



REFERRAL REPORT

Report Date: May 28, 2019
Contact: Karen Hoesse
Contact No.: 604.871.6403
RTS No.: 13244
VanRIMS No.: 08-2000-20
Meeting Date: December 10, 2019

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 Rezoning: 8420 Kerr Street and 3104-3130 Southeast Marine Drive

RECOMMENDATION

A. THAT the application by Gracorp Capital Advisors Ltd., on behalf of 1096351 B.C. Ltd., the registered owner, to rezone:

- 8420 Kerr Street and 3104 Southeast Marine Drive [*Strata Lots 1, 2 and 3, Districts Lot 330 and 331, Strata Plan VR. 1369, PIDs: 006-539-131, 006-539-157 and 006-539-181, respectively*];
- 3122 Southeast Marine Drive [*PID: 010-745-378; Lot B (Reference Plan 2950) of Lot 3, Block A of Block 8, District Lot 330, Plan 7062*]; and
- 3130 Southeast Marine Drive [*PID: 010-351-591; Lot C of Lot 3, Block A of Block 8, District Lot 330, Plan 7818*];

all from M-1B (Industrial) District to CD-1 (Comprehensive Development) District, to:

- increase the building height from 12.2 m (40 ft.) to 24.9 m (81.7 ft.) to permit the development of a seven-storey residential building containing 83 market strata units on the northern portion of the site; and
- provide a dirt site (the southern portion of the site) to the City for social housing purposes, to be developed by the City in the future as townhomes with a maximum height of 14 m (45.9 ft.);

be referred to a Public Hearing together with:

- (i) plans prepared by dys architecture, received June 26, 2018;
- (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
- (iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application in principle, subject to the conditions contained in Appendix B;

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

B. THAT Recommendation A be adopted on the following conditions:

- (i) the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
- (ii) 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) the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

REPORT SUMMARY

This report evaluates an application to rezone the site at 8420 Kerr Street and 3104-3130 Southeast Marine Drive from M-1B (Industrial) District to CD-1 (Comprehensive Development) District. The proposal is to:

- develop a seven-storey residential building on the north portion of the site, comprised of approximately 83 market strata residential units, with a height of 24.9 m (81.7 ft.) and an FSR of 1.28; and
- to transfer the south portion of the site to the City for a nominal purchase price to provide social housing, in accordance with the requirement of the *East Fraser Lands Official Development Plan (the “EFL ODP”)*, commonly referred to as “River District.”

Staff have assessed the application and concluded it complies with the *EFL ODP*. Staff support the application, subject to the design development and other conditions contained in Appendix B. Staff recommend that the Community Amenity Contribution (CAC) from this rezoning application, if approved, be allocated to the Community Centre, in accordance with *East Fraser Lands: Public Amenity Financial Plan and Strategy*.

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

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council policies and guidelines for this site include:

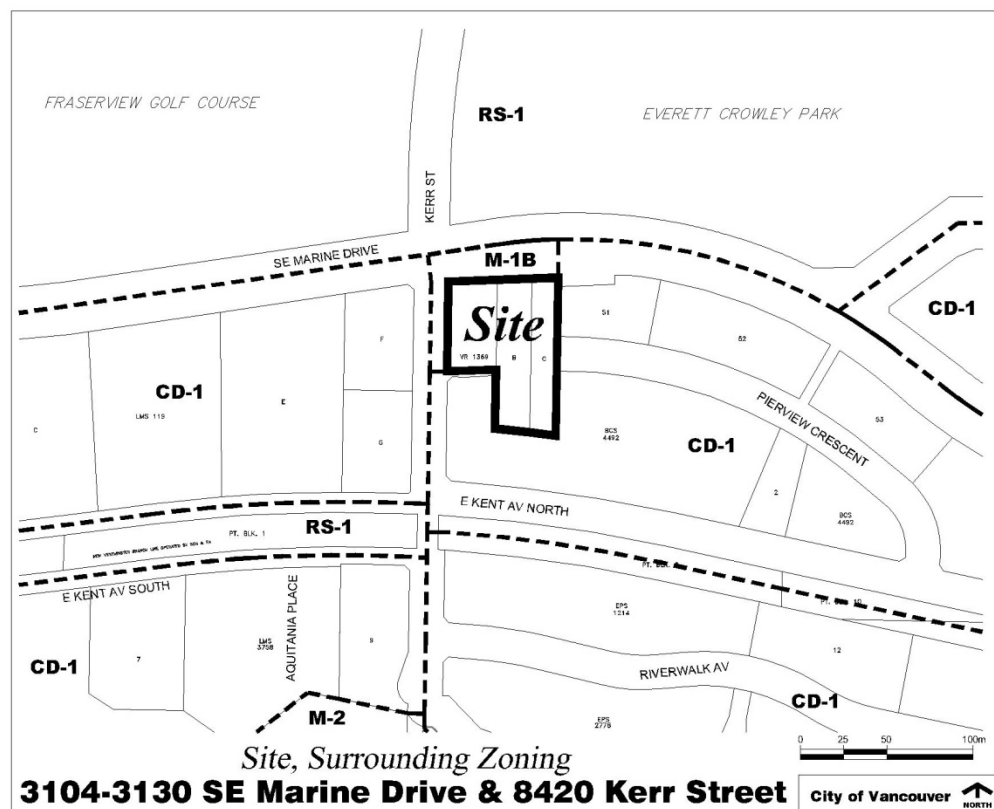
- *East Fraser Lands Policy Statement* (2004)
- *East Fraser Lands Official Development Plan* (2006, last amended 2018) (the “EFL ODP”)
- *East Fraser Lands Public Amenity Financial Plan and Strategy* (2010)
- *EFL Area 2: CD-1 (498 and 499) By-laws* (2010) and associated *Design Guidelines*
- *EFL Area 1: CD-1 (565, 566 and 567) By-laws* (2014) and associated *Design Guidelines*
- *Community Amenity Contributions – Through Rezoning* (1999, last amended 2018)
- *Green Buildings Policy for Rezoning* (2010, last amended 2018)
- *High-Density Housing for Families with Children Guidelines* (1992)
- *Urban Forest Strategy* (2014)

REPORT

Background/Context

1. Site and Context

This 4,623 sq. m (49,756 sq. ft.) site is located at the southeast corner of Kerr Street and Southeast Marine Drive. It is comprised of three legal parcels with a combined frontage of 63.75 m (209 ft.) along Southeast Marine Drive, and a depth of 52.2 m (171 ft.) along Kerr Street. It is a steeply sloped site, with a 8.23 m (27 ft.) cross-fall from northwest to southeast. The site is currently developed with two vacant residential houses (3122 and 3130 Southeast Marine Drive) constructed in 1927 and 1929 respectively, and a two-storey industrial building with two strata units (8420 Kerr Street) constructed in 1984. None of these buildings are heritage designated or listed on the Vancouver Heritage Register.

Figure 1: Site at 8420 Kerr Street & 3104-3130 SE Marine Drive and Surrounding Zoning

As shown on Figure 1, the surrounding context includes:

- North: Everett Crowley Park across Southeast Marine Drive;
- East: Two future affordable housing parcels, zoned CD-1 (498) and anticipated to be a six-storey midrise;
- South: Three-storey strata townhouses across Pierview Crescent, zoned CD-1 (498), constructed in 2014; and
- West: Future six-storey residential housing which have been approved but not enacted. A one-storey restaurant, and neighbourhood centre (River District Centre) is located just south of Kent Avenue North.

Southeast Marine Drive is considered an arterial road and part of Metro Vancouver's frequent transit network, with bus #100. Kerr Street adjacent to the site is a bikeway with protected bike lanes. Further to the south, within 90 m (295 ft.), is the East Kent Avenue North bikeway. TransLink is considering public transit expansion for this area as the population continues to increase.

The site is also known as "Area 4" pursuant to the EFL ODP and located at the northwest corner of the ODP boundary. It is part of what is known as the 'western neighbourhood' and is one of the last remaining industrial zoned sites within the ODP boundary.

Development of EFL has been underway since 2010. Figure 2 below shows the different sub-areas of the ODP and developments to date. The majority of development parcels in Area 2 (the

western neighbourhood) are either completed or are under construction. Development in Area 1 (the central neighbourhood) is currently underway. The majority of Town Square is either completed or under construction.

Figure 2: EFL ODP Area Map and Development Progress



2. Policy Context

East Fraser Lands Official Development Plan (the “EFL ODP”) – Rezoning potential for the site is guided by the EFL ODP, which was adopted by Council in December 2006, and amended from time to time. The East Fraser Lands (commonly referred to as the ‘River District’) is a 128-acre site in southeast Vancouver bound by Southeast Marine Drive/Marine Way to the north, Kerr Street to the west, Boundary Road to the east and the north arm of the Fraser River to the south. The EFL ODP guides land use, density, height, public benefits, transportation, built form and character, sustainability and development phasing.

In addition to the performance objectives outlined in the EFL ODP as above, Section 6.1.4 contains specific requirements for Area 4, the subject site:

“6.1.4 Area 4 is to include:

- (a) residential floor area consisting of no more than 7,120 sq. m (76, 639 sq. ft.), and*
- (b) at least 20% of the residential units are to be available for affordable housing.”*

Further, in 2016, Council approved an amendment to the EFL ODP to align the definition of affordable housing with the City-wide definition of social housing, which is: rental housing that includes at least 30 per cent of the units rented to households with incomes below BC Housing’s Housing Income Limits (HILs) rates; owned by government, a non-profit corporation or a non-profit cooperative association; and secured through a legal agreement.

East Fraser Lands Public Amenity Financial Plan and Strategy – In 2010, Council approved a financial plan and strategy to guide delivery of public amenities in EFL. It was anticipated that any Development Cost Levis (DCLs) or Community Amenity Contributions (CACs) generated by the subject site would be allocated to the public amenities package identified in the ODP. Further, as part of the EFL ODP 10-year Review, staff have confirmed that there is a funding shortfall for the EFL public amenities, particularly the Community Centre, which relies on CAC funding as it is not a DCL-eligible item.

Strategic Analysis

1. Proposal

In accordance with the EFL ODP, this application proposes to rezone the site from M-1B (Industrial) District to CD-1 (Comprehensive Development) to allow for two separate parcels to be developed as described below:

- *North Parcel* – a seven-storey market strata residential building to be built on the portion of the site to the north of Pierview Crescent (referred as the “North Parcel” in this report). A total of 83 strata-titled units are proposed, with a floor area of 5,910 sq. m (63,609 sq. ft.) and a building height of 24.9 m (81.7 ft.), all over three levels of underground parking accessed from Pierview Crescent.
- *South Parcel* - The portion of the site located south of Pierview Crescent (referred to as the “South Parcel” in this report) is proposed to be transferred to the City to provide social housing in accordance with the EFL ODP. Once created, the South Parcel would have an approximate area of 1,220 sq. m (13,132 sq. ft.), subject to subdivision and detailed design of the roadway. The South Parcel would allow for 1,210 sq. m (13,029 sq. ft.) of developable floor area, a building height of 14 m (45.9 ft.) and will be developed by the Vancouver Affordable Housing Agency (VAHA).

Further, as part of the proposal, Pierview Crescent will be extended through to Kerr Street. See Figure 3 for the proposed site concept plan.

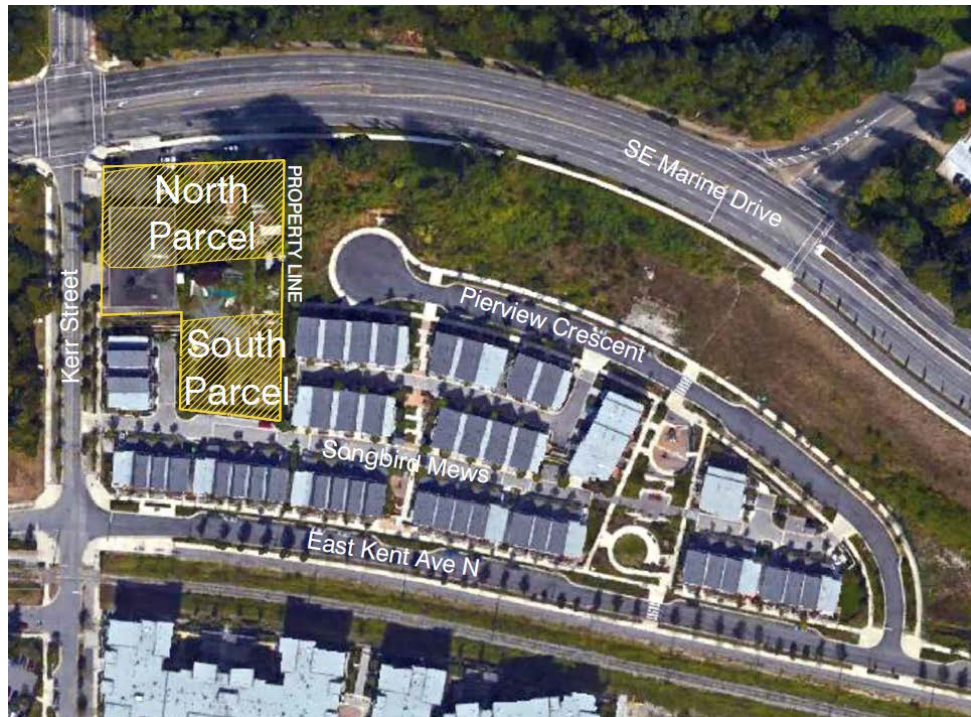
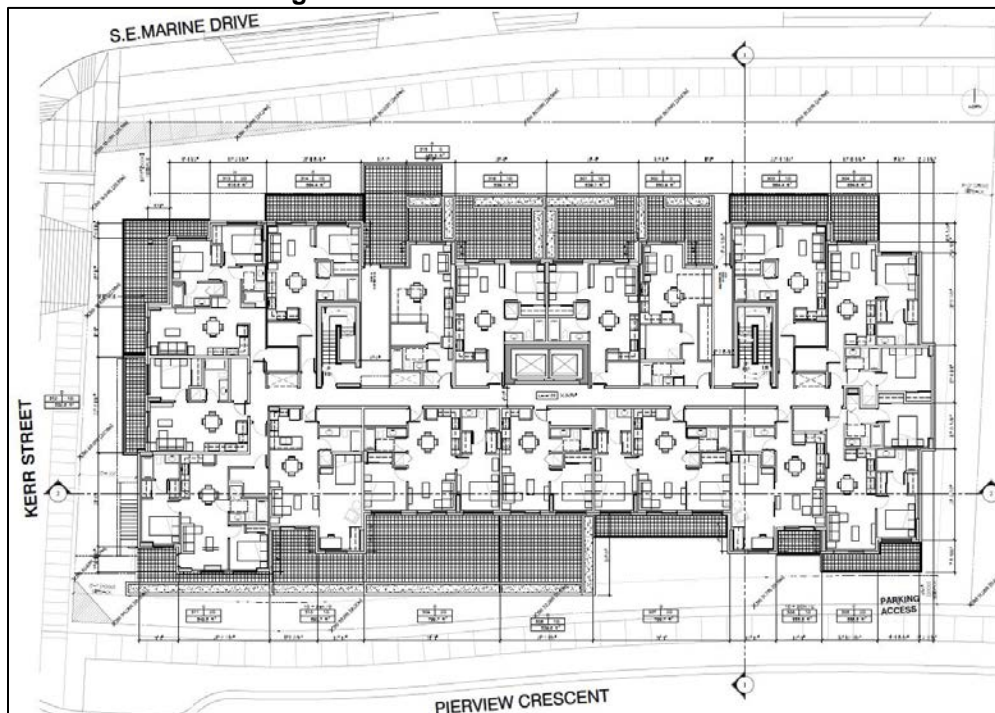
Figure 3: Concept Plan Showing the Proposed Extension of Pierview Crescent

