



P4

POLICY REPORT DEVELOPMENT AND BUILDING

Report Date: September 4, 2012
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Meeting Date: September 18, 2012

TO: Vancouver City Council
FROM: General Manager of Planning and Development Services
SUBJECT: CD-1 Rezoning - 1041 SW Marine Drive

RECOMMENDATION

A. THAT the application, by Robert Turecki Architect on behalf of Vancouver Airport Hotel Limited Partnership, to amend the CD-1 (Comprehensive Development) District (276) By-law No. 6876 for 1041 SW Marine Drive (*PID: 017-459-273; Lot J of Lots 21 and 23 Block C District Lot 319, Plan LMP1426*) to:

1. add lands presently zoned MC-1 (Mixed-use Industrial) District at 8866 Osler Street (*Lots 14 & 15 except part in Explanatory Plan 18601 of Lot 13 Block C District Lots 319, 323 and 324 Plan 3509 (PID: 008-249-016 and 008-249-032)*) to this CD-1 (Comprehensive Development) District; and
2. include residential use; increase the maximum height from 13.1 m to 22.7 m; and increase the density from floor space ratio 1.32 to 2.30;

all to allow development of a six-storey addition to the existing Coast Hotel at 1041 SW Marine Drive, be referred to a Public Hearing, together with:

- (i) plans received January 31, 2011;
- (ii) draft CD-1 By-law amendments, generally as presented in Appendix A; and
- (iii) the recommendation of the General Manager of Planning and Development Services to approve the application, subject to conditions contained in Appendix B;

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

- B. THAT Council approve in principle a Housing Agreement pursuant to section 565.2 of the Vancouver Charter securing the six market rental housing units in the development as rental for the life of the building or 60 years, whichever is longer, including no separate sales and no stratification covenants and such other terms and conditions as the Director of legal Services may require in respect of such units, to the satisfaction of the Director of Legal Services and Managing Director of Social Development;

FURTHER THAT the Director of Legal Services be instructed to bring forward a by-law to authorize such Housing Agreement, and after by-law enactment, to execute and register the Housing Agreement;

- C. THAT Recommendations A and B be adopted on the following conditions:
- (i) THAT passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
 - (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a by-law to amend By-law CD-1 (276) and that any costs incurred in fulfilling requirements imposed as a condition of amending By-law CD-1 (276) are at the risk of the property owner; and
 - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion regardless of when they are called upon to exercise such authority or discretion.

REPORT SUMMARY

This report assesses an application to amend CD-1 (276), the zone for the Coast Hotel at 1041 SW Marine Drive, to allow the expansion of the existing hotel including the addition of dwelling units. This application requires the rezoning of the adjacent site at 8866 Osler Street from MC-1 (Mixed-use Industrial) District to CD-1 (Comprehensive Development) District and its incorporation into an amended CD-1 (276) for 1041 SW Marine Drive. The proposal is to retain the existing four-storey hotel and to build a six-storey addition including a redeveloped pub, conference space, and 76 dwelling units of which six would be secured market rental units. The proposal also includes the option to develop 54 hotel rooms in the place of 32 dwelling units within the floor space of the addition. Staff have assessed the application and find that it appropriately addresses the urban design context and land use of the Hudson Street area, and that it provides a valuable public benefit of six secured market rental housing units. Staff support the application, subject to the design development conditions and rezoning enactment conditions outlined in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council Policies include:

- Rezoning Applications and Heritage Revitalization Agreements During Community Plan Programs in the West End, Marpole and Grandview-Woodland (July 28, 2011)
- MC-1 and MC-2 Guidelines for Cedar Cottage, Hudson Street, and East Hastings Street (Clark to Semlin) Areas (2003)
- Housing and Homelessness Strategy 2012-2021 (2011)
- Housing and Homelessness Strategy - 3 year Action Plan (2011)
- Greenest City 2020 Action Plan (2011)
- Green Building Rezoning Policy (2010)
- Community Amenity Contributions Through Rezonings (2006)

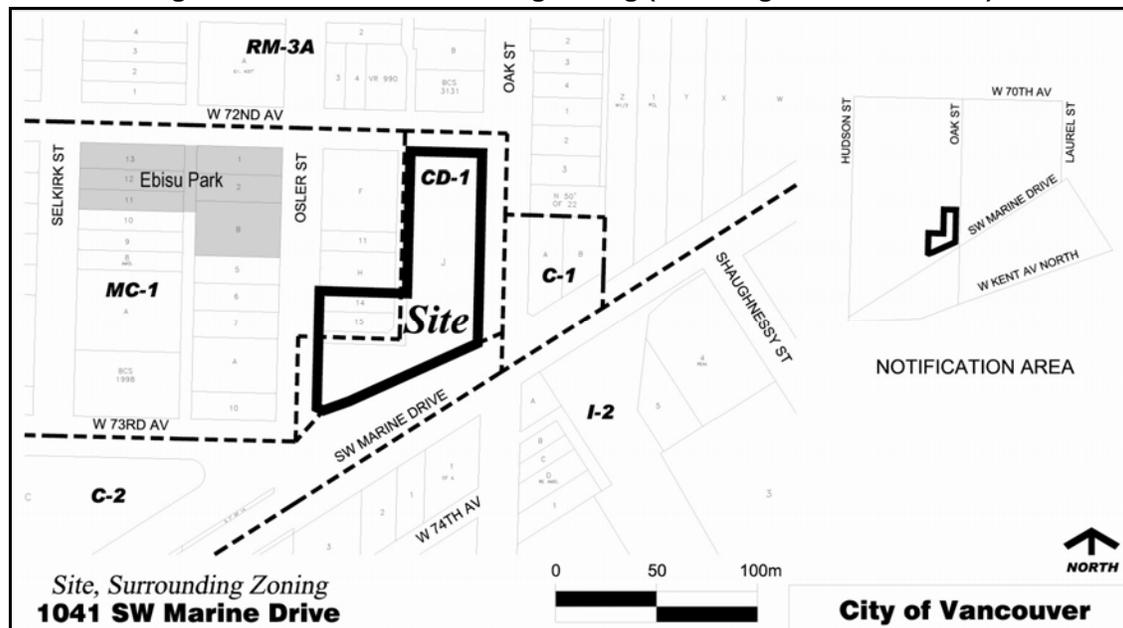
REPORT

Background/Context

1. Site and Context

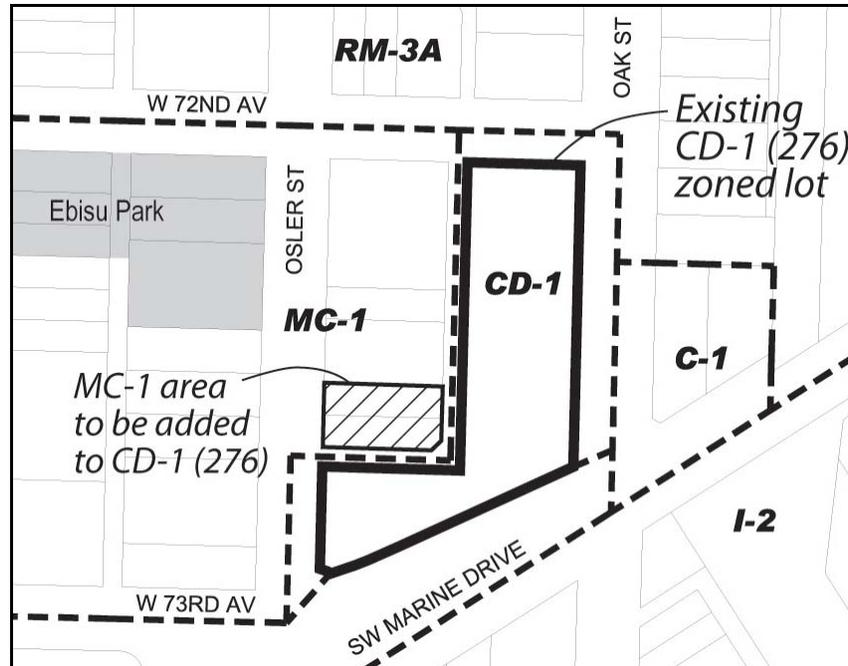
The existing building, containing the Coast Hotel and its ancillary neighbourhood pub, is located on a L-shaped site on the northwest corner of SW Marine Drive and Oak Street which is currently zoned CD-1 (276). West of the site, Osler Street properties are zoned MC-1 and are currently developed with one-to-three-storey industrial-commercial buildings. The City of Vancouver Ebisu Park fronts 72nd Avenue. Properties north of 72nd Avenue are zoned RM-3A and are developed with older three-storey apartment buildings. The existing hotel flanks the Oak Street bridgehead to the east and faces I-2 zoned industrial land to the south, across SW Marine Drive, which is developed with one-and-two-storey industrial buildings surrounded by surface parking and loading space.

