



REFERRAL REPORT

Report Date: September 10, 2024
Contact: Cathy Joe
Contact No.: 604.829.9230
RTS No.: 16553
VanRIMS No.: 08-2000-20
Meeting Date: September 24, 2024

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: Rezoning: 4489 Oak Street

RECOMMENDATION TO REFER

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

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-laws, in accordance with the recommendations set out below, for consideration at the Public Hearing.

RECOMMENDATION FOR PUBLIC HEARING

- A. THAT the application by Kenneth King Architecture, on behalf of Jagjit Singh Pabla and Dalwinder Kaur Pabla, the registered owners of the land located at 4489 Oak Street [*PID 011-017-198; Lot 9 Block 735 District Lot 526 Plan 6011*], to rezone the land from R1-1 (Residential Inclusive) District to RM-8AN (Residential) District, be approved in principle;

FURTHER THAT the draft zoning amendment by-law, prepared for the Public Hearing in accordance with Appendix A, be approved in principle;

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

- B. THAT, subject to approval of the zoning amendment by-law, the Subdivision By-law be amended generally as set out in Appendix C;

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

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

- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
- (ii) THAT any approval that may be granted following the public hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
- (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

REPORT SUMMARY

This report recommends a plan amendment to the Zoning and Development By-law for 4489 Oak Street. The proposed amendment would rezone the property from R1-1 (Residential Inclusive) District to RM-8AN (Residential) District to allow for a townhouse or rowhouse development. The maximum floor space ratio (FSR) for RM-8AN can be up to 1.20. Based on the site area, approximately eight townhouses can be achieved at this location.

The application meets the intent of the *Cambie Corridor Plan* (Plan). 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 within Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

- Cambie Corridor Plan (2018, amended 2023)
- RM-8, RM-8A, RM-8N and RM-8AN Districts Schedule (2018, amended 2024)
- RM-8, RM-8N, RM-8A and RM-8AN Guidelines (2018, amended 2023)
- Vancouver Plan (2022)
- Housing Needs Report (2022)
- Tenant Relocation and Protection Policy (2019)
- Community Amenity Contributions for Rezoning (1999, last amended 2023)
- Bulletin: Density Bonus Contributions (2014, amended 2024)
- Vancouver Development Cost Levy By-Law No. 9755
- Vancouver Utilities Development Cost Levy By-law No. 12183

