



POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: October 31, 2017
Contact: Susan Haid
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VanRIMS No.: 08-2000-20
Meeting Date: November 14, 2017

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 Rezoning: 87-115 Southwest Marine Drive

RECOMMENDATION

- A. THAT the application by GBL Architecture Inc., on behalf of the Vancouver Affordable Housing Agency, as agent for the City of Vancouver, to rezone 87-115 Southwest Marine Drive [*Lot 1, Except Part in Plan 18093, Blocks 6 and 7, District Lot 322, Plan 14888; Lot 15, Except Part in Reference Plan 6476 of Lot E, Blocks 6 and 7, District Lot 322, Plan 3354; Lot G, Blocks 6 and 7, District Lot 322, Plan 18093; and Lot F, Except Part in Plan 14888 of Lot E, Blocks 6 and 7, District Lot 322, Plan 3354; PIDs: 016-125-568, 012-994-260, 007-235-445, and 012-994-359, respectively*] from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to increase the floor space ratio (FSR) from 0.70 to 2.26 and the height from 10.7 m (35 ft.) to 20.7 m (68 ft.) to permit the development of a six-storey residential building, containing 48 social housing units, be referred to a Public Hearing together with:
- (i) plans prepared by GBL Architecture Inc., received on June 15, 2017;
 - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
 - (iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability 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 Public Hearing.

- B. THAT, subject to enactment of the CD-1 By-law, the Subdivision By-law be amended generally as set out in Appendix C;
- FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Subdivision By-law at the time of enactment of the CD-1 By-law.
- C. THAT, if after Public Hearing, Council approves in principle this rezoning and the Housing Agreement described in Appendix B, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment prior to enactment of the CD-1 By-law contemplated by this report, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and the General Manager of Community Services.
- D. THAT Recommendations A to C are 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 and 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 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 rezone four lots located at 87-115 Southwest Marine Drive from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to permit the development of a six-storey residential building with 48 social housing units over one level of underground parking. The site is located within the Cambie neighbourhood of the *Marpole Community Plan* area.

As part of the Emerging Directions from the City of Vancouver's new *Housing Vancouver Strategy*, the City has committed to prioritize affordable housing projects through the approval process in order to deliver more affordable housing at a faster pace. This application is one of the sites being processed through the City's new pilot affordable housing priority process.

Through this application, the Vancouver Affordable Housing Agency (VAHA) seeks to deliver much-needed social housing. This supports VAHA's mandate, as an agent of the City of Vancouver, to leverage City-owned land to create new housing projects that offer greater affordability than that offered by the private market.

Staff have assessed the application and conclude that it generally meets the intent of the *Marpole Community Plan*. Staff support the application, subject to design development and

other conditions outlined in Appendix B. Staff recommend that the application be referred to Public Hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it, subject to the Public Hearing, and subject to the conditions in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council policies for this site include:

- Marpole Community Plan (2014, last amended 2017)
- Housing and Homelessness Strategy (2011)
- Housing Vancouver Emerging Directions (2017)
- Green Buildings Policy for Rezoning (2010, last amended 2017)
- Family Room: Housing Mix Policy for Rezoning (2016)
- Greenest City 2020 Action Plan (2012, last amended 2016)
- High-Density Housing for Families with Children Guidelines (1992)
- Vancouver Neighbourhood Energy Strategy (2012)
- Community Amenity Contributions Through Rezoning (1999, last amended 2017)
- Urban Forest Strategy (2014)
- Renewable City Strategy (2015)

REPORT

Background/Context

1. Site and Context

The subject site has an area of 1,579.8 sq. m (17,005 sq. ft.) and is located on the north side of Southwest Marine Drive, mid-block between Manitoba and Ontario Streets (see Figure 1). The site is comprised of four lots, developed with three single-family houses, and has a combined frontage of 40.2 m (132 ft.) along Southwest Marine Drive and a site depth that ranges between 37.8-40.2 m (124-132 ft.). To the east of the site is an active rezoning application at 55-79 Southwest Marine Drive from the same applicant for a six-storey residential building consisting of 53 social housing units.

Sites along the north side of Southwest Marine Drive are zoned RS-1 and developed with single-family houses. To the south, the zoning is predominantly I-2 and developed with industrial buildings, as well as one mixed-use, large format development. Across the lane to the north are single-family homes zoned RM-8, which allows for development of townhouses. The subject site is located on a major arterial with frequent bus service and is approximately a ten-minute walk away from the Canada Line Marine Drive Station.

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



2. Policy Context

Marpole Community Plan - In 2014, Council adopted the *Marpole Community Plan* (the "Plan"). Subsequent to a comprehensive planning process, the Plan identified land uses, density limits, building heights and building forms for sites within Marpole.

Section 6 of the Plan (Places) provides direction for development of neighbourhood character, density, land use and form of development. The subject site is within the "Cambie" neighbourhood and subsection 6.4.6 of the Plan specifically supports residential buildings up to six storeys in height. The maximum density is 2.5 FSR. Section 7 of the Plan (Built Form Guidelines) also includes guidelines for the form of development.

Section 8 of the Plan (Housing) includes guidance to offer a variety of housing choices, including social housing, located close to services, amenities and transit. Social housing projects are to have 50% family housing units, defined as units with two or more bedrooms.

Housing and Homelessness Strategy - In July 2011, Council endorsed the *Housing and Homelessness Strategy 2012-2021*, which includes strategic directions to increase the supply of affordable housing and to encourage a housing mix across all neighbourhoods that enhances quality of life. Priority actions were identified to achieve some of the strategy's goals, including refining and developing new zoning approaches, development tools and rental incentives to continue the achievement of securing purpose-built rental housing and using financial and regulatory tools to encourage a variety of housing types and tenures that meet the needs of diverse households.

Family Room: Housing Mix Policy for Rezoning Projects - In July 2016, Council adopted the *Family Room: Housing Mix Policy for Rezoning Projects*, updating family unit requirements for new rezoning applications to provide a minimum 35% of total units as suitable for families, including a minimum of 25% two-bedroom units and a minimum of 10% three-bedroom units.

As a social housing development on City-owned land that will come under City ownership, the project will be designed in accordance with the City's *Housing Design and Technical Guidelines*. This and the *Marpole Community Plan* includes an objective for 50% of units to be family housing (two or more bedrooms). The application meets the 50% family housing objective with 31% two-bedroom units and 21% three-bedroom units.

Housing Vancouver - A new 10-year strategy known as *Housing Vancouver* is currently in preparation with the aim of improving housing affordability by creating the right supply of homes to meet the needs of the people who live and work in Vancouver. An 'Emerging Directions' report was presented to Council in spring 2017 outlining initial proposals and priority actions. A further update was provided to Council in July 2017 detailing proposed targets of 72,000 new homes in Vancouver over the next 10 years. Of the 72,000 new homes target, 12,000 units are targeted for social and supportive housing. This application will make a contribution towards the City's social and supportive housing target. The completed *Housing Vancouver* strategy is expected to be considered by Council in November 2017.

As part of the 'Emerging Directions' report, the City has committed to prioritize affordable housing projects through the approval process in order to deliver more affordable housing at a faster pace. The goal of the process is to reduce the approval timeline for affordable housing projects. There are three primary objectives:

1. Increase delivery of affordable housing;
2. Improve coordination of internal processes; and
3. Enhance relationships with non-profits, private and public agencies that deliver affordable housing.

This application is one of the projects being processed through the City's new pilot affordable housing priority process.

