

# Welcome

The City of Vancouver has received an application to rezone 468 West 33rd Avenue from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District. The proposal is for two 6-storey buildings that include:

- 68 residential units;
- a commercial use at grade;
- a maximum building height of 22.7 m (74 ft.); and
- a floor space ratio (FSR) of 2.57.



# Rezoning Frequently Asked Questions

## Q. What is zoning?

A. Zoning regulates the use and development of property in the city through bylaws approved by City Council. Zoning is informed by Council policies, initiatives, or directions based on goals for the future of the city and its neighbourhoods.

## Q. What does zoning regulate?

A. Zoning regulates the use of a site (retail, residential, office, etc.) and the characteristics of buildings on a site (height, floor area and other physical aspects of the development).

## Q. Who makes a decision on rezoning?

A. City Council makes the final decision on whether to approve, modify, or refuse a rezoning application. City staff review applications and make a recommendation to City Council.

## Q. How is zoning changed?

A. A property owner or developer/architect working on behalf of a property owner will make an application to rezone a site. A developer starts the process with an enquiry to the City.

Staff give the applicant advice, but no formal position is provided. After an application is received, Rezoning Centre staff seek input from various City departments, the public, and advisory groups of Council such as the Urban Design Panel, Vancouver Heritage Commission, etc.

The application is then evaluated by Planning staff, taking into consideration the input received from the various

departments, the public and advisory groups. A report is written which provides a comprehensive analysis of the application and a recommendation that it be referred to a public hearing.

Council then hears from the public and makes its decision on the application. The final step for Council is enactment of the zoning bylaw. This occurs after the applicant has fulfilled required bylaw conditions.

## Q. What is the relationship between policy, zoning, and development permits?

- A.
- Policy sets broad goals for a community. It can also provide location and types of housing, shopping areas, neighbourhood centres, and a vision for a particular area.
  - Zoning sets the use and regulations on any given parcel of land.
  - A development permit grants permission for a particular development in accordance with the zoning.

## Q. What are important design components in evaluating a rezoning?

- A.
- Height
  - Access to sun
  - Landscaping
  - Access and circulation for pedestrians
  - Ground floor uses
  - Contribution to the public realm
  - Building massing/form of development

# Rezoning Process

## Rezoning Application

An application is formally submitted and the rezoning process begins.

## Review by Public, Staff and Advisory Groups

After an application is received, staff in the Rezoning Centre seek input from various City departments, the public, and advisory groups to the City, such as the Urban Design Panel, Vancouver Heritage Commission, etc.



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## Staff Analysis and Conclusions

The application is then evaluated by Planning staff, taking into consideration the input received from the various City departments, the public and advisory groups.

## Rezoning Report and Recommendations to Council

A report is written which provides a complete analysis of the application and a recommendation that it be referred to a public hearing and approved or refused.

## Public Hearing



A decision is made by City Council to approve or refuse the rezoning application.

## Refuse

If a refusal is recommended, the applicant may appeal to City Council directly on why the application warrants consideration at a hearing. Council may refuse the application or refer it to a public hearing for further consideration.

Approve, subject to conditions

Refuse

Satisfy Conditions

Enact Bylaw



Key opportunity for public input (although input can be received throughout process, including at a Public Hearing).

# Public Benefits

Public benefits and amenities are key components in livable, complete communities, and improve the social and physical well-being of city residents. Public benefits include daycares, parks, community centres, libraries, cultural facilities, affordable housing and street improvements.

Public benefits are funded through three main ways:



### Capital Plan:

Council prioritizes the amenities and infrastructure needed around the city and makes them a part of the City's Capital Plan, which budgets for long-term investments. This is the main source of funding for public amenity improvements.



### Development Cost Levies (DCL):

DCLs are charged on any new development in the city and are determined by the size of a development. These augment the capital budget. DCLs are used to pay for parks, childcare centres, non-market housing and engineering infrastructure. They are limited in how they can be spent.

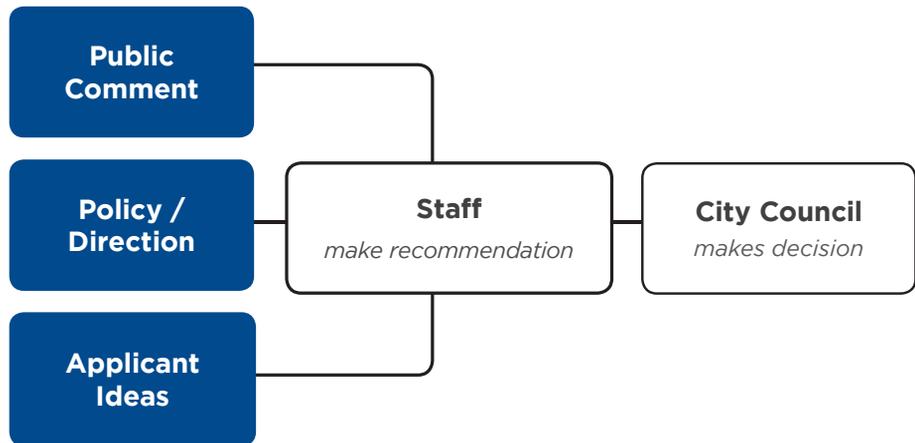


### Community Amenity Contributions (CAC):

CACs are negotiated from rezonings, and are used to pay for a wider range of amenities and public benefits as part of the planning considerations in a rezoning.



