



CITY OF VANCOUVER  
POLICY REPORT  
DEVELOPMENT AND BUILDING

Report Date: June 28, 2007  
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VanRIMS No.: 11-3600-10  
Meeting Date: July 10, 2007

TO: Vancouver City Council

FROM: Director of Planning, in consultation with the General Manager of Engineering Services

SUBJECT: CD-1 Rezoning: 26 S.W. Marine Drive

## RECOMMENDATION

- A. THAT the application by Kasian Architecture Interior Design and Planning, Ltd. to rezone 26 S.W. Marine Drive (Lot A Except Part in Ref. Plan 6793, N. Part of BC11, District Lot 322 Plan 878 N.W.D) from I-2 Industrial District and RS-1 One-Family Dwelling District to CD-1 Comprehensive Development District to permit large format area retail development, be referred to a Public Hearing, together with:
- (i) plans received July 25, 2006;
  - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
  - (iii) the recommendation of the Director of Planning to approve, subject to conditions contained in Appendix B.

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary CD-1 By-law generally in accordance with Appendix A for consideration at the Public Hearing, and a consequential amendment to Schedule E of the Sign By-law to establish regulations for this CD-1 in accordance with Schedule "B" (C-1);

- B. THAT Council add the building at 26 S.W. Marine Drive to the Vancouver Heritage Register in the "A" category;

- C. THAT the Director of Legal Services be instructed to prepare a Heritage Designation By-law for consideration at the same Public Hearing, should the rezoning be approved, to:
- (i) designate as municipally protected heritage property the front masonry façade of the historic Chrysler Building at 26 S.W. Marine Drive for the full width of the building, the corresponding masonry façade along the Ontario Street frontage for a length of approximately 11.4 m (37.4 ft.), and the western elevation for a length of 7.3 m (24 ft.)
  - (ii) designate as municipally protected heritage property the open area in front of the historic façade, to include all property within the Marine Drive, east and west property lines and the face of the historic façade, including a horizontal line that runs along the face of the historic façade to the east and west property lines.

#### GENERAL MANAGER'S COMMENTS

The General Manager of Community Services RECOMMENDS approval of A, B, and C.

#### COUNCIL POLICY

Relevant Council Policies for this site include:

- In April 1991, Council reaffirmed the Heritage Policies and Guidelines to protect buildings, landscape resources, streetscapes and archaeological sites of heritage significance;
- In March 1995, Council adopted the Industrial Lands Policies intended to retain most of the City's existing industrial land for industrial and city-serving activities. Council requested staff to investigate mixed retail/industrial zones along limited areas of Grandview Highway and Marine Drive;
- In June 1995, Council adopted CityPlan which provides for the development and reinforcing of neighbourhood centres, a diverse economy and jobs close to home;
- In May 2001, Council adopted the Highway Oriented Retail (HOR) Rezoning Policies and Guidelines: Marine Drive Industrial Area, the intent of which was to limit the development of highway oriented retail and other large format uses to specific sites that already had high traffic exposure. On Marine Drive, the boundaries for HOR consideration were sites with Marine Drive frontage on the south side of Marine Drive between Yukon and Main Streets;
- In January 2002, Council adopted the Sunset and Victoria-Fraserview/Killarney Community Visions which specify that big box stores selling groceries, clothing and other daily needs should not be permitted to locate where they will harm the economic health of local shopping areas;
- In July 2002, Council amended the Highway Oriented Retail (HOR) Rezoning Policies and Guidelines: Marine Drive Industrial Area, to remove the sale of food (e.g., grocery store) as a potential use;

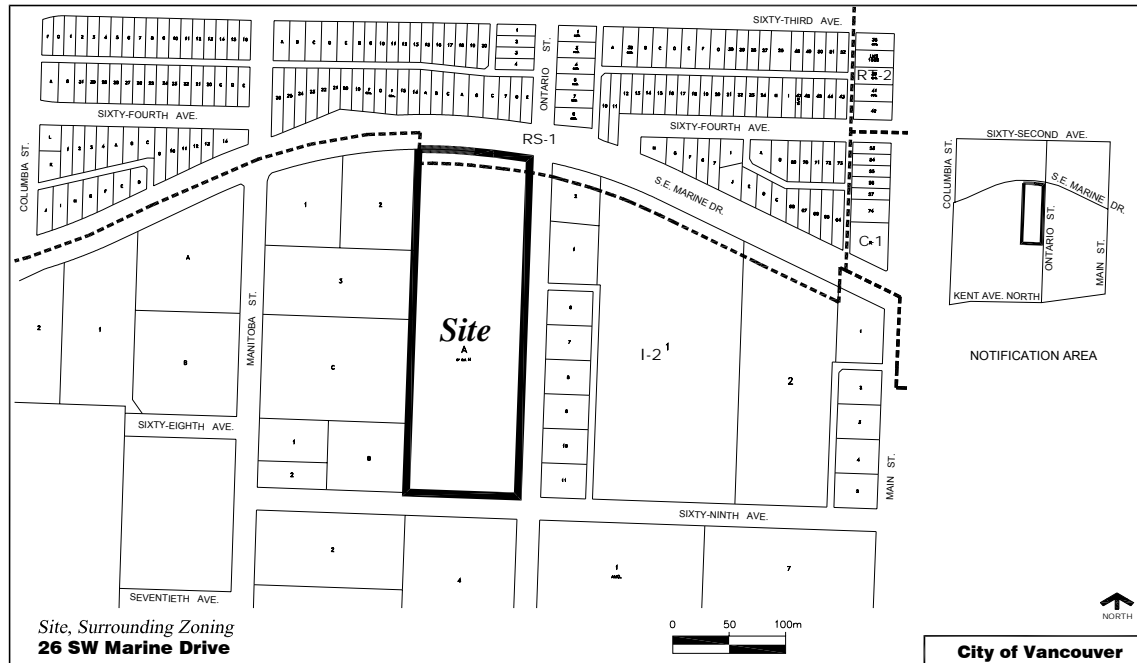
- In November, 2004, Council adopted a Green Building Strategy which identifies three priorities for green buildings. These priorities are energy efficiency, water efficiency, and rain water management;
- In July 2006, Council amended the Highway Oriented Retail (HOR) Rezoning Policies and Guidelines: Marine Drive Industrial Area (changing the name to Large Format Area (LFA) Rezoning Policies and Guidelines: Marine Drive Industrial Area), to limit LFA retail to sites fronting onto Marine Drive between Manitoba and Main Streets, and to strengthen City policy around heritage retention, sustainable design, bike route and traffic mitigation, and links to the future Canada Line station at Cambie Street and Marine Drive.

## PURPOSE AND SUMMARY

This report assesses an application to permit large format area retail uses on the site shown on the map below.

The application generally conforms to Council's LFA policies and guidelines for Marine Drive, although it proposes additional retail floor area and a small height increase on one portion of the building. In consideration of the change in zoning, the application proposes to retain a portion of the former Chrysler Building (listed as an "A" on the City's Recent Landmark Inventory) and preserve a large front yard open space along Marine Drive. The application is designed to achieve LEED Gold certification, and offers a number of improvements to the Ontario Street Greenway & Bikeway. Additional traffic mitigation measures are recommended by staff to further achieve safety and aesthetic improvements to the Greenway & Bikeway, and facilitate connections to transit.

Because the proposal includes the sale of clothing (between 22,000 and 63,000 sq. ft., according to the applicant), a retail impact study was undertaken, as required by the LFA policy. As per the LFA policy, the study assessed the potential impacts of this proposal on clothing stores in surrounding neighbourhood shopping areas. The study concludes that between 125,000 and 156,000 sq. ft. of new clothing store space can be absorbed within the study area by 2011, and between 164,000 and 185,000 sq. ft. by 2026. This study area includes the Oakridge Mall redevelopment and nine other neighbourhood shopping areas. Allowing unrestricted provision of clothing sales in this development would likely have an impact on comparable clothing stores within the study area, particularly those anticipated at Oakridge. For this reason, the Director of Planning recommends limiting the amount of floor area for clothing sales to 3 716 m (40,000 sq. ft.).



Staff recommend that the application to rezone the site to CD-1 be referred to a Public Hearing, with a recommendation that it be approved, subject to conditions. A consequential amendment is proposed for the Sign By-law. Addition to the Vancouver Heritage Register and heritage designation of the landmark building are also recommended.

## DISCUSSION

**Background:** In 1995, prior to approval of CityPlan and the Industrial Land Policy, concerns were raised about demands on the city's limited supply of industrial and service lands from large non-industrial users. These included a variety of high traffic uses such as big box retail, regional churches, institutional, and entertainment-sports facilities. At the same time, through the CityPlan process, residents voiced the desire to create and maintain vibrant local neighbourhood shopping centres. In 1995, Council approved the notion of establishing a "city of neighbourhoods". Council also approved the Industrial Lands Policies to maintain land for a variety of industrial and service uses. As part of the Industrial Lands Policies, Council agreed to very limited opportunities for "highway oriented activities" along Grandview Highway and South East Marine Drive. In part, these frontages were selected to reflect the existing land uses. Council asked staff to prepare zoning and policies for these frontages to provide limited opportunities for big box and other high traffic uses.

In May 2001, Council approved policies and guidelines for HOR rezonings along the south side of Marine Drive between Main and Yukon Streets following a planning study that included local property owners, businesses and residents. The intent of the HOR policy was to provide limited opportunity for large format retail uses. In September 2001, the City received its first rezoning application under the new policy, for a Wal-Mart store at 86 S.E. Marine Drive. In November 2004, a second application was submitted, for a Canadian Tire store at 26 S.W. Marine Drive. Both applications were refused by Council in June 2005. At that time, Council directed staff to review the implications of repealing the HOR Policies and Guidelines for Marine Drive.

Staff conducted this review between June 2005 and July 2006, in consultation with interested residents, businesses and property owners, and provided Council with a report and recommendations, which were considered by Council at two public hearings (July 6 & 17, 2006). Council approved retaining the HOR policies and guidelines (now called Large Format Area (LFA) Rezoning Policies and Guidelines: Marine Drive Industrial Area), but amended them to, among other things, limit large format retail uses to sites fronting Marine Drive between Manitoba and Main Streets. Previously, this area extended from Main to Yukon Streets. The exclusion of grocery stores from LFA sites remained. Council strengthened provisions in the policy pertaining to heritage retention, protection of the Ontario Street Greenway & Bikeway, sustainable design, traffic mitigation, and opportunities related to the area's proximity to the Canada Line station at S.W. Marine Drive and Cambie Street.