3. Background

In 2014, Vancouver City Council, acting on recommendations from the Mayor's Task Force on Housing Affordability, approved the creation of VAHA, a legally independent agent of the City of Vancouver. VAHA's mandate is to expedite the delivery of diverse housing options with greater levels of affordability to help achieve the objectives set out in the City of Vancouver's *Housing and Homelessness Strategy*. VAHA leverages both City-owned land and partner-owned land to create new housing projects that offer a greater diversity of home options as well as greater affordability than what is currently offered by the private market.

VAHA is working toward the delivery of 2,500 new homes on City lands by 2021 with 500 homes to be delivered by 2017. If approved, this application would deliver 48 homes toward this target.

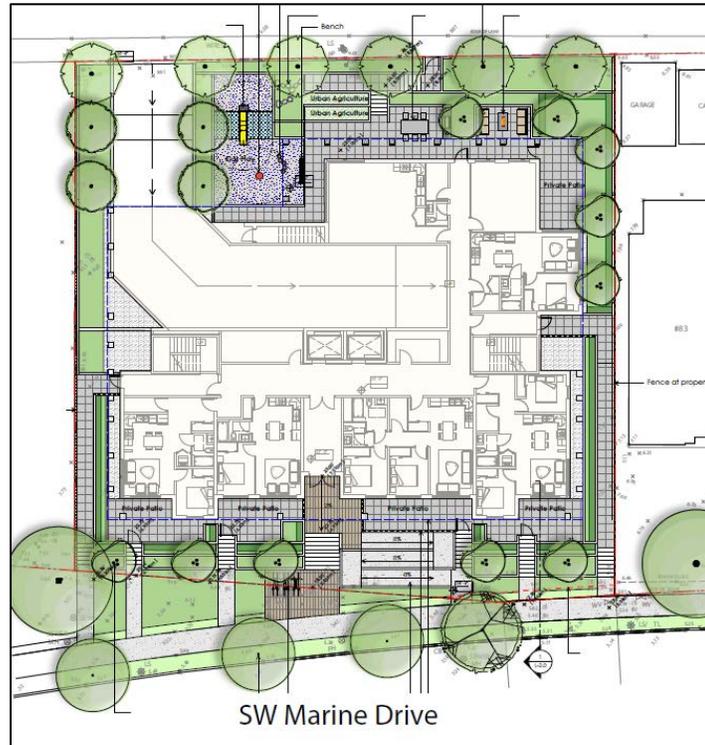
Strategic Analysis

1. Proposal

The application proposes to rezone a site located at 87-115 Southwest Marine Drive from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District to permit the development of a six-storey residential building (see Figure 2). In total the application

proposes 48 social housing units (23 one-bedroom units [48%], 15 two-bedroom units [31%], and 10 three-bedroom units [21%]) with a total FSR of 2.26 and a building height of 20.7 m (68 ft.), all over one level of underground parking accessed from the rear lane.

Figure 2 - Site Plan



2. Housing

This application, if approved, would support and advance a number of City housing policy objectives and strategic directions including those articulated in the *Marpole Community Plan*, the *Housing and Homelessness Strategy 2012-2021*, and the emerging directions of the *Housing Vancouver Strategy*. Specifically, this application would add 48 new social housing units to the City's inventory, which would make a contribution towards the stated short- and long term targets in the Housing and Homelessness Strategy (see Figure 3).

The City's requirement is for social housing buildings to include a minimum of 30% of units (equating to 15 units for this application) as affordable to households with incomes which fall under the BC Housing Income Limits (HILs) levels, at rents geared to income. The applicant intends to offer rent geared to income tenancies for these 15 units across a range of unit types from one- to three-bedrooms. The current BC Housing HILs maximum rents for 2017 are indicated in Figure 4.

Figure 3 - Progress towards Social and Supportive Unit Targets as set in the *Housing and Homelessness Strategy 2012-2021* (September 30, 2017)*

	TARGETS		CURRENT PROJECTS	GAP	
	Long Term (2012-2021)	Short Term (2012-2018)		(2018 Target)	(2021 Target)
Supportive Housing Units	2,900	2,700	1,702	998	1,198
All Other Non-Market Housing Units	5,000	3,500	2,937	563	2,063
Total Non-Market Housing Units	7,900	6,200	4,639	1,561	3,261

(1) Targets are established in the Housing and Homelessness Strategy.

*Unit numbers exclude the units in this proposal, pending Council's approval of this application.

Staff are working with VAHA and the applicant to optimize the affordability of the housing proposed while ensuring long-term financial viability of the building. Should the rezoning be approved, the affordability requirements for the site will be secured through a Section 219 Covenant and Housing Agreement. A Lease and Operating Agreement between a non-profit operator and the City will ensure that a minimum of 30% of units are rented to households earning below the HILs maximum income and that any operating surpluses will be used to deepen the affordability in the social housing units. Any opportunity through senior government funding, partner contributions or other means will be considered in order to ensure viability and/or deepen the level of affordability in the social housing units. The 219 Covenant, Housing Agreement, Lease and Operating Agreement will also require the property to be managed and operated as social housing over the life of the building. The terms of the Lease Agreement and operator selection will be the subject of a separate report to Council following decision on the rezoning application. The City's intention is that this site will be combined with 55-79 Southwest Marine Drive in a future report on the terms of the Lease Agreement and operator approval.

Figure 4 - BC Housing HILs Maximum Rents

Unit Type	HILS Maximum Rent	HILS Maximum Income
Studio	\$1,000	\$40,000
1 Bedroom	\$1,125	\$45,000
2 Bedroom	\$1,388	\$55,500
3 Bedroom	\$1,663	\$66,500

As shown in Figure 5, the proposed unit mix exceeds the targets for rental buildings under the *Family Room: Housing Mix Policy for Rezoning Projects*. As a social housing development that will come under the City's ownership, the project will be designed in accordance with the *City's Housing Design and Technical Guidelines*. This includes an objective for 50% of units to be family housing (two or more bedrooms).

Figure 5 - Proposed Unit Mix - 87-115 SW Marine Drive

Unit Type	87-115 SW Marine Dr	%
Non-Family Units		
Studio	0	48%
1-bedroom	23	
Family Units		
2-bedroom	15	52%
3-bedroom	10	
Total	48	

As a social housing project, the residential component is exempt from Development Cost Levies (DCLs) under the Vancouver Charter provided a Housing Agreement is registered on title. The project is also exempt from Community Amenity Contributions (CACs) as per the City-wide CAC policies.

3. Land Use and Density

The proposed residential land use and density are consistent with the six-storey residential buildings anticipated in the *Marpole Community Plan*. Based on technical review of the application, the density has been calculated at 2.26 FSR, which is a reduction from the proposed 2.32 FSR from the time of application submission. The reduced density would not significantly alter the proposed form of development or reduce the social housing proposed in the application. Staff have concluded that, based on the proposed built form, setbacks and massing, that a density of 2.26 FSR is appropriate for this site, subject to the design conditions noted in Appendix B.

4. Form of Development (see Appendix E)

The rezoning application is for a site located at the north side of Southwest Marine Drive. To the east, separated by a single lot at 83 Southwest Marine Drive, is another proposed social housing application. This proposal is for a six-storey residential building with setbacks that are consistent with the expectations of the *Marpole Community Plan*.

The applicant has submitted a site study demonstrating how the remaining single lot could be developed in the future. A provision for a knockout panel in the underground parkade is included to provide parking access (see Appendix E) from the subject site or the neighbouring proposal at 55-79 Southwest Marine Drive. Based on the review of this study, staff are satisfied that the remainder parcel at 83 Southwest Marine Drive can be reasonably developed under the *Marpole Community Plan*.