### How Public Benefit Decisions are Made:



# Cambie Corridor Plan

## Planning Principles

These principles, generated with the community, provide overall direction for the future of the Cambie Corridor. They are intended to inform comprehensive planning along the Corridor, as well as shape and inform individual land use change and future detailed development.

Planning for the Cambie Corridor will facilitate progress toward an environmentally sustainable city that responsibly responds to climate change and fosters livability and affordability through integration of land use, sustainable mobility, and renewable energy.

1. Provide land use that optimizes the investment in transit
2. Provide a complete community
3. Create a walkable and cycleable Corridor of neighbourhoods seamlessly linked to public transit
4. Focus intensity and community activity at stations and other areas with strategic opportunities for sustainability, renewable energy and public amenity
5. Provide a range of housing choices and affordability
6. Balance city-wide and regional goals with the community and its context
7. Ensure job space and diversity



# Cambie Corridor Plan

## Cambie Street: 33rd to 39th Avenue

- Residential buildings will be allowed up to six storeys
- Above four storeys, upper floors will be stepped back from Cambie Street
- Consider opportunities to integrate small scale locally serving commercial space focused around a potential new station at 33rd Avenue, considering the relationship to the park and surrounding neighbourhood
- Buildings will provide front doors onto the street and will seek to activate and enhance the adjacent lane by providing townhouses or active uses at the rear
- Opportunities will be explored to develop unique and notable buildings that respond to and reinforce viewlines and perspectives created by the unique alignment of Cambie Street
- Development proposals will include required public realm features (i.e. street trees, landscaped setbacks etc.)



\* The suggested floor space ratio (FSR) range is an estimate (not limit) based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent neighbourhoods. The development potential for each site may fall within, below or above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.

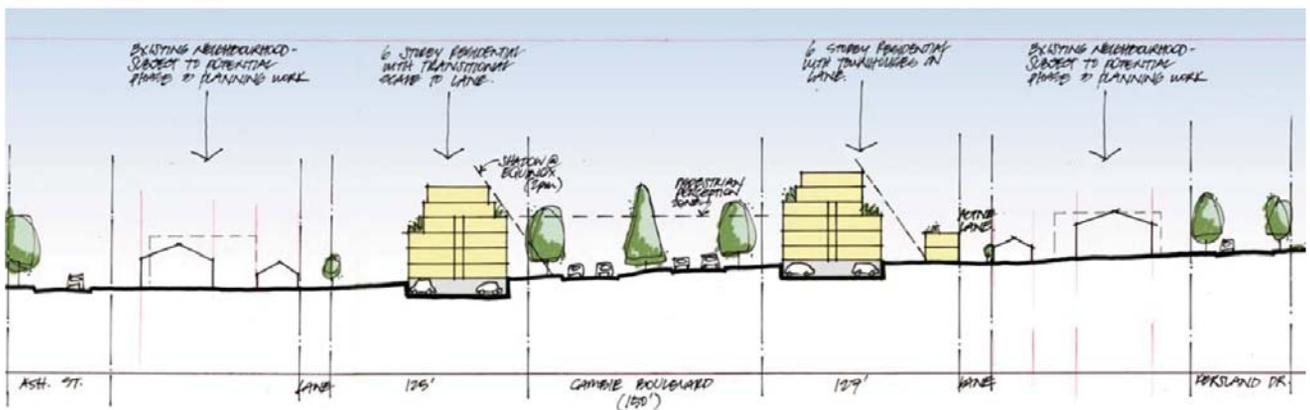


Policy directions in this section apply to the areas highlighted in the map above.

### Queen Elizabeth

The Queen Elizabeth area's existing residential character, with its green park-like setting, will be strengthened and enhanced. The area is also characterized by its proximity to several large institutional sites including Women's and Children's Hospital, St. Vincent's Campus of Care site, the RCMP Barracks site and Eric Hamber Secondary School. Most of these institutional sites will stay and serve existing and future populations while others like the RCMP Barracks will likely be redeveloped with new uses and buildings.

New mid-rise residential buildings will be introduced along Cambie Street with special design consideration for buildings directly across from Queen Elizabeth Park (north of 33rd Avenue) to reflect the unique siting conditions and public view opportunities. Sidewalks and setbacks will respond to the park edge, and include green buffers and edges that contribute to this unique area of the community and City. New lower-scale family oriented housing opportunities will be explored and considered for the areas surrounding King Edward Station and the future station at 33rd Avenue as part of planning for Phase 3 (not scheduled at this time).



Representative Section: Cambie Street between 34th and 35th Avenues