REPORT

Background/Context

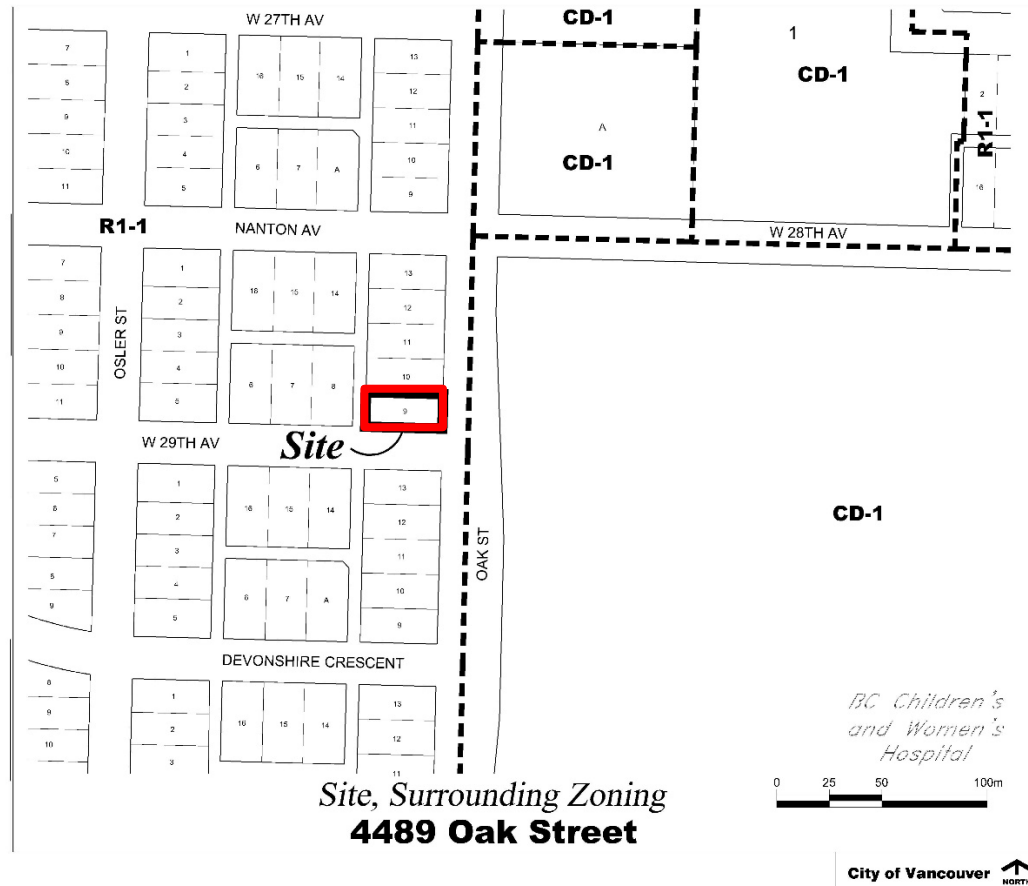
1. Site and Context

The subject site (see Figure 1) is comprised of one corner parcel. It has a frontage of 16.5 m (54 ft.) along Oak Street and 36.6 m (120 ft.) along 29th Avenue. The site area is approximately 601.8 sq. m (6,478 sq. ft.).

The site and surrounding area are zoned R1-1 and developed with single-detached homes. The area is eligible for rezoning to RM-8AN under the Plan. The BC Women's and Children's Hospitals are directly across Oak Street to the east and the VanDusen Botanical Garden is four blocks south of this site.

The existing house was constructed in 1947 and is not listed on the *Vancouver Heritage Register*. As a single-lot development with secondary rental, the *Tenant Relocation and Protection Policy* does not apply.

Figure 1: Location Map – Site and Context



2. Policy Context

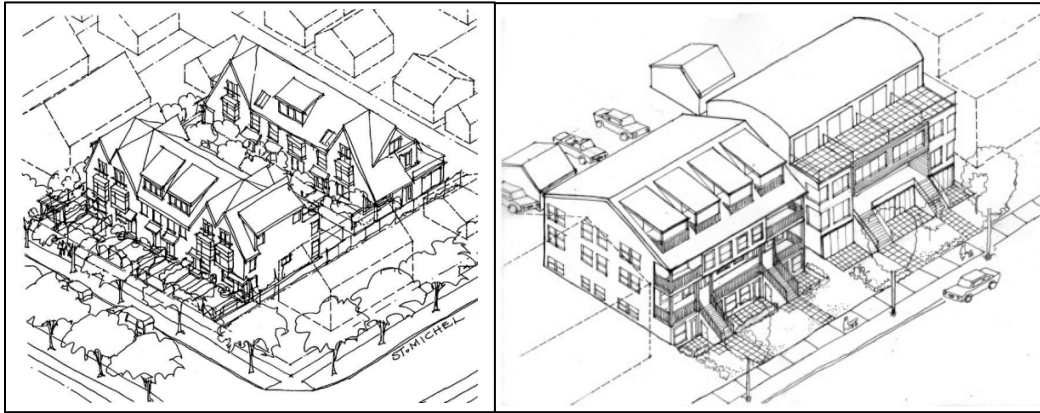
Cambie Corridor Plan – The Plan guides the transformation of the Corridor into an area where people can live, work, shop, play and learn – all within close proximity to the Canada Line. The Corridor's population is anticipated to double from 2011 to 2041, with 30,000 new homes, making it one of the largest growth areas outside of downtown.

The Plan identifies over 1,100 detached lots as eligible to redevelop for townhouses, creating opportunities for approximately 8,200 units of much-needed ground-oriented housing. Specifically, Section 4.2.9 of the Plan supports residential townhouses or rowhouses for up to three storeys and a maximum density of 1.20 FSR.

The subject site is located within the Queen Elizabeth neighbourhood, characterized by its existing low-density residential character and green park-like setting.

Design Guidelines – The RM-8A/AN District Schedule is accompanied by clear design guidelines. These guidelines establish form of development expectations which provide predictability and certainty for new buildings. Design criteria sets out expected typologies, requirements for family housing, access to sunlight, privacy, landscape treatment, along with flexible development options for smaller lots (see Figure 2).

**Figure 2: Form of Development per the Design Guidelines –
(Courtyard Rowhouses (Left) and Multiple Unit Stacked Townhouses (Right))**



RM-8AN zones are located along arterials and therefore contain more robust acoustic requirements than the RM-8A zones. Since Oak Street is classified as an arterial street, the proposed rezoning is to the RM-8AN District Schedule.

