



POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: January 27, 2015
Contact: Susan Haid
Contact No.: 604.871.6431
RTS No.: 10471
VanRIMS No.: 08-2000-20
Meeting Date: February 3, 2015

TO: Vancouver City Council

FROM: General Manager of Planning and Development Services

SUBJECT: CD-1 Rezoning - 445 Southwest Marine Drive (Marine Gardens)

RECOMMENDATION

- A. THAT the application, by GBL Architects, on behalf of 0881269 B.C Ltd. (Concord Pacific) to amend CD-1 (71) By-Law No. 4570 for 445 Southwest Marine Drive [*PID 007-971-338, Lot 1, District Lots 311 and 323, Plan 13979*] to increase the floor space ratio (FSR) from 0.60 to 4.21 and the maximum height from two storeys to 71.63 m (235 ft.), to permit a development comprised of two residential towers at 27- and 21-storeys, and a seven-storey residential building including a 37-space childcare at grade, be referred to a Public Hearing, together with:
- (i) plans prepared by GBL Architects received March 12, 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, 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.

- C. THAT, if the application is referred to Public Hearing, prior to the Public Hearing, the registered owner shall submit confirmation, in the form of "Letter A", that an agreement has been reached with the registered owner(s) of the proposed donor site(s) for the purchase of heritage bonus density as set out in Appendix B.
- D. THAT, if after Public Hearing Council approves in principle this rezoning and the Housing Agreement described in section (c) of Appendix B, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment after the Housing Agreement has been agreed to and signed by the applicant and its mortgagee(s), prior to enactment of the CD-1 By-law contemplated by this report.
- E. THAT Recommendations A through D 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 amend the existing CD-1 (71) By-law for 445 Southwest Marine Drive, to permit a residential development comprised of two towers with heights of 27 and 21 storeys, and a seven-storey building containing market rental housing and a childcare. A total of 582 dwelling units are proposed (including 70 units of replacement market rental housing), along with the 37-space childcare. 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)

- Transfer of Density Policy and Procedure (1983)
- Housing and Homelessness Strategy 2012 - 2021 (2011)
- Rental Housing Stock Official Development Plan (2007)
- Rate of Change Guidelines (2007)
- High Density Housing for Families with Children Guidelines (1992)
- Marpole Community Plan (2014)
- Rezoning Policy for Sustainable Large Developments (2014).

REPORT

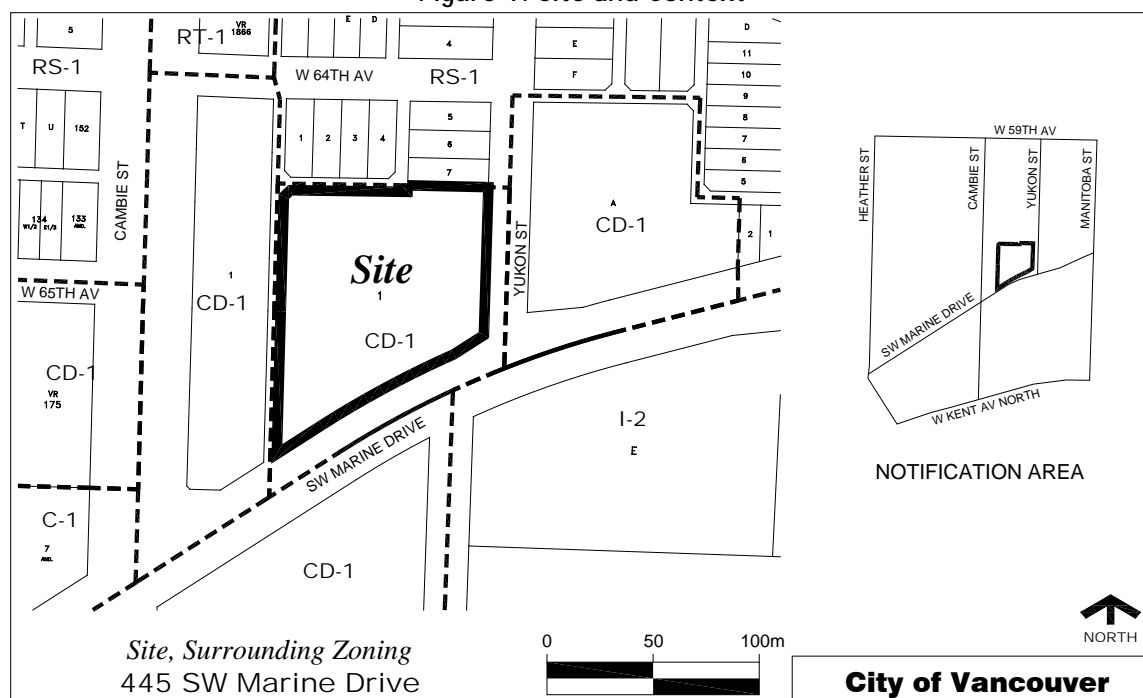
Background/Context

Site and Context

The subject site is located at the northwest corner of Marine Drive and Yukon Street, and is currently developed with a two-storey residential townhouse development containing 70 units, as well as a 25-space privately-owned childcare facility which ceased operation in April 2013 (see Figure 1). North of the subject site are detached houses and east of the site is the two-storey Kiwanis-Soroptimist Senior Citizens Housing Society. An auto dealership and a City works yard are located to the southeast of the site, across Marine Drive.

The subject site is located immediately adjacent to the Marine Landing Neighbourhood as defined in the Cambie Corridor Plan (the “Cambie Plan”); redevelopment of that area in accordance with the Cambie Plan is underway. Under construction on the southwest corner of Cambie Street and Yukon Street is the mixed-use development called “Marine Gateway” comprised of towers up to 36-storeys in height with residential, office, retail and service uses. West of the site, also under construction, is a mixed-use development called “MC²” which will include residential towers up to 31 storeys in height along with retail uses.

Figure 1: Site and Context



Policy Context

Two plans apply to the subject site. The Cambie Corridor Plan (the “Cambie Plan”) was adopted by Council in 2011 and the Marpole Community Plan (the “Marpole Plan”) was adopted on April 2, 2014.

The Cambie 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 Cambie Plan (the “Neighbourhoods” section) provides direction for development in each area of the corridor. The subject site is located within the “Marine Landing” neighbourhood. In this neighbourhood, the Cambie Plan speaks to neighbourhood character and identity, place-making in the public realm and urban design principles. Consistent with the Cambie Plan, this application proposes residential uses which optimize the site’s potential to support transit ridership at this key interchange in the City’s transit network. While the Cambie Plan does not give specific guidance on form of development for the site, it does call for any proposal to transition from the adjacent site to the west. Any redevelopment of the subject site would be required to replace the childcare facility that had been operating on the site. As the site is currently zoned CD-1 and is developed with rental housing, the provisions of the Rental Housing Stock Official Development Plan (ODP) apply. Replacement rental housing is proposed on the site to meet the ODP requirements. This also fulfills the requirements of the Cambie Plan which calls for replacement of the rental housing units with similar units. The Rate of Change Guidelines also apply to the site and these require mitigation measures to reduce impacts of redevelopment on existing tenants.

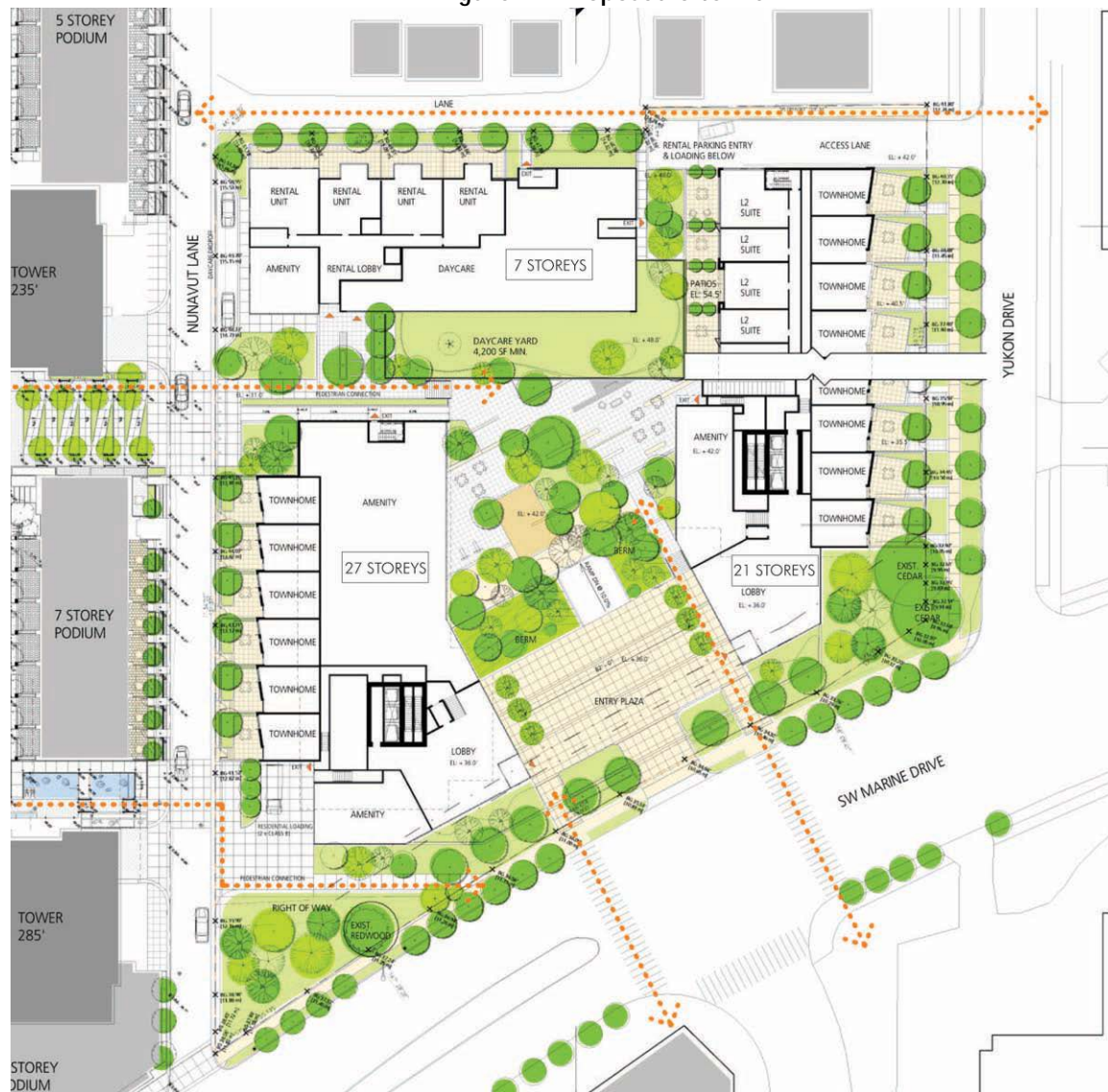
The Marpole Plan, adopted by Council April 2, 2014, is intended to strategically guide and enable positive change in the Marpole community over the next 30 years. The Marpole Plan proposes a clear framework to direct and manage growth in a way that respects the community’s existing residential character, expands housing diversity, improves affordability, makes it safer and more comfortable to get around, reinforces a strong local economy, and puts in place a strategy for renewing and upgrading community facilities and amenities. The Marpole Plan envisions higher densities and a mix of uses located close to existing shopping districts, transit services and areas where significant sustainability gains (such as what may be achieved using district energy sources) may be realized.

