



POLICY REPORT  
DEVELOPMENT AND BUILDING

Report Date: December 3, 2013  
Contact: Kent Munro  
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RTS No.: 10360  
VanRIMS No.: 08-2000-20  
Meeting Date: December 17, 2013

TO: Vancouver City Council

FROM: General Manager of Planning and Development Services

SUBJECT: CD-1 Rezoning: 8175 Cambie Street, 519 Southwest Marine Drive and 8180-8192 Lord Street

**RECOMMENDATION**

A. THAT the application by Walter Francl Architecture, on behalf of Cambie & Marine Investments Ltd., Wesgroup Investments (No. 131) Ltd., Wesgroup Investments (No. 134) Ltd. and Wesgroup Investments (No. 142) Ltd., to rezone:

- (i) 8175 Cambie Street (*PID 010-043-233; Amended Lot 7 (See 264256L) of Lot X, Blocks 1 and 2, District Lot 311, Plan 8548*) and 519 Southwest Marine Drive (*PID 006-645-283; Lot A, Block X, District Lot 311, Plan 20305*) from C-1 (Commercial) District,
- (ii) 8180-8192 Lord Street (*Lots 11 and 12 of Lot X, Blocks 1 and 2, District Lot 311, Plan 8548; PIDs 010-042-636 and 006-190-626 respectively*) from RS-1 (Residential) District, and
- (iii) that portion of lane, adjacent to 8175 Cambie Street and 519 Southwest Marine Drive (if closed and conveyed to the registered owner(s) of the above lands),

all to CD-1 (Comprehensive Development) District, to increase the floor space ratio to 6.14 FSR and the height to 86.9 m (285 feet), to permit a development comprised of 31-storey and 12-storey residential towers with commercial floor space and a childcare/family place, be referred to a Public Hearing, together with:

- (i) plans prepared by Walter Francl Architecture received May 24, 2013,
- (ii) draft CD-1 By-law provisions, generally as presented in Appendix A, and
- (iii) the recommendation of the General Manager of Planning and Development Services to approve, subject to conditions contained in Appendix B;

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

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

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

- C. THAT, subject to enactment of the CD-1 By-law, the Noise Control By-law be amended to include this CD-1 in Schedule B, generally as set out in Appendix C;

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Noise Control By-law at the time of enactment of the CD-1 By-law.

- D. THAT, subject to enactment of the CD-1 By-law, the Parking By-law be amended to include this CD-1 and to provide parking regulations generally as set out in Appendix C;

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Parking By-law at the time of enactment of the CD-1 By-law.

- E. THAT, subject to enactment of the CD-1 By-law, the Subdivision By-law be amended generally as set out in Appendix C;

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Subdivision By-law at the time of enactment of the Zoning By-law.

- F. THAT Recommendations A through E be adopted on the following conditions:

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

## ***REPORT SUMMARY***

This report evaluates an application to rezone the properties located at 8175 Cambie Street, 519 SW Marine Drive, 8180-8192 Lord Street, and the proposed closed lane from C-1 (Commercial) District and RS-1 (Residential) District to CD-1 (Comprehensive Development) District, to permit a mixed-use residential-commercial development comprised of a 31-storey tower and a 12-storey tower containing a total of 368 dwelling units, 1,365 m<sup>2</sup> (14,700 sq. ft.) of commercial floor area, a 37-space childcare facility and community space. Staff have assessed the application and find that it meets the intent of the Cambie Corridor Plan. Staff support the application, subject to rezoning conditions outlined in Appendix B, and recommend that it be referred to a Public Hearing, with the recommendation of the General Manager of Planning and Development Services to approve it, subject to the Public Hearing, along with the conditions of approval outlined in Appendix B.

## ***COUNCIL AUTHORITY/PREVIOUS DECISIONS***

Relevant Council Policies for this site include:

- Cambie Corridor Plan (2011)
- Transportation 2040 (2012)
- Green Building Rezoning Policy (2010)
- Strategic Approach to Neighbourhood Energy (2012)
- Childcare Design Guidelines (1993)
- Community Amenity Contributions Through Rezonings (1999).

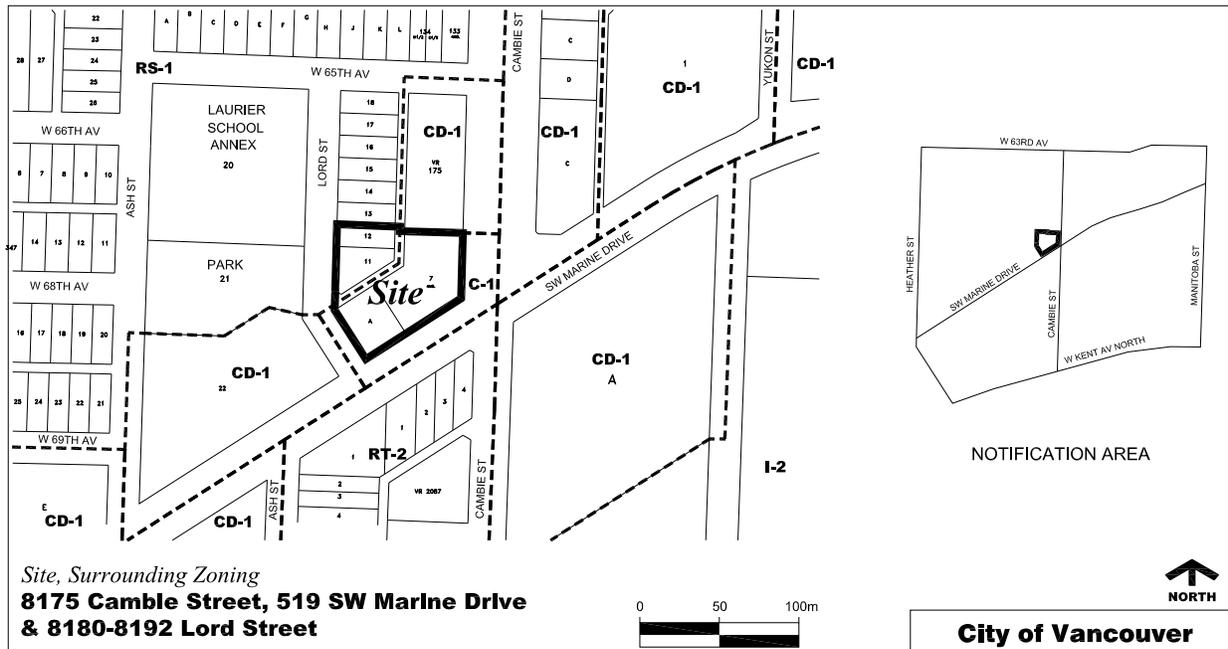
## ***REPORT***

### ***Background/Context***

#### **Site and Context**

The subject site is located at the northwest corner of Marine Drive and Cambie Street, and is currently developed with a two-storey retail-office building, a decommissioned gas station and two one-family dwellings. North of the site is a 16-unit townhouse development fronting Cambie Street as well as detached houses fronting Lord Street. East of the site, under construction, is a development called “MC<sup>2</sup>” which comprises two towers with residential uses, main-floor retail and two artist studios. South of the site, across Marine Drive, is a two-storey institutional building, housing the Soka Gakkai International Association of Canada. On the southeast corner of Cambie Street and Marine Drive is the under construction mixed-use Marine Gateway development which comprises two towers with residential, office, retail and service uses. West of the site is the Laurier School Annex, Ash Park and the three-storey Vera Housing Co-operative.

Figure 1: Site and Context



## Policy Context

In 2011, Council adopted Phase 2 of the Cambie Corridor Plan (the “Plan”). Subsequent to a comprehensive planning process, the Plan identifies land uses, density, building heights and building forms for sites along the arterial streets within the corridor. It envisions high-rise building forms for the subject site.