Figure 1 – Site and surrounding zoning (including notification area)



Two MC-1 zoned lots across the lane from the CD-1 site currently provide surface parking for the hotel. The main four-storey hotel building stands between Oak Street and the lane west of Oak. The ancillary pub occupies a one-storey wing extending west along SW Marine Drive. The portion of the site currently zoned CD-1(276) is 4 790 m² (51,562 sq. ft.) in area. Following the required relocation of the lane and lot consolidation, the MC-1 zoned lots would add 744 m² (8,008 sq. ft.) to the amended CD-1 for a total site area of 5 534 m² (59,570 sq. ft.).

Figure 2 – MC-1 area to be added to CD-1 (276)



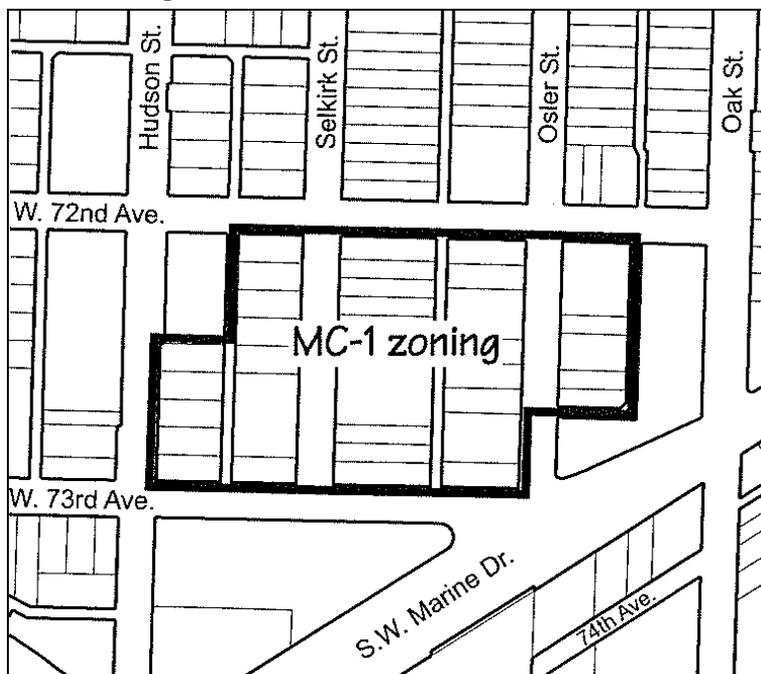
Traffic on SW Marine Drive moves quickly as it approaches the Arthur Lang Bridge to the west, providing access to YVR Airport and Richmond. Located at the intersection of two major arterials, access to transit at this site is excellent. There is a bus stop directly in front of the hotel on SW Marine and multiple bus routes stop within a one-block walk of the site.

2. Background

The Coast Hotel was originally built in 1986 when the site was zoned C-2 (Commercial). In 1987, staff had identified future rezoning potential of the Hudson Street Industrial Area to permit residential development. The intent to allow residential uses in this area provided a rationale for the hotel to seek CD-1 rezoning in 1991 to expand onto the I-1 zoned lots to the north, in a form compatible with potential future residential development. The expansion included a three-storey north wing adding 44 rooms and a one-storey wing to the west providing commercial space fronting SW Marine Drive, now occupied by the pub. As this frontage had been zoned C-2, it was desirable to include commercial uses at grade on that portion of the site.

Following the 1991 CD-1 rezoning of the hotel site, the adjacent Hudson Street Industrial Area was rezoned from I-1 to MC-1. The new MC-1 District Schedule introduced the potential for residential development in this area. This included the two MC-1 zoned lots which are now proposed to be added to the CD-1 for the Coast Hotel.

Figure 3 – Hudson Street Industrial Area



3. Policy Context

While residential use was being contemplated in 1991 for the Hudson Street Industrial Area, the existing CD-1 (276) by-law does not include dwelling units as a permitted use. The historical C-2 zoning of the site and the current MC-1 zoning of the surrounding properties both permit residential and residential-commercial mixed-use development. The MC-1 and MC-2 Guidelines for Cedar Cottage, Hudson Street, and East Hastings Street (Clark to Semlin) Areas provided direction to staff when considering conditional uses to:

- achieve compatibility among residential, commercial and industrial uses in these mixed-use areas; and
- guide building massing and design for neighbourliness, appropriate scale and pedestrian interest.

On July 28, 2011, Council endorsed the Housing and Homelessness Strategy 2012-2021 to address housing affordability at all points along the housing continuum. The housing continuum consists of the range of housing options available to households of all income levels, extending from emergency shelter and housing for the homeless through to affordable rental housing and home ownership. The priority action that relates to this rezoning application is to use financial and regulatory tools to encourage a variety of housing types and tenures that meet the needs of diverse households.

The Greenest City 2020 Action Plan (2011) prioritizes walking, cycling, and transit as preferred transportation options. Supporting active transportation planning with land use decisions will enable the City to meet mobility and transportation targets.

A community planning process for Marpole was launched in May of 2012. While the site falls within the area of the planning process, this current rezoning application was made on October 19, 2009, well before an interim rezoning policy was adopted by Council in July 2011. Accordingly, this application can be considered by Council in advance of the new Marpole Community Plan adoption.

Strategic Analysis

1. Land Use and Density

The existing CD-1 zoning for the south and east portions of the site (1041 SW Marine Drive) allows a density of 1.32 FSR or 6 322.8 m² (68,060 sq. ft.). The remainder of the site (8866 Osler Street) is zoned MC-1; as such it is intended to reinforce the mixed-use nature of the area by permitting residential, commercial and light industrial uses with permitted density ranging from 0.75 to 2.50 FSR depending on the use mix.

The application proposes a mix of hotel and residential uses with two options. The first option would add 76 dwelling units over a redeveloped pub. Alternatively, 54 hotel rooms would replace 32 dwelling units on the 2nd and 3rd floors, with 44 dwelling units remaining on other floors. The six secured market rental housing units would be provided in either option. Under existing zoning a residential multiple dwelling would be permitted in the MC-1 portion of the site, and a hotel expansion would be permitted in the CD-1 portion, but not the reverse. In response, the proposed approach to land use on the site is to generally stay consistent with the current zoning of the two components of the site, with a residential expression on Osler Street, and a more commercial expression on SW Marine Drive. The existing neighbourhood pub is permitted as an accessory use to the hotel and would continue to be permitted as such.

The MC-1 guidelines recommend against locating residential development within 7.6 m (25 ft.) of a neighbourhood pub to avoid the potential for noise impact and other conflicts. The application seeks to mitigate these impacts by locating the pub entry and its outdoor deck away from the residential entries and outdoor areas, both horizontally and vertically. Staff support the proposed uses, subject to the condition noted in Appendix B, which strives to further address the interface issues.

The existing CD-1 by-law allows for a density of 1.32 FSR and the MC-1 district schedule permits a maximum of 2.50 FSR for a mixed use building. The proposed density of 2.30 FSR is considered by staff to be appropriate, subject to design development described below in the Form of Development section and detailed in the conditions noted in Appendix B.

2. Form of Development

The application proposes a height of six storeys along the SW Marine Drive frontage, with a maximum vertical height of 22.7 m (74.5 ft.) at the southwest corner of the site. The building's height reduces significantly when moving north along Osler Street. The main building façade is set back from Osler Street at the fifth and sixth storeys beginning half way

up the street, and the whole building is reduced to four storeys at the north end of the addition, where it transitions to the existing MC-1 zone. Locating the increased height at the south end reduces shadow and view impacts to the north neighbours where residential development may occur in the future. Considering both the intensity of arterial traffic on SW Marine Drive and the industrial character of the area to the south, as well as more residential character of Osler Street to the north of the site, staff support the proposed range of building heights as contemplated.

In general, the application responds to the relevant policy, zoning and guidelines for the area. Residential units on Osler Street are set back from the street with a landscaped edge and a continuous canopy is provided along the commercial frontage facing Marine Drive. The Urban Design Panel reviewed the revised application on February 23, 2011 and voted (10-0) to support the proposed form of development.

The floor of the neighbourhood pub is shown elevated about 2 m (6.6 ft.) above the sidewalk and the main steps leading to the pub are not set back from the City sidewalk, leaving little room for circulation. Further, the application proposes a mix of blank concrete walls, low planters and storefront windows on the ground floor facing the public sidewalk to the south. Pedestrian comfort will be greatly improved with a wider sidewalk on SW Marine Drive achieved through a tapered 2 m road dedication. This dedication will provide the necessary clearance to accommodate the bus stop and pedestrians comfortably. Staff are recommending that the design of this area be revised to improve the pedestrian experience, as noted as a goal in the local guidelines for MC-1 (see conditions (b) 1 to 5 in Appendix B).