Strategic Analysis

1. Proposal

This application proposes a mixed use and mixed tenure development having a total floor space ratio (FSR) of 4.21. The proposal is organized around a central courtyard that would provide a large plaza and a landscaped area between buildings, allowing sun penetration into this central space (see Figure 2). The proposed development is comprised of two strata residential towers of 27 and 21 storeys set above lower scaled podiums. A seven-storey building is proposed on the northwest corner of the site adjacent to two lanes, containing 70 secured market rental units above a ground-floor 37-space childcare facility. The childcare’s outdoor play space is proposed on the south-facing side of the building, integrated with the development’s proposed central courtyard. Overall, a total of 582 residential units are proposed; 512 market strata units and 70 replacement market rental housing units.

Figure 2 - Proposed Site Plan



2. Land Use and Density

The application proposes the following land uses:

- a) Market Strata Residential — The application proposes a total of 512 residential units, of which 167 would be two-bedroom units (one third of the units). The proposed mix of unit sizes meets the housing strategy of the Cambie Corridor Plan which calls for 25 per cent of the units to be suitable for families (two bedrooms or more).
- b) Replacement Market Rental Housing —The application proposes to replace the 70 units of market rental housing, currently located on site, with a mix of unit sizes that matches that of the existing units (56 two-bedroom units and 14 three-bedroom units).

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- c) Childcare — The application proposes a childcare facility, comprised of approximately 427 m² (4,600 sq. ft.) of indoor space and 455 m² (4,900 sq. ft.) of adjacent outdoor space, to replace and expand the former on-site childcare facility. The proposal meets the spatial requirements of the City's Childcare Design Guidelines for a 37-space childcare facility.

As noted, the overall density is proposed to be increased from 0.60 to 4.21 FSR. Staff's urban design assessment concludes that the proposed floor area and land uses are appropriate for this location and that the urban design proposal can be readily accommodated, subject to the design development conditions in Appendix B.

3. Form of Development

The appropriate form of development for the subject site is informed by the Urban Design Principles of the Cambie Plan. Twelve principles are applicable to those sites in the vicinity of the intersection of Marine Drive and Cambie Street. An analysis and assessment of the application against these principles was conducted, including other urban design considerations. A complete urban design analysis is contained in Appendix D.

This application includes a 27-storey residential tower with a height of 71.63 m (235 feet). Height is measured from the southeast corner of the intersection of Cambie Street and Marine Drive to the top of the uppermost floor. This proposed residential tower has a floor plate of 6,300 sq. ft. A 21-storey residential tower of 185 feet is proposed at the eastern edge of the site, also with a floor plate of 6,300 sq. ft. At the northern edge of the site adjacent to the lanes, a seven-storey residential building is proposed.

In the Cambie Plan, buildings at the intersection of Marine Drive and Cambie Street are expected to take the form of high-rise towers and 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, development in this precinct is expected to encourage connectivity through the sites and into the surrounding community. The tower heights proposed in this application (27, 21 and seven storeys) are lower than those developing on the adjacent sites that are closer to the Marine Drive transit station. When considered in the context of those other developments, this application proposes an appropriate hierarchy of tower heights, lower than the 36- and 31-storey towers developing on nearby sites, such that building heights will diminish with distance from the station.

A central courtyard is proposed within the development. Staff have worked with the applicant to ensure that the site coverage of the proposed development is the same as the existing development. The central courtyard provides a large green area between buildings, with ample sun penetration based on siting of other towers in the area.

The Urban Design Panel supported the application at its meeting of May 22, 2013 (see the Panel's comments in Appendix D). Staff have concluded that the application appropriately responds to the expected building massing, heights and configurations anticipated in the Plan for this part of the Cambie Corridor area. Staff support the application, subject to the conditions noted in Appendix B, calling for improvements to the building design at the development permit stage.

4. Parking and Transportation

Underground parking, loading and bicycle storage is accessed from a primary vehicular access point off of Marine Drive, opposite the south leg of Yukon Street. Typically, staff would recommend that the access point to be taken from the rear lane, as it reduces the number of pedestrian and vehicular conflict points and improves vehicular safety. However, the proposed access location offers some benefits including a reduction in traffic in the lane and better access for westbound vehicles on Marine Drive. Staff support the proposed access. Should the rezoning be approved, staff will work with the applicant to ensure that the entry is designed to be safe and accessible for all transportation modes.

A secondary entry to the site is being proposed from Yukon Street. While staff are encouraging the applicant to eliminate this entry and have all parking accessed from Marine Drive, staff acknowledge that if this cannot be accomplished, it is not anticipated to have more traffic than the existing driveway, so will not lead to excessive traffic on the local streets.

Given the site's location at a major rapid transit node, a reduced minimum parking requirement of 0.4 spaces per unit plus an additional space for every 285 m² of residential floor area is recommended. As well, a parking maximum would be introduced that is roughly equivalent to the current Parking By-law minimum requirements. These parking minimums and maximums, as contained in Appendix C, are based on the principles in the Cambie Corridor Plan which call for strategic parking reductions as proximity to a Canada Line station increases.

Engineering Services staff have 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. Existing Rental Accommodation

The existing housing on this site is part of a privately-owned, family-oriented complex built in 1974, with 70 townhouse units. Given the current age and condition of this 40-year-old development, existing market rents for these units are generally at or below average market rents seen elsewhere in the Marpole community and are presently in line with BC Housing's Housing Income Limits (HILs). A summary of the average rents per unit type are noted below.

Table 1: Summary of Existing Tenant Rents (2015)

Unit type	Number of units	Average rent
2 bed	56	\$1110
3 bed	14	\$1355

The Cambie Plan requires that any redevelopment of this site must deliver replacement rental units of a similar unit type, and it stipulates that any new proposal will be subject to the provisions of the Rental Housing Stock Official Development Plan (ODP) and the Rate of Change Guidelines regarding replacement rental housing and tenant relocation. The Rental Housing Stock ODP preserves existing rental housing by requiring one for one replacement of existing market rental units, for redevelopment of projects involving six or more dwelling units. It requires the replacement to be secured through a housing agreement. The Rate of Change Guidelines are intended to protect and assist tenants and they set out the terms of the required minimum tenant relocation plan. This requires a minimum of two months free

rent, moving expenses, and first right of refusal back into the replacement housing or help finding and relocating the existing tenants to another form of affordable housing. Staff have worked with the applicant to ensure that these conditions are met. .

Consistent with these requirements, this application proposes 70 rental units having the same unit breakdown of 56 two-bedroom and 14 three-bedroom units. While the units may not be the same square footage as the existing units, they maintain the same numbers of bedrooms and are suitable for families. . Currently, 40% of households at the existing Marine Gardens development include families with children less than 18 years of age. Replicating the pre-existing mix of two-and three-bedroom units will allow this site to continue to accommodate families in units built to current standards for safety and liveability. These 70 units are intended to be co-located in the same building as the proposed 37-space childcare. As the replacement of these units is a requirement of redevelopment, this application is not being considered under the City's rental housing programs and it is not eligible for incentives.

If this rezoning application is approved, the replacement rental units would be secured through a Housing Agreement with the City for 60 years or for the life of the building, whichever is longer. The 70 new units would be secured as rental housing in accordance with the Rental Housing Stock Official Development Plan and the Rate of Change Guidelines. Covenants would be registered on title to preclude the stratification and/or separate sale of individual dwelling units, and to require that the units will be rented for no less than one month at a time. Vancouver has one of the lowest vacancy rates in Canada. In October 2014, the vacancy rate in the City was 1.1%. That means only 11 out of every 1,000 market rental units were empty and available for rent. The current vacancy rate in Marpole was slightly higher at 1.7%, but this still considered to be low. A vacancy rate of 3% is considered to be a balanced rental market.