**Use:** The application proposes retail and service uses, including automotive services and restaurants. The principal retail and service occupant would be Canadian Tire. Other potential tenants include a Mark's Work Warehouse, three to four other anchor-type retail stores, and three restaurants. The proposed retail spaces all exceed the minimum store size [929 m<sup>2</sup> (10,000 sq. ft.) required by the LFA policy.

**Floor Space Ratio:** The LFA policy stipulates a maximum of 0.6 FSR for retail uses, and a combined total of uses to a maximum of 3.0 FSR. This application proposes a total of 1.63 FSR (520, 841 sq. ft.), of which .79 FSR (250, 899 sq. ft.) is proposed retail use. Parking, all above grade and therefore counted in floor area, is an accessory use to retail and comprises .80 FSR (258,892 sq. ft.), and service uses (restaurant and automobile repair) comprise .04 FSR (11, 049 sq. ft.) of the proposed development. Staff support the additional retail FSR sought in the proposal beyond that stipulated in the LFA policy, in compensation for the heritage retention and designation provided.

**Retail Impact Study:** The proposal includes retail uses that include clothing stores. The LFA policy requires a retail study to determine the impact of clothing sales on existing and future clothing retailing in neighbourhood shopping areas and shopping centres within the development's trade area, with an aim to minimize impact on neighbourhood shopping areas.

A retail impact study was undertaken by a team of consultants retained and managed by the City, but paid for by the applicant (see Appendix C, pg. 1 of 8). The study identified the trade area for the proposed development as extending between University Endowment Lands to the west, the Fraser River to the south, Kerr Street to the east, and 29<sup>th</sup> Avenue to the north (see map, Appendix C, pg. 2). The trade area includes eight neighbourhood shopping areas that are identified in Community Visions, as well as Granville Street south of 63<sup>rd</sup> Avenue and Oakridge Centre.

The study looked at two scenarios: one assuming 23,000 sq. ft. of clothing store space on the Canadian Tire site, the other assuming 63,000 sq. ft. of clothing store space on this site. This is the range of space Canadian Tire is interested in developing as clothing store space. The study assumed in both scenarios that Oakridge Centre would be developing 100,000 sq. ft. of additional clothing store space as part of its redevelopment; that neighbourhood shopping centres could support a combined total of 10,000 sq. ft. of clothing store space; and that other Marine Drive LFA sites would seek 10,000 sq. ft. of clothing store space.

The study concluded that, in the long run (2026), the trade area could support a total of between 164,000 - 185,000 sq. ft. of clothing store space. In the nearer term (2011 to 2016), the trade area could support between 125,000 sq. ft. and 156,000 sq. ft. The increased demand for clothing stores will come as the population and per capita clothing expenditures increase.

Permitting the upper end of clothing store space sought in this application (63,000 sq. ft.), could impact the trade area in the nearer term by oversupplying the market. The impact would primarily be felt by department and clothing stores located beyond the trade area (at regional malls), and by a few comparable stores at Oakridge Centre. The study concluded that given Oakridge's exceptional performance, the impact from clothing sales at the Canadian Tire site should not be a concern. There is no expected impact on neighbourhood shopping areas, which generally support clothing stores that attract a different clientele, with the exception of the Field's store on Fraser Street, which could be considered a direct competitor with this site. The study concludes, however, that even closure of this store should not have a significant impact on the marketing appeal of the Fraser Street shopping area.

Staff believe the Oakridge Centre redevelopment and neighbourhood centres are priorities for maximizing clothing retail space in the trade area, and that clothing retail space on the LFA sites on Marine Drive is a lower priority. For this reason, staff recommends limiting clothing store space on the Canadian Tire site under the CD-1 By-law to a maximum of 3 716m<sup>2</sup> (40,000 sq. ft.). It is expected any impact of this amount in the trade area could be fully absorbed before 2016.

**Height:** The LFA policy stipulates that a height of up to 18.3 m (60 ft.) for mixed use projects can be considered where view impact studies demonstrate reduced impact to nearby residential properties and where increased height also assists in providing usable open space at grade. View studies indicate there is not a significant impact posed by this development. A height up to the maximum would assist in the applicant's ability to retain the large front lawn area while not significantly compromising the building program.

The application as submitted proposes a maximum height of 19.82 m (65 ft.) for the rear (69<sup>th</sup> Avenue) elevation approximately 70 m in depth, with a substantial setback on Ontario Street. The remainder of the building, with varied heights, does not exceed the 18.3 m (60 ft.) height limit stipulated in the LFA policy. However, since application submission, recent changes in the flood plain elevations have been made that affect this site. The applicant has asked for consideration of an overall .30 m (1 ft.) increase beyond that indicated in the application materials to account for this change. In summary, the applicant now seeks a maximum 20.11m (66 ft.) height on 69<sup>th</sup> Avenue for a depth of 70 m, and a 18.6 m (61 ft.) height maximum for the remainder of the site.

Staff support the maximum height of 18.6 m (61 ft.) requested. With respect to the 69<sup>th</sup> Avenue elevation, staff are concerned with the overall scale of the development, and could only support the proposed 69<sup>th</sup> Avenue height of 20.11 m (66 ft.) in this portion if limited in depth, and with appropriate setbacks, as indicated in Appendix A.

Throughout the project, staff seek design development to introduce some height variation, particularly along Ontario Street, and to reduce height where scale impacts are most noticeable.

The policy also seeks a maximum height of 9.2 m (30 ft.) to a depth of 9.2 m from the required Marine Drive landscape setback. This is more than achieved, since the entire building is set back 152 ft. from the required landscape setback.

**Setbacks:** The Zoning and Development By-law requires a 12.1 m (40 ft.) landscape setback for properties fronting Marine Drive, and the LFA policy seeks to maintain this requirement and ensure the setback is free of parking and manoeuvring areas, signs and product display. The applicant advises it will seek a variance to the sign by-law to allow some signage in this setback, indicating that the visibility of the project from Marine Drive is hampered by the deep building setback. A preliminary signage concept is sought at development application stage, and will be assessed at that time.

In addition to the 12.1 m required landscape setback, this application proposes an additional 46.4 m (152 ft.) visual landscape setback, for a total of approximately 58.5 m (190 ft.). Through Heritage Designation, this additional setback will be secured, and any development in this area, including signage, landscaping and bikeway amenities, would require a Heritage Alteration Permit.

The policy calls for a 1 m setback from each property line fronting a street. This application adheres to these setbacks.

**Form of Development:** The Marine Drive policies and guidelines encourage development that improves and enhances the public realm through high quality architectural building expression, careful site planning, public and private landscaping, and appropriate vehicular and pedestrian circulation. In this case, the design is also expected to respond to the heritage building.

The application (See Appendix F) proposes a site plan that places the principal retail buildings along the south side of the site (69<sup>th</sup> Avenue) and towards the north side of the site (Marine Drive) with a two-level parking structure in the centre. Smaller commercial units are also located along Ontario Street. Pedestrian and vehicle circulation are focussed internally, as are the site's loading facilities. The application indicates two access points off Ontario Street, one from Marine Drive and two from 69<sup>th</sup> Avenue (one dedicated to loading). Staff recommend reducing to one the number of access points off Ontario to minimize impact on the Bikeway. (See Traffic and Parking comments, page 9, and the Traffic Study summary, Appendix D.) The north building incorporates the front façade [61.6 m (200 ft.)] and a portion of the east side [11.4 m (37.4 ft.)] of the former Chrysler Building and the new addition to the building is designed to respect the landmark building.

***Building Massing:*** The policy stipulates that neither the width nor depth of an individual building should exceed 61.0 m (200 ft.), unless visual interest can be demonstrated, and in these instances, façade articulations should be introduced. While this proposal exceeds the 61.0m width and depth on several frontages, staff believe this is acceptable, given the heritage retention being provided and the design limitations this imposes. Staff seek design development to better articulate the facades to reduce overall scale impacts.

***Main Entries to Street:*** The policy seeks at least one main building entry oriented to and directly accessible from Marine Drive. Given the internalization of parking, and

access to parking that brings people to the centre of the site, Staff acknowledge that the main entrance to the buildings will be from the centre of the site. Staff support a secondary building entry at the Marine Drive location, such as an employee door, to achieve the activity and animation sought. This activity and animation can also be achieved through retention of clear glazing in the heritage building and placement of active uses within this portion of the building.

***Open Space & Public Realm:*** This project achieves all of the aims specified in the policy, including maximizing green landscaping and providing a respite along the Ontario Street Greenway & Bikeway. The landscaping is also intended to maintain the historic formality of the lawn and retain public views of the building façade. The proposed bio-filtration pond is an appropriate gesture in its scale, location and simplicity. Opportunities to promote goals of the City's Food Policy objectives and offer an active space that promotes neighbourhood gathering in this expanse, while respecting the historic formality, are recommended.

**Sustainability:** With respect to sustainable building and site features, the application proposes a LEED Gold equivalent, which includes a bio-filtration pond for water storage and treatment, interior daylighting, energy efficient mechanical systems, and water conserving systems for irrigation, etc. The City's three priorities for green buildings: energy efficiency, water efficiency, and rain water management, are all well-addressed in this proposal. Appendix B identifies proposed conditions of approval, aimed at achieving the features described in the proposal.

In the previous application for this site, Council expressed an interest in understanding the potential impact of the proposal on greenhouse gas emissions, although the LFA policy does not require a study. Staff from the Sustainability Office have yet to assess transportation-related greenhouse gas impacts either citywide or on a project-by-project bases. However, for this current application, they gave some consideration to the factors that would need to be known to provide a fair comparison for the before and after project development conditions. These factors are:

- number of automobile trips being generated by this store;
- average travel distance for each trip;
- a distinction between the number of auto trips that are "new", i.e., 1) Customers that will shop at the store who never would have shopped at Canadian Tire or an already existing store offering the same retail services had this store not been developed; 2) The difference in the distance traveled to this store by customers (longer or shorter) than they would have traveled to an already existing store offering the same retail services.
- number and average distance of the trips to an alternative, existing facility that serves the same retail functions within the catchment area.