The applicant has provided schematic drawings and notes explaining their intended changes to accommodate the sidewalk expansion. These are included in Appendix E.

3. Parking, Loading and Circulation

Vehicle parking is currently provided on surface lots at the northeast and southwest corners of the site and under the north wing of the hotel and, loading is accessed from the L-shaped lane which runs parallel to Oak Street and turns west to meet Osler Street, separating the CD-1 site from the MC-1 zoned surface parking lot. These 77 existing parking spaces will be retained.

Vehicle and bicycle parking to be developed with the addition will be located in an underground parking garage. The 118 additional vehicle parking spaces proposed for the addition will bring the total for the site to 195, surpassing the number required by the Parking By-law. Vehicle access to the underground parking and loading are proposed from the lane. The proposed new vehicle access to SW Marine Drive between the existing hotel and the new development is not supported. As noted in the conditions of approval, references to this access point are to be removed from the plans at the development permit stage.

4. Environmental Sustainability

The Green Buildings Policy for Rezoning, approved July 2010, requires that rezoning applications received from June 2008 to July 2010 for any building eligible to participate in the Leadership in Energy and Environmental Design (LEED®) program for New Construction commit to achieving a minimum 36 points (Silver), including at least 3 optimize energy performance points, 1 water efficiency point and 1 storm water point. Buildings are also

required to register in the LEED® program. The application proposes a Gold level of achievement, and staff recommend that this achievement in sustainable design be accomplished as detailed in condition (b) 17 in Appendix B.

PUBLIC INPUT

Public Notification and Open House — The City of Vancouver Rezoning Centre webpage included notification and application information, as well as an on-line comment form. A rezoning information sign was installed on the site, and a notification and invitation to a community open house, dated March 16, 2011, was mailed to 454 surrounding property owners in the notification area shown in Figure 1.

A community open house was held on April 5, 2011, at the Coast Hotel with staff and the applicant team in attendance. About 13 people attended and one comment sheet was submitted. Staff also received four letters, e-mails, and online comment forms. Two people supported the proposal and appreciated the investment in the community. Three others opposed the height and density of the project. Further, staff met with members of the Marpole Area Resident's Alliance (MARA). While generally supportive of the modest increase in height, MARA asked that the sidewalk on SW Marine Drive be improved to better accommodate the bus stop. The staff recommended road dedication will greatly improve the pedestrian environment and functionality of the bus stop.

PUBLIC BENEFIT

In response to City policies which address changes in land use, this application offers the following public benefits:

Secured Market Rental Housing — The Housing and Homelessness Strategy 2012-2021 is intended to address housing affordability at all points along the housing continuum by using financial and regulatory tools to encourage a variety of housing types and tenures that meet the needs of diverse households. In response, the applicant has offered to provide six market rental housing units secured for the life of the building or 60 years, whichever is greater.

Development Cost Levies (DCLs) — Development Cost Levies collected from development help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and various engineering infrastructure. The site is subject to the City-wide DCL rate, which is currently \$121.96/m² (\$11.33/sq. ft.) for residential developments over 1.2 FSR. There is no DCL waiver for the six secured market rental housing units, so DCLs will be paid on this floor area.

On this basis, a DCL of approximately \$804,200 is anticipated. DCLs are payable at building permit issuance and their rates are subject to Council approval of an annual inflationary adjustment which takes place on September 30th of each year. A public benefits summary is provided in Appendix F.

Public Art Program — The Public Art Program does not apply to this application because the additional density proposed of 4 550 m² (49,000 sq. ft.) is less than the minimum qualifying size of 9 290 m² (100,000 sq. ft.).

Community Amenity Contribution (CAC) – In the context of Financing Growth Policy, the City anticipates the offer of a Community Amenity Contribution from the owner of a rezoning site to address the impacts of rezoning. Contributions are negotiated and evaluated by staff in light of the increase in land value expected to result from rezoning approval.

Real Estate Services staff have reviewed the applicant's development proforma. The review concluded that after factoring in the costs associated with the provision of the six market rental housing units, there was no increase in the land value generated by the rezoning (i.e., the additional density improves the economic viability but does not create any lift in land value).

Financial

As noted in the section on Public Benefits, there is no Community Amenity Contribution (CAC) associated with this rezoning. The site is within the City-wide Development Cost Levies (DCL) District and it is anticipated that the applicant will pay \$804,200 in DCLs.

The six units of market rental housing, secured via a Housing Agreement for the life of the building, will be privately owned and operated.

CONCLUSION

Staff assessment of this rezoning application has concluded that the proposal is consistent with the intent of the adjacent Hudson Street Industrial Area with regard to land use and density, and that the proposed form of development represents an appropriate urban design response to the site and context and that the application is therefore supportable. The General Manager of Planning and Development Services recommends that the application be referred to a Public Hearing, together with the draft by-law amendments generally as shown in Appendix A and a recommendation that it be approved, subject to the Public Hearing, and along with the conditions of approval listed in Appendix B, including approval in principle of the form of development as shown in plans included as Appendix E.

* * * * *

1041 SW Marine Drive
DRAFT AMENDMENTS TO CD-1 (276) BY-LAW NO. 6876

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

- In section 1, strike out "Z-377(b)" and substitute "Z-----".
- Replace Schedule A with an updated map that includes, within the CD-1 boundary, 8866 Osler Street (PID: 008-249-016; Lots 14 & 15 except part in explanatory Plan 18601 of lot 13 Block C District Lots 319, 323 and 324 Plan 3509).

[Note: The revised Schedule A is not shown in this appendix but will be included in the draft by-law prepared for the Public Hearing, should the application be referred to Public Hearing.]

- Strike section 2 and substitute:

"2 Uses

- 2.1 The description of the area shown within the heavy black outline on Schedule A is CD-1 (276).
- 2.2 Subject to approval by Council of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 (276) and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
 - (a) Dwelling Units in conjunction with any use listed in this section;
 - (b) Service Uses;
 - (c) Retail Uses; and
 - (d) Accessory uses customarily ancillary to the uses permitted by this section."

- Strike section 3 and substitute:

"3 Floor Area and Density

- 3.1 The floor area for all uses must not exceed 12 728 m².
- 3.2 Computation of floor area must include:
 - (a) all floors, including earthen floors, measured to the extreme outer limits of the building; and
 - (b) stairways, fire escapes, elevator shafts, and other features which the Director of Planning considers similar, measured by their gross cross-

sectional areas and included in the measurements for each floor at which they are located.

3.3 Computation of floor area must exclude:

- (a) open residential balconies, sun decks, porches and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that the total area of all such exclusions must not exceed 8% of residential floor area;
- (b) patios and roof gardens, if the Director of Planning first approves the design of sunroofs and walls;
- (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses, which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which are at or below base surface, except that the maximum exclusion for a parking space must not exceed 7.3 m in length;
- (d) areas of undeveloped floors which are located:
 - (i) above the highest storey or half-storey, and to which there is no permanent means of access other than a hatch, or
 - (ii) adjacent to a storey or half-storey with a ceiling height of less than 1.2 m;
- (e) all residential storage space at, above or below base surface, except that if the residential storage space above base surface exceeds 3.7 m² for a dwelling unit there is to be no exclusion for any of the residential storage space above base surface for that unit;
- (f) floors located at or below finished grade with a ceiling height of less than 1.2 m; and
- (g) amenity areas, including recreational facilities and meeting rooms, except that the excluded area must not exceed 10% of the total floor space ratio.

3.4 The use of floor space excluded under section 3.3 must not include any purpose other than that which justified the exclusion."

- Strike sections 4, 5 and 6 and substitute:

4 Height

Building height must not exceed 22.7 m.

5 Horizontal Angle of Daylight

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

5.2 The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24.0 m.

- 5.3 Measurement of the plane or planes referred to in section 5.2 must be horizontally from the centre of the bottom of each window.
- 5.4 If:
- (a) the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council; and
 - (b) the minimum distance of the unobstructed view is not less than 3.7 m,
- the Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement.
- 5.5 An obstruction referred to in section 5.2 means:
- (a) any part of the same building including permitted projections; or
 - (b) the largest building permitted under the zoning on any site adjoining CD-1 (276).
- 5.6 A habitable room referred to in section 5.1 does not include:
- (a) a bathroom; or
 - (b) a kitchen whose floor area is the lesser of:
 - (i) 10% or less of the total floor area of the dwelling unit, or
 - (ii) 9.3 m².

6 Acoustics

All development permit applications require evidence in the form of a report and recommendations prepared by a person trained in acoustics and current techniques of noise measurement, demonstrating that the noise levels in those portions of dwelling units listed below do not exceed the noise level set opposite such portions. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq) sound level and is defined simply as noise level in decibels.

