



POLICY REPORT DEVELOPMENT AND BUILDING

Report Date: February 17, 2012

Contact: Kent Munro

Contact No.: 604.873.7135

RTS No.: 9418

VanRIMS No.: 08-2000-20

Meeting Date: February 28, 2012

TO: Vancouver City Council

FROM: Director of Planning

SUBJECT: CD-1 Rezoning: 8018-8150 Cambie Street

*RECOMMENDATION **

A. THAT the application, by James K.M. Cheng Architects on behalf of Intracorp S.W. Marine Limited Partnership, to rezone 8018, 8046, 8070, 8090 Cambie Street (currently zoned RT-1 (Residential) District)(Lot A Centre Portion, Lot B Centre Portion, Lot C Centre Portion, and Lot D Centre Portion, all of District Lot 323, Plan 11098; PIDs: 009-160-094; 009-160-132; 009-160-183; 009-160-256) and 8150 Cambie Street (currently zoned C-1 (Commercial) District) (PID: 009-412-336, Lot C, Blocks 1 and 2, District Lot 311, Plan 10325); to CD-1 (Comprehensive Development) District, to permit a mixed-use development with 37 775 m² of floor area be referred to a Public Hearing, together with:

- (i) plans received February 08, 2012;
- (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
- (iii) the recommendation of the Assistant Director of Planning to approve, subject to conditions contained in Appendix B;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary CD-1 By-law, generally in accordance with Appendix A, for consideration at Public Hearing.

B. THAT, if the application is referred to a Public Hearing, the application to amend Schedule E of the Sign By-law, to establish regulations for this CD-1 in accordance with Schedule B to the Sign By-law [assigned Schedule "B" C-1], generally as set out in Appendix C, be referred to the same Public Hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary By-law generally as set out in Appendix C for consideration at the Public Hearing.

- C. THAT, subject to enactment of the CD-1 By-law, the Noise Control By-law be amended to include this CD-1 in Schedules A, 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 subject to enactment of the CD-1 By-law, the Parking By-law be amended to include this CD-1 and to provide parking regulations generally as set out in Appendix C;
- FURTHER THAT the Director of Legal Services be instructed to bring forward the necessary amendments to the Parking By-law at the time of enactment of the CD-1 By-law.
- E. THAT Council approve in principle a Housing Agreement securing the 110 rental units as rental for the life of the building or 60 years, whichever is longer, including a no separate sales and a no stratification covenant in respect of such units, to the satisfaction of the Director of Legal Services and Managing Director of Social Development; and THAT the Director of Legal Services be instructed to bring forward a by-law to authorize such Housing Agreement, and after by-law enactment, to execute and register the Housing Agreement.
- F. THAT Recommendations A through E 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 presents the staff assessment of an application to rezone the properties at 8018-8090 Cambie Street from RT-1 (Residential) District to CD-1 Comprehensive Development) District and 8150 Cambie Street from C-1 (Commercial) District to CD-1 (Comprehensive Development) District. The proposal is for a mixed-use residential/retail development with two towers at 31 and 25 storeys with 441 strata units and 110 market rental units under the Short Term Incentives for Rental (STIR) Program. Artist Studios associated with residential units are provided to support Vancouver artists and the creative economy. Staff have assessed the application and find that it generally meets the intent of the Cambie Corridor Plan. The application is supported by staff, subject to meeting the design development conditions and the rezoning enactment conditions outlined in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS *

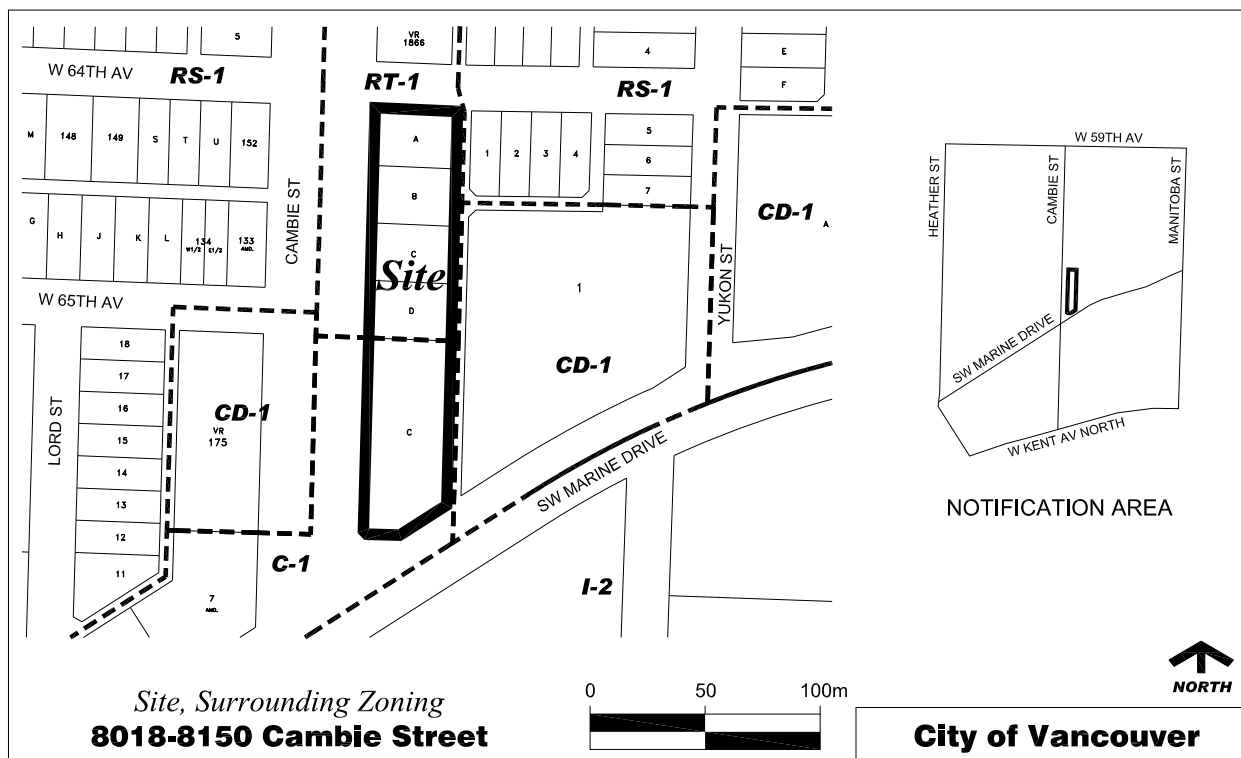
- Cambie Corridor Plan (May 2011)
- Housing and Homelessness Strategy (July 2011)
- Artist Studio Regulatory Review (October 2011)
- Green Building Rezoning Policy (2010)
- 2008-2023 Cultural Facilities Priorities Plan (2008)
- 2008 - 2018 Culture Plan (2008)
- Community Amenity Contributions Through Rezonings (2006).

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS *

The General Manager of Community Services recommends approval of the foregoing.

Background/Context *

1. Site and Context



The site is bounded by Cambie Street, Marine Drive, 64th Avenue, and an adjacent lane. The site is located across SW Marine Drive and the Marine Drive Canada Line Station/associated bus interchange. Low density residential development is located to the north and west of the site. The PCI Development (Marine Gateway) is located to the south across SW Marine Drive (approved in principle by Council July 2011). To the east is Marine Gardens, an existing townhouse development. The site is also adjacent to the Canada Line portal, where the rapid transit line emerges from a tunnel and transitions onto an elevated guideway.

The site is currently developed with four duplex dwellings at the north end of the site, and a two storey commercial building at the south end of the site. The commercial building contains 24 residential units on the second floor.

*Strategic Analysis **

2. Policy Context

The subject site is within the “Marine Landing” neighbourhood of the Cambie Corridor Plan (approved by Council in May 2011). The “Neighbourhoods” section of the Cambie Corridor Plan provides direction for future change with Section 4.6 addressing Marine Landing. The directions speak to neighbourhood character and identity, place-making in the public realm and urban design principles. Sub-sections provide specific direction for the three key development sites at the Marine and Cambie intersection – the subject site, PCI’s Marine Gateway site, and the Wesgroup site (Section 4.6 “Marine Landing” is provided in Appendix E).

For the subject site, the policy calls for two residential towers with heights of 285 feet and 235 feet (when measured from SW Marine Drive to the top of the uppermost floor). The residential towers should have a floor plate that does not exceed 6,300 square feet. The Cambie Corridor Plan also contemplates a commercial podium at grade along Marine Drive, with a second smaller retail space at the corner of Cambie Street and 64th Avenue. Along the western edge of the site, the policy calls for ground-oriented live-work units, and a public realm that facilitates activity and street life.

Consistent with the Cambie Corridor Plan, the application proposes a mixed-use project which optimizes opportunities for transit-oriented development at this location.

3. Land Use and Density

- a) Density - The overall FSR proposed is 5.80. This includes 30 329 m² of market strata floor space, an additional 6 563m² of market rental floor space, and 882 m² of commercial space.
- b) Residential - The application proposes a total of 551 residential units, of which 110 are market rental units (including the proposed live-work units). The residential units have been designed to achieve the goals of the Cambie Corridor Plan in this area, including 25% of the units to be delivered as units suitable for families with small children. Family units are defined as having two bedrooms or more.
- c) Retail-commercial – Retail is proposed in two locations: approximately 8,411 square feet of commercial space located along SW Marine Drive (suitable for both retail and restaurant development), and a 1,083 square foot commercial retail unit located along 64th Avenue, suitable for a local restaurant in the area. Both locations have plaza spaces adjacent to the CRU spaces to allow for outdoor patios. The retail-commercial component is intended to serve the local residential areas.

In March 2011, Coriolis Consulting finalized a retail impact study of the Marine Gateway proposal. The study found that the south-central part of Vancouver appears to be heavily underserved with neighbourhood-oriented commercial space. For this proposal, the applicant submitted a commercial analysis from CB Richard Ellis, which indicated that a full block of retail at grade in this location would not be viable. As the units are blocked by the Canada Line Portal, there is poor visibility for commercial frontages in this location. CB Richard Ellis concluded that the main commercial hub for the area should be at the Marine Gateway site located on the south side of Marine Drive. Staff support this conclusion, and believe that the site location adjacent to the portal does not warrant more commercial retail space.

- d) Live Work Use - The applicant has proposed live/work units at grade for the proposal. In 2005, Council passed a moratorium on general live/work within the City of Vancouver, as there were tax implications based on the classification of the live/work units (i.e., whether they should be taxed as a residential unit or a commercial unit). Staff are working with BC Assessment to resolve this issue. In order to accommodate this proposal and ensure flexibility, staff are recommending live-work be included as a use in the By-law, knowing that the City is close to resolving the issues with the BC Assessment Authority. Design conditions have been added to achieve a higher floor-to-floor measurement to accommodate a range of commercial and residential uses, including live-work, at grade. These uses will be clarified through the development permit process. Staff would not make a recommendation for development permit approval for any live-work uses until Council addresses the moratorium.
- e) Artists' Studios - Two artist's studio spaces with associated residential unit are proposed at grade. Title to these artist's studios would be transferred to the City once completed by the applicant. The studios would then be leased by the city as part of the Mayor's Arts Awards program. The studios are intended to help animate the pedestrian experience at grade. Design development conditions have been added to guide placement along the Cambie Street frontage. Staff have exempted out the floor area for these artist studios in the proposed by-law.