Vancouver Plan – The *Vancouver Plan* was approved by Council on July 22, 2022 and is a land use strategy to guide long-term growth of the City over the next 30 years. The *Vancouver Plan* serves as a framework with further implementation planning work to follow over the next two to four years. The site is located within the *Cambie Corridor Plan* which is in alignment with the *Vancouver Plan*.

Housing Needs Report (2022) – On April 27, 2022, Council resolved at a public meeting to receive a [Housing Needs Report \(HNR\)](#) prepared by staff. Further to the BC Provincial government's requirement, Council must consider the most recent HNR when developing a development plan, or when amending a development plan in relation to Council's housing policies respecting affordable housing, rental housing and special needs housing.

This zoning amendment would facilitate the delivery of strata or rental housing and implement Council-approved direction contained in the Plan, which includes direction on housing that is well supported by the data and findings within the HNR.

Strategic Analysis

1. Simplified Rezoning Process

Rezoning to an RM-8A/AN follows a simplified rezoning process. Since this rezoning is to an established District Schedule which sets out the allowable uses, maximum heights and densities, architectural drawings are not required at the rezoning stage. The rezoning review is limited to a plan amendment to the Zoning and Development By-law to redesignate the site from R1-1 to RM-8AN (see Appendix A).

Staff review drawings according to the RM-8A/AN design guidelines at a future development permit (DP) process, which streamlines the rezoning process.

An Urban Design Panel review is not required due to the small scale of the buildings and comprehensive design guidelines that accompany the District Schedule.

2. Transportation and Parking

The site is well served by public transit along Oak Street, which is part of TransLink's Frequent Transit Network (FTN). Close by are the Nanton-29th Avenue and Heather Street bikeways, providing sustainable transportation options.

Parking, loading and bicycle spaces must align with the Parking By-law and will be reviewed at time of development permit application when architectural drawings are submitted. The applicant is required to provide road and frontage improvements along Oak Street, 29th Avenue and the rear lane. Local servicing requirements are also secured through a services agreement. Additional engineering conditions are in Appendix B.

3. Natural Assets

The *Urban Forest Strategy* seeks to protect and strengthen Vancouver's urban forest and tree canopy. The Protection of Trees By-law requires that permission be granted to remove trees to protect viable trees while supporting a healthy urban forest. There are approximately two existing on-site trees on the shared property line. A landscape plan and an arborist report will be required as part of a development permit application and will allow staff to apply conditions to enhance green assets in and around the site.

4. Public Input

A site sign was installed on August 10, 2023. Approximately 387 notification postcards were distributed within the neighbouring area on or about August 23, 2023. Notification, application information, and an online comment form was provided on the Shape Your City website (<https://shapeyourcity.ca/>).

Staff received six responses from the public. Below is a summary of the feedback received.

Generally, the comments of support fell within the following areas:

- The proposed density is appropriate for the area, given the proximity of the development to transit options.
- The approval should be expedited to address housing shortages.

Generally, the comments of concern fell within the following areas:

- The development does not fit the neighbourhood and will negatively affect neighbourhood livability.
- The proposed development has insufficient parking and will negatively impact traffic and parking.

Given the small scale of redevelopment for a single parcel, this proposal is not expected to generate a significant impact for on-street parking. In response to neighbourhood livability, the Plan permits a rezoning that could accommodate up to eight townhouses on this lot. This increase is considered modest and aligns with the intent of the Plan to introduce more housing options in the area.

A question and answer period is not required for townhouse rezoning applications as public engagement was undertaken during the Plan process to inform land use changes. Further opportunities for public input, including for building design, will be available at the development permit stage.

5. Public Benefits

Community Amenity Contributions (CAC): Applications for the RM-8A/AN District are exempt from paying a community amenity contribution (CAC), per the *Community Amenity Contributions Policy for Rezoning*s.

Density Bonus Zone Contribution (DBZ) –The application is subject to a DBZ contribution, payable prior to building permit issuance, calculated on the additional density above 0.75 FSR and up to the 1.20 FSR maximum. Based on the rates in effect as of September 30, 2023, it is estimated that the project would pay DBZs of \$247,784 should it achieve the maximum 1.20 FSR.

Development Cost Levies (DCLs) – This site is currently subject to a City-wide and a Utilities DCL. DCLs are payable prior to building permit issuance based on rates in effect at that time and the floor area proposed at the development permit stage. Based on the rates in effect as of September 30, 2023, it is estimated that the project will pay DCLs of \$63,976 should it achieve the maximum 1.20 FSR.