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

* * * * *

1041 SW Marine Drive
PROPOSED CONDITIONS OF APPROVAL

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

CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT

- (a) That the revised form of development be approved by Council in principle, generally as prepared by Robert Turecki Architect, and stamped "Received City Planning Department, January 31, 2011", 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 Managing Director of Planning and Development, who shall have particular regard to the following:

Design Development

- 1. Design development to the southwest corner of the building to create a more notable and distinctive transition from Osler Street to SW Marine Drive.

Note to Applicant: Consider the comments of the Urban Design Panel.

- 2. Design development to the north and east elevations to break up any blank, multi-storey walls and provide some visual interest to portions visible from public streets.

Note to Applicant: Consider the addition of plants and windows where feasible, and varying the materials and colours to the break up the scale.

- 3. Better visual connection between the commercial area and the public realm, by providing an interior floor level no more than three feet above the adjacent sidewalk grade, glazing along the majority of the commercial façade.

Note to Applicant: Intent is to help animate the sidewalk and create a better visual connection between the public realm and pedestrian passers-by, and the activities inside the licensed premises. Avoid the use of obscuring film or shades on glazing at eye level.

- 4. Provision of a 1.0 m (3.3 ft.) setback from the property line at the southeast corner of the site.

Note to Applicant: Intent is to provide more generous pedestrian area, around the main entry to the pub stairs and ramp, than the approximately 2.6 m (8.5 ft.) distance from the stairs to the curb shown on the drawings.

5. Development of a more varied and visually interesting palette of materials and details at ground level, to improve the pedestrian experience.

Note to Applicant: This can be accomplished by the judicious use of quarried masonry and wood. Consider the advice of the Urban Design Panel to higher quality materials and a richer colour palette.

6. Provision of an enclosed balcony design for residential dwelling units that affords residents a maximal area of openable glazing and a distinct exterior expression to distinguish this feature from conventional room areas.

Note to Applicant: Refer also the enclosed balcony guidelines for more details, and see Technical conditions for required notes.

7. Provision of an acoustic barrier on the east side of the residential courtyard, to reduce potential noise from nearby arterial roadways and the pub.

Note to Applicant: Consider glazed partitions that would admit natural light while reducing noise and the use of acoustically absorbent materials in the courtyard.

8. Provision of separate drawings for reference, showing a schematic design for commercial signage that indicates finishes, materials and dimensions, and that is integrated with the building expression, weather protection, and lighting.

Note to Applicant: Intent is to support a visually interesting pedestrian level at future stages of development. A separate permit application is required to develop commercial signage.

9. Provision of continuous weather protection from the lane around the commercial façade and to the residential entry, sheltering at least six feet of sidewalk from the elements, and a similar canopy over the main residential entry gate.

Note to Applicant: Consider pulling the canopy glass away from the building face to permit rainfall to reach planters at the base of the project.

Landscape

10. Provision of additional programming and visual interest for the Level 2 residential deck.

Note to applicant: A layered shrub planting at the deck edges and additional seating on the common patio should be provided. Consideration should be given to integrating some urban agriculture beds in to the deck plan.

11. Provision of a larger patio area for the Unit 5G on Level 5. The area of the patio can be extended to the north and to the east to provide a patio similar in size to the one provided for Unit 5E.

12. Provision of adequate soil depths for all planting on slab.

Note to applicant: All soil depths in planters and on slab should conform to BCNTA Landscape Standard. If additional depth is required for the inner row of trees along Osler Street, the underground slab may need to be angled down or notched.

13. Provision at the time of development permit application of a full Landscape Plan.

Note to applicant: The Landscape Plan should illustrate proposed plant materials (with common and botanical names, plant sizes and quantities), paving, walls, fences, light fixtures, site grading and other landscape features. Plant material should be listed in a Plant List that is clearly keyed to the Landscape Plan. The Landscape Plan should be a minimum 1:100 or 1/8" scale.

14. Provision at the time of full development permit application of large-scale sections (1/4"=1' or 1:50) illustrating the soil depths for Level 2 and Level 5 decks.

15. Provision at the time of full development permit application of large-scale sections (1/4"=1' or 1:50) illustrating the townhouse to public realm interface of the townhouses facing Osler Street.

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

Crime Prevention through Environmental Design (CPTED)

16. Design development to consider the principles of CPTED, having particular regard for security in the underground parking.

Note to Applicant: Particular attention should be given to providing a design for non-glare lighting that illuminates service and sidewalk areas around the building and improves safety for residents, visitors and customers.

Sustainability

17. Identification on the plans and elevations of the built elements contributing to the building's sustainability performance in achieving LEED® Gold equivalency, including a minimum of 63 points in the LEED® rating system, including at least six optimize energy performance points, one water efficiency point, and one storm water point.

Note to Applicant: Provide a LEED® checklist confirming the above; a detailed written description of how the above-noted points have been achieved with reference to specific building features in the development, and notation of the features on the plans and elevations. The checklist and description should be incorporated into the drawing set.

Engineering

18. The proposed new vehicle access to SW Marine Drive between the existing hotel and the new development is not supported; references to this access point are to be removed from the plans.
19. Provision of Class B loading spaces which comply with the requirements of the Engineering Parking and Loading Design Supplement in regard to loading space width and provision of loading throats.

Note to Applicant: Double throats will be required unless egress for trucks through the existing breezeway is possible.

20. Confirmation that the two loading spaces shown off of the existing hotel breezeway are available, are fully functional and meet all aspects of the parking by-law and parking and loading design supplement. Removal of any encroachments or obstructions into the loading bays and their associated maneuvering aisles is required.
21. Provision of a minimum 4.0 m long transition ramp at the bottom of parking ramps in excess of 12.5% slope and a parking ramp slope not to exceed 10% for the first 20 ft. from the property line.

Note to Applicant: Based on the elevations, it appears that transition slopes will be required.

22. Provision of an improved drive aisle width in the vicinity of parking space #16 on the upper parking level.

Note to Applicant: A width of approximately 6.1 m is required.

23. Provision of measures to address the vehicle interlock between vehicles turning to and from the main parking ramp from adjacent parking areas on both parking levels.

Note to Applicant: The advice of a transportation consultant is recommended.

24. Provision of a corner-cut through the inside radius of the parking ramp from the lower to the upper parking level to eliminate the vehicle interlock.

25. Provision of Class A bicycle parking to be on the upper parking level.

26. Provision of charging points for 50% of the Class A bicycle spaces.

27. Provision of electric vehicle charging for 20% of the new parking provided and capacity in the electrical room for up to 100% of the parking spaces to receive vehicle charging infrastructure.

Note to Applicant: The requirements are found in the VBBL.

28. A canopy application is required.

Note: Canopies must be fully demountable and are to be drained to the buildings internal drainage systems and consider all existing and proposed street trees ensuring they are not impacted by the canopies design.

29. Deletion of the pavers shown over the new lane.

Note to Applicant: Pavers are not supported as a lane treatment. Should improvements of the lane surface be desired then a separate application should be made to the General Manager of Engineering Services. Please show the lane surface as asphalt pavement and note that it is to be constructed to the standards set out in the City's Street Restoration Manual.

30. Provision of separated garbage and recycling facilities for the residential and hotel/pub uses.

CONDITIONS OF BY-LAW ENACTMENT

(c) That, prior to enactment of the amended CD-1 By-law, the registered owner shall, at no cost to the City, and on terms and conditions satisfactory to the Director of Legal Services, to the Director of Planning, to the General Manager of Engineering Services, and to the Managing Director of Social Development as necessary, make arrangements for the following:

Engineering

1. Provision of written confirmation from Metro Vancouver indicating agreement to the proposed relocation of the GVS&DD sewer line, and the modification/dischARGE as required of the applicable registered agreements (501036M, 507822M, GD118181 and 507978M).
2. Closing of, stopping up and conveying to the owner for nominal consideration the portion of the lane north of SW Marine Drive and west of Oak Street, south of Lot 15 (see Figure 1, Appendix B) and the relocation or decommissioning of any utilities within these areas. Written confirmation and agreement from all effected utility companies is required.