4. Form of Development

The form of development for this site is informed by the Urban Design Principles of the Cambie Corridor Plan. The twelve principles are applicable to those sites at the intersection of SW Marine Drive and Cambie Street. An analysis and assessment of the proposal against these principles was conducted, including other urban design impacts of the proposal. A full analysis is contained in Appendix D of this report.

In the Cambie Corridor Plan, buildings at the intersection of SW Marine Drive and Cambie Street are expected to take the form of high-rise towers. The policy envisioned a hierarchy of building heights at the intersection as towers were located further away from the Marine Drive Station. At the same time, the development should respect the local neighbourhood through managing its connectivity with the surrounding community. The proposal should integrate itself with the existing and evolving community context.

Consistent with the Cambie Corridor Plan, the proposal is for two residential towers with heights of 285 feet and 235 feet (31 and 25 storeys respectively). These heights are measured

from the southeast corner of the intersection of Cambie Street and SW Marine Drive to the top of the uppermost floor. The residential towers have floor plates of 6,300 square feet. Two podiums of 7 and 5 storeys respectively are provided for the project. While this varies from the policy, staff feel the podium heights are supportable given the 6 storey development proposed north of the site.

The Cambie Corridor Plan also contemplates a commercial podium at grade along Marine Drive, with a second smaller retail space at the corner of Cambie Street and 64th Avenue. Along the western edge of the site, the plan calls for ground oriented live work units, and a public realm that provides activity and interaction for the block. The provision of ground oriented live work and artist studios with dwelling units combined with the local serving retail provides for a unique opportunity within this portion of the frontage to create a unique local character and identity.

Pedestrian and cycling connections alongside the Canada Line portal and connections across SW Marine Drive to the Marine Drive Canada Line Station also serve to improve and enhance neighbourhood connections down Cambie Street to the Fraser River. At the time of the Canada Line construction, provision was made within the linear space (street right-of-way) between the portal and the westerly edge of the properties fronting Cambie Street for a pedestrian route, off-street bikeway and a fire lane to access the existing mid-block duplex sites. To accommodate the fire access, limited improvements along this access route were made. Given the site consolidation proposed, fire access can now be resolved through the other frontages of the site, providing the opportunity to significantly enhance both the pedestrian and cycling facilities along the Cambie Street frontage. In addition, there is opportunity to develop the frontage attributes of the proposal with active pedestrian oriented uses and amenities. Additional opportunities for connectivity with the neighbourhood have been provided through two pedestrian links between the lane and the Cambie Street frontage.

The Urban Design Panel supported the application at its meeting of October 05, 2011 (see the Panel's comments in Appendix E). Staff conclude that the building height and form of development are supportable and recommend the design development conditions contained in Appendix B.

5. Parking, Loading, and Circulation

The application indicates that parking and loading would be accommodated for all uses on the site in underground levels accessed by way of two parkade access points from the lane. Storage for bicycles would also be provided in various underground locations.

Parking for vehicles, bicycles, and loading is normally regulated by the Parking By-law. In this instance, a reduced minimum parking requirement is being recommended for this site. The standard under the parking by-law would be 0.5 to 0.6 spaces per unit, with an additional parking space for ever 200 m². For this bylaw, we have reduced the minimum to 0.4 spaces per unit plus 1 space for each 285 m². As well, a parking maximum would be introduced that is roughly equivalent to the current Parking By-law minimum requirements. These parking minimums and maximums are proposed based on the principles in the Cambie Corridor Plan that call for strategic parking reductions as proximity to the station increases. The applicant supplied a Transportation Management and Assessment Study by the applicant's consultant, MMM Group Limited, which also recognized reduced parking requirements for the site. The

recommended parking requirements in the draft amendments to the Parking by-law (Appendix C) carefully balance the transit orientation of the site and the need of various commercial tenants in the proposal to provide parking for customers and employees.

In review of this application, MMM Group and City staff have studied existing and proposed traffic movements. For pedestrians and cyclists, there are rezoning conditions that require improvements to the public realm along the SW Marine Drive frontage and along the Canada Line Portal. Other conditions require a \$150,000 contribution from the applicant to be used to address neighbourhood traffic-calming issues that may arise.

6. Environmental Sustainability

The Rezoning Policy for Greener Buildings requires that rezoning applications received between June 10, 2008 and July 30, 2010 achieve a minimum of LEED® Silver, with target points for energy performance, water efficiency, and stormwater management. This application was made in November 2009, before the requirements changed for meeting the LEED® Gold standard. However, the rezoning application included a preliminary LEED® Scorecard, which indicates that the applicant anticipates achievement of the LEED® Gold Standard. The City's Green Building policy also requires the applicant to register the proposal with the Canada Green Building Council.

Under the Cambie Corridor Plan, all new buildings must be readily connectable to a district heating system. Additionally, agreements are required to ensure connection to a low carbon district heating system if and when available. Conditions of rezoning have been incorporated that provide for district energy system compatibility and future connection.

7. Public Input

During 2010, as public consultation for the Cambie Corridor Planning Program was underway, rezoning proposals for the three major sites in the Marine Landing Neighbourhood became topics of discussion at corridor planning events. In the fall of 2010, it was determined that review of the site-specific rezoning applications in the Marine Landing Neighbourhood would "pause" to allow the Cambie Corridor Phase Two planning to be completed. A series of workshops and events were held by the Cambie Corridor planning staff and attended by local residents, the developers, and their consultants. The results of that process resulted in the "Marine Landing" section of the Cambie Corridor Plan approved by Council in May 2011.

The applicant hosted a subsequent open house on June 2, 2011, with city staff in attendance. There were approximately 20 people from the community in attendance. Residents that attended the open house were primarily concerned about traffic in the area.

A subsequent city-led open house was held on September 22, 2011, with approximately 80 people in attendance. While most of the people in the area were supportive of the proposal, concerns were raised about the ground floor for the proposal, especially from the Marpole Area Residents' Association (MARA). MARA feels that the ground floor of the proposal should be entirely retail as they feel there is a lack of retail for the area. While staff recognize the desire for retail in the community, staff have concluded that the retail along the Cambie Street frontage is not viable. Conditions of approval have been added to incorporate live-work units (including artist studio spaces with associated dwelling units).

The City of Vancouver Rezoning Centre webpage included notification and application information as well as an on-line comment form. Notification signs were also posted on the site.

The existing building contains 23 residential units and one caretaker's suite. While the site is not a Rate of Change site, the applicant has been working with the existing residents to provide relocation assistance in line with the City's Rate of Change policy.

The applicant has held two meetings with the residents on site, and has proposed the following to the tenants:

- 8-10 months of free rent (depending on construction start). As soon as Intracorp S.W. Marine LP becomes the owner of the property in March, it will cease collecting rent from the tenants.
- A \$2000 - \$2500 payment per unit to assist with moving expenses, damage deposit amounts and rent subsidy, etc.
- Provide support in an effort to assist with securing new housing, including working with property management companies in an effort to find suitable rental housing.

8. Public Benefits

In response to City policies which address changes in land use and density, this rezoning application offers the following public benefits.

Required Public Benefits:

Development Cost Levies (DCLs) – Development Cost Levies (DCLs) are collected on new development prior to building permit issuance. The levies help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and engineering infrastructure. The subject site is in the Oakridge/Langara DCL District where the current rate is \$71.11/m² (\$6.61/sq. ft.). If developed at the levels proposed in this rezoning, a DCL of \$2,222,680 based on the current rate is anticipated.

Public Art Program – The Public Art Program requires that rezonings involving a floor area of 9 290 m² (100,000 sq. ft.) or greater allocate a portion of their construction budgets (\$1.81/sq. ft.) to public art as a condition of rezoning. With 37 775 m² (406,607 sq. ft.) of new development proposed in this rezoning, a public art budget of approximately \$735,959 would be anticipated.

Offered Public Benefits:

Rental Housing and the STIR Program

The proposal offers 110 units or 20% of the total units as market rental tenure under the STIR Program. These units are located in the two podium buildings adjacent to the residential towers. The Cambie Corridor Plan identifies areas close to transit stations as “negotiated sites”, where the amount of rental housing in the proposal is to be negotiated, recognizing competing interests such as job space and/or public realm improvements to facilitate walking and cycling. However, at these negotiated sites, at least 20% rental housing is encouraged

with opportunities for deeper affordability to be explored. Staff support the proposed amount of 20% rental housing on this site, based on the other public benefit priorities considered under the Cambie Corridor Plan.

STIR Program — On June 18, 2009, Council adopted the Short-Term Incentives for Rental Housing (STIR) program and the deadline for applications under it was December 15, 2011. STIR was a time-limited program to provide a strategic set of incentives to encourage and facilitate the development of new affordable market rental housing throughout the City. Although the deadline for applications under the STIR program has now passed, this application was received in July 2010, making it eligible for consideration under the program.

By encouraging the development of rental housing across the city, the STIR program aligns with Council's priorities to encourage the continued building of strong, safe and inclusive communities that are sustainable, affordable, and environmentally sound. Rental housing provides a more affordable housing option for nearly half of Vancouver's population and, by stimulating the rental housing market, the STIR program is one of a number of City initiatives to sustain socially, economically and environmentally thriving communities. With the recent expiry of the STIR program, staff are currently conducting a review and assessment of its outcomes which will be reported to Council. It is, therefore, unclear at the present time as to what the nature of future rental housing policy will be. It is noted that future rezoning applications received for sites along the Cambie Corridor are subject to a market rental housing requirement which may not necessarily be eligible for the same set of STIR program incentives.

Proposal — The applicant has proposed to build 110 units of rental housing (unstratified) under the STIR program. The public benefit accruing from these units is their contribution to the city's rental housing stock for the life of the building or 60 years, whichever is greater. This would be secured through a Housing Agreement with the City, and would be subject to the conditions noted in Appendix B.

STIR Incentives — Under the STIR Program various levels of incentives are provided to stimulate the development of purpose-built rental housing. The incentives represent a mixture of construction cost savings through regulatory relaxations and forgone revenues from DCLs. The applicant is requesting an incentive package consisting of a DCL waiver on 110 affordable market rental units. The floor space proposed for the STIR rental housing is 70,120 sq. ft., for which DCLs would not be paid. The DCL waiver for these affordable rental units is approximately \$463,500.

Affordability — The main focus of the STIR program is to increase the supply of rental housing that is affordable to households seeking rental housing in the regular housing market. Affordability is achieved through modesty in unit size, finishing and design considerations.

The development includes a variety of types of rental units including studios, one-bedrooms, and 2-bedrooms. The applicant estimates that these units will rent on average for \$2.26 per sq. ft. This translates to proposed rents of approximately \$900 per month for a studio, \$1,010 per month for a 1 bedroom and \$1,800 per month for a 2 bedroom. Staff have reviewed these anticipated rents in the context of comparables and find the rent levels proposed are in line with market rents in comparable projects, primarily newer rental housing.

The City Manager, pursuant to the Vancouver Development Cost Levy By-law, has determined this rental housing proposal to be affordable as proposed in the rezoning application. Further review of the finishing, unit size and design features in this development in comparison with industry standards of construction would occur at the development permit stage to ensure that the affordable rental units are basic quality construction. The DCL waiver on the affordable rental floor area is exercised at issuance of building permit, when DCLs are payable.

Community Amenity Contribution (CAC): In the context of the City's Financing Growth Policy, the City anticipates receiving community amenity contributions from the owner of a rezoning site to address the impacts of rezoning. Contributions are negotiated and evaluated by staff in light of the increase in land value expected to result from rezoning approval, community needs, area deficiencies and the impact of the proposed development on City services. There is a limited capacity to achieve all City aspirations with every proposal, especially when there are other significant identified priorities.