Once this data has been isolated there would still be uncertainty with regards to other variables such as: the economy, competitors, shopping by the internet, delivery programs, evolving technology and densification, all of which would affect the estimate.

In summary, staff did not feel there was a good model with an insignificant margin of error that could predict the GHG emission impact from a single development. Generally, Large Format developments are car oriented and encourage auto use. However, the degree to



which these developments contribute to increased greenhouse gases is a more complex assessment.

**Urban Design Panel:** The UDP was advised of, but did not review, the current application, since the UDP had seen virtually the same scheme in the previous application at its January 19, 2005 meeting and supported it unanimously. See Appendix C for minutes from the meeting.

**Heritage Value:** The former Chrysler Parts Distribution Centre was constructed in 1956 by noted local architects McCarter and Nairne in association with William R. Souter and Associates of Hamilton Ontario. The building reflects a late Art Moderne/International style of modernism, typified by industrial buildings of that era. The balanced front façade and deep landscaped setback reflect the importance of Chrysler in Canada's auto industry and shows a preference to present a conservative style of modernism in their buildings and site development at that time.

The simple expanse of lawn has as much to do with the heritage value of the site as the buildings architecture. The open lawn effectively acts as a stage set to the formal building face. It is doubtful that the front sidewalk was ever used to access the building; however, the effect is reflective of how the company saw themselves within the market place and their desire to create a "head office" appearance. In addition, culturally the site is significant as an early example of development along Marine Drive.

The Recent Landmarks Inventory was generated from a Council request in the early 1990's to record buildings constructed after 1940 that may have historic merit. Buildings identified on the Inventory are considered eligible for inclusion onto the Vancouver Heritage Register. To date, staff has added these buildings on a case by case basis as the sites come up for redevelopment and a retention proposal is supported by the owners. The Chrysler Building has been evaluated as meriting an "A" on the Vancouver Heritage Register, and is proposed to be added in that category. The rating comes from the building's architectural importance, cultural associations and the site's landscaping. (See Building Evaluation and Statement of Significance in Appendix E.)

**Vancouver Heritage Commission (VHC):** The VHC was advised of, but did not review, this current application. However, the previous application with virtually the same scheme was presented twice, with the last meeting January 31, 2005. The Commission unanimously supported the proposal with comments/suggestions that have been incorporated into the rezoning conditions. See Appendix C for the VHC resolution.

**Traffic and Parking:** The present application is for a development of scale and use comparable with that presented to City Council at Public Hearing in June of 2005. Rather than rely on the traffic impact studies performed for that application, staff required an up-to-date investigation of the new proposal. Since the previous proposal was refused by Council, staff were seeking improvements in the handling of transportation issues.

The consultant, Bunt & Associates, assessed the current proposal in their "Traffic Impact Study, Final Report" for Canadian Tire - S.W. Marine Drive, December 21, 2006. The Study (summarized in Appendix D) examined the Canadian Tire proposal both without and with the former WalMart proposal, and examined a request by staff to look at a "Reduced Ontario" option in which only one driveway on Ontario would be permitted while access to and from

the site was focused on a new signalized driveway on Marine Drive at the site's westerly limit. This concept would focus traffic away from the Ontario Street Greenway & Bikeway by creating a new westbound left turn access to the site. This new access helps to: reduce the length of the left turn bay approaching Ontario Street, increase the left turn bay approaching Main Street, and eliminate the need for dual left turn lanes at Main Street. After further analysis and modelling by the consultant, it was concluded that the Reduced Ontario option reduces traffic along Ontario Street by about 60% while minimizing impacts to other streets and the neighbourhood to the north. Appendix B details the arrangements required to achieve the mitigation sought.

In addition, a "Bike Plaza" is being required in the northeast portion of the site and no drive-thru commercial activity is supported, all in an effort to reduce the volumes of motor vehicles on Ontario. In consultation with the Bicycle Advisory Committee (BAC), a number of other possible measures have been identified (see BAC comments below). Consideration of these measures will be undertaken through future discussions involving staff, the BAC, the applicant and other interested stakeholders. Canadian Tire will be required to contribute \$100,000 to fund any agreed upon measures.

Staff conclude that the traffic from Canadian Tire's proposal can be accommodated in a manner acceptable to pedestrians, bicyclists, transit riders, motorists, and neighbouring residents and businesses provided the mitigation measures prescribed by staff are undertaken. Curb parking on the north side of Marine Drive may have to be removed at times to improve safety, reduce congestion and lane-changing, and assist transit movements. Traffic conditions will also need to be reviewed at each new major development within the large format retail area to avoid excessive cumulative burdening of the transportation network.

As for parking, the application proposes 608 spaces. However, the applicant has indicated that with a revised layout triggered by a reduction in access points off Ontario, the number of spaces would be reduced to approximately 520 spaces. Provision of 520 spaces is considered acceptable because it falls within the minimum and maximum required by the Parking By-law, because of shared-use parking considerations, and because of auto reduction strategies anticipated in their Transportation Demand Management Plan. Note that the minimum parking requirement being applied to all stores within the site is the basic retail standard rather than the greater "grocery/drug/liquor store standard" originally envisioned for large format retail uses. This is consistent with the desired moderation of automobile use, though it may constrain the total drawing power of the complex.

Finally, the applicant must submit a detailed plan for the management of servicing and deliveries to and from the site, including clarification of the size, frequency, and routings of the vehicles.

#### **Bicycle Advisory Committee:**

The Bicycle Advisory Committee reviewed this proposal over the course of several meetings, including one with the Technical Subcommittee, and on May 16, 2007, provided the following advice, unanimously:

#### **RESOLVED**

- A. THAT the Bicycle Advisory Committee does not support any motor vehicular access for new development or redevelopment off existing bike routes.

- B. THAT the Bicycle Advisory Committee recommend Council direct staff to take measures to avoid bike routes as direct access routes and to discourage their use as approach routes, when planning access to new development or redevelopment.

In discussion, staff noted the developer has made many concessions regarding access to the site and the plans are unlikely to change in any way regarding access routes. It was then

**RESOLVED**

THAT, should the development proceed with an entrance off Ontario Street, the Bicycle Advisory Committee recommends to Council:

- A. THAT the development should incorporate cycling facilities that serve to:
- minimize potential conflict between bikes and motor vehicles
  - minimize the amount of interaction between motor vehicle traffic and bikes
  - minimize the number of cars crossing the path of cyclists
  - minimize the amount of vehicle traffic on designated bike routes and are of such a quality as to encourage those who currently do not cycle to use try using their bikes as a means of transportation.
- B. THAT the Bicycle Advisory Committee support staff's recommendation for traffic flow to and from the lands proposed for the Canadian Tire commercial development be supported, except for left-hand turns into the lands from motorized traffic on Ontario Street northbound.
- C. THAT the Bicycle Advisory Committee recommend to Council that physically separated two-way bike lanes be installed on Ontario Street between the southbound and northbound traffic lanes from Marine Drive to Kent Avenue North, connecting to the Kent Avenue South off-road bike path.

**Public Art:**

The Public Art Program requires for rezonings involving floor area of 15 000 m<sup>2</sup> (161,463 sq. ft.) or greater an allocation of a portion of the construction budget (\$.95 per foot/\$10.23 m<sup>2</sup>) to public art as a condition of zoning enactment. For this rezoning, a public art budget of just under \$495,000 is anticipated.

**Community Amenity Contribution (CAC)**

The City's CAC policy applies to this site. Real Estate Services staff advise that there is little or no increase in land value as a result of the change in use. However, the applicant has offered retention of the heritage resource. Staff recommend acceptance of this offering.

**FINANCIAL IMPLICATIONS**

There are no financial implications.

## CONCLUSION

Staff support the proposed rezoning which generally meets the criteria for rezoning sites along this part of Marine Drive to CD-1 for large format retail use. In addition, the proposal will help improve and preserve a landmark structure and its formal front lawn. The Director of Current Planning recommends that the application along with the consequential amendments be referred to a Public Hearing and be approved, subject to the proposed conditions of approval. Subject to approval of the rezoning, the Director of Current Planning also recommends heritage designation of the Chrysler Building and its front lawn.

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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.

Definition

- For the purpose of this by-law, “Retail (clothing)” means a use where more than 50% of the floor area is used for the sale of clothing or shoes.

Use

- Cultural and Recreational Uses, limited to:
  - Park or Playground
- Dwelling Uses, limited to:
  - Dwelling Unit for the use only of a caretaker, watchperson, or other individual similarly employed to maintain, secure, or protect a non-residential use located on the same site if, in the opinion of the Director of Planning or Development Permit Board, such maintenance, security, or protection is essential to such use.
- Manufacturing Uses, limited to:
  - Bakery Products Manufacturing
  - Batteries Manufacturing
  - Brewing or Distilling
  - Chemicals or Chemical products Manufacturing - Class B
  - Clothing Manufacturing
  - Dairy Products Manufacturing
  - Electrical Products or Appliances Manufacturing
  - Food or Beverage Products Manufacturing - Class B
  - Furniture or Fixtures Manufacturing
  - Ice Manufacturing
  - Jewellery Manufacturing
  - Leather Products Manufacturing
  - Machinery or Equipment Manufacturing
  - Metal Products Manufacturing - Class B
  - Miscellaneous Products Manufacturing - Class B
  - Motor Vehicle Parts Manufacturing
  - Non-metallic Mineral Products Manufacturing - Class B
  - Paper Manufacturing
  - Paper Products Manufacturing
  - Plastic Products Manufacturing
  - Printing or Publishing
  - Rubber Products Manufacturing
  - Shoes or Boots Manufacturing
  - Software Manufacturing
  - Textiles or Knit Goods Manufacturing
  - Tobacco Products Manufacturing
  - Transportation Equipment Manufacturing
  - Wood Products Manufacturing - Class B

- Office Uses, limited to:
  - General Office, except for offices of accountants, lawyers, notaries public, and real estate, advertising, insurance, travel and ticket agencies
  
- Retail Uses, limited to:
  - Adult Retail Store
  - Furniture or Appliance Store
  - Gasoline Station - Full Serve
  - Gasoline Station - Split Island
  - Pawnshop
  - Retail Store
  - Secondhand Store
  - Vehicle Dealer
  
- Service Uses, limited to:
  - Animal Clinic
  - Auction Hall
  - Catering Establishment
  - Laboratory
  - Laundry or Cleaning Plant
  - Motor Vehicle Repair Shop
  - Motor Vehicle Wash
  - Photofinishing or Photography Laboratory
  - Photofinishing or Photography Studio
  - Print Shop
  - Production or Rehearsal Studio
  - Restaurant
  - Repair Shop - Class A
  - Repair Shop - Class B
  - School - Vocational or Trade
  - Sign Painting Shop
  - Work Shop
  
- Transportation and Storage Uses, limited to:
  - Cold Storage Plant
  - Packaging Plant
  - Storage Warehouse
  - Storage Yard
  - Taxicab or Limousine Station
  - Truck Terminal or Courier Depot
  - Weighing or Inspection Station
  - Works Yard
  
- Utility and Communication Uses, limited to:
  - Public Utility
  - Radiocommunication Station
  - Recycling Depot

- Wholesale Uses, limited to:
  - Bulk Fuel Depot
  - Cardlock Fuel Station
  - Junk Yard or Shop
  - Lumber and Building Materials Establishment
  - Wholesaling - Class A
  - Wholesaling - Class B
  
- Accessory Uses customarily ancillary to the above uses, including accessory office, except that the total area of all accessory uses must not be greater than 33⅓ percent of the gross floor area of principal and accessory uses, except parking, combined, and a wall must separate the floor area in accessory uses accessible to the general public from the floor area in other uses.