Figure 4 shows the proposed site plan for the North Parcel.

Figure 4: Site Plan of the North Parcel

2. Land Use

The proposed residential use for both parcels aligns with the intent of the EFL ODP, which anticipates the western neighbourhood be primarily residential with a variety of housing forms and tenure. To reflect the residential future of EFL, Metro Vancouver's *Regional Growth Strategy* has designated this area as General Urban.

The building on the North Parcel would include 83 strata-titled residential units. It is proposed that 44 per cent of the units would be two-bedroom units, 54 per cent one-bedroom units, and two per cent studio units, and as such, the proposal meets the minimum 35 per cent family housing requirement under the ODP (two or more bedrooms).

For the South Parcel, it is anticipated that once it is transferred to the City, the City will develop it as social housing in the form of townhouses. See more detailed discussion under section 3.

3. EFL ODP Affordable Housing Requirement

Section 3.5.1 (c) of the ODP requires that 20 per cent of all dwelling units in the ODP boundary to be available for affordable housing. This is the case for the subject site.

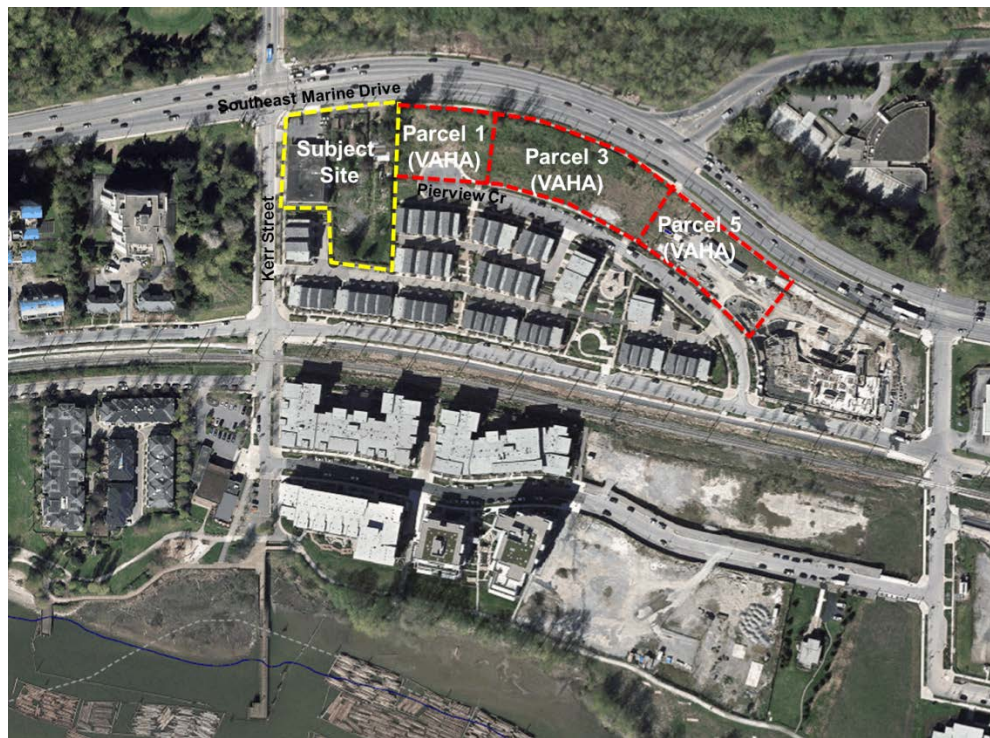
Affordable housing is defined as social housing consistent with its City-wide definition. In Areas 1 and 2, an approach has been established to secure affordable housing requirement through developers offering the City the land equivalent to the value of the 20% turn-key units. The City has since then designated VAHA as the agent to enable the development of social housing on these City-owned or optioned sites.

For the subject site, though the option of providing turn-key units to meet the 20% social housing requirement was examined during early stages of the rezoning review process, given the overall financial performance of the project and other City servicing requirements, the applicant has offered the South Parcel to the City.

Staff have reviewed the applicant's proposal and conclude that this approach to transfer a dirt site and floor area to the City is consistent with past practice in EFL as outlined in the *East Fraser Lands Public Amenity Financial Plan and Strategy* (2010). The proposal meets the 20 per cent affordable housing requirement under the ODP and is consistent with the approach of social housing delivery in EFL. Namely, the development would be led by VAHA.

The South Parcel will be developed with social housing for families, in a form and height in keeping with the adjacent existing townhouse development. Once ownership of the site is transferred to the City, staff will seek Council approval to designate VAHA as City agent, who will facilitate the delivery of the social housing.

Figure 5 outlines adjacent social housing sites owned by the City. In particular, the proposed development of the subject site (Area 4) would enable optimal development of Parcel 1, which is currently encumbered by a temporary turn-around of Pierview Crescent, required for emergency vehicles. Through this rezoning, Pierview Crescent would be extended through to Kerr Street which will enable the removal of the turn-around.

Figure 5: Context Plan Showing Adjacent Development & City-owned Parcels Designated to VAHA

4. Height, Density, and Form of Development (see application drawings in Appendix D and statistics in Appendix F)

The applicant is proposing to build on the steeply sloped North Parcel while dedicating the South Parcel to the City to be developed as social housing in the future.

Height and Density - For the subject site, the EFL ODP has a maximum floor area limit of 7,120 sq. m (76,639 sq. ft.). However, the ODP does not have a firm maximum height provision for the subject site, only that for the western neighbourhood (which this site is part of) - buildings are to range in height from two to 15 storeys. The surrounding development parcels have a height cap ranging from 4 stories in the immediate areas to the south, to 11 stories at northwest corner of Kent Avenue and Kinross Street.

The application proposes a seven-storey building on the North Parcel. Due to the steeply sloped nature of the site, the proposed stepped building form is two storeys higher in elevation when viewed from Pierview Crescent than when viewed from Marine Drive.

The South Parcel has a maximum height of 14 m (45.9 ft.), which is consistent in height with adjacent townhomes south and east of the site.

The proposed building on the North Parcel has a total floor area of 5,910 sq. m (63,609 sq. ft.). The South Parcel would contain approximately 1,210 sq. m (13,029 sq. ft.) residential floor area, based on 17 per cent of the combined maximum floor area of 7,120 sq. m (76, 639 sq. ft.) for the entire site permitted under the ODP.

Form of Development –

North Parcel - While the *EFL Design Guidelines* pertain to Area 2, these guidelines were considered in the review of this application to ensure compatibility and consistency with the parcels to the east. Staff support the massing, as it has been demonstrated not to have significant additional shadowing or view impacts on neighbouring properties. Staff recommend some refinements to the massing to create a stronger architectural expression at the Marine Drive and Kerr street intersection, and to improve access to natural light for north-facing units and the north-west corner of the site.

Key design challenges for this development are the steeply sloped side yards and the interface with Marine Drive. Staff recommend refinements to the retaining walls, terracing, and landscaping along the east and west elevations to better anchor the building into its site. Staff further recommend strategies to mitigate noise on Marine Drive, by breaking up long balconies (to scatter noise) and intensifying the landscaping in the north yard.

The common amenities include a “pavilion” on the fifth-storey rooftop, containing a multi-purpose room with outdoor terraces. Staff recommend that the amenity room be relocated to the north to maximize the south-facing roof terrace, and to provide a larger and more functional children’s play space.

South Parcel - The social housing will be in townhouse form to be compatible with surrounding townhouses already existing in the area. The detailed design is subject to a future Development Permit application.

The Urban Design Panel reviewed and supported the proposed building on the North Parcel on September 19, 2018 (see Appendix C).

Conclusion - Staff conclude that the building design on North Parcel responds well to the expectations set forth in the guidelines for adjacent properties (*EFL Design Guidelines, Area 2*) and support the design, subject to the conditions outlined in Appendix B, which include refinements to the massing on the north side; improvements to the relationship of the building to grade and treatment of the steeply sloped side yards; and improvements to the shared amenities.

Figure 6: Perspective of North Parcel from Pierview Crescent and Kerr Street

5. Transportation and Parking

North Parcel - Vehicle and bicycle parking are provided on three underground levels accessed from Pierview Crescent on the south side of the North Parcel. The application proposes a total of 91 vehicle parking spaces for residential uses (including 4 accessible spaces) and 166 Class A bicycle spaces. The provisions generally meet the City's Parking By-law with the exception of the following, which will be required in order to comply fully with the Parking By-law:

- 5 Class B bicycle spaces;
- Maximum 96 Class A vertical and stacked bicycle spaces; and
- 1 Class A loading space.

As part of the rezoning, the applicant will also be required to undertake the following off-site works, the delivery of which would be secured through an Engineering Servicing Agreement:

- *Pierview Extension and Removal of the Emergency Turn-around* – Redevelopment of Area 4 enables removal of the existing emergency turn-around at the end of Pierview Crescent, and extension of Pierview Crescent through to Kerr Street as envisioned in the ODP. The extension of Pierview Crescent regularizes the street network, provides more opportunities for walking and cycling within the site, and enables optimal development of Parcel 1 (a social housing site);
- *Infrastructure Connections* - Design and construction of sanitary and sewer mains to extend the service from Pierview Crescent to Southeast Marine Drive. The provision of a water main would also be required to continue service to Pierview Crescent from the existing cul-de-sac to Kerr Street; and
- *Off-site road works* – As the new EFL community develops, shortcomings in the existing street design have been identified. The intersection of Kerr Street and Southeast Marine Drive has been identified as an on-going concern because of limited sight lines and increasing traffic volumes. A left-turn bay from Kerr Street onto Marine Drive would mitigate some of these concerns. As a result, a 1.2 m (3.94 ft) statutory right-of-way

(SRW) from the western property line from the subject site and reconstruction of Kerr Street adjacent to the site are sought from the applicant.

Engineering conditions are included in Appendix B.

6. Environmental Sustainability and Natural Assets

Green Buildings – The *Green Buildings Policy for Rezoning*s requires that rezoning applications satisfy either the near zero emission buildings or low emissions green buildings conditions within the policy.

This application is pursuing the low emissions green buildings requirements. The low emissions green buildings pathway represents City priority outcomes, establishing limits on heat loss, energy use, and greenhouse gases, and drawing on industry best practices to create more efficient, healthy and comfortable homes and workplaces. The applicant has submitted preliminary energy modeling analysis detailing building performance strategies to meet the new energy use intensity, greenhouse gas and thermal demand targets and a preliminary Rainwater Management Plan.

District Energy – Energy used by buildings generates 55% of Vancouver’s total greenhouse gas emissions. In 2015, City Council approved the Renewable City Strategy, which sets the target for 100% of energy used within the City to be from renewable sources by 2050. Low carbon district energy systems were identified as a key tool in achieving this target in high density areas of the City. District Energy systems distribute heat generated in a centralized location to residential and commercial buildings to meet their hot water and space heating requirements and are most suitable in dense areas. These systems are adaptable to a wide variety of low-carbon energy sources, such as waste heat recovery or biomass, to reduce the use of fossil fuels. As outlined in the Conditions of Appendix B, the proposal must provide for district energy utility (DEU) compatibility and connection.

Natural Assets – The *Urban Forest Strategy* was developed to find ways to help preserve, protect and strengthen Vancouver’s urban forest and tree canopy for the future. In April 2014, Council amended the *Protection of Trees By-law* to maintain a healthy urban forest by requiring permission to be granted to remove trees that meet certain conditions. The intent is to retain and protect as many healthy, viable trees as possible, while still meeting the challenges of development, housing priorities and densification. This is in keeping with City goals to achieve resilient and healthy natural systems in our urban areas.