Table 2 - List of new rental units in Marpole and Cambie Corridor

	Marpole	Other Cambie Corridor	Total	Addresses
Completed	31	6	37	1549 West 70 th Avenue (Marpole Safeway) (31) 4867 Cambie Street (6)
Underway	156	50	206	8440 Cambie Street (Marine Gateway) (46) 8150 Cambie Street (MC ²) (110) 460 West 41 st Avenue (50)
Approved	129	290	419	7645 Cambie Street (129) 650 W 41 st Avenue (Oakridge Centre) (290)
Total	316	346	662	

In addition, using Cambie Corridor CACs allocated for affordable housing, the City currently has under contract a land assembly in the area of the corridor which will enable the construction of approximately 125 affordable housing units.

6. Tenant Relocation Plan

The applicant has provided a draft Tenant Relocation Plan which meets the requirements under the rate of change guidelines. A copy of the draft Tenant Relocation Plan is attached as Appendix D, and is summarized in Table 3 below. The terms of this tenant relocation plan will be secured through a housing agreement and the City must be satisfied that the conditions have been met prior to the issuance of the development permit.

Table 3: Summary of Tenant Relocation Plan Terms for 445 SW Marine Drive

Rate of Change Guideline Requirements	Tenant/Household Relocation Plan Offer (Negotiated with Applicant)
2 months' free rent	<p>All existing tenants, at the end of their tenancy, will receive free rent for their last month and a rent rebate cheque for their unit based on their length of tenancy at Marine Gardens as follows:</p> <ul style="list-style-type: none"> • 2 months free rent for tenants who have lived in the building less than 3 years. • 3 months free rent for tenants who have resided in the building for 3-9 years. • 4 months free rent for tenants who have resided in the building for 10 years or longer
Reimbursement for receipted moving expenses	\$750 towards moving and utility reconnection fees provided as a flat rate (no receipts required).
Assistance in finding a rental unit or other form of alternative affordable housing	Applicant has committed to providing tenants requesting assistance with 3 reasonable offers for alternative, affordable rental options in Vancouver. One option which must be in the same general area as their current home and all options must identify the needs identified by the tenant to include school catchment, family/pet friendly and appropriate number of bedrooms.
First right of refusal to relocate into a replacement rental unit on the site	<p>For any tenants wishing to move back into the building upon its completion, the applicant has agreed to provide existing tenants with a 20% discount off tenants starting rents. Starting rents for existing tenants would now be as set forth below, but may be increased annually until occupancy at the maximum allowable rent increase under the RTA . The starting rents are applicable to the existing tenants who decide to return only and not to the remainder of the replacement secured market rental units.</p> <ul style="list-style-type: none"> • 2 bdrm. starting at \$1750 less 20% (\$350) = \$1400. • 3 bdrm. starting at \$2100 less 20% (\$420) = \$1680. <p>An Eligible Tenant has to decide, prior to rezoning enactment, if they are going to move out and then move back into a replacement unit, or move out and not return. Returning tenants will receive \$750 per unit to assist with expenses.</p>
Additional Offering (not part of Rate of Change)	<p>Households not planning to return to the building upon completion will receive a move out bonus offered as follows (calculated using start and end dates of tenancy):</p> <ul style="list-style-type: none"> • \$5,000 for households who have been at Marine Gardens less than 3 years • \$8,500 for households who have been at Marine Gardens more than 3 years

If this rezoning is approved, the applicant will work with each tenant who wants assistance to develop a relocation plan specific to the needs and preferences of their household.

7. 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 Plan, all new buildings must be readily connectable to a district energy system. In October 2012, Council adopted the *Vancouver Neighbourhood Energy Strategy* which identified the Cambie Corridor as a target area for neighbourhood energy system (NES) development. The City is in the process of selecting a utility provider to complete technology and business planning and implement a corridor-wide NES in consultation with landowners.

In the near term, large redevelopment sites, including the subject site, are to be established as isolated nodes of neighbourhood energy each requiring centralized on-site natural gas boiler plants to meet the interim thermal energy needs of the development. In the long-term, one or more low carbon energy centres will be established within the corridor to supply neighbourhood heat at which time the development-scale natural gas plants may be required to serve a back-up and peaking energy function for the corridor-wide NES. Conditions of rezoning have been included in Appendix B to support the long-term development of, and connection to, a corridor-wide system. NES compatibility and connection is required for the subject site in lieu of a development-sponsored low carbon energy supply screening study.

The Cambie 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.

8. 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. A pre-application open house was held on May 14, 2012 with staff and the applicant team present to introduce the community to all the City policies that would shape the application, as well as some background analysis done by the applicant. Approximately 65 people attended the event and eighteen comment forms were received. While there were a wide range of comments, key themes of affordability of rental housing, parking, and traffic calming for pedestrian safety emerged. Staff have included conditions of approval for the development permit application in Appendix B regarding traffic calming in the neighbourhood.

The City's Housing and Homelessness Strategy (2011) sets a number of strategic directions, including priority actions to protect the existing rental stock, to replace and increase the amount of secured market rental housing units, and provide a variety of housing types to accommodate a range of income levels and household types. Residents of the existing Marine Gardens development also asked about tenant relocation and the right of first refusal, both which are part of the tenant relocation plan contained in Appendix D.

A second open house was held in the community on April 25, 2013 after the application was received, with staff and the applicant team present. Approximately 45 people attended the event and two comment forms were received. Since the formal open houses, the developer has had multiple meetings with the existing tenants regarding the tenant relocation plan.

9. 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 City-Wide DCL area where the current rate is \$138.53/m² (\$12.87/sq. ft.). On this basis, a DCL of approximately \$5,371,513 is anticipated. DCLs are payable at building permit issuance and the rates are subject to Council approval of an inflationary adjustment which takes place each year on September 30.

Public Art Program — The Public Art Policy for Rezoning Development requires that rezonings involving a floor area of 9 290.0 m² (100,000 sq. ft.) or greater allocate a portion of their construction budgets to public art as a condition of rezoning. The current (2014) rate is \$1.81 sq. ft./19.48 m². On this basis, with 38,775 m² (417,367 sq. ft.) of new floor area proposed in this rezoning, a public art budget of approximately \$755,434 is anticipated. The Public Art rate is finalized at the development permit stage and is subject to an inflationary adjustment which takes place on September 30th of each year.

Offered Public Benefits:

Community Amenity Contribution (CAC) — Within the context of the City's Financing Growth Policy and the Cambie Corridor Plan, an offer of a CAC to address the impacts of rezoning can be anticipated from the owner of a rezoning site. CAC offers typically include either the provision of on-site amenities or a cash contribution towards other public benefits and they take into consideration community needs, area deficiencies and the impact of the proposed development on City services. As per the Cambie Corridor Plan, this site is identified as a negotiated site for CACs and it is not subject to the target rate applicable in other parts of the Cambie Corridor.

Childcare Facility — This rezoning application includes a proposal for a 37-space childcare facility (comprised of no less than 4,600 sq. ft. of indoor space with 4,900 sq. ft. of adjacent outdoor space) along with seven dedicated parking spaces. This in-kind CAC offering is consistent with the Cambie Plan and with City policies regarding the provision of childcare. The Cambie Plan states that the City will seek to increase the quantity of childcare spaces within the Cambie Corridor, corresponding to increases in population brought on by new development. In the Marpole community, the need for infant and toddler care is particularly high, as only 10 licensed group infant and toddler spaces currently exist in the neighbourhood.

An applicant proposing redevelopment of the subject site is obligated by the Cambie Plan to replace the closed 25-space childcare facility on this site. The childcare was purpose-built as part of the original development of the Marine Gardens project. The facility was managed by private operators, and closed in April 2013 due to retirement of the operators. To help meet the identified need for infant and toddler care in Marpole, the City has requested that the replacement childcare facility be built with an additional 12 infant/toddler spaces (37 spaces total) and that the facility be conveyed to the City. The City will undertake a competitive request for expressions of interest (RFEOI) to select an appropriate non-profit operator for this facility. When seeking an operator, staff will solicit expressions of interest for the operation of this and one or more of the new childcare facilities approved in other nearby developments, with an aim to maximize overall operational efficiency.

Given the intensity of the development proposed in this application and the physical constraints of this particular site, the proposed childcare is integrated into the base of the seven-storey building instead of on its own separate parcel of land. The proposed childcare has been sited to mitigate shading on the outdoor play space and to meet minimum requirements for access to sunlight. Further design development of the building containing the childcare may be required to ensure that residential uses on the upper floors of the building are appropriately designed.

The provision of a turn-key childcare facility with seven parking stalls, fully fit and finished is valued at \$2,939,400.

Heritage Density — On September 25, 2013, City Council approved amendments to the Transfer of Density Policy and Procedure to allow for the transfer of heritage amenity to be considered in rezonings on a city-wide basis. The applicant has offered to purchase heritage amenity density with a value of \$3,249,870 — equivalent to approximately 49,998 sq. ft. of floor area. The purchase would support city-wide heritage conservation efforts by contributing to the reduction of the Heritage Density Bank. Staff support a heritage density transfer being part of the public benefits delivered by this application and recommend that a letter of intent (Letter A) be submitted prior to the Public Hearing.

In addition to the on-site childcare facility (valued at \$2,939,400) and the transfer of heritage density (\$3,249,870), the applicant has offered an additional cash CAC of \$13,864,330. After review of the applicant's financial pro forma for this rezoning application, Real Estate Services staff have concluded that the total CAC package valued at \$20,053,600 (comprised of both in-kind and cash contributions) offered by the property owners is appropriate and recommend that the offer be accepted.