#### Density

- Maximum floor space ratio of 1.63 FSR for all uses.
- Minimum size for a retail store is 929 m<sup>2</sup> (10,000 sq. ft.).
- Maximum floor space ratio of 0.79 FSR for retail uses, excluding parking.
- General office use not to exceed the greater of 235 m<sup>2</sup> or 33⅓ percent of gross floor area.
- The aggregate gross floor area of all retail stores in which the storage and retailing of clothing or shoes takes up more than 50% of the gross floor area of the store must not exceed 3 716 m<sup>2</sup> (40,000 sq. ft.).

The following shall be included in the computation of floor space ratio:

- (a) all floors of all buildings including accessory buildings, both above and below ground level, to be measured to the extreme outer limits of the building.

The following shall be excluded in the computation of floor space ratio:

- (a) open residential balconies or sundecks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, provided that the total area of all exclusions does not exceed eight percent of the residential floor area being provided;
- (b) patios and roof gardens, for residential purposes only, 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:
  - (i) are at or below the base surface, provided that the maximum exclusion for a parking space shall not exceed 7.3 m in length; or
  - (ii) are above the base surface and where developed as off-street parking are located in an accessory building situated in the rear yard, provided that the maximum exclusion for a parking space shall not exceed 7.3 m in length;

- (d) where exterior walls greater than 152 mm in thickness have been recommended by a Building Envelope Professional as defined in the Building By-law, the area of the walls exceeding 152 mm, but to a maximum exclusion of 152 mm thickness, except that this clause shall not apply to walls in existence prior to March 14, 2000.

#### Height

- A maximum height of 18.6 m (61 ft) above base surface is permitted.
- The Director of Planning or Development Permit Board, as the case may be, may permit an increase in the maximum height to 20.11 m (66 ft.) for those portions of the building along the 69<sup>th</sup> Avenue elevation that are not within the following setbacks:
  - 4 m from south property line, but the depth of the increased height cannot exceed 43 m;
  - 3 m from west property line;
  - 13 m from east property line.

#### Setbacks

- A landscape setback of 12.1 m (40 ft.) from the north property line is required.
- Minimum setbacks of 1 m from the east and south property lines are required.

#### Parking and Loading

- Per Parking By-law, including the exemption, relaxation and shared-use reduction provisions, except that the maximum parking provision be no more than 10% greater than the minimum Parking By-law requirement.

#### Site Size

- For the purpose of computing floor space ratio, the site is to consist of all parcels included under this By-law, and its size is deemed to be 29 768 m<sup>2</sup> being the site size at the time of the rezoning application and prior to any dedications.



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PROPOSED CONDITIONS OF APPROVAL

Note: Recommended approved 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 the Public Hearing.

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by Kasian Architecture, Interior Design and Planning, and stamped "Received City Planning Department", July 25, 2006, 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 to the following:

DESIGN DEVELOPMENT

- (i) design development to clearly distinguish new development from the rehabilitated heritage building;

Note to applicant: This can be achieved by creating a contrast between new and old through the use of contemporary building systems that express the prevailing industrial context. Overall massing and detailed aspects of exterior walls/fenestration should be derived, yet, distinguished, from the existing building's architectural qualities with respect to form, scale, horizontal proportioning and detailing.

- (ii) design development to ensure that active uses and at least one door access are provided to the retained portion of the Heritage Building;

Note to Applicant: Provide a tenant layout for the portion of the retained heritage building and make a notation on elevations showing clear glass and operable door(s).

- (iii) design development to reduce the overall scale impacts of the proposed development;

Note to applicant: This can be achieved by reducing height in areas where scale impacts are most noticeable and placing a greater emphasis on horizontal proportioning. Further design development to architectural expression to reduce the extent of blank wall and achieve a simpler, lighter industrial character is also required. Opportunities to maximize clerestory glazing should be pursued.

- (iv) design development to more clearly announce building entries and related on-site circulation systems;

Note to applicant: A greater reliance on good design, and less reliance on wayfinding systems, is required.

- (v) design development to achieve a more streetwall like character for the Ontario Street frontage while managing the scale of the overall development;

Note to applicant: A development strategy that maximizes and expresses active uses, reveals pedestrian/patron movement through maximum clear glazing and de-emphasizes automobile parking and access is required. Confirmation of outdoor display expectations, and related design considerations is required.

- (vi) provision of a single vehicle entry point (crossing) on Ontario Street.

Note to Applicant: The crossing may have more than one inbound and outbound lane. Provision of a qualified traffic consultant's review of the single entry operation is required prior to issuance of any related development permit.

- (vii) provision of truck delivery routes and loading operation details for Canadian Tire and other tenants of the site to determine circulation, access patterns and impacts on the neighbourhood.

- (viii) provision of a conceptual signage package that proposes signage types and locations;

Note to applicant: The signage concept should be developed for site, building and tenancy considerations and should be expressed in a simple, understated manner. The signage concept should enhance the heritage setting and Marine Drive entrance on the northerly portion of the site while acknowledging the importance of the Ontario Street corridor as a secondary access for vehicles and primary access for pedestrians, cyclists as well as visitors by automobile. Minimal reliance on wayfinding systems is required.

- (ix) provision of a conceptual lighting package that confirms lighting types and locations;

Note to applicant: The lighting concept should be developed for site, building and tenancy considerations and should be expressed in a simple, understated manner. The lighting concept should enhance the heritage setting and Marine Drive entrance on the northerly portion of the site through special lighting of the heritage building, while acknowledging the importance of the Ontario Street corridor as a secondary access for vehicles and primary access for pedestrians, cyclists as well as visitors by automobile.

- (x) design development to properly screen loading activities and utility functions;

Note to applicant: The architectural strategy for screening should be integral to the overall building expression and quality.

- (xi) confirmation of proposed materials, including glazing and screening systems, to ensure a high quality built form response in an industrial context;
- (xii) design development to confirm the location and design of weather protection systems to ensure functionality and visual quality in an industrial context;
- (xiii) design development to the open front area along Marine Drive to provide for a comprehensive landscape plan that incorporates the bio-filtration system, bikeway along Ontario, signage (if proposed in this area), City Food Policy objectives, and the remaining portions of the open lawn, which supports the historic use of this space as a framing element for the historic façade;
- (xiv) design development to the proposed driveway access off S.W. Marine Drive, to include surfacing treatment that minimizes the visual impact on the formal lawn and heritage façade and maximizes retention of existing trees:

Note to Applicant: This could include use of decorative unit pavers and a rolled rim curb.

- (xv) design development to include a conservation plan for the heritage façade;

Note to applicant: The purpose of the plan is to identify the scope of work for the heritage façade, and to identify the proposed remedial measures, and should be included on the development permit drawings as a series of construction notes, and supported by current photos of the facade.

#### GREENWAYS/BIKEWAYS

- (xvi) reconfiguration of the plaza to intersect with the sidewalk and pond;

Note to Applicant: Configuration of the plaza should be changed to an equilateral triangle. Each side a minimum of 45 feet long, with one point intersecting the sidewalk, another point intersecting with the pond, and one side parallel to the sidewalk.

- (xvii) design development to include changes and improvements consistent with City greenway/bikeway standards and acceptable to the Director of Planning in consultation with the General Manager of Engineering Services;

Note to Applicant: Contact Engineering Services, 604.873.7155 for additional clarification on plaza amenities sought.

#### SUSTAINABILITY

- (xviii) commitment to achieving the equivalent of a minimum threshold of 39 points on the LEED Canada NC-1 Project Check List attached to the submitted materials;

Note to Applicant: The City encourages the applicant to complete full LEED™ certification for LEED Gold with the CaGBC.

- (xix) provide a written sustainability rational, supplemented with drawings if necessary, that details all of the design features, construction practices, product specifications and applications that will allow the applicant to achieve the 39 points LEED Canada NC-1 Project Check List or equivalent attached to the submitted materials;

Note to Applicant: This rational is to be submitted at the building permit stage and reviewed by City of Vancouver Sustainability Staff.

#### CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

- (xx) design development to take into consideration the principles of CPTED (Crime Prevention Through Environmental Design) having particular regard for reducing opportunities for graffiti on exposed party walls on the internal property line;
- (xxi) provision of a comprehensive security report by a licensed security professional for securing or patrolling parking areas for both business and non-business hours.