A ‘bylaw sized tree’ has a tree trunk diameter of 20 cm or greater and requires a tree permit when it is proposed to be removed. There are 12 bylaw-sized trees on site, all of which are identified as having “low” vigour and will be removed. Staff concur with the arborist’s recommendations due to the poor health conditions of these trees. There are 9 City trees and three bylaw-sized trees on the neighbouring property to the east that are proposed to be retained and protected. One City tree is to be removed to accommodate the new transit stop on Marine Drive. The applicant is proposing 36 new trees on site and a variety of landscape treatments.

PUBLIC INPUT

Public Notification - A rezoning information sign was installed on the site on July 23, 2018. A community open house was held on September 11, 2018. A total of 2,415 notifications were distributed within the neighbouring area on or about August 28, 2018. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (Vancouver.ca/rezapps).

Community Open House - A community open house was held on September 11, 2018, at Fraser Lands Church, 3330 Southeast Marine Drive. Staff, the applicant team, and a total of approximately 16 people attended the Open House.

Public Response - Public responses to this proposal have been submitted to the City as follows (see Figure 5):

- 2 comment sheets in response to the September 11, 2018 open house;
- 8 emails and online comment forms.

Figure 7: Public Notification and Responses (September 11, 2018 Open House)

Total notifications	2,415
Open House attendees	16
Open House comment sheets	2
Online/other feedback	8

**Note that all reported numbers above are approximate*

Feedback included commentary on the following:

- that the height and density should be reduced;
- that there are three other affordable housing sites within close proximity (east of this site along Pierview Crescent); and
- that there will be an increase in traffic volume, congestion, safety, and lack of vehicle parking units proposed on-site for the development.

A detailed summary of public comments in response to the rezoning application may be found in Appendix C.

Staff Response – Public feedback has assisted staff with assessment of the application. Response to key feedback is as follows:

- **Building Height and Density** – The proposed height of the North Parcel is in keeping with what is envisioned in the EFL ODP. Given the steep slope of the site, the proposal appears as a five-storey building from Southeast Marine Drive and a seven-storey building from Pierview Crescent. The proposed floor area also complies with the EFL ODP provisions.

- **Affordable Housing** – The ODP requires that at least 20 per cent of all dwelling units are to be available for affordable housing, which is the resulting South Parcel. Affordable housing sites to the east are a result of the Areas 1 and 2 rezonings, where these sites east of the subject site were purchased by the City for VAHA to deliver affordable housing. From a broader perspective, the affordable housing provision within the ODP helps achieve the city-wide *Housing Vancouver Strategy* which seeks to build more affordable housing over a 10-year period.
- **Parking** – A condition contained in Appendix B requires the applicant meet the Parking By-law. The proposed vehicle parking satisfies the bylaw requirements.

PUBLIC BENEFITS

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

Required Public Benefits

Development Cost Levies (DCLs) – DCLs 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.

This site is subject to City-wide DCLs and City-wide Utilities DCLs on the proposed 5,910 sq. m (63,609 sq. ft.) of residential floor area. Based on rates effective September 30, 2019, total DCLs of approximately \$1,637,296 are anticipated from this development.

DCL rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection from DCL rate increases, provided that an application has been received prior to the rate adjustment. See the City's [DCL Bulletin](#) for details on DCL rate protection.

Public Art Program – The *Public Art Policy and Procedures for Rezoned Developments* requires rezoning applications involving a floor area equal to or greater than 9,290 sq. m (100,000 sq. ft.) allocate a portion of their construction budgets to public art or provide cash in lieu as a condition of rezoning. As the proposed floor area is below the minimum threshold, no public art contribution will arise from this application.

Offered Public Benefits

Community Amenity Contribution (CACs) – Within the context of the City's *Financing Growth Policy*, an offer of a community amenity contribution to address the impacts of rezoning can be anticipated from the owner of a rezoning site. Such a CAC is typically made through the provision of either on-site amenities or a cash contribution towards other public benefits, taking into consideration community needs, area deficiencies and the impact of the proposed development on City services.

As part of this application, the applicant has offered a cash CAC of \$500,000 which will be directed to support delivery of the *East Fraser Lands Public Amenity Financial Plan and Strategy*. Staff have reviewed the applicant's development pro forma for this rezoning and have

concluded that the CAC offered by the applicant is appropriate considering the significant off-site servicing requirements for this project, and recommend that the offer be accepted.

The *East Fraser Lands Public Amenity Financial Plan and Strategy* identifies public benefits and infrastructure to support growth in the area including a proposed community centre. See Appendix E for a summary of all public benefits for this application.

Financial Implications

As noted in the Public Benefits section, the applicant has offered a cash CAC of \$500,000, which will be allocated towards delivery of the *East Fraser Lands Public Amenity Financial Plan and Strategy*.

There are no public art contributions associated with this rezoning.

The site is subject to both the City-wide DCL and City-wide Utilities DCL. It is anticipated that the project will generate approximately \$1,637,296 in DCLs.

The South Parcel is to be dedicated to the City for future social housing development. Consistent with Council policy on social housing projects, the project is expected to be self-sustaining over the long-term where rents are set at levels that will cover mortgage payments, operating costs and capital replacement; and not require further operating subsidies and property tax exemptions from the City.

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

CONCLUSION

Staff review of the application has concluded that the proposed land use and form of development are consistent with the *East Fraser Lands Official Development Plan*. The dedication to the City of the south portion of the site meets the affordable housing requirement of the ODP. The cash CAC will also help achieve key public benefit objectives in EFL.

The General Manager of Planning, Urban Design and Sustainability recommends that the application be referred to Public Hearing together with a draft CD-1 By-law as generally shown 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 D, be approved in principle, subject to the applicant fulfilling the conditions of approval in Appendix B.

* * * * *

8420 Kerr Street and 3104-3130 Southeast Marine Drive
DRAFT BY-LAW PROVISIONS

Note: A By-law to rezone an area to CD-1 will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

Zoning District Plan Amendment

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan marginally numbered Z-() attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D of By-law No. 3575. [Note: Schedule A, not attached to this appendix, is a map that amends the City of Vancouver zoning map. Should the rezoning application be referred to public hearing, Schedule A will be included with the draft by-law that is prepared for posting.]

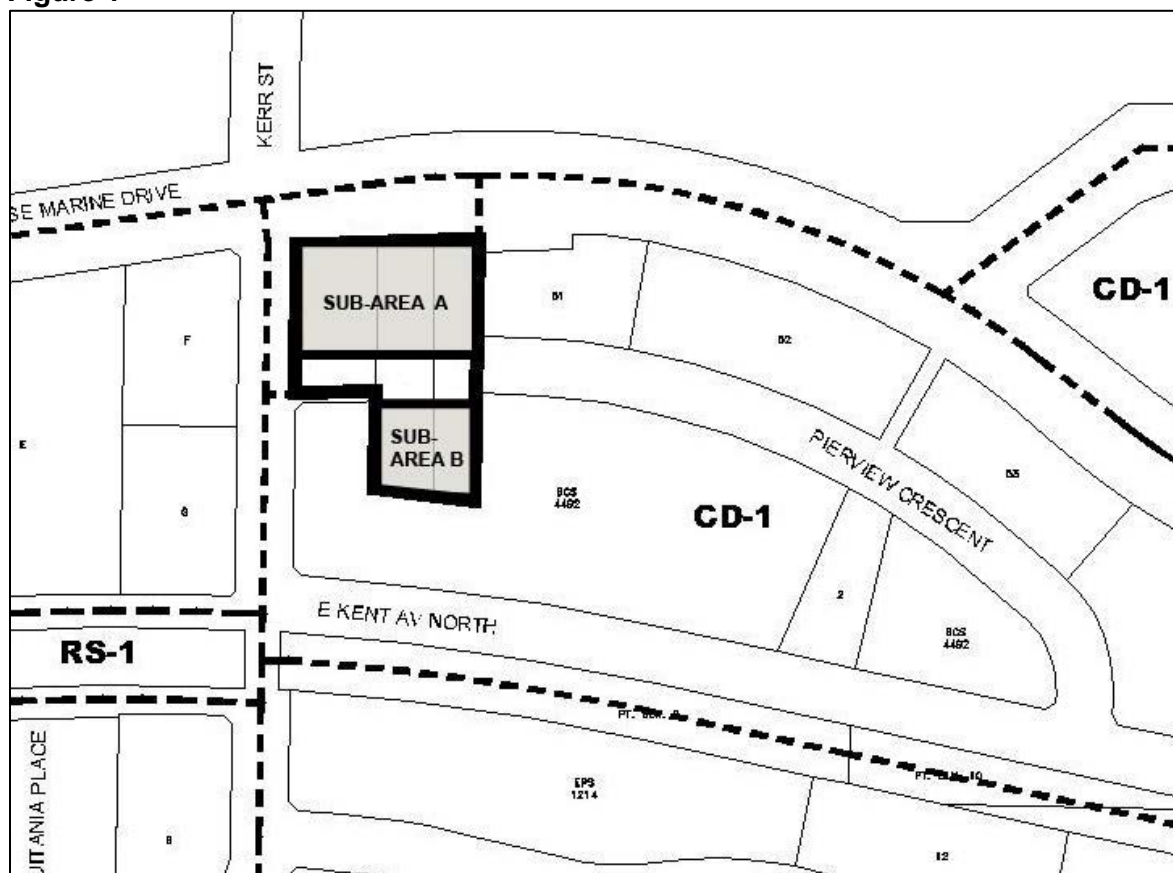
Designation of CD-1 District

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

Sub-areas

3. The CD-1 district is to consist of two sub-areas approximately as illustrated in Figure 1, solely for the purpose of allocating conditions of use, floor area, the calculation of floor area exclusions for amenity areas, and height.

Figure 1



Uses

- 4.1 The description of the area shown within the heavy black outline on Schedule A is hereby designated 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, limited to Multiple Dwelling;
 - (b) Retail Uses, limited to Public Bike Share;
 - (c) Accessory uses customarily ancillary to the uses permitted in this section; and
 - (d) Interim Uses, and accessory uses customarily ancillary to them, if:
 - (i) the Director of Planning or Development Permit Board is satisfied that the interim use is easily removable and is of low intensity or low in capital investment,
 - (ii) the Director of Planning or Development Permit Board is satisfied that there is no risk to the public from contaminated soils either on or adjacent to CD-1 (),

- (iii) the Director of Planning or Development Permit Board approves the location of the interim use, and
- (iv) any development permit for an interim use has a time limit of three years.

Conditions of use

- 5.1 In sub-area A, the design and layout of at least 35% of the dwelling units must:
- (a) be suitable for families with children;
 - (b) include two or more bedrooms; and
 - (c) comply with Council's "High-Density Housing for Families with Children Guidelines".
- 5.2 In sub-area B, 100% of the floor area must be used for social housing, and the design and layout of at least 50% of the dwelling units must:
- (a) be suitable for families with children;
 - (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 The floor area for all uses in each sub-area must not exceed the maximum floor area set out in the table below.

Sub-Area	Maximum Floor Area
A	5,910 m ² (63,609 sq. ft.)
B	1,210 m ² (13,029 sq. ft.)
Total	7,120 m ² (76, 639 sq. ft.)

- 6.2 Computation of floor area must include all floors of all buildings, having a minimum ceiling height of 1.2 m, including earthen floors and accessory buildings, both above and below ground level, measured to the extreme outer limits of the buildings.
- 6.3 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 floor area of all such exclusions must not exceed 12% of the residential floor area, and
 - (ii) the balconies must not be enclosed for the life of the building;

- (b) patios and roof gardens, provided that the Director of Planning first approves the design of sunroofs and walls;
- (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses, which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which are located below grade measured from Southeast Marine Drive, except that the maximum exclusion for a parking space must not exceed 7.3 m in length;
- (d) amenity areas, recreational facilities and meeting rooms accessory to a residential use, to a maximum total area of 10% of the total permitted residential floor area for sub-area A; and
- (e) all residential storage area above or below base surface, except that if the residential storage area above base surface exceeds 3.7 sq. m per dwelling unit, there will be no exclusion for any of the residential storage area above base surface for that unit.

6.4 The use of floor area excluded under section 5.3 must not include any use other than that which justified the exclusion.

Building Height

7.1 The building height, measured from base surface to the top of the roof parapet, must not exceed the maximum heights set out in the table below.

Sub-Area	Maximum Building Heights
A	24.9 m (81.7 ft.)
B	14 m (45.9 ft.)

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 24.0 m.

8.3 Measurement of the plane or planes referred to in Section 7.2 must be horizontally from the centre of the bottom of each window.

8.4 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement, if:

- (a) the Director of Planning or Development Permit Board first considers all of the applicable policies and guidelines adopted by Council; and
- (b) the minimum distance of unobstructed view is not less than 3.7 m.

8.5 An obstruction referred to in Section 7.2 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 7.1 does not include:

- (a) a bathroom; or
- (b) a kitchen whose floor area is the lesser of:
 - (i) 10% or less of the total floor area of the dwelling unit, or
 - (ii) 9.3 m².

Acoustics

9. All development permit applications require evidence in the form of a report and recommendations prepared by a registered professional acoustical engineer 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 levels in decibels.

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

Zoning and Development By-law

10. Sections 2 through 14 of the Zoning and Development By-law apply to this CD-1 ().

* * * * *

8420 Kerr Street and 3104-3130 Southeast Marine Drive

CONDITIONS OF APPROVAL

Note: If the application is referred to a public hearing, these Conditions of Approval will be referenced in the Summary and Recommendations included in the hearing agenda package. Any changes to the conditions approved by Council will be contained in its decision. Applicants are advised to consult the hearing minutes for any changes or additions to these conditions.