The proposal was reviewed by the Urban Design Panel on July 26, 2017. The Panel supported the proposed height and density, and had recommendations for further design development with regards to the building form. Staff have reviewed the recommendations of the Panel, as well as the project's programmatic requirements and site specific conditions, and have included conditions of rezoning to address the recommendations and to improve the proposed form of development, as summarized in the Urban Design Analysis contained in Appendix D.

In particular, conditions of the rezoning require design improvements to better respond to the unique context of the site, including the remaining single lot and the curvature of Southwest Marine Drive. An additional condition is included to provide additional common amenity space for the social housing units. The site is also required to provide shared access to future underground parking for the single lot to the east at 83 Southwest Marine Drive in order to facilitate redevelopment under the *Marpole Community Plan*. Staff have worked with the applicant to ensure the design changes can be provided within the proposed height and density. In conclusion, staff support the application, subject to the conditions noted in Appendix B.

5. Transportation and Parking

Vehicle and bicycle parking are provided within one level of underground parking, accessed from the rear lane. The application proposes 38 vehicle parking spaces and 68 bicycle storage spaces which would be provided in accordance with the Parking By-law. Engineering Services has reviewed the application and have no objections to the proposed rezoning provided that the applicant satisfies the conditions included in Appendix B.

6. Environmental Sustainability

In July 2016, City Council adopted the *Zero Emissions Building Plan* (ZEBP) that directed staff to require all new City-owned and VAHA projects to be certified to the Passive House standard or alternate zero emissions building standard, and use only low carbon fuel sources, in lieu of certifying to LEED Gold, unless it is deemed unviable by VAHA, in collaboration with Sustainability, for new VAHA projects.

This project was in-progress at the time the ZEBP was adopted and therefore is not subject to the new policy requirements. Due to the advanced nature of this application, VAHA, in collaboration with Sustainability, opted to not pursue Passive House for this project in order to not compromise the project timeline. As this application was received after the May 1, 2017 implementation of the updated *Green Buildings Policy for Rezoning*, the application was developed as one of the first to follow the updated rezoning policy, including meeting limits on energy use, heat loss, and a nearly 64% reduction in greenhouse gases compared to the preceding policy.

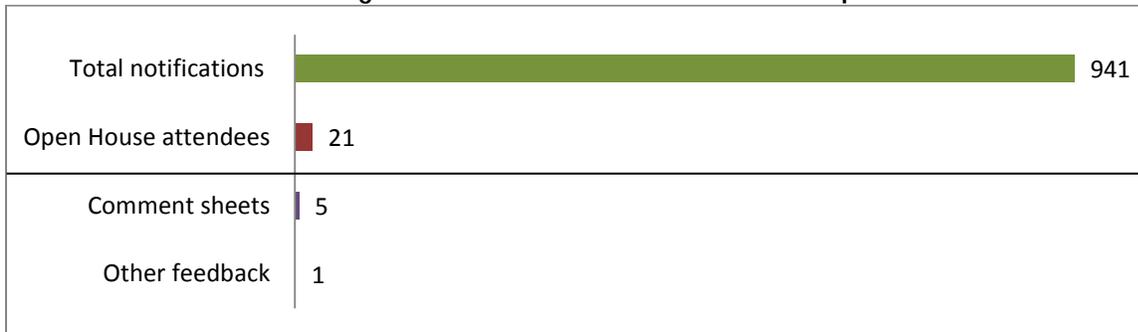
PUBLIC INPUT

Public Notification - The City of Vancouver Rezoning Centre webpage included notification and application information as well as an online comment form. A rezoning information sign was also posted on the site. A joint community open house was held for this application and a rezoning application for 55-79 Southwest Marine Drive from 5-8 pm on July 20, 2017, at

Langara Clubhouse, 6706 Alberta Street. Staff, the applicant team, and a total of approximately 21 people attended the Open House.

Public Response and Comments - The City received a total of six responses to the application by email or comment form. Comments reflected general support for the project, including specific support for the inclusion of affordable housing units. There were also comments which expressed opposition to the project, noting concerns regarding height, density and tenancy of the social housing units. There was a concern about 83 Southwest Marine Drive being left as an 'orphan' lot between two VAHA rezoning applications.

Figure 6 - Notification and Public Response



Staff note that the application meets the intent of the *Marpole Community Plan* design guidelines and contributes 48 social housing units to the *Housing Vancouver* social and supportive housing targets. The height and density proposed are also in line with the expectations of the *Marpole Community Plan*. Staff reviewed a remainder site study for 83 Southwest Marine Drive and are satisfied that the parcel can be reasonably developed in the future under the *Marpole Community Plan*.

PUBLIC BENEFITS

In response to City policies concerning changes in land use and density, this application addresses public benefits as follows:

Public Benefits - Required by By-law or Policy

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

Under the DCL By-law and Section 523D(10)(d) of the Vancouver Charter, DCLs are not payable where a parcel of land that is owned by the City will, after construction, be used for social housing, as defined in the DCL By-law. The social housing definition requires a minimum of 30% of the dwelling units are occupied by households with incomes below BC Housing Income Limits (HILs), as set out in the current "Housing Income Limits" table published by the British Columbia Housing Management Commission, or equivalent publication, for which a Section 219 covenant, housing agreement or other security that restricts the use of such units is registered against title and where the housing is owned by a non-profit corporation or non-profit co-operative association, or by or on behalf of the City, the Province of British

Columbia, or Canada. The project meets the definition of social housing and is therefore exempt from paying DCLs. The value of this exemption is estimated to be approximately \$600,291, based on a floor area of 3570.4 sq. m (38,431 sq. ft.).

Public Art Program - The Public Art Program requires all newly rezoned developments having a floor area of 9,290 sq. m (100,000 sq. ft.) or greater to allocate a portion of their construction budgets to public art or provide cash in lieu as a condition of rezoning. As social housing does not qualify under the policy, no public art contribution will arise from this application.

Public Benefits - Offered by the Applicant

Social Housing - The applicant has proposed that all of the 48 residential units be delivered as social housing. The public benefit accruing from these units is their contribution to the City's social housing supply and affordable housing objectives. If this rezoning is approved, the affordability requirements for the site will be secured through a 219 Covenant and Housing Agreement in addition to a long-term Lease and Operating Agreement between a non-profit operator and the City.

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

The public benefit achieved for this application is the 48 proposed social housing units. Real Estate Services staff have reviewed the applicant's development pro forma and have concluded that, after factoring in the costs associated with the provision of the social housing units, no further contribution towards public benefits is anticipated in this instance.

FINANCIAL IMPLICATIONS

As noted in the Public Benefits section, there are no CACs or public art contributions associated with this rezoning. The social housing is exempt from DCLs under the provisions of the Vancouver Charter and the DCL By-law, and the value of the exemption is estimated to be approximately \$600,291.

Consistent with Council policy on social housing projects, the project is expected to be self-sustaining over the long-term where rents are set at levels that will cover mortgage payments, operating costs and capital replacement and not require further operating subsidies and property tax exemptions from the City. The affordability requirements for the site will be secured through a 219 Covenant and Housing Agreement in addition to a long-term Lease and Operating Agreement between a non-profit operator and the City. The Lease and Operating Agreement will ensure that a minimum of 30% of units are occupied by households earning below the HILs and that any operating surplus will be used to deepen the affordability. The 219 Covenant, Housing Agreement and Lease and Operating Agreement will also require the property to be managed and operated as social housing over the life of the building.

