

# REZONING & DESIGN RATIONALE

## SITE CONTEXT

This 20,500 sq. ft. site is located on the north side of King Edward Avenue one lot west Cambie Street. Current zoning designation is RS-5. To the north are existing RS-5 single family lots; to the south and west across King Edward Avenue are single family lots; to the east across the lane is the new Canada Line Station.

## CAMBIE CORRIDOR PLAN

We have given careful consideration to the Cambie Corridor Plan, complying with all height, setback, and frontage requirements prescribed in the plan. The proposal is consistent with the plan's intention of providing appropriately scaled density in close proximity to the Canada Line and making effective use of land, resources, and infrastructure. The plan also calls for increased density surrounding the site, with four storeys prescribed further along King Edward Avenue and an application for eight storeys above the Canada Line Station currently under review.

## OVERVIEW

The proposal seeks to consolidate three lots into a single lot to accommodate a six storey structure comprised of 70 residential units. The six storey height occurs only on the two lots nearest the Canada Line Station, while the western-most lot has a maximum height of four storeys and steps down to three. Four lane houses line the northern lane, while a central courtyard provides access to the lane houses, bike storage, and the underground parkade. As a result of the significant grade drop from the south east to the north west corner, the parkade entry comes straight in at grade from the north lane without ramping. Another half level of parking ramps down below the lower courtyard level. The two levels yield a total of 42 parking stalls as well as two car share spaces.

## FORM OF DEVELOPMENT

The proposed form of development is consistent with The Cambie Corridor Plan. This development will provide residential densification in close relationship to this transit corridor. Its built form presents a highly articulated massing which relates to its context of the future King Edward Avenue development, the Canada Line Station, and the two lanes that border the site.

These three converging contexts gave rise to three distinct massing elements in the main building. The "Lane Form" is two storeys in height and setback 8 ft. from the east lane to provide for substantial landscaping. This form transitions down to the two storey lane houses that line the north lane, creating a continuous two storey, landscaped edge. The proposed material along this edge is primarily a white, stacked bond brick with a varied pattern of punched openings. This will emphasize the residential scale and texture of the building façade at grade.

The "Station Form" reads as a four storey block cantilevering five feet over the two storey "Lane Form." This reduces the apparent scale of the six storeys, responds to massing of the proposed development to the east, and creates an opportunity for a soffit and down lighting along the lane edge. Combined with the scale and landscaping at the ground plane, the public realm along this lane will be greatly enhanced. The form will be clad primarily in window wall, reading as a lighter element and wrapped in extruded aluminum visors on the southern face to control solar exposure.

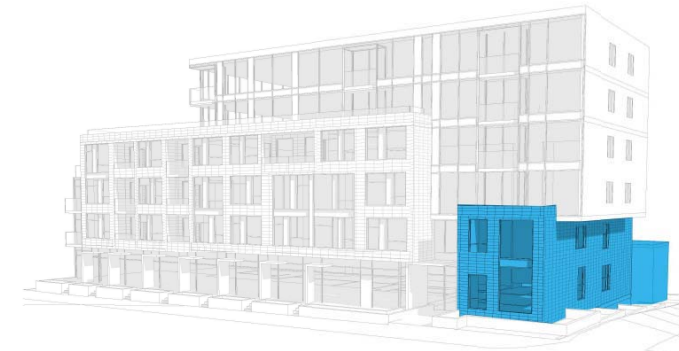
The "King Edward Form" responds to the future four storey developments prescribed along King Edward Avenue. At four storeys stepping down to three storeys at the west property line, a seamless transition is created between the six storey "Station Form" and future development along King Edward. Units on the ground level facing King Edward Avenue have walk-up entries with landscaped patios to enhance street activity and reinforce the residential character. The brick and window treatment reflects the "Lane Form," creating a consistency between the distinct forms and unifying the whole building. Metal visors are proposed on the west façade to minimize heat gain.

## LANDSCAPING

The approach to the landscape design along King Edward is to provide adequate sized private patios at each of the ground floor units while buffering them from the street with planting, reinforcing the residential quality of the units as well as enhancing street activity. The amenity courtyard on the west side at the fifth floor of the building features urban agriculture plots, communal seating areas, a children's garden with a play hut and log seating area, and planting to soften the patio edge and provide interest to the residents. Private terraces have also been designed for the rooftops of the laneway houses and the uppermost levels of the apartment building.

The building entrance from King Edward is to have feature stone paving to match the lobby interior to provide a seamless transition from indoors to out. Units facing King Edward are situated at or above the sidewalk grade to provide casual surveillance of the street and satisfy CEPTD goals.

As the development is to meet a LEED Gold standard, planting will be primarily drought tolerant and adaptive species having reduced irrigation requirements. There will be no toxic planting within close proximity of the Children's Garden. Planting along the lane will be selected to soften the laneway transition and provide a prominent green edge at the face of the Laneway homes.



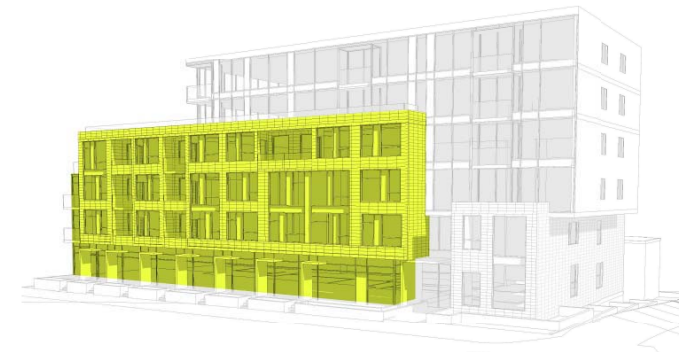
## LANE FORM

Two-storey brick massing transitions to two-storey townhomes along rear lane. 8 ft. setback allows for green buffer along side lane. Materiality, scale, and landscaping are all intended to enhance the lane edge and make the lanes more functional, welcoming urban spaces.



## STATION FORM

Four-storey massing on the two lots adjacent to the King Edward Skytrain Station. The block starts at level 3 and is setback 3 ft. from the lane, creating a 5 ft. cantilever from levels 3 - 6. The massing responds to the proposed step in the adjacent eight-storey building above the station. The simple glazed treatment and 8 ft. setback from the main building face makes the massing a backdrop to the more prominent brick forms along King Edward Avenue.



## KING EDWARD FORM

Walk-up entries with front patios line King Edward Avenue. A 10 ft. setback provides a buffer from the street and allows for larger street trees. The four-storey brick massing steps down to three storeys for the last 8 ft of the building frontage, responding to the proposed form of development for adjacent sites under the Cambie Corridor Plan.



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## NOTES

REVISIONS		
NO.	DATE	DESCRIPTION
1	AUG. 9, 2013	REZONING APPLICATION

## KING EDWARD & CAMBIE

## REZONING APPLICATION

## RATIONALE

DATE	09/08/2013 8:51:56 AM
DRAWN BY	JS
CHECKED BY	TB
SCALE	
JOB NUMBER	1301

A-0.02