A summary of public benefits associated with this application is included in Appendices E and F.

Financial Implications

As noted in the Public Benefits section this project is expected to provide DBZ and DCL contributions.

CONCLUSION

Staff have reviewed the application to rezone 4489 Oak Street from R1-1 to RM-8AN for a townhouse or rowhouse development. The proposal aligns with the RM-8A/AN District Schedule and *the Plan*.

The General Manager of Planning, Urban Design and Sustainability recommends that the rezoning application be referred to a Public Hearing with a recommendation that, subject to the Public Hearing, the rezoning application be approved in principle, subject to the applicant fulfilling the Conditions of Approval in Appendix B.

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**4489 OAK STREET
PROPOSED BY-LAW AMENDMENTS**

Note: A By-law to rezone an area to RM-8AN 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 indicated provisions or schedules of the Zoning and Development By-law No. 3575.
2. 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.
3. The area shown within the heavy black outline on Schedule A is rezoned and moved from the R1-1 district to the RM-8AN district.



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4489 OAK STREET CONDITIONS OF APPROVAL

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

PART 1: CONDITIONS OF APPROVAL OF THE DEVELOPMENT APPLICATION

THAT, in reviewing a development application for the site, the Director of Planning shall have particular regard for the following:

Engineering

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

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

- 1.2 The owner or representative is advised to contact Engineering Services at StreetUseReview@vancouver.ca to acquire the project's permissible street use after building permit issuance.

Note to Applicant: 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.

<https://vancouver.ca/home-property-development/construction-street-use-permits.aspx>

- 1.3 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (City of Vancouver Design Guidelines, Construction Standards and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site prior to building permit issuance if shotcrete will be required for the site.

Note to Applicant: 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 at shoringreview@vancouver.ca for details.

Design guidelines and construction standard: <https://vancouver.ca/streets-transportation/street-design-construction-resources.aspx>

Steps to getting a shoring and excavation street use permit: <https://vancouver.ca/home-property-development/construction-street-use-permits.aspx#shoring-and-excavation>

- 1.4 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.
- 1.5 Provision of a lighting simulation to support all offsite lighting upgrades to City standards and Illuminating Engineering Society of North America (IESNA) recommendations.

Note to Applicant: A lighting simulation is required as part of the building permit application process.

- 1.6 Submission of an updated landscape and site plan to reflect the public realm changes including all of the off-site improvements sought for this rezoning. Where a design or detail is not available, make note of the improvement on the landscape plans. The landscape plan is to include the following:
 - (a) The following statement is to be added on the site and landscape plans; "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".
 - (b) "Tree species, final spacing, quantity and location 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 volumes. Installation of Engineered Soil may be required to obtain appropriate soil volumes based on site conditions. Root barriers shall be of rigid construction, 8 feet long and 18 inches deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Planting depth of root ball must be below sidewalk grade. Contact Park Board at pbdevelopment.trees@vancouver.ca for inspection after tree planting completion".
 - (c) All proposed streetscape materials on City property to be City standard materials;

Note to Applicant: Deviations from the standard streetscape materials must be justified in a report and approved by City prior to the development permit (DP) application. Encroachment agreements may be required for non-standard streetscape materials on City property.

Note to Applicant: Drawings must indicate that the off-site designs submitted as part of the DP application are preliminary.

- 1.7 Submission to Engineering of an updated architectural plan showing City issued building grades for the site.

Note to Applicant: Building Grades have not been designed at this site. Applicant to submit building grades request to the City. Building grades need to be finalized prior to DP application.

- 1.8 Provision of the following information as part of the architectural 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 maneuvering 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, accessible 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 Class A bicycle storage 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.

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

- 1.9 This development will be required to provide on-site rainwater management in accordance with Building By-law requirements (Book II, Division B, Article 2.4.2.5) in effect in January 2024.

Note to Applicant: The applicant will be required to demonstrate compliance with these requirements at the building permit application stage. See vancouver.ca/rainwater for more information.

- 1.10 Developer's Engineer to submit a sewer abandonment plan to the City that details the abandonment or removal of all existing storm, sanitary, and combined connections to the development site.

Note to Applicant: The abandonment plan is required to be reviewed and accepted by the City Engineer prior to issuance of the sewer permit.

- 1.11 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. All required electrical plants will be provided within private property.

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

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

- 1.12 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>; and
- (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.