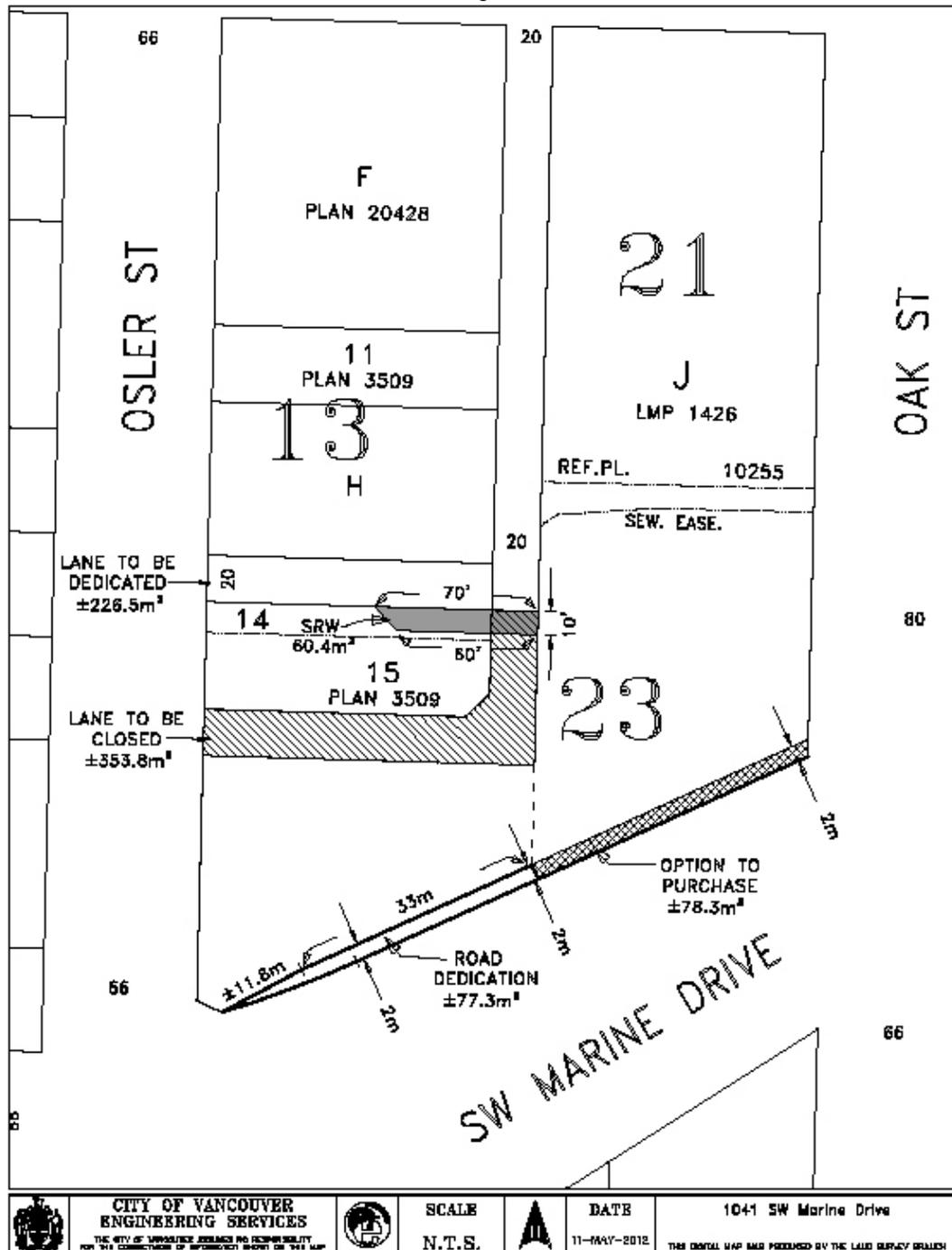
Note: An application to close the lane was made to the City Surveyor in 2007 but it must be re-activated by the applicant.

3. Subdivision of the site to accomplish the following:
 - (i) the consolidation of Lot 14, Lot 15, Lot J, and the closed lane (referred to in condition 2 above) to form a single parcel;
 - (ii) the dedication as lane of the north 20 feet of Lot 14 (see figure 1 Appendix B);
 - (iii) the dedication as road of a corner truncation and 2.0 m widening along SW Marine Drive as generally shown in Figure 1 (Appendix B);

Notes: No permanent structures are permitted within the dedication areas. A subdivision application will be required.

4. Provision of an Option to Purchase in favour of the City for the future 2.0 m widening of SW Marine Drive east of the 2.0 m dedication as shown in Figure 1 (Appendix B).

Figure 1.



CITY OF VANCOUVER
ENGINEERING SERVICES
THE CITY OF VANCOUVER ASSUMES NO LIABILITY
FOR THE CORRECTNESS OF INFORMATION SHOWN ON THIS MAP



SCALE
N.T.S.



DATE
11-MAY-2012

1041 SW Marine Drive

THIS DIGITAL MAP WAS PRODUCED BY THE LAND SURVEY BRANCH

5. Provision of a Statutory Right of Way for the lane turning bulge along the south side of the new east-west lane as shown in Figure 1.

Note: Within the turning-bulge area a minimum clear height of 15 feet above grade must be provided and the sub-surface structure must meet or exceed loading requirements to CL-625 and BC-625 (higher axle load) as per CHBDC-S6-06 (Canadian Bridge Code) and BC Supplement. If a lane dedication from off-site Lot H Block 13 of Block C District Lots 319, 323, and 324 Plan 20910 can be facilitated by the applicant the turning-bulge Statutory Right of Way in the lane will not be required.

6. Execution of a Services Agreement to detail the on- and off-site works and services necessary or incidental to the servicing of the site (collectively called the "Services") such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights-of-way for the Services are provided. No development permit for the site will be issued until the security for the following services are provided.
 - (i) Provision of all lane improvements necessary to deliver the proposed new lane including, but not limited to, pavement, drainage, removal or relocation of existing lamp standards, new lane curb returns and a standard concrete lane crossing at Osler Street entry to the new lane.
 - (ii) Removal of the old lane entry and reconstruction of the sidewalk and curb to match existing sidewalk and boulevard treatments on Osler Street.
 - (iii) Removal of the existing disused crossing on Osler Street and reconstruction of the sidewalk and curb to meet current City standards.
 - (iv) Provision of new disability ramps and curb return at the Osler Street and SW Marine Drive corner of the site, to meet current City standards.
 - (v) Provision of a corner-bulge on City street on the west side of Osler at the Marine Drive and 73rd Avenue intersection.
 - (vi) Provision of street trees adjacent the site where space permits.
7. Unless alternate arrangements to the satisfaction of the General Manager of Engineering Services are concluded, provision of one car share vehicle and one car share vehicle parking space in locations to the satisfaction of the Director of Planning in consultation with the General Manager of Engineering Services, and in addition to the minimum parking spaces required by the Parking By-law on the following conditions:
 - (i) The developer will be required to fund \$25,000 for the purchase of each required shared vehicle and fund \$11,560 for operating costs for each required shared vehicle;

Note to Applicant: These dollar amounts are subject to inflationary increases and final amounts will be calculated prior to Occupancy.

- (ii) Management services to be provided by the professional shared vehicle organization subject to an agreement to be entered into with the developer on terms and conditions satisfactory to the City;
- (iii) Enter into a legal agreement containing such terms and conditions, including registerable charges, in form and substance satisfactory to the Director of Legal Services, securing the obligations in this condition and providing that the shared vehicle spaces in the development must be accessible to members of the car sharing organization who do not reside in the development; and
- (iv) The provision of, prior to issuance of any development permit, details on arrangements that will allow members of the shared vehicle organization access to the car share vehicle parking spaces.

Note to Applicant: Car share vehicles are to be parked in an accessible location outside of residential security gates and easily accessible to car share members.

- 8. Confirmation that all off-site parking arrangements will remain in force through the construction process at the discretion of the General Manager of Engineering Services.
- 9. Release of all redundant and expired charges currently on title.

Note to Applicant: Upon completion of the subdivision and demonstrated compliance to the Parking Bylaw, parking related agreements are to be discharged (M88697, M88698, P77549-51 and BE182556-58).

- 10. Provision of adequate water service to meet the fire flow demands of the project. The current application lacks the details to determine if water main upgrading is required. Please supply project details including projected fire flow demands as determined by the applicant's mechanical consultant to determine if water system upgrading is required. Should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any water system upgrading that may be required.
- 11. Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but are not limited to, junction boxes, switchgear, pad mounted transformers and kiosks are to be located on private property. There will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch. The applicant may be required to show details of how the site will be provided with all services being underground.

Housing Agreement

12. Make arrangements to the satisfaction of the Managing Director of Social Development and the Director of Legal Services, to subdivide by air space subdivision, or at the sole discretion of the Managing Director of Social Development and the Director of Legal Services to otherwise subdivide to create a parcel or parcels for the portion of the development containing at least six market rental housing units occupying at least 296 m² of the development floor space, and once such portion is subdivided to execute a Housing Agreement to secure such units as rental for the life of the building or 60 years, whichever is longer, and to include registerable covenants in respect of such units prohibiting stratification, separate sales and rental for a term of less than one month at a time, and subject to such rentals being made available as market rental housing units and subject to such other terms and conditions as are satisfactory to the Director of Legal Service, and the Managing Director of Social Development.