Section 4 of the Plan (the “Neighbourhoods” section) provides direction for development in each area of the corridor, including neighbourhood character, public realm and urban design principles. The rezoning site is located within the “Marine Landing” neighbourhood. In this neighbourhood, the Plan speaks to neighbourhood character and identity, place-making in the public realm and urban design principles. Sub-sections provide specific direction for the three key development sites at the Marine and Cambie intersection including the subject site (Section 4.6 “Marine Landing” is provided in Appendix E). Consistent with the Cambie Corridor Plan, this application proposes a mixed-use development which optimizes the site’s potential to support transit ridership at this location.

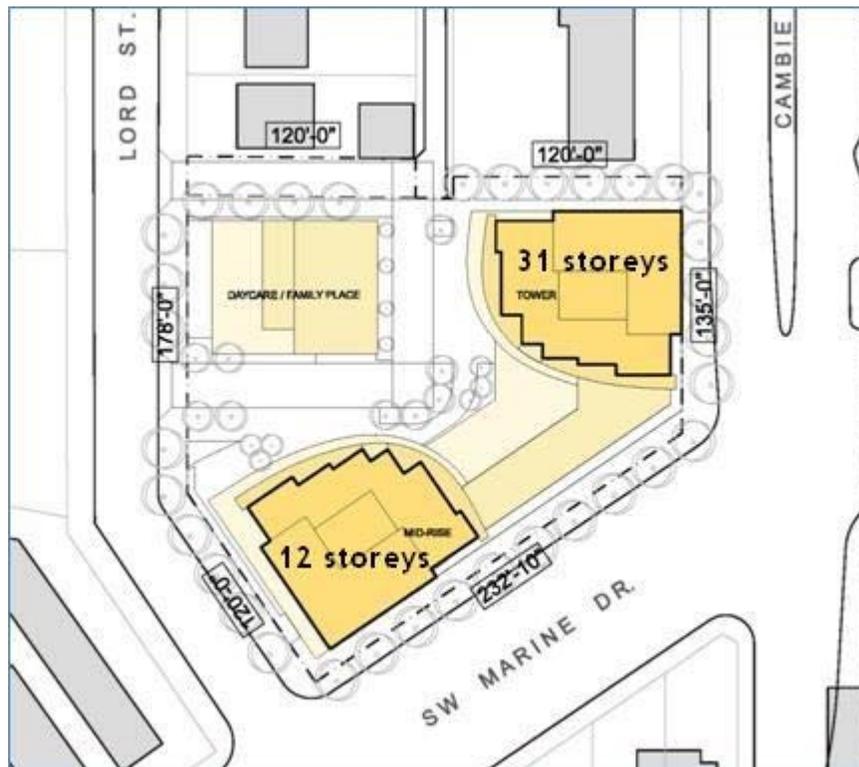
For the subject site, the Plan calls for a residential tower with a height of 86.9 m (285 feet) (as measured from SW Marine Drive to the top of the uppermost floor and a floor plate that does not exceed 585 m<sup>2</sup> (6,300 sq. ft.)). The Cambie Corridor Plan also contemplates a commercial podium at grade along Marine Drive. Childcare and community facilities to serve the local needs of residents in the “Marine Landing” neighbourhood were anticipated in the Plan; the northwest corner of the subject site, facing Ash Park, was deemed to be an appropriate location for such public amenities.

## Strategic Analysis

### 1. Proposal

The application proposes a mixed-use development having a floor space ratio (FSR) of 6.14. The proposed development is comprised of two residential towers of 31- and 12-storeys containing a total of 368 residential market strata units, with a two-storey podium containing 1,365 m<sup>2</sup> (13,700 sq. ft.) of retail use. A co-located 37-space childcare facility and family place are proposed in a separate building on the northwest corner of the site.

Figure 2 - Site Plan



### 2. Land Use

Residential – The application proposes a total of 368 residential units, of which 80 would be two-bedroom units. This would achieve only 21 per cent of the total units suitable for families, whereas the housing strategy of the Plan calls for 25 per cent of the units to be suitable for families (two bedrooms or more). In order to satisfy the 25% family housing requirement of the Cambie Corridor Plan, the applicant must revise the proposal at the Development Permit stage. The applicant is aware of this and has indicated they intend to significantly increase the amount of family units on site, including a number of three-bedroom units.

- a) Retail – The application proposes a total of 1,365 m<sup>2</sup> (13,700 sq. ft.) of retail floor space along SW Marine Drive (suitable for both retail and restaurant uses). The retail component is intended to serve the local residential areas.
- b) Childcare – The application proposes an on-site childcare facility, comprised of approximately 545 m<sup>2</sup> (5,865 sq. ft.) of indoor space and 393 m<sup>2</sup> (4,225 sq. ft.) of adjacent outdoor space. The proposal meets the requirements of the City’s Childcare Design Guidelines for a 37-space childcare facility. It is noted that because of the shape of the site and its challenging slope, vehicular access into this development site is proposed off Lord Street and the development’s underground parking extends beneath the childcare and family place.
- c) Family Place – The application proposes that an additional 418 m<sup>2</sup> (4,500 sq. ft.) of community space be co-located in a shared facility with the childcare, to be used as a “Family Place” offering programming to complement the childcare and adjacent Laurier School Annex.

### 3. Form of Development

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

In the Cambie Corridor Plan, buildings at the intersection of Marine Drive and Cambie Street are expected to take the form of high-rise towers. The policy envisions a hierarchy of building heights at the intersection with tower heights diminishing with distance from the Marine Drive Station. At the same time, the development should provide connectivity with the surrounding community.

Consistent with the Plan, the proposal includes a 31-storey residential tower with a height of 285 feet. Height is measured from the southeast corner of the intersection of Cambie Street and Marine Drive to the top of the uppermost floor. The residential tower has a floor plate of 6,300 square feet. A 12-storey residential tower is proposed at the southwest corner of the site, also with a floor plate of 6,300 square feet. A commercial podium is proposed along Marine Drive. On the western edge of the site, a three-storey building containing the childcare and family place is proposed.

Although the conceptual form of development illustrated in the Cambie Corridor Plan showed a mid-rise six-storey podium along the Marine Drive and Cambie frontages, this application proposes a lower scale podium with a 12-storey mid-rise tower positioned at the corner of SW Marine Drive and Lord Street. The Plan recognized that through the rezoning process, if a better design solution that met the urban design principles in the Plan was proposed, staff would evaluate a revised design. The built form proposed will result in better daylight and sun penetration into the childcare and family place and, therefore, staff are supportive of the application’s massing. It is noted that a 12-storey tower does not generate any shadow impact onto Ash Park, when measured at the Equinox, and that the form of development proposed for this site is in keeping with the overall pattern of tower and podium building



The application proposes a closure of the lane running through the site as well as a dedication of a new portion of lane along the northwest edge of the site to Lord Street (see Figure 3 below). While staff support the closure in principle, a separate report to Council will be required to obtain authority to stop-up, close and convey to the applicant the portion of lane adjacent to the rezoning site, prior to enactment, and for consolidation of the CD-1 site. The applicant will compensate the City for the value of closed lane.

Engineering Services has reviewed the rezoning application and have no objections to the proposed rezoning provided that the applicant satisfies the rezoning conditions included in Appendix B.

## **5. Environmental Sustainability**

The Green Building Rezoning Policy (adopted by Council on July 22, 2010) requires that rezoning applications received after January 2011 achieve a minimum of LEED® Gold rating, including 63 LEED® points, with targeted points for energy performance, water efficiency and stormwater management; along with registration and application for certification of the project. The applicant submitted a preliminary LEED® scorecard, which generally conforms to the Rezoning Policy, indicating that the project could attain the required LEED® points and, therefore, would be eligible for a LEED® Gold rating.