Staff recommend that the cash CAC of \$13,864,330 be allocated as follows:

- \$10,000,000 to the Affordable Housing Reserve, for use off site to increase the City's affordable housing supply.
- \$2,500,000 towards land acquisition for park space along the Fraser River. The Marpole Plan called for new park space that would provide for increased access to the Fraser River, for areas experiencing higher population growth. Staff are identifying potential park space locations as part of the Marpole Public Benefits Strategy.
- \$174,000 to capital start-up costs for the on-site Childcare.
- \$1,000,000 towards childcare and/or community facilities to be located in or near the Cambie Corridor.
- \$190,330 towards pedestrian improvements to enhance safety and connectivity in the area.

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

Implications/Related Issues/Risk (if applicable)

Social

The Cambie Plan states that the City will seek to increase the quantity of childcare spaces within the plan area, corresponding to the increases in population arising from new development. It is anticipated that over the next 30 years, the population in and around the Marine Landing neighbourhood will increase by about 5,000 people. On their own, four major development projects anticipated around the Cambie and Marine intersection will increase the population by an estimated 2,500 people.

In addition to the childcare facility proposed in this application, a family place and another 37-space childcare facility have been recently approved by Council as part of the development at 8175 Cambie Street on the northwest corner of Cambie and Marine Drive.

Between 2011 and 2014, there was an increase of 716 new childcare spaces across the city (492 built and 224 committed), exceeding Council's 3-year target of 500 spaces by 216. The draft 2015-2018 Capital Plan includes a new target to expand childcare by 1000 spaces over the next four years. This application proposes 37 spaces, including the creation of 12 new infant and toddler spaces which will count towards the new target, and the replacement of 25 spaces that have been inactive since April 2013. If approved, this application will add 12 new spaces resulting in progress towards Council's target (see Figure 3).

Figure 4: City of Vancouver Child Care Targets and Progress Against Targets (as of January 2015)

	Council Target: New Spaces 2015-18	Built Spaces	Committed Spaces	Total Built and Committed
Ages 0-4	500	0	12	12
Ages 5-12	500	0	0	0
TOTAL	1000	0	12	12

* This number includes the 12 new infant/toddler spaces which would be provided at the childcare proposed in this application, but does not include the 25 pre-existing spaces onsite which the applicant is obligated to replace in accordance with the Cambie Corridor Plan

Childcare contributes to social sustainability in the following ways:

- It 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.
- The 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, and helps the City achieve its Good Start goals for early childhood development in the Healthy City Strategy (2014)

The City's Housing and Homelessness Strategy (2011) sets a number of strategic directions, including priority actions to protect the existing rental stock, to replace and increase the amount of secured market rental housing units, and to provide a variety of housing types to accommodate a range of income levels and household types.

The Rental Housing Stock Official Development Plan (2007) and Rate of Change Guidelines ((2007) were adopted by Council to manage the rate of change in the City's market rental housing stock. The City's analysis shows that over 14,000 rental units (approximately 20% of the total stock) would be at risk of redevelopment to market condominiums without these regulations. Significant loss of market rental housing would result in adverse effects on affordability in Vancouver's rental housing market, as well as tenant displacement.

Financial

As noted in the section on Public Benefits, the applicant has offered a CAC package valued at \$20,053,600, comprised of:

In-kind CAC

- a 37-space childcare facility with seven below-grade parking stalls (\$2,939,400)
- purchase and transfer of approximately (49,998 sq. ft.) of heritage density (valued at \$3,249,870)

Cash CAC to be allocated as follows

- \$10,000,000 to the Affordable Housing Reserve to advance housing objectives offsite
- \$2,500,000 towards land acquisition for park space along the Fraser River
- \$174,000 to capital start-up costs for the on-site Childcare
- \$1,000,000 towards childcare and/or community facilities to be located in or near the Cambie Corridor
- \$190,330 towards pedestrian improvements to enhance safety and connectivity in the area

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

Should Council approve this rezoning application, following a competitive RFEI process, staff would return to Council to seek approval to appoint a non-profit operator for the childcare facility. The operators will be responsible for the on-going operating costs of the childcare facility while the City will be responsible for capital maintenance. When seeking an operator, staff will solicit expressions of interest for the operation of this and one or more of the new childcare facilities anticipated in this and nearby developments, with an aim to maximize operational efficiency.

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 \$755,434.

The site is currently within the City-wide DCL District. It is anticipated that the applicant will pay approximately \$5,371,513 in DCLs.

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 37-space childcare facility will help meet the anticipated demand for childcare 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.

* * * * *

445 Southwest Marine Drive (Marine Gardens)
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 indicated provisions of By-law No. 4570.
2. Council strikes out Section 2 and substitutes:

"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) Dwelling Uses, in conjunction with any of the uses listed in this section;
 - (b) Institutional Uses, limited to Child Day Care Facility;
 - (c) Retail Uses, limited to Public Bike Share, and
 - (d) 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 Public Bike Share
- 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 9,213 m², being the site size at the time of application for rezoning, prior to any dedications
- 6.2 The floor space ratio shall not exceed 4.21.
- 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 sun decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:
 - (i) the total area of all such exclusions must not exceed 12 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 m² 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.
- 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 m².
- 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	85.70 m
B	70.46 m
C	35.50 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 m².

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"

* * * * *

445 Southwest Marine Drive (Marine Gardens)
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 proposed form of development be approved by Council in principle, generally as prepared by GBL Architects on behalf of Concord Pacific and stamped "Received City Planning Department, March 12, 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 m² (6,300 sq. ft.).

- 2. Design development to address the overall massing of these building forms, including minimizing their apparent scale through articulation, building character and variety.
- 3. Design development to the pedestrian/vehicle entry courtyard (Marine Drive) and building interfaces to further engage and enhance its primary function as pedestrian environment that utilizes high quality surface materials.

Note to applicant: Vehicle turn around movements should be accommodated within the lower level parking structure. Additional larger landscape features (trees) should also be provided within this entry courtyard.

- 4. Design development to provide high quality hard surface treatments for the parking and loading areas located off of Nunavut Lane.
- 5. Design development to minimize the change in grade for pedestrian movements through the internal courtyard.
- 6. Design development to increase the internal courtyard by shifting Tower B and podium closer to Yukon Street and Marine Drive.

Note to applicant: The podium frontage along Yukon Street should provide for a 15 ft. setback. Tower B along Marine Drive should provide for a 20 ft. setback.

7. Design Development to provide north-south pedestrian connectivity through the site between Marine Drive and the east-west lane at the north end of the site.

Note to Applicant: This can be achieved by providing a pedestrian connection from the north lane, providing a substantial layering of greenery beside the parking access to the rental building as a visual amenity and to create a buffered edge for the adjacent residential properties.

8. Provision of weather protection for commercial frontages and primary residential entries.
9. 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.

10. 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.
11. 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.

12. 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.

13. Consideration should be given to combine the access to parking to the one point of entry off of Marine Drive.

Crime Prevention Through Environmental Design (CPTED)

14. 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

15. 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.

16. 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.

17. All space and domestic hot-water requirements of each building comprising the development shall be served through a centralized on-site natural gas boiler plant, with the exception of any heat supplied through internal heat recovery from cooling, if applicable, unless otherwise approved by the General Manager of Engineering Services.
18. Building-scale space heating and ventilation make-up air shall be provided by hydronic systems without electric resistance heat, distributed heat generating equipment, including gas-fired make-up air heaters or heat-producing fireplaces.
19. Design of the development's centralized natural gas boiler plant shall include adequate space and design provisions to support connection to a City-designated Neighbourhood Energy System. Detailed HVAC and mechanical design, including the size and location of the central boiler plant, must be to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: The applicant shall refer to the *Neighbourhood Energy Connectivity Standards - Design Guidelines* for general design requirements related to Neighbourhood Energy compatibility at the building scale, where applicable. The applicant is also encouraged to work closely with City staff during mechanical design to ensure compatibility with a neighbourhood-scale system. At the building permit stage, the applicant will be required to submit final detailed drawings for review. Design shall provide suitable space for the installation of equipment with adequate provisions for connection to outside neighbourhood energy system distribution piping

and communications conduit. Such equipment may include, but is not limited to, energy transfer stations, a steam-to-hot-water converter station, and/or boiler equipment.

Landscape Review

20. Design Development of the landscaping to provide a replication of natural systems to utilize sustainable site design principles on the development site.

Note to applicant: This may include the retention of as many viable trees as possible, use of native plants, the protection of natural habitat from construction, the retention of soil resources, maximizing tree and shrub planting soil depths on structures, locating new trees on natural ground wherever possible, elimination of lawn chemical use and the recycling of green waste.

21. Design Development to demonstrate how the development maximizes access to nature opportunities both on site and off site.

Note to Applicant: This may include maximizing opportunities for growing large trees, creating wildlife habitat, contributions toward planting trees in other public spaces, provision of maximized public open space or park space, and contributions to new park space on other land.

22. Design Development of the landscaping to provide urban agriculture in the form of edible landscaping and gardening plots suitable for use by the urban gardener. Provide the necessary supporting infrastructure, such as tool storage, hose bibs for water and a potting bench at all common gardening locations. The design should reference the Urban Agriculture Guidelines for the Private Realm, maximize access to sunlight, be integrated into the overall landscape design, and provide universal access for residents and their visitors.

23. Design Development of the landscaping to provide a Rainwater Management Plan that utilizes sustainable strategies such as infiltration, retention, treatment and utilization of rainwater. Note to applicant: Design features to enable sustainable land practices in an urban setting include the use of high efficiency irrigation systems, rain gardens, permeable pavement, drought -tolerant plantings, and mulching of planting beds. Reference the City of Vancouver Waterwise Planting Guidelines;

24. Design Development of the Marine Drive public realm to mitigate the conflict between moving vehicles, bicycles, and pedestrians using adjoining pathways and provide a lively and walkable public realm at eye level;

Note to Applicant: This could be achieved by creating a larger plaza space with less vehicular orientation and increased pedestrian opportunities.