VAHA is in the process of securing development and operation partner(s), and finalizing the project budget and funding sources. The housing partner(s) selection, terms of the Lease and Operating Agreement, and the funding strategy will be the subject of a separate report to Council following decision on the rezoning application.

CONCLUSION

This application is generally consistent with Council's Affordable Housing Policies and the *Marpole Community Plan*. Staff support the application that proposes 48 social housing units contributing to the short- and long-term targets in the *Housing and Homelessness Strategy*. The application, received June 15, 2017, has been considered under the pilot affordable housing priority process identified in the *Housing Vancouver 'Emerging Directions'* report, which encourages faster processing and delivery of affordable housing projects.

Staff 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, along with the recommended conditions of approval, is consistent with the *Marpole Community Plan* with regard to land use, density, height and form.

The General Manager of Planning, Urban Design and Sustainability 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, and that, subject to the public hearing, the application including the form of development as shown in the plans in Appendix E, be approved in principle, subject to the applicant fulfilling the conditions of approval in Appendix B.

* * * * *

87-115 Southwest 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

4. 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 this By-law, and incorporates Schedule A into Schedule D, to the 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) Multiple Dwelling; and
 - b) Accessory uses customarily ancillary to the uses permitted in this section.

Conditions of use

3. The design and layout of at least 50% of the dwelling units must:
 - a) be suitable for family housing;
 - b) include two or more bedrooms; and
 - c) comply with Council's "High-Density Housing for Families with Children Guidelines".

Floor area and density

- 4.1 Computation of floor area must assume that the site area is 1,579.8 sq. m, being the site area at the time of the application for the rezoning evidenced by this By-law, and before any dedications.

- 4.2 The floor space ratio for all uses must not exceed 2.26.
- 4.3 Computation of 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 sundecks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:
 - (i) the total floor area of all such exclusions must not exceed 14% of the residential floor area, and
 - (ii) the balconies must not be enclosed for the life of the building;
 - b) patios and roof gardens, provided that 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 base surface, except that the maximum exclusion for a parking space must 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 sq. m 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 section 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 20.7 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 of 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 lessor of:
 - (i) 10% or less of the total floor area of the dwelling unit, or
 - (ii) 9.3 sq. m.

Acoustics

7. A development permit application for dwelling uses must include an acoustical report prepared by a licensed professional acoustical engineer demonstrating that the noise levels in those portions of the dwelling units listed below will not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq24) sound level and will be 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

* * * * *

87-115 Southwest Marine Drive
PROPOSED 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 GBL Architecture Inc. on behalf of the Vancouver Affordable Housing Agency (VAHA), and stamped "Received Planning and Development Services (Rezoning Centre), June 15, 2017", provided that the Director of Planning 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 Director of Planning, who shall have particular regard for the following:

Urban Design

- 1. Design development to provide an improved transition to the surrounding context, in particular the single lot to the east and to sites across the lane.

Note to Applicant: A substantial notch in the building massing at the southeast corner should be provided to better transition to the adjacent single lot. Four-storey shoulder setbacks should be provided at the rear as a transition to future townhouse sites across the lane.
- 2. Design development to respond to the unique site configuration and curved geometry of Southwest Marine Drive.

Note to Applicant: The architectural and landscape design should reflect the curvature of the street which may be achieved through the design of the retaining walls in the front yard and the building's projecting balconies. The inner row of street trees, required under Section 7.2.5 of the *Marpole Community Plan*, should also follow the curvature of the street.
- 3. Design development to improve and provide additional common amenity space.

Note to Applicant: Additional common indoor and outdoor amenity space should be located at the south side for improved solar access. It is recommended that the southern common amenity space be located in conjunction with the main residential entry to encourage social interaction. Delete large overhangs at the rear yard amenity space noting that they are not required due to the northern exposure and will further compromise solar access.
- 4. Design development to ensure the underground parkade structure does not project above existing grades.

Note to Applicant: The building should not read as located on an elevated plinth due to the parkade structure. The side yards should be landscaped and the finished grades in the yards should be compatible with existing grades at adjacent sites. This may require further setbacks to the parkade structure to align with the exterior walls of the building which may result in a reduction in the proposed number of parking spaces, and/or modifications to provide localized drops in the parkade roof slab. Adequate soil depth should be provided at the roof of the parkade to support planting in the side yards. Front patios may be located above existing grades and contiguous with the main floor elevation, with terraced retaining walls to transition to lower sidewalk grades. Detail sections should be provided to confirm the proposed finished grading, patios, retaining walls, and planting and soil depth at parkade roofs in the front and side yards.

5. Design development to provide more prominence for the front entry.

Note to Applicant: The primary front entry should be architecturally distinct and identifiable. Ground floor units should have entries and patios oriented to the street to provide an improved relationship to the public realm, noting that Southwest Marine Drive is expected to evolve into a more pedestrian friendly street with the development of projects under the *Marpole Community Plan*.

6. Design development to provide high quality and durable exterior finishes and details consistent with the rezoning application.

Note to Applicant: The intent is to provide quality in all aspects, including but not limited to appearance, durability, and performance. The materials and details, including the front balconies design, should be consistent with the proposed architectural expression.

7. The proposed unit mix, including 23 one-bedroom units (48%), 15 two-bedroom units (31%), and 10 three-bedroom units (21%), 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 provided that it does not go lower than 50% of the dwelling units designed to be suitable for families with children.

8. Submission of a bird-friendly strategy for the design of the building is encouraged in the application for a development permit.

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

Crime Prevention through Environmental Design (CPTED)

9. Design development to respond to CPTED principles, having particular regard for the following:
 - (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

10. Design development to increase the amount of common outdoor area and expand programming by providing a second common amenity area at the south side of the building to provide an opportunity for sunnier orientation.

Note to Applicant: This should include relocating the urban agriculture plots to the south side for better solar exposure. 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.
11. Design development to the front yard to provide a transition zone to the street, extend patios further out away from the building cover, and realign the terraced retaining wall to follow the curvature of the street.

Note to Applicant: Terraced walls should recall the site history and respect the existing stone wall currently in front of 87 Southwest Marine Drive. This can be accomplished through the use of a true stone masonry wall or an architectural concrete wall.
12. Design development to provide a second row of street trees on the inside boulevard, consistent with the *Marpole Community Plan*, away from the parkade structure on free grade.

Note to Applicant: The parkade structure may need to be setback or angled away from the edge to allow proper rootball development. Street trees should be aligned to follow the curvature of the sidewalk and street on private property, except for the trees at the southwest corner, where the property line does not follow this alignment.
13. Design development to delete awkward angular space created by the parkade ramp turn, near the property line, (currently shown as gravel) and integrate into the building.

Note to Applicant: This space, as shown poses a CPTED concern.

14. Design development to improve the expression of the main entry by provision of flanking planting beds on either side, containing some colourful, friendly, woody evergreen shrubs.
15. Design development to provide a substantial landscape buffer at the lane interface, oriented to the lane.
16. Design development to improve sustainability and expand programming to include edible plants integrated into the landscape design, 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.

17. 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 altered to provide adequate depth and continuous soil volumes. Growing mediums and planting depths should exceed BCSLA standard.

18. A full Landscape Plan for the proposed landscape is 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 of 1:100 or 1/8" scale.
19. Section details at a minimum of 1/4"=1' scale to illustrate typical proposed landscape elements including planters on structures, benches, fences, gates, arbours and trellises, and other features. Planter section details must be dimensioned and confirm depth of proposed planting on structures is deep enough to accommodate rootballs of proposed trees well into the future.
20. Sections (1/4"=1' or 1:50) illustrating the building 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.