PART 2: CONDITIONS OF BY-LAW ENACTMENT

THAT, prior to enactment of the amending 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, and the General Manager of Engineering Services (or successors in function), as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

- 2.1 Make arrangements to the satisfaction of the General Manager of Engineering Services, the Director of Legal Services and the Approving Officer for the dedication of the easterly 7.9 feet (2.408 metres) of the site for road purposes (in accordance with RM-8AN requirements).

Note to Applicant: A subdivision is required to effect the dedication. 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 Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the site (collectively called the "Services") such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights of way for the Services are provided all to the satisfaction of the General Manager of Engineering Services. No development permit for the 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. The Services are not excess and/or extended services and the applicant is not entitled to a Latecomer Agreement

Note to Applicant: For general Latecomer Policy information refer to the website at <https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect>

- (a) Based on the confirmed Fire Underwriter's Survey Required Fire Flows and domestic flows submitted by Core Concept Consulting Ltd. dated June 2, 2023, no water main upgrades are required to service the development.

Note to Applicant: The main servicing the proposed development is 300 mm on West 29th Avenue. The maximum water service connection size is 300 mm.

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 principal 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.

- (b) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project. Implementation of development(s) at 4489 Oak Street does not require any upgrades in order to maintain acceptable sewer flow conditions.
 - (i) No sewer upgrade is required.

Note to Applicant: Development to be serviced to the existing 200 mm SAN in lane west of Oak Street. Development to be serviced to the existing 200 mm SAN in lane west of Oak Street.

- (c) Street improvements along Oak Street adjacent to the site and appropriate transitions, including the following:
 - (i) 1.83 m (6.0 ft.) wide front boulevard (measured from the back of the existing curb) with street trees where space permits.
 - (ii) 2.44 m (8.0 ft.) wide broom finish saw-cut concrete sidewalk.
 - (iii) Pedestrian curb ramp at the adjacent corner of Oak Street at West 29th Avenue.
 - (iv) Removal of existing concrete pad and replacement with boulevard.
- (d) Street improvements along West 29th Avenue adjacent to the site and appropriate transitions, including the following:
 - (i) 2.14 m (7.0 ft.) wide broom finish saw-cut concrete sidewalk.
 - (ii) Curb and gutter.
 - (iii) Curb ramps.
 - (iv) Full-depth road reconstruction from adjacent curb to centerline.

Note to Applicant: Road reconstruction on West 29th Avenue to meet City higher-zoned standards.

- (e) Street improvements along Lane, adjacent to the site and appropriate transitions, including the following:
 - (i) New standard concrete lane crossing, with new lane returns and ramps on both sides, at the lane entrance on West 29th Avenue.
 - (ii) Full-depth lane reconstruction.

Note to Applicant: Lane reconstruction to meet City higher-zoned lane pavement structure. If porous asphalt is used in this laneway, the proposed porous asphalt

pavement structure shall meet the same loading performance as the City standard higher-zoned lane pavement structure.

Note to Applicant: The Streets Design Guidelines are viewable online at <https://vancouver.ca/streets-transportation/streetscape-design-guidelines.aspx> and are to be used alongside the City construction and design manuals. Confirm if your site is within a Streetscape Design Guideline area and follow the applicable guidelines.

- (f) Provision of upgraded street lighting (roadway and sidewalk) adjacent to the site to current City standards and IESNA recommendations.
- (g) Provision of new or replacement duct bank (if new sidewalk installed) adjacent to the site that meets current City standard.

Note to Applicant: Duct banks are to consist of electrical and communication ducts and cables, and connect to existing electrical and communication infrastructure.

Note to Applicant: The detailed Electrical Design will be required prior to the start of any associated electrical work to the satisfaction of the General Manager of Engineering Services, and, in conformance with current City of Vancouver Engineering Design Manual, Construction Specifications, Standard Detail Drawing, Canadian Electrical Code and the Master Municipal Construction Documents.

- (h) Provision for the installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.