PART 1: CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

Note: Consideration by Council at the public hearing of the proposed form of development is in reference to plans prepared by DYS Architecture, received June 26, 2018, and provides that the Director of Planning may allow minor alterations to this form of development when considering the detailed scheme of development submitted with the development application.

THAT, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the Director of Planning who shall have particular regard to the following:

Urban Design

1. Design development to the building massing and private outdoor spaces to accommodate the statutory right-of-way at the northwest corner of the site and dedications on the north and west sides of the parcel.

Note to Applicant: The building width will need to be reduced and private outdoor space reconfigured to accommodate dedications for a new vehicular turning lane and wedge shaped statutory right of way for public pedestrian use. Sufficient space should be provided for enhanced landscaping at the north-west corner of the property in lieu of a mini plaza with bench.

2. Design development to the building massing and parkade design to retain the neighbour trees at the east property line.

Note to Applicant: If a knock-out panel in the parkade is provided for shared parking access with the neighbouring property to the east (as explored in pre-application review), retention of the tree would not be viable, and this condition will not apply.

3. Design development to refine the massing, mitigate apparent height and bulk, and improve livability of the dwelling units on the north side, by way of one or a combination of the following design strategies:
 - (a) On the north elevation, remove the “inset” in the massing (ie. bring the middle four units forward to create a more continuous exterior wall) or reduce the depth of the roof-level overhang overtop the middle four units;
 - (b) Increase the upper-storey step backs at the south-west corner, so the massing is terraced to follow the slope of the site;

- (c) Consider creating a more prominent massing at the north-west corner, to more strongly address the street intersection; and
- (d) Reduce the depth of the roof overhang, and consider a lighter soffit colour, to “lighten” the building expression and increase access to light in dwelling units.

Note to Applicant: The “inset” in the massing on the north elevation significantly reduces the north-facing units’ access to natural light, and should be deleted. To ensure livability, the depth of north-facing dwelling units should also be limited to approximately 35ft., which may necessitate shifting the circulation core to the north.

Apparent bulk and height, as viewed from the south (ie. downslope), should be reduced. This may be achieved by shifting the raised roof from the south-west corner to the north-west corner, which would also create a more prominent architectural expression at the major street intersection.

- 4. Design development to mitigate traffic noise for north-facing units. This may be achieved by one or a combination of the following design strategies:
 - (a) Breaking up long balconies;
 - (b) Carefully specifying balcony soffit materials to help ‘scatter’ traffic noise, and/or;
 - (c) Reducing the size of glazing units.

Note to Applicant: Reductions in glazing unit dimensions from proposed should be visually marginal and should not result in an increase in apparent building mass.

- 5. Design development to improve the interface with grade on the building elevations, as follows:
 - (a) Remove the exit stair from the west side yard setback, and integrate it into the building;
 - (b) Consider terracing the west side yard to better support robust landscaping and a friendlier pedestrian realm;
 - (c) Add further terracing in the east side yard to minimize large areas of exposed parkade wall, and better integrate the retaining walls into the building architecture and landscape design;
 - (d) Provide a minimum 6 ft. depth for at-grade patios, with a minimum 3 ft. depth landscape buffer. Where a 3 ft. buffer cannot be achieved, provide a high quality finish to any exposed planter or retaining walls such as masonry or architectural concrete. Note, parged or rough, board formed concrete is not supported; and
 - (e) Provide distinctive, visually appealing enhanced landscaping at the north-west corner of the property in lieu of a bench and mini plaza to provide for a softer public interface at Kerr Street and Southeast Marine Drive.

Note to Applicant: The intent of this condition is to better “ground” the building into its steeply sloped site, and to create a more attractive public realm interface.

6. Design development to improve the common amenities, as follows:
 - (a) Expand the size of the south-facing roof terrace, by shifting the indoor amenity room to the north;
 - (b) Consider expanding the east-facing terrace to make it more functional, by slightly decreasing the size of the indoor amenity room; and
 - (c) Provide a larger and more functional children’s play area with good solar access;
7. Design development to improve the functionality and appearance of the townhouse units, as follows:
 - (a) Limit exposed retaining/planter walls to maximum 3 ft. height, by providing terraced planters where required;
 - (b) Provide a minimum 3 ft. landscape strip (outboard of the patio planter and where such landscaping is not possible);
 - (c) Provide high quality materials overtop of exposed concrete planters or retaining walls such as masonry or architectural concrete.

Note to Applicant: As proposed, residents parking in the parkade would need to exit the building, via the parking ramp or via the elevator and front lobby, and walk outside to their units. While this is supported for these four units, secondary access from a common corridor is recommended. An interior access may also be required to satisfy the *Vancouver Building Bylaw* (VBBL) requirements; it is strongly recommended that the applicant consult a Building Bylaw consultant.

8. Design development to the overall underground parking garage configuration as necessary to accommodate compliance with the *Vancouver Parking Bylaw*.
9. Consideration to increase the number of family-oriented units.

Note to Applicant: The current proposal shows approximately 60% 1-bedroom units; consider increasing the proportion of two- and three- bedroom units to better respond to emerging demographics of the community.

10. Confirmation that the application is on track to meeting the *Green Buildings Policy for Rezoning*.
11. Identification on the architectural and landscape drawings of any built features intended to create a bird friendly design.

Note to Applicant: Refer to the Bird Friendly Design Guidelines for examples, and provide a design rationale for any features provided. Refer to <http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.

Landscape Design

12. Design development to retain neighbor tree #80.

Note to Applicant:

- (a) The arborist needs to conduct a non-invasive root exploration to determine the extent of the critical root zone and the minimum protection zone, to verify the viability for retention. The design team should consult with the arborist on adapting the building footprint and parkade to accommodate retained trees. It is understood that retention of the tree will require revision to the building footprint and parkade.
 - (b) If a knock-out panel in the parkade is provided for shared parking access with the neighbouring property to the east, retention of the tree would not be viable, and this condition will not apply. The neighbour's consent letter will be required for the removal of the tree.
13. Design development to further mitigate the grade difference on the site to provide a smooth transition from the building / private patios to the public realm.
- Note to Applicant: This can be achieved by providing terraced and/or layered planting in front of high retaining walls. Landscape sections should be provided at the location of architectural section 1 (southern half) and 2 (western half) to illustrate all proposed planting, guardrails, and any other landscape features.
14. Design development to replace the dry creek along the north edge of the site with layered planting to mitigate noise and add visual amenity.
15. Coordination with the Park Board regarding the removal of street tree #A. An updated arborist report and tree management plan should be provided to confirm any changes from the materials submitted at rezoning.
16. Design development to enhance the outdoor amenity space on level 7 to maximize solar exposure for the edible gardens and children's play area.
17. Consideration to provide an extensive green roof on the roof level.
18. Design development to the landscape treatment to increase the volume of soil, tree canopy cover and planting on slab.
- Note to Applicant: Wherever possible, planted landscapes on slab should be designed to maximize soil depths. This will require integration of the landscape design and the structural plan. Soil depths should exceed Canadian Landscape Standards. At the perimeter of the building the slab can be angled downward (1 m across and 1.2 m down) to maximize contiguous soil volumes which should be demonstrated by a section detail with dimension.
19. Provision of a detailed Landscape Plan illustrating soft and hard landscaping;

Note to Applicant: The plans should be at 1/8": 1 ft. scale minimum. The plant list should include the common and botanical name, size and quantity of all existing/ proposed plant material. Plant material should be clearly illustrated on the Plan and keyed to the plant list. The landscape plan should include the public realm treatment (to the curb) and all existing or proposed street trees, adjoining walkways, surface materials, PMT/Vista transformers and public utilities such as lamp posts, hydro poles, fire hydrants.

20. Provision of detailed architectural and landscape cross sections (minimum 1/4" inch scale) through common open spaces, semi-private patio areas and the public realm.

Note to Applicant: The sections should illustrate the slab design and location, the soil profile, tree root ball, tree canopy and any associated landscaping. For private patios and amenity areas, illustrate and dimension planters on slab, planter sizes (inside dimension), soil, root ball, retaining walls, steps, patios and portions of the adjacent building, such as residential units or amenity rooms.

21. Provision of a "Tree Management Plan".

Note to Applicant: It is preferred that the arborist tree management plan become the primary document for tree removal/ protection related matters.

22. Provision of an arborist "letter of undertaking" to include signatures by the owner, contractor and arborist.

Note to Applicant: The signatures confirm that all parties are aware of the roles and responsibilities and that the project is on track to satisfy the steps and recommendations outlined by the arborist. For example, advanced planning will be needed to ensure that certain works, such as site supervision checkpoints, are coordinated.

23. Coordination for the provision of new street trees or any proposed City owned tree removals adjacent to the development site, where applicable.

Note to Applicant: New street trees to be shown and confirmed on the development permit plans. Contact Eileen Curran, Streets Engineering (604.871.6131) to confirm tree planting locations and Park Board (604.257.8587) for tree species selection and planting requirements. Provide a notation on the plan as follows: *"Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6 cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches in. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion"*.

24. Provision of high efficiency irrigation for all planted areas and hose bibs for all patios and common areas greater than 100 sq. ft.

Note to Applicant: On the plan, illustrate irrigation connection points and hose bib symbols accurately and provide a highlighted note to verify the irrigation is to be designed and constructed. Hose bibs are requested to encourage patio gardening and hand watering on private patio and amenity decks.

- 25. Provision of enlarged detailed elevations for all vertical landscape structures and features (i.e. green walls, trellis).
- 26. Provision of an outdoor lighting plan.

Crime Prevention through Environmental Design (CPTED)

- 27. Design development to respond to CPTED principles, having particular regard 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.

Note to Applicant: The applicant should consider adequate lighting along the sideyards especially at the entry-points to the parking-ramp and parking-stairs, the patios, and planted areas at the rear portion of the site.

Sustainability

- 28. All new buildings in the development will meet the requirements of the Green Buildings Policy for Rezoning (amended May 2, 2018), including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or alternate near zero emissions standard approved by the Director of Sustainability), or Low Emissions Green Buildings. The requirements for Low Emissions Green Buildings are summarized at <http://guidelines.vancouver.ca/G015.pdf>.

Note to Applicant: The applicant will be required to demonstrate that the development is on track to achieve the above requirements at each stage of permit. For more detail on the above requirements and what must be submitted at each stage, refer to the most recent bulletin Green Buildings Policy for Rezoning – Process and Requirements (amended April 28, 2017 or later).

Zero Waste

- 29. To minimize demolition waste from existing buildings on site, the following is required:
 - (a) Attempting to avoid demolition by relocating the buildings. The applicant must make all the existing buildings on site available for relocation. Communicating availability includes listing the buildings, for a minimum of 90 days, on sites or in publications that specialize in house relocations.
- 30. Should salvage by relocation not be possible and the buildings must be removed, the following is required:
 - (a) A salvage strip out must be done first, removing for reuse cabinets, appliances, fixtures, mechanical systems (furnace, hot water system, etc), doors. Any newer decking and fencing must also be salvaged.

- (b) Any buildings that are not already subject to the Green Demo Bylaw must achieve a minimum 75% recycling rate for the demo. Buildings subject to the Green Demo Bylaw must meet the bylaw requirements in place at time of demo permit application.

Engineering

- 31. Design development to improve access and design of bicycle parking and comply with the Bicycle Parking Design Supplement.
- 32. Provision of automatic door openers on the doors providing access to the bicycle storage rooms.
- 33. Design development to improve the parkade layout and access design and comply with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services, including the following:
 - (a) Provision of corner cuts for the circulation ramps for improved two way flow.

Note to Applicant: Refer to Bunt Report, Exhibits C.2, C.3 and C.5 that show the corner cuts required to achieve the two way flow;
 - (b) Provision of minimum 27 ft. width, if provided, for the future knock out panel to accommodate a corner cut for shared access to the neighbouring site. See drawing A2.02 shown on P2, East wall;
 - (c) Eliminate column encroachment from the west accessible parking space on P2. Column encroachments are not permitted in single module stalls; and
 - (d) Provision of 2.3 m (7' 6 ½") vertical clearance is required for access and maneuvering to all disability spaces. Overhead projections into disability spaces are not permitted.
- 34. Provision of a finalized Transportation Assessment and Management Study (TAMS), including updates to the parking, loading and bicycle parking Section 4, Site Plan Design Review.
- 35. Provision of the detailed Landscape Plan to the satisfaction of the General Manager of Engineering Services. All public realm treatments to the approval of the General Manager of Engineering Services.
 - (a) Provision of street trees where space permits adjacent. Final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. Tree species to the approval of the City Arborist. Street tree planting to include approved root barriers of rigid construction, 8 ft. long and 18" deep, centre on each street tree adjacent to the sidewalk and any off street bike facility;

- (b) Delete the first 4 proposed new street trees on Southeast Marine Drive from Kerr Street to the east; removal of the existing street tree in this area ("Tree A" in L2.2) will also be required to accommodate the new transit stop on Marine Drive. Transit stop to be located approximately 18.4 m east of new crosswalk;
- (c) Remove dry river bed from street Right of Way as indicated in note on L2.2.
- (d) All planting on street Rights of Way shall be maintained by the adjacent property owner.
- (e) No permanent irrigation system shall be installed in the street Right of Way.
- (f) All plant material within the street Right of Way shall not exceed 1 m in height, measured from the sidewalk.
- (g) Plants shall be planted in such a way as to not encroach on the sidewalk, street, lane, and/or bike lane. Provide minimum 45 cm buffer of low groundcover in planting beds adjacent to sidewalks.

Note to Applicant: Refer to City of Vancouver Boulevard Gardening Guidelines for more information on boulevard planting.