#### AGREEMENTS

- (c) That, prior to enactment of the CD-1 By-law, the registered owner shall, at no cost to the City:

#### ENGINEERING

- (i) make suitable arrangements, to the satisfaction of the General Manager of Engineering Services, for:
  - (a) Provision of independent public utility services (Hydro, Telus; Cable) with all services to be underground from the closest existing suitable service point. All services, and in particular electrical transformers to accommodate a primary service must be located on private property. The development site is not to rely on secondary voltage from the existing overhead network. Any alterations to the existing underground/overhead utility network to accommodate the development will require review and approval by the Utilities Management Branch. Early contact with the Utilities Management Branch is encouraged.
  - (b) Confirmation that the hydro pole and guy wires located at the westerly end of the site on 69<sup>th</sup> Avenue can be relocated or removed to allow for the proposed driveways is required. Written confirmation from BC Hydro and confirmation from the City's Utilities Management Branch is required.
- (ii) make arrangements to the satisfaction of the General Manager of Engineering Services and Director of Legal Services for:
  - (a) clarification of all charges on title. Provision of 2 copies of a charge summary meeting the requirements of the Director of Legal Services;

- (b) dedication of a 1.3 m by 1.5 m corner cut off the northeast corner of the site for road purposes;
- (c) provision of a right of way to allow public access and use of the "bike plaza";
- (d) provision of appropriate rights of way and agreements granting access across this site to the site adjacent to the westerly property line ("Nevada Bob's") allowing for a single point of access to both sites for any future development;

Note to Applicant: It is expected that for any future development of the adjacent site, the City would seek similar rights.

- (e) upgrading of the storm and sanitary mains to provide adequate service to the site;

Note to Applicant: A storm water management plan will be necessary and will be developed to reduce the extent of sewer system upgrading necessary for this project.

- (f) upgrading of the City water mains to provide adequate water service for the site;

Note to applicant: The current application does not provide enough detail to determine the extent of water system upgrading. Fire flow demand details are required to determine specifics of system upgrading.

- (g) provision of up to \$100,000.00 for traffic calming measures, temporary and/or permanent, as may be required within 5 years of final occupancy to protect against shortcutting within the local neighbourhood bounded by 59<sup>th</sup> Avenue, Main Street, Marine Drive and Cambie Street, 100% funded by the applicant;
- (h) provision of a raised median/left turn bay, prior to occupancy, to serve westbound Marine Drive vehicles turning south onto Ontario Street (up to 100% funded by the applicant, depending on other concurrent developments contributing to the cost of these works);
- (i) improvements to the west leg of the Marine Drive/Main Street intersection, prior to occupancy, including related signalization changes, to serve increased vehicle volumes (this involves a lengthening of the left turn bay on Marine Drive), 50% funded by the applicant;
- (j) median, curb, and signal modifications on Marine Drive between Ontario Street and Manitoba Street, 100% applicant funded prior to occupancy, which: 1) Introduce a new left turn bay serving the site's principal access along the westerly portion of the site; 2) Provide all infrastructure related to the signalization of the access aforementioned; and 3) Restrict against motor vehicles turning from northbound Ontario to westbound Marine;
- (k) median modifications to restore northbound to westbound movement by motor vehicles (up to 100% funded by the applicant, within 3 years of final occupancy), to be determined by the General Manager of Engineering Services;

- (l) provision of new or revised curb parking regulation signage, 100% applicant funded, along Marine Drive between Manitoba Street and Main Street, to assist traffic safety as may be required within 3 years of final occupancy;
- (m) provision of a contribution of \$100,000.00 towards transit priority measures implemented in the vicinity of Main Street and Marine Drive;
- (n) improvements to Ontario Street from Marine Drive to 69<sup>th</sup> Avenue, 100% applicant funded, prior to occupancy, in conformance with Greenways/Bikeways standards and are to include the following:
  - 1. provision of 6 ft. wide broomed finished sidewalk with sawcut expansion joints on the west side of Ontario St. adjacent the site;
  - 2. provision of additional and upgraded "Greenways" lamp standards on the west side of Ontario St, adjacent the site;
  - 3. provision of street trees on the west side of Ontario St. adjacent the site where space permits; and
  - 4. provision of standard marked bicycle lanes in both directions on Ontario Street;
- (o) provision of a contribution of \$100,000.00 towards improvements to bicycle routes serving the site, other than those specified elsewhere in these conditions, within the area bounded by 59<sup>th</sup> Avenue, Fraser River, Cambie Street and Main Street;
- (p) provision of a Transportation Demand Management Plan to encourage among employees and customers travel by means other than the private automobile, and particularly the single-occupant private automobile, to the satisfaction of the General Manager of Engineering Services;
- (q) provision of curb, gutter and pavement to centreline on 69<sup>th</sup> Avenue between Ontario and Manitoba streets, prior to occupancy, up to 100% funded by the applicant, depending on other concurrent developments contributing to the cost of these works;
- (r) provision of 5 ft. or 6 ft. wide (as space permits) broomed finished concrete sidewalk on north side of 69<sup>th</sup> Avenue between Ontario and Manitoba streets, prior to occupancy, up to 100% funded by the applicant, depending on other concurrent developments contributing to the cost of these works;
- (s) provision of street trees on the north side of 69<sup>th</sup> Avenue between Ontario and Manitoba street where space permits, prior to occupancy, up to 100% funded by the applicant, depending on other concurrent developments contributing to the cost of these works;
- (t) provision of infill street trees on Marine Drive adjacent the site, where space permits;

Note to Applicant: Off-site traffic measures require separate Council approvals.

#### HERITAGE

- (iii) execute an agreement satisfactory to the Director of Legal Services and the Director of Planning, to protect the historic façade from vandalism during the construction process and complete the conservation work to the heritage façade and the open lawn on Marine Drive, in a timely manner;

#### PUBLIC ART

- (iv) Execute an agreement satisfactory to the Directors of Legal Services in consultation with the Assistant Director, Office of Cultural Affairs, for the provision of public art in accordance with the City's *Public Art Policy and Guidelines*, such agreement to provide for security in a form and amount satisfactory to the Director of Legal Services; and provide a preliminary public art plan to the satisfaction of the Assistant Director, Office of Cultural Affairs;

Note to Applicant: The *Public Art Policy & Guidelines* set out all Public Art Program requirements, including details of the preliminary public art plan referred to above. City approval of a Detailed Public Art Plan is a prior to condition of Development Permit issuance. Please discuss your application with Bryan Newson, program manager, 604.871.6002, before beginning your public art planning.

#### SOILS

- (v) obtain and submit to the City copies of all soils studies and the consequential Remediation Plan, approved by the Ministry of Environment. Enter into or cause to be entered into agreements satisfactory to the Director of Legal Services, providing for the remediation of any contaminated soils on the site in accordance with a Remediation Plan approved by the Ministry of Environment and acceptable to the City, providing security satisfactory to the Director of Legal Services for the completion of remediation and indemnifying the City and the Approving Officer against any liability or costs which may be incurred as a result of the presence of contaminated soils on the site; and
- (vi) execute an Indemnity Agreement, satisfactory to the Director of Legal Services, providing for security to the satisfaction of the Director of Legal Services, protecting the City and Approving Officer from all liability or damages arising out of or related to the presence of contaminated soils on the lands comprising the subject site, howsoever occurring, arising during the period commencing immediately following the Public Hearing until such time as the Ministry of Environment issues an approval, in a form satisfactory to the Director of Legal Services and the General Manager of Engineering Services, certifying that the subject site, including all roads, utility corridors and open spaces contained therein, have been remediated to Provincial Standards as defined in such approval.

Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owner, but also as Covenants pursuant to Section 219 of the Land Title Act.

Such 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; provided, however, the Director of Legal Services may, in her sole discretion and on terms she considers advisable, accept tendering of the preceding agreements for registration in the appropriate Land Title Office, to the satisfaction of the Director of Legal Services, prior to enactment of the by-law.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, letters of credit and withholding of permits, as deemed necessary by and in a form satisfactory to the Director of Legal Services.

The timing of all required payments shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.



## ADDITIONAL INFORMATION

**Site, Surrounding Zoning and Development:** This 29 767 m<sup>2</sup> (320,418 sq. ft.) site is comprised of one parcel with a frontage of 96.0 m (315 ft.) along the south side of Marine Drive. The level site is presently developed with a one-storey, 8 120 m<sup>2</sup> (87,400 sq. ft.) building which has been occupied by warehouse/office uses. The building was built in 1956 for the Chrysler Corporation's offices and warehouse.

South, east and west of the site is zoned I-2 (Industrial) and developed with primarily warehouse, office and light industrial uses. North of the site is zoned RS-1 (One-family Dwelling) and is developed with one-family dwellings.

**Proposed Development:** The application proposes a mixed use development which would contain retail and service uses, including a 12 418 m<sup>2</sup> (133,670 sq. ft.) Canadian Tire Store and 11 707 m<sup>2</sup> (126,020 sq. ft.) of other retail space, including retail clothing space. A 2-storey Canadian Tire store and a Marks Work Warehouse would be located at the south end of the site. The building at the north end would include three other retailers. The design incorporates retention of the front section of the existing heritage resource on the site. In the centre of the site, linking the buildings would be a 2-storey parking structure for 608 vehicles. Two smaller buildings fronting onto Ontario Street would include restaurant and retail uses. Vehicle access to the site occurs from Ontario Street and loading enters from 69<sup>th</sup> Avenue and Marine Drive along the west side of the site.

The proposal also includes sustainable design features such as clerestory windows and skylights to daylight upper level retail areas, the capture and use of stormwater, planting and roofing materials to minimize cooling loads, and a bio-filtration pond to improve water quality. A bike plaza is also proposed near the bio-filtration pond towards the northeast corner of the development.

**Retail Impact Study:** In accordance with the LFA rezoning policies, the applicant paid for a retail impact study which was directed and managed by City staff. In October 2006, the City hired a consultant team to undertake the study based on terms of reference developed by staff. The consultant team consisted of Lewis Silberberg (Commercial Marketing) and Paul Ardagh (Development Consulting Group).

