



POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: September 6, 2016
Contact: Susan Haid
Contact No.: 604.871.6431
RTS No.: 11633
VanRIMS No.: 08-2000-20
Meeting Date: September 20, 2016

TO: Vancouver City Council
FROM: Acting General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 Rezoning: 725-747 Southeast Marine Drive

RECOMMENDATION

- A. THAT the application by Serra Holdings (No. 2) Ltd., the registered owner, to amend CD-1(21) (Comprehensive Development) District for 725-747 Southeast Marine Drive [*PID 011-543-183; Lot 13 of Lot A, District Lot 327, Plan 11499*] to permit a floor space ratio (FSR) of 3.98, a building height of 63.1 m (207 ft.) to allow construction of a mixed-use development with 368 dwelling units, commercial uses, a child care facility and a neighbourhood house annex, be referred to a public hearing, together with:
- (i) plans prepared by Franci Architecture, received on November 25, 2015;
 - (ii) draft CD-1 provisions, generally as presented in Appendix A; and
 - (iii) the recommendation of the Acting General Manager of Planning and Development Services to approve the application, subject to the 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 the Public Hearing.

- B. 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 necessary amendments to the Parking By-law at the time of enactment of the CD-1 By-law.

- C. THAT Recommendations A and B be adopted on the following conditions:
- (i) THAT the passage of the above resolution creates no legal rights for the applicant or any other person, or obligation on the part of the City and the expenditures of funds of incurring of costs is at the sole risk of the person making the expenditures 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 sole 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 evaluates an application to amend CD-1 (21) (Comprehensive Development) District for 725-747 Southeast Marine Drive to permit a mixed-use development with 368 dwelling units, commercial uses, a child care facility, a neighbourhood house annex and a public open space. This application proposes a maximum floor space ratio of 3.98 and a maximum building height of 63.1 m (207 ft.). The site is located in the Sunset Community Vision area. In March 2015 Council directed staff to undertake an enhanced planning and consultation process in order to consider a rezoning application for this site. Further, Council directed that the application be guided by specific Planning and Development Principles that reflect community objectives and were confirmed through the engagement process.

Staff have assessed the application and conclude that it meets the intent of the Planning and Development Principles. Staff recommend that the application be referred to Public Hearing, with recommendation of the Acting General Manager of Planning and Development Services to approve it, subject to Public Hearing, along with conditions in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

- Planning and Development Principles for 725-747 Southeast Marine Drive (2015)
- CD-1 (21) By-law No. 4035 (1963)
- Sunset Community Vision (2002)
- Childcare Design Guidelines and Childcare Technical Guidelines (1993 and 2002)
- Green Buildings Policy for Rezoning (2010, last amended, 2014)
- Community Amenity Contributions Through Rezoning (1999, last amended 2016)
- Public Art Policy for Rezoned Developments (2014)
- High-Density Housing for Families with Children Guidelines (1992).

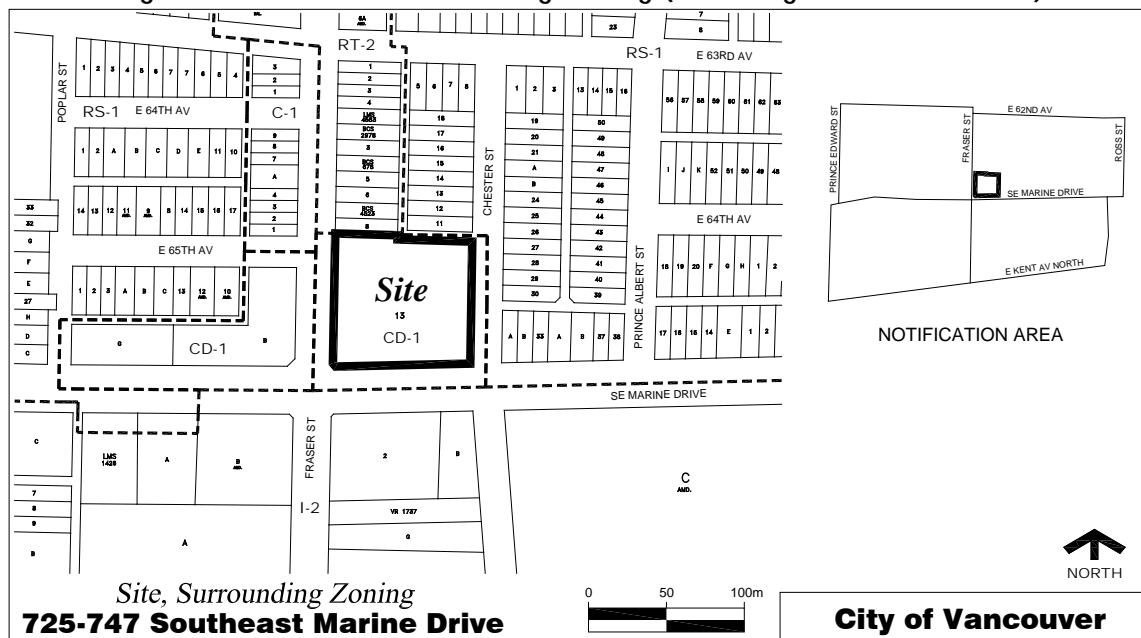
REPORT

Background/Context

1. Site and Context

The site is a 0.72 hectare (1.77 acre) parcel located at the northeast corner of Southeast Marine Drive and Fraser Street (see Figure 1). The site is currently zoned CD-1 (21) (Comprehensive Development) District and is developed with a six-storey mixed-use building containing a 100-room hotel and various commercial uses including a private liquor store, pub and bowling alley. The site is steeply sloped with a significant elevation difference of almost eight metres from the high side at the north lane and Chester Street to the south west at Fraser Street and Marine Drive.

Figure 1 – Site and Surrounding Zoning (including notification area)



Directly north of the site along Fraser Street are parcels zoned RT-2 and developed with detached houses and duplexes. To the north along Chester Street and to the east, are parcels zoned RS-1 and developed with detached houses. Across Fraser Street is a CD-1 zoned site developed with a three-storey apartment building. Further north on the west side of Fraser Street are C-1 zoned properties developed with one-storey commercial buildings, as well as a recently rezoned site for a four-storey secured market rental building. Across Marine Drive are sites zoned I-2 and developed with a variety of industrial and commercial buildings as part of the South Vancouver Industrial Area. The subject site is located at the crossroads of major arterials with bus service on Marine Drive and Fraser Street.

2. Policy Context

Sunset Community Vision – In January 2002 Council endorsed the Sunset Community Vision. The Vision anticipates additional planning for site-specific rezonings of existing CD-1 zoned sites.

Planning and Development Principles for 725 Southeast Marine Drive – In March 2015 Council provided direction for staff to conduct an enhanced planning and engagement process to consider a rezoning application for this site (see Appendix D). Draft Planning and Development Principles (Planning Principles) were endorsed by Council for further public consultation and to guide the development and review of a site-specific rezoning for this site. The Planning Principles created through this process include directions regarding: land use, housing, urban design, sustainability, access and movement and community amenities (see Appendix D).

Strategic Analysis

1. Proposal

The application proposes four buildings set around a publically accessible open space (see Figure 2). Commercial uses are located along Marine Drive and Fraser Street. The proposed childcare facility is located adjacent to the open space and would be co-located with a neighbourhood house annex, originally proposed as a commercial space, at the northwest corner of the site. Residential units are located at grade along Chester Street and from the second floors of each of the three other buildings. In total, the application proposes 368 dwelling units (43% proposed family units) with three levels of underground parking accessed from Fraser Street. Loading and residential pickup/drop off is accessed from Chester Street.

2. Land Use and Density

An intensification of land use and density will enhance and revitalise this important local shopping area. This site is well-located to serve as a transition from the arterial streets to the lower density residential neighbourhoods to the north and east. Increases in residential units would bring liveliness to the area which is well-served by frequent bus service along both Fraser Street and Marine Drive. Commercial uses along Marine Drive would enhance the services at this busy intersection while commercial and service uses along Fraser Street complement the local commercial uses on the west side of the street and enhance the long-term viability of this shopping area. The proposed community amenities include a 37-space childcare facility and neighbourhood house annex which will provide much needed services to the local community. These proposed uses are consistent with the Planning Principles developed through the consultative process for this site and will serve to enhance the vibrancy of the local area.

A variety of dwelling unit types are proposed, including 43% of units that are suitable for families (38% are two-bedroom units and 5% three-bedroom units). On July 13, 2016, Council approved the *Family Room: Housing Mix Policy for Rezoning Projects* which requires a minimum of 35% of all units to be family units, including a minimum of 25% two-bedrooms and a minimum 10% three-bedroom units. Staff note that this rezoning application was submitted prior to the approval of this policy.

Figure 2 – Site Plan



3. Form of Development

The proposed development is comprised of four buildings. A 22-storey mixed-use residential tower is located on the southwest corner of the site, at Fraser Street and Marine Drive. At the southeast corner of the site, is a 12-storey mid-rise residential building with a 6-storey podium oriented west along Marine Drive. Each of these buildings has commercial/retail use at grade. Two five-storey, mid-rise residential buildings oriented north/south, complete the massing configuration and frame a large internal courtyard. West, along Fraser Street, the flanking building is mixed-use with retail at grade and a childcare facility oriented to the courtyard. East, along Chester Street, 2-storey townhouses are proposed at grade with three levels of residential above. The overall form of development was tested along with various development options that were directed by the Planning Principles to address visual impacts, integrate public space and building massing that responds to the adjacent major arterial streets and the local neighbourhood.