For this proposed development the applicant offers a CAC in the form of a cash payment of \$5,600,000. Staff will report back to Council prior to public hearing regarding recommended allocations, as the proposed artist studios with associated residential units would be included in this allocation. The Cambie Corridor Plan suggests allocations to childcare and affordable housing in the area, facilities improvements (such as at Marpole Place and community centre renewal), and to public realm and green space improvements and additions, including public space and greenways along the Fraser River.

Artist Studios: Vancouver is known for its creative community—artists of various disciplines have earned local, national and international reputations for the innovative leadership in artistic practice. Across Canada, Vancouver is recognized as having the highest concentration of artists of all the major cities, however, many of these artists face challenges in Vancouver including a rapidly changing real estate market that has led to low vacancy rates and high rental costs for both living and working spaces.

The applicant has offered to provide an on-site cultural amenity space in the form of two (2) 800 sq. ft. residential units associated with an artist studio - Class B (live-work), (fully fit and finished), conveyed to the City as an air space parcel. When complete the two studios will join four other live work studios and two work only studios that comprise the City's Artist Studio Awards.

The proposed artist studios are for Class B activities (inclusive of Class A) as defined in the City's Zoning and Development By-law. These "raw" light industrial work spaces will be used by visual, performing, sound or interdisciplinary artists, and will be appropriate for use as Class A or B artistic practices.

The cultural amenity space will be located within an air space parcel on the subject site, the ownership of which will be conveyed to the City at a nominal purchase price once construction is complete. Further, two parking spaces will be secured for the artist studios in the underground parking.

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

*Implications/Related Issues/Risk (if applicable)**Financial **

The applicant has applied to have the rental component of the proposal considered under the STIR Program, approved by Council on June 18, 2009. Under the STIR Program, the City will waive the DCLs applicable to the rental component of the development estimated at \$463,500. The DCLs received after the waiver is estimated to be approximately \$2,222,680 and would be collected at building permit issuance.

*CONCLUSION **

Staff assessment of this rezoning application has concluded that the proposed form of development is consistent with the policies outlined in the Cambie Corridor Plan, and that the proposal is an appropriate response to the site and context.

The Assistant Director of Planning recommends that the application be referred to Public Hearing together with a draft CD-1 By-law as generally shown in Appendix A and with a recommendation of the Assistant Director of Planning that, subject to the Public Hearing, these be approved, subject to 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.

* * * * *

8018 - 8150 Cambie Street
DRAFT CD-1 BY-LAW PROVISIONS

Note: A By-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

1. Definitions

Words in this By-law have the meanings given to them in the Zoning and Development By-law except that:

Geodetic Datum, which means the current vertical reference surface adopted and used by the City of Vancouver.

2 Land Uses

- Cultural and Recreational Uses, limited to Artist Studio, Club, Community Centre or Neighbourhood House, Fitness Centre, Library, Museum or Archives, Park or Playground, or Theatre;
- Dwelling Uses;
- Institutional Uses;
- Live Work Use, except that such uses are only permitted at grade;
- Office Uses;
- Retail Uses, limited to Farmer's Market, Grocery or Drug Store, Liquor Store, Retail Store, Small-Scale Pharmacy, and Secondhand Store;
- Service Uses, limited to Barber Shop or Beauty Salon, Beauty and Wellness Centre, Catering Establishment, Laundromat or Dry Cleaning Establishment; Neighbourhood Public House, Photofinishing or Photography Studio, Repair Shop - Class B, Restaurant; and
- Accessory Use customarily ancillary to any use permitted by this section 2.2.

3. Conditions of Use

- All commercial uses permitted by this By-law shall be carried on wholly within a completely enclosed building except for:
 - (a) Farmer's Market,
 - (b) Restaurant,
 - (c) Neighbourhood Public House, and
 - (d) Display of plants, flowers, fruit and vegetables in conjunction with a permitted use.
- Dwelling units are in an "intermediate zone" as defined in the Noise Control By-law, and, as a result, are subject to the noise levels permitted in industrial and downtown districts.

- A minimum of 25% of the dwelling units for the project shall include at least 2 bedrooms
- The floor area of each dwelling unit, measured from the inside of all outer walls of the dwelling unit, must be at least 37 m², except that the Director of Planning may permit a floor area of no less than 29.7 m² for dwelling units within the first seven storeys of the building.
- Any uses approved for Live-work uses must be located at grade.
- Any development permit issued for live-work uses must stipulate as permitted uses:
 - (a) dwelling units;
 - (b) general office, health care office, barber shop or beauty salon, photofinishing or photography studio, or artist studio - class A; and
 - (c) dwelling unit combined with any uses set out in subsection (b).

4. Floor Area and Density

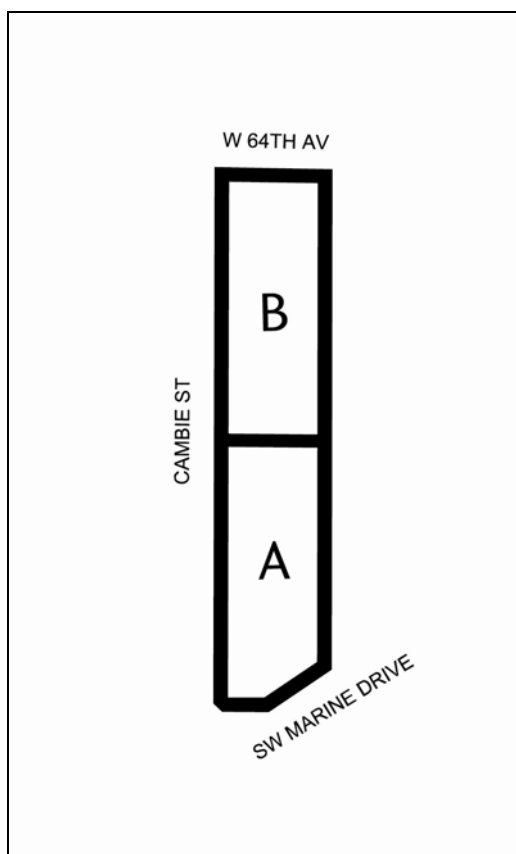
- The floor area for all uses must not exceed 37 775 m². For the purposes of computing floor space ratio, the site is deemed to be 6 507 m², being the site size at the time of application for rezoning, prior to any dedications.
- Computation of floor space ratio must include all floors having a minimum ceiling height of 1.2 m, including earthen floor, both above and below ground level, measured to the extreme outer limits of the building.
- Computation of floor space ratio must exclude:
 - (a) open residential balconies or sun 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 all such exclusions must not exceed 12 percent of the residential floor area; and
 - (ii) no enclosure of balconies is permissible for the life of the building;
 - (b) patios and roof gardens only if the Director of Planning first approves the design of sunroofs and walls;
 - (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which are at or below the base surface, except that the exclusion for a parking space must not exceed 7.3 m in length;

- (d) all residential storage space above or below base surface, except that if the residential storage space above base surface exceeds 3.7 m² for a dwelling unit there will be no exclusion for any of the residential storage space above base surface for that unit;
- Computation of floor space ratio may exclude, at the discretion of the Director of Planning or Development Permit Board;
 - a) amenity areas, except that the exclusion must not exceed, in aggregate, the lesser of 20 per cent of the permitted floor area or 929 m²; and
 - b) a maximum of 220 m² provided for each residential unit combined with and forming an integral part of an artist's studio.
- The use of floor space excluded under section 2.3 or 2.4 must not include any purpose other than that which justified the exclusion.

5. Height

- The site is to consist of 2 sub-areas approximately as illustrated in Figure 1, solely for the purpose of height calculation.

Figure 1 - Sub-Areas



- Building height on the site must be measured in metres referenced to Geodetic Datum.
- Building height, measured from the top of the roof slab above the uppermost habitable floor, excluding parapet wall, must not exceed the maximum heights set out on the table below.

Sub Area	Maximum building heights
A	100.90 m
B	85.65 m

- The Director of Planning may permit, at his discretion, the following to exceed the maximum height otherwise specified in this By-law, up to a maximum of 7.6 m [25 feet] for the following items:
 - (a) mechanical appurtenances such as elevator machine rooms;
 - (b) access and infrastructure required to maintain green roofs or urban agriculture, roof-mounted energy technologies including solar panels and wind turbines;
 - (c) decorative roof and enclosure treatments provided that the roof and enclosure treatment enhances the overall appearance of the building and appropriately integrates mechanical appurtenances;
 - (d) items similar to any of the above;

Provided that the Director of Planning considers:

- (a) their location and sizing in relation to views, overlook, shadowing, and noise impacts, and
- (b) all applicable policies and guidelines adopted by Council.

6. Acoustics

All development permit applications require evidence in the form of a report and recommendations prepared by a person trained in acoustics and current techniques of noise measurement, 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 level in decibels.

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

7. Horizontal Angle of Daylight

- Each habitable room must have at least one window on an exterior wall of a building.

- 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 m.
- Measurement of the plane or planes referred to in the section above must be horizontally from the centre of the bottom of each window.
- If:
 - (a) the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council; and
 - (b) the minimum distance of unobstructed view is not less than 3.7 m;the Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement.
- An obstruction referred to in section the section above means:
 - (a) any part of the same building including permitted projections; or
 - (b) the largest building permitted under the zoning on any site adjoining CD-1 (---).
- A habitable room referred to in section 6.1 does not include:
 - (a) a bathroom; or
 - (b) a kitchen whose floor area is the lesser of:
 - (i) less than 10% of the total floor area of the dwelling unit, or
 - (ii) less than 9.3 m².

* * * * *

8018 - 8150 Cambie Street
PROPOSED CONDITIONS OF APPROVAL

CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT

- (a) THAT the proposed form of development be approved by Council in principle, generally as prepared by James K.M. Cheng Architects and stamped "Received Planning Department, February 08, 2012", provided that the Director of Planning or the Development Permit Board, as the case may be, may allow minor alterations to this form of development when approving the detailed scheme of development as outlined in (b) below.
- (b) THAT, prior to final approval by Council of the form of development, the applicant shall obtain approval of a development application by the Director of Planning or Development Permit Board, who shall consider the following conditions:

Design Development

1. Design development to open space/plaza/courtyards and building interfaces and surrounding public realm (pedestrian/cycling mews) to further engage and enhance the public experience utilizing high quality materials;

Note to applicant: Aspects to review include, making the open spaces/plazas/courtyards open and inviting from the Cambie Street pedestrian/cycling mews, a stronger destination and activation of uses contributing to its unique character and functionality, integration with the Cambie Street pedestrian/cycling mews, increased seating and landscaping opportunities, and optimizing solar access.

2. Design development to the Cambie Street public realm to enhance the pedestrian/cycling mews with high quality hard and soft landscaping materials and improved definition between pedestrian and cycling paths;

Note to Applicant: Requirements for this public realm include a 0.6 m landscape strip adjacent to the Canada Line portal, a 3.0 m bike lane, a 1.5 m treed median and a 2.4 m sidewalk. Refer to Engineering Condition of Enactment #4.

3. Design development to locate and orientate the retail, live-work units and artist studios associated with a residential units frontages to ensure an active, vibrant integration with both open space/courtyards and the Cambie Street pedestrian/cycling mews;

Note to applicant: The artist studio associated with a residential units should be located and oriented directly onto the Cambie Street pedestrian frontage of the mews. Increasing the amount of retail space provided, at the northwesterly corner in sub-area B is strongly encouraged. If residential units are provided in lieu of live/work units, they should be designed to contribute to animating the open space/courtyards.