21. Design development to locate, integrate and fully screen the 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.

22. New proposed street trees should be coordinated with the Park Board and Engineering and 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.
23. A high-efficiency automatic irrigation system is to be provided for all planters on slab and minimum of hose bibs to be provided for landscape on grade.
24. A Landscape Lighting Plan is 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.

Sustainability

25. All buildings in the development shall meet the requirements of the *Green Buildings Policy for Rezoning* (amended to February 7, 2017), including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or alternate near zero emissions standard approved by the Director of Sustainability), or Low Emissions Green Buildings. The requirements for Low Emissions Green Buildings are summarized at <http://guidelines.vancouver.ca/G015.pdf>.

Note to Applicant: The applicant will be required to demonstrate the development is on track to achieve the above requirements at each stage of permit. For phased developments, it is expected that the individual development permits will meet the intent of the Green Buildings Policy for Rezoning in effect at the time of development permit application. For more detail on the above requirements and what must be submitted at each stage, refer to the most recent bulletin Green Buildings Policy for Rezoning - Process and Requirements (amended April 28, 2017 or later).

Housing

26. Housing is to be designed in accordance with the City's Housing and Technical Design Guidelines.

Engineering

27. Provision of construction details to determine the ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent to your site. Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. Detailed confirmations of these commitments will be sought at the building permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to building

occupancy. Provision of written acknowledgement of this condition is required. Please contact Engineering Services for details.

28. The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation and construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum of 60 days lead time for any major crane erection/removal or slab pour that requires additional street use beyond the already identified project street use permissions.
29. Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right-of-way.
30. Improvements to the access to the garbage rooms to facilitate pick-up. Provision of wider doors and more direct access from storage to pick up location.
31. Clarify garbage storage and pick-up space. Please show containers and totes on plans for recycling and garbage needs and refer to the Engineering Garbage and Recycling Storage Facility Design Supplement for recommended dimensions and quantities of bins.

Note to Applicant: 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.

32. Design development to improve the parking ramp to meet the requirements of the Parking and Loading Design Supplement for vehicle access. Using the design elevations shown, the ramp slope calculates to 24% and does not meet the design guidelines of a maximum slope of 15%. A revised ramp design or a vehicle elevator is required.
33. Number all drawings and indicate the drawing scale.
34. Provision of automatic door openers on the doors providing access to the bicycle room(s) and note on plans.
35. Compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services as follows:
 - (i) Modification of the parking ramp to address the following:
 - a. The slope must not exceed 10% for 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 and noted on plans.

Note to Applicant: The ramp slopes calculate to more than the 15% indicated on the drawings.

- (ii) Provide measures to address conflicts between vehicles at the 90 degree turn on the ramp. A parabolic mirror is recommended.
- (iii) Provision of design elevations on both sides of the parking ramp at all breakpoints, and additional design elevations within the parking area to calculate slope and crossfall.

Note to Applicant: The slope and crossfall within the parking area must not exceed 5%.

- (iv) Dimension all stall widths and stall offsets from walls and label all stalls.

Note to Applicant: Stalls 31-34 appear to be small car spaces. The disability parking spaces must be 13 ft. 1½ in. wide.

- (v) Confirm column placements comply with the requirements of the Engineering Parking and Loading Design Supplement as none are shown.

Note to Applicant: A column 2 ft. in length must be set back 2 ft. from either the opening to or the end of the parking space. A column 3 ft. long may be set back 1 ft. Provide additional parking stall width for stalls adjacent to walls or stalls with columns set back more than 4 ft. from the end of the stall. Provide a minimum 0.3 m (1 ft.) setback from the drive aisle for all columns. Dimension all columns (length, width, and column setback) that are encroaching into parking stalls.

- (vi) Provide a 6.6 m (21.66 ft.) maneuvering aisle width or provide additional stall widths.

Note to Applicant: Refer to the Parking and Loading Design Supplement for requirements.

- (vii) Provision of the minimum 2.3 m of vertical clearance for the main ramp and security gates.

Note to Applicant: A section drawing is required showing elevations and vertical clearances. 2.3 m of vertical clearance is required for access and maneuvering to all disability spaces and should be noted on plans.

- (viii) Provision of an improved plan showing the access route from the Class A bicycle spaces to reach the outside.

Note to Applicant: The route must be 'stairs free' and confirm the use of the parking ramp, if required.

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, Urban Design and Sustainability, 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:

Engineering Services

1. Consolidation of Lot 1, Except Part in Plan 18093, Blocks 6 and 7, District Lot 322, Plan 14888; Lot 15, Except Part in Reference Plan 6476 of Lot E, Blocks 6 and 7, District Lot 322, Plan 3354; Lot G, Blocks 6 and 7, District Lot 322, Plan 18093; and Lot F, Except Part in Plan 14888 of Lot E, Blocks 6 and 7, District Lot 322, Plan 3354 to create a single parcel.
2. Provision of a 1.0 m wide statutory right-of-way (SRW) along the south property line of the site. The SRW is to be free and clear at grade of all structures, door swings, planters and bike racks. The agreement will allow for any below grade structures necessary for the project.
3. Release of Easement and Indemnity Agreement H13723 (support agreement) prior to building occupancy from Lot 1 and Lot G.
4. Provision of a knockout panel at the appropriate location along the vehicle entry ramp or parkade and appropriate arrangements (legal agreements) to secure access to underground parking with a potential future development on the adjacent property at 83 Southwest Marine Drive (Lot 14, Block 6, Plan VAP3354, District Lot 322 NWD, Except Plan 6476 of Lot E and Block 7).

Note to Applicant: Only a single knockout panel must be provided. The knockout panel connecting to 83 Southwest Marine Drive may be achieved from the subject site or the site at 55-79 Southwest Marine Drive. The preferred staff option for the knockout panel access is from the site at 55-79 Southwest Marine Drive.

5. Provision of a Services Agreement to detail the on-site 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 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 adequate sewer (storm and sanitary) service to meet the demands of the project. The current application lacks the details to determine if sewer main upgrading is required. Please supply project details including floor area, projected fixture counts and other details as required by the City Engineer to determine if sewer 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 sewer system upgrading that may be required.
 - (iii) Provision of a 1.83 m (6 ft.) CIP light broom finish concrete sidewalk with saw cut joints and a minimum 1.53 m (5 ft.) wide sod grass front boulevard on the site frontage on Southwest Marine Drive.
 - (iv) Provision of upgraded street lighting on Southwest Marine Drive adjacent the site to current standards including a review of the existing lighting to determine its adequacy and a lighting design as required.
 - (v) Provision of new/changed parking regulatory signage on Southwest Marine Drive adjacent the site.
 - (vi) Provision of street trees adjacent the site where space permits.
6. 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 System Vista, Vista switchgear, pad mounted transformers, LPT 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.

Note to Applicant: Please ensure that in your consultation with BC Hydro that an area has been identified within the development footprint to accommodate such electrical plant. Please confirm that this space has been allocated and agreement between both parties has been met.

7. Provision of a stormwater and rainwater management plan that meets the objectives of the Citywide Integrated Rainwater Management Plan and complies with the Sewer and Watercourse By-law and, as required, provisions of a Stormwater Storage Covenant to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services. The plan shall achieve the following:

- (i) Retain or infiltrate the six-month storm event volume (24 mm) onsite.
- (ii) Treat the two-year event (48 mm) onsite.
- (iii) Maintain the pre-development 2014 IDF ten-year storm rate event. The post-development estimate shall use the 2100 IDF curve to account for climate change.
- (iv) Meet the 2018 VBBL plumbing code requirements (plumbing fixture rates).