Note to Applicant: This Housing Agreement will be entered into by the City by by-law pursuant to section 565.2 of the Vancouver Charter.

Soils

13. Submit a site profile to the Environmental Protection Branch (EPB).
14. As required by the Manager of Environmental Protection and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter.
15. As required by the Manager of Environmental Protection and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter.

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

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject sites 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-laws.

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

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1041 SW Marine Drive
ADDITIONAL INFORMATION AND COMMENTARY OF REVIEWING BODIES

Comments - General Manager of Engineering Services: The General Manager of Engineering Services has no objection to the proposed rezoning, provided that the arrangements and conditions as shown in Appendix B are satisfactorily concluded.

URBAN DESIGN PANEL

EVALUATION: SUPPORT (10-0)

- **Introduction:** Grant Miller, Rezoning Planner, introduced the proposal for a revised application to rezone an MC-1 site with an existing CD-1 site to expand the existing Coast Hotel. The proposed 6-storey expansion includes a new pub, conference space and 76 dwelling units with an option to include 54 hotel rooms in the place of 32 dwelling units. Each option has the same form, massing, and only differs in the 2nd and 3rd floor plans. The rezoning will accommodate both options at Development Permit stage at a density of 2.3 FSR. Mr. Miller described the policy context noting the site is located in the Hudson Street Industrial Area. Hudson Street Industrial Area was designated 'let go' in 1990, and MC-1 zoning (with multiple dwelling as conditional use) subsequently replaced M-1. Mr. Miller noted that the role of the UDP regarding rezonings was to provide comment regarding use, density and form of development. The applicant is offering eight rental dwelling units secured for 60 years or the life of the building as a public benefit.

Sailen Black, Development Planner, further described the proposal noting the previous Panel's recommendation to improve the liveability of units overlooking the lane, simplify the exterior elevations and unit layout, and improve the relationship between the existing Coast Hotel building and the new building. He stated that staff believe the improvements are substantial especially the exterior expression of the façade which has been noticeably simplified. The relationship between the two buildings is clearer. As well all of the units that were facing the lane only have been revised and the units now enjoy a lookout either to the street or towards the roof top open space.

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

- Have the revisions addressed the Panel's previous concerns?
- What is the most appropriate response to the context at the public realm interface?

Mr. Black and Mr. Miller took questions from the Panel.

- **Applicant's Introductory Comments:** Robert Turecki, Architect, further described the proposal noting that it was important that a four storey height limit be presented on the lane and that it would extend down Osler Street to more than half the length of the building because eventually the industrial buildings across the street will be developed as 4-storey multi-family dwellings. A courtyard has been added and the façade has been set back on the main floor to provide more landscaping. As well the corner has been cut off for greater vision and more public open space. In terms of the overall height, it was determined that six storeys would be the maximum for the site. Mr. Turecki noted that the existing pub will remain and will be incorporated into the new building.

Jennifer Stamp, Landscape Architect, described the plans noting the addition of a rain protection canopy along Marine Drive. The landscaping will be pulled out to the street for a stronger protection for pedestrians from the street. The boulevard will have planters and as well the notches to the ground floor facades of the building. On the courtyard, individual patios will be provided as well as common outdoor space. On the roof top the patios will be expanded along with some plantings for as much greenery as possible.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Design development to the interface between the building and the street and the public realm;
 - Design development to create more transparency and visual interest with the pub;
 - Design development to create more vitality and visual interest on the corner;
 - Consider higher quality materials and a richer colour palette;
 - Design development to the courtyard for a stronger landscape response.
- **Related Commentary:** The Panel supported the proposal and the use, height and density.

The Panel did not have any objection to the two uses for the site. They felt both the hotel and the residential use could work together. As well they supported either of the two options. The Panel thought the form of development had improved since the last review noting that both the massing and the issues on the lane had been addressed. A couple of Panel members would like to see the balconies put back on to give a more residential expression to the building.

Several Panel members thought the street interface with the pub and Marine Drive was a little harsh and suggested some transparency along the frontage. One Panel member suggested lowering the floor a couple of feet and playing with the grades of parking to achieve this. Several Panel members thought the transition to the street could be reconsidered to see if the grading issues that could be resolved. Also, a couple of Panel members thought there were some challenges with the parking access. As well, they thought some improvement could be done to enliven and provide architectural interest at the corner.

A couple of Panel members noted that moving the planters out to the street edge was a good idea. They noted that the streetscape was somewhat inhospitable and needed a solution. The Panel liked the courtyard but a several members thought it needed to be reprogrammed to allow for more light access as it would be shadow most of the time.

Several Panel members thought some reconsideration should be given to the materials and colour palette.

The Panel commended the application for a LEED® Gold target.

- **Applicant's Response:** Mr. Tureki noted that the parkade could only have a 5% slope and that the canopy will not be solid but made of glass so that light can penetrate the building. The pub has a sunken area and some issues need to be considered including allowing handicap access. He thought considering additional materials would be a good idea. He added that Marine Drive makes for a dusty area and they didn't want to see the plantings covered in dust and thought a hard surface would be a better treatment.

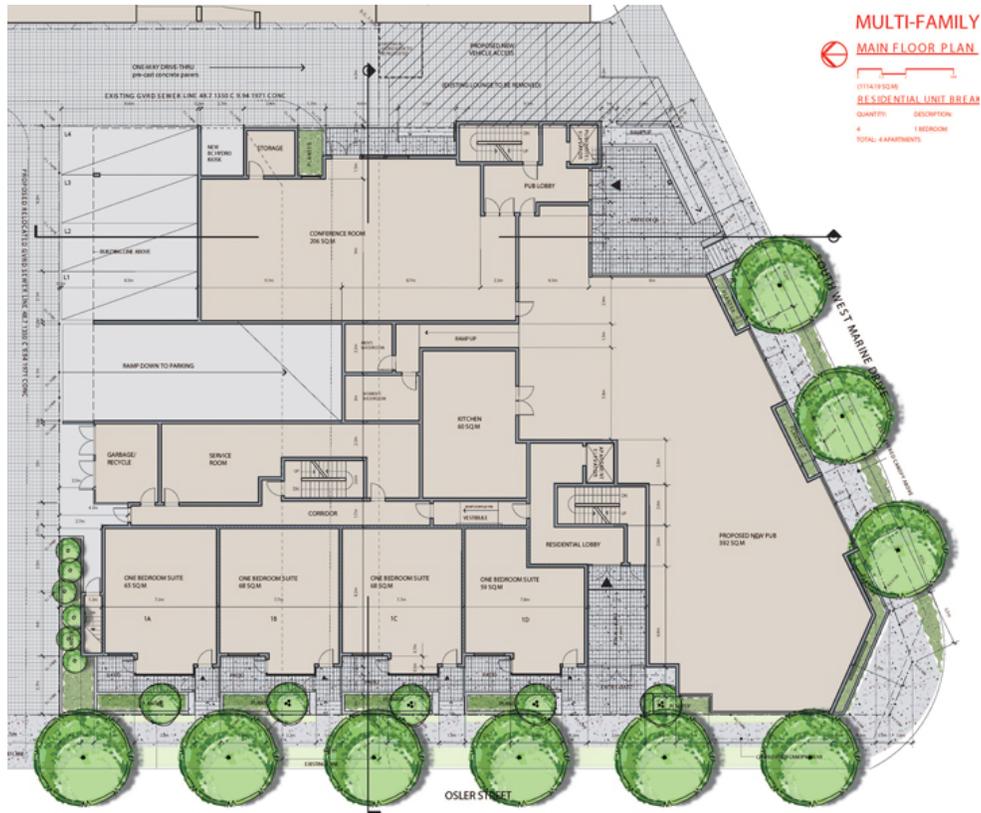
Comments of the Applicant: The applicant has been provided with a copy of this report and agreed with its contents.