4. Design development to the ground oriented live-work units to strengthen their role, functionality and viability as a work space, through the provision of a distinctive work space from the typical residential attributes of a dwelling unit;

Note to applicant: Provision of a 100 sq. ft. minimum unobstructed work space is required. To optimize flexibility of the work space component, the ceiling height should be a minimum of 12 ft. Maximizing the amount of glazing for the active frontages should also be provided.

5. Design development to the ground oriented artist studio associated with a residential units to strengthen their role, functionality and viability, through the provision of a distinctive studio space from the typical residential attributes of a dwelling unit;

Note to applicant: Provision of a 145 sq. ft. minimum unobstructed work space is required. To optimize flexibility of the work space component, the ceiling height should be a minimum of 12 ft. Maximizing the amount of glazing for the active frontages should also be provided. See also Cultural Services.

6. Design development of the Cambie Street public realm to enhance the pedestrian/cycling mews frontage, while also mitigating the conflict bicycles and pedestrians through the provision of a treed landscaped median to separate the two circulation functions;

Note to Applicant: Requirements for this public realm include a 0.6 m landscape strip adjacent to the Canada Line portal, a 3.0 m bike lane, a 1.5 m treed median and a 2.4 m sidewalk. To improve and enhance the public experience high quality hard and soft landscaping materials are required. Refer to Engineering Condition of Enactment #4.

7. Design development to the pedestrian links between buildings to enhance the public experience and connectivity between the lane and the Cambie Street frontage;
8. Design development to the overall massing and character of the podium building components to minimize their apparent scale while ensuring greater variety and distinction contributing to the character and visual quality of the area;
9. Design development to the residential towers architectural expression to enhance their individual identity while strongly relating to each other;

Note to applicant: A high quality development that establishes a robust compatible character with the existing neighbourhood fabric is required. Above the podium levels the tower floor plates are to be consistent with the Cambie Corridor Plan floor plate size identified for this site of 585 m² (6,300 sq. ft.)

10. Design development to strengthen the scale and massing of the tower podium oriented to Marine Drive;

Note to applicant: This podium should be more compatible in scale with the podium anticipated with the development across SW Marine Drive (PCI development at 8440 Cambie Street).

11. Design development to provide variety and interest to the architectural expression of the building(s) with high quality durable materials that will contribute to the character and quality of the area;
12. Provision of weather protection for commercial frontages and primary residential neighbourhoods;
13. Design development to incorporate acoustical measures to address transit noise associated with the Canada Line portal;
14. Design development to minimize the impact of mechanical vents;

Note to applicant: Vents servicing the below grade parking structure should be located to minimize their impact of the pedestrian environment.

15. Design development to provide an conceptual lighting plan that incorporates mid-level pedestrian and low level lighting in localized areas such as the open spaces and courtyards, and pedestrian links,
16. Design development to provide a conceptual signage strategy to ensure a well conceived, and disciplined approach to announcing tenancy;

Note to applicant: The strategy should confirm general signage hierarchy, location and type. Back lit signs are not supported.

Landscape Review

17. Design development of the landscaping to provide a replication of natural systems to utilize sustainable land practices on the development site;

Note to applicant: This may include the use of native plants, the protection of natural habitat from construction, the retention of soil resources, maximizing tree and shrub planting soil depths on structures, locating new trees in the ground wherever possible, elimination of lawn chemical use and the recycling of green waste.

18. Design development of the landscaping to provide urban agriculture in the form of edible landscaping and gardening plots suitable for use by the urban gardener. Provide the necessary supporting infrastructure, such as tool storage, hose bibs for water and a potting bench at all common gardening locations. The design should reference the *Urban Agriculture Guidelines for the Private Realm*, maximize access to sunlight, be integrated into the overall landscape design, and provide universal access for residents and their visitors;

19. Design development of the landscaping to provide a Rainwater Management Plan that utilizes sustainable strategies such as infiltration, retention, treatment and utilization of rainwater;

Note to applicant: Design features to enable sustainable land practices in an urban setting include the use of high efficiency irrigation systems, rain gardens, permeable pavement, drought -tolerant plantings, and mulching of planting beds. Reference the *City of Vancouver Waterwise Planting Guidelines*.

20. Design development of the Cambie Street public realm to mitigate the conflict between moving vehicles (bicycles)and pedestrians using adjoining pathways by providing a treed landscaped median to separate the two areas;

Note to Applicant: Refer to Engineering Condition of Enactment #4.

21. Design development of the landscaping at the lane mews to provide a substantial layering of greenery on private property as a visual amenity and to create a buffered edge for the adjacent residential properties.

This may be achieved with a layering of trees, shrubs and fencing for screening purposes between semi-private residential patios and the public lane;

22. Provision of a fully labelled Landscape Plan, Sections and Details at the Complete Development Permit submission stage;
23. Provision of an ISA Certified Arborist written assessment of all the trees proposed to be removed and retained, as noted on the survey to the satisfaction of the Director of Planning;
24. Provision of large scale section (1/4"=1' -0"or 1:50) illustrating the townhouses to public realm interface from the building façade to the curbed street edge and common courtyard areas. The section should include details of changes in grade, retaining walls, guardrails, stairs and planters. Where an inner row of trees (located on private property) is provided, the underground slab of the parking garage may (will) need to be notched or angled downward, in order to provide an adequate planting depth. For medium to large sized tree a planting depth of three to four feet is required at the outer edge.
25. Provision of adequate planting medium depth within tree and shrub planters on slab condition at all building locations, to exceed the BCSLA latest standard,;
26. Illustration to confirm the location and root ball circumference of retained and proposed trees located above or immediately beside underground parking structures on the Architectural and the Landscape Plans;

Note to Applicant: Provide dashed lines on the P1 plan with note saying " proposed tree (or retained tree) above: refer to Ground Floor Plan and Landscape Plan and related Section..... ". This is to ensure that trees planted (or retained) above or immediately beside u/g parkades will survive and thrive. The section should detail

how the parkade roof slab is depressed/angled back to accommodate 3-4 ft. of tree soil depth.

27. Provision of a separate landscape lighting plan to illuminate the common areas for security and safety purposes;

Note to Applicant: Lighting details should be included on the Landscape Plan.

28. A high efficiency irrigation system specified in all residential common landscape areas (with the exception of urban agriculture plots);

Note to Applicant: Hose bibs should be provided in private patios areas measuring 100 sq. ft. or larger, common amenity gardening areas and extensive green roof areas. The irrigation system design and installation shall be in accordance with the Irrigation Association of BC Standards and Guidelines latest standard. Consider timers and programmable irrigation systems to avoid over-watering; install moisture sensors as part of the irrigation system. Notation to this affect should be added to the drawings.

Engineering

29. Modification of the layby locations adjacent the lane to ensure adequate sightlines from the parkade exits are maintained and to ensure parking cannot take place within the sightlines.
30. Clarify garbage provision and pick up operations. Please refer to the City of Vancouver Solid Waste guidelines for storage space allocation and provide written confirmation that a waste hauler can access and pick up from the location shown. Note; pick up operations should not rely on bins being stored on the street or lane for pick up, bins are to be returned to storage areas immediately after emptying;
31. Provision of improved access to bicycle parking on P1 from Cambie Street. Improved signage, widened access routes, relocated doors or entry points all to better facilitate cyclists access from Cambie St. is required.

Note to applicant: The southerly site should also provide bicycle access to Commercial employees.

32. Modify the "CO" parking stall layout on P1 of the south tower to provide improved access to the bicycle parking;
33. Consolidation of bicycle parking and provision of wider access aisles between cars and double doors where possible;
34. Provision of an improved plan showing the design elevations on both sides of the ramp at all breakpoints and within the parking and loading areas to be able to calculate slopes and cross falls. Provide elevations on sections drawings of the loading bay and main ramp to calculate the slope;
35. Delete the following parking spaces to eliminate backing up more than 10 m:

- i) Stalls 15/16 on P3 in the north tower
- ii) Stalls 70/71 on P2 in the south tower
- iii) Co-op stalls and 2 RENTAL stalls on P1 in the south tower;

36. Provide 24 ft. (7.3 m) separation between the two ramps in Phase 2;

Note to applicant: This is required for the vehicles to make the 180 degree turn and be clear of oncoming traffic on the ramp.

37. Clarify column locations in the parking areas and clarify what is being represented by hatching;

Note to applicant: If hatching represents walls, additional stall widths are required.

38. Provide Disability Parking spaces with the required 2.3 m (7 ft. 6-1/2 in.) of vertical clearance.

Note to applicant: None are shown.

39. Provision of a 9 ft. x9 ft. corner cut to improve the 2 way flow and visibility on both of the main ramps on P1 for the south tower;

Note to applicant: Corner cuts are required at the top and bottom of ramps to provide adequate radii for continuous two-way traffic flow where 200 or more vehicles are being served.

40. Clarification of proposed changes to the sidewalk and bicycle path at Cambie and Marine Drive. Please consult with Engineering staff to determine extent of proposed changes that can be accommodated;

Neighborhood Energy Utility

41. The building heating and domestic hot water system shall be designed to be easily connectable and compatible with a future District Energy System to supply all heating and domestic hot water requirements. Design provisions related to district energy compatibility must be to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: The applicant shall refer to the *District Energy Connectivity Standards* for specific design requirements, which include provisions related to the location of the mechanical room, centralization of mechanical equipment, pumping and control strategy, and other hydronic heating and domestic hot water system minimum requirements. The applicant is encouraged to work closely with Staff to ensure adequate provisions for District Energy compatibility are provided for in the mechanical design. A declaration signed by the registered professional of record certifying that the district energy connectivity requirements have been satisfied will be required as a pre-condition to building permit.

42. Detailed design of the building HVAC and mechanical heating system must be to the satisfaction of the General Manager of Engineering Services;

Cultural Services

43. Revise the drawings to show provision of a cultural amenity space, in the form of 2 (two) artist studio associated with a residential units, with a total area of not less than 1,600 square feet
44. Design and finish of the proposed Artist Studios for Class B purposes (inclusive of Class A and B use);

Note to applicant: See guidelines for Class B Artist Studios which require a higher degree of ventilation for artists working with more toxic substances, higher degree of sound proofing for possible use of amplified music, and industrial fittings.

45. Design development to the Artist Studio uses to maximize interaction and pedestrian amenity through the use of display windows;
46. Provision of interior signage clearly specifying City-approved uses in common areas of the property to ensure that owners and occupants are aware of the approved uses;

Social Infrastructure

47. Revise the drawings to ensure all units comply with the minimum unit sizes contained in the CD-1 By-law;
48. Revise the drawings to show a minimum of 25% of the Market Rental units as suitable for families with small children, as per the Cambie Corridor Plan Section 9.1.7.