Housing

- 8. Make Arrangements to the satisfaction of the Director of Legal Services and General Manager of Community Services to enter into a Section 219 Covenant and Housing Agreement securing all dwelling units as social housing for 60 years or the life of the building, whichever is greater, which will contain the following terms and conditions:
 - (i) A no separate sales covenant;
 - (ii) A no stratification covenant;
 - (iii) A provision that none of the dwelling units in the building will be rented for less than one month at a time;
 - (iv) That a minimum of 15 units (30%) are to be occupied by households with incomes below the housing income limits as set out in the current "Housing Income Limits (HILs)" table published by the British Columbia Housing Management Commission or equivalent publication, at a rent which is no more than 30% of household income; and
 - (v) Such other terms and conditions as the General Manager of Community Services and the Director of Legal Services may in their sole discretion require.

Note to Applicant: This condition will be secured by a 219 Covenant and a Housing Agreement to be entered into by the City by by-law enacted pursuant to section 565.2 of the Vancouver Charter.

Sustainability

- 9. The applicant will enter into an agreement with the City, on terms and conditions acceptable to the Director of Sustainability and the Director of Legal Services, that requires the future owner(s) of the proposed building to report energy use data, on an aggregated basis, for each building as a whole and certain common areas and building systems. Such an agreement will further provide for the hiring of a qualified service provider to assist the building

owner(s) for a minimum of three years in collecting and submitting energy use data to the City.

Environmental Contamination

10. If applicable:
- (i) Submit a site profile to Environmental Services (Environmental Protection);
 - (ii) As required by the Manager of Environmental Services 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; and
 - (iii) If required by the Manager of Environmental Services 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 Services, 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 this site constructed pursuant to this rezoning until separate Certificates of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, have been issued to the City.

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 registered charges pursuant to the Land Title Act.

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over other such 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.

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87-115 Southwest Marine Drive
DRAFT CONSEQUENTIAL AMENDMENT

DRAFT AMENDMENT TO THE SUBDIVISION BY-LAW NO. 5208

A consequential amendment is required to delete Lot 1, Except Part in Plan 18093, Blocks 6 and 7, District Lot 322, Plan 14888; Lot 15, Except Part in Reference Plan 6476 of Lot E, Blocks 6 and 7, District Lot 322, Plan 3354; Lot G, Blocks 6 and 7, District Lot 322, Plan 18093; and Lot F, Except Part in Plan 14888 of Lot E, Blocks 6 and 7, District Lot 322, Plan 3354; PIDs: 016-125-568, 012-994-260, 007-235-445, and 012-994-359, respectively, from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

* * * * *

87-115 Southwest Marine Drive
ADDITIONAL INFORMATION

1. Urban Design Panel

The Urban Design Panel (UDP) reviewed this rezoning application, together with the rezoning application at 87-115 Southwest Marine Drive, on July 26, 2017.

EVALUATION: RESUBMISSION Recommended

Introduction: Zak Bennett, Rezoning Planner, introduced the project as a rezoning application for a pair of sites located along the north side of Southwest Marine Drive, mid-block between Manitoba and Ontario Streets. Presently the sites are developed with single-family houses. The sites fall within the Marpole Community Plan, which allows for consideration of residential buildings up to six storeys and up to 2.5 FSR in this location. The south side of Marine Drive is primarily zoned I-2 and developed with a mix of commercial and industrial buildings, as well as a CD-1 (475) site developed with large format retail. To the north, across the lane, sites are zoned RM-8 and can be developed with townhouses up to 3.5 storeys. Further north, the zoning is RS-1 and primarily developed with single-family houses.

The 87-115 Southwest Marine Drive (the western building) site is composed of three lots totalling approximately 17,005 sq. ft., with 132 ft. frontage along Marine Drive and a site depth of 124-132 ft. The proposal is for a six-storey residential building with 48 social housing units and 38 underground parking spaces. An FSR of 2.32 is proposed.

The 55-79 Southwest Marine Drive (the eastern building) site is composed of four lots totalling approximately 17,619 sq. ft., with a 141 ft. frontage along Marine Drive and a site depth of 122-131 ft. The proposal is for a six-storey residential building with 53 social housing units and 41 underground parking spaces. An FSR of 2.48 is proposed.

The Social Housing definition is rental housing where at least 30% of the units meet the HILS standards set by BC Housing.

There is a single-family lot remaining at 83 Southwest Marine Drive between the two assemblies that is not part of the application. Note the lot is 33 ft. x 131 ft. and not 50 ft. wide, as noted erroneously in the application package. A development study is provided for the middle lot which shows a five-storey building with four storey shoulders at about 2.2 FSR.

Marie Linehan, Development Planner, continued the introduction, noting that the built form guidelines in the Marpole Plan recommend six-storey buildings with notable fourth storey shoulder setbacks to provide compatibility with adjacent lower buildings as the Marpole Plan develops. In particular, it is recommended to provide stepping via the shoulder at the rear to minimise shadow and massing impact and provide a transition to future townhouse sites across the lane.

Sites with a minimum depth of 130 ft. are encouraged to provide a row of townhouses at the lane to assist with the transition in building height. However, the lot depths for this block vary from 120 ft. to 130 ft., so a continuous townhouse edge to the lane is not required. The Marpole Plan notes that developments including more than one building may display a single

strong architectural concept and a consistent architectural language, and encourage creativity to distinguish the buildings and introduce variety to the streetscape.

In terms of the public realm, the north side of Southwest Marine Drive is intended to have a green landscaped edge with wider sidewalks and a double row of street trees. It is recommended that ground floor units provide patios and entries facing the street for pedestrian interest. In these ways, it is intended that Southwest Marine Drive will evolve into a more walkable area. The first floor may be raised three feet above the sidewalk to provide a more comfortable relationship with pedestrian and vehicular traffic, noting Southwest Marine Drive is a busy arterial.

The recommended setbacks are 12-16 ft. for the front yard. There is an angled front property line with a minimum setback of 12 ft. provided. The minimum side yard setback is 8 ft., noting 11 ft. is provided at the front portion of the building and 8 ft. towards the rear. The minimum rear yard is 16 ft. The rear setback to the main mass for both buildings is about 37 ft. and there is a 25 ft. setback to a one-storey rear extension that contains the amenity room with adjacent common outdoor space. Noting the grade change, the rear yard is excavated for outdoor space with landscape terraces up to the lane. Fourth storey building shoulders are provided at the front, and fifth storey shoulders at the rear.

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

- 1) Comment on the overall height, density and form of development relative to the Marpole Plan Built Form Guidelines.
- 2) Is there an appropriate transition of the built form to surrounding sites?
- 3) Comment on the amount and quality of the common outdoor amenity space.

The planning team then took questions from the panel.

Applicant's Introductory Comments: The applicant noted the site was paired down in size from earlier versions. The building has to be no more than 3 ft. above the sidewalk. The ramp is designed to allow a consistent elevation at the street edge. The project is between Main and Cambie Streets, and in the area the grade changes and is interrupted by a curve. The flood plain in the area is at the edge of the site, tracing Southwest Marine Drive. The change in topography aligns with the angle of the flood plain. There are different 'thicknesses' expressed in the building. The massing of the building is designed to allow as much solar access as possible on the site. The site design is responding to the grade. There is children's play planned in the amenity space of both buildings.

The applicant team then took questions from the panel.