- (h) Delete the portions of steps and planter shown encroaching over the proposed south property line on page A2.02.
 - (i) Please place the following statement on the landscape plan: *"This plan is "NOT FOR CONSTRUCTION" and 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 Engineering, Development Services and/or your Engineering, Building Site Inspector for details."*
36. Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.
37. The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation & construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.
38. Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site. Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. Detailed confirmations of these commitments will be sought at the building permit stage with final design achievements certified and confirmed with survey and photographic evidence of

removals and protection of adjacent utilities prior to building occupancy. Provision of written acknowledgement of this condition is required. Please contact Engineering Services for details.

39. Parking, loading and bicycle spaces must be provided and maintained in accordance with the requirements of the Vancouver Parking By-Law.
40. The following information is required for drawing submission at the Development Permit stage to facilitate a complete Transportation review:
 - (a) A complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided.
 - (b) All types of parking and loading spaces individually numbered, and labelled on the drawings.
 - (c) Dimension of column encroachments into parking stalls.
 - (d) Dimensions for typical parking spaces.
 - (e) Dimensions of additional setbacks for parking spaces due to columns and walls
 - (f) Dimensions of manoeuvre aisles and the drive aisles at the parkade entrance and all gates.
 - (g) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates. These clearances must consider mechanical projections and built obstructions.
 - (h) Areas of minimum vertical clearances labelled on parking levels.
 - (i) Design elevations on both sides of the ramps and drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances. The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings.
 - (j) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable.
 - (k) Existing street furniture including bus stops, benches etc. to be shown on plans.
 - (l) The location of all poles and guy wires to be shown on the site plan.
 - (m) Consideration of an on-site solid waste staging area for efficient solid waste pick-up.

Green Infrastructure

Staff note that the City of Vancouver 2014 and 2100 IDF curves must be used to estimate flow. The pre-development flow estimate shall utilize the 2014 IDF curves, whereas the post-development estimate shall utilize the 2100 IDF curves to account for climate change.

The following information is required in order to fully assess the proposals:

41. Submission requirements for development permit stage must include the following elements:
 - (a) The proposed site plan that delineates the pervious/impervious areas is to include details on the appropriate distribution of roof and paving flows onto the landscape areas;
 - (b) Provide detail designs for the infiltration planting zones. This is to include cross sections showing soil profiles and ponding depths, together with specification for the growing medium;
 - (c) Provide details on how rainfall in excess of 48mm will be conveyed safely to the City's storm system;
 - (d) Maintenance and operation guide for the rainwater management system that will be provided to the eventual owner or party responsible for maintenance.
42. The applicant should also note the following:
 - (a) The post-development site plan (AE14-801) does not match the submitted landscape plan (L3.2 and L3.3). The areas for the infiltration zones therefore differ. All plans must match in order for Staff to evaluate the Rainwater Management Plan.
 - (b) The architectural cross sections show steep slopes to the west, east and to some degree to the north of the development. Staff are concerned about runoff and erosion resulting from large quantities of runoff being directed to these sloped areas. For these sloped areas to be considered part of the infiltrating zones they will need to be terraced.
 - (c) The success and long-term viability of the absorbent landscape on slab to filter runoff will in depend upon the soil specification used, plant palate, the effective dispersal of roof runoff to the landscaped areas, and collection system. Coordinate with the Landscape Architect to select appropriate plant species that are capable of thriving in such a wet/dry environment.
 - (d) Legal arrangements will be required to ensure on-going operations of rainwater management systems.

Neighbourhood Energy Utility

43. The proposed approach to site heating and cooling shall be provided prior to the issuance of any development permit, to the satisfaction of the General Manager of Engineering Services.
44. Design of the development must provide for district energy utility (DEU) compatibility and shall adhere to the following requirements, unless DEU connection is deemed to be unfeasible by the General Manager of Engineering Services:

- (a) The building(s) heating and domestic hot water system shall be designed to be easily connectable and compatible with a district energy system to supply all heating and domestic hot water requirements. Design provisions related to compatibility must be to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: Applicant will be required to provide confirmation that building mechanical design complies with the connectivity standards of the district energy utility provider.

PART 2: CONDITIONS OF BY-LAW ENACTMENT

THAT, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning, Urban Design and Sustainability and the General Manager of Engineering Services and the General Manager of Arts, Culture and Community Services, (or successors in function), as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

1. Subdivision of Lot B (Reference Plan 2950), Plan 7062, and lot C, Plan 7818, Both of Lot 3, Block A of Block 8, District Lot 330; and Strata Plan VR1369, District Lots 330 and 331 (after cancellation of the strata plan and dissolution of the strata corporation) to result in the:
 - (a) Creation of the northerly development site and the separate southerly parcel;
 - (b) Dedication of a 20 m wide extension of Pierview Crescent from the existing cul-de-sac to Kerr Street;
 - (c) Dedication of a 3 m x 3 m corner-cut truncation on the northeast corner of Kerr Street and Pierview Crescent for road purposes; and
 - (d) Dedication of a wedge-shaped portion adjacent to the north property line offset 7.2 m from the back of the existing City curb along Southeast Marine Drive.

The areas to be dedicated are to be free of all building structure, both above and below grade.
2. A subdivision plan and application to the Subdivision and Strata Group is required. For general information see the subdivision website at:
<http://vancouver.ca/home-property-development/apply-to-subdivide-or-join-properties.aspx>
3. Provision of a Statutory Right of Way (SRW) for public pedestrian use of an expanded sidewalk along Kerr Street, over the area of the site adjacent to the west property line, to give an overall distance of 7.9 m from the back of the existing City curb. The SRW is to be free of any encumbrance such as structure, stairs, door-swings and benches at-grade

but the SRW agreement will accommodate underground parking Levels P1 to P3 within the SRW area.

Note to Applicant: The SRW will be 1.2 m wide measured from the west property line along Kerr Street.

4. Provision of a building setback and a surface Statutory Right of Way (SRW) for public pedestrian use of a wedge shaped area at the northwest corner of the site. This wedge will measure 2.5 m along the new northern property line from the intersection of the western SRW line and the new northern property line and 10.0 m along the western SRW line from the intersection of the western SRW line and the new northern property line.

Note to Applicant: The SRW will be free of any encumbrance at grade such as structure, vents, stairs, planter walls, door swing, benches, chairs and tables, and bicycle parking. The SRW agreement will accommodate underground parking within the SRW area.

5. Provision of a building setback and a surface Statutory Right of Way (SRW) for public pedestrian use of a wedge shaped area at the northwest corner of the site. This wedge will measure 7.0 m along the new northern property line from the intersection of the western SRW line and the new northern property line and 4.0 m along the western SRW line from the intersection of the western SRW line and the new northern property line.

Note to Applicant: The SRW will be free of any encumbrance at grade such as structure, vents, stairs, planter walls, door swing, benches, chairs and tables, and bicycle parking. The SRW agreement will accommodate underground parking within the SRW area.

6. Provision of a Services Agreement to detail the on and off-site works and services necessary or incidental to the servicing of the site (collectively called “the services”) such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site will be issued until the security for the services provided.
 - (a) Provision of design and construction of an extension of Pierview Crescent from the existing cul-de-sac to Kerr Street, to the satisfaction of the General Manager of Engineering Services. Provision of funding towards construction and design costs, including, but not limited to, pavement, grading, curbs, gutters, sidewalks, boulevards, street trees, landscaping, line painting, signage, lighting, cycling infrastructure, and utility adjustments.
 - (b) Removal of existing driveway crossings on Southeast Marine Drive and Kerr Street and provision of new curb and gutter, sidewalk, asphalt bike lane and boulevard to replace the driveway crossings.
 - (c) Provision of street re-construction on Southeast Marine Drive adjacent to the site to generally include the following: a raised protected bike lane, a light broom finish saw cut concrete sidewalk, 3.0 m concrete bus passenger landing pad behind the curb, curb ramps, protected corner, and adjustment to all existing infrastructure to accommodate the proposed street improvements.

Note to Applicant: See "East Fraser Lands – Area 2 & Kerr Street Properties Design Guidelines." City to provide geometric design.

- (d) Provision of street improvements on Kerr Street adjacent to the site to generally include the following: a boulevard, a 2.14m light broom finish saw cut concrete sidewalk, curb ramps, removal of the existing driveway crossing and reconstruction of the curb, boulevards, bike lane, and sidewalk to current standards, and adjustment to all existing infrastructure to accommodate the proposed street improvements.

Note to Applicant: City to provide a geometric design.

- (e) Provision for the installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.
- (f) Provision of upgraded street lighting (roadway and sidewalk) adjacent to the site to current COV standards and IESNA recommendation.
- (g) Provision of new or replacement duct banks adjacent the development site that meet current City standards. Duct banks are to consist of electrical and communication ducts sized to meet City needs in a configuration acceptable by the General Manager of Engineering Services and in conformance with applicable electrical codes and regulations. A detailed design will be required prior to the start of any associated street work.

Note to Applicant: As-constructed documentation will be required that includes photographic and measured evidence of the installed number of conduits, their final locations and depths.

- (h) Provision of the design and construction of the following:
 - i. Extend at least 65 m of 200 mm sanitary and 375 mm storm mains in Pierview Crescent from the existing manhole fronting 3150 Southeast Marine Drive to the front of the proposed development.

Development to be serviced to the proposed 200 mm sanitary sewer and 375 mm storm sewer to be built in Pierview Crescent.

The post-development 10-year flow rate discharged to the storm sewer shall be no greater than the 10-year pre-development flow rate. The pre-development estimate shall utilize the 2014 IDF curves, whereas the post-development estimate shall utilize the 2100 IDF curves to account for climate change.

Developer's Engineer to submit design brief, calculations and/or model, and design drawings to the City. Submittals to be reviewed and accepted by City Engineer.

- (i) Developer to submit a Hydrogeological Study to be reviewed and accepted by a City Engineer. The Study shall include a Groundwater Management Plan and an Impact Assessment, respectively, to demonstrate that no groundwater is to be discharged to the City's sewer network post construction, and that groundwater extraction/diversion shall have no significant negative impacts. The final Hydrogeological Study is required prior to rezoning enactment.

Note to Applicant: Hydrogeological Study to meet the requirements of the Groundwater Management Bulletin:

<https://vancouver.ca/docs/bulletins/Cambie%20Corridor%20Groundwater%20Bulletin.pdf> This bulletin applies to high risk areas of the City (including East Fraser Lands) in addition to the Cambie Corridor.

- (j) Provision of a water main in the new 20 m east-west dedication to continue Pierview Crescent from the existing cul-de-sac to the east towards Kerr Street. The new water main should connect the existing 2012 300 mm DICL water main on Pierview Crescent at the cul-de-sac to the existing 1991 600 mm main on Kerr Street.

Note to Applicant: Once the new water main has been constructed, arrangements shall be made to decommission the existing north-south 300 mm water main connection running through 3150 Southeast Marine Drive, connecting the main on Pierview Crescent to Southeast Marine Drive.

- 7. 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 not limited to System Vista, Vista switchgear, pad mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features.

In addition, there will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch.

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

- 8. Parking, loading and bicycle spaces must be provided and maintained in accordance with the requirements of the Vancouver Parking By-Law.

Neighbourhood Energy Utility

- 9. Enter into such agreements as the General Manager of Engineering Services, Director of Sustainability and the Director of Legal Services determine are necessary to secure connection to a City-designated low carbon district energy utility (DEU), if deemed to be feasible by the General Manager of Engineering Services.

Sustainability

10. For buildings containing 20 units or more, the applicant will enter into an agreement with the City, on terms and conditions acceptable to the Director of Sustainability and the Director of Legal Services, that requires the future owner of the building to report energy use data, on an aggregated basis, for the building as a whole and certain common areas and building systems. Such an agreement will further provide for the hiring of a qualified service provider to assist the building owner for a minimum of three years in collecting and submitting energy use data to the City.

Social Housing Parcel

11. Make arrangements to the satisfaction of the General Manager of Arts Culture and Community Services, the General Manager of Real Estate and Facilities Management and the Director of Legal Services for the delivery of a fee simple dirt site (the "South Parcel") comprised of approximately 1,220 sq. m (13,132 sq. ft.) of land, exact area to be confirmed through subdivision, for a purchase price of \$10.00. To secure this condition the applicant will enter into legal agreements with the City to secure, without limitation, the following requirements, all to be satisfied at no cost to the City:
 - (i) Subdivision to create the South Parcel, to the satisfaction of the Approving Officer;
 - (ii) Transfer of the South Parcel to the City for a purchase price of \$10.00, free and clear of any financial charges, liens and other encumbrances, which may be secured by the granting of an option to purchase in favour of the City;
 - (iii) Prior to transfer, the applicant will ensure the South Parcel is be serviced, cleared of any existing building or structures and roughly graded;
 - (iv) Applicant will ensure that the parcels meet Environmental Management Act requirements for residential land use prior to transfer of the South Parcel to City;
 - (v) The South Parcel to be allowed a buildable area of 1,210 sq. m (13,029 sq. ft.) under the CD-1 By-law; and
 - (vi) The South Parcel must be transferred to the City prior to issuance of an Occupancy Permit for any other portion of the Lands, including the north development site (the North Parcel).

Environmental Contamination

12. As applicable:
 - (a) Submit a site profile to Environmental Services (Environmental Protection);
 - (b) As required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into agreements deemed necessary to fulfill requirements of Section 571(B) of the Vancouver Charter; and
 - (c) If required by the Manager of Environmental Services and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site satisfactory to the Manager of Environmental Services, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until separate Certificates of

Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, are provided to the City.

