



REFERRAL REPORT

Report Date: October 5, 2021
Contact: Yardley McNeill
Contact No.: 604.873.7582
RTS No.: 14704
VanRIMS No.: 08-2000-20
Meeting Date: October 19, 2021

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: CD-1 Rezoning: 8460 Ash Street and 8495 Cambie Street

RECOMMENDATION TO REFER

THAT the rezoning application and plans, described below, be referred to Public Hearing together with the recommendations set out below and with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the conditions set out below;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary zoning by-laws, in accordance with the recommendations set out below, for consideration at the Public Hearing.

RECOMMENDATION FOR PUBLIC HEARING

A. THAT the application by Intracorp Ash Street Developments, Ltd. ("Intracorp"), on behalf of Ashley Mar Housing Co-operative, the registered owner, to rezone the lands located at:

- 8460 Ash Street [*Lots 3-10, Block 7, District Lot 311, Plan 18713; PIDs 007-118-295, 007-118-325, 007-118-368, 007-118-392, 007-118-457, 007-118-473, 007-118-511, and 007-118-546 respectively*]; and
- 8495 Cambie Street [*Lots 11-13, Block 7, District Lot 311, Plan 18713; PIDs 007-118-601, 007-118-635 and 007-118-651 respectively*];

from RT-2 (Residential) District to CD-1 (Comprehensive Development) District to increase the floor space ratio (FSR) from 0.75 to 8.26 and the building height from 9.2 m (30 ft.) to 103 m (338 ft.) to permit a mixed-use development with ground-floor commercial space, 125 social housing units, and 524 secured market rental units, be approved in principle;

FURTHER THAT the draft CD-1 By-law, prepared for the Public Hearing in accordance with Appendix A, be approved in principle;

FURTHER THAT the proposed form of development also be approved in principle, generally as prepared by Perkins+Will, received January 8, 2021, provided the Director of Planning may allow minor alterations to this form of development when approving the detailed scheme of development;

AND FURTHER THAT the above approvals be subject to the Conditions of Approval contained in Appendix B.

- B. THAT subject to approval in principle of the rezoning and the Housing Agreement described in Part 2 of Appendix B, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment prior to enactment of the CD-1 By-law, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and the General Manager of Planning, Urban Design and Sustainability.
- C. THAT subject to approval of the CD-1 By-law, the application to amend the Sign By-law to establish regulations for the new CD-1, generally as set out in Appendix C, be approved.
- D. THAT Recommendations A to C be adopted on the following conditions:
 - (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
 - (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
 - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

REPORT SUMMARY

This report evaluates an application to rezone 8460 Ash Street and 8495 Cambie Street from RT-2 (Residential) District to CD-1 (Comprehensive Development) District to permit a mixed-use development with 16-storey, 27-storey and 31-storey buildings, ground-floor commercial space, 125 social housing units (comprised of 54 replacement and 71 additional co-op units) and 524 secured market rental units, under the *Marpole Community Plan and Issues Report – Addressing Housing Priorities for the Ashley Mar Housing Cooperative Site and Other Social Housing and Inclusionary Housing Sites in the Marine Drive Station Area*. A maximum building height of 103 m (338 ft.), and an overall density of 8.26 FSR are proposed.

Staff have assessed the application and conclude that it meets the intent of the *Marpole Community Plan* and the above-referenced Issues Report. Staff support the application, subject to design development and other conditions outlined in Appendix B. Staff recommend that the application be referred to a Public Hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it in principle, subject to the Public Hearing, and subject to the conditions contained in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Previous Decisions:

- *Issues Report – Addressing Housing Priorities for the Ashley Mar Housing Cooperative Site and Other Social Housing and Inclusionary Housing Sites in the Marine Drive Station Area* (February 11, 2020)

Relevant Council Policies for this site include:

- *Marpole Community Plan* (2014)
- *Rezoning Policy for Sustainable Large Developments* (2010, last amended 2018)
- *Cambie Corridor Plan* (2018)
- *Cambie Corridor Public Realm Plan* (2018)
- *Housing Vancouver Strategy* (2017)
- *Family Room: Housing Mix Policy for Rezoning Projects* (2016)
- *High-Density Housing for Families with Children Guidelines* (1992)
- *Tenant Relocation and Protection Policy* (2015, last amended 2019)
- *Green Buildings Policy for Rezoning* (2010, last amended 2018)
- *Community Amenity Contributions – Through Rezoning* (1999, last amended 2021)
- *Vancouver Development Cost Levy By-law No. 9755*
- *Vancouver Utilities Development Cost Levy By-law No. 12183*
- *Urban Forest Strategy* (2014)
- *Community Benefit Agreement Policy* (2018)

REPORT

Background/Context

1. Site and Context

The subject site is approximately one block south of Southwest Marine Drive in Marpole, and is an L-shaped site bisected by a City-owned lane (see Figure 1). It is comprised of 11 parcels, with a frontage of 80 m (263 ft.) along Ash Street, 36 m (118 ft.) along Cambie Street, and has a site area of approximately 5,900 sq. m (63,510 sq. ft.). The site is currently zoned RT-2 (Residential) and houses the Ashley Mar Housing Cooperative, a residential social housing co-op that was incorporated in 1982. A rent roll provided by the Ashley Mar Co-op indicates that the housing charges for existing residents meet the City's definition of social housing.