Figure 3 – Proposed Development

The proposed expansive, landscaped central courtyard space is a notable feature of the proposed development. Open along the north property line and accessible to the residential neighbourhood beyond, it provides a public open space amenity. At the courtyard's centre is a large sloped lawn ringed by feature trees. Complementing these is semi-private buffer landscaping for both the childcare facility and townhouse units that are oriented towards the courtyard. Supplementing access to the courtyard from the north, are a number of access points around the site. Primary among these is pedestrian/vehicular access from Chester Street to a landscaped auto-court drop-off. In addition, pedestrian access is provided from both Fraser Street and Marine Drive. The enhanced porosity of the site serves to greatly enhance the integration of the parklike courtyard with the surrounding neighbourhood and responds to the Planning Principles for access and movement. Augmenting this public realm amenity is a residential, common access outdoor space having urban agriculture opportunities on the Level 8 roof deck of the south-east midrise tower.

The Urban Design Panel reviewed and supported the form of development of this application on February 10, 2016 (see Appendix E). Staff support the application subject to the design development conditions in Appendix B that will further improve and refine the building design, including improvements to livability of the residential units and for additional sculpting of the building massing to improve transition to the lower-scale residential to the north. The proposal will also undergo further design development during the development permit review process.

4. Transportation and Parking

Vehicle and bicycle parking are proposed within an underground parking garage accessed at the north end of the site on Fraser Street. Two Class B loading spaces and a small number of parking spaces are proposed at grade and accessed from Chester Street. These spaces are intended to provide accessible pick up and drop off for residents and visitors. Pick up and drop off for the child care facility is proposed below grade.

Engineering Services has reviewed the rezoning application and have no objections to the proposed rezoning provided that the applicant satisfies the rezoning conditions included in Appendix B and provides parking spaces in accordance with the Parking By-law. Specific provisions for loading, childcare and neighbourhood house parking spaces are to be met in accordance with Appendix C, including additional requirements for Class B and Class A loading spaces. Signal and lighting upgrades are included in the transportation upgrades that would be provided as a result of the application.

5. Environmental Sustainability

The Green Buildings Rezoning Policy (2010, last amended by Council on Jun 25, 2014) requires that rezoning applications achieve a minimum of LEED® Gold rating, with targeted points for water efficiency and stormwater management and a 22% reduction in energy cost as compared to ASHRAE 90.1 2010, along with registration and application for certification of the project. The applicant submitted a preliminary LEED® NC scorecard, which generally conforms to the Green Building Policy for Rezoning, indicating that the project could attain the required LEED® points and, therefore, would be eligible for a LEED® Gold rating.

The Planning Principles outline several sustainability measures including sustainable food systems, water efficient strategies and the incorporation of Transportation Demand Measures (TDM). The application includes significant landscaping as part of the public open spaces, urban agriculture, roof gardens, native planting and sustainable irrigation methods. Enhanced permeability of the site encourages walking through the neighbourhood. A future Public Bike Share station is envisioned for the north edge of the site along with supporting infrastructure to encourage bicycle use.

PUBLIC INPUT

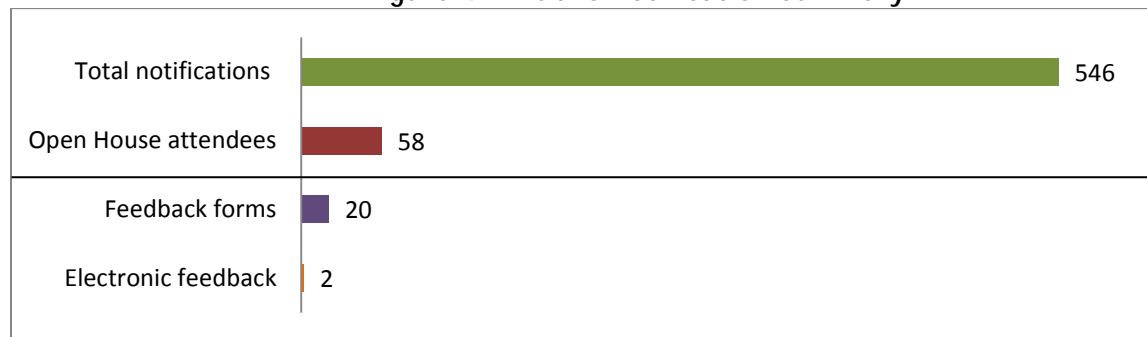
Pre-application Consultation – As part of the initial enquiry, the applicant retained a public engagement consultant who conducted consultation with the surrounding community. Two public open houses and a variety of outreach events including meetings with local community groups and meeting with adjacent residents took place. A summary is included in Appendix E.

Following consideration of the March 13, 2015 staff report regarding the site, Council directed staff to conduct an enhanced public engagement process that included meetings with local stakeholder groups, residents and staff-hosted open houses. Staff sought feedback on the draft planning and development principles contained in the report as well as several conceptual development options. A summary of feedback from these consultations is included in Appendix E. The feedback was shared with the applicant team to inform the project design and rezoning application.

Public Notification – Following submission of a rezoning application, a rezoning information sign was installed on site on January 21, 2016. A total of 546 notifications were distributed within the neighbouring area on or about January 24, 2016. In addition, notification and application information, and an online comment form, were provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps). As part of the enhanced public process, a stand-alone webpage for the application was maintained throughout the pre-application and application processes (vancouver.ca/725semarine). A community open house was held on February 4, 2016. Staff, the applicant team and approximately 58 people attended the open house.

Public Response – A total of 22 letters, emails and online comment forms were submitted by individuals (see Figure 4). General support was indicated for the proposal overall with comments indicating that the redevelopment would improve the existing site. Concerns were expressed in relation to increased traffic to the surrounding neighbourhood, off-street parking provision, commercial uses as well as the height and density of the proposal. A Public Consultation Summary is included in Appendix E.

Figure 4 – Public Notification Summary



The following design development conditions (Appendix B) are recommended in response to concerns raised through the application review process, including comments from the public and the Urban Design Panel, as well as staff input and direction:

- Design development to better transition between proposed building massing and residential scale of development to the north.
- Design development to enhance livability for residential units on site.

PUBLIC BENEFITS

This rezoning application offers specific public benefits consistent with City policies which address changes in land uses and density, described below:

Public Benefits - Required by By-law or Policy

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

proposed residential and commercial floor area are subject to the Citywide DCL rate which, as of September 30, 2016, will be \$149.73 per m² (\$13.91 per sq. ft.). Based on the proposed residential and commercial floor areas of 27,870 m² (298,997 sq. ft.), a DCL of approximately \$4,159,048 is anticipated. An additional DCL for the neighbourhood house and childcare facility of \$21,960 is anticipated. The total DCL anticipated is \$4,181,008.

DCLs are payable at building permit issuance and are subject to an annual inflationary adjustment which takes place on September 30th of each year. When a DCL By-law with higher rates is introduced, a number of rezoning, development permit and building permit applications may be at various stages of the approval process. An application may qualify as an in-stream application and therefore may be exempt from DCL rate increases for a period of 12 months from the date of DCL By-law rate adjustment. If a related building permit application is not issued within the 12-month period, the rate protection expires and the new DCL By-law rate will apply. See the City's [DCL Bulletin](#) for details on DCL rate protection.

Public Art Program – The *Public Art Policy for Rezoned Developments* requires all newly rezoned developments having a floor area of 9,290 m² (100,000 sq. ft.) or greater to contribute public art or provide 80% cash in lieu as a condition of rezoning. Public art budgets are based on a formula of \$21.31/m² (\$1.98/sq. ft.), effective September 30, 2016 for all floor area included in the total FSR calculation. With a total floor area of 27,924 m² (300,575 sq. ft.), this project will contribute to a public art budget of approximately \$595,139. The Public Art contribution rate is finalized at the development permit stage and is subject to periodic adjustments to address inflation.

Public Benefits - Offered by the Applicant

Community Amenity Contribution – Within the context of the City's *Financing Growth Policy*, an offer of a Community Amenity Contribution (CAC) to address the impacts of rezoning can be anticipated from owner of a rezoning site. CAC offers typically include either the provision of on-site amenities or a cash contribution towards other public benefits and they take into consideration community needs, area deficiencies and the impact of the proposed development on City services.

The applicant has offered a total CAC package of \$6,500,000, consisting of:

- In-kind CAC – the construction and delivery of a purpose built 37-space childcare facility (valued at \$4,630,000) and a 1,500 sq. ft. neighbourhood house annex space (valued at \$954,000).
- Cash CAC – dedicated to childcare facility start-up costs (eg. materials, fit and finishes) (\$170,000), neighbourhood house start-up costs (\$65,000) and to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Sunset Community area (\$681,000).

Real Estate Services has reviewed the applicant's development pro forma for this rezoning application and have concluded that the CAC offered by the property owner is appropriate, and recommend that the offer be accepted.

