 new artist studios 	<ul style="list-style-type: none"> Public art from rezonings (29th Avenue and Cambie Street Plaza) 	<ul style="list-style-type: none"> Cultural space, performance theatre, outdoor performance space at Oakridge Civic Centre 		✓
<p>CIVIC / COMMUNITY</p> <ul style="list-style-type: none"> Oakridge Civic Centre Oakridge Library renewal and expansion Additional library branch Hillcrest Community Centre (fitness centre expansion) Firehall #23 Community Policing Centre 		<ul style="list-style-type: none"> Oakridge Civic Centre (129-space childcare, library) 	<ul style="list-style-type: none"> VanDusen & Blodel Strategic Plan 	✓
<p>HERITAGE</p> <ul style="list-style-type: none"> 5% allocation from cash community amenity contributions in Cambie Corridor 	<ul style="list-style-type: none"> James Residence (587 King Edward Avenue) Milton Wong Residence (5010 Cambie Street) 5% allocation from cash community amenity contributions 			✓
<p>SOCIAL FACILITIES</p> <ul style="list-style-type: none"> Renewal and expansion of Oakridge Seniors Centre Youth Hub Non-profit organization centre Additional Seniors' Centre 		<ul style="list-style-type: none"> Renewal and expansion of Seniors Centre and Youth Centre (Oakridge Civic Centre) 		➔
<p>PARKS</p> <ul style="list-style-type: none"> New parks on large sites Queen Elizabeth Master Plan and Phase 1 upgrades 6 plazas and enhanced open spaces Neighbourhood park improvements 	<ul style="list-style-type: none"> Upgrades to Riley Park & Hillcrest Park Lillian To Park (17th Avenue and Yukon Street) Playground renewal at Douglas Park Queen Elizabeth Park tennis court resurfacing 	<ul style="list-style-type: none"> Oakridge Park 	<ul style="list-style-type: none"> Alberta Street 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.

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**6409-6461 Cambie Street and 505 West 49th Avenue
PUBLIC BENEFITS SUMMARY**

Project Summary

Eight and 10-storey mixed-use building, with 48 strata-titled residential units, commercial use and a 37-space City-owned childcare facility.

Public Benefit Summary

The project would generate a DCL payment, public art contribution and a 37-space childcare facility, delivered turnkey to the City as the community amenity.

	Current Zoning	Proposed Zoning
Zoning District	RT-1	CD-1
FSR (site area = 3,413.4 sq. m / 36,741 sq. ft.)	0.6	4.68
Buildable Floor Space (sq. ft.)	22,045	171,948 sq. ft.
Land Use	Residential	Mixed-use

Summary of development contributions expected under proposed zoning

City-wide DCL ¹	\$2,788,124
Utilities DCL ¹	\$1,154,157
Public Art ²	\$340,457
Community Amenity Contribution (in-kind) – Childcare Facility	\$6,125,000
TOTAL VALUE OF PUBLIC BENEFITS	\$10,407,738

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

² Based on rates in effect as of 2016; rates are subject to adjustments, see [Public Art Policy and Procedures for Rezoned Developments](#) for details.

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**6409-6461 Cambie Street and 505 West 49th Avenue
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION**

Property Information

Address	Property Identifier (PID)	Legal Description
6409/6411 Cambie Street	009-301-097	Lot 13 of Lot B, Block 1008 District Lot 526 Plan 10803
6435/6437 Cambie Street	009-301-127	Lot 14 of Lot B, Block 1008 District Lot 526 Plan 10803
6459/6461 Cambie Street	009-301-135	Lot 15 of Lot B, Block 1008 District Lot 526 Plan 10803
505 West 49th Avenue	009-301-143	Lot 16 of Lot B, Block 1008 District Lot 526 Plan 10803

Applicant Information

Architect	Esatto Architecture Ltd.
Developer/Property Owner	Gryphon 6128 Holdings Ltd.

Development Statistics

	Permitted Under Existing Zoning	Proposed	Recommended
Zoning	RT-1	CD-1	
Site Area	3,413.4 sq. m (36,741 sq. ft.)	3,413.4 sq. m (36,741 sq. ft.)	
Land Use	Residential	Mixed-use	
Maximum FSR	0.6	4.68	
Maximum Height	6.1 m (20 ft.)	40.5 m (133 ft.)	
Floor Area	2,046.9 sq. m (22,033 sq. ft.)	Total: 15,974.7 sq. m (171,948 sq. ft.) Commercial: 11,290.7 sq. m (122,178 sq. ft.) Residential: 4,684 sq. m (49,770 sq. ft.) Excluded from floor area / FSR calculations: Childcare: 483 sq. m (5,203 sq. ft.)	Childcare: 950 sq. m (10,215 sq. ft.)
Residential Units		Total: 48 strata units Studio: 5 One-bedrooms: 10 Two-bedrooms: 21 Three-bedrooms: 12	
Parking and Bicycle Spaces	As per Parking By-law	Proposed as per Parking By-law: 226 vehicle spaces, 8 Class A and 2 Class B loading space, 176 Class A and 15 Class B bicycle spaces	
Natural Assets	4 City street trees 16 on-site trees	TBD City street trees 54 new on-site trees (one significant replacement)	

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