### (a) Methodology

The consultants' methodology utilized both quantitative and qualitative analyses to assess potential impacts on neighbourhood shopping area. Their research included:

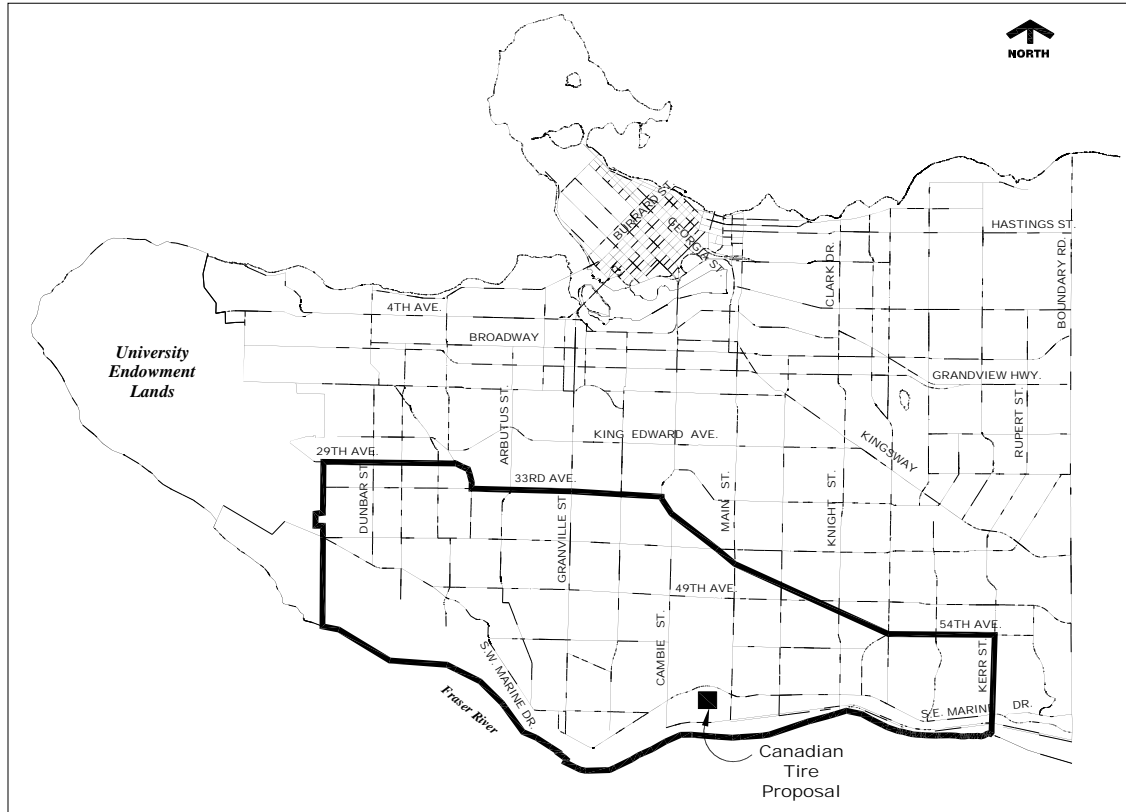
- a full inventory of all stores in neighbourhood shopping areas and shopping centres in the trade area; and
- quantitative analyses of retail supply and demand for stores selling clothing.

### (b) Analysis

The trade area was determined based on the configuration of the local road network, the size of the proposed development, the drawing power of its anchors, and the size and location of competing commercial developments. The results indicated that the trade area boundaries

would extend between 29<sup>th</sup> Avenue and 54<sup>th</sup> Avenue in the north to the Fraser River in the south and from Kerr Street in the east to the University Endowment Lands in the west.

Map 2: Trade Area of Proposed Retail Development



An inventory was taken of ten neighbourhood shopping areas and shopping centres located in the general vicinity of the site and found 25 176 m<sup>2</sup> (271,000 sq. ft.) of clothing store space.

The proposed development includes 7 604 m<sup>2</sup> (81,852 sq. ft.) of retail space without definite tenants, so the consultants considered 2 scenarios for the impact on the trade area of potential clothing sales on the site. Scenario A includes a Marks Work Wearhouse [1 207 m<sup>2</sup> (13,000 sq. ft.)] and 929 m<sup>2</sup> (10,000 sq. ft.) of other clothing sales and Scenario B includes a Marks Work Wearhouse [1 207 m<sup>2</sup> (13,000 sq. ft.)] and 4 645 m<sup>2</sup> (50,000 sq. ft.) of other clothing sales.

The principal findings of this report are summarized below. The full report is on file in the Rezoning Centre, Planning Department.

1. According to a site plan provided by the developer, the project will have a total store area of approximately 262,000 sq. ft. Anchor tenants for the project include a 134,000 sq. ft. Canadian Tire store, a 31,000 sq. ft. Best Buy consumer electronics store and a 13,000 sq. ft. Marks Work Wearhouse clothing store. Based on discussions with the developer, it has been assumed that these three anchor tenants will open in the summer or fall of 2009.

2. An inventory of ten shopping areas located in the general vicinity of the subject site was undertaken by the consultants. These ten shopping areas contain 271,000 sq. ft. of clothing store space including 121,000 sq. ft. at Oakridge Mall, 49,000 sq. ft. in Kerrisdale and 47,000 sq. ft. in the Punjabi market area of Main Street.
3. The trade area for the proposed project extends from 29<sup>th</sup> Avenue in the north to the Fraser River in the south and from Kerr Street in the east to the University Endowment Lands in the west. The boundaries of the trade area reflect the location of existing and proposed Canadian Tire, Best Buy and Marks Work Wearhouse stores in Vancouver, Richmond and Burnaby.
4. The trade area population is projected to increase from 120,500 in 2006 to 129,700 in 2026.
5. Per capita incomes levels in the trade are virtually identical to the average for the City of Vancouver and slightly above the average for the Vancouver Census Metropolitan Area.
6. Under scenario A, the large format area development planned for the subject site will include a Marks Work Wearhouse store and 10,000 sq. ft. of other clothing store space. In this case, the amount of new clothing store space warranted in the trade area is projected to increase from 125,000 sq. ft. in 2011 to 164,000 sq. ft. in 2026. The results of the market analysis indicate that the trade area will be able to support the Marks Work Wearhouse store plus 10,000 sq. ft. of other clothing store space proposed for the subject site plus 10,000 sq. ft. of clothing store space in another large format area development on Southwest Marine Drive plus 100,000 sq. ft. of clothing store space in the proposed Oakridge expansion by 2016.
7. Under scenario B, the large format area development planned for the subject site will include a Marks Work Wearhouse store and 50,000 sq. ft. of other clothing store space. In this case, the amount of new clothing store space warranted in the trade area is projected to increase from 147,000 sq. ft. in 2011 to 185,000 sq. ft. in 2026. The results of the market analysis indicate that the trade area will not be able to support the Marks Work Wearhouse store plus 50,000 sq. ft. of other clothing store space proposed for the subject site plus 10,000 sq. ft. of clothing store space in another large format area development on Southwest Marine Drive plus 100,000 sq. ft. of clothing store space in the proposed Oakridge expansion until 2022.
8. For the purposes of this analysis, impact is defined as the difference between the projected sales volume for an existing store and what they were prior to the opening date of a new competitor such as Marks Work Wearhouse without adjustment for inflation.
9. The sales volume for the 13,000 sq. ft. Marks Work Wearhouse store is projected to increase from between \$3.9-\$4.5 million in 2010 (the first full year of operation) to between \$4.5-\$5.2 million in 2011 and to increase by 3% per annum thereafter.
10. In 2011, sales losses for clothing stores in the trade area attributable to Marks Work Wearhouse are projected at between \$1.6-\$1.8 million; the remainder of sales losses will accrue mostly to department stores such as Zellers and The Bay at Oakridge and

to clothing stores located outside the trade area. After 2011, the impact of the proposed Marks Work Warehouse store begins to decline due to a combination of population growth in the trade area and increasing per capita clothing store expenditures. By 2013, impacts on competing clothing stores in the trade area are projected to disappear entirely.

11. Almost all of the trade area impacts (between \$1.6-\$1.7 million in 2011) will be felt by competing clothing stores at Oakridge. The average productivity factor for clothing stores at Oakridge is currently estimated at between \$700-\$800 per sq. ft. Given this exceptional performance, the maximum projected impact of between 1-2% of total apparel sales should not be a concern for any competing clothing store at Oakridge.
12. In 2011, sales losses for clothing stores in the trade area attributable to the other clothing stores in the large format area development planned for the subject site are projected at between \$1.2-\$7.0 million. Once again, a significant portion of sales losses will accrue to department stores at nearby malls and to clothing stores located outside the trade area. After 2011, the impact of the proposed other clothing stores begins to decline once again due to a combination of population growth in the trade area and increasing per capita clothing store expenditures. By 2013, impacts on competing clothing stores in the trade area are projected to disappear entirely.
13. The inventory presented in Section 3.4 of this report identified a total of 14 large clothing stores in the trade area. Of this total, eight are located at Oakridge, two are located in Kerrisdale, two are ethnic stores in the Punjabi Market area of Main Street, one is an ethnic store on Fraser Street and one is a family clothing store on Fraser Street. By virtue of their location and/or merchandising mix, 13 of these 14 large clothing stores will be virtually immune to competition from the large format area development proposed for the subject site. The one exception is the 6,000 sq. ft. Fields store on Fraser Street.
14. The combined impact of the Canadian Tire and Walmart projects plus the Oakridge expansion could be enough to depress the sales volume of Fields to below the breakeven point, resulting in the possible closure of this store. In our opinion, a closure of the Fields store on Fraser Street will not have any significant long term impact on the marketing appeal of this shopping precinct.

**Public Input:** The City notified by mail 728 neighbours and interest citizens about this application on September 1, 2006. The list included those who had expressed interest in the previous application. On September 18, 2006, 2 site signs were placed on the site. On October 10, 2006, staff presented this application to attendees at the Sunset Annual Vision Committee Update. On April 4, 2007 staff met with 10 neighbours and/or interested citizens who requested an opportunity to learn more about the application, and particularly the conclusions of the traffic and retail impact studies. A total of 17 responses were received. Key concerns expressed were:

- increased traffic, and associated increase in pollution and greenhouse gas emissions
- impact on neighbourhood shopping areas' stability and diversity
- lack of sustainability in "big box" formats; does not encourage use of transit, cycling and walking
- loss of industrial land.

Staff believe that the traffic mitigation measures sought, as well as limitations on the amount of clothing retail square footage available, satisfactorily address the concerns expressed.

**Public Art:** The City's Public Art Program requires all new private developments seeking a rezoning having an FSR of 161,463 sq. ft. or greater to provide public art according to the City *Public Art Policy and Guidelines*. The value of the public art is currently based on a formula of \$0.95 per foot contributing to the total FSR.

**Comments of the General Manager of Engineering Services:** Engineering Services has no objection to the proposed rezoning provided the following issues can be addressed prior to by-law enactment. (See also comments on page 9 -10 related to Traffic and Parking, and Appendix B, recommended conditions of approval).