Panel Consensus: Having reviewed the project it was moved by Mr. Cheng and seconded by Mr. Wen and was the decision of the Urban Design Panel:

THAT the Panel recommend Resubmission with following recommendations to be reviewed by City staff:

- The design should respond to the unique site conditions: the location at the apex of the curve in the street geometry, the topography, the flood plain, the adjacent industrial area and the evolving pedestrian character of Marine Drive.
- The buildings should be expressed as a pair. The architectural design may work with symmetry, or express a 'joyful distinction' between the buildings.
- There should be an urban design acknowledgement and response to the smaller site between the buildings.
- Amenity spaces should be located at the north and south side.
- Reconsider or utilise the covered roof space at the rear.
- Consider shared amenity spaces between the buildings.

Related Commentary: The density and use was supported by the panel, and the panel commended the City on providing this type of housing. However, it was felt that the proposed form of development does not yet reflect the unique context or the analysis of the site. A transition should be made to the middle site. The buildings should emphasize the prominence of the site and respond to the curve in the block. It was noted that the buildings will set the precedent for development under the Marpole Plan for this block. It was noted that the typology is too familiar, repetitive and symmetrical, which does not respond to the dynamics of the site. It was felt that the proposal crowded the front yard and compromised the objective to improve walkability on Southwest Marine Drive. The front yard landscape treatment is a series of broad steps and terraces so there is no transition and no privacy. A stone wall at the edge was mentioned as an option to expand patio space in the front yard and provide a transition. The setback and slope of the roof could be improved to better respond to the slope and improve solar access. The main entries to the building need to be more strongly announced.

It was suggested to make up for the lack of sun on the north-facing units by adding amenity areas at the south. The covered space on the north side is not purposeful and should be deleted or used. It was recommended to create more space to play, and distinct outdoor spaces, which may be achieved by sharing the spaces. The use of the embankment for planting and the slide was supported. It was noted that urban agriculture could be replaced with traditional planting at the north side.

Applicant's Response: The applicant team thanked the panel and the comments from the panel were well noted. Clear direction on the setback and building position recommendations are welcomed.

2. Urban Design Analysis

Staff have reviewed the recommendations of the Urban Design Panel and have included conditions to refine and improve the proposed form of development in response, as follows:

- The design should respond to the unique site conditions: the location at the apex of the curve in the street geometry, the topography, the flood plain, the adjacent industrial area and the evolving pedestrian character of Southwest Marine Drive.

A rezoning condition has been included to provide a design response to the unique site configuration, in particular the curved geometry of Southwest Marine Drive, through the design of the building, as well as the landscape design of the front yard and public realm. In particular, this may be achieved by having the retaining walls in the front yard and the building's projecting balconies follow the curvature of the street.

- The building, as well as the other nearby VAHA proposal, should be expressed as a pair. The architectural design may work with symmetry, or express a 'joyful distinction' between the buildings.

It is noted in the *Marpole Community Plan* that developments that include more than one building should employ a strong architectural concept, while introducing variety between the buildings. It is preferred that they are not absolutely symmetrical to provide more visual interest for the streetscape. The detailed architectural design and character including materials, composition, and details will be reviewed and refined at the Development Permit stage in-keeping with the expectations of the *Marpole Community Plan*.

- There should be an urban design acknowledgement and response to the smaller site between the buildings.

A condition of rezoning requires a transition be provided by notching the proposed building massing at each site at the corners adjacent the single lot.

- Amenity spaces should be located at the north and south side.

A condition of rezoning requires additional amenity space be provided at the front (south) of the building. The Panel also recommended providing more prominence for the front entry. Both objectives may be achieved by providing additional amenity space in conjunction with the primary entries at the front of the building, which will also encourage social interaction among building residents.

- Reconsider or utilize the covered roof space at the rear.

A condition of rezoning recommends the rear (north) overhangs be deleted to improve daylighting of the amenity space. The roof of amenity room itself may be used for deck space for the adjacent units.

- Consider shared amenity spaces between this building and the other VAHA proposal nearby.

The Panel recommended shared amenities to facilitate the provision of a suitable quantity and variety of amenity space, at both the north and south sides of the buildings. Staff are not requiring amenity spaces be shared between buildings, noting operational concerns. A condition of rezoning requires additional amenity space for this site and the other nearby VAHA proposal so they may both function independently.

3. Public Consultation Summary

Public Notification

A rezoning information sign was installed on the site on July 7, 2017. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps).

July 20, 2017 Community Open House

A joint community open house was held for this application and the rezoning application for 55-79 Southwest Marine Drive from 5-8 pm on July 20, 2017, at Langara Clubhouse, 6706 Alberta Street. A total of 941 notifications were distributed within the neighbouring area on or about July 4, 2017. Staff, the applicant team, and a total of approximately 21 people attended the Open House.

Public Response

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

- In response to the July 20, 2017 open house, a total of 5 comment sheets were received from the public.
- A total of 1 letters, e-mails, online comment forms, and other feedback were received from the public.

Total notifications	941
Open House attendees	21
Comment sheets	5
Other feedback	1

Below is a summary of all feedback received from the public by topic, and ordered by frequency:

Affordable Housing Units

Respondents expressed general support for the inclusion of affordable housing units, citing the need for more affordable housing units city-wide.

General support

Respondents expressed general support for the project.

General non-support

Respondents expressed general non-support of the project.

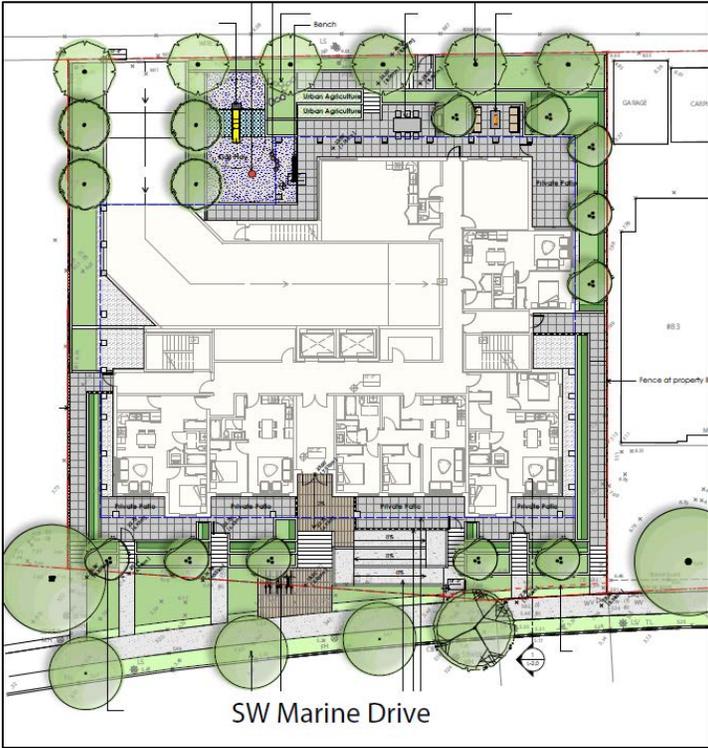
The following miscellaneous comments were received from the public:

- Concerns were expressed about the project's height and density and the perceived impact to adjacent neighbours and the immediate neighbourhood.
- It was noted that, if approved, the project would allow the residents to live car-free due to transit accessibility.
- Affordable housing units and tenants were thought to have a negative impact on the neighbourhood.
- The site at 83 Southwest Marine Drive was felt to be 'orphaned' and concern was expressed that it will become undevelopable.