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

The Cambie Corridor Plan also requires a deconstruction strategy for diverting demolition waste and a condition of rezoning in Appendix B requires provision of a deconstruction strategy for demolition of existing buildings on site to divert at least 75% of demolition waste (excluding materials banned from disposal) from the landfill.

## **6. Public Input**

The City of Vancouver Rezoning Centre webpage included notification and information about the application, as well as an online comment form. Notification signs were also posted on the site. An information open house was held in the community on June 13, 2013, with staff and the applicant team present. Approximately 37 people attended the event and nine comment forms were received. While many of the attendees were in support of the project, residents of the townhouse project on Cambie Street to the north were concerned with shadow impacts on their site. The Cambie Corridor Plan identifies that site as having redevelopment potential for up to six storeys.

## **7. Public Benefits**

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

### **Required Public Benefits:**

**Development Cost Levies (DCLs)** – Development Cost Levies 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 located in the Oakridge-Langara DCL area where the current rate is \$80.53/m<sup>2</sup> (\$7.48/sq. ft.). On this basis, a DCL of approximately \$2,289,680 would be anticipated.

In March 2013, Council approved replacement of the area-specific Oakridge-Langara DCL with the City-wide DCL. This change will take effect on March 12, 2014. If this rezoning application is approved by Council, and if a building permit is not applied for prior to March 12, 2014, the project will be subject to City-wide DCL rate which is currently \$136.38/m<sup>2</sup> (\$12.67/sq. ft.). Application of the City-wide DCL rate would result in a DCL of approximately \$3,878,376.

DCLs are payable at building permit issuance and their rates are subject to Council approval of an inflationary adjustment which takes place each year on September 30.

**Public Art Program** – The Public Art Program requires that rezonings involving a floor area of 9,290 m<sup>2</sup> (100,000 sq. ft.) or greater allocate a portion of their construction budgets (\$1.81/sq. ft.) to public art as a condition of rezoning. With 28,438 m<sup>2</sup> (306,107 sq. ft.) of new floor area proposed in this rezoning, a public art budget of approximately \$554,053 is anticipated.

### **Offered Public Benefits:**

**Community Amenity Contribution (CAC)** – In the context of the City's Financing Growth Policy and the Cambie Corridor Plan, the City anticipates a voluntary CAC from the owner of a rezoning site to help address the impacts of rezoning. Contributions for Cambie Corridor rezoning applications are evaluated by staff in light of the increase in land value expected to result from rezoning approval, community needs, area deficiencies and the impact of the proposed development on City services. As per the Cambie Corridor Plan, this site is identified as a negotiated site for community amenity contributions, and therefore not subject to the target rate CAC applied in other parts of the Cambie Corridor.

**Childcare Facility and Family Place** – The rezoning application for this site includes a family place on the ground floor (consisting of approximately 4,500 sq. ft. of indoor space and 984 sq. ft. of outdoor space) as well as its associated on-site parking of 22 stalls, co-located with a 37-space childcare facility on the second and third floors (including approximately 5,865 sq. ft. of indoor space with 4,225 sq. ft. of adjacent outdoor space) with its associated nine parking stalls. This in-kind CAC offering is consistent with the Cambie Corridor Plan and City policies regarding the provision of childcare. The Cambie Corridor Plan states that the City will seek to increase the quantity of childcare spaces within the Cambie Corridor, corresponding to the increases in population brought on by new development.

The childcare and family place are being co-located in an air-space parcel that will be conveyed to the City. An air-space parcel is necessary because of the shape of the site and its challenging slope made it impractical to achieve this building on its own separate parcel of land. Access into this development site is also constrained as Cambie Street and Marine Drive are not appropriate options for access; accordingly, access into the proposed development's underground parking is located under the proposed childcare and family place.

In addition to the in-kind contribution towards the construction of the childcare (valued at \$3,840,000) and family place (valued at \$3,560,000), the property owner has offered an additional cash CAC of \$2,000,000 for start-up, programming and capital maintenance costs as follows:

**Table 1: Proposed Allocation of Cash CAC towards Childcare and Family Place**

	Childcare Reserve	Childcare Start-up	Furniture, Equipment, and Supplies	Facility Capital Maintenance	Total
Childcare	\$550,000	\$74,000	\$92,500	\$550,000	\$1,266,500
Family Place	-	-	\$183,500	\$550,000	\$733,500
Total	\$550,000	\$74,000	\$276,000	\$1,100,000	\$2,000,000

After review of the applicant’s development pro forma for this rezoning application, Real Estate Services staff have concluded that the total CAC of \$9,400,000 offered by the property owners (comprised of both in-kind and cash contributions) is appropriate and recommend that the offer be accepted.

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

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

***Social***

The Cambie Corridor Plan states that the City will seek to increase the quantity of childcare spaces within the Plan area, corresponding to the increases in population brought by new development. It is anticipated that over the next thirty years, there will be a population increase of about 5,000 people in the surrounding community. The four projects at Cambie and Marine will increase the population by 2,500 people.

On December 13, 2011, Council passed a motion renewing its commitment to increasing the number of child care spaces, setting a target of 500 new child care spaces over the next three years. Since this motion was passed, 227 new child care spaces have opened. With an additional 37 spaces committed at this site at 8175 Cambie Street, 278 spaces have been committed in the City (see Table 2)

**Table 2: City of Vancouver Child Care Targets and Progress Against Targets**

Council Target: New Spaces Between 2012-2014	Built Spaces	Committed Spaces	Total Built and Committed
500	227	278	505

Childcare contributes to social sustainability in the following ways:

- Childcare supports the labour force participation of parents contributing to economic growth.
- For every dollar spent on childcare, there is a seven dollar return on social and health outcomes for children and families.
- Estimated contribution to the Gross Domestic Product of mothers with young children now in the labour force is estimated at five percent of the GDP.
- Quality care in early childhood supports school readiness and healthy child development.

A family place provides direct support and education for families with children ages 0 and 6. Programs are offered in a supportive environment that promotes parenting confidence, enhances early childhood development and builds community while respecting the diversity of families. This family place would help fill the gap in services supporting families with young children in the South Cambie / Marine Landing area.

### *Financial*

As noted in the section on Public Benefits, the proposed CAC (in-kind and cash) totaling \$9.4 million is comprised of:

- a 37-space childcare facility with nine below-grade parking stalls (\$3.84 million),
- a family place with 22 below-grade parking stalls (\$3.56 million), and
- a cash contribution (\$2 million) towards start-up, programming and capital maintenance for the childcare facility and family place as outlined in Table 1.

Should Council approve this rezoning application, following a competitive RFP process, staff would return to Council to seek approval to appoint a non-profit operator for each facility. The operators will be responsible for the ongoing operating costs of the childcare facility and the family place while the City will be responsible for capital maintenance.

If the rezoning application is approved, the applicant will be required to provide new public art on site, or make a cash contribution to the City for off-site public art, at estimated value of \$554,053.

The site is currently within the Oakridge-Langara DCL District and, as of March 12, 2014, that area will be incorporated in the City-wide DCL District. It is anticipated that the applicant will pay approximately \$2,289,680 in DCLs if the building permit application is submitted before March 12, 2014, or \$3,878,376 if the application is submitted on or after this date.

*CONCLUSION*

Staff assessment of this rezoning application has concluded that the proposed form of development represents an appropriate urban design response to the site and the policy context for this area. The uses contemplated on site will enhance the area, and the childcare and family place will help meet the anticipated demand for such amenities in the area. Planning staff conclude that the application is consistent with the Cambie Corridor Plan with regard to land use, density, height and form.