Public Open Space – The applicant has also offered to construct and maintain a public open space at the centre of the site that will be secured in perpetuity by a statutory right-of-way for the use and enjoyment of the residents and surrounding neighbourhood.

See Appendix G for a summary of the public benefits that would be achieved should this application be approved.

FINANCIAL IMPLICATIONS

This site is subject to Citywide DCLs. Should Council approve the rezoning application:

- The market residential and commercial/retail components are anticipated to generate approximately \$4,159,048 in DCLs; and
- The childcare facility and neighbourhood house (City-owned) are expected to generate \$21,960 in DCLs.

As noted in the section on Public Benefits, the applicant has offered a total CAC package of \$6.5 million comprised of:

In-kind CAC:

- Construction and delivery of a turn-key purpose-built 37-space childcare facility (\$4,630,000); and
- Construction and delivery of a turn-key purpose-built 1,500 sq. ft. neighbourhood house annex space (\$954,000).

Cash CAC:

- \$170,000 to childcare facility start-up costs;
- \$65,000 to neighbourhood house start-up costs; and
- \$681,000 to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Sunset Community area.

Approval and timing of specific projects will be brought forward as part of the Capital Plan and Budget processes.

Upon completion, staff will seek Council approval to appoint a non-profit operator for the neighborhood house and childcare in a subsequent report. A typical model would entail an operator being responsible for the administration, programming and operation of the amenity space and associated facility costs, including regular maintenance and repairs. The City would typically be responsible for major repairs, and lifecycle replacement of major systems and structural components.

If the rezoning application is approved, the applicant will be required to provide new public art on site, or make a cash contribution to the City for off-site public art, at estimated value of \$595,139 (rate subject to periodic adjustment as noted above).

CONCLUSION

Consistent with Council's direction in March 2015, staff have conducted an enhanced planning and consultation process, which included the establishment of Planning and Development Principles, to guide development of a rezoning application for 725-747 Southeast Marine Drive. The proposed rezoning is for a mixed-use project with 368 dwelling units, including 43% family units, commercial space at grade for local-serving retail, a 37-space childcare facility, neighbourhood house annex and a central, publically-accessible open space. The proposed rezoning would enable a diversity of new housing, amenities and services thereby enhancing

this neighbourhood. General public support of the proposal was expressed through the engagement process.

The assessment of this rezoning application has concluded that the proposed form of development is an appropriate urban design response to the site and its context, and that the application is consistent with the Planning and Development Principles.

The Acting General Manager of Planning and Development Services recommends that the rezoning application be referred to a Public Hearing, together with a draft CD-1 By-law generally as set out in Appendix A. Further it is recommended that, subject to the Public Hearing, the application including the form of development, as shown in the plans in Appendix F, be approved in principle, subject to the applicant fulfilling the conditions of approval in Appendix B.

* * * * *

725-747 Southeast Marine Drive
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.

Zoning District Plan Amendment

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan marginally numbered Z-_() attached as Schedule A to the By-law, and incorporates Schedule A into Schedule D, to By-law No, 3575.

[Note: Schedule A, not attached to this appendix, is a map that amends the City of Vancouver zoning map. Should the rezoning application be referred to Public Hearing, Schedule A will be included with the draft by-law that is prepared for posting.]

Uses

- 2.1 The description of the area shown within the heavy black outline on Schedule A is CD-1 ().
- 2.2 Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 (), and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
 - (a) Cultural and Recreational Uses, limited to Arcade, Artist Studio, Arts and Culture Indoor Event, Billiard Hall, Club, Community Centre or Neighbourhood House, Fitness Centre, Library and Museum or Archives;
 - (b) Dwelling Uses, limited to Dwelling Units in conjunction with any of the uses listed in this By-law;
 - (c) Institutional Uses, limited to Child Day Care Facility and Social Service Centre;
 - (d) Manufacturing Uses, limited to Jewellery Manufacturing and Printing or Publishing;
 - (e) Office Uses;
 - (f) Retail Uses, limited to Farmers' Markets, Furniture or Appliance Store, Grocery or Drug Store, Liquor Store, Public Bike Share, Retail Store, Secondhand Store and Small-scale Pharmacy;

- (g) Service Uses, limited to Animal Clinic, Auction Hall, Barber Shop or Beauty Salon, Beauty and Wellness Centre, Catering Establishment, Laundromat or Dry Cleaning Establishment, Neighbourhood Public House, Photofinishing or Photography Studio, Print Shop, Repair Shop - Class A, Repair Shop - Class B, Restaurant, School - Arts or Self-Improvement, School - Business, School - Vocational or Trade and Wedding Chapel;
- (h) Utility and Communication Uses, limited to Public Utility and Radiocommunication Station; and
- (i) Accessory Uses customarily ancillary to uses listed in this Section 2.2.

Conditions of use

- 3.1 No portion of the first storey of a building, to a depth of 10.7 m from the south wall of the building along Marine Drive and extending across its full width, shall be used for residential purposes except for entrances to the residential portion.
- 3.2 All commercial uses permitted in the By-law shall be carried on wholly within a completely enclosed building except for:
 - (a) Farmers' Market;
 - (b) Neighbourhood Public House;
 - (c) Public Bike Share;
 - (d) Restaurant; and
 - (e) display of flowers, plants, fruits and vegetables in conjunction with a permitted use.

Floor area and density

- 4.1 Computation of the floor space ratio must assume that the site consists of 7,190 m², being the site size at the time of application for the rezoning evidenced by this By-law prior to any dedications.
- 4.2 The floor space ratio for all uses must to not exceed 3.98.
- 4.3 Computation of the floor area must include all floors, including earthen floor, above and below ground level, having a minimum ceiling height of 1.2 m, measured to the extreme outer limits of the building.

4.4 Computation of floor area 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% of the residential floor area being provided; and
 - (ii) the balconies must not be enclosed for the life of the building;
- (b) patios and roof gardens, 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, located at or below base surface, provided that the maximum exclusion for a parking space shall not exceed 7.3 m in length; and
- (d) all residential storage area above or below base surface, except that if the residential storage area above base surface exceeds 3.7 m² per dwelling unit, there will be no exclusion for any of the residential storage area above base surface for that unit.

4.5 Computation of floor area may exclude amenity areas, except that the total exclusion for amenity areas must not exceed 10% of permitted floor area.

4.6 The use of floor area excluded under sections 4.4 and 4.5 must not include any use other than that which justified the exclusion.

Building height

5. Building height, measured from base surface, must not exceed 63.1 m.

Horizontal angle of daylight

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

6.2 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 24.0 m.

6.3 Measurement of the plane or planes referred to in section 6.2 must be horizontally from the centre of the bottom of each window.

- 6.4 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement, 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.
- 6.5 An obstruction referred to in section 6.2 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 ().
- 6.6 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) 10% or less of the total floor area of the dwelling unit, or
 - (ii) 9.3 m².

Acoustics

7. 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

* * * * *

725-747 Southeast Marine Drive
DRAFT CONDITIONS OF APPROVAL

Note: Recommended approval conditions will be prepared generally in accordance with the draft conditions listed below, subject to change and refinement prior to finalization of the agenda for Public Hearing.

CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by Francl Architecture on behalf of Serracan Properties Ltd., and stamped "Received Planning Department, November 25, 2015", provided that the General Manager of Planning and Development Services 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 approval by Council of the form of development, the applicant shall obtain approval of a development application by the General Manager of Planning and Development Services, who shall have particular regard to the following:

Urban Design

- 1. Design development to generally maintain building heights as proposed in the rezoning application.
- 2. Design development to better transition between proposed building massing and residential scale of development to the north.

Note to Applicant: A shoulder setback at the fourth storey should be included, consider a minimum setback of 2.4 m (8 ft.).
- 3. Design development to enhance livability of residential units.
 - (i) Enhance separation of residential space at Level 2 along south property line to mitigate visual and acoustic impact of vehicular traffic along Marine Drive. Consider over-height retail spaces to increase vertical separation between residential space and street below.
 - (ii) Consider substituting commercial use for Level 2 residential unit in the southeast corner of the tower.
 - (iii) Ensure appropriate orientation of primary living spaces in units facing the east/west mews so as to prevent overlook and comply with Horizontal/Vertical Angles of Daylighting.
- 4. Design development to the public open space and auto-court to achieve a safe, welcoming and useful place for the general public and residents, by providing

clear sight lines from adjacent residential and commercial uses and a variety of activities and reasons for people to visit.

- (i) Improve connections between the open space and the adjacent residential, childcare facility, neighbourhood house annex and commercial uses that would permit visual and/or physical porosity.
- (ii) Reconfigure auto-court and enhance/increase buffer landscaping against podium townhouse units to improve privacy separation. (see Landscape Condition 12).
- (iii) Consider reducing the hard surface area and ensure high quality paving treatment.
- (iv) Reduce the number of auto-court parking stalls to the minimum required for drop-off function to minimize impact of vehicular traffic.
- (v) Primary outdoor seating in the form of park benches located in a variety of areas.

5. Design development to the lane edge along the north property line.

Note to Applicant: Improve the interface along the pedestrian walkway by reducing retaining walls and increasing landscape measures to substantially reduce the appearance of the below grade parking structure.