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87-115 Southwest Marine Drive
FORM OF DEVELOPMENT

Site Plan



South Elevation



East Elevation



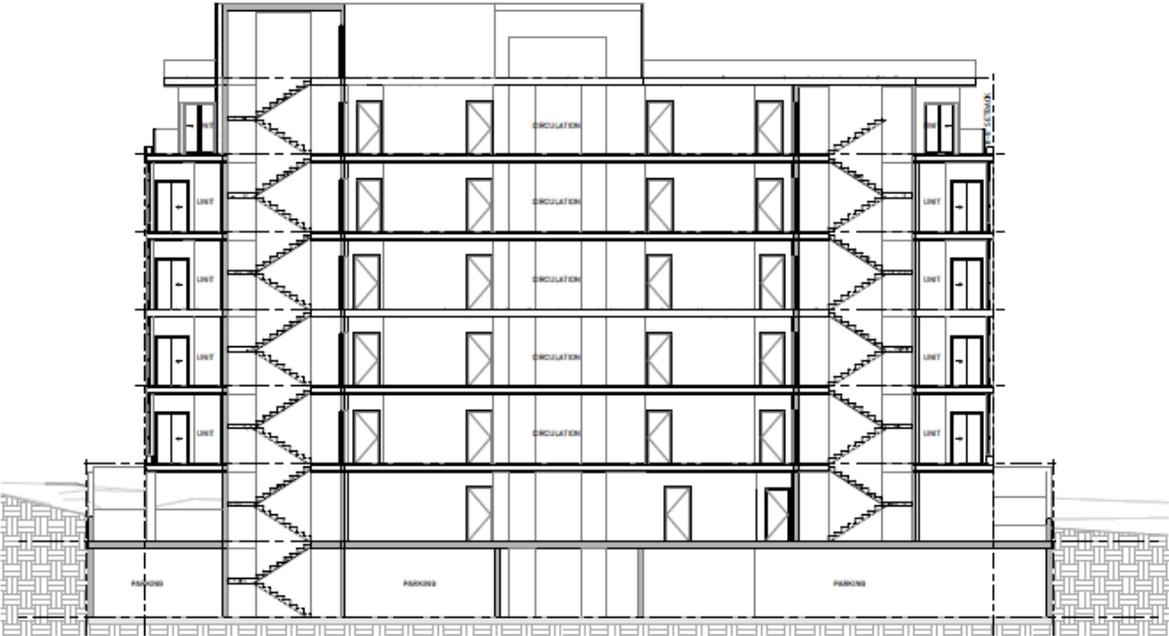
West Elevation



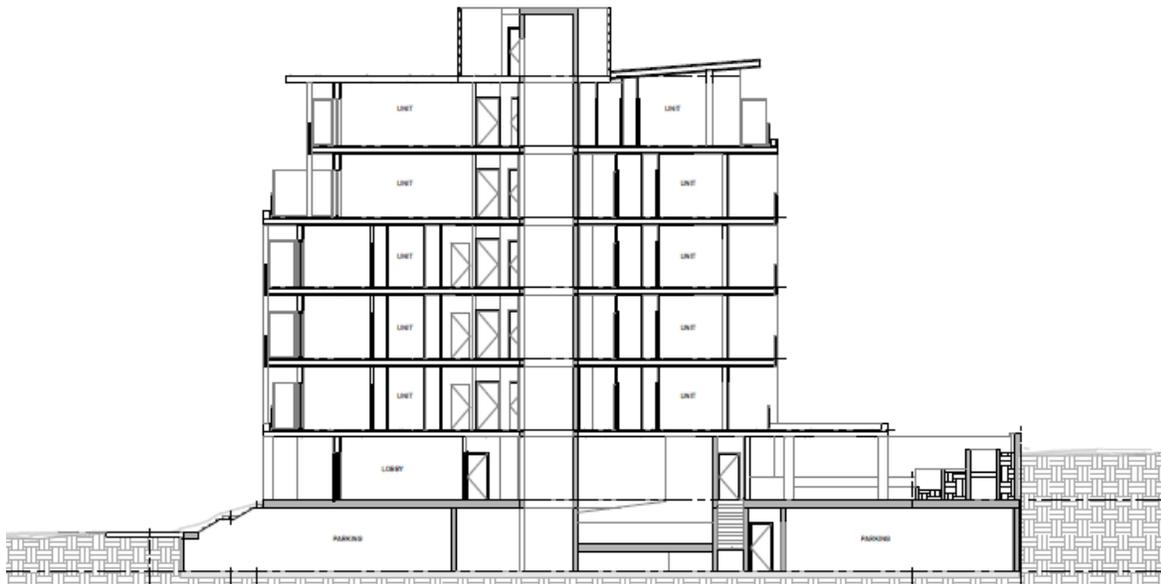
North Elevation



Section (East-West)



Section (North-South)



Perspective from SW Marine Drive (Subject Site on left)



Perspective (Subject site in foreground)



Perspective from lane (Subject Site in upper right)



87-115 Southwest Marine Drive
PUBLIC BENEFITS SUMMARY

Project Summary:

Six-storey residential building, containing 48 social housing units.

Public Benefit Summary:

A total of 48 social housing units.

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 1579.8 sq. m / 17,005 sq. ft.)	0.70	2.26
Floor Area (sq. m)	1,105.9	3,570.4
Land Use	Single family residential	Multiple family residential

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide)	43,211	None**
	Public Art		
	20% Social Housing		
Offered (Community Amenity Contribution)	Childcare Facilities		
	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage Conservation Reserve		
	Affordable Housing		
	Parks and Public Spaces		
	Social/Community Facilities		
	Unallocated		
	Other		
TOTAL VALUE OF PUBLIC BENEFITS		43,211	No quantified value (see "Other Benefits" below)

Other Benefits (non-quantified components):

48 units of social housing secured for the longer of 60 years or the life of the building

* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification. For the City-Wide DCL, revenues are allocated into the following public benefit categories: Replacement Housing (36%); Transportation (25%); Parks (18%); Childcare (13%); and Utilities (8%).

** Social housing is exempt from DCLs.

87-115 Southwest Marine Drive
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Address	87-115 Southwest Marine Drive
Legal Descriptions	Lot 1, Except Part in Plan 18093, Blocks 6 and 7, District Lot 322, Plan 14888; Lot 15, Except Part in Reference Plan 6476 of Lot E, Blocks 6 and 7, District Lot 322, Plan 3354; Lot G, Blocks 6 and 7, District Lot 322, Plan 18093; and Lot F, Except Part in Plan 14888 of Lot E, Blocks 6 and 7, District Lot 322, Plan 3354; PIDs: 016-125-568, 012-994-260, 007-235-445, and 012-994-359
Developer	Vancouver Affordable Housing Agency
Architect	GBL Architecture Inc.
Property Owners	City of Vancouver

Development Statistics

	Permitted Under Existing Zoning	Proposed	Recommended (if different than proposed)
Zoning	RS-1	CD-1	
Site Area	1,579.8 sq. m (17,005 sq. ft.)	1,579.8 sq. m (17,005 sq. ft.)	
Land Use	Residential	Residential	
Maximum FSR	0.70	2.32	2.26
Maximum Height	10.7 m (35 ft.)	20.7 m (68 ft.)	
Floor Area	1,105.9 sq. m (11,903 sq. ft.)	3,665.1 sq. m (39,451 sq. ft.)	3,570.4 sq. m (38,431 sq. ft.)
Parking, Loading and Bicycle Spaces	As per Parking By-law	As per Parking By-law	

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