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

\* \* \* \* \*

8175 Cambie Street, 519 Southwest Marine Drive and 8180-8192 Lord Street  
DRAFT CD-1 BY-LAW PROVISIONS

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

**Zoning District Plan Amendment**

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

**Definitions**

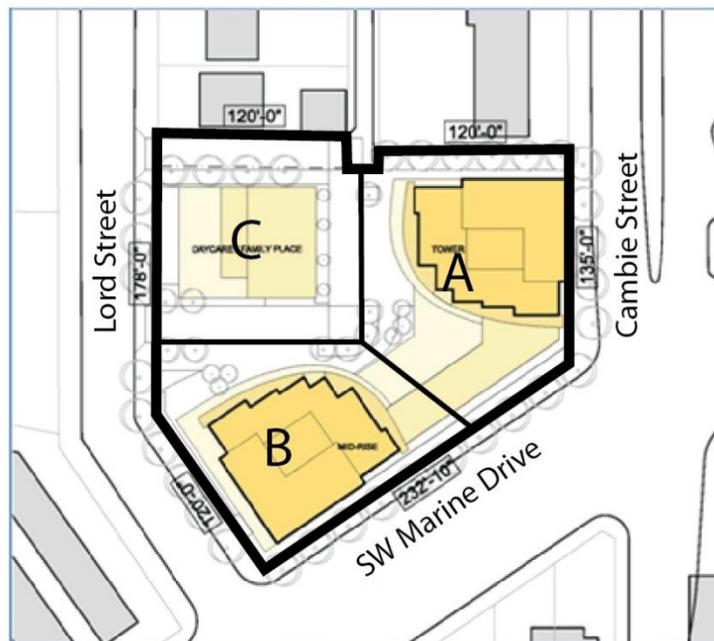
2. Words in this By-law have the meanings given to them in the Zoning and Development By-law except that:

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

**Sub-areas**

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

Figure 1 - Sub-Areas



## Uses

4.1 The description of the area shown within the heavy black outline on Schedule A is CD-1 ( ).

4.2 Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 ( ), and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:

- (a) Cultural and Recreational Uses, limited to Artist Studio, Club, Community Centre or Neighbourhood House, Fitness Centre, Library, Museum or Archives, Park or Playground, or Theatre;
- (b) Dwelling Uses, in conjunction with any of the uses listed in this section;
- (c) Institutional Uses;
- (d) Office Uses;
- (e) Retail Uses, limited to Farmer's Market, Grocery or Drug Store, Liquor Store, Retail Store, Small-Scale Pharmacy, and Secondhand Store;
- (f) Service Uses, limited to Barber Shop or Beauty Salon, Beauty and Wellness Centre, Catering Establishment, Laundromat or Dry Cleaning Establishment; Neighbourhood Public House, Photofinishing or Photography Studio, Repair Shop - Class B, Restaurant; School - Arts or Self Improvement, School - Business; and
- (g) Accessory Use customarily ancillary to any use permitted by this section 4.2

## Conditions of use

5.1 All commercial uses permitted by this By-law shall be carried on wholly within a completely enclosed building except for:

- (a) Farmer's Market;
- (b) Restaurant;
- (c) Neighbourhood Public House; and
- (d) Display of plants, flowers, fruit and vegetables in conjunction with a permitted use.

5.2 The design and lay-out of at least 25% of the dwelling units must:

- (a) be suitable for family housing;
- (b) include two or more bedrooms; and

- (c) comply with Council's "High Density Housing for Families with Children Guidelines".

#### Floor area and density

- 6.1 For the purposes of computing floor area, the site is deemed to be 4,629 m<sup>2</sup>, being the site size at the time of application for rezoning, prior to any dedications
- 6.2 The floor space ratio shall not exceed 6.14.
- 6.3 Computation of floor area must include all floors having a minimum ceiling height of 1.2 m, including earthen floor, both above and below ground level, measured to the extreme outer limits of the building.
- 6.4 Computation of floor area must exclude:
  - (a) open residential balconies or sundecks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:
    - (i) the total area of all such exclusions must not exceed 12 percent of the residential floor area, and
    - (ii) no enclosure of balconies is permissible for the life of the building;
  - (b) patios and roof gardens only if the Director of Planning first approves the design of sunroofs and walls;
  - (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which are at or below the base surface, except that the exclusion for a parking space must not exceed 7.3 m in length;
  - (d) all residential storage space above or below base surface, except that if the residential storage space above base surface exceeds 3.7 m<sup>2</sup> for a dwelling unit there will be no exclusion for any of the residential storage space above base surface for that unit; and
  - (e) floor area used for the purpose of a Child Day Care Facility or Community Centre or Neighbourhood House.
- 6.5 Computation of floor area may exclude amenity areas, except that the total exclusion for amenity areas must not exceed the lesser of 20% of permitted floor area or 929 m<sup>2</sup>.
- 6.6 The use of floor area excluded under sections 6.4 and 6.5 must not include any purpose other than that which justified the exclusion.

## Building height

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

Sub Area	Maximum building height
A	100.28 m
B	51.82 m
C	27.44 m

- 7.3 Despite the provisions of section 7.2, the Director of Planning may permit portions of buildings to exceed the permitted maximum height by no more than 7.6 m, if:
- (a) the Director of Planning first considers the location and sizing of such portions of buildings in relation to views, overlook, shadowing, and noise impacts;
  - (b) the Director of Planning first considers all applicable Council policies and guidelines; and
  - (c) those portions of buildings which exceed the permitted maximum height are:
    - (i) mechanical appurtenances such as elevator machine rooms,
    - (ii) access and infrastructure required to maintain green roofs or urban agriculture, roof-mounted energy technologies including solar panels and wind turbines,
    - (iii) decorative roof and enclosure treatments provided that the roof and enclosure treatment enhances the overall appearance of the building and appropriately integrates mechanical appurtenances, or
    - (iv) items similar to any of the above.

## Horizontal angle of daylight

- 8.1 Each habitable room must have at least one window on an exterior wall of a building.
- 8.2 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 m.
- 8.3 Measurement of the plane or planes referred to in the section above must be horizontally from the centre of the bottom of each window.

8.4 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 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.

8.5 An obstruction referred to in section 8.2 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 (---).

8.6 A habitable room referred to in section 8.1 does not include:

- (a) a bathroom; or
- (b) a kitchen whose floor area is the lesser of:
  - (i) less than 10% of the total floor area of the dwelling unit, or
  - (ii) less than 9.3 m<sup>2</sup>.

### Acoustics

9. 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

\* \* \* \* \*

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8175 Cambie Street, 519 Southwest Marine Drive, and 8180-8192 Lord Street  
DRAFT CONDITIONS OF APPROVAL

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

**CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT**

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by Walter Franci Architects on behalf of Wesgroup Investments Ltd. and stamped "Received City Planning Department, May 24, 2013", provided that the General Manager of Planning and Development Services may allow minor alterations to this form of development when approving the detailed scheme of development as outlined in (b) below.
- (b) That, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the General Manager of Planning and Development Services, who shall have particular regard to the following:

**Urban Design**

1. Design development to provide variety and interest to the architectural expression of the building(s) with high quality durable materials that will contribute to the character and quality of the area.

Note to applicant: A high quality development that establishes a robust compatible character with the existing neighbourhood fabric is required. Above the podium levels the tower floor plates are to be consistent with the Cambie Corridor Plan floor plate size identified for this site of 585 m<sup>2</sup> (6,300 sq. ft.).

2. Design development to the pedestrian/vehicle courtyard and building interfaces to further engage and enhance its environs utilizing high quality materials.
3. Design development to the pedestrian link between Lord Street and the Cambie Street frontage to strengthen its connectivity and pedestrian experience with enhanced hard and soft landscape treatments.

Note to Applicant: Design development should consider seating, substantial low planting, special paving, and lighting treatment.

4. Design development to strengthen the scale and massing of the tower podium oriented to Marine Drive.
5. Provision of weather protection for commercial frontages and primary residential entries.
6. Design development to minimize the impact of mechanical vents.

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

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

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

9. Design development to meet the *Cambie Corridor Draft Public Realm Plan* including lane, side yard and front yard treatments.