CONDITIONS OF BY-LAW ENACTMENT

- (c) 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 and to the Director of Planning, the Managing Director of Social Development, the General Manager of Engineering Services, the Managing Director of Cultural Services and Approving Officer, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

1. Provision of a site Services Agreement to detail the on 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. No development permit for the site will be issued until the security for the services are provided. The Services Agreement shall indicate whether a phased approach will be contemplated by this development;

- (a) Provision of adequate water service to meet the fire flow demands of the project. The current application lacks the details to determine if water main upgrading is required. Please supply project details including projected fire flow demands as determined by the applicant's mechanical consultant to determine if water system upgrading is required. Should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any water system upgrading that may be required.
- (b) Provision of sanitary sewer upgrade to serve the site. Phase 1 of the development will require upgrading of the existing sewer main located in Marine Dr. between Columbia St. and Manitoba St. at 100% the developer's expense. Should Metro Vancouver be agreeable to the relocation of their sewer main then a further review and assessment of the impacts on the City Sewer main will be required, any additional upgrades to City sewer mains are to be fully at the developer's expense.
- (c) Provision of a signal upgrade to the existing pedestrian signal on Cambie Street at 64th Avenue to a full signal at 100% developer expense.
- (d) Provision of up to \$150,000.00 for traffic calming measures in the neighbourhood to address potential impacts from the required signal upgrade and traffic generation from the site. Calming measures to be delivered within 5 years of the final occupancy permit for the site.
- (e) Provision of pavement markings such as green paint or cross-hatching on the east side of 64th Avenue to enhance the visibility of the bikeway/walkway crossing at 100% developer's expense.
- (f) Provision of improved pedestrian amenities along Cambie Street adjacent the site including but not limited to benches, drinking fountain, bike racks, pedestrian lighting and features in keeping with the city wide greenways and bikeways standards.
- (g) Provision of improved and widened sidewalks along the Marine Drive frontage of the site. Sidewalks should be at least 1.8 m in width and widening to 2.5 m in width where space permits.
- (h) Provision of street trees adjacent the site where space permits.
- (i) Provision of standard concrete lane entries at the north and south lane entries adjacent the site.
- (j) Provision of speed humps in the lane adjacent the site subject to neighbourhood consultation.
- (k) Provision of all utility services to be underground from the closest existing suitable service point.

All electrical services to the site must be primary with all electrical plant, which include but are not limited to, junction boxes, switchgear, pad mounted transformers and kiosks are to be located on private property. There will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch. The applicant may be required to show details of how the site will be provided with all services being underground.

2. Provision of a wider GVS&DD Statutory Right of Way (SRW) (up to 9.0 meter wide centered on the existing location of the pipe as shown on GVS&DD Sketch 10 SF-987) and modification or replacement of the existing SRW agreement (registered in the Land Title Office under BW228268) or relocation of the GVS & DD sewer main, provision of a 9.0 meter wide SRW and for the modification or replacement of the existing SRW agreement (registered in the Land Title Office under BW228268). Note: although the plans indicate an intention to relocate this significant sewage pipe there is no indication that Metro Vancouver is in favour of the relocation, in either instance Metro Vancouver seeks up to a 9.0 meter wide SRW for this sewer line.
3. Consolidation of the 5 lots into a single site is required.
4. Provision of a Statutory Right of Way over the west 1.5 metres of the site for public/pedestrian purposes. No construction is to be permitted above grade within the SRW area.
5. Release of Easement & Indemnity Agreement 302012M (commercial crossings) prior to issuance of the buildings' occupancy permit. A letter of commitment will be required with full release of the agreement prior to building occupancy.

Neighborhood Energy Utility

6. Enter into such agreements as the General Manager of Engineering Services and the Director of Legal Services determine are necessary for connection to a low carbon District Energy System, if and when the opportunity is available and in accordance with the City's policy for low carbon district energy, which may include but are not limited to agreements which:
 - (a) require buildings on site to connect to a District Energy System;
 - (b) grant the operator of the District Energy System access to the building mechanical equipment associated with the connection to and operation of a District Energy System; and
 - (c) provide for adequate and appropriate space to be utilized for an energy transfer station (to be secured either through a long-term lease or through an assignable option to purchase agreement).

Public Art Program

7. Execute an agreement satisfactory to the Directors of Legal Services and Cultural 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 (a checklist will be provided).

Note to Applicant: Public art application and fulfillment options can be discussed with the Public Art Program Manager.

Cultural Services (Artist's Studios)

8. Transfer to the City at a nominal cost an air space parcel containing 2 (two) artist studio associated with a residential units, with a total area of not less than 1,600 square feet, 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.

Note to applicant: Design, construction, equipping and finishing of the proposed cultural amenity space to the satisfaction of the Managing Director of Cultural Services and the Directors of Real Estate Services and Facilities Design & Management.

9. Grant a perpetual right in favour of the City and the users of this cultural amenity space, in the form of a statutory right of way, for access to and use of 2 parking spaces in the underground parkade, and to the loading spaces of the residential complex on this site, at no cost.

Affordable Rental Housing

10. Make arrangements to the satisfaction of the Managing Director of Social Development and the Director of Legal Services, to air-space parcel the portion of the development containing at least 110 affordable rental housing units occupying at least 70,100 sq. ft. of the development floor space for 60 years or life of the building, whichever is greater, subject to a no separate-sales covenant and a non-stratification covenant, and subject to such rentals being made available as affordable rental housing units pursuant to the Short Term Incentives for Rental Housing (STIR) Program.

Note to Applicant: this condition will be secured by a Housing Agreement to be entered into by the City by by-law enacted pursuant to section 565.2 of the *Vancouver Charter*.

Community Amenity Contribution

11. Prior to enactment of the rezoning by-law, pay to the city of the Community Amenity Contribution of \$5,600,000 which the developer has offered to the City.

Note to applicant: the value of the Artist Studios with associated residential unit shall be included in the overall \$5,600,000 Community Amenity Contribution.

Soils

12. Submit a site profile to the Environmental Protection Branch (EPB).
13. As required by the Manager of Environmental Protection 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.
14. 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 Protection, City Engineer and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning, until a Certificate of Compliance(s) satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, has 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 Covenants pursuant to Section 219 of 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 rezoning 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.

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.

* * * * *

**8018 - 8150 Cambie Street
DRAFT CONSEQUENTIAL AMENDMENTS**

DRAFT AMENDMENTS TO THE SIGN BY-LAW NO. 6510

Amend Schedule E (Comprehensive Development Areas) by adding the following:

8018 - 8150 Cambie Street [CD-1#] [By-law #] B (C-1)"

DRAFT AMENDMENTS TO THE NOISE BY-LAW NO. 6555

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

"[CD-1 #] [by-law #] 8018 - 8150 Cambie Street

DRAFT AMENDMENTS TO THE PARKING BY-LAW NO. 6059

1. Council repeals section 4.1.5, and substitutes:
"4.1.5 CD-1 District Parking Requirements

Unless otherwise provided in Schedule C or in a CD-1 By-law:
 - (a) the parking requirements for a CD-1 District located within the area depicted on Map 4.3.1, must be calculated in accordance with section 4.3; and
 - (b) the parking requirements for a CD-1 District located outside of the area depicted on Map 4.3.1, must be calculated in accordance with section 4.2."
2. In section 5.1.1, Council strikes out "In", and substitutes "Unless otherwise provided in Schedule C or a CD-1 By-law, in".
3. In section 6.1.1, Council strikes out "In", and substitutes "Unless otherwise provided in Schedule C or a CD-1 By-law, in".
4. In section 7.1.1, Council strikes out "In", and substitutes "Unless otherwise provided in Schedule C or a CD-1 By-law, in".
5. In section 16, after the words "Schedules A", Council strikes out "and", and substitutes ",", and after the letter "B", Council adds "and C".
6. After Schedule B, Council adds:

**Schedule C
CD-1 Districts Parking Requirements**

Address	By-law #	CD-1#	Parking Requirements

7. Add the CD-1 to Schedule C of the Parking By-Law with the following provisions as Parking Requirements:

“Parking, loading, bicycle spaces including eligible STIR units shall be provided and maintained according to the requirements and provisions of the Vancouver Parking By-law, except for the following:

- Residential parking shall be provided as follows:
 - A minimum of 0.40 space per DU +1 space for each 285 m² gfa.
 - A maximum of 0.55 space per DU + 1 space for each 220 m² gfa.
- Non Residential parking shall be provided as follows:
 - A minimum of 1 space for each 88 m² gfa
 - A maximum of 1 space for each 48 m² gfa.”

* * * * *

8018 - 8150 Cambie Street
ADDITIONAL INFORMATION

Urban Design Analysis

The form of development for this site is informed by the Urban Design Principles of the Cambie Corridor Plan. The twelve principles are applicable to those sites at the intersection of Marine Drive and Cambie Street. An analysis and assessment of the proposal against these principles was conducted, including other urban design impacts of the proposal.

Marine Landing Urban Design Principles:

1. *A Place of Welcome and Introduction*
2. *Locally Authentic*
3. *Marking the Intersection*
4. *Slimness and Vertical Emphasis*
5. *Minimizing Apparent scale*
6. *Hierarchy*
7. *Variety*
8. *Shadow Performance*
9. *Building Siting*
10. *Transitions*
11. *Industrial Lands Protection*
12. *Design Performance Improvements*

With regard to (1) A Place of Welcome and Introduction, (2) Locally Authentic

Within the Marine Landing Neighbourhood, this site has an important role in contributing to neighbourhood character and identity as a walkable, high density urban area that responds to its connections to an evolving residential community. In addition, pedestrian and cycling connections alongside the Canada Line portal and connections across Marine Drive to the Marine Drive Canada Line Station also serve to improve and enhance neighbourhood connections down Cambie Street to the Fraser River. At the time of the Canada Line construction, provision was made within the linear space (street right-of-way) between the portal and the westerly edge of the properties fronting Cambie Street for a pedestrian route, off-street bikeway and a fire lane to access the existing mid-block duplex sites. To accommodate the fire access, limited improvements along this access route were made. Given the site consolidation proposed, fire access can now be resolved through the other frontages of the site, providing the opportunity to significantly enhanced both the pedestrian and cycling facilities along the Cambie Street frontage. In addition, there is opportunity to develop the frontage attributes of the proposal with active pedestrian oriented uses and amenities.

At the north end of the site, the provision of ground oriented live work and artist studios with dwelling units combined with the local serving retail provides for a unique opportunity within this portion of the frontage to create a unique local character and identity. Staff are recommending design development measures to further develop and optimize this unique opportunity.

With regard to (3) Marking the Intersection, (4) Slimness and Vertical Emphasis, (6) Hierarchy, and (8) Shadow Analysis

Two tower buildings (31 and 25storeys) are proposed in combination with mid rise podiums (7 and 5 storeys respectively). The taller tower is sited to frame and prominently mark the Cambie and Marine intersection while the lower second tower is sited further north to provide a transition in scale between the intersection and the adjacent evolving residential neighbourhood north of the site. The hierarchy of towers heights proposed support the general hierarchy of height associated with the other corners of the intersection, with the highest tower on the southeast corner adjacent to the Canada Line Station.

The proposed towers forms are slim and well separated. The shadow analysis confirms that the towers will not cast shadow on any nearby public open space, measured at the Equinox. Staff conclude that the shadow impacts are acceptable and the proposed heights responds to the policy direction, to mark the intersection and establish hierarchy with the Marine Landing node.

With regard to (9) Building Siting and public realm interface and neighbourhood connectivity

The buildings have been sited to engage the public realm on both the Cambie Street frontage and the lane. The ground oriented live/work components have been setback from the Cambie Street frontage to allow for open space/plaza areas as part of an expanded public realm. Additional opportunities for connectivity with the neighbourhood have been provided through two pedestrian links between the lane and the Cambie Street frontage.

The proximity between the live/work and an active pedestrian environment is an important consideration in the viability of the work component. The design of the building interfaces and the open spaces/plazas and connections is conceptual at this time, with detailed design performance to be determined through the subsequent development permit process.