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1041 SW Marine Drive
FORM OF DEVELOPMENT

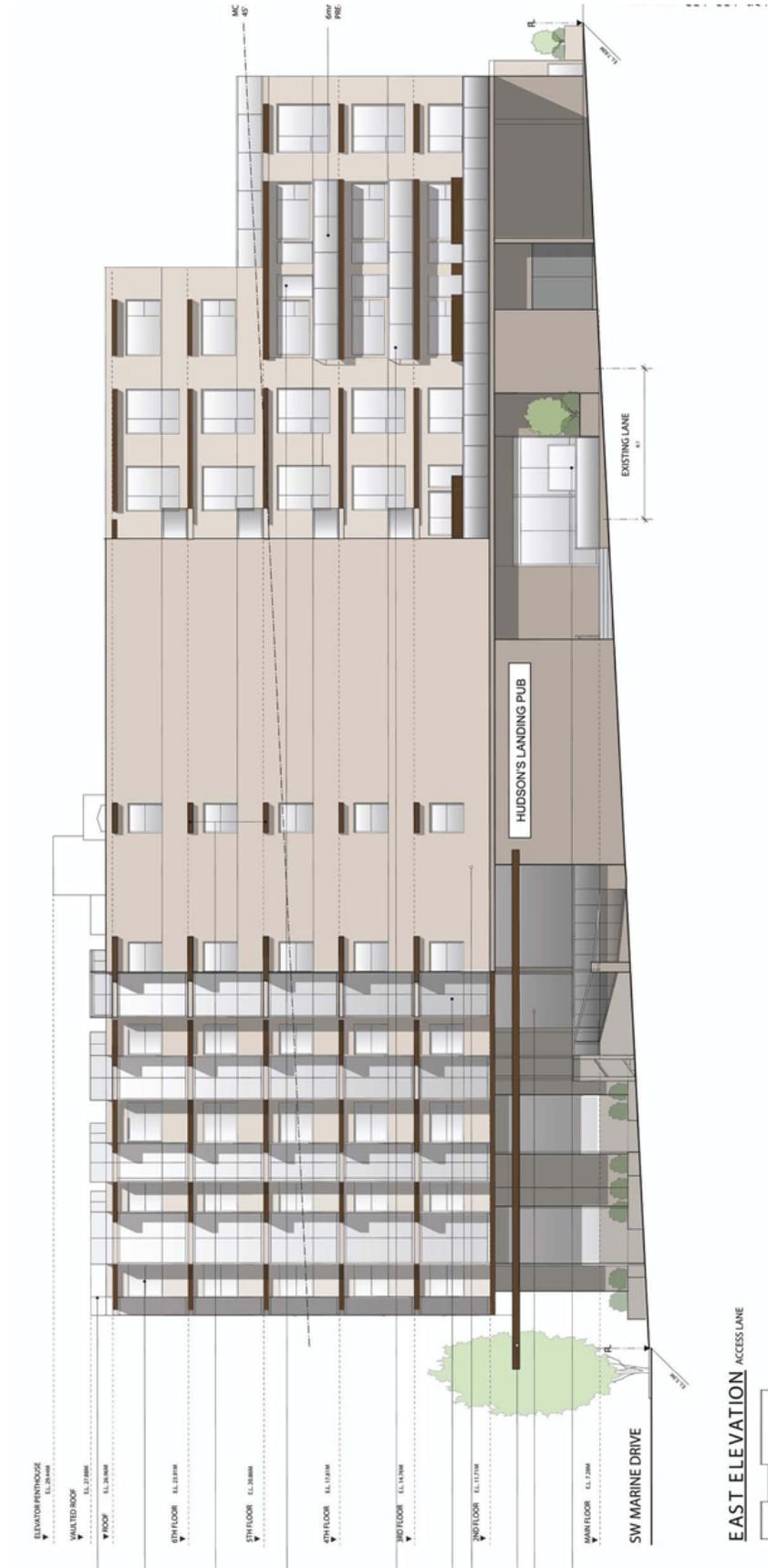
Site Plan (Addition and Retained Hotel Building)