Note to Applicant: The applicant is encouraged to convene with Planning, Landscape and Engineering staff, prior to the preparation of a Development Permit submission, to ensure technical compliance with the anticipated design intent, including CPTED performance, and with a design focus on hardscape, softscape, design elements, lighting, stormwater management, wayfinding and public art/interpretive opportunities.

#### Crime Prevention Through Environmental Design (CPTED)

10. Design development to respond to CPTED principles, having particular regards for:
  - a. theft in the underground parking;
  - b. residential break and enter;
  - c. mail theft; and
  - d. mischief in alcoves and vandalism, such as graffiti.

#### Sustainability

11. Provision of a deconstruction strategy for demolition of existing buildings on site to divert at least 75% of demolition waste (excluding materials banned from disposal) from the landfill.

Note to Applicant: The deconstruction strategy should be provided at the time of development permit application.

12. Identification on the plans and elevations of the built elements contributing to the building's sustainability performance in meeting the Green Buildings Policy for Rezoning, including a minimum of 63 points in the LEED® rating system, 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. Registration and application for Certification of the project are required under the policy. See the Green Rezoning Process bulletin and the Green Buildings Policy for Rezoning for more information.

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

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

14. Space heating and ventilation make-up air shall be provided by hydronic systems without electric resistance heat or distributed heat generating equipment including gas fired make-up air heaters.
15. Detailed design of the building HVAC and mechanical heating system must be to the satisfaction of the General Manager of Engineering Services.

### Landscape Review

16. Design development to the residential entrances to provide substantial shrub planting as well as opportunities for seating. The lobby entrances should be designed to clearly identified and to have distinct style that is greener than the adjacent commercial public realm.
17. Design Development to provide for replication of natural systems

Note to applicant: This could include the use of native plants, the protection of natural habitat from construction, the retention of soil resources, the elimination of lawn chemical use and/or the recycling of green waste.

18. Provision of urban agriculture in the form of edible landscaping and including some areas (planters or plots) suitable for urban agriculture activity. The necessary supporting infrastructure, such as tool storage, hose bibs and a potting bench should be provided. The design should reference the Urban Agriculture Guidelines for the

Private Realm and should maximize sunlight, integrate into the overall design and provide universal access.

19. Provision of a Rainwater Management Plan that utilizes sustainable strategies such as infiltration, retention, treatment and utilization of rainwater.

Note to applicant: Strategies could include high efficiency irrigation, the use of drought tolerant plants, and mulching

20. Provision of maximized tree growing medium for tree and shrub planters to ensure long term health.

Note to applicant: Structures such as underground parking slabs and retaining walls may need to be altered to provide adequate depth and continuous soil volumes. Growing mediums should be better than BCSLA standards.

21. Provision of a Landscape Plan consistent with the draft Cambie Corridor Public Realm Plan.

Note to Applicant: The lighting plan must address all common pedestrian routes, courtyards and the lane edge. Ensure that light levels are achieved for CPTED performance while minimizing glare for residents.

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

23. Provision at the time of development permit application of large scale sections (1/4"=1' or 1:50) illustrating the grade changes across the site, and the soil depths of on slab planters.

24. Provision of a separate Tree Removal and Retention Plan, including any dimensioned tree barriers, if required.

25. Provide a separate Lighting Plan, with a detailed plan of the central pedestrian walkway. The use of targeted down lighting is advised in the internal walkway space.

26. Design development to locate, integrate, and fully screen any emergency generators, transformers, gas meters and parking garage vents in a manner which minimizes their impact on the architectural expression and the building's open space and public realm.

27. Provision of a high efficiency irrigation system for all planters, including the upper terrace areas. Hose bibs shall be provided in all private patios that show individual planting pots and small planters. Notations to that effect should be added to the drawings.

Note to applicant: The irrigation system design and installation system shall be in accordance with the Irrigation Industry of B.C. Standards and Guidelines

## Engineering

28. A canopy application is required. Canopies must be fully demountable and drained to the buildings internal drainage system. Canopies are defined as a rigid roof-like structure supported entirely from a building and where the canopy deck is constructed of wired or laminated safety glass or metal not less than 0.56mm in thickness (VBBL section 1A.9.8).
29. Compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services.

Note to applicant: The following items are required to meet provisions of the Parking By-law and the Parking and Loading Design Supplement:

- Provision of the required number of Class B loading spaces in the PBL and label on drawings.

Note to Applicant: Engineering supports the loading provision of 4 Class B spaces for the proposed development.

- Provision of an improved plan showing the maneuvering for all Class B loading spaces, especially for the second parallel space when the first space is occupied.

Note to Applicant: Modifications to the planted area may be required to make the maneuvering work.

- Provision of an improved plan showing the loading access from the Class B spaces to the retail and restaurant uses.

Note to Applicant: The route should be free of stairs.

- Remove the southerly 21' of the planter, east of the parking ramp and provide a view portal to improve visibility between vehicles exiting the parking ramp and cyclists and pedestrians on the courtyard roadway, or address visibility through other methods.

Note to Applicant: This would also assist with SU9 truck maneuvering.

- Provision of additional Class B bicycle spaces for the retail use.

Note to Applicant: Providing a total of 18 retail Class B spaces (required + those asked for) along Cambie Street and SW Marine Drive frontages would achieve this.

- Provision of all Class A bicycle spaces on P1.
- Confirmation that the north-south portion of the of the courtyard roadway is one way northbound. Allowing southbound traffic to enter from the City lane is not

recommended due to the offset alignment with the City lane and potential conflicts between southbound vehicles and vehicles exiting from the parking ramp.

- Provision of an improved plan showing the design elevations on the courtyard roadway, on both sides of the ramp at all breakpoints and within the parking areas to be able to calculate slopes and cross-falls.
  - Provision of directional signage for Childcare, community centre and retail parking.
30. Place the following note on the landscape plans "A landscape plan is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Please contact Frank Battista at 604.873.7317 or Kevin Cavell at 604.873.7773 for details."

Note to Applicant: P1 to P3 drawings are all the same.

### Social Infrastructure

31. Design development to ensure that the childcare is licensable by CCFL and meet the intent of the City's Childcare Design Guidelines and Childcare Technical Guidelines.

Note to applicant: The Guidelines call for a minimum gross indoor area of 4,618 sq. ft. and between 4,252 and 5,597 sq. ft. of outdoor area. Design development is required to ensure that the indoor and outdoor spaces are designed to maximize opportunities for healthy child development while ensuring a financially sustainable facility for the non-profit operator.

32. Sunlight on outdoor play areas must comply with the intent of the City's Childcare Design Guidelines. The Guidelines state that sunlight should penetrate into the outdoor area for a minimum of three hours per day at the winter solstice, two hours of which should occur during the typical playtime of 9:30 to 11:30 am or 1:30 to 4:00 pm.
33. Design development to ensure that the family place meets functional requirements of a family place to the satisfaction of the Managing Director of Social Development in consultation with the Director of Facility Planning and Development.

### CONDITIONS OF BY-LAW ENACTMENT

- (c) That, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services and to the General Manager of Planning and Development Services, the General Manager of Engineering Services, the Managing Director of Cultural Services and the Approving Officer, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

## Engineering

1. Make arrangements, subject to Council approval, for the stopping up, closure and conveyance of that portion of the lane west of Cambie Street from Lord Street to a point 20 feet southerly from the north property line of Lot 12, Plan 8548. An application to the City Surveyor is required to initiate the lane closure and purchase (as per Figure 3 in Section 4 Parking and Transportation of this Policy Report).

Note to Applicant: Written consents to the proposed lane closure and confirmation of arrangements to address utility needs will be required from all affected utility companies.