Engineering

25. 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:

- Improve maneuvering for the 2 Class B loading spaces off of Nunavut Lane for the west tower.

Note to Applicant: Engineering recommends that the loading spaces be perpendicular to the lane as shown in the traffic study. If the loading spaces are parallel to the lane as shown on Drawing No. A-2.01, consider providing a hammerhead for improved operations.

- Provision of automatic door-opening systems for both bike storage areas.

Note to Applicant: The one in the northwest corner on drawing A 2.04 requires accessing 4 doors before getting to the first bike storage area and the one near the Class B loading requires opening large double doors for access to the corridor leading to the bike storage.

- Provision of improved bike storage and access on P1 to be located at the highest elevation of El. +31.0'.

Note to Applicant: The bike storage is split into three areas on P1. One is at the main level, another is down a second ramp to El. +28.0' and the third requires stairs to reach El. +26.5'.

- Provision of section drawings for the parking ramps showing 2.3 m (7.5ft.) of vertical clearance for disability spaces and 3.8 m (12.5ft) of vertical clearance for the Class B loading spaces.
- Provision of an improved plan showing the design elevations on both sides of the parking ramp at all breakpoints and within the parking areas to be able to calculate slopes and crossfalls. Provide elevations on sections drawings.

Note to Applicant: Please show the parking ramp from P1 to grade on a single drawing.

- Improvement to the maneuvering at the bottom of the ramp on P1 at elevation +31' to provide two-way traffic flow.

Note to Applicant: This can be achieved by pulling the angled wall section between the two ramps to align with the westerly ramp.

26. Please 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."

27. Note to applicant: All off-site specialty treatments, such as those proposed for Nunavut Lane, require a separate application to the General Manager of Engineering Services. If approved, they will be incorporated into the construction drawings that will be required of the services agreement.
28. Provision of a Sustainable Rainwater Management Plan that utilizes sustainable strategies to allow for infiltration, retention, treatment and utilization of rainwater where applicable and appropriate on site, to the satisfaction of the General Manager of Engineering Services.

Social Policy

29. Design development to ensure that the childcare is licensable by CCFL and meets 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 functional, and financially sustainable facility for the non-profit operator.

30. 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.

Housing Policy and Projects

31. Design development to provide 70 units of market rental housing with a minimum total area of 5871m² (63,188 sq. ft.) gross floor space, including unit mix of 56 two-bedroom and 14 three-bedroom units, plus related parking and other indoor and outdoor amenity space, consistent with relevant Council adopted guidelines.
32. That the proposed unit mix including 32% of the market strata units as 2-bedroom units be included in the Development Permit drawings.

Note to Applicant: Any changes in unit mix from the proposed rezoning application shall be to the satisfaction of the Chief Housing Officer.

33. At the time of Development Permit application, the provision of a final Tenant Relocation Plan, indicating the number of tenant's units and their rent as per Section 2 of the Rate of Change Guidelines, including the length of tenancy for all tenants must be provided.

34. Provision of a notarized declaration which demonstrates that each tenant has been given written notice of the intent to redevelop the property; that indicates the number of units occupied on the date of the notice; includes information on posting of notice regarding the intent to redevelop as per Section 3 of the Rate of Change Guidelines; and includes copies of a letter addressed to each tenant summarizing the Tenant Relocation Plan offer and signed as received by each tenant.
Note to applicant: The updated list must be submitted with your development permit application.
35. Provision of a final Tenant Relocation Report which outlines the names of tenants; indicates the outcome of their search for alternate accommodation; summarizes the total monetary value given to each tenant (moving costs, rents, and other compensation) and includes a summary of all communication provided to the tenants.

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. Dedication of a portion of the site along the south boundary to accommodate the installation of a left-turn bay (east to northbound) for site access, and widened sidewalks and boulevards for the site as shown on the plan in Appendix D
2. Discharge from title of City SRW 290202M (as shown on Explanatory Plan 5632, for sewer purposes). (See site services requirements for further information).
3. Provision of an option to purchase over the north 3.05m of the site from Yukon Street to the lane west of Yukon Street to allow for potential future lane development. The applicant is to provide confirmation of the existing width of the area between the parkade ramp and the north property line of the site.
4. Release of Easement & Indemnity Agreement 543776M (commercial crossing agreement) prior to building occupancy. Note: a simple letter of commitment is necessary at the enactment stage, with document release prior to building occupancy.
5. Provision of statutory rights of way over all proposed pedestrian pathways within the site that are shown to connect to public property.
6. Provision on site of a statutory right of way to accommodate a Public Bike Share (PBS) Station.

- a. Size: At minimum, the smallest sized station at 16 m x 4 m must be accommodated.
 - b. Location: The station must be clearly visible to the public and conveniently located near Marine Drive and Nunavut Lane to allow easy access to the street.
 - c. Surface treatment: A hard surface is required. Acceptable surfaces include CIP concrete (saw-cut or broom finished), asphalt and pavers or other surface treatments subject to approval by the General Manager of Engineering Services.
 - d. 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%.

Note: spot elevations at the four corners of the station must be provided at the Development Permit stage.
 - e. Sun exposure: No vertical obstructions to maximize sun exposure as station operates on solar power.
 - f. 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.
7. Arrangements to the satisfaction of the Greater Vancouver Sewerage and Drainage District for the following:
- a. An increase to their current SRW B62011 (as shown on Reference Plan 11520) from 10' wide to 20' wide (in a southerly direction). Note: Proposed trees should be removed from within the widened SRW area.
 - b. Replacement of the sections of GVS&DD pipe within Marine Drive fronting the property, running through the property, and within Nunavut Lane up to the location where it is to connect with the relocated pipe from the adjacent IntraCorp development.

Note: The documentation indicates these two items have been discussed between the applicant and GVS&DD.
8. Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the site (collectively called the "Services") such that they are designed, constructed and installed at no cost to the City, and that 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 a new storm spur in the lane south of 64th Avenue from the lane west of Yukon Street to Nunavut Lane, to redirect storm water drainage to the

storm sewer in Nunavut Lane and abandonment of the storm spur currently located in City SRW 290202M.

- b. Provision of curb, gutter, and pavement to road centerline, improved street lighting, 1.8 m wide concrete sidewalk on the west side of Yukon Street from Marine Drive to 64th Avenue. Work to include all utility adjustments necessary to accommodate the street improvements.
- c. Paving of the lane south of 64th Avenue from the Nunavut Lane to the lane west of Yukon Street and of the lane west of Yukon Street from the lane south of 64th Avenue to 64th Avenue.
- d. Provision of a standard concrete lane crossing at the lane entry on the south side of 64th Avenue at the lane west of Yukon Street
- e. Provision of street trees adjacent the site where space permits.
- f. Provision of up to \$120,000 for traffic calming within 5 years of final occupancy of the last phase of the development, the scope and location of any calming measures to be subject to neighbourhood consultation and analysis of traffic impacts from the project.
- g. Provision of signal modifications at the signalized intersection of Marine Drive and Yukon Street, to accommodate the site's main access. Works may include but are not limited to the relocation of poles, and to the installation of traffic signal heads, pedestrian signal heads, audible signals, communications lines and associated infrastructure, related curb and utility works.
- h. Reconstruction of Marine Drive from Cambie Street to 100m east of the north leg of Yukon St. to the satisfaction of the General Manager of Engineering Services. This may include a an eastbound left turn bay at the signalized intersection of SW Marine Drive and Yukon Street to provide access to the subject site, a westbound right turn lane at Cambie Street and SW Marine Drive, and pedestrian improvements on SW Marine Drive adjacent to the site to include curb realignment, a 1.5m front boulevard, a 2.1m CIP concrete sidewalk, improved street lighting and street trees.
- i. Upgrading of the existing sanitary sewer on Marine Drive from Yukon Street to Manitoba Street and on Manitoba Street from 70th Avenue to 71st Avenue at 100% the applicants expense. Current estimate for this work in 2013 dollars is \$1,050,000.

Note to applicant: The sewer upgrading costs borne by this project may be reduced should benefiting nearby development proceed concurrently with this project, with the said reduction to be determined at the sole discretion of the General Manager of Engineering Services.

- j. 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.

9. Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but are not limited to, junction boxes, switchgear, pad mounted transformers and kiosks (including non BC Hydro Kiosks) are to be located on private property with no reliance on public property for placement of these features. There will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch. The applicant may be required to show details of how the site will be provided with all services being underground.
10. Provision of a Green Mobility and Clean Vehicles Strategy that includes the requisite infrastructure where appropriate to prioritize sustainable transportation modes including walking, cycling, public transit, and provisions for low carbon vehicles (e.g., electric vehicles), completed to the satisfaction of the General Manager of Engineering Services, and prior to enactment the completion of any legal agreements required by this Strategy on terms and conditions acceptable to the General Manager of Engineering Services and the Director of Legal Services.
11. Provision of a Solid Waste Diversion Strategy that addresses waste diversion in all solid waste generating activities within the complex;

Note to Applicant: The Strategy must identify/provide space, infrastructure and an operational approach to divert organics and recyclables from the waste stream, and minimize the vehicle trips required for collection, to the satisfaction of the General Manager of Engineering Services, and prior to enactment the completion of any agreements required by this Strategy on terms and conditions acceptable to the General Manager of Engineering Services and the Director of Legal Services.