Environmental Contamination

2.3 As applicable:

- (a) Submit a site disclosure statement to Environmental Services.
- (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

Agreements

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

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

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

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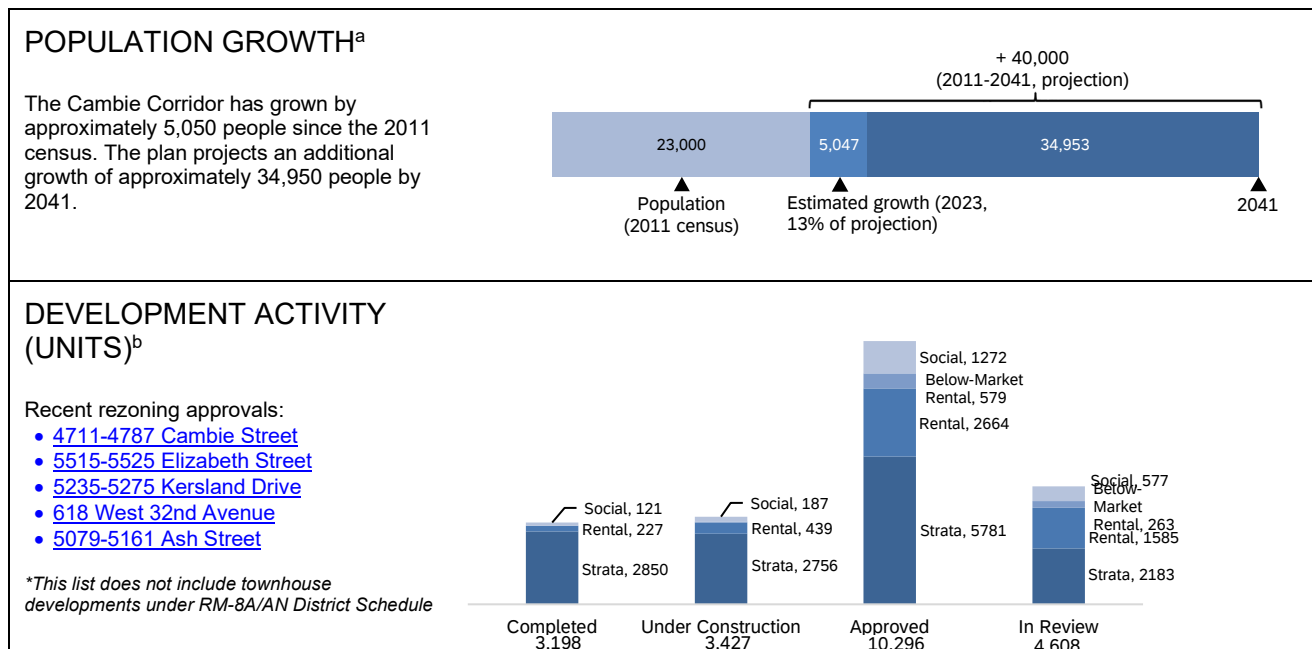
4489 OAK STREET
DRAFT CONSEQUENTIAL AMENDMENT

DRAFT AMENDMENT TO THE SUBDIVISION BY-LAW NO. 5208

Council amends Schedule A of the Subdivision By-law in accordance with the plan labelled Schedule A and attached to and forming part of this by-law, by deleting PID 011-017-198; Lot 9 Block 735 District Lot 526 Plan 6011 from the R1-1 maps forming part of Schedule A of the Subdivision By-law.

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PUBLIC BENEFITS IMPLEMENTATION DASHBOARD
CAMBIE CORRIDOR PLAN – North of 57th Ave
Updated 2023 year-end



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

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

TARGETS See Chapter 13 of the Cambie Corridor Plan for more details	COMPLETED	UNDER CONSTRUCTION	PLANNING / DESIGN	PROGRESS
HOUSING^d <ul style="list-style-type: none"> • ~ 4,700 additional secured market rental units • ~ 2,250 additional social housing units • ~ 400 additional below-market rental units <p><i>*Gross numbers of units reported</i></p>	<ul style="list-style-type: none"> • 227 secured market rental units • 121 social housing units • 98 temporary modular housing^e units 	<ul style="list-style-type: none"> • 439 secured market rental units • 187 social housing units 		14% of secured market rental target achieved 14% of social housing target achieved ➔
CHILDCARE <ul style="list-style-type: none"> • ~ 1,080 additional spaces for children (all age groups) 	<ul style="list-style-type: none"> • Restoration of 8 Oaks Acorn childcare outdoor area 	<ul style="list-style-type: none"> • 135 spaces for children 0-4 yrs (Oakridge Civic Centre, Eric Hamber Secondary School, and 6409-6487 Cambie Street) • 60 spaces for children 5-12 yrs (Oakridge Civic Centre) 		18% of childcare spaces target achieved ➔
TRANSPORTATION / PUBLIC REALM <ul style="list-style-type: none"> • Upgrade/expand walking/cycling • Complete Street design on Cambie Street and major streets • "Car-light" Heather Street greenway 	<ul style="list-style-type: none"> • 45th Avenue bikeway improvements • Interim plazas (17th Avenue and Cambie Street; 18th Avenue and Cambie Street) • 29th Avenue and Cambie Street plaza and public art • R4 Rapid Bus on 41st Avenue (bus priority lanes and improvements) • Cambie Complete Streets (35th Avenue to McGuigan Avenue) • Ontario Street and 16th Avenue curb bulge bio-retention upgrade • Oak Street and 27th Avenue pedestrian and bike signal 	<ul style="list-style-type: none"> • Westbound complete street on King Edward Avenue (Yukon Street to Columbia Street) • 49th Avenue transportation upgrades (street paving and bike lane improvements) 	<ul style="list-style-type: none"> • 54th Avenue curb bulge bio-retention upgrade (Cambie Street to Neal Street) • Cambie Street and 31st Avenue closure • Cambie Street Complete Streets (30th Avenue to 41st Avenue) • Alberta Street transportation and green rainwater infrastructure upgrades 	✓