With regard to (5) Minimizing Apparent Scale, (7) Variety, (17) Transitions

Within the Cambie Corridor Plan, the podiums were anticipated to be in the range of 4 storeys in height. The proposal anticipates the podiums to be 7 and 5 storeys which staff support given the evolving nature of the area. However, staff are recommending further design development to address the overall massing of these building forms, including minimizing their apparent scale through transitional massing, building character and variety.

With regard to (11) Industrial Lands Protection (including Noise and Odour Mitigation)

While the lands north of Marine Drive already permit residential uses, the proximity to existing and future industrial uses south of Marine Drive may affect liveability of the units. Staff are recommending acoustical and environmental measures be considered within the design of the buildings to mitigate these negative impacts, especially for the residential occupants.

With respect to (12) Design Performance Improvement

As noted above and contained in Appendix B, staff are recommending a number of design development conditions to address and further improve the proposal.

Urban Design Panel

EVALUATION: SUPPORT (9-0)

- **Introduction:** Dwayne Drobot, Rezoning Planner, introduced the proposal and noted that the site is located at the northeast corner of Cambie Street and Marine Drive and includes the full frontage along Cambie Street between Marine Drive and West 64th Avenue. The policy is the Cambie Corridor Plan which was approved by Council in May 2011. Mr. Drobot reviewed the policy and mentioned that they expected to see two towers on the site. He explained some of the principles including that a corner plaza was planned for Cambie Street and Marine Drive as well as retail units and a podium on the southern part of the site. The site is adjacent to the Canada Line guideway.

Anita Molaro, Development Planner, explained to the Panel that at the last review she handed out the Cambie Corridor principles and they would be referencing them in this review. She added that the Panel has seen variation on the proposal before as part of the discussion around the Cambie Corridor and that their commentary had informed the urban design principles that were adopted within the Cambie Corridor Plan which received approval from Council. Ms. Molaro described the context and proposed development in the area.

The site is fronting onto Cambie Street which extends to West 64th Avenue, and has the Canada Line Portal immediately adjacent the site. The proposal has two towers; one at 285 feet and the other at 235 feet. The proposal also includes a 6-storey podium, and a 4-6-storey podium that will include rental housing on the upper floors with 2-storey residential units on the lower floors that are proposed to be adaptable live-work units facing both the lane mews and Cambie Street. The retail area will be a single storey component at the base of the Marine Drive tower that wraps the corner facing onto Cambie Street, but does not extend to the open spaces in front of the live work units. At the northerly end of the site a small boutique retail unit is proposed. The proposal is proposing LEED® Silver which was the requirement at the time that application was submitted to the City. Ms. Molaro noted that the fire-lane access alongside the Canada Line guideway is no longer a priority once the consolidation of the site occurs, but will be re-programmed as an off-street bike lane and sidewalk.

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

- the scale of the commercial podium at the base of the Marine Drive tower, and what measures are needed to connect this commercial activity with the northerly retail component
- what measures are needed to improve and support the viability of the northerly retail unit
- should more active uses be incorporated along the Cambie Street frontage to better serve the local community

- the built form and interface relationship of the podium (residential live-work units) to both pedestrian frontages (Cambie Street and lane)
 - Cambie Street: given the proposed landscape setback and treatments and the measures needed to ensure that this frontage actively engages the pedestrian
 - the lane mews: strategy and treatments of the lane and its interface in providing access for supporting the retail and live-work activities on the site
- measures that should be considered to ensure the proposed open space along Cambie street is active, usable, adaptable and relevant to the residents of the site and to the community
- Does the panel support the rezoning and subsequent form of development including taking into consideration the Cambie Corridor Design Principles (refer to handout on principles) including:
 - building siting, tower form and massing, and increase in density(5.72 FSR residential 5.58 plus 0.14 retail) and height (285 feet and 235 feet)
 - distribution of uses (retail and residential)
 - neighbourliness including shadow and view impacts
 - LEED® Silver strategies

Ms. Molaro and Mr. Drobot took questions from the panel.

- **Applicant's Introductory Comments:** James Cheng, Architect, further described the proposal noting that the lane was designed as a mews. The property has been set back five feet for a rain garden and they are hoping that when the site next door is developed they will do the same and will make the lane a pedestrian mews. Mr. Cheng mentioned that the penetration open space network through the site was aligned with the existing streets. The creation for the north and south plazas was important as a place for people to pause before they cross the street. He added that the heart of Marpole is Granville Street where most of the commercial activity will be concentrated. Their concern was that having too much retail on the site would not be viable due to the fact that it doesn't front a main street and there is a huge concentration of retail planned for the site across the street next to the Canada Line Station. The neighbours said they would like to see a coffee shop on the site and as a result the plaza on the south side was planned to take advantage of the sun with an outdoor seating area in front of the retail. At the ground plane of the lowrise podium, the units are designed as live/work spaces for work at home/artists to provide another option to the commercial/retail on the site. Regarding sustainability, Mr. Cheng noted that they are connecting to the district energy that is being proposed for the area. The building will respond to the different orientations and as well there are green roofs planned for the lower roofs with community gardens for the rental residents. A rainwater retention tank is also proposed to collect water for irrigation. Mr. Cheng described the landscape plans for the site, noting that public art is proposed for the south plaza and as well a public art walkway is planned along the west side of the site. The idea is to create a multi-use outdoor space along this edge that is in keeping with the character of the Cambie Corridor Heritage Boulevard. The lane mews will have boulevard trees with rain gardens and then along the east/west there will be more water features that connect mid block. The roof areas will be community gardens with water retention. Along the south plaza will be hardscape with sculptures and some street trees to reduce the noise and visual impact from the traffic.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Design development to improve the edge along the Cambie Street frontage;
 - Consider rethinking the amount of commercial/retail spaces on the site;
 - Consider strengthening the podium along Marine Drive including better utilizing the amenity space
- **Related Commentary:** The Panel supported the proposal and thought the use, tower form, massing and height were all consistent with the Cambie Corridor Plan.

The Panel thought the applicant needed to continue working to improve the retail, live/work and art pathway along the Cambie Street edge, as they had some concerns regarding the design. Some Panel members thought that the design should be stronger, while other thought it could have a more passive, residential expression on the street. The Panel found it hard to believe that the retail at the south plaza would be viable considering it will be adjacent to the large commercial/retail across the street.

Some of the Panel members thought the retail on the north plaza might be viable considering there are lots of residential neighbourhoods all across the city with similar sized 'pavilions' of commercial activity. Several Panel members suggested it could be a small coffee shop or other community amenity. They also suggested that the applicant look further at developing the live/work, and push the idea further to play up the more urban side of the units along the Cambie edge with more quiet backyard spaces along the lane mews to make the public realm interface more inviting.

Several Panel members suggested the applicant consider working further with the community to offer more community or public spaces within the development. They liked the idea of the gallery space and thought it would strengthen the public art component of the proposal. Another Panel member thought the live/work units should be flexible and perhaps used for some other purpose.

Panel members also discussed the podium level adjacent to Marine Drive. One Panel member suggested strengthening the podium especially in relation to the development across the Street (PCI Development at 8440 Cambie Street).

The Panel supported the landscape plans and liked the treatment on the lane and thought creating a mews was an appropriate move.

Regarding sustainability, a couple of Panel members thought the applicant should take the development to the next level and achieve LEED® Gold and as well that the green design should be expressed more in the architecture.

- **Applicant's Response:** Mr. Cheng thanked the Panel for some great comments. He agreed that some work was still needed to be done with the public spaces on the Cambie Street side of the site and promised to continue working on the design.

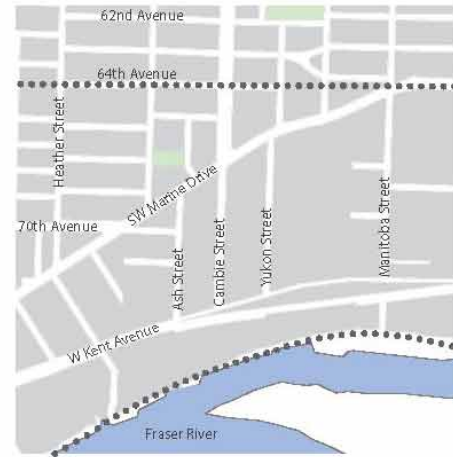
* * * * *

4.6 Marine Landing

Neighbourhood Character and Identity

Marine Landing will evolve to be a walkable, high density urban area that responds to its connections to an evolving residential community, adjacent industrial area and its historical relationship to the Fraser River. Recognizing the area's prominence as an entranceway to the City, plans for Marine Landing will strive to balance local character and functions, with significant new opportunities for additional job space and an intensification of mixed uses that will infuse the area with an enhanced sense of vibrancy.

Buildings at the intersection of Marine Drive and Cambie Street are expected to take the form of high rise towers, the highest along the Corridor, with the highest tower located at the station site. Ground-oriented forms and tower bases will activate a lively and walkable public realm at eye-level. Reflecting the importance of industrial lands preservation, residential land uses will be sited and organized to minimize the conflict with adjacent industrial uses. With the intersection acting as a high point, transitions to the surrounding neighbourhood will be explored in future planning work.



Marine Landing



Artist's illustration of what the pedestrian plaza could look like in the future (south of Marine Drive looking south)



Artist's illustration of what Marine Landing could look like in the future showing no changes to the surrounding neighbourhood (such changes would be subject to Phase 3 work). The illustration shows a scenario where most sites on Cambie Street and Marine Drive have been developed; in reality, development and change will happen incrementally over several decades and will be subject to many variables including the economy, the real estate market and the choices of individual property owners. View north from the Fraser River.

4.6.1 Place Making In the Public Realm

Recognizing that the Marine Landing area is part of the larger idea of the Cambie Corridor, this section builds upon the Public Realm Framework in Section 6, providing greater detail on directions to guide the evolution of the public realm. The following directions will apply:

A Focused Hub

- Focus intensity and activity at a vibrant central neighbourhood at the Marine and Cambie intersection, bringing more people close to shopping, community services, and transit.
- Create a social heart (focused at Marine and Cambie) that recognizes and enhances the community's history and local identity within a taller building context.
 - Locally relevant themes to be explored in the development of the public realm experience include the historical connection to the Fraser River as well as the role and influence of industry, transportation and First Nations culture.

Towards the River

- Provide a direct walk / bike connection to the Fraser River along Cambie Street using the elevated guide way as weather protection, wherever possible.
- A mixed employment zone centered along Cambie Street between Yukon and Ash Street will include active and interesting frontages that enhance the public realm experience towards the river.
- Provide a waterfront destination at the foot of Cambie Street.
- Provide significant park space as close to the Fraser River as possible, linked to a waterfront pathway and existing and potential greenways.



Artist's illustration of Cambie Street looking south to the Mixed Employment area

Enhance Pedestrian and Cycling Connectivity

A clear hierarchy of movement is to emphasize walking, cycling, transit, and goods movement while providing appropriate and reasonable vehicle access to businesses and industrial lands.

- Improve intersection safety for all modes at Marine and Cambie.
- Provide green and sidewalk plazas along Cambie Street, south of Marine Drive.
- Provide for a continuous pedestrian and potential bicycle connection along the Fraser River, balancing the needs of existing and future industrial uses.
- Provide and enhance a bike route on Kent Avenue.
- Connect Cambie Street to Ash Park.
- Improve and enhance the connection to the pedestrian / bike bridge over the Fraser River.
- Improve and expand the permeability of the street and sidewalk system south of Marine Drive, between Manitoba and Ash Streets.
- Reduce parking provisions to the lowest responsible level. Consider the type and use of related developments, both existing and proposed, and allow flexibility for changing uses in future.
- Develop a process to explore circulation options on Cambie Street south of Marine Drive.