Community Amenity Contribution

13. Pay to the City a Community Amenity Contribution of \$500,000, which the applicant has offered to the City, to be allocated to support delivery of the *East Fraser Lands: Public Amenity Financial Plan and Strategy*. Payment is to be made prior to enactment of the CD-1 By-law in the form of a bank draft, certified cheque or wire transfer, at no cost to the City and on terms and conditions satisfactory to the Director of Legal Services.

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

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

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

* * * * *

8420 Kerr Street and 3104-3130 Southeast Marine Drive
ADDITIONAL INFORMATION

1. URBAN DESIGN PANEL

The Urban Design Panel (UDP) reviewed this rezoning application on September 19, 2018. The application was supported with recommendations.

EVALUATION: Support with Recommendations

7. Introduction: Rezoning Planner, Karen Wong, described the project as a rezoning application located at the Southeast corner of Kerr Street and SE Marine Drive, in “Area 4” in the East Fraserlands Official Development Plan (ODP).

The site is zoned M1-B and consists of 3 lots. The total site area is 49,708 sq. ft., and it is a steeply sloped site with 30 ft grade change at east PL and 15ft on west PL. To the north is Everett Crowley Park [zoned RS-1]. To the east is Parcel 1, which is currently vacant, but is rezoned for affordable housing up to 6 storeys. To the south and west, there are 3 storey townhomes.

This application is being considered under the East Fraserlands ODP, which requires a max of 76,639sq ft. of floor area and the provision of at least 20% of the residential units available for affordable housing. The south portion of the site, across Pierview Crescent, will be dedicated to City to accommodate future affordable housing, to satisfy these criteria.

This application proposes a 7-storey residential building with a total of 83 market strata residential units with a total floor area of 63,611 sq. ft. and 2.7 FSR.

Development Planner, Danielle Wiley, noted that Area 4, where this parcel is located, does not have Design Guidelines, but massing diagrams for the parcel appear in Area 2 Guidelines. Staff is also using adjacent Area 2 parcels for guidance regarding urban form and fit.

EFL Guidelines: Recommended Form of Development:

8. 4- to 6-storey bar building along SE Marine. The objective is to create consistent streetwall with 4 storey building to the east, then step up to the street corner;
9. Stepped massing (north to south) to maintain 6-storey height as viewed from south;
10. 2-storey townhouses along Pierview Crescent;
11. Complete Pierview Crescent by extending it through to Kerr St;
12. Dedications on SE Marine Drive and SW corner for enhanced public realm, including a bike lane on SE Marine drive.

Proposed Form of Development:

The proposed massing is simpler than what is shown in the EFL guidelines, with less terracing: • 5-storeys are proposed on SE Marine (rather than 6), but the massing does not terrace down to south, so the building may be viewed as 8-storeys from Pierview Crescent; • At the east side of the building, the 5th storey is stepped back to create 4-storey shoulder, to better relate to neighbouring building; • 2-storey townhouses are located on Pierview Crescent, facing south; • Parking access is at the South-East side.

The north and south building elevations are very long, and require careful design consideration. The north elevation (facing SE Marine) is broken down with a wrapping soffit/fin element, the

4th-storey shoulder at the west side, and changes in cladding colour. The south elevation is broken down into 3 volumes, articulated by changes in cladding and wrapping soffits).

At the ground plane, the main entry is located on Pierview, with a secondary entry on SE Marine Drive, to give a sense of building identity and a “front door” on the major street. There is dedication and large setback on SE Marine, to accommodate a bike lane and landscaping. There are individual entries and patios for the townhouse units on Pierview Crescent, to animate the smaller-scaled street.

There is a large common amenity room on the 5th storey, with a contiguous outdoor terrace. All units have balconies, min 5ft. depth.

The FSR on this site is 2.7.

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

1. Is the overall height and massing supportable (noting that departure from the massing recommended in the EFL guidelines?)
 2. Are building elevations and detailed articulation of massing successful? (Note: Consider three street frontages.)
 3. Is the interface with the public realm and neighbouring property successful? And the design of the ground plane?
 4. Please comment on the architectural expression & materials, to assist the applicant in a future DP application. (Note: This is a rezoning application.)
- The planning team then took questions from the panel.

- **Applicant's Introductory Comments:**

The steep slope of the site is one of the biggest challenges of this project. The massing is intended to emphasize the corner on Kerr St, as a gateway to the neighbourhood. The long building elevations are addressed with changes in cladding profile and colour (dark grey on the east volume, and white for the majority of the building). Vertical elements assist in breaking down the massing.

The 7th floor amenity area has a dining area with covered seating and barbeques. There is a children's play area to the west and agricultural beds to the north. We have maximized balconies at 12% of floor area.

The EFL guidelines emphasize and enhanced pedestrian experience. Due to heavy traffic on SE Marine Drive, the landscape design strives to counter to the noise and fumes with tall, dense multilayered planting on the north side of the building. The north-east corner of the site (facing SE Marine) has a seating alcove to create a sense of space. The east side of the site has a steep 17 percent grade with an exposed parkade retaining wall; heavy planting helps anchor the building to the site. There are water features to celebrate the movement of the water to the river, and also serve as an additional storm water filtration system.

The applicant team then took questions from the panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**

Having reviewed the project it was moved by Ms. Venneri and seconded by Ms. Parsons and was the decision of the Urban Design Panel:

THAT the Panel SUPPORT the project with the following recommendations to be reviewed by City Staff:

- Further design development of townhouses at Pierview street to improve access and livability of the units;
- Further design development of the public realm especially along east and west elevations;
- Improve bicycle access routes.

- **Related Commentary:**

There was general support for the height and massing. Some panel members expressed concern about the massing as viewed from the south, as the building does not step to follow the slope. But most panel members noted that proposed "simplified" massing is calmer and lends itself better to sustainability goals. Overall, the panel stated their support for the rezoning but noted further design development will be needed for the next stage.

The North and South elevations were more successful than the East and West, due to the lack of stepping in the massing. The Marine Drive (north) elevation looks like a "rear" elevation; it should read as a façade. The roof appears heavy and over-powering. The raised corner (at the south-west corner of the roof) is not clearly expressed; it should be more prominent, or deleted. The townhouses are suitably located, but circulation needs to be reconsidered so that residents do not have to go outside from the parkade to access their units.

The building needs to be better anchored into the slope, through careful terracing, steps and landscape. Grading and pedestrian access should be friendlier and smoother. Take better advantage of the corner site, especially in the public realm design. The exit stair on the west side should be relocated. Marine Drive should be a heavily planted buffer; it is unlikely that the seating area will be used. The tall landscape walls that block the townhouses should be re-thought. The interface of the building to the public realm is tight and unsuccessful.

One panelist noted that the site is a great location for families, and urged the applicant to consider more 2 and 3 bedroom units.

The materials should be warmer. One panel member suggested using more horizontal/long profile siding. Attention should be paid to how materials and detailing can help to mitigate noise from SE Marine; in particular, the long balconies may amplify noise.

The location of the amenity room is appropriate with good solar exposure, but the children's play area should be expanded and relocated for better solar access.

Additional comments include: improving the biking experience from the ramp to encourage use' providing a minimum 6ft for patios and balconies; and using high-quality windows and envelope detailing for acoustics.

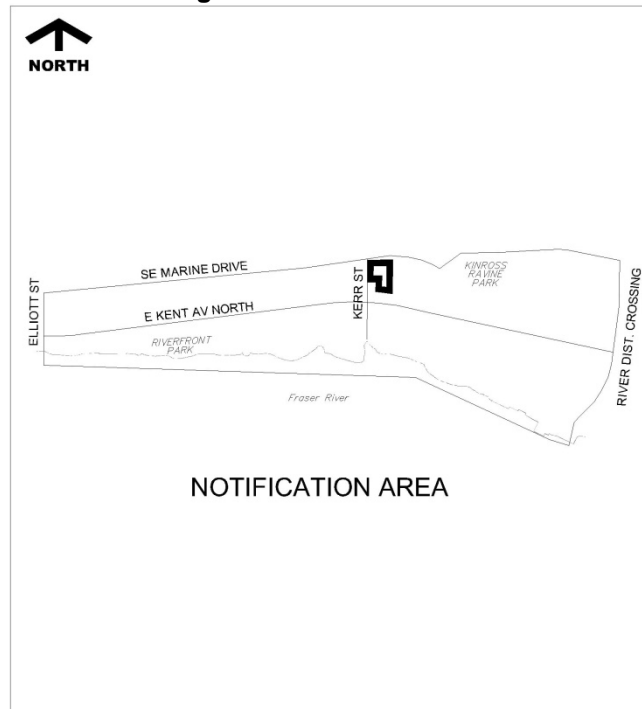
- **Applicant's Response:** The applicant team thanked the panel for their comments.

2. PUBLIC CONSULTATION SUMMARY

Public Notification

A rezoning information sign was installed on the site on July 23, 2018. A community open house was held on September 11, 2018. A total of 2,415 notifications were distributed within the neighbouring area on or about August 28, 2018. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps).

Figure 1: Notification Area



September 11, 2018 Community Open House

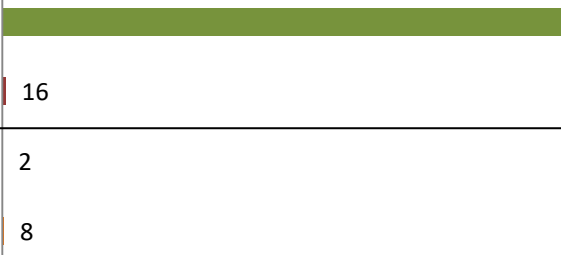
A community open house was held from 5:00-8:00 pm on September 11, 2018, at Fraser Lands Church, 3330 Southeast Marine Drive. Staff, the applicant team, and a total of approximately 16 people attended the Open House.

Public Response

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

- In response to the September 11, 2018 Open House, a total of two comment sheets were received from the public.
- A total of eight letters, e-mails, online comment forms, and other feedback were received from the public.

Figure 2 – Public Notification and Response

Total notifications	 2,415
Open House attendees	16
Open House comment sheets	2
Online/other feedback	8

* Note that all reported numbers above are approximate

Note:

Each comment form or online response can include a number of comments which may reference points in support, potential concerns and questions or neutral/general statements. Therefore, staff focus on qualitative theming of comments and overall percentages are not provided.

Some duplication of responses may result where respondents chose to provide feedback to a rezoning application more than once using a number of mediums (open house comment sheet, online feedback, form letter, petition, etc.).

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

Generally, comments of concern fell into the following areas:

- **Traffic Safety:** Respondents expressed concerns about the increase in neighbourhood traffic, resulting in noise and traffic safety issues due to the steep grade and low visibility at Kerr Street. Specifically, respondents cited that additional intersections can cause further congestion.
- **Parking Impacts:** Respondents voiced concerns about the lack of proposed parking units for the development, citing that existing residents already experience a shortage of parking. Reliance on the car is noted as necessary due to unreliable public transit services in the area.
- **Building Height and Density:** Respondents cited concerns for the increase in the proposed building height and density, with specific concerns about the obstruction of views.
- **Affordable Housing:** Respondents expressed concerns about the dedication of affordable housing in the southern portion of the site, citing that there are three other affordable housing sites within close proximity.
- **Safety and Space for Children and Families:** Respondents cited concerns about children's safety during construction and due to the increased traffic. The need for

dedicated daycare facilities and greenspace for children to play are important to respondents who have families.

The following miscellaneous comments were received from the public (note: these were topics that were not ranked as highly as above).

General comments of concern:

- The replacement of commercial spaces with residential buildings, resulting in the lack of retail and commercial services for the increase of residents.
- Tree removal and wildlife disturbance during and after development.
- Misrepresentation of the adjacent Marpole Spur area, owned by the Canadian Pacific Railway (CPR), with the proposed development on the Open House poster boards.

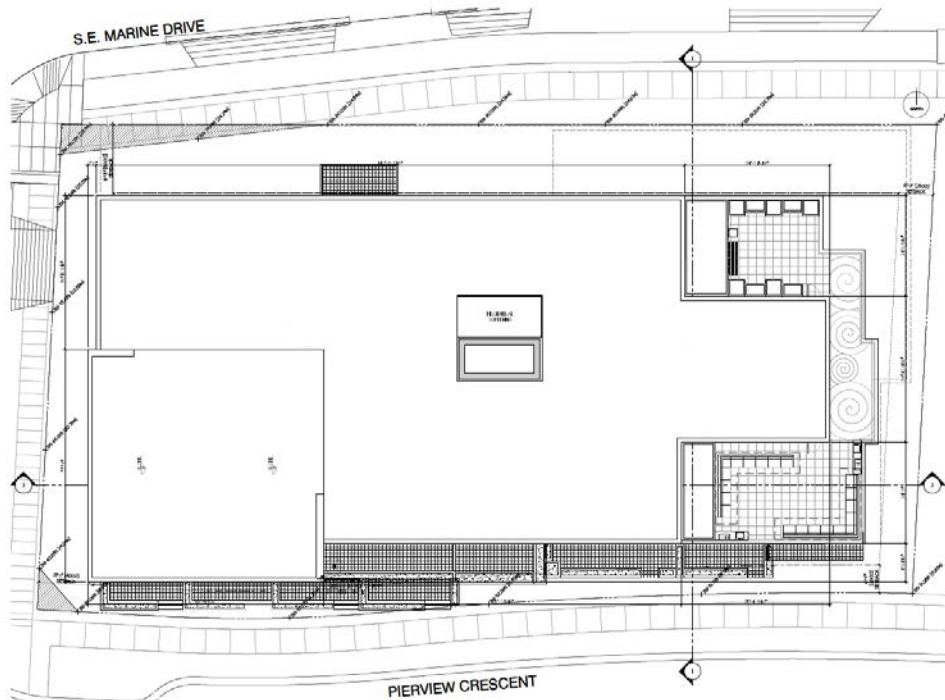
Neutral comments/suggestions/recommendations:

- Suggestion that community gardens should be considered on the empty lot while staff finalize the proposal.