Sustainability

12. Enter into such agreements as the General Manager of Engineering Services and the Director of Legal Services determine are necessary for connection to the Cambie Corridor Neighbourhood Energy System, which may include but are not limited to agreements which:
 - a. require buildings within the development to connect to the City-designated Neighbourhood Energy System at such time that the system becomes available;

- b. require that the natural gas boiler plant for the development be secured for use as a long-term thermal energy peaking and backup plant for the City-designated Neighbourhood Energy System; and
- c. grant the City-designated Neighbourhood Energy System utility provider access to the development's central plant, individual buildings, private streets and other spaces within the development, as required, for the purpose of installing, operating and maintaining Neighbourhood Energy System utility infrastructure.

Note to Applicant: Until a City-designated Neighbourhood Energy System utility provider has been identified, the Applicant will be prohibited from entering into any energy supply contract for thermal energy services, unless otherwise approved by the General Manager of Engineering Services.

Soils

13. 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

- 14. 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

Social Policy

15. Make arrangements to the satisfaction of the Director of Legal Services, in consultation with the Director of Real Estate, General Manager of Community Services, and Director of Facility Planning and Development, for the provision of an Air Space Parcel comprising a fully fit, finished, equipped and supplied, childcare facility of no less than 427 m² (4,600 sq. ft.) of at-grade indoor space with adjacent outdoor space of approximately 455 m² (4,900 sq. ft.), and seven dedicated parking stalls, all to meet the intent of the City of Vancouver Childcare Design Guidelines and Technical Guidelines. This childcare facility must also be licensable by meeting Childcare Licensing Regulations of Community Care Facilities Licensing.

Housing Policy and Projects

16. Execute a Housing Agreement, as required by the Director of Legal Services in consultation with the Chief Housing Officer to secure the applicant's obligation to design and build 70 units of secured rental housing. The Housing Agreement will address but not be limited to the following:
 - (a) the 70 units will be secured as rental housing in accordance with the Rental Housing Stock Official Development Plan and the Rate of Change Guidelines, and will have the following additional conditions:
 - i. that a mix of at least 56 two-bedroom units and 14 three-bedroom units be provided, suitable for families as per the City's Guidelines for High Density Housing for Families with Children;
 - ii. that all "Eligible Tenants" (being all tenants who are resident, as of the date of approval in principle of this application by Council following the Public Hearing (the "Effective Date"), in any of the 70 units that will be demolished if this redevelopment proceeds) will be offered a right of first refusal (on a per household basis) to rent an "Equivalent Unit" (being one of the 70 rental units secured by this Housing Agreement that has the same number of bedrooms as that Eligible Tenant was occupying in the demolished building as of the Effective Date);
 - iii. That at initial occupancy, returning Eligible Tenants will be entitled to rent with a discount of 20% off starting rents (the "Starting Rents"), which as of the date of this Report would be \$1,750 per month for a two-bedroom unit, and \$2,100 per month for a three-bedroom unit, but which rents will be finally agreed upon as of the Effective Date;
 - iv. That discounted Starting Rents are applicable only to Eligible Tenants who exercise their right of first refusal and occupy a unit in the new development. An Eligible Tenant has to decide, prior to rezoning enactment, if they are going to move out and then move back into a replacement unit, or move out and not return.

- iv. that the Starting Rents may be increased annually at the maximum allowable annual rent increase under the Residential Tenancy Act, between the Effective Date and the date when the final occupancy permit is issued for these 70 units;
- v. that all secured rental housing units will be contained within a single air space parcel;
- vi. that such air space parcel may not be subdivided by deposit of a strata plan, and none of such units may be separately sold;
- vii. that none of such units will be rented for less than one month at a time;
- (b) the applicant must comply with the Tenant Relocation Plan attached to this report in Appendix D;
- (c) no occupancy permit will be issued for any part of this development until a final occupancy permit has been issued for these 70 units of secured rental housing; and
- (d) such other terms and conditions as the Director of Legal Services and the Chief Housing Officer may require.

Note to Applicant: A by-law enacted pursuant to section 565.2 of the Vancouver Charter will be required to authorize the housing agreement.

Heritage Density Transfer

17. Secure the purchase and transfer of 4,645 m² (49,998 sq. ft.) of heritage density (which has a value of \$3,249,870) from a suitable donor site.

Note to Applicant: Given the stipulated value that the City attributes to the creation of new transferable bonus density, currently \$65.00 per buildable square foot as of this date, the City recognizes that the Owner may negotiate its best price to secure the required density at a lower cost, but in no event shall the City recognize the value of the density above \$65.00 per buildable square foot unless bona fide market conditions demonstrate transactional evidence to the contrary.

Note to Applicant: "Letter B" in the City's standard format is to be completed by both the owner(s) of the subject site, also referred to as the receiver site, and the owner of the donor(s) site, and submitted to the City prior to enactment together with receipt(s) of heritage density purchase, including the amount, sale price, and total cost of the heritage density.

Community Amenity Contribution

18. Pay to the City the Community Amenity Contribution of \$13,864,330 which the applicant has offered to the City. Payment is to be made prior to enactment of the

CD-1 by-law, at no cost to the City and on terms and conditions satisfactory to the Director of Legal Services to be allocated as follows:

- a. \$10,000,000 to the Affordable Housing Reserve.
- b. \$2,500,000 towards land acquisition for park space along the Fraser River.
- c. \$174,000 to capital start-up costs for the on-site Childcare.
- d. \$1,000,000 towards childcare and/or community facilities to be located in or near the Cambie Corridor.
- e. \$190,330 to future pedestrian improvements in the Marine Landing area.

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

* * * * *

445 Southwest Marine Drive (Marine Gardens)
DRAFT CONSEQUENTIAL AMENDMENTS

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:

Address	By-law No.	CD-1 No.	Parking requirements
445 SW Marine Drive	()	()	<p>Parking, loading and bicycle spaces in accordance with by-law requirements on <i>(date of enactment of CD-1 by-law)</i> except that:</p> <ul style="list-style-type: none"> a) a minimum of 0.40 residential parking spaces per dwelling unit plus one space for each 285 m² of gross floor area and a maximum of 0.55 residential parking spaces per dwelling unit plus one space for each 220m² of gross floor area; b) a minimum of one non-residential parking space for each 88 m² of gross floor area and a maximum of one non-residential parking space for each 18.6 m² of gross floor area for child day care uses; c) 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 d) a minimum of 2 Class A and 6 Class B bicycle spaces provided for child day care use.

445 Southwest Marine Drive (Marine Gardens)
ADDITIONAL INFORMATION

1. Tenant Relocation Plan

This tenant relocation plan strives to assist tenants as they deal with the redevelopment of the site. This tenant relocation plan is subject to Council approval of a rezoning application for 445 SW Marine Drive. This tenant relocation package will be in effect as soon as the rezoning is approved by Council enactment.

Each tenant household currently residing at Marine Gardens will be offered a tenant relocation package consisting of the following:

1. Assistance to Find New Accommodation

As part of the tenant relocation plan, Prompton Real Estate Services,¹ in conjunction with Concord Pacific, will provide the tenants with an offer of assistance in finding comparable alternative accommodation, including the following:

- A monthly updated list of available comparable accommodation in the area, or in any other area requested by the tenant, AND
- Work with each tenant to identify key housing needs (e.g. family/pet-friendly, affordable, within the neighbourhood or school catchment area, required number of bedrooms, etc.), AND
- Provide each tenant with 3 reasonable offers for alternative, affordable rental accommodation, including one option in the area / neighbourhood, and two other options within the City, that address the needs identified by the tenant (as outlined through the process above).

2. Rent Rebate

All existing tenants, at the end of their tenancy, will receive free rent for their last month and a rent rebate cheque for their unit based on their length of tenancy at Marine Gardens at the time of Council approval of a rezoning application for 445 SW Marine Drive, as outlined in the table below:

Length of Tenancy	Rent Rebate per Unit
Less than 3 years	Cheque equal to 2 months rent
Between 3 and 9 years	Cheque equal to 3 months rent
10 or more years	Cheque equal to 4 months rent

Upon Council approval of a rezoning application for 445 SW Marine Drive, tenants who give notice of early lease termination will qualify for a rent rebate based on their tenure, as outlined in the table above.

¹ In May 2011 Concord put its agent Prompton Real Estate Services Inc. in charge of the day-to-day management of Marine Gardens. Prompton is a sales, leasing and property management company with over 25 years of experience and currently manages over 1,000 units in the lower mainland including Vancouver, Richmond, Burnaby, Surrey and New Westminster. They offer their services in Mandarin, Cantonese, and English and have a number of staff fluent in a number of other languages.

Concord will also provide regular updates on the construction schedule for the proposed project. Upon notice of eviction, tenants will be given 2 months to vacate, plus monetary compensation for the remainder of their term, as per the table above.

3. *Moving Allowance*

Each household unit will receive **\$750** to assist with expenses related to moving out of the building.

4. *First Right of Refusal*

Existing tenants are entitled to the right of first refusal to relocate into a replacement rental unit after construction completion of the new development. Tenants will be required to advise prior to rezoning enactment if they want to return. If approved, rezoning enactment is anticipated to be in the fall of 2015. Returning tenants will receive a 20% rent discount off of the market rent for the unit determined at the point of public hearing and as noted below, this discount will be solely for the benefit of the existing tenants and is non-transferrable. The starting rents may be increased annually at the maximum allowable annual rent increase under the Rental Tenancy Act (RTA). Escalation of such rents allowable under the RTA will begin at public hearing.

5 a) If a tenant is moving out and then back into a replacement unit:

Moving Back After Construction Allowance

Returning tenants will receive \$750 per unit to assist with expenses related to moving into the replacement units.