Public Benefits and Amenities

Provide new and enhanced public benefits in the neighbourhood that support the development of a complete community. Public benefits priorities include:

- Enhanced and new public realm elements including pedestrian and cycling connections and a public riverfront destination
- A bicycle mobility centre located on the station site
- Daycares, located north of Marine Drive (NW corner, adjacent to Ash Park and on the Marine Gardens site)
- Affordable housing (See Section 9: Housing Strategy)
- Contributions to new and improved community facilities (i.e. Marpole Library, Marpole Oakridge Community Centre renewal, Marpole Place renewal)
- Not for profit space



Artist's illustration of what the area around the bus loop could look like in the future (south of Marine Drive Station, looking west)

4.6.2 Urban Design Principles

The following will guide the built form and programs of the key sites (map right) at the intersection of Marine Drive and Cambie.

1. A Place of Welcome and Introduction

The sites will act as a place of welcome and introduction to the city and will work together to provide a south-slope landmark.

2. Locally Authentic

The sites will reflect the local character and context of the area, acknowledging its unique and historical connection to the Fraser River, industrial lands and the evolving context of a surrounding residential neighbourhood.

3. Marking the Intersection

Buildings are expected to take the form of high rise towers that frame the intersection, prominently marking Cambie and Marine.

4. Slimness and Vertical Emphasis

Tower forms surrounding the intersection may be tall, but they must also be slim and well separated, emphasizing a sense of verticality.

5. Minimizing Apparent Scale

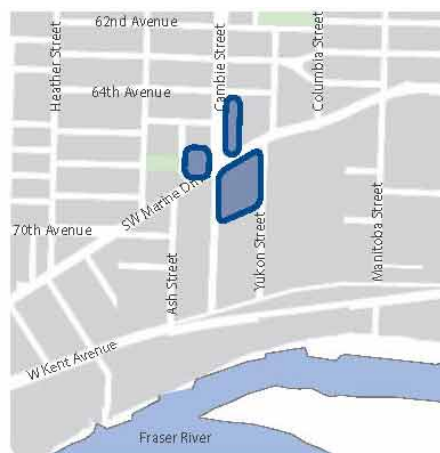
Strategies will be used to offset the sense of scale in tower forms including masking (i.e. offsetting horizontal elements) and providing lightness in the primary vertical elements of buildings.

6. Hierarchy

Within the overall pattern of the station area intersection, there is a general hierarchy of height and density associated with the four corners, starting at the SE corner of the intersection where the station is located and moving counter-clockwise in descending order.

7. Variety

Distinct building strategies that provide uniqueness and variety in form are welcomed, and diversity of architectural expression expected, while allowing for a coherent idea of Marine Landing. Monotony of architecture will be avoided.



Key sites that the Urban Design Principles will apply.

8. Shadow Performance

Buildings will be designed and located to minimize adverse shadow impacts on surrounding public space (i.e. Ash Park and Laurier Annex) as well as the surrounding neighbourhood.

9. Building Siting

Buildings will be designed and located to maximize privacy, livability, opportunities for public views through sites, and equitable views from sites.

10. Transitions

Buildings will be designed and located to provide creative and sensitive transitions in scale between the intersection hierarchy and the adjacent evolving neighbourhoods.

11. Industrial Lands Protection

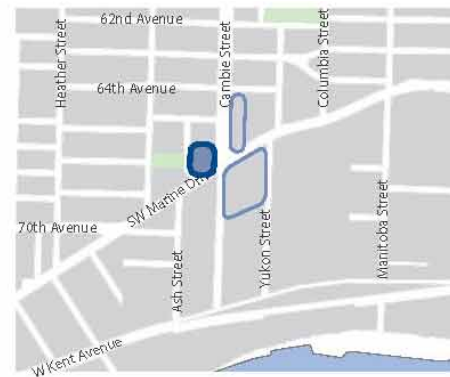
New development will use distance, intervening land uses / buildings and other techniques to minimize the impact of residential complaints and expectations on surrounding industrial uses, and corresponding impacts to residential livability from existing and expected expanded industrial operations. Industrial land use protection and expansion is a top priority in this area.

12. Design Performance Improvements

The drawings that follow (pages 62-64) provide urban design detail and can be altered to improve design performance in conjunction with community concern.

4.6.3 Cambie and Marine Intersection Site: NW Corner (8175 Cambie Street)

In the context of the performance expectations established by the urban design principles and public realm elements described in this section, the following could be considered on this site. Suggested heights for this corner of Cambie and Marine were derived from detailed shadow impact analysis on Ash Park and Laurier Annex, and based on the proposed buildings not shadowing the soccer field during the morning school recess period.



Design responses deemed to be equal or better in addressing the principles of urban design and public realm described in this Plan may also be considered.



low rise

Low-rise building facing Ash Park

pedestrian mews

Connecting Ash Park to Cambie Street

community facilities

Daycare/community facilities facing and integrated into Ash Park

residential tower

Tower height should not exceed 285 ft*
Floor plate should not exceed 6300 sq. ft.**
Commercial considered at grade

mixed-use building

Mid-rise building up to 6 storeys fronting on Marine Drive, commercial at grade, residential above

* measured from Marine Drive to top of uppermost floor, excluding mechanical penthouses.

** the calculation of floor plate size includes elevator cores, storage, stairs, enclosed balconies, etc. but excludes open balconies.

Conceptual Site Diagram



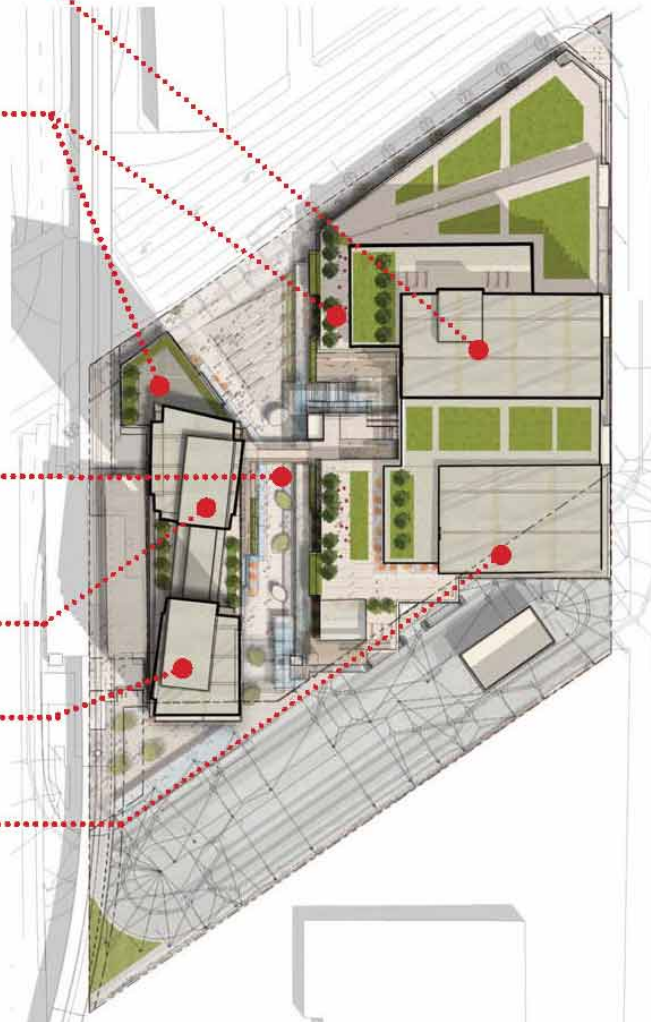
4.6.4 Cambie and Marine Intersection Site: SE corner (8430 Cambie Street)

In the context of the performance expectations established by the urban design principles and public realm elements described in this section, the following could be considered on this site. Suggested heights for this corner of Cambie and Marine were derived from detailed shadow impact analysis on Ash Park and Laurier Annex. Proposed buildings should not shadow the soccer field during morning school recess period.

Design responses deemed to be equal or better in addressing the principles of urban design and public realm described in this Plan may also be considered.

- commercial building**
Tower form to optimize job space
Includes ground level retail, and office space.
Height should not exceed 230 ft. *
Office floor plate expected to be approximately 21,000 sq. ft.
- retail**
Retail uses will be predominantly non-auto oriented, but may include other uses such as a large-scale anchor grocery store. Small scale retail units will front on Marine Drive and an internalized pedestrian mall and wrap around the NW corner of the project, down Cambie Street. Medical / dental is also expected. The design and location of the retail space will be organized to support a vibrant day and night pedestrian experience
- pedestrian mall**
A highly animated ground level pedestrian mall will connect through the project, linking Marine Drive to the bus loop and Marine Drive Station at the southern portion of the site
- residential tower**
Tower height should not exceed 335 ft*
Floor plate should be between 5400-5500 sq. ft.**
- residential tower**
Tower height should not exceed 255 ft
Floor plate should be between 5400-5500 sq. ft.**
- entertainment**
A large scale movie theatre providing night time activity is expected on the second level of the commercial podium, with the box office, theatre service and marquee located on the ground level

* measured from Marine Drive to top of uppermost floor, excluding mechanical penthouses.
** the calculation of floor plate size includes elevator cores, storage, stairs, enclosed balconies, etc. but excludes open balconies.



Site Plan

4.6.5 Cambie and Marine Intersection Site: NE corner (8018 - 8150 Cambie Street)

In the context of the performance expectations established by the urban design principles and public realm elements described in this section, the following could be considered on this site. Design responses deemed to be equal or better in addressing the principles of urban design and public realm described in this Plan may also be considered.



Site Plan

retail units
Cafe or community meeting place

live/work units
Ground-oriented, live/work units
generally four storeys

residential tower
Tower height should not exceed 235 ft*
Floor plate should not exceed 6300 sq. ft.**

urban rooms
Providing activity and interaction

live/work units
Ground-oriented, live/work units
generally four storeys

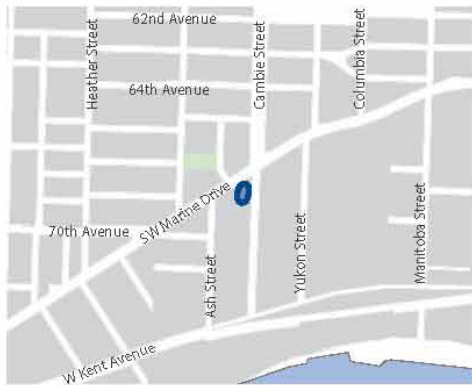
residential tower
Tower height should not exceed 285 ft*
Floor plate should not exceed 6300 sq. ft.**

commercial podium
Includes small-scale, ground-level retail that
supports a vibrant pedestrian experience

plaza
Corner plaza with design elements
that respond to and address noise
from intersection

* measured from Marine Drive to top of uppermost
floor, excluding mechanical penthouses.

** the calculation of floor plate size includes elevator
cores, storage, stairs, enclosed balconies, etc. but
excludes open balconies.



4.6.6 8401 Cambie (SW corner of Cambie and Marine)

This site will be reviewed in greater detail in future planning work. Rezoning applications may be considered concurrently with the future planning work. A higher form is expected, consistent with the urban design principles for the key intersection sites. Strategic opportunities to land non-market housing may be explored.



4.6.7 445 SW Marine Drive (Marine Gardens)

This site will be reviewed in greater detail in future planning work. Rezoning applications may be considered concurrently with the future planning work. Any new development would be required to replace the existing childcare facility. The site will transition from the adjacent site to the west. Rental housing must be replaced, consistent with Section 9 policy directions.