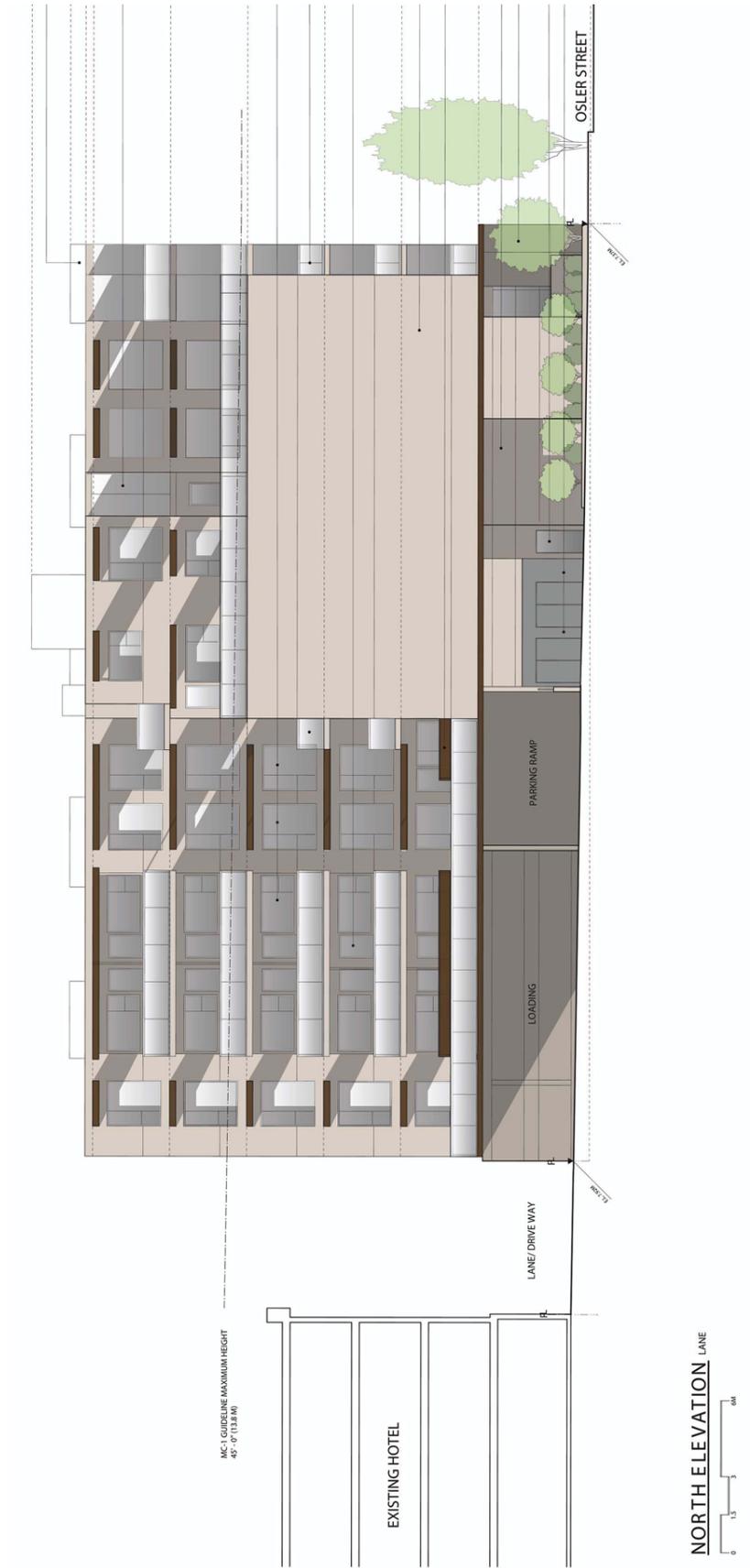










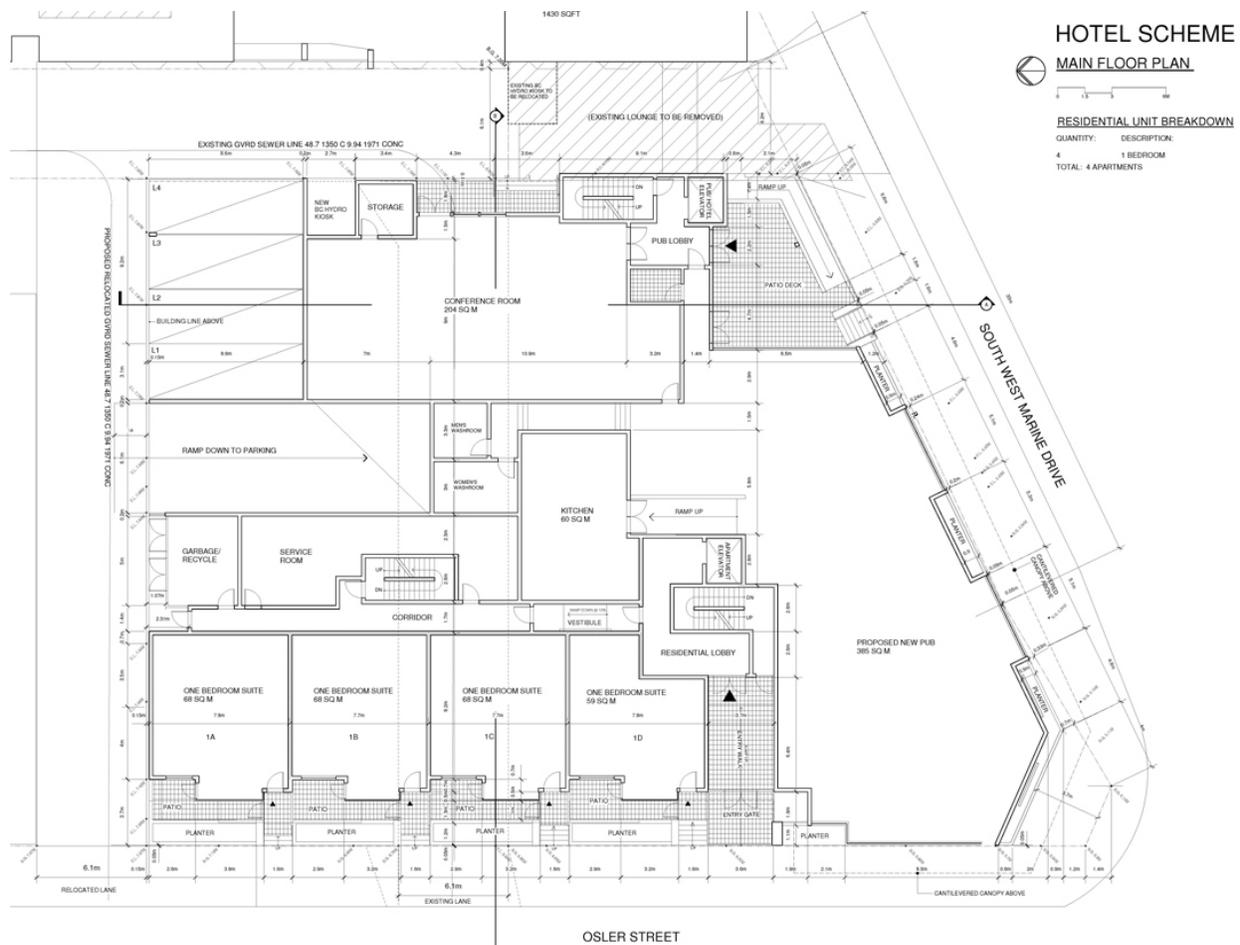


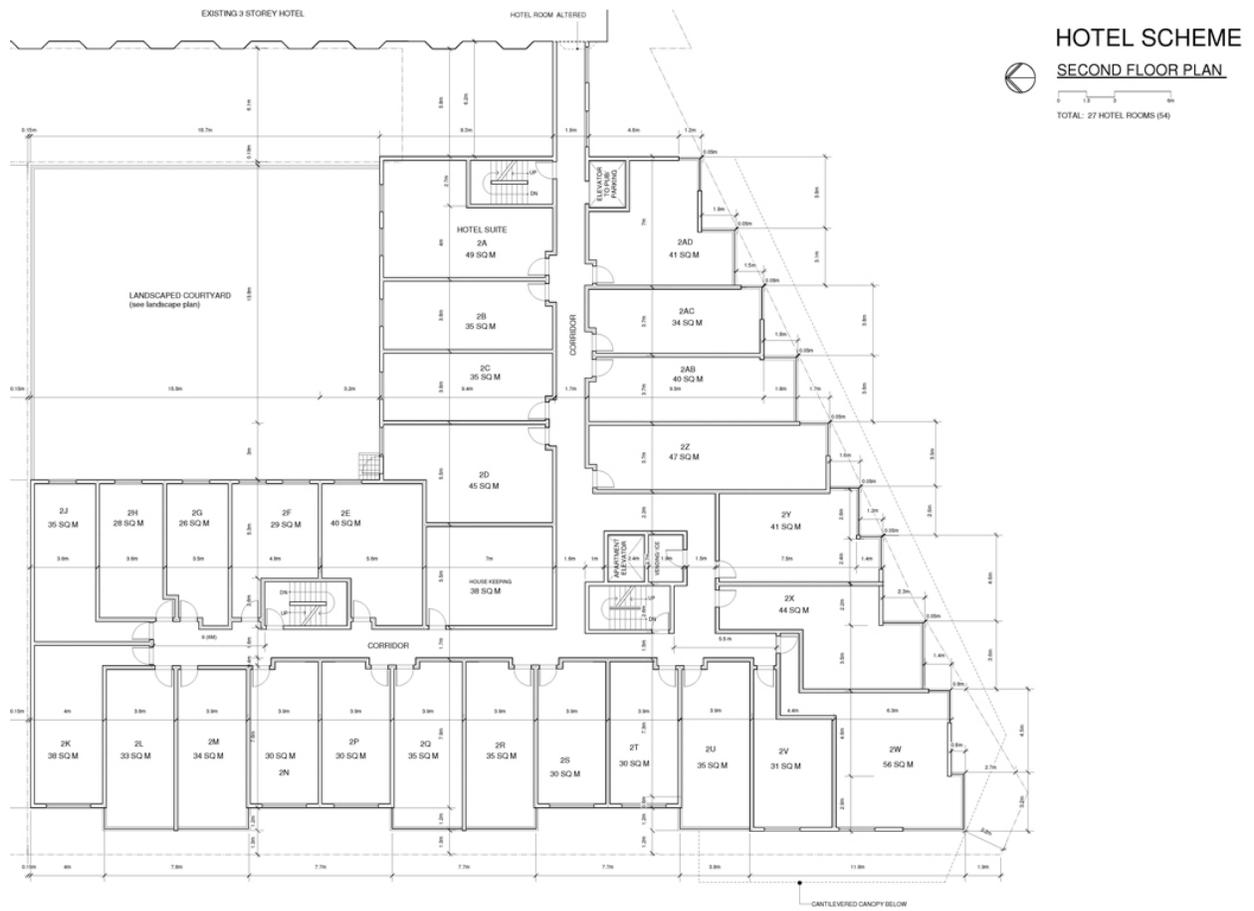
1041 SW Marine Drive

Applicants schematic drawings and notes explaining intended changes to accommodate the sidewalk expansion

General changes made to the proposed building in order to fit the road dedication:

- North-west corner - Landscaping (on north side only) and exit stair from the parkade have been removed (stair to be relocated within).
- The entire building was shifted 2 meters in the North direction.
- Moreover, the south elevation was pushed even farther North to keep it within new PL without changing profile of the facade.
- Modifications to Conference Room and Pub - Exterior/interior walls shifted to accommodate loading bays and in response to lost floor space.
- South-east corner - entry patio deck size further reduced to keep within new PL.
- East elevation - planter at main floor level has been eliminated.
- 5th & 6th Floors - Units 5E/6E, 5G/6F have been modestly expanded to recuperate some of the lost floor space.





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1041 SW Marine Drive
PUBLIC BENEFITS SUMMARY

Project Summary:

Residential addition to existing hotel including redevelopment of ancillary pub

Public Benefit Summary:

The project would result in a DCL payment and 6 secured market rental dwelling units

(Note: the existing hotel building will be retained. Only benefits related to the addition are shown)

	Current Zoning	Proposed Zoning
Zoning District	CD-1/MC-1	CD-1
FSR (site area = 59,567 sq. ft.)	1.32/2.5	2.30
Buildable Floor Space (sq. ft.)	88,075	137,003
Land Use	Residential/industrial	Residential/Commercial

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide) (\$11.33/sq. ft.) (based on proposed additional floor area - 71,000 sq. ft.)		\$804,200
	DCL (Area Specific)		
	Public Art (additional space is less than 100,000 sf)		
	20% Social Housing		
Offered (Community Amenity Contribution)	Heritage (transfer of density receiver site)		
	Childcare Facilities		
	Cultural Facilities		
	Green Transportation/Public Realm		
	Housing (social housing units)		
	Parks and Public Spaces		
	Social/Community Facilities		
	Unallocated		
	Other		
TOTAL VALUE OF PUBLIC BENEFITS			\$804,200

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

6 market rental housing units secured for 60 years of the life of the building, whichever is longer

* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification. For the City-wide DCL, revenues are allocated into the following public benefit categories: Parks (41%); Replacement Housing (32%); Transportation (22%); and Childcare (5%). Revenue allocations differ for each of the Area Specific DCL Districts.

1041 SW Marine Drive
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	1041 SW Marine Drive and 8866 Osler Street
Legal Description	PID: 017-459-273, Lot J of Lots 21 and 23 Block C District Lot 319, Plan LMP1426) and (PID: 008-249-016 - Lots 14 & 15 except part in explanatory Plan 18601 of lot 13 Block C District Lots 319, 323 and 324 Plan 3509
Applicant/Architect	Robert Turecki Architect
Developer/Property Owner	Vancouver Airport Hotel Limited Partnership

DEVELOPMENT STATISTICS

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT
ZONING	CD-1/MC-1	CD-1
SITE AREA		5 534 m ²
USES	Hotel/Commercial	Hotel/Residential/Commercial
MAX. FLOOR SPACE RATIO	1.32/2.5	2.30
FLOOR AREA		12 728 m ²
MAXIMUM HEIGHT	13.1 m	22.7 m

* * * * *