6. Design development to the overall composition and proportion of buildings to minimize apparent bulkiness.
7. Design development to ensure that the expression of the various massing components achieve architectural excellence while remaining distinguished from each other.
8. Design development of the overall project to maintain the use of high-quality materials through all subsequent phases of approval.
9. Design development to architecturally integrate rooftop mechanical penthouse and elevator override service volumes into the overall form of each massing component.
10. Identification on the architectural and landscape drawings of any built features intended to create a bird friendly design;

Note to Applicant: Refer to the *Bird Friendly Design Guidelines* for examples of built features that may be applicable, and provide a design rationale for the features noted. For more information, see the guidelines at <http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.

Crime Prevention through Environmental Design (CPTED)

11. Design development to respond to CPTED principles, having particular regard for:
 - (i) theft in the underground parking;
 - (ii) residential break and enter;
 - (iii) mail theft; and
 - (iv) mischief in alcoves and vandalism, such as graffiti.

Landscape Design

12. Design development to provide a more substantial landscape buffer between auto court and townhouse units, allowing for a transitional hierarchy of spaces between private, semi-private and public spaces. The buffer area should be expanded to minimum 10 ft. wide, in order to achieve this transition and should include low planter walls, gates and layers of planting. The design strategy should be in keeping with safety and CPTED principles.
13. Provision of maximized tree growing medium and planting depths for tree and shrub planters to ensure long term viability of the landscape.

Note to Applicant: Underground parking slabs and retaining walls may need to be sloped or altered to provide adequate depth and continuous soil volumes. Growing mediums and planting depths should be to BCSLA standards or better.

14. Provision of a pedestrian friendly experience at the lane edges by the use of down lighting and more substantial planting at grade.

Note to Applicant: The lane edge planting should be protected from vehicles by an 8 in. high curb.

15. At time of development permit application:
 - (i) Provision of a full Landscape Plan for proposed landscape to be submitted. The Landscape Plan should illustrate proposed plant materials (with common and botanical names, plant sizes and quantities), paving, walls, railings, light fixtures, site grading and other landscape features. Plant material should be listed in a Plant List that is clearly keyed to the Landscape Plan. The Landscape Plan should be a minimum 1:100 or 1/8" scale.
 - (ii) Provision of section details at a minimum scale of 1/4"=1'-0" scale to illustrate typical proposed landscape elements including planters on structures, benches, fences, gates, arbours and trellises, and other

features. Planter section details must confirm depth of proposed planting on structures is deep enough to accommodate rootballs of proposed trees well into the future.

- (iii) Provision of sections (1/4"=1' or 1:50) illustrating the buildings to public realm interface facing the street, confirming a delineated private to public transition of spaces.

Note to Applicant: The section should include the building façade, as well as any steps, retaining walls, guardrails, fences and planters. The location of the underground parking slab should be included in the section.

- (iv) Design development to locate, integrate and fully screen lane edge gas meters and parking garage vents in a manner which minimizes their impact on the architectural expression and the project's open space and public realm.
- (v) New proposed street trees should be noted "Final species, quantity and spacing to the approval of City Engineer and Park Board". Contact Eileen Curran (604-871-6131) of Engineering Streets Division regarding street tree spacing and quantity. Contact Cabot Lyford (604-257-8587) of Park Board regarding tree species.
- (vi) A high-efficiency automatic irrigation system to be provided for all planters on slab and minimum of hose bibs to be provided for landscape on grade.
- (vii) A Landscape Lighting Plan to be provided for security purposes.

Note to Applicant: Lighting details can be added to the landscape drawings; all existing light poles should be shown.

- 16. Provision of improved sustainability by the provision of edible plants, in addition to urban agriculture plots.

Note to Applicant: Edible plants can be used as ornamentals as part of the landscape design. Shared gardening areas should reference and be designed to adhere to Council's *Urban Agriculture Guidelines for the Private Realm* and should provide maximum solar exposure, universal accessibility and provided with amenities such as, raised beds, water for irrigation, potting bench, tool storage and composting.

Social Policy

- 17. Design development to ensure that the childcare is licensable by Community Care Facilities Licensing and meets the intent of the City's *Childcare Design Guidelines and Childcare Technical Guidelines*. A minimum gross indoor area of

4618 sq. ft. and not less than 5,597 sq. ft. of outdoor area, with adequate space for each program, is required.

18. Design development to ensure that the indoor and outdoor spaces of the childcare are designed to maximize opportunities for healthy child development while ensuring an operationally sustainable facility for the non-profit operator.
19. Design development of the outdoor childcare space should maximize solar access, and must ensure that where outdoor space wraps around building corners, the wraparound radius is large enough for the full outdoor area to be supervisable and licensable. Storage must be accommodated on site for program equipment and strollers (parent and program).

Note to Applicant: All work for design, construction, fit, furnish, equip and supply for the childcare centre will be to the satisfaction of the City's Managing Director of Social Development, the City's Director of Facilities Planning and Development, and to the Regional Manager of Community Care Facilities Licensing.

20. Design development of a neighbourhood house annex on the ground level, fronting onto Fraser Street and adjoining outdoor patio space and the child care facility, comprising not less than 139 m² (1500 sq. ft.) of aggregate floor area. The facility should be designed to address the programming needs of a Neighbourhood House Annex, with access to adjacent ground floor patio area, together with associated parking and loading, garbage, recycling and bicycle parking as per the Parking By-Law. The facility should be designed together with the adjoining childcare centre for flexible use by a single operator, including consideration of a shared entrance or other connection between the facilities.

Note to Applicant: All work for design, construction, fit, furnish, equip and supply for the neighbourhood house annex will be to the satisfaction of the City's Managing Director of Social Development and to the City's Director of Facilities Planning and Development. Also, refer to the *Social Amenity Technical Guidelines*.

Sustainability

21. Confirmation that the application is on track to meeting the Green Buildings Policy for Rezoning including a minimum of 63 points (LEED® Gold rating), with 1 point for water efficiency and stormwater management; or LEED Gold if using LEED for Homes midrise or another LEED Rating System and a 22% reduction in energy cost as compared to ASHRAE 90.1 2010, along with registration and application for certification of the project.

Note to Applicant: A Sustainable Design Strategy must be submitted as part of the Development Permit that articulates which credits the applicant will be pursuing and how their building application, as submitted, incorporates

strategies, features or technologies that will help achieve these credits. The strategy, along with the LEED checklist must be incorporated into the drawing submission. A letter from a LEED Accredited Professional or Administrator must confirm that the proposed strategy aligns with the applicable goals of the rezoning policy. Proof of registration from the CaGBC must be provided with the application and the project registration number incorporated into the drawings. Application for Certification will be required at a subsequent stage.

Housing Policy

22. The proposed unit mix, including 57% one-bedroom units, 38% two-bedroom units and 5% three-bedroom units, is to be included in the Development Permit drawings.

Note to Applicant: Any changes in the unit mix from the rezoning application may only be varied under the discretion of the Director of Planning or Development Permit Board.

Engineering Services

23. Provision of revised building grades reflecting the dedication is required.
24. Provision of additional design elevations along the property line adjacent all entries, ramps and points of access clearly meeting City building grades.
25. Provision of crossing design to the satisfaction of the General Manager of Engineering Services.
26. Please review the City's Street Restoration Manual and show typical commercial crossing design on the plans and indicate if any existing street furniture, poles, street trees or underground utility is impacted by the crossing design and location. The final crossing design is to be clearly noted on the plans prior to development permit issuance.
27. Clarification of garbage pick-up operations, confirmation that a waste hauler can access and pick up from the locations shown.
28. Clarification that the garbage storage areas provide adequate space. Please review the City of Vancouver's garbage and recycle design supplement and indicate numbers of bins, recycling totters and dimensions for all items.
29. Clarification of any required BC Hydro power services. Please confirm if a vista switch, system vista or PMT are required for the site and clearly indicate the space on the plans.
30. Clarification of the water meter room location. Clearly identify the room on the plans.

31. Provision of crossing design to the satisfaction of the General Manager of Engineering Services.
32. Provision of an updated landscape plan that reflects the off-site improvements sought by this rezoning application.
33. Provision of a minimum 2.44 m (8 ft.) CIP concrete walk with saw cut joints along the north edge of the site between Fraser Street and Chester Street. The intent is to provide access to Chester Street for pedestrians and cyclists.
34. Provision of a minimum 1.22 m (4 ft.) landscape buffer with trees between the concrete walk and adjacent lane to the north, providing the request for trees does not conflict with the existing or future statutory right of way for sewers.
35. Removal of the existing wall between the site and the lane to the north.
36. Provision of the same hours of operation as the public park for the elevator providing universal access from Level 1 on Marine Drive to the plaza on Level 2.
37. Provision of additional building setback at the entrance on Fraser Street at elevation 37.20 to ensure that the doors do not swing into the ramp which provides universal access to the plaza.
38. Provision of improved pedestrian circulation for park access for people of all ages and abilities between the intersection of Marine Drive and Fraser Street and the public park. A family arriving at the plaza will need to pass through the courtyard/parking lot/loading area to have stairs free access to the park.
39. Design improvements to the loading operation and truck maneuvering to improve pedestrian safety in and around the loading operation. The current loading access design is nose-in, trucks will need to make multiple manoeuvres within the courtyard which is used by pedestrians for access to the park.
40. Provision of a Loading Management Plan to the satisfaction of the General Manager of Engineering Services, including the following:
 - (i) How the loading facility will operate.
 - (ii) Management of the facility, including on-site loading manager.
 - (iii) Size of the largest delivery vehicle delivering to the site and the expected frequency of all of the deliveries.
 - (iv) Specify routing of the trucks from the arterial streets to and from the loading space.
 - (v) Clarify the largest truck that the loading space(s) are designed to accommodate and provide all vehicle dimensions.

41. Compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services.

- (i) Provide additional detail for the loading bay design:
- a maximum 5% slope and crossfall within the loading bays.
 - double loading bay throats for the Class B loading spaces.
 - additional loading bay width for the second and subsequent loading spaces (each additional space must be 3.8 m wide)
 - Provision of minimum 1.8 m wide walkways connecting loading spaces to all retail units including the walkways that pass in front of the residential units along the way.

Note to Applicant: The walkways are shared between residential access, public access, as well as loading.

(ii) Provision of a section drawing showing elevations, vertical clearances, and security gates for the main ramp and throughout the loading bay.

(iii) Indicate location of security gates on the drawings.

Note to Applicant: Security gates are required to separate the commercial parking area from residential parking areas.

(iv) Provision of design elevations on both sides of the parking ramp at all breakpoints, both sides of the loading bay, and at all entrances.

(v) Provision of additional detail for the parking ramps.

Note to Applicant: The following must be addressed:

- The slope must not exceed 10% for the first 20 ft. from the property line.
- The slope must not exceed 12.5% after the first 20 ft. from the property line. 15% slopes may be acceptable if a 7.5% to 10% transition ramp is provided at the bottom for at least 4 m in length.
- Ramps which have a 15% slope and are exposed to the weather must be heated.
- Provide a 10 ft. x 10 ft. corner cut through the inside radius at the bottom of the main parking ramp to enable two vehicles to pass each other unobstructed.
- Provide measures to address conflicts between vehicles on the ramp, parabolic mirrors are recommended.

(vi) Provision of additional detail for the parking areas in order to confirm the requirement of the bylaw are met, including:

- Maneuvering/drive aisle widths

- Parking space dimensions
 - Column encroachment dimensions
 - Additional setbacks of parking spaces from walls
 - Overhead height clearance (2.3 m of vertical clearance is required for access and maneuvering to all disability spaces)
 - Location and dimensions of accessibility spaces
 - Grades within the parking areas for drive aisles, parking spaces, and ramps
 - Elevations at break points within the parking area
- (vii) Provision of an improved plan showing bicycle parking layouts including lockers, bicycle parking spaces, and partition walls.
- (viii) Indicate the proposed access and egress route for bicycles from the Class A bicycle parking on the plans to the outside.
- (ix) Indicate the required Class B Bicycle parking on drawings.
- (x) Provision of automatic door openers on the doors providing access to the bicycle room(s).
- (xi) Provision of an alcove for the bike room access off the parking ramp and maneuvering aisle.
- (xii) Label the commercial and residential shared loading spaces as 'Residential and Commercial Shared Loading'.

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, the General Manager of Planning and Development Services, the General Manager of Engineering Services and the Approving Officer, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Planning

1. Arrangements to the satisfaction of the Director of Planning and Director of Legal Services in consultation with the General Manager of Engineering Services for a surface statutory right of way over the plaza, park and neighbourhood passageway.

Engineering Services

2. Provision of a 1.0 m dedication and an additional statutory right of way to achieve a 7.2 m dimension from the back of the existing curb along the Marine Drive frontage of the site to the building face. A legal survey of the existing dimension from the back of the City curb to the existing property line is required to determine the final setback/SRW dimension.

Note to Applicant: The setback is to be kept clear of door swings, encroachments and objects unless identified and approved in the related development permit for the site. Where a right of way is provided for there may be structure below grade and structure above grade at an elevation determined by the General Manager of Engineering Services in consultation with the Director of Planning. Where a dedication is provided for there is to be no structure above or below grade.

3. Provision of a minimum 2.44 m (8 ft.) statutory right of way along the north edge of the site to provide a bicycle and pedestrian connection (concrete sidewalk) between Fraser St and Chester St.
4. Provision of building setback and a surface SRW to achieve a 5.5.m distance from the back of the City curb to the building face along the Fraser Street frontage of the site. A legal survey of the existing dimension from the back of the City curb to the existing property line is required to determine the final setback/SRW dimension.
5. Release of Easement & Indemnity Agreement 378402M (commercial crossings) prior to building occupancy.

Note to Applicant: Arrangements are to be secured prior to zoning enactment, with release to occur prior to issuance of an occupancy permit for the site. Provision of a letter of commitment will satisfactorily address this condition.

6. Arrangements shall be made, to the satisfaction of the General Manager of Engineering Services and Director of Legal Services, for a Right of Way for the provision of space to accommodate a Public Bike Share (PBS) Station.
 - (i) Size: At minimum, a 19 m x 4 m station should be accommodated. The physical station with docked bicycles is 2 m wide and has a required bicycle maneuvering zone of 2 m for a total width of 4 m.
 - (ii) Location: The station should be located on private property while still clearly visible to the public with 24/7 public access.
 - (iii) Surface treatment: A hard surface is required with no utility access points within 150 mm. Acceptable surfaces include CIP concrete (saw cut or broom finished), asphalt and pavers. Other firm, paved materials are subject to approval.
 - (iv) Grades: The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At minimum, spot elevations at the four corners of the station must be provided.
 - (v) Sun exposure: No vertical obstructions to maximize sun exposure as station operates on solar power. There must be a minimum of 5 m

vertical clearance. Ideally the station should receive 5 hours of direct sunlight a day.

- (vi) Power: Provision of an electrical service and electrical power is to be available in close proximity to the PBS station.

Note to Applicant: The size (19 m x 4 m) and location of the PBS space as shown on drawing A204 at the northwest corner of the site in the mews west of Fraser Street is acceptable provided that this location meets the grade requirements for PBS placement. (Item (iv) above).

- 7. Provision of a shared use loading agreement for the Class B loading spaces between the residential and commercial uses and label the spaces as 'Residential and Commercial Loading'.

Note to Applicant: The shared use agreement should specify allocated time periods for shared use by residential and commercial spaces.

- 8. Provision of a 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.

- (i) 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, sprinkler demand, hydrant load, and domestic water demands to determine if water main 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.
- (ii) Provision of storm water connection into the existing 375 mm combined sewer on Fraser Street, approximately 10 m north from the combined manhole at the intersection of Marine Drive and Fraser Street. Should an extension of any existing main or construction of a new storm main be required the cost is to be funded 100% by the applicant. (Standard service connections are addressed at the building permit stage and are in addition to any sewer main upgrading that may be required.)
- (iii) Provision of sanitary connection to the existing 375 mm sanitary sewer along Marine Drive, west of Fraser Street Construction of approximately 10 m of 200 mm sanitary sewer east from the existing sanitary manhole at the intersection of Fraser Street and Marine Drive the site must then connect into the proposed sanitary sewer along Marine Drive.

- (iv) Provision of a widened Statutory Right of Way 372114M (contains an existing storm sewer) to 20 ft. The SRW location is to be centered over the existing sewer pipe or as near as design issues will provide for or alternately arrangements to the satisfaction of the General Manager of Engineering Services for construction of a new sewer in the lane north of 700 Southeast Marine Drive from Chester Street to the lane west of Chester Street in place of a widened SRW. Confirmation that the alternate drainage is achievable will be required. Discharge of existing SRW 372114M will be required following commissioning of the new sewer should the alternate plan be preferred.
- (v) Provision of a bus shelter along the Marine Drive frontage of the site. The applicant is to pay all costs associated with installation of a bus shelter, foundations, drainage, electrical if required and the shelter itself will be supplied and installed by the City's street furniture contractor.
- (vi) Upgrading of the intersection lighting at Fraser Street and Marine Drive to LED lighting.
- (vii) Provision of 5.5 m (18 ft.) CIP concrete sidewalk on Fraser Street adjacent the site, clear of any encroachments including the future PBS station and the landscape and trees proposed at the north end of the site.
- (viii) Provision of new curb ramps and curb returns where necessary at the north east corner of Fraser Street and Marine Drive, north west corner of Chester Street and Marine Drive and both sides of the lane entry on the west side of Chester Street at the lane north of Marine Drive.
- (ix) Provision of a concrete lane crossing at the lane entry on the west side of Chester Street at the lane north of Marine Drive.
- (x) Provision of improved street lighting adjacent to the site to current standards. A lighting study is required to determine the extent of upgrading.
- (xi) Provision of Accessible Pedestrian Signals (APS) at the intersection of Fraser Street and Marine Drive.
- (xii) Provision of street trees adjacent the site where space permits.
- (xiii) Provision of a letter of credit in the amount of \$100,000 towards traffic calming in the neighbourhood; the letter of credit will be cashed by the City within 5 years of the last occupancy permit being issued for the site. A base line traffic study is required to be in place prior to the start of construction with follow up studies as needed and determined by the

General Manager of Engineering Services, for assessment of traffic impacts in the neighbourhood.