	<ul style="list-style-type: none"> • Eastbound complete street on King Edward and improved crossing at King Edward Avenue and Yukon • Slow Streets installation 			
CULTURE <ul style="list-style-type: none"> • 5 new artist studios • Public art 	<ul style="list-style-type: none"> • 5 public art installations 	<ul style="list-style-type: none"> • Cultural space, performance theatre, outdoor performance space, and 2 artist studios (Oakridge Civic Centre) 	<ul style="list-style-type: none"> • 12 public art installations 	✓
CIVIC / COMMUNITY <ul style="list-style-type: none"> • Oakridge Civic Centre • Oakridge library renewal and expansion • Additional library branch • Hillcrest Community Centre • Firehall #23 • Community Policing Centre 		<ul style="list-style-type: none"> • Community centre and library (Oakridge Civic Centre) 	<ul style="list-style-type: none"> • VanDusen and Bloedel Strategic Plan 	✓
HERITAGE <ul style="list-style-type: none"> • 5% allocation from cash community amenity contributions in Corridor 	<ul style="list-style-type: none"> • 5% allocation from cash CACs • James Residence • Milton Wong Residence • Turner's Dairy 			✓
SOCIAL FACILITIES <ul style="list-style-type: none"> • Renewal of Oakridge Seniors • Youth hub • Non-profit organization centre • Additional seniors' centre 		<ul style="list-style-type: none"> • Youth and seniors' centre (Oakridge Civic Centre) • Non-profit office space (5470 Cambie Street) 		✓
PARKS AND OPEN SPACES <ul style="list-style-type: none"> • New parks on large sites • Queen Elizabeth Master Plan and Phase 1 upgrades • 6 plazas and open spaces • Neighbourhood park improvements 	<ul style="list-style-type: none"> • Upgrades to Riley Park and Hillcrest Park • Lillian To Park • Douglas Park playground renewal • Queen Elizabeth Park tennis court resurfacing 	<ul style="list-style-type: none"> • New park (Oakridge Centre) 	<ul style="list-style-type: none"> • Alberta Street blue-green system and Columbia Park renewal • Queen Elizabeth Master Plan • Heather Park off-leash dog area • Little Mountain Plaza and Wedge Park 	✓

NOTES: This 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 end of the most recent reporting period.

^b **Development Activity:** Development Activity reports on gross new units. 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. Public benefits secured through developer-initiated applications are not included in the planning/design column and not counted towards public benefits achieved prior to construction as numbers and status may change throughout the permitting process.

^d **Housing – Planning / Design:** Housing units in developer-initiated applications are not included in the planning/design column and not counted towards public benefits achieved prior to construction as numbers and status may change throughout the permitting process.

^e **Temporary Modular Housing:** Modular homes that provide supportive housing services to residents with low and moderate incomes who have a need for transitional housing. See the [Housing Vancouver strategy](#) webpage for more information. These 98 social housing units are temporary modular housing that were not anticipated in the Cambie Corridor Plan; therefore, they do not count towards the Plan's housing goal.

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**4489 OAK STREET
PUBLIC BENEFITS INFORMATION**

Public Benefits Information

The *Cambie Corridor Plan* (Plan) guides change and growth over the next 30 years. The Corridor's population is anticipated to double between 2011 and 2041, with 30,000 new housing units.