2. Dedication for lane purposes of the north 20 feet of Lot 12, Plan 8548.
3. Dedication for road purposes of the south 10 feet of Lot A, Plan 20305, and amended Lot 7, Plan 8548.
4. Consolidation of the closed portion of lane with the remainder of the site to create a single parcel.
5. Provision of a temporary Statutory Right of Way (SRW) over the portion of closed lane for public utility purposes, to be discharged upon abandonment and/or relocation of all existing utilities within this area.
6. Provision of a SRW over the north 10 feet of Amended Lot 7 for sewer purposes. Note: Right of Way 485562M, currently registered on the title of Amended Lot 7, will be released in conjunction with registration of the replacement SRW agreement. Please remove any proposed trees within this SRW area.
7. Provision of a surface SRW over the north 20 feet of Amended Lot 7 and over a northerly portion of the consolidated lot between Lord Street and the north-south lane east of Lord Street for public pedestrian and bicycle use.

Note to Applicant: There is to be a minimum 3.0 m wide smooth multi-use path (for cycling and pedestrians) achieved within this right of way.

8. Provision of a surface SRW for the lane turning bulge along the south side of the new east-west lane for vehicle manoeuvring purposes as shown on the attached sketch plan. Note: Please remove the tree within the proposed lane turning bulge SRW area.

Note to Applicant: Within the turning bulge area a minimum clear height of 25 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.

9. Release of Easement & Indemnity Agreement 150359M (commercial crossing) prior to building occupancy.

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

10. Provision of a standard form encroachment agreement to secure on-going maintenance of the proposed one foot wide landscaping planting strip that encroaches onto the proposed lane dedication.

Note to Applicant: An application to the City Surveyor is required.

11. Provision of a building setback and statutory right of way (SRW) along the Cambie Street frontage of the site to achieve a minimum 4.5 m curb-to-building-face dimension.
12. Provision of a statutory right-of-way to accommodate a Public Bike Share Station (PBS).

Size: A station with a size of 16 m x 4 m must be accommodated. The physical station with docked bicycles is 2 m wide and has a required bicycle maneuvering zone of 2 m for a total width of 4 m. The 2 m maneuvering space may be shared with pedestrian space.

Location: The station must be located on private property while still clearly visible to the public with 24/7 public access. The preferred location is near the intersection of Cambie Street and Marine Drive to allow easy access to the street.

Surface treatment: A hard surface is required with no utility access points within 150mm. Acceptable surfaces include CIP concrete (saw cut or broom finished), asphalt and pavers. Other firm, paved materials are subject to approval.

Grades: The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At minimum, spot elevations at the four corners of the station must be provided.

Sun exposure: No vertical obstructions, to maximize sun exposure, as station operates on solar power. Ideally the station should receive five hours of direct sunlight a day.

Power: Provision of an electrical service and electrical power is to be available in close proximity to the PBS station with the development responsible for the on-going supply and cost of electricity to the PBS station.

13. Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but are not limited to, junction boxes, switchgear, pad mounted transformers and kiosks (including non BC Hydro Kiosks) are to be located on private property with no reliance on public property for placement of these features. There will be no reliance on secondary voltage from the existing overhead electrical network

on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch. The applicant may be required to show details of how the site will be provided with all services being underground.

14. Provision of a Services Agreement to detail the on and off-site works and services necessary or incidental to the servicing of the site (collectively called the "services") such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site will be issued until the security for the services are provided.
- a. Provision of adequate water service to meet the fire flow demands of the project. The current application lacks the details to determine if water main upgrading is required. Please supply project details including projected fire flow demands as determined by the applicants' 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.

Note: An interconnected water service will be required for this development. There are water mains available on Lord Street and SW Marine Drive for servicing.

- b. Upgrading of the existing sanitary main and service connection is required. The existing service and main are not adequate for the project. The sanitary main is to drain to the Metro Vancouver's trunk main at approximately SW Marine Drive and Lord Street. Upgrade is based on a most easterly service connection point. The extent of upgrading can be significantly reduced the further west the project chooses to access the City main. A review of the site servicing and confirmation of a service connection point will determine the extent of upgrading to the City main and the costs. Please consult with Sewers Design staff to determine the connection points and costs.
- c. Provision of the following sidewalk improvements adjacent the site:
- i. Marine Drive: Provide a minimum sidewalk width of 5.5 m adjacent to the site.
  - ii. Cambie Street: Provide a minimum sidewalk width of 2.1 m adjacent to the site.
  - iii. Lord Street - Provide a minimum sidewalk width of 2.1 m adjacent to the site.
- d. Provision of improved disability ramps at the Marine Drive and Cambie Street, Marine Drive and Lord Street and Lord Street lane corners of the site.

- e. Removal of the existing Lord Street lane entry and reconstruction of the sidewalk and curb to standard is required.
- f. Installation of a full lane entry at the proposed relocated lane on Lord Street including adjustment, installation and or relocation of all utilities impacted by the proposed new lane entry.
- g. Provision of standard City of Vancouver curb bulges on both sides of Lord Street at the intersection of Marine Drive
- h. Provision of a raised midblock crosswalk with curb bulges on both sides of Lord Street at the western terminus of the east-west walkway along the north edge of the site. This will improve pedestrian connectivity through the site and to Ash Park for residents and for the daycare.
- i. Provision of speed humps on Lord Street from 65th Avenue to Marine Drive, subject to resident consultation.
- j. Provision of a standard concrete lane crossing at Lord Street and the new lane entry.
- k. Provision of new street trees adjacent the site where space permits.
- l. Payment of up to \$100,000 (at the discretion of the General Manager of Engineering Services) to the City, prior to enactment of the CD-1 By-law, for traffic calming to mitigate impacts of the development's traffic on the neighborhood. Measures are to be determined within 2 years of occupancy of the building and are subject to neighborhood consultation where appropriate.
- m. Provision of pedestrian-scale lighting along the Cambie Street frontage of the site.

### Sustainability

- 15. Enter into such agreements as the General Manager of Engineering Services and the Director of Legal Services determine are necessary for connection to a District Energy System, if and when the opportunity is available and in accordance with the City's policy for *District Energy Connectivity Standards* and the *Cambie Corridor Plan*, which may include but are not limited to agreements which:
  - a) require buildings on site to connect to a District Energy System once available;
  - b) grant access to the mechanical system and thermal energy system-related infrastructure within the development for the purpose of enabling District Energy System connection and operation; and
  - c) grant access to and use of suitable space required for the purposes of an energy transfer station, all to the satisfaction of the General Manager of Engineering Services.

## Soils

16. If applicable:
  - a. Submit a site profile to Environmental Planning, Real Estate and Facilities Management (Environmental Contamination Team);
  - b. As required by the Manager of Environmental Planning and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and
  - c. If required by the Manager of Environmental Planning and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Planning, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until a Certificate of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, has been provided to the City.

## Public Art

17. Execute an agreement satisfactory to the Directors of Legal Services and Cultural Services for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials; and provide development details to the satisfaction of the Public Art Program Manager (a checklist will be provided).

Note to applicant: Please contact Bryan Newson, Program Manager, 604.871.6002, to discuss your application

## Childcare Facility and Family Place

18. Make arrangements to the satisfaction of the Director of Legal Services, in consultation with the Director of Real Estate, Managing Director of Social Development and Director of Facility Planning and Development, for the provision of an air space parcel with improvements of no less than 10,365 sq. ft. of indoor space on three levels, including an adjacent area for outdoor space of approximately 5,209 sq. ft. on all levels, and thirty-one dedicated parking stalls, comprising a fully fit, finished, equipped, and supplied childcare facility and a fully fit, finished, and furnished multi-purpose facility suitable for family programming as part of the development at this site.

## Community Amenity Contribution

19. Make arrangements with the City, to the satisfaction of the Director of Legal Services, to pay to the City prior to enactment of the rezoning by-law a \$2,000,000 cash contribution for facility reserves and start-up costs for the childcare and family place.

Note to applicant: Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as 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 site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-law.