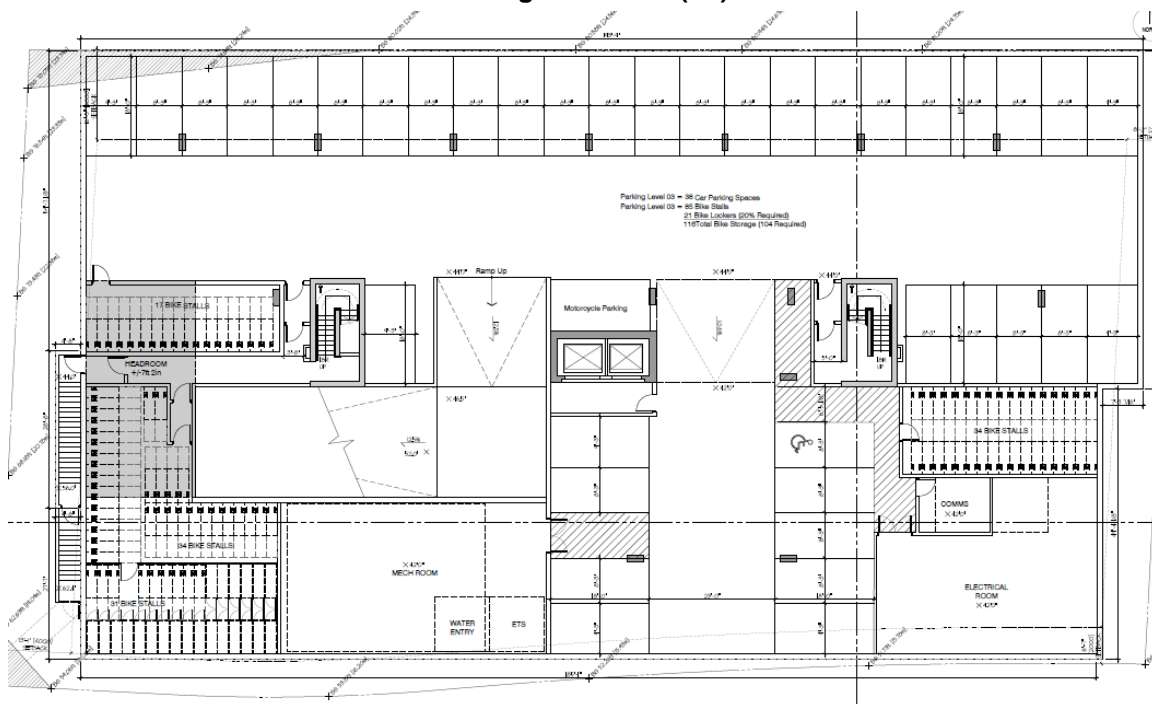
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8420 Kerr Street and 3104-3130 Southeast Marine Drive
FORM OF DEVELOPMENT DRAWINGS (the "North Parcel")

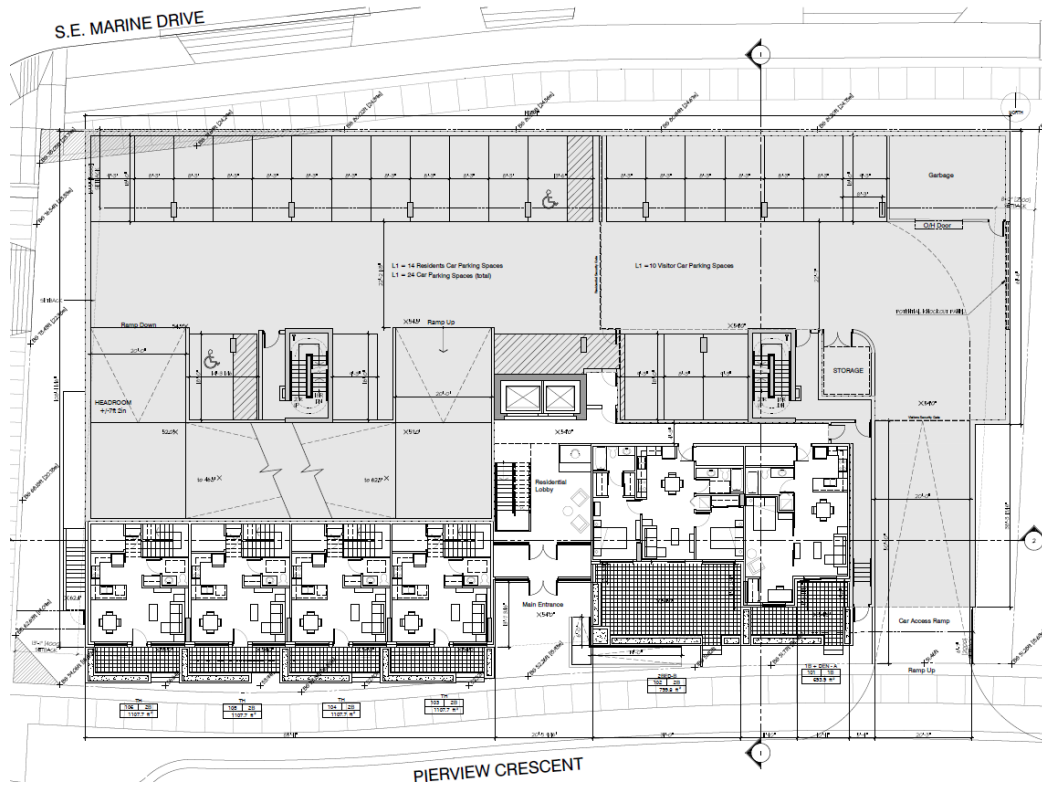
Site Plan



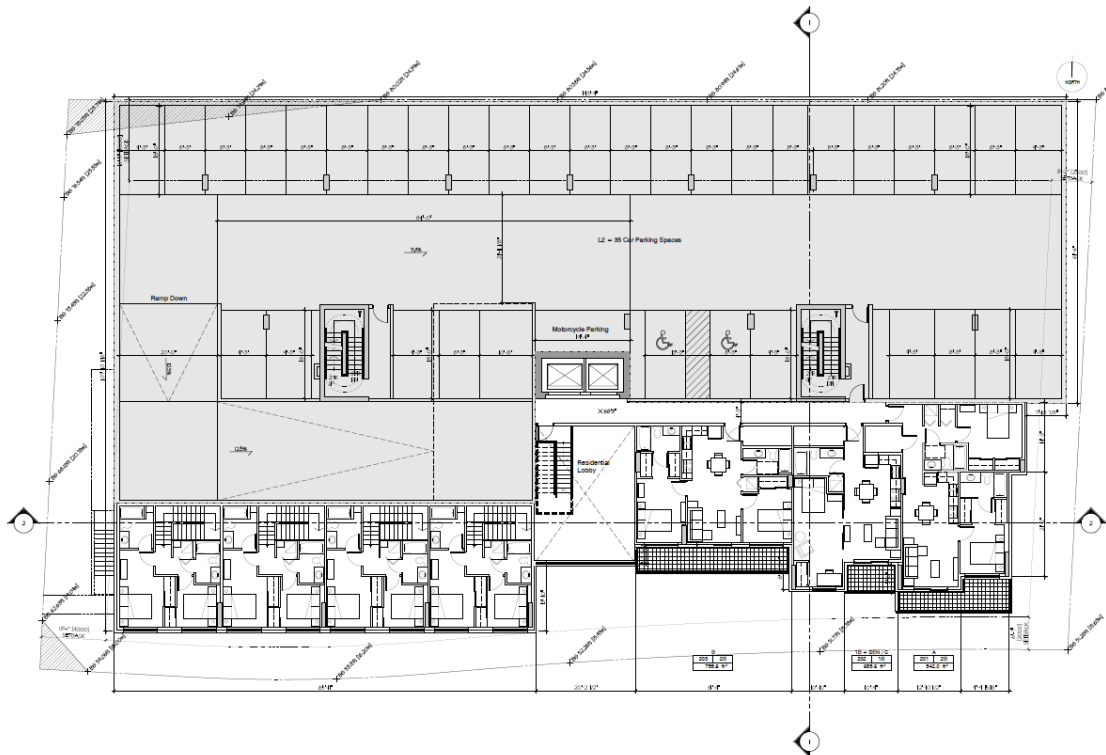
Parking Floor Plan (P3)



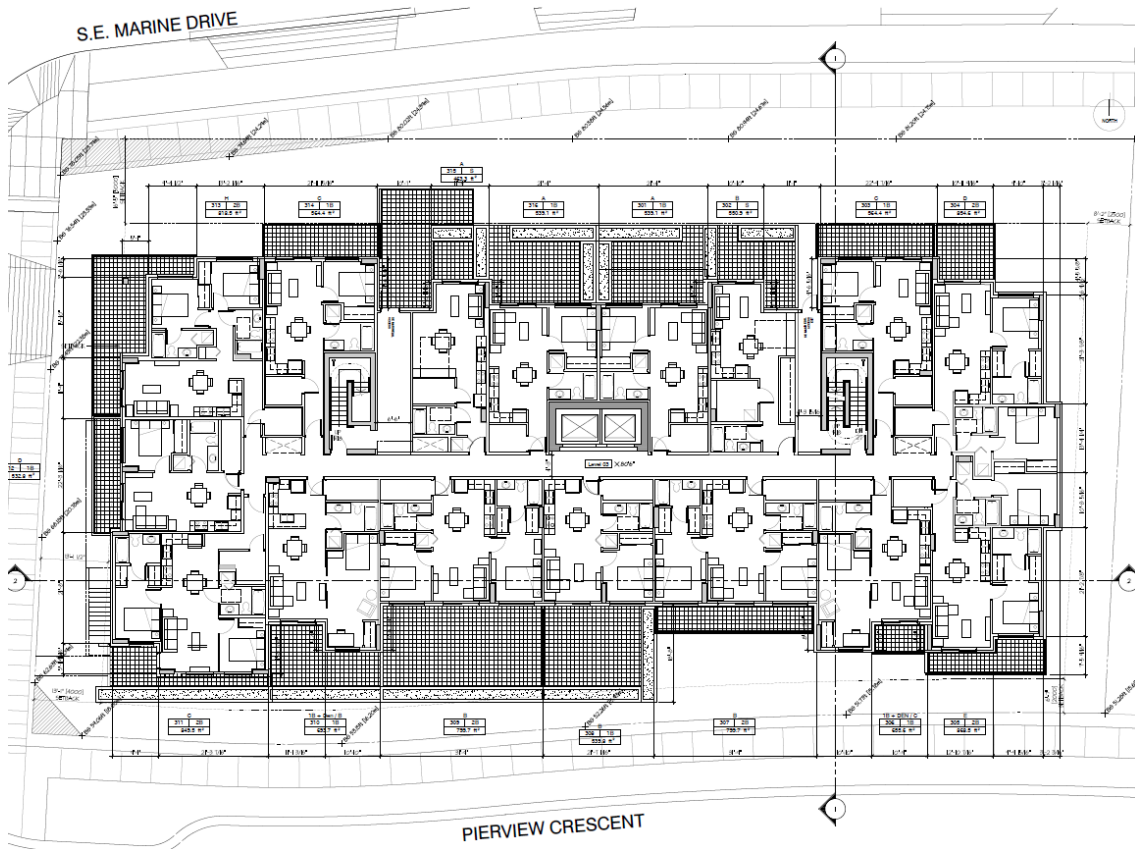
Parking Floor Plan (P2)



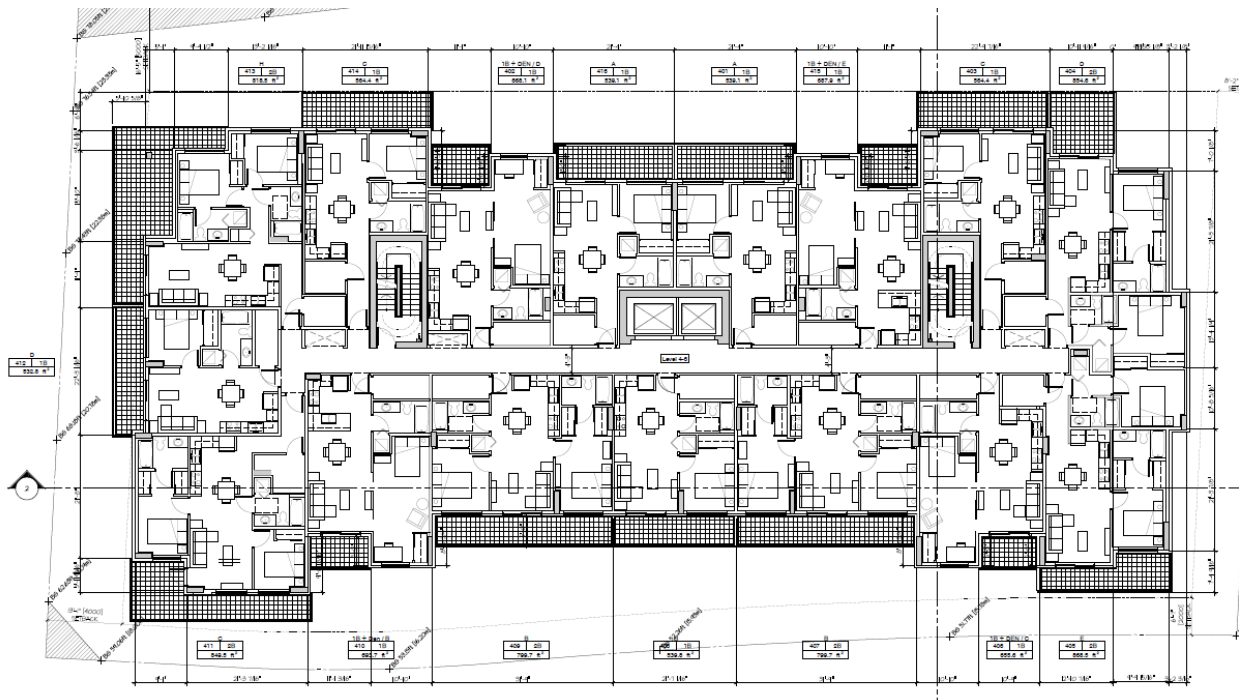
Parking Floor Plan (P1)