9. 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 (including non BC Hydro Kiosks) are to be located on private property with no reliance on public property for placement of these features. 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.

Social Policy

10. Make arrangements to the satisfaction of the Director of Legal Services, in consultation with the Director of Real Estate, Managing Director of Social Development and Director of Facility Planning and Development, for the provision of an air space parcel with improvements of no less than 6,118 sq. ft. of indoor space on one level for the childcare facility, an adjacent outdoor space of not less than 5,597 sq. ft. of dedicated childcare outdoor area, a neighbourhood house annex and access to outdoor patio area for use by neighbourhood house annex, comprising a fully fit, finished, equipped, and supplied childcare facility and a fully fit, finished, and furnished multi-purpose facility suitable for neighbourhood house annex programming as part of the development at this site, along with dedicated parking stalls.

Public Art

11. 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.

Note to Applicant: Please contact the program manager at 604-871-6002, to discuss your application.

Soils

12. If applicable:
 - (i) Submit a site profile to the Environmental Planning, Real Estate and Facilities Management (Environmental Contamination Team).
 - (ii) As required by the Manager of Environmental Planning 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.

- (iii) If required by the Manager of Environmental Planning and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Protection, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until a Certificate of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, has been provided to the City.

Community Amenity Contribution

- 13. Pay to the City the cash component of the Community Amenity Contribution of \$916,000 which the applicant has offered to the City. Payment is to be made prior to enactment of the CD-1 By-law, at no cost to the City and on terms and conditions satisfactory to the Director of Legal Services. The \$916,000 is to be allocated as follows:
 - (i) \$170,000 to be dedicated to childcare facility start-up costs;
 - (ii) \$65,000 to be dedicated to neighbourhood house start-up costs; and
 - (iii) \$681,000 to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Sunset Community area.

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

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

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

* * * * *

725-747 Southeast Marine Drive
DRAFT CONSEQUENTIAL AMENDMENTS

PARKING BY-LAW NO. 5059

Schedule C
CD-1 District Parking Requirements

Address	By-law No.	CD-1 No.	Parking Requirements
725-747 Southeast Marine Drive	()	21	Parking, loading and bicycle spaces to be in accordance with by-law requirements, except that there must be: (a) A minimum of 2 Class B and 2 Class A are provided. (b) A minimum of two (2) staff parking spaces and one designated pick-up/drop-off space for every 8 children are required for the childcare facility. (c) A minimum of four (4) parking spaces will be provided for the neighbourhood house annex

* * * * *

725-747 Southeast Marine Drive
PLANNING AND DEVELOPMENT PRINCIPLES

Intent

These principles are intended to provide guidance to the applicant, community and staff in the development and review of a site-specific rezoning on this strategically located 1.77 acre site at Southeast Marine Drive and Fraser Street.

Site Development Guiding Principles

Land Use

1. Enhance and revitalize this important local shopping area.
2. Provide a variety of commercial services and amenities to serve the local community. Commercial space should be designed to maximize long-term viability. Consideration should be given to providing a local grocery store and a community gathering space.
3. Support an intensity of development appropriate to this transit-oriented location.

Housing

4. Provide a variety of housing types and unit sizes to accommodate a range of income levels and household types.

Urban Design

5. Fully consider and test various development options, with a high level of design creativity that effectively addresses all guiding principles.
6. Vary building forms and heights for visual interest, housing choice, scale transitions, and provide opportunity for green space at various levels.
7. Create transitions in built form that respect the scale of the surrounding community.
8. Address visual impacts of the proposed development on adjacent residential neighbours through creative design.
9. Organize building massing to:
 - Provide an appropriate design response to the adjacent major arterial streets and to the local neighbourhood;
 - Mark the corner as an important neighbourhood commercial area;
 - Minimize view impacts from the surrounding neighbourhood to the Fraser River;
 - Minimize shadowing on adjacent residential properties;
 - Maximize permeability through and to the site from the local neighbourhood; and
 - Maximize light penetration and views for the site and surrounding neighbourhood.

10. Integrate public open space and landscaping into the site and adjacent public realm to provide enhanced public access to green space.

Sustainability

11. The overall design must pursue best practices in sustainable design. The development would strive to incorporate the following:
 - Achievement of LEED Gold Certification;
 - Passive solar design;
 - Sustainable food systems;
 - Incorporation of water efficient strategies including limiting potable water use for landscaping; and
 - Use of Transportation Demand Measures (TDM) to increase the mode share of pedestrian, bicycle, and public transit systems.

Access & Movement

12. Take advantage of two existing bus lines serving this site and consider future transit enhancements to effectively integrate transit with redevelopment of the site.
13. Integrate and connect with the surrounding community by increasing permeability and clearly inviting public pedestrian access into the site.
14. Consider the site as part of a larger cycling and walkway system connecting to local parks and amenities.
15. Orient vehicular access to minimize impacts on the surrounding neighbourhood.
16. Assess transportation, traffic and parking implications associated with the proposal and integrate effective measures to manage and minimize impacts.

Community Amenities

17. Due to the unique circumstances of the site, determine appropriate community amenity contributions through a site-specific negotiated approach.
18. Provide needed community amenities for the local neighbourhood and integrate these with the redevelopment of this site.

* * * * *

725-747 Southeast Marine Drive
ADDITIONAL INFORMATION

1. Urban Design Panel (February 10, 2016)

EVALUATION: SUPPORT (8-0)

Introduction: Cynthia Lau, Rezoning Planner, and Allan Moorey, Development Planner, introduced the site for this rezoning as consisting of a 1.77 acre parcel on the north side of Marine Drive at the corner of Fraser Street.

To the north are sites zoned RT-2 with a mix of duplexes and single-family properties. To the east are single-family properties zoned RS-1. Directly across Fraser Street is three-storey rental apartment building, north west are C-1 zoned properties and a recently approved 4-storey rental building. To the south are properties zoned I-2 and include a variety of commercial, retail and industrial uses in one- and two- storey buildings.

Nearby the site are 2 elementary schools and 2 parks, as well as the Moberly Arts and Culture Centre. The site is well served by transit being located on two frequent bus routes.

This site is located in the Sunset Community Vision area, Council endorsed a set of draft Planning and Development Principles in March 2015 and directed staff to conduct additional planning regarding potential redevelopment of the site as per the Vision, including undertaking an enhanced public consultation process.

Planning and Development Principles were prepared based on City and local community planning objectives for the site, these principles were presented to the public for feedback prior to submission of the rezoning application and are shown in the UDP package and

The intent of the policy is to enhance and revitalize this important local shopping area with a variety of commercial services through varying building forms and heights and housing choices, and green space at various levels while respecting the local scale and context connecting to the surrounding community

The application proposal was developed based on the option that received the most community support

The application before us proposes to rezone the site to permit four mixed-use buildings with over 15,000 sq. ft. of neighbourhood servicing retail space and a 37-space childcare facility. The proposal includes 368 residential units, 43% being family units of 2-3 bedrooms. Total proposed floor area is 3.98 FSR

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

1. Could the Panel comment on the transition in scale along the lane, between the 5-storey form of development and RS-1 pattern of residential to the north.
2. Does the panel support the proposed height, massing, density and form of development?

Applicant's Introductory Comments: The applicant team noted that the community involvement surrounding this project goes back two and a half years. Multiple public opens houses have been conducted, and several different options have been explored. There is a pretty strong feeling in the community that the current hotel does not contribute happily to the ongoing livelihood of the neighbourhood.

The community expressed a preference for more protected green space and a childcare facility. So the proposed density is to support this childcare facility.

They also expressed a preference for more neighbourhood-serving small-scale retail in the neighbourhood, and an increased diversity in housing types. This diversity should include family housing and condominiums to allow for down-sizing.

In light of all this the proposal is for a building massing surrounds a greenspace and is open at the north elevation. The site is handicap-accessible throughout the space, and pedestrian-accessible at all times to allow for travel through the space. Streetwalls also allow for shelter from the noise projected off of the adjacent arterial roadways.

The tallest building does not cast much shadow, and really only covers the adjacent property at the equinox according to the shadow analysis. The massing steps down in response to the massing in the neighbourhood. It is anticipated that there will be something other than single-family residential in the neighbourhood at some point in the future, and other buildings will be developed on both sides of Fraser Street going north.

Vehicular circulation has been kept to an absolute minimum within the site itself. There are six drop-off spots for the childcare facility as the childcare facility is at grade. There is also some loading. There is also underground parking for both commercial and residential.

The vocabulary of the building is one of a variegated panel system which responds to the envelope and energy concerns which will ultimately drive the sustainability performance of the building. There is a fairly good envelope solution. There will be projections which will provide minimal solar screening on the southern exposure as a language for the building, and as an expression of the architectural massing as it steps up and down the building.

The open space is designed around providing a public route through the site. So 5% of it is devoted to the pathway which allows for a fully accessible universal route. There is also an elevator core and a set of stairs in the site to provide a lot of transparency and permeability throughout the site. The green space next to the childcare facility is being played around with, and may grow in the future.

Finally the auto-court is really a pedestrian-priority space. The only traffic movements through it are loading, and pick-up or drop-off activities for the childcare facility. Thus there will be very intermittent traffic movements through it, and visual cues will be use to reinforce this through design development. So there are no curbs, lots of texture paving, and planting.