4.6.8 Mixed Employment Zone

The mixed employment zone stretches from south of Marine Drive to the Fraser River, and is bounded by Ash and Yukon Streets to the east and west. Buildings in this Mixed Employment Area will edge Cambie Street with enough setback to accommodate a comfortable pedestrian realm. It is expected that employment uses framing Cambie Street will provide visual interest to passing pedestrians. Building heights could be up to 100 feet and are intended to be of significant density/intensity. Buildings may include space for a variety of employment uses and large floor plates are expected. Residential land use is not permitted.



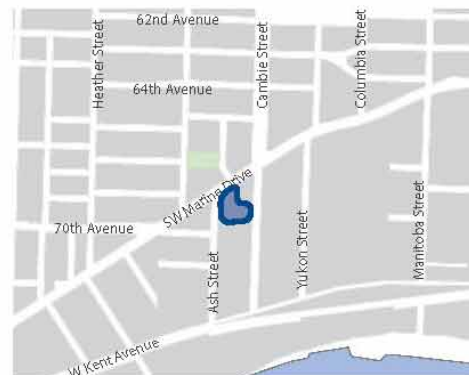
Left: Architect's rendering of Broadway Tech Centre



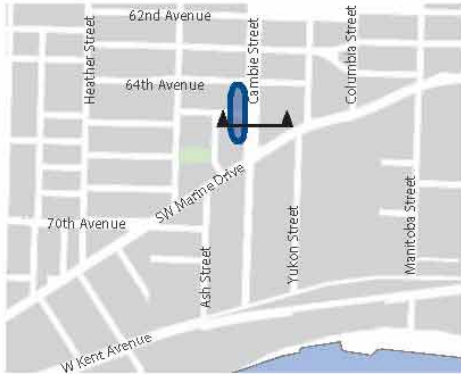
Right: Renfrew and 12th

4.6.9 RT-2 Zoned Sites (South of Marine Drive)

The area will be reviewed in greater detail in future planning work. For sites zoned RT-2, see Section 9 for additional requirements related to the replacement of affordable and rental housing units.



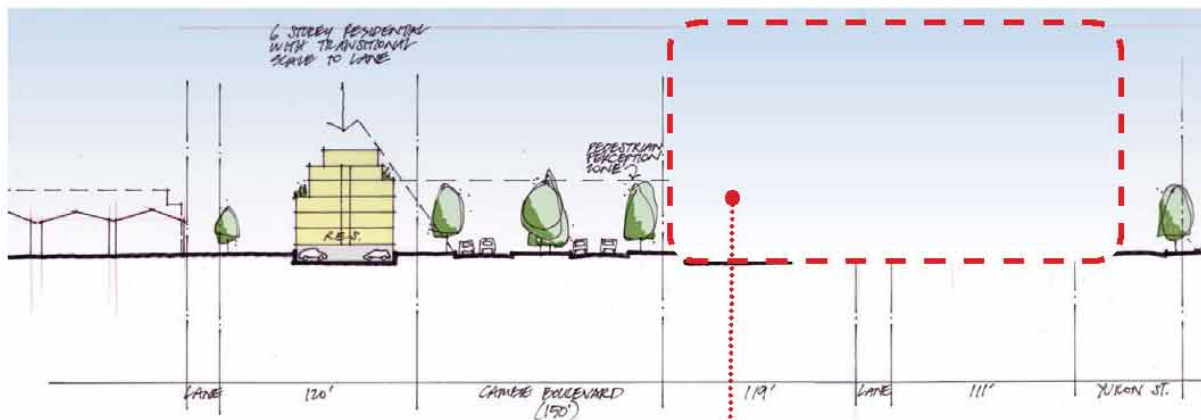
4.6.10 8100 Block of Cambie Street (west side)



In this area:

- Residential buildings will be allowed up to six storeys
- Above four storeys, upper floors will be stepped back from Cambie Street
- Buildings will include front doors onto the street and seek activate and enhance the adjacent lane by providing active uses on the rear
- Development proposals will include required public realm features (i.e. street trees, landscaped setbacks, etc.)

Refer to built form guidelines in Section 5 for more information.

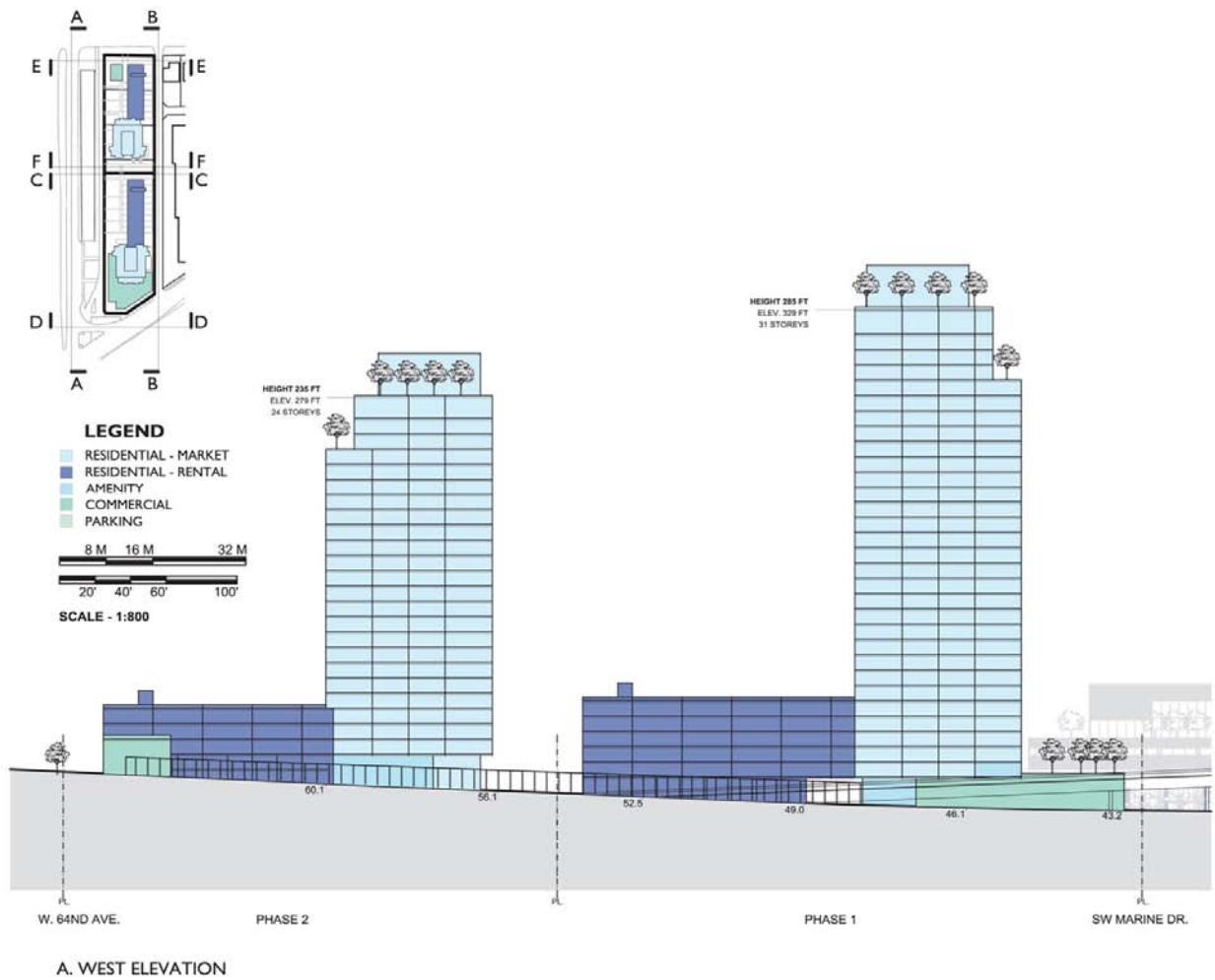


Representative Section: west side of Cambie Street north of Marine Drive

Refer to 4.6.5 and 4.6.7
in this Section for
details on these sites

8018 - 8150 Cambie Street FORM OF DEVELOPMENT

Elevations from Cambie Street



Axonometric Diagram



Site Plan



8018 - 8150 Cambie Street
PUBLIC BENEFITS SUMMARY

Project Summary:

Mixed use development with 441 units of market strata housing, 110 units of market rental housing, 2 Artist Studios with associated dwelling unit, and 9,000 square feet of retail at grade.

Public Benefit Summary:

The project would generate DCL payments, and a cash CAC offering to be allocated to public amenities as per the Cambie Corridor Plan. A public art contribution would also result. The DCL waiver for the STIR floor space is estimated at \$463,500.

	Current Zoning	Proposed Zoning
Zoning District	RT-1/C-1	CD-1
FSR (site area = 70,041 sq. ft./6 507 m ²)	0.6/1.2	5.80
Buildable Floor Space (sq. ft.)	64,443 sq. ft	405,912 sq. ft
Land Use	residential/commercial	residential/commercial

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide) (See Note 1)	\$348,772	\$2,222,680
	DCL (Area Specific)		
	Public Art		\$735,959
	20% Social Housing		
Offered (Community Amenity Contribution)	Childcare Facilities		
	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage (transfer of density receiver site)		
	Affordable Housing		
	Parks and Public Spaces		
	Social/Community Facilities		
	Unallocated (See Note 2)		\$5,600,000
Other			
TOTAL VALUE OF PUBLIC BENEFITS		\$348,772	\$8,558,639

Other Benefits (non-market and/or STIR components):

A total of 110 market rental units secured for the life of the building or 60 years, whichever is greater.

* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification. For the Oakridge/Langara DCL, revenues are allocated into the following public benefit categories: Parks (63.2%); Housing (30.3%); and Transportation (6.5%). Revenue allocations differ for each of the Area Specific DCL Districts.

Note 1: DCL shown under Current Zoning assumes development to the maximum buildable floor space.

Note 2: Value of the Artist Studios with associated Dwelling Unit would be deducted from the unallocated CAC.

8018 - 8150 Cambie Street
APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Address	8018, 8046, 8070, 8090, and 8150 Cambie Street
Legal Descriptions	Plan 11098, DL 323, Lots A-D; Plan 10325, DL 311 Blocks 1 and 2, Lot C; PID's 009-412-336, 009-160-094, 009-160-132, 009-160-183, 009-160-256
Developer	Intracorp
Architect	James K.M. Cheng Architects
Property Owners	Dancole Investments Ltd., Intracorp SW Marine LP

Development Statistics

	Development Permitted Under Existing Zoning	Proposed Development
ZONING	RT-1 and C-1	CD-1
SITE AREA		6 507 m ² (70,041 sq. ft.) less dedications
USES		Dwelling Uses, Live Work Use, Retail, Service, Cultural & Recreational
FLOOR AREA		Residential 30 329 m ² (326,458 sq. ft.) Rental 6 563 m ² (70,644 sq. ft.) Retail 882 m ² (9,494 sq. ft.) Total 37 775 m ² (406,606 sq. ft.)
Floor Space Ratio (FSR)	0.6 FSR (RT-1) 1.2 FSR (C-1)	5.80 FSR
HEIGHT		north tower 71.62 m (235 ft.) south tower 86.87m (285 ft.) (to be measured from the Southeast corner of the intersection of Cambie Street and SW Marine Drive)
PARKING, LOADING AND BICYCLE SPACES	As per Parking By-law	As per Parking By-law except minimums and maximums as provided in the CD-1 By-law