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

\* \* \* \* \*

8175 Cambie Street, 519 Southwest Marine Drive and 8180-8192 Lord Street  
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE SIGN BY-LAW No. 6510

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

"8175 Cambie Street, 519 Southwest Marine Drive, and 8180-8192 Lord Stree [CD-1#] [By-law #] B (C-1)"

DRAFT AMENDMENTS TO THE NOISE BY-LAW NO. 6555

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

"[CD-1#] [By-law #] 8175 Cambie Street, 519 Southwest Marine Drive and 8180-8192 Lord Street"

DRAFT AMENDMENTS TO THE SUBDIVISION BY-LAW NO. 5208

A consequential amendment is required to delete Lots 11 and 12 of Lot X Blocks 1 and 2 DL 311 Plan 8548; PIDs 006-190-626 and 010-042-636 from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

DRAFT AMENDMENTS TO THE PARKING BY-LAW NO. 6059

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

"Parking, loading and bicycle spaces must be provided and maintained in accordance with the requirements of the Parking By-Law on *[date of enactment of CD-1 By-law]*; except that:

- a) a minimum of 0.40 residential parking spaces per dwelling unit plus one space for each 285 m<sup>2</sup> of gross floor area and a maximum of 0.55 residential parking spaces per dwelling unit plus one space for each 220m<sup>2</sup> of gross floor area;
- b) a minimum of one non-residential parking space for each 88 m<sup>2</sup> of gross floor area and a maximum of one non-residential parking space for each 48 m<sup>2</sup> of gross floor area;
- c) in addition to the requirements in paragraph b), for community centre, activity centre or similar assembly uses, a minimum of one non-residential parking space for each 88 m<sup>2</sup> of gross floor area and a maximum of one non-residential parking space for each 18.6 m<sup>2</sup> of gross floor area ;

- d) Class A loading spaces provided at a rate of 0.01 spaces per dwelling unit up to and including 300 units, and at a rate of 0.008 spaces per dwelling unit for any number of units over 300; and
- e) a minimum of 2 Class A and 6 Class B bicycle spaces provided for Daycare use."

\* \* \* \*

8175 Cambie Street, 519 Southwest Marine Drive, and 8180-8192 Lord Street  
ADDITIONAL INFORMATION

### Urban Design Analysis

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

*Marine Landing Urban Design Principles:*

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

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

Within the Marine Landing Neighbourhood, this site has an important role in contributing to the neighbourhood character and identity as a walkable, high density urban area. In addition, this site has an opportunity to provide a mid-block pedestrian link between Cambie Street and Ash Street which was identified in the Cambie Corridor Plan as an important component in facilitating a pedestrian connection between the transit station and the neighbourhood located at the northwest quadrant of the intersection of Marine Drive and Cambie Street.

The site proposes to consolidate with an adjoining residential site and reconfigure the lane to accommodate a more direct pedestrian link between Cambie and Ash Street. Staff are recommending design development measures to further develop and optimize this unique opportunity.

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

The Cambie Corridor plan had conceptually envisioned this corner to have a single tower (285 ft.) and a 6-storey podium. The tower height and placement were derived from detailed shadow impact analysis on Ash Park and Laurier Annex, based on the proposed buildings not shadowing the soccer field during the morning school recess period. The proposed tower respects the height limit (285 ft.) and floor plate maximum (6300 sq. ft.) and provides further tower shaping to achieve this objective. Staff concludes that the shadow impacts and the

proposed tower height responds to the policy direction, marking the intersection and the establish tower hierarchy within the Marine Landing node.

The Cambie Corridor plan anticipated a lower mid-rise 6-storey podium along the Marine Drive and Cambie frontages. However, through the design development process to improve daylight and sun access to the 2-storey daycare and neighbourhood house facility (located at the northwest corner of the site directly across from Ash Park) the proposal reconsidered the podium massing into a 12-storey residential building (maximum floor plate of 6300 sq. ft.), located at the corner of Marine Drive and Lord Street. The improved sun access for the outdoor space for the daycare and outdoor amenity area including opportunities for urban agriculture on the roofs for the residents warrants the reconsideration of the podium form into a 12-storey tower. Staff note that the introduction of this 12-storey tower does not generate any shadow impact onto Ash Park, measured at the Equinox and contributes to the overall pattern of building forms transitioning in height to accentuate the intersection.

*With regard to (9) Building Siting and public realm interface and neighbourhood connectivity*  
The buildings have been sited to engage the public realm on both the Cambie Street, Marine Drive and Lord Street frontages. Additional opportunities for connectivity with the neighbourhood have been provided through pedestrian links between Cambie Street and Lord Street. The design of the building interfaces and the open spaces/plazas and connections is conceptual at this time, with detailed design performance to be determined through the subsequent development permit process.

*With regard to (5) Minimizing Apparent Scale, (7) Variety, (17) Transitions*  
Within the Cambie Corridor Plan, the podiums were anticipated to be in the range of 6 storeys in height. The proposal reconfigured its anticipated 6-storey podium massing to a slim 12-storey tower to achieve an improvements in sun access. However, staff are recommending further design development to address the overall massing of these building forms, including minimizing their apparent scale through articulation , building character and variety.

*With regard to (11) Industrial Lands Protection (including Noise and Odour Mitigation)*  
While the lands north of Marine Drive already permit residential uses, the proximity to existing and future industrial uses south of Marine Drive may affect livability of the units. Staff are recommending acoustical and environmental measures be considered within the design of the buildings to mitigate these negative impacts, especially for the residential occupants.

*With respect to (12) Design Performance Improvement*  
As noted above and contained in Appendix B, staff are recommending a number of design development conditions to address and further improve the proposal.

Urban Design Panel (July 17, 2013)

EVALUATION: SUPPORT (7-0)

- **Introduction:** Dwayne Drobot, Rezoning Planner, reminded the Panel that the project was part of the Marine Landing development that was adopted by Council in May 2011. He described the context for the area. He added that the project is the final development at

the intersection of SW Marine Drive and Cambie Street. He noted that through discussion with the applicant, it was proposed to shift the massing and have a 12-storey tower and also reduce the podium to allow for more sunlight penetration into the Marpole Family Place and daycare area. The site will have a 285 foot tower with retail on the main floor, a 37 space childcare and relocation of the lane.

Anita Molaro, Development Planner, indicated that they have been challenged with the grade across the site. One of the approaches taken was to accommodate access to parking and loading into the interior of the site through the introduction of an auto-court. As well they want to make a strong pedestrian link from Cambie Street over to the park.

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

Does the Panel support the rezoning and resultant form of development taking into consideration the Cambie Corridor Design Principles including:

- Building siting, tower form and massing and density (5.99 FSR) and height (285 feet);
- Alternative massing approach for the 12-storey tower (120 feet) versus a 6-storey podium;
- Integration of the site with adjacent development and pedestrian network;
- Shadow and view impacts;
- Open space and landscape strategy including auto-court; and
- LEED™ Gold strategies.

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

- **Applicant's Introductory Comments:** Walter Francl, Architect, further described the proposal noting they planned for as much daylight as possible into the family center and daycare area. As well the association with the park was important. The traffic associated with the development happens off of Lord Street and potential drop off area for the daycare. Since Marine Drive is a busy road they wanted to shelter the courtyard space and provide as much daylight as possible. He added that they also wanted to be able to have a glimpse through the site from the Canada Line Station to the park. Regarding the LEED™ strategies, there are balcony projections and screen elements to deal with heat gain on the south and west facades. Mr. Francl added that the mews that connects to the lane was designed to have a minimal amount of traffic as it is also a pedestrian mews.