The townhouse façade will step-down to the lower levels, and there is a very small retail response.

Panel's Consensus on Key Aspects Needing Improvement:

- The upper floors facing the lane could be set back, and the blank walls could be dealt with a bit better;
- Consider how the drop-off area works and its relationship to the lane;
- The shadowing does not work well for the courtyard; there is over-shadowing of the daycare in the morning;
- Livability is an issue along Marine Drive; mitigate this by increasing the height of the retail or locating residential above the retail; and
- There are CPTED issue along Marine by the stair.

Related Commentary: The panel thanked the applicants for their presentation. They also noted that, as the building will have a bus connection to the Canada Line, it will be quite attractive to a lot of people.

The transition and scale along the lane seems appropriate, and nothing stands out as being odd with the height as the massing steps down appropriately to the neighbourhood. However, special attention should be paid to the shadowing around the daycare and play spaces. Also consider setting back the upper stories a bit more.

The towers are quite thin, and could be fatter without impacting anything. The north wall also looks a little sliced off, and could have a bit more to it while still being mindful of overlook conditions.

Overall the height, massing and form of development seem supportable, but there is a bit of room to play with the massing.

There is concern about the drop-off for the daycare and how easy it will be for cars to access and use it. The pedestrian auto court would work if the site was bigger, but the site is too precious to give over to parking stalls. Create more functional hard space or enhanced greenspace to improve livability and access to daylight. The parking should be moved to add more greenery as currently it breaks up the space too much.

There is an issue along the Marine Drive with the residential units. The lower residential floors seem inappropriate considering the noise and traffic. Raise up the residential units by giving more height to the retail below, 20 feet retail floor to residential floor over. Or there could also be office space above the retail to raise the residential up even more.

Sustainability seems fine, but the tower seems to have a bit too much glass. Consideration should be given to thermal bridging.

Delineate space for pedestrians along Marine to make them feel separate and safe from the cars. There also needs to be strong retail which reads well from the street. Consider raising the retail height to make it more legible.

At the grand stair at Marine Drive there is an area beside the access which will not be successful. Consider enclosing it to better embody CPTED principles.

Applicant's Response: The applicant team thanked the panel and noted that the comments were good.

2. Pre-application Public Consultation Summary

Neighbourhood Meetings

City staff and the proponent team met with representatives from three neighbourhood organizations including the South Hill Neighbours, South Vancouver Neighbourhood House and the South Hill Business Improvement Association (BIA). The meetings were informal, intended to outline the process to date, answer any questions and provide information regarding opportunities for providing input into the process.

Public Notification

Notification and site information, as well as an online comment form, was provided on the City of Vancouver website (<http://vancouver.ca/home-property-development/725-se-marine-drive-planning-and-development-study.aspx>).

June 2, 2015 Pre-Application Community Open House

A community open house was held from 5:00-8:00 pm on June 2, 2015, at Pierre Elliot Trudeau Elementary School at 449 East 62nd Avenue. A total of 710 notifications were distributed within the neighbouring area on or about May 21, 2015. Staff, the proponent team, and a total of approximately 48 people attended the Open House.

Comment Form Responses

The comment form posed two questions:

- Do you have any comments on the draft planning and development principles?
- Do you have any comments regarding the preliminary development concepts?

Responses were submitted as follows (16 total):

- A total of 15 comment sheets were submitted at the open house.
- 1 online comment form was submitted.
- Responses regarding the draft principles were limited with three comments indicating general support for the principles and one comment suggesting that the Urban Design principles were very important.

Responses regarding the three conceptual options for the site from 10 people, as follows:

Option 1	Option 2	Option 3
2 (20%)	1 (10%)	7 (70%)

Comments about the application sorted by frequency of topic

Green Space and Access

Comments were supportive of green space on site. There was a desire to maximize the green space on site and to make it into a gathering point for the community. Comments also stated that orientation of the green space should be towards the neighbourhood, not to Marine Drive, as Marine is a hostile, loud street.

Height

Concerns were expressed about height, with various comments suggesting height limits at 18, 10, or 9 storeys. There were also concerns about the impact of height in relation to casting shadows on neighbours and potential lost views.

Housing

Provision of housing at the site was viewed positively. Comments reflected a variety of desires, including housing for seniors and provision of family-sized units. There was also a concern that privacy for the grade-level townhomes may be an issue on busy streets.

Commercial

There was general support for increased shopping options, with grocery stores and restaurants mentioned specifically.

Amenities

New amenities were desirable, particularly facilities including child care components.

Traffic and Parking

Comments demonstrated a desire that parking be adequately provided. A concern was stated about the negative impacts on traffic for the area.

General Comments

Some comments described general support for the proposal to redevelop the sites, with no other specific details.

3. Public Consultation Summary

Public Notification

A rezoning information sign was installed on the site on January 21, 2016. A community open house was held on February 4, 2016. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps).

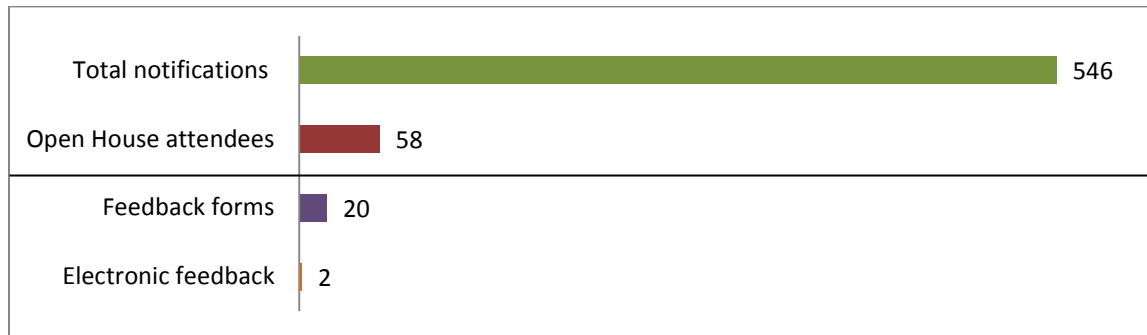
February 4, 2016 Community Open House

A community open house was held from 5:00-8:00 pm on February 4, 2016, at Super 8 Hotel. A total of 546 notifications were distributed within the neighbouring area on or about January 24, 2016. Staff, the applicant team, and a total of approximately 58 people attended the Open House.

Public Response

Public responses to this proposal have been submitted to the City as follows:

- In response to the February 4, 2016 open house, a total of 20 comment forms were submitted from individuals.
- A total of 22 letters, e-mails, and comment forms were submitted from individuals.



Below is a summary of all feedback (both online and from the open house) related to the proposal, ordered by topic and level of interest (from highest to lowest):

General Support

Many comments expressed general support for the proposal, noting that the development would be an improvement from the current use on site.

Parking and Traffic

There was concern that traffic will become congested in the area and there is not enough parking in the neighbourhood for nearby residents. Some suggested parking restrictions such as 'residents' only' parking or restrictions on back alley parking. Other residents noted that they did not want pay parking in the area. There was also a concern that there may not be enough parking in the proposal itself and that a dedicated loading area should be incorporated to accommodate moving and deliveries.

Commercial Uses

There were several comments expressing a strong desire for a sports bar/grill restaurant at the ground level, so that residents didn't have to commute downtown to socialize. Several also noted that there are already an abundance of grocery stores in the area. Opinions regarding whether a liquor store should be retained on the site were mixed.

Affordable Housing

There were some concerns that the housing introduced by the project will not be affordable. Some expressed a desire for more affordable housing, low strata fees, and the prioritization of seniors.