**Urban Design Panel Comments:** The Urban Design Panel did not review this application, but was advised that it had been submitted and that the scheme was identical to the application reviewed and supported by UDP on January 19, 2005. At that time, the Panel supported the use, density and form of development and offered their consensus on key aspects needing improvement. The Chair noted the following key issues arising from the Panel's commentary:

- “ • Design development to strengthen and clarify the architectural character and authenticity of the expression;
- Design development to the north landscape and bio-filtration pond to ensure functionality, giving consideration to the potential for a simpler, more formal language reflecting both the heritage building and including consideration of pedestrian desire lines;
- Enhance and emphasize vertical connections between parking levels including consideration of both way-finding and addition of natural light to the lower level;
- Enhance the Ontario street ground plane to emphasize pedestrian quality, greenway links, planting quality and way-finding;
- Provide an integrated signage strategy that is respectful of the simplicity of both the heritage building and the new building, particularly on the Marine Drive façade.”

The Panel also offered this related commentary:

“The Panel unanimously supported this revised submission. There were no concerns about the proposed use and density.

The Panel found the form of development considerably improved and was satisfied the project is now moving in the right direction. It is much simpler and the industrial language works well. Panel members liked the warehouse character as a backdrop to the heritage building but with some concerns expressed that the Chrysler building still seems a very inert building. Concerns remained about the relationship of the heritage structure to the new building with respect to connection details and suggestions were offered to make it engage more. There was a recommendation to ensure that the overall architectural expression takes precedence over the commercial uses on the site.

The Panel supported the massing and the bicycle hub at the northeast corner and thought it would work well. A number of concerns were expressed about the proposed bio-filtration pond. Some Panel members questioned whether it would be successful because they tend to dry out and pumping water would contradict the goal of sustainability. It was also noted that the natural landscape expression around the pond seems counter to the very formal aspect of the lawn. The heavy vegetation and shrubs may also work against the goal of maintaining the vista across the lawn. It was suggested a simpler, more urban approach might be better. Instead of the bio-filtration pond, there was a suggestion to consider a green roof, even partial, which might be easier to achieve than the pond. Given the size of the building, a green roof would also help to bring down its scale and would be more reflective of the simple heritage green lawn.

The Panel supported the preservation of the simplicity and clarity of the lawn. It was suggested the circulation in the open space needed more work, with a recommendation to consider respecting some diagonal desire lines.

The Panel found the Ontario Street elevation much improved. It has much greater clarity and the trellis is an interesting solution. It was stressed, however, that the detailing will be critical in terms of the amount of transparency it has and whether there should be variable heights. Further design development was recommended to ensure this façade more accurately reflects the uses behind it, which would also help with way-finding. One Panel member questioned whether the trellis element was warranted between major building masses, suggesting a more distinct break between primary building masses might offer greater visibility to the parking areas above as well as help to clarify the expression of the different components on the site. Some concerns were expressed that way-finding might be confusing. Greater attention at the development application stage was recommended to strengthen way-finding and to make the arrival and movement to the upper levels a more positive pedestrian experience. In general, there is need for greater consideration at the ground plane.

With respect to signage, the Panel liked that the signage will be contained within the overall frame of the building rather than protrude. It was also suggested the signage seen driving east along Marine Drive should be similarly sensitively handled. Signage will be an important consideration at the development application stage.

With respect to the driveway crossings on Ontario Street, it was recommended that priority be given to pedestrians rather than vehicles. Likewise, the circulation in both levels of the parking lot should ensure pedestrian priority, possibly with a central north-south spine through the centre. There was also a recommendation to consider skylights in the upper parking level rather than trees, to allow light down to the lower level, noting that trees in upper parking decks are seldom successful. It was strongly suggested that everything be done to get some daylight into the lower level parking to create a more pleasant environment and improve security.

With respect to the Ontario Street greenway, it was noted there is opportunity to increase the setback (at least three metres) from the CRUs and garden centre to offer more than a typical streetscape and create more of a greenway, making it a bold statement rather than a narrow boulevard. It was noted the second row of trees

currently will have insufficient room to produce a full canopy but with a greater setback at least one of the rows could be quite large specimens.

With respect to the north façade, it was stressed that night lighting will be an important consideration at the next stage of design development."

**Vancouver Heritage Commission Comments:** The Vancouver Heritage Commission was advised of, but did not review this application. It had reviewed and supported the previous application depicting the same scheme. At VHC review, on January 31, 2005, the Commission unanimously resolved:

"THAT the Vancouver Heritage Commission (VHC) supports the project at 26 S.W. Marine Drive as presented at the January 31, 2005 meeting with the following to be noted:

- support of the detailed response to the Chrysler Building and site as itemized at the January 31, 2005 VHC meeting including the following:
  - use of a datum line and set back for clerestory windows;
  - use of metal panels and change in colour for both symmetry and contrast;
  - integration of design details to the whole complex and the move to a single building;
  - two zone redesign of front lawn including more naturalistic greenway on Ontario Street;
  - encourage use of a bio-filtration pond as a sustainable feature;
  - contemporary forms which assist frame historic façade; and
  - request for increased FSR to .79 for retail in exchange for designation of the original Chrysler building façade;

FURTHER THAT the VHC believes it is important that there be no use of signage or visual obstructions on the glazing or in the interior on the north-east corner of the building so as to see through to the original building façade."

**Sustainability:** The City of Vancouver Council adopted a Green Building Strategy on November 3, 2005 which identifies three priorities for green buildings. These priorities are energy efficiency, water efficiency, and rain water management. The applicant proposes through the rezoning process to participate in the Green Buildings Strategy Program, and propose features that address all three of these priorities.

Staff support all of the measures proposed to enhance the environmental performance of this proposal. Specifically, Staff support the measures proposed to optimize the energy efficiency and reduce the design energy cost relative to the Model National Energy Code by a minimum of 42%. Staff applaud the instillation of a bio-filtration pond and the measures proposed to capture and treat rain water on site. These specific features stand out among the other features proposed as being supportive of City's Green Building Strategy.

The proposal has identified the equivalent performance of the Canadian Green Building Council's (CaGBC) standard of LEED Gold from the LEED Canada NC-1 Green Building rating system. Staff are very supportive of this target and encourage but do not require the applicant to have this project registered and certified with the CaGBC.

**Social Implications:** There is potential to contribute to the achievement of Council objectives contained in the Food Policy Action Plan approved in 2003, and the 2010 Community Gardens initiative of 2004 if a portion of the landscape is designed to accommodate a community or shared garden and includes edible landscaping, consideration of which is sought in Appendix B.

Additional social benefits facilitated through the incorporation of a community garden include the potential for reduced crime through increased visual surveillance and social interaction. Moreover, residents and community groups identified a desire for more places to gather informally, particularly outdoors, during recent community consultations on amenity priorities for the area.

**Comments of the Applicant:**

The applicant team has worked with staff, the advisory design panel and the heritage commission to develop the best response for the Marine Drive LFA area. The resulting proposal provides for a high quality urban form of development including a high level of architectural resolution with consideration to integration of the Chrysler facade. The proposal received the unanimous support of urban design panel and the heritage commission.

In addition to delivering an architectural response consistent with the goals and expectations of the LFA guidelines, significant site amenities have been incorporated. The team is especially pleased to be providing for the preservation of the landmark Chrysler building facade and its formal lawn. Further site amenities include a bio-filtration pond, a bike hub resting area along the Ontario Street bikeway, various improvements to respond to traffic management, and the targeting of a LEED® Gold rating.

We have reviewed the report and are in agreement with the majority of the recommendations. However, we would ask that the following items be revised in the conditions approved;

1. Appendix B, page 1 of 8, (b), item (ii) should be revised to allow for the use of either clear or opaque glazing as is suitable to the interior functions. These areas may include loading-bays and corridors. Loading-bay areas adjacent to windows should not be clear glass due to CPTED and security concerns. We would like to note that the original Heritage façade incorporated blinds to conceal interior activity.
2. Appendix B, page 2 of 8, (b), item (v), Canadian Tire supports to the development of a 'streetwall' character, however we are concerned that the removal of one of the two vehicular access points along Ontario and the exclusion of 'drive-thru' uses may impact the viability of uses along Ontario resulting in some reduction of building mass.
3. Appendix B, page 6 of 8, (c)(ii)(d), We would ask that council clarify that rights of way and agreements granting access to the adjacent site would only come into effect with the development of that site under LFA guidelines. The adjacent site would then be required to provide a reciprocal access to the benefit of this site. This would be required to handle extra traffic generated by the adjacent LFA site and added to the existing access.



4. Appendix B, page 6 of 8, (c)(ii) (q), (r) and (s) Agreements, Canadian Tire is not opposed to the intent of these conditions but has concerns for the operating efficiency of adjacent businesses on the north side of 69th Avenue. We ask that Council accept the conditions as written, but add that the improvements affecting lands west of the Canadian Tire would only be required after close consultation with adjacent business operators accessing the north half of 69th Avenue. It is not the intent, nor desire of Canadian Tire to affect in any way the operation or access to their existing businesses. The lands north of 69th Avenue and west of Canadian Tire are eligible for consideration as LFA sites under the current LFA guidelines. Should it be found that current operations would be negatively affected by these conditions we would ask that Council defer this request to future redevelopment of the neighboring lands.
  
5. Canadian Tire looks forward to the opportunity to improve upon their existing involvement in the immediate neighborhood by providing a new updated retail opportunity for residents. We are also pleased to be working with the City to achieve innovative forms of development that integrate sustainable design principles and heritage preservation in a very urban format of development.

## Executive Summary of the Traffic Study by Bunt and Associates

Canadian Tire is proposing to develop a new commercial shopping centre on S.W. Marine Drive at Ontario Street that will feature a Canadian Tire anchor store along with other retail stores, shops, and services. The development site is presently zoned I-2 and is located within the Large Format Area (LFA) precinct set by Vancouver City Council in 2006. The site was formerly occupied by Chrysler Canada and has been vacant since.

The proposed development is anchored by a 133,670 square foot Canadian Tire store and other large format retail tenants. The project proposed is an urban form of development with building structure on three sides enclosing two levels of parking totaling approximately 608 parking spaces. A key aspect of the project is the preservation of the heritage facade on the site and the lawn fronting SW Marine Drive.