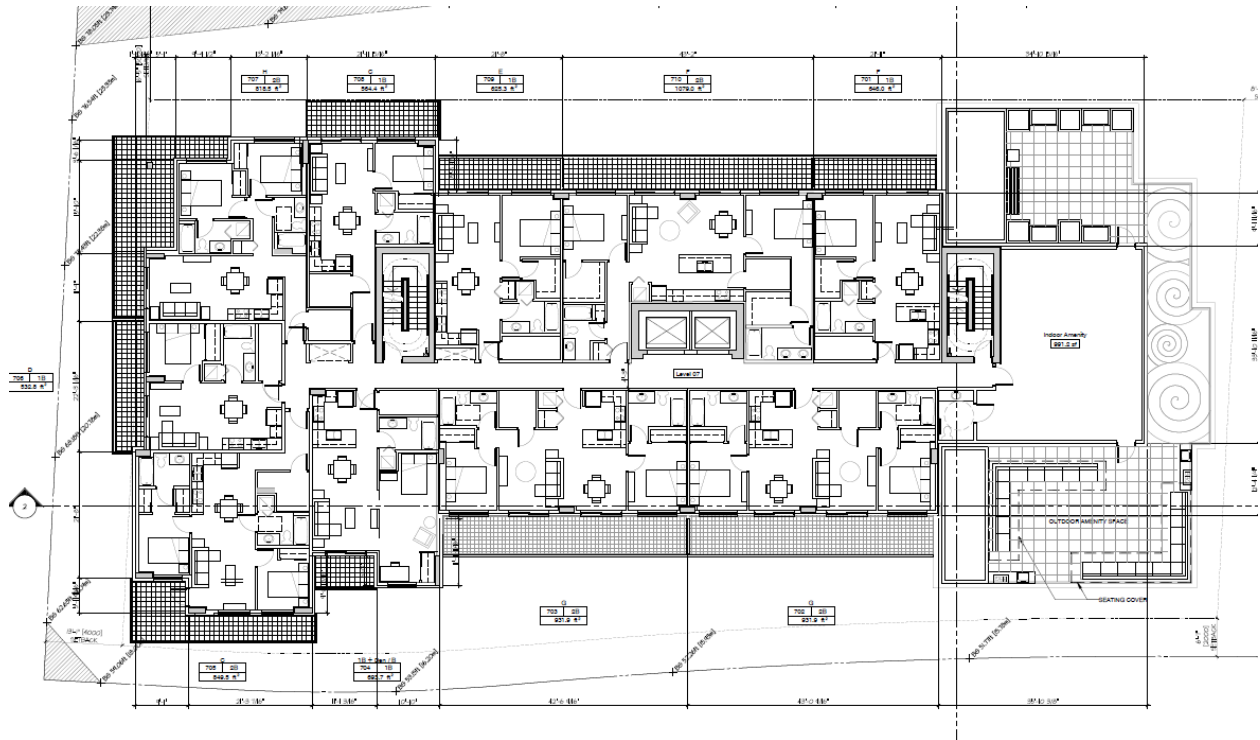
Floor Plan (Level 3)



Floor Plan (Levels 4-6)



Floor Plan (Level 7)



Elevation (North)



Elevation (East)



Elevation (South)



Shadow Study



MARCH 10AM



MARCH 12PM



MARCH 2PM



SEPTEMBER 10AM

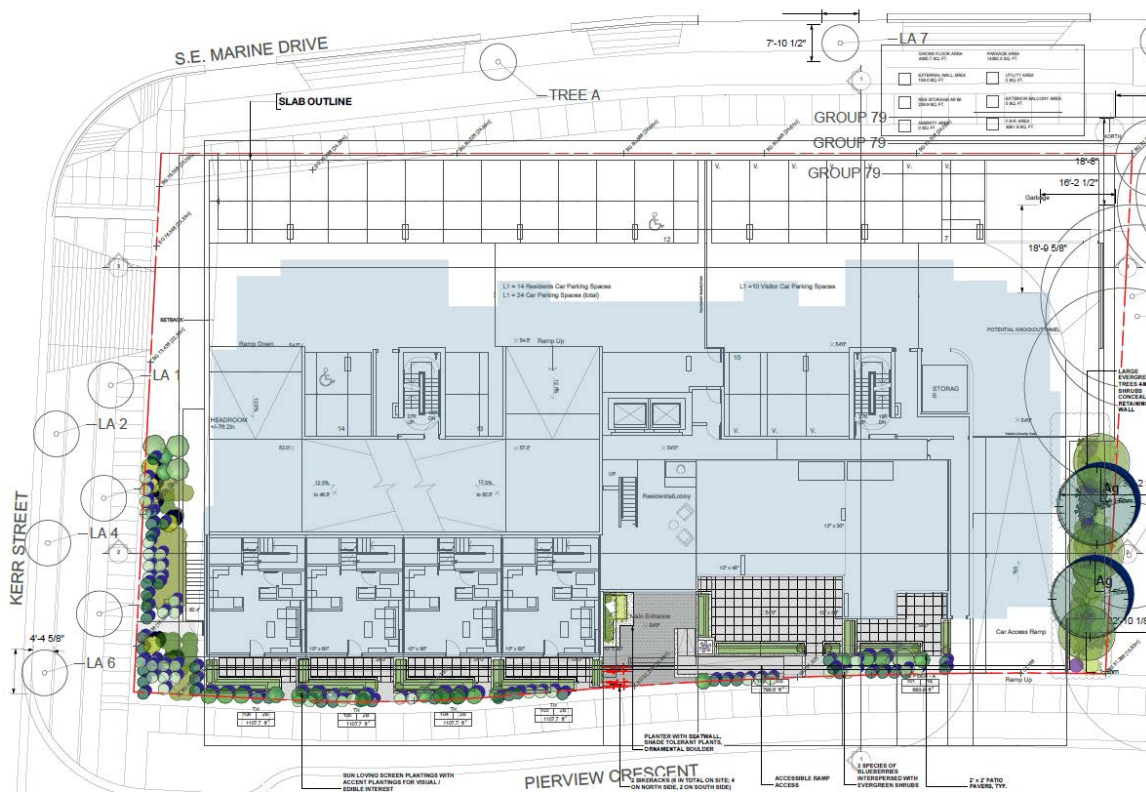


SEPTEMBER 12PM



SEPTEMBER 2PM

Landscape Plan (Level 1)

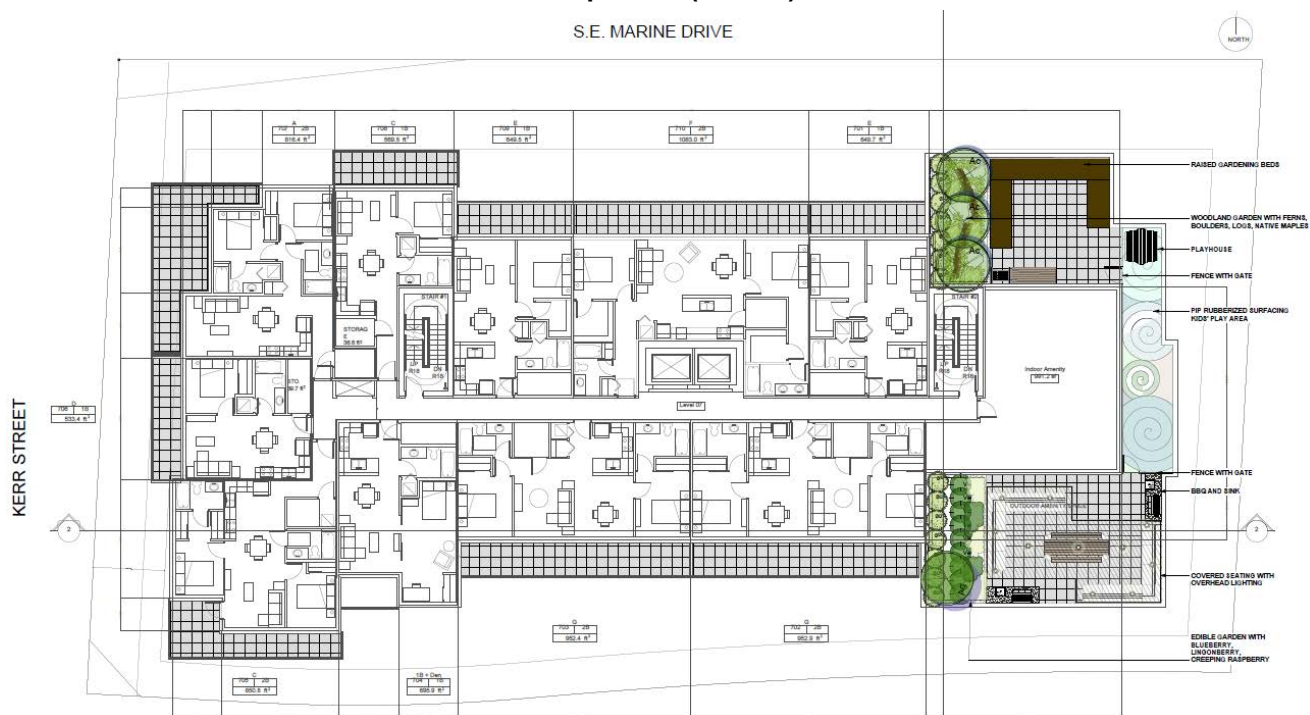


Landscape Plan (Level 3)



Landscape Plan (Level 7)

S.E. MARINE DRIVE



**8420 Kerr Street and 3104-3130 Southeast Marine Drive
PUBLIC BENEFITS SUMMARY**

Project Summary:

A seven-storey residential building containing 83 strata-titled units on the northern portion of the site and transfer of the southern portion of the site to the City in order to meet the social housing requirement of EFL ODP

Public Benefit Summary:

The project would generate DCLs and a CAC offering.

	Current Zoning	Proposed Zoning
Zoning District	M-1B	CD-1
Floor Area	6,934 sq. m (74,634 sq. ft.)	North Parcel 5,910 sq. m (63,609 sq. ft.) South Parcel 1,210 sq. m (13,029 sq. ft.)
Land Use	Industrial	Residential

Summary of Development Contributions Expected from North Parcel Under Proposed Zoning

City-wide DCL ¹	\$1,155,776
City-Wide Utilities DCL ¹	\$481,520
Community Amenity Contribution	\$500,000
TOTAL:	\$2,137,296

Other Benefits (non-quantified components):

- Transfer of the South Parcel to the City for social housing purposes.

¹ Based on rates in effect as of September 30, 2019; rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection, see the City's [DCL Bulletin](#) for details.

* * * * *

**8420 Kerr Street and 3104-3130 Southeast Marine Drive
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION**

PROPERTY INFORMATION

Street Address	Property Identifier (PID)	Legal Description
8420 Kerr Street and 3104 Southeast Marine Drive	006-539-131 006-539-157 006-539-181	Strata Lots 1, 2 and 3 Districts Lot 330 and 331 Strata Plan VR. 1369
3122 Southeast Marine Drive	010-745-378	Lot B (Reference Plan 2950) of Lot 3 Block A of Block 8 District Lot 330 Plan 7062
3130 Southeast Marine Drive	010-351-591	Lot C of Lot 3 Block A of Block 8 District Lot 330 Plan 7818

APPLICANT INFORMATION

Applicant/Developer	Gracorp Capital Advisors Ltd.
Property Owner	1096351 B.C. Ltd., Inc. No. BC1096351
Architect	DYS Architecture

DEVELOPMENT STATISTICS

	Permitted Under Existing Zoning	Proposed Development	Recommended
Zoning	M-1B	CD-1	
Site Area	4,623 sq. m (49,756 sq. ft.)	4,623 sq. m (49,756 sq. ft.)	
Uses	Industrial	Multiple Dwelling (Residential)	
Floor Area	6,927 sq. m (74,562 sq. ft.)	North Parcel: 5,910 sq. m (63,609 sq. ft.) South Parcel: 1,210 sq. m (13,029 sq. ft.)	
Maximum Height	12.2 m (40.0 ft.)	North Parcel: 24.9 m (81.7 ft.) / 7 storeys South Parcel: 14 m (45.9 ft.)	
Unit Mix	Industrial building and two vacant single-family dwellings	North Parcel: Studio 2 One-bedroom 45 Two-bedroom 36 Total 83 South Parcel: To be determined at Development Permit, but a minimum of 50% unit would be family housing	
Parking, Loading and Bicycle Spaces	As per Parking By-law	North Parcel: 91 Parking spaces 166 Class A Bicycle spaces 1 Class A Loading space (insufficient dimension) South Parcel: To be determined at Development Permit	North Parcel: 5 Class B Bicycle spaces Max 96 vertical & stacked Class A Bicycle spaces 1 Class A Loading space
Natural Assets Trees	On-site Trees 18 City Trees 9	On-site Trees Existing 12 Remove 12 New 36 Total 36 City Trees Existing 9 Remove 1 New 0 Total 8	