

# W.T. LEUNG ARCHITECTS INC.

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## REZONING INTENT & DESIGN RATIONALE

### 4099 Cambie Street, Vancouver, BC

The subject site is located at the northwest corner of Cambie Street and West King Edward Avenue. The site is currently zoned C-2 and is part of the Cambie Corridor Plan. The applicant proposes to rezone the site to Comprehensive Development CD-1 to allow development of a commercial + residential mixed-use building.

The site is a transit node surrounded by commercial and residential uses. To the north are 3- to 4-storey residential rental buildings. East across Cambie are 1- to 3-storey commercial buildings. To the south and west across King Edward are single family residences. The Canada Line King Edward Station is part of this site and will be integrated with the proposed development.

An 8-storey mixed-use commercial & multi-family residential development is proposed and is consistent with the Cambie Corridor Plan for this block. The building will include one level of ground floor commercial fronting Cambie and seven levels of residential above providing 65 market-rate units for sale. One level of ground floor commercial is also proposed at the southwest corner of the site to infill the existing space adjacent the rear of the Canada Line station. This space will be a dedicated bike storage and maintenance facility for transit users. The development contains four underground parking levels providing 79 parking spaces (67 Residential; 12 Commercial). The proposed Floor Space Ratio is FSR 3.52. Proposed average height above grade is +26.85m [88'-0"]. The elevator penthouse and mechanical appurtenances such as rooftop units extend above this height. The main roof is landscaped with an extensive green roof, and includes private patios.

### Built Form

Along Cambie, the building is setback to align with the existing station, creating a wide sidewalk boulevard for enhanced public realm features. Canopies provide continuous weather protection along the sidewalk. A 2.13m wide setback is provided along the lane to allow for future lane widening. Access to off-street parking, loading, garbage & recycling, and utilities for the development will be from the lane. As requested by Translink, a designated Transit Police parking stall is provided adjacent the loading space.

The built form presents a strong 4-storey street wall along Cambie. Bay windows clad in a bold colour create a rhythmic order and reduced scale along the street. The building steps back on the 5<sup>th</sup> floor to align with the existing Canada Line station. On the south side, the building extends prominently over the existing station to create a strong marker at the street intersection. The top two floors of the building step back to reduce the building's street presence and shadowing effects. On the west face, portions of the 5<sup>th</sup> and 6<sup>th</sup> floors extend to form a building bay. This bay is articulated in a rhythmic series of open balconies and punched windows, and is clad in a bold colour.

The building will target LEED-Gold equivalency as required by the City's "Green Building Policy for Rezoning". Extensive green roofs are proposed on all roofs with roof decks. Other sustainable measures include strategies such as, but not limited to, utilizing air-water heat pumps (commercial spaces), hydronic heating (residential spaces), double-glazed windows with exterior brise-soleil, and low-flow plumbing fixtures.

To minimize the impact of development on structure and operation of the Canada Line station, floor slabs over the station will be suspended from the building's core. No structure is proposed to rest on the station, nor are additional structure required within the station. For this reason, the building core is placed at the south side of the site adjacent the existing station.

Residential amenity space is proposed on the second floor, with direct access to a southwest-facing roof terrace and communal garden.

Building finishes will be a mix of terracotta cladding, composite aluminum cladding, pre-finished aluminum windows, and painted concrete. Planters and “greenscreens” are proposed along the lane to create a visually softer surface and to enhance the pedestrian experience.

### **Job Space Creation**

Although the Cambie Corridor Plan encourages second floor job space in this area, it is not feasible at this site due to the following site-specific challenges:

1. The existing station significantly restricts the amount of area available for development. Approximately one-third of the site's ground plane is occupied by the station. With the provision of the building core and necessary support spaces such as lobbies, fire exits, Transit Police parking stall, loading, garbage, and a parking ramp, the remaining area available for commercial-retail use is limited.
2. The existing station has established building lines and setbacks for the proposed building to follow. Along Cambie, the existing vent at the northeast corner effectively necessitates a 20 ft. [6.1m] setback instead of 10 ft. [3.05m]. Along the lane, the building line is an additional 1'-10" back from the required future lane-widening setback. These restricted the depth of the site and subsequently available ground floor CRU area.
3. InTransit BC, through Translink, has mandated a “no touch” approach on the station. Future development of the remainder of the site cannot affect the structure or operation of the station. The station was designed to support a 3-storey wood frame structure only. However, from an urban design perspective, a higher volume engaging the intersection (ie. over the station) before transitioning down towards the north is more appropriate. As such, the building core is placed adjacent the existing station and floors above are fully suspended from the core. This achieves two objectives: the station is not impacted, and a volume higher than 3-storeys can be located at the street intersection. As portions of the second floor structure is suspended, future changes (such as tenant improvements) are extremely challenging.
4. Second floor job space will require the provisions of an additional elevator core, a commercial lobby, and two additional exit stairs (separate from the exit stairs coming from the residential above and parkade below). Due to Translink's “no touch” approach, the additional elevator and stairs must be provided within the available developable footprint of the ground floor. Providing these further erodes the already restricted prime, street level CRU area and may limit tenancy opportunities.

Due to a restricted site, building core placement and nature of a suspended structure, and the need to provide additional support functions, second floor job space on this site will have limited area and flexibility, and may not be economically viable. It will also erode the limited street level CRU areas.

Although a full second floor job space is not feasible, the project takes advantage of the high ceiling of the ground level retail to include mezzanines at each CRU. These mezzanines are envisioned as supplementary commercial spaces available for uses such as office, retail, or restaurant / café seating.

### **Laneway Activation**

Due to the existing station and necessary support spaces, it is difficult to provide active uses along the rear lane. With the provision of a parking access ramp, fire exits, loading, and a Transit Police parking stall, minimal laneway frontage remains for active uses. At the bicycle facility at the southwest corner, the design request was for the facility to be open onto the street, with provisions for two washrooms and wall space for retailing. This has limited abilities for window openings along the lane.

For the remaining laneway frontage, planters and “greenscreens” are proposed to create a visually softer building surface as well as to enhance the pedestrian experience.