Peter Kreuk, Landscape Architect, described the landscaping plans noting it was designed for pedestrian linkages. The lobby entrances to the towers will be located off the courtyard space and has a water feature and high quality paving. There is also a waterfall proposed on the backside of the retail. The family center and daycare has a green roof and a outdoor community space. There is an amenity garden between the two towers and includes urban agriculture, kids play and an outdoor kitchen. An architectural screen is proposed along Marine Drive to help reduce noise and a public art component. At the corner of Marine Drive and Cambie Street a restaurant is proposed with outside seating.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
  - Design development to step the building to the north;
  - Design development to improve the pedestrian realm in the courtyard;
  - Design development to reduce the shade to the courtyard from the 12-storey building;
  - Consider improving the sustainability strategy.
- **Related Commentary:** The Panel supported the proposal and thought the move to reduce the height of the podium was the right move to introduce more sunlight into the courtyard.

The Panel supported the massing, density and height while some Panel members were concerned with the way the tower related to the site to the north and thought there should be a more sensitive stepping down of the massing. They noted that it was an abrupt transition of the 6-story to the 31-storey building.

Some Panel members thought the access to the courtyard could be improved with one Panel member stating that it could have been more pedestrian friendly. The panel also liked that the podium height had been reduced as the site lines from the station through the towers to the residential beyond had been improved. This would allow people to cut through the site and not have to go around the building. Another Panel member noted that Ash Park is an important amenity in the area and wanted to see a more defined and intentional crossing at the intersection of the lane and Lord Street direct connection from the intersection to the park.

With respect to the 12-storey building, some Panel members suggested sculpting to reduce the shade on the courtyard.

The Panel had some concerns regarding the auto-court and thought having the pedestrian and loading was incompatible. One Panel member suggested using bollards to restrict vehicular movement at different times.

Regarding the LEED™ Gold strategies, it was suggested that a clearer strategy needed to be laid out regarding the various elements that are included.

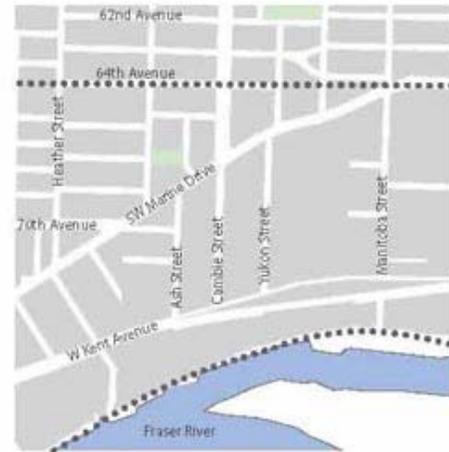
- **Applicant's Response:** Mr. Francl said the Panel's comments were very helpful.

## 4.6 Marine Landing

### Neighbourhood Character and Identity

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

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



Marine Landing



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



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

#### 4.6.1 Place Making In the Public Realm

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

##### A Focused Hub

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

##### Towards the River

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

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



### Enhance Pedestrian and Cycling Connectivity

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

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

### Public Benefits and Amenities

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

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



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

## 4.6.2 Urban Design Principles

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

### 1. A Place of Welcome and Introduction

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

### 2. Locally Authentic

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

### 3. Marking the Intersection

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

### 4. Slimness and Vertical Emphasis

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

### 5. Minimizing Apparent Scale

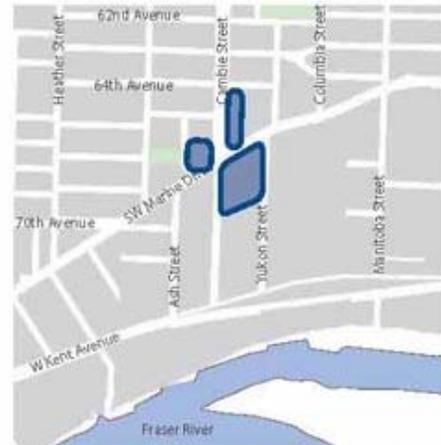
Strategies will be used to offset the sense of scale in tower forms including masking (i.e. offsetting horizontal elements) and providing lightness in the primary vertical elements of buildings.

### 6. Hierarchy

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

### 7. Variety

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



*Key sites that the Urban Design Principles will apply.*

### 8. Shadow Performance

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

### 9. Building Siting

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

### 10. Transitions

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

### 11. Industrial Lands Protection

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

### 12. Design Performance Improvements

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

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

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



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



Conceptual Site Diagram

8175 Cambie Street, 519 Southwest Marine Drive, and 8180-8192 Lord Street  
FORM OF DEVELOPMENT

Level One Floor Plan



Level Two Floor Plan



Level Three Floor Plan



Cambie Street Elevation



Lord Street Elevation



SW Marine Drive Elevation



8175 Cambie Street, 519 Southwest Marine Drive, and 8180-8192 Lord Street  
PUBLIC BENEFITS SUMMARY

**Project Summary:**

Mixed-use development with two residential towers, at-grade commercial floor space and a 37-space childcare facility co-located with a neighbourhood “family place”.

**Public Benefit Summary:**

A co-located childcare and “family place” along with a \$2 million endowment for long-term operations and maintenance, DCL payment and public art contributions.

	Current Zoning	Proposed Zoning
Zoning District	RS-1 and C-1	CD-1
FSR (site area = 4,629 m <sup>2</sup> /49,821 sq. ft.)	0.60 and 1.2	6.14
Buildable Floor Space (sq. ft.)	51,803 sq. ft.	306,107 sq. ft.
Land Use	Detached Residential, Commercial	Multi-family residential, Commercial, Community Space

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide)		
	DCL (Oakridge-Langara)	\$263,556	\$2,289,680
	Public Art		\$554,053
	20% Social Housing		
Offered (Community Amenity Contribution)	Childcare Facilities		\$3,840,000
	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage (transfer of density receiver site)		
	Affordable Housing		
	Parks and Public Spaces		
	Social/Community Facilities		\$3,560,000
	Unallocated		
	Other (Facility Reserve Funds)		\$2,000,000
<b>TOTAL VALUE OF PUBLIC BENEFITS</b>		<b>\$263,556</b>	<b>\$12,243,733</b>

\* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification. For the Oakridge-Langara DCL, revenues are allocated into the following public benefit categories: Engineering (7%); Replacement Housing (30%); and Parks (63%).

8175 Cambie Street, 519 Southwest Marine Drive, and 8180-8192 Lord Street  
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Address	8175 Cambie Street, 519 Southwest Marine Drive, and 8180-8192 Lord Street
Legal Descriptions	Amended Lot 7 of Lot X Blocks 1 and 2 DL 311 Plan 8548; PID 010-043-233, Lot A Block X DL 311 Plan 20305; PID 006-645-283, Lots 11 and 12 of Lot X Blocks 1 and 2 DL 311 Plan 8548; PIDs 006-190-626 and 010-042-636 and adjacent portions of closed lane
Developer	Wesgroup Investments Ltd
Architect	Walter Francl Architects
Property Owners	Cambie & Marine Investments Ltd. Wesgroup Investments (No. 131)Ltd. Wesgroup Investments (No. 134)Ltd. Wesgroup Investments (No. 142 )Ltd.

Development Statistics

	Development Permitted Under Existing Zoning	Proposed Development
ZONING	RS-1 and C-1	CD-1
SITE AREA		4,629 m <sup>2</sup> (49,821 sq. ft.)
USES	Detached Residential, Commercial	Multiple Dwelling, Commercial, Community Space
FLOOR AREA		Residential 27,085 m <sup>2</sup> (291,607 sq. ft.) Retail 1,347 m <sup>2</sup> (14,500 sq. ft.) Total 28,432 m <sup>2</sup> (306,107 sq. ft.)
Floor Space Ratio (FSR)	0.60 (RS-1) and 1.2 (C-1)	6.14
HEIGHT		north tower 86.87m (285 ft.) south tower 38.40m (126 ft) (to be measured from the Southeast corner of the intersection of Cambie Street and SW Marine Drive)
PARKING, LOADING AND BICYCLE SPACES	As per Parking By-law	As per Parking By-law except minimums and maximums as provided in the CD-1 By-law