Miscellaneous Comments

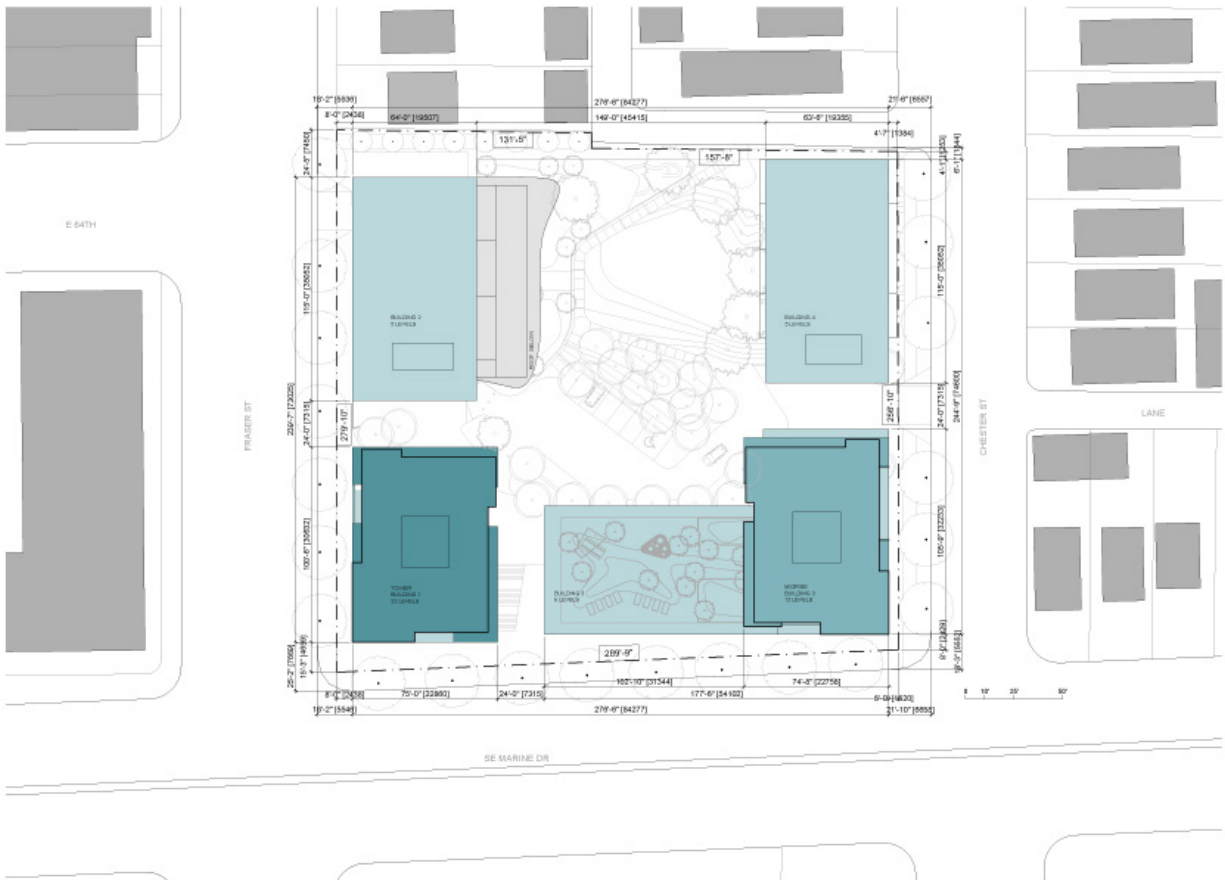
- Height and shadow: there are concerns that towers are too high and that the proposal will put neighbouring homes in shadow

- Green space: some expressed positive regard for the planned public green space
- Density: there is a concern that the surrounding amenities and transit service does not support this amount of density and the proposal should be scaled back to mid-rise

* * * * *

725-747 Southeast Marine Drive
FORM OF DEVELOPMENT

Site Plan



Elevations

East (Fraser Street) Elevation



South (Marine Drive) Elevation



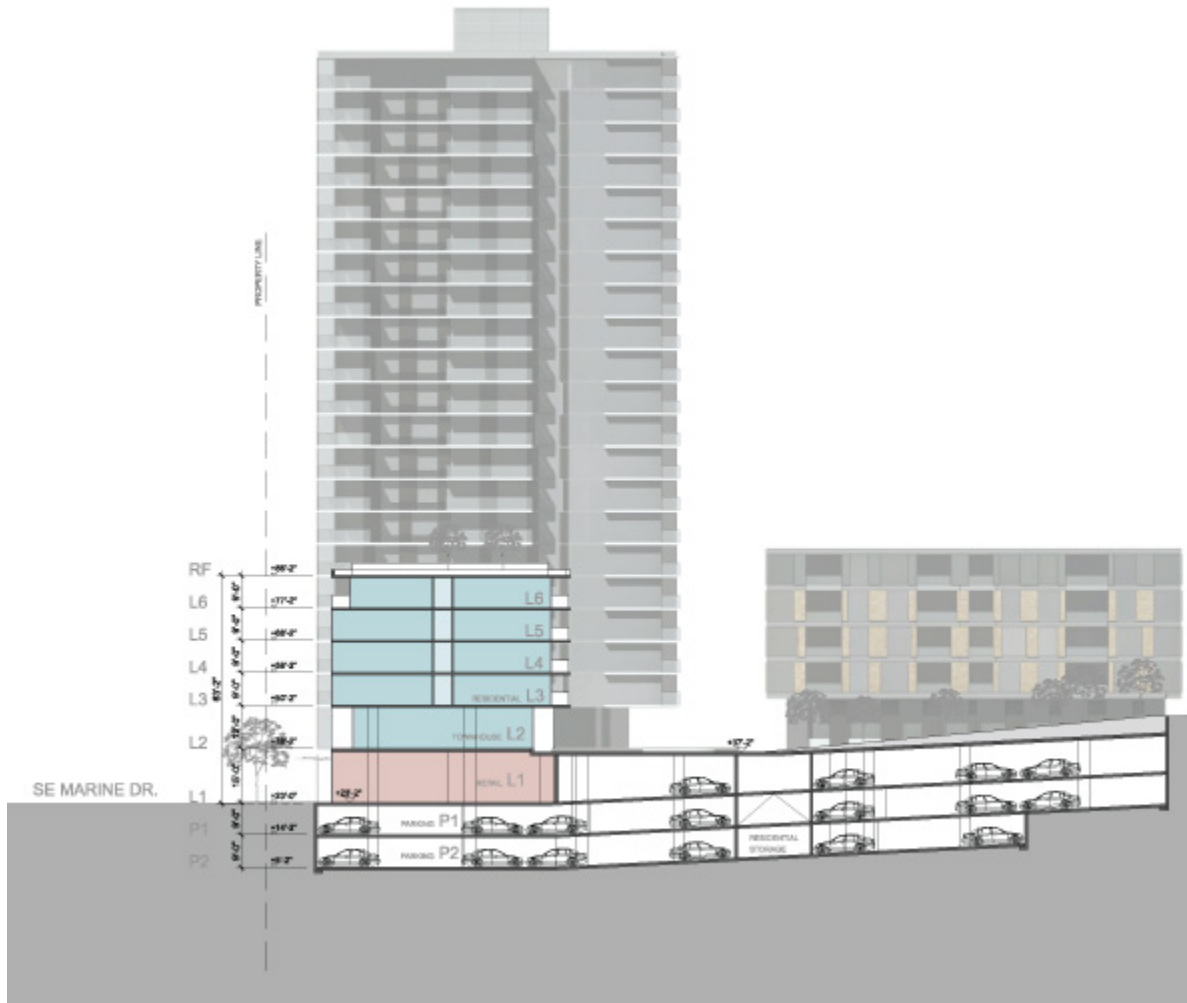
West (Chester Street) Elevation



North (Rear Lane) Elevation



Section



Perspective from Southeast



* * * * *

725-747 Southeast Marine Drive
PUBLIC BENEFITS SUMMARY

Project Summary:

Mixed-use development with at-grade commercial, 37-space childcare facility, neighbourhood house annex and four residential buildings.

Public Benefit Summary:

Construction and delivery of a purpose-built 37-space childcare facility and a neighbourhood house annex. A cash contribution to be allocated to childcare facility and neighbourhood house start-up costs and to affordable housing in the Sunset Community area.

	Current Zoning	Proposed Zoning
Zoning District	CD-1 (21)	CD-1 (21) amended
FSR (site area = 7,190 m ² / 77,393 sq. ft.)	0.97	3.98
Floor Area (sq. ft.)	75,071	308,380
Land Use	Hotel and Commercial Uses	Mixed-Use

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (Citywide)	1,044,241	4,181,008
	Public Art		595,139
	20% Social Housing		
Offered (Community Amenity Contribution)	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage (transfer of density receiver site)		
	Affordable Housing		681,000
	Parks and Public Spaces		
	Childcare/Social/Community Facilities		5,819,000
	Unallocated		
Other			
TOTAL VALUE OF PUBLIC BENEFITS		1,044,241	11,276,147

Other Benefits (non-quantified components):

Public open space to be secured by statutory right-of-way

* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification. For the Citywide DCL, revenues are allocated into the following public benefit categories: Engineering (22%); Replacement Housing (32%); Parks (41%); and Childcare (5%).

725-747 Southeast Marine Drive
APPLICANT AND PROPERTY INFORMATION

Applicant and Property Information

Address	725-747 Southeast Marine Drive
Legal Descriptions	PID 011-543-183; Lot 13 of Lot A, District Lot 327, Plan 11499
Developer	Serracan Properties Ltd
Architect	Francl Architecture
Property Owner	Serra Holdings (No. 2) Ltd.

Development Statistics

	Development Permitted Under Existing Zoning	Proposed Development
ZONING	CD-1	CD-1
SITE AREA	7,190 m ² (77,393 sq. ft.)	7,190 m ² (77,393 sq. ft.)
USES	Hotel and Commercial Uses	Mixed-Use
FLOOR AREA *	6,974 m ² (75,071 sq. ft.)	Total: 28,649 m ² (308,380 sq. ft.) Residential: 26,660 m ² (286,972 sq. ft.) Commercial: 1,400 m ² (15,070 sq. ft.) Childcare Facility: 442 m ² (4,760 sq. ft.) Neighbourhood House Annex: 147 m ² (1,478 sq. ft.)
Floor Space Ratio (FSR)	0.97 FSR	3.98 FSR
HEIGHT	18.3 m (60 ft.)	63.1 m (207 ft.)
PARKING, LOADING AND BICYCLE SPACES	as per Parking By-law	as per Parking By-law

* Floor area breakdowns are estimates and would be confirmed during the Development Permit application

* * * * *