The proposed form of development for the project and the good transit accessibility provided by the nearby Canada Line rapid transit system plus high frequency bus routes on Marine Drive and Main Street make it urban in nature. However, as a conservative measure for the traffic impact assessment of the project, the future traffic forecasts have been based on a more suburban style shopping centre with minimal amounts of walk in, bicycle, and transit traffic. In fact all of these alternative travel modes are expected to factor significantly with the proposed store as they do with Canadian Tire's Cambie Street store at 7th Avenue in Vancouver.

Based on the conservative suburban trip rate model, the proposed development could generate up to 925 additional vehicle trips on the area road system during the weekday afternoon peak hour period, and approximately 1,345 additional vehicle trips during the Saturday afternoon peak hour period.

The Canadian Tire development as submitted was initially planned with multiple driveways accessing Ontario Street plus an access to 69th Street on the south end of the project. Through extensive consultation with the City of Vancouver Engineering Department, a number of revisions to the driveway access plan and internal parking layout have been tested to reduce the amount of additional vehicle traffic on Ontario Street which is a designated bicycle route in the City.

The City Staff recommendation for the site includes a single driveway on Ontario Street, a major new access planned on S.W. Marine Drive west of the Ontario Street intersection, and a change to the internal parking ramp configuration designed to favour access to either S.W. Marine Drive or 69th Avenue over Ontario Street. In addition, the Ontario Street intersection with S.W. Marine Drive will be reconfigured to eliminate left hand turns from NB Ontario to westbound Marine to protect pedestrian and bicycle movements. Canadian Tire is prepared to adjust the site plan to reflect these recommended changes.

As a result of these changes, the predicted future traffic volumes on Ontario Street can be reduced from over 1,100 vehicles per hour (15-20 cars per minute on average during peak periods) to fewer than 400 vehicle per hour (6-7 cars per minute).

The impact of the added traffic from the proposed Canadian Tire Store, as well as the added traffic that could result if the previously proposed Wal-Mart Store on Main Street were to be developed, has been extensively analysed using state of the art traffic capacity and modeling techniques. This analysis has confirmed that the forecast future volumes can be suitably accommodated on the area road system with the following road design measures implemented:

- Construction of westbound left-turn bays and raised median treatments on S.W. Marine Drive at the Ontario Street intersection and the proposed new site access driveway located west of Ontario Street;
- Lengthening of the eastbound left-turn bay on S.W. Marine Drive approaching the Main Street intersection;
- Median channelization at the S.W. Marine Drive/Ontario Street intersection to permit only right-turn in/out access to Marine Drive and westbound Marine Drive to southbound Ontario Street left-turn movements, as well as north-south crossing movements by pedestrians and cyclists. The existing pedestrian signal traffic control is to remain.
- Traffic laning on Ontario Street adjacent the site to provide for parking along the eastside of Ontario Street, painted bicycle lanes both southbound and northbound (southbound next to the west curb on Ontario Street, northbound next to the parking lane) and single northbound and southbound traffic lanes.

The proposed parking supply for the project is 608 spaces which translates to a parking supply ratio of approximately 2.3 spaces per 1,000 sq. ft. of floor area, and slightly exceeds the City Parking By-law parking requirement for the proposed use which calculates to approximately 2.1 spaces per 1,000 sq. ft. This is about one-half the typical requirement for a suburban community shopping centre of this size.

A Transportation Demand Management (TDM) Plan will be prepared for the project similar to the TDM plan prepared for the new Canadian Tire development now under construction on the Grandview Highway in Vancouver. The TDM Plan will establish travel mode targets for employees and customers of the S.W. Marine Drive store and outline the sustainable transportation initiatives planned to specifically suit this location. With successful application of TDM measures for staff and customers, a reduction in the parking supply from the proposed 608 stalls as has been suggested by the City Engineering Department would be appropriate.

## BUILDING EVALUATION AND STATEMENT OF SIGNIFICANCE

### STATEMENT OF SIGNIFICANCE (Prepared by Robert Lemon Architect Inc.)

"CHRYSLER CANADA PARTS DISTRIBUTION CENTRE  
26 S.W. Marine Drive, Vancouver

HERITAGE VALUE ASSESSMENT  
revised November 2, 2004

#### Historic Place Description

The former Chrysler Canada Parts Distribution Centre is a very large single storey industrial warehouse building fronted by an office wing set far back from a major arterial road in south Vancouver near the Fraser River. It is designed in a late Art Moderne/International style of modernism and dates from 1955-56. It was identified in the City of Vancouver Recent Landmarks survey but is not listed on the Vancouver Heritage Register.

#### Heritage Value

The former Chrysler Canada Parts Distribution Centre is an important aspect of Vancouver's industrial history and represents a post WW2 expression of modern architecture in the southern part of the city. Surrounded by highway oriented retail, car dealerships, industrial operations, fast food restaurants and gas stations, the building represents one of the last phases in the evolution of the Fraser River's transition from forest to farmland at the turn of the 20th century, gradually becoming industrial in use with numerous sawmills and steel plants by mid century. To the north of Marine Drive, a mix of small scale residential dwelling and apartment buildings are part of the what was once the eastern edge of Marpole.

The deep setback and broad front lawn of the building presents a strong presence to S.W. Marine Drive and enhances its visibility and prominence. The setback, symmetry and formal, yet restrained, modernism of the building and siting speaks to importance of Chrysler as an industrial entity, one of the Big Three automakers in North America. With this, their western regional office and parts distribution warehouse, the desire to create an impressive, yet conservative, presence in the community is evident. The front door is on axis with the long sidewalk from Marine Drive and the doorway is emphasized by being set in a stone surround and being centred in a projecting frontispiece. This strong presence was further highlighted by the giant scale of the 3'6" high stainless steel "CHRYSLER" letters above the main entrance (now removed). Mature street trees frame the site and contribute to the corporate formality of the site.

The building's architecture is a conservative modernist composition of strong horizontality and linearity rendered in brick with stone trim. With its streamlined modernism, it is related more to the late Art Moderne style than the more structurally expressive international style. A single band of strip windows of aluminium with stone trim and a strong central projecting frontispiece with stone surrounds mark the powerful north facade facing the large lawn north of the building.

There is a deft hand in the design of the transition from the sobriety of broad brick mass of the office section to the vast warehouse block to the rear, with its crisp delineation of clear upper clerestory glazing - relating to the steel truss structure of this wing - and its brick base.

Designed as the parts plant and regional offices for Chrysler Corporation of Canada (later Chrysler Canada Corp. and now Daimler Chrysler), the architect was William R. Souter and Associates, Architects of Hamilton, Ontario with associated architects McCarter Nairne & Partners of Vancouver. Souter's firm had a long history in Hamilton, designing schools, churches banks and large residences including several buildings at McMaster University and the General Motors Assembly Plant in Oshawa (1927). While the contribution of each firm to the building design is uncertain, McCarter Nairne & Partners were one of Vancouver's notable and prolific architectural firms whose Vancouver General Post Office on West Georgia Street (1953-58) is contemporary with the Chrysler building. An expansion of the warehouse section at the Chrysler building was designed in 1965 by Giffels Associates Consulting Engineers of Toronto and Windsor Ontario.

#### Post Script

While no direct connection has been established, there is a striking similarity of the office wing of this building to the office wing of the Canadian Timken Ltd. Plant in St. Thomas Ontario of a decade earlier (1946, Prack and Prack Architects of Hamilton). The similarity shows a preference of corporate offices of the automobile industry for a conservative style of modernism and suggests that Souter's Hamilton practice lead the design of this west coast building.

#### Character Defining Elements

- Broad front lawn and deep set back from Marine Drive
- Mature street trees
- Axial alignment of sidewalk, front door and facade frontispiece
- Long low linear single storey expression
- Brick wall cladding with stone trim and detailing
- Former stainless steel CHRYSLER sign (removed)
- Aluminium windows in long horizontal banding
- Clerestory glazing along east and west elevation

#### References

- Original architectural drawings, 1955 and 1965
- Daimler Chrysler Canada Inc.
- Luxton, Donald, Building the West, Vancouver Talonbooks, 2003
- Macdonald, Bruce, Vancouver at Visual History. Vancouver: Talonbooks, 1992
- Ontario Association of Architects register listing of Wm. Russell Souter (1893-1971)
- City of Vancouver Recent Landmarks files
- Canadian Timken Ltd.

ROBERT LEMON ARCHITECT INC."

**APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION**

**APPLICANT AND PROPERTY INFORMATION**

Street Address	26 SW Marine Drive (Canadian Tire)
Legal Description	Lot A, Except part in Ref. Plan 6793, N Pt of Block 11, DL 322, Plan 878, N.W.D.
Applicant/Architect	Kasian Architecture, Interior Design and Planning.
Property Owner	Canadian Tire

**SITE STATISTICS**

	GROSS	DEDICATIONS	NET
<b>SITE AREA</b>	29 768 m <sup>2</sup> (320,430 sq. ft.)	0.975 m <sup>2</sup> (10 sq. ft.)	29 767.025 m <sup>2</sup> (320,420 sq. ft.)

**DEVELOPMENT STATISTICS**

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT	RECOMMENDED DEVELOPMENT (if different than proposed)
ZONING	I-2 & RS-1	CD-1	
USES	Manufacturing, Service, Transportation and Storage, Utility and Communication, and Wholesale; Accessory Retail limited to 1 000m <sup>2</sup> (10,765 sq. ft.)	Manufacturing, Service, Transportation and Storage, Utility and Communication, Wholesale, Retail (Minimum size of 929 m <sup>2</sup> [10,000 sq. ft.]) and Accessory Uses	
MAX. FLOOR SPACE RATIO	3.00 FSR	1.63 FSR, except Retail limited to 0.79 FSR Retail (clothing) limited to 3 716m <sup>2</sup> (40,000 sq. ft.)	
MAXIMUM HEIGHT	18.3 m (60 ft.) (outright) 30.5 m (100 ft.) (conditional)	18.5 m (61 ft.); 20.11 m (66 ft.) for portions of elevation on 69 <sup>th</sup> Avenue	
PARKING SPACES	Per Parking By-law	Per Parking By-law, maximum no more than 10% more than minimum	
LANDSCAPED SETBACKS	RS-1 = 12.1 m (40 ft.) along Marine Drive	12.1 m (40 ft.) along Marine Drive;	