The *Plan* identifies over 1,100 detached lots that have the rezoning potential for future townhouses, creating opportunities for up to 8,200 units of this much-needed ground-oriented housing type. City-initiated rezonings for townhouses were phased to align with the availability of infrastructure upgrades to service the Corridor. Phase 1 was approved in 2018 and Phase 2 was approved in 2023.

Sites that are rezoned to district schedules with a density bonus contribution are not subject to Community Amenity Contributions (CACs). Instead the zoning district for the RM-8A/AN zone includes a density bonus contribution to account for increased density of between 0.75 and 1.20 FSR. The RM-8A/AN sets a base density of 0.75 FSR for duplex or multi-family dwelling uses.

Future City-initiated rezoning for townhouse areas in the Corridor will be timed with infrastructure upgrades. In the meantime, owner-initiated rezonings, such as this application, can apply for a rezoning prior to these upgrades but be required to service off-site utility upgrades as a condition of rezoning.

Density Bonus Zone Contributions (DBZ)

Density bonusing is a zoning tool that permits applicants to build additional floor space in exchange for contributions towards public benefits such as social housing, community centres, parks, and childcare. DBZs in the Cambie Corridor area applied to support delivery of the Cambie Corridor Public Benefits Strategy (see Appendix D).

Density bonus contribution are payable prior to building permit issuance based on rates in effect at that time and the floor area proposed at the development permit stage. Density bonus rates are subject to future adjustments by Council, including annual inflationary rate adjustments. A development may qualify for in-stream rate protection from Density bonus rate increases, provided that a development permit application has been received prior to the rate adjustment. See the [DBZ Bulletin](#) for additional information.

Development Cost Levies (DCLs)

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

DCL rates are subject to future adjustment by Council. DCLs are payable prior to building permit issuance based on rates in effect at that time and the floor area proposed at the development permit stage. Applications received prior to the adoption of DCL By-law rate adjustments may qualify for in-stream rate protection, provided a precursor application (rezoning, development permit or building permit application) was submitted prior to the date of a rate increase and a building permit is issued within a 12-month period following the date of the DCL rate increase. See the [DCL Bulletin](#) for additional details.

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**4489 OAK STREET
PUBLIC BENEFITS SUMMARY**

Project Summary

Rezoning to RM-8AN District to facilitate a townhouse or rowhouse development.

	Base Zoning	Proposed Zoning
Zoning District	R1-1	RM-8AN
FSR (site area = 601.8 sq. m / 6,478 sq. ft.)	0.70	0.75 to 1.20
Floor Area	4,535 sq. ft.	4,859 to 7,774 sq. ft.
Land Use	Residential Inclusive	Multiple Dwelling (Residential)

Summary of development contributions anticipated under proposed zoning

City-wide DCL ¹	\$39,334
Utilities DCL ¹	\$24,642
Density Bonus Zone Contribution (for density above 0.75 FSR) ²	\$247,784
TOTAL VALUE OF PUBLIC BENEFITS	\$311,760

¹ Based on by-laws in effect as at September 30, 2023. Rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable prior to 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 [DCL Bulletin](#) for details.

² Based on by-laws in effect as of September 30, 2023 and assumes the development maximizes the allowable density. DBZ contributions are payable prior to building permit issuance based on rates in effect at that time and the floor area proposed at the development permit stage A development may qualify for in-stream rate protection. See the City's [DBZ Bulletin](#) for more details.

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4489 OAK STREET
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Property Information

Address	Property Identifier (PID)	Legal Description
4489 Oak Street	011-017-198	Lot 9 Block 735 District Lot 526 Plan 6011

Applicant Information

Architect/Applicant	Kenneth King Architecture
Property Owner	Jagjit Singh Pabla and Dalwinder Kaur Pabla

Site Statistics

Site Area	601.8 sq. m (6,478 sq. ft.); Site dimensions 16.5 m (54 ft.) x 36.6m (120 ft.)
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Development Statistics

	Permitted Under Existing Zoning	Development Permitted Under Proposed Zoning
Zoning	R1-1	RM-8AN
Uses	Residential Inclusive	Multiple Dwelling (Residential)
Maximum Density	0.70 FSR	Up to 1.20 FSR
Floor Area	421.3 sq. m (4,535 sq. ft.)	Up to 722.2 sq. m (7,774 sq. ft.)
Height	11.5 m (38 ft.)	Up to 3 storeys (at the street): 11.5 m (38 ft.)
Unit Mix	n/a	as per RM-8AN District
Parking, Loading and Bicycle Spaces	as per Parking By-law	as per Parking By-law
Natural Assets	To be assessed at the development permit stage	

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