Rent Discount for Moving Back to New Development

Returning tenants will receive a 20% discount from the market rental rate for their unit for as long as they occupy the unit. At this time a 2 bedroom unit will rent for \$1,750 per month and a 3 bedroom unit for \$2,100 per month. Escalation of rents under the RTA is allowable and will begin as noted above. This discount is solely for the benefit of existing tenants who elect to move back and is non-transferable.

Moving Timeline

With assistance from Concord, tenants can begin looking for alternative accommodation upon council approval.

OR

5 b) If a household is NOT moving into a replacement unit:

Move-Out Bonus:

Household not returning to a replacement rental unit will receive a one-time move-out per household bonus to ease the transition into the current rental market.

Length of Tenancy	Relocation Bonus
Less than 3 years	\$5,000
3 years or more	\$8,500

Moving Timeline

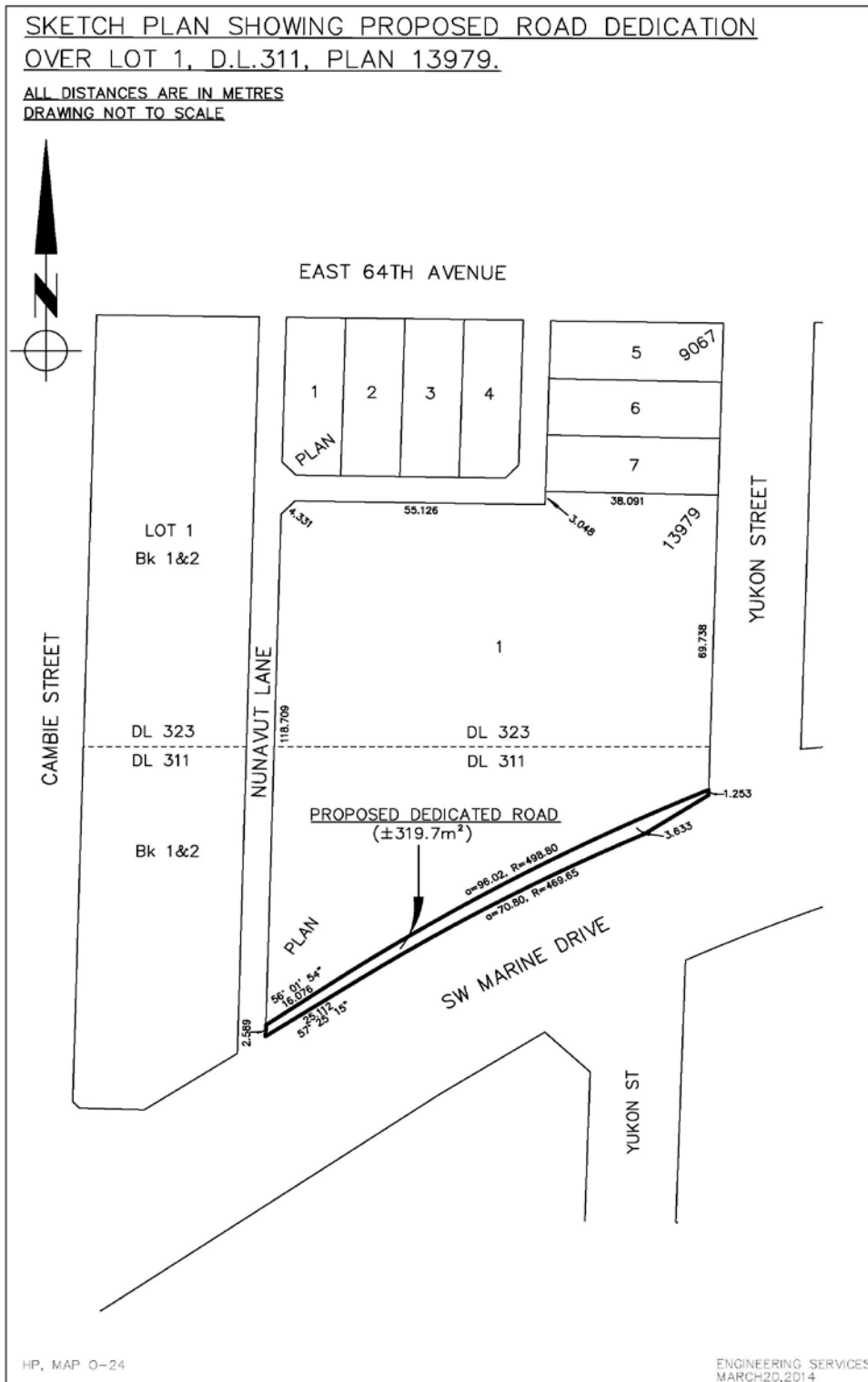
With assistance from Concord, tenants can begin looking for alternative accommodation upon council approval.

6) Tenant Relocation Report

Once all tenants have been relocated, Concord will provide to the City the following:

- A copy of the official termination notice with a list of all the residents at the time and their unit numbers.
- A relocation activities report indicating:
 - Names of all tenants;
 - Whether they will exercise their option to return to a replacement unit;
 - The outcome of each household's search for interim and/or permanent alternate accommodation;
 - A summary of the total monetary value provided to each tenant (including moving costs, rent, etc.);
 - A summary of all communication with the tenants.

2. Dedications required along Marine Drive



3. Urban Design Analysis

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 extend the mid-block pedestrian link between Cambie Street and Yukon 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. In addition staff are seeking a further north-south pedestrian connection through the site. Staff are recommending design development measures to further develop this pedestrian opportunity.

The existing site is characterized by low rise residential blocks with linear landscape areas with some significant landscaping features, many of which are planted on top of the existing parkade structure, through which the new development needs to replace. Staff acknowledge the value of the amount of the existing open space on this site and with the reconfiguration of the built form, consolidated the various areas of linear open space into a more focused central open space that can support a variety of activities and landscape features. The percentage of site coverage is similar between the existing and the proposed development, but with a consolidation of the landscaped area into a central courtyard feature.

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

The Cambie Corridor plan had not developed a conceptual plan for this site conceptually. The tower(s) height and placement were derived from both an analysis of the local tower pattern and shadow impacts on the internal courtyard and daycare play space.

The proposed tower heights of 235 ft. and 185 ft. represents an incremental step up in massing that supports the higher buildings of 285 ft. (MC²) and 335 ft. (Marine Gateway) developments at the corner of Marine Drive and Cambie Street. Tower placement on this site has minimized the shadowing impacts onto the child care open space. 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.

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 Yukon Street, Marine Drive and Nunavut Lane frontages. Additional opportunities for connectivity with the neighbourhood have been provided through an east west pedestrian link across Nunavut lane connecting through the Intracorp development to Cambie Street. This pedestrian connection also allows for a connection down to Marine Drive. Staff are recommending a further north south pedestrian connection be provided between Marine Drive north/south to the lane along the northerly boundary of the site. The design of the building interfaces and the open spaces/courtyards/plaza 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 podiums of the towers and the rental buildings are six storeys. 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.

4. Urban Design Panel

EVALUATION: SUPPORT (5-1)

- **Introduction:** Dwayne Drobot, Rezoning Planner, introduced the proposal for a residential development at Marine Gardens. He described the context noting the Canada Line Station to the south and the Marine Gateway development. The Policy for this area is the Cambie Corridor Plan which was adopted by Council in May 2011. At the time there wasn't any information on Marine Gardens as it wasn't being considered for redevelopment but staff did indicate that they would look at a rezoning for the site. The proposal has two towers with mid-rise podiums and a 6 ½ storey building which is proposed as a 70 unit housing project as well as a 37-space childcare facility.

Anita Molaro, Development Planner, further described the proposal and mentioned that the lane that existed on the backside of the site next door has been converted into a street. One of the goals for the backside of the development was to activate with residential uses facing onto that lane. The townhouses in this proposal have grade oriented residential units to make an interesting pedestrian environment. As well they wanted to knit together the two sites with statutory right-of-ways and pedestrian connections to accommodate as much permeability as possible. There is a sewer line that will be left as a landscaped area. A number of locations were considered to accommodate the parking access but Marine Drive was chosen as it was too challenging to have it off the lane.

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

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

- Building siting, tower form and massing and density (4.27 FSR) and height (235 feet and 185 feet), podiums/low rise buildings of 6 and 7-storeys taking into consideration:
 - Relationship with adjacent development across Nunavut Street
 - Podium massing with existing low rise residential neighbourhood along West 64th Avenue
- Integration of the site with adjacent development and pedestrian network:
 - Site permeability
 - Pedestrian linkages
- Neighbourliness including shadow and view impacts;
- Open space strategies;
- LEED™ Gold strategies; and
- Noting the rezoning stage of this application, does the Panel have any preliminary comments on the exterior expression and open space treatment shown?

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

- **Applicant's Introductory Comments:** Stu Lyon, Architect, further described the proposal in the Marine Landing area of the Cambie Corridor. He mentioned that there are some critical goals for them to achieve including the amount of density on the site due to the closeness of the transit station. As well a pedestrian network and comfort is important for people to find their way around and through the site. The rebuilding of the 70 units of rental housing and the daycare was needed to be included in the new development. The existing site has two storey townhouses that were built in the 1970's. The opportunity of the site is to allow for pedestrians to make their way through the site to the transit station. As well they wanted to continue the mews expression in the lane with townhouses and have maintained some of the existing trees on the perimeter of the site.

Joey Stevens, Architect, described the form of development. He said that one of the things they looked at was trying to preserve the existing green sanctuary so they pushed the density out to the edges to create a large central courtyard space. They wanted to create a front door on Marine Drive and a crossing that is welcoming. They were able to bring in the parking access without creating a huge ramp. There are three zones: the entry zone, courtyard space and the daycare and rental units. The daycare size has been increased and with that comes an outdoor space. There is a drop off location and access to the rental lobby on Nunavut Street. In terms of the building form, the massing complies

with the guidelines and they have a sustainability strategy including vertical fins on the east and west facades.

Chris Phillips, Landscape Architect, described the landscaping plans. He said he thought the courtyard was a strong organizing element around the buildings with amenity spaces on both buildings. He said they struggled along Marine Drive since it is such a busy street but they pulled the sidewalk back to add street trees. There is a lot of animation at grade with the townhouses on the lane and they are hoping to use the rooftops as common outdoor spaces with children's play and urban agriculture.

Peter Webb said that as the developer they were approached by Social Planning and Housing with the concept of replacing the 70 rental units on the site. They were approached to look at ways through the CAC's buying power there could be a conversion of the rental into form of turnkey City owned project. That is why the rental project and the daycare is someone independent from the other part of the site to make it sub-dividable. They are currently working on the business solution with Real Estate Services to make that happen.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Consider making a pedestrian connection from the north across the site;
 - Design development to increase the internal courtyard by reducing the front yard along Yukon Street and move the building closer to Marine Drive;
 - Design development to increase privacy between the buildings;
 - Considering adding commercial space along Marine Drive;
 - Improve the planting edge beside the parking access to the rental building;
 - Consider a larger plaza space with less of a vehicle focus along Marine Drive.
- **Related Commentary:** The Panel supported height, density and form of development and thought it was a well-considered design.

The Panel supported the general site design including the podium and podium elements as well as the tower elements. They also thought that how pedestrians would move through the site from the West was very well resolved. The Panel, however, had concerns that pedestrian movement through the site from the East need further design resolution. A number of Panel members thought the south-east tower and podium could move slightly south and closer to Yukon Street to allow for greater pedestrian movement between the rental building parking ramp and the Yukon Street building. This would also allow for a landscape buffer strip as well as improving the relationship between the rental building and the Yukon Street block. The Panel supported traffic coming off Yukon Street. A couple of Panel members thought there should be a pedestrian connection from the north across the site.

The Panel supported the location for the daycare recognizing it maximizes sun exposure. The Panel liked the alignment of the townhouses on Nunavut Lane and that it reflected podium elements of the building across the lane.

There isn't any commercial planned for the ground floor but a couple of Panel members thought there could be some in the western tower to enliven the frontage along Marine Drive.

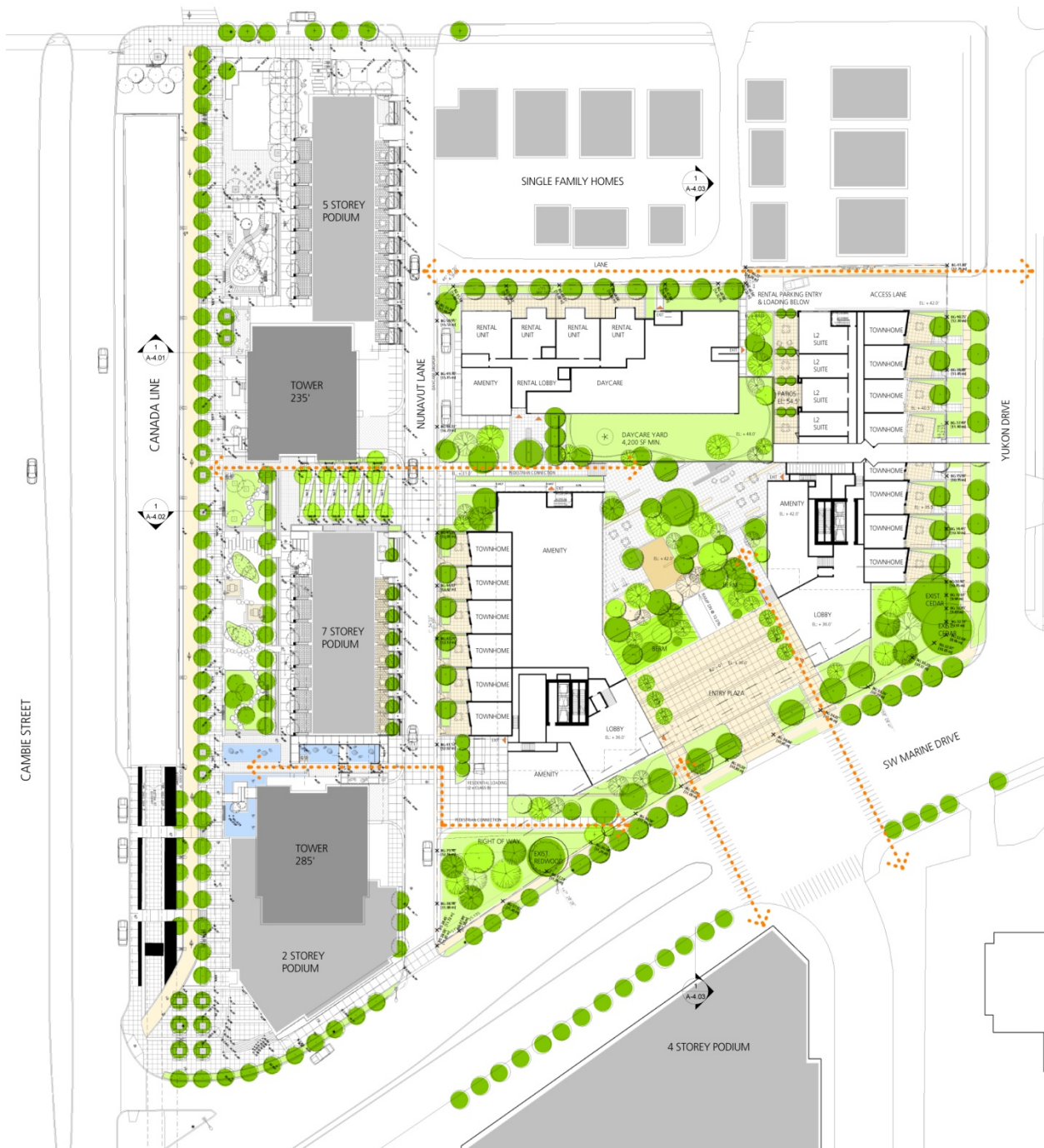
The Panel thought the shadow impacts were well considered and appropriate for the development. It was noted that the tower placements allows for the shadow to fall across the site while minimizing their impact on the neighbours to the south.

The Panel acknowledged the Applicants goal of recreating the natural "green" environment of the original property but felt the design had not gone far enough and needed further design development. Presently the large auto court, and other hard landscape features are at odds with the landscape goal. A couple of Panel members would like to see a larger plaza space at Marine Drive and make it a green space for the neighbourhood.

In addition, the Panel noted the size of the residential lobby seemed out of proportion and needed further refinement.

- **Applicant's Response:** Mr. Lyon thanked the Panel for their encouraging comments. He said he looked forward to working with them as they go to the next phase of the design.

445 Southwest Marine Drive (Marine Gardens)
FORM OF DEVELOPMENT





SOUTH ELEVATION - PEARNE DRIVE
1/8" = 1'-0"



EAST ELEVATION - YUKON
1/8" = 1'-0"

445 Southwest Marine Drive (Marine Gardens)
PUBLIC BENEFITS SUMMARY

Project Summary:

Residential development with two residential towers and a 37-space childcare facility.

Public Benefit Summary:

A 37-space childcare facility and facility reserve, purchase of heritage density, and a Cash CAC of \$13,864,330 to be allocated to the affordable housing fund, park acquisition along the Fraser River, and pedestrian improvements in the area, DCL payment and public art contributions.

	Current Zoning	Proposed Zoning
Zoning District	CD-1	CD-1
FSR (site area = 9,213 m ² / 99,168 sq. ft.)	0.60	4.21
Buildable Floor Space (sq. ft.)	59,381 sq. ft.	417,367 sq. ft.
Land Use	Townhouses, Childcare	Multi-family residential, Childcare

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide)	\$764,233	\$5,371,513
	DCL (Oakridge-Langara)		
	Public Art		\$755,434
	20% Social Housing		
Offered (Community Amenity Contribution)	Childcare Facilities		\$2,939,400
	Cultural Facilities		
	Green Transportation/Public Realm		\$190,330
	Heritage (transfer of density receiver site)		\$3,249,870
	Affordable Housing		\$10,000,000
	Parks and Public Spaces		\$2,500,000
	Social/Community Facilities		\$1,000,000
	Unallocated		
	Other (Childcare Capital Startup Costs)		\$174,000
TOTAL VALUE OF PUBLIC BENEFITS		\$764,233	\$26,180,547

* 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.

445 Southwest Marine Drive (Marine Gardens)
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Address	445 Southwest Marine Drive
Legal Description	PID 007-971-338, Lot 1, District Lots 311 and 323, Plan 13979
Developer	Concord Pacific
Architect	GBL Architects
Property Owners	0881269 B.C Ltd.

Development Statistics

	Development Permitted Under Existing Zoning	Proposed Development
ZONING	CD-1	CD-1
SITE AREA		9,213 m ² / 99,168 sq. ft.
USES	Townhouses, Childcare	Multiple Dwelling, Childcare
FLOOR AREA	5,517 m ² (59,381 sq. ft.)	38,775 m ² (417,367 sq. ft.)
Floor Space Ratio (FSR)	0.60	4.21
HEIGHT	Two Storeys (as per CD-1(71))	West tower 71.6m (235 ft.) East tower 56.4m (185 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