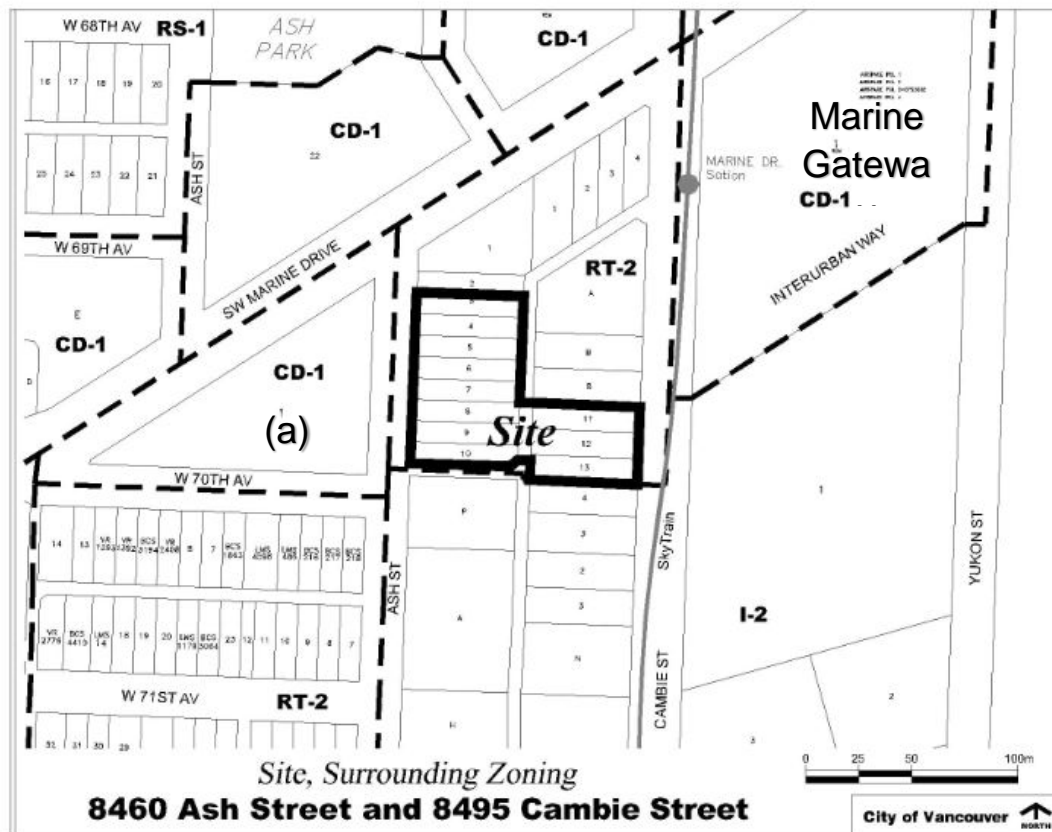
The site is located within a three-minute walk from Marine Drive Canada Line Station and adjacent bus loop. The area surrounding Marine Drive Station has seen significant changes in the last ten years as it transitions to a high-density, mixed-use transit-oriented community hub under the *Cambie Corridor Plan*. The highest developments in the area are located immediately

east of the station, with the tallest building at 35 storeys in height. Recent developments at the northeast and northwest corners of SW Marine Drive and Cambie Street range in height from 14 to 32 storeys, for mixed-use developments with strata-titled housing.

South and east of the site, properties are zoned I-2 (Industrial) which allows for light industrial and mixed employment developments. The site to the west across Ash Street, labelled as (a) on the map below, has an active rezoning application for a mixed-use development with two buildings at 28 and 32 storeys, and includes 573 secured market rental units with 20% of floor space allocated to below-market rental, ground-floor commercial space, and a private daycare facility.

The surrounding area is home to other social housing and cooperative developments, institutional uses, and seniors housing.

Figure 1: Location Map – Site and Surrounding Zoning



Neighbourhood Amenities – The following neighbourhood amenities are within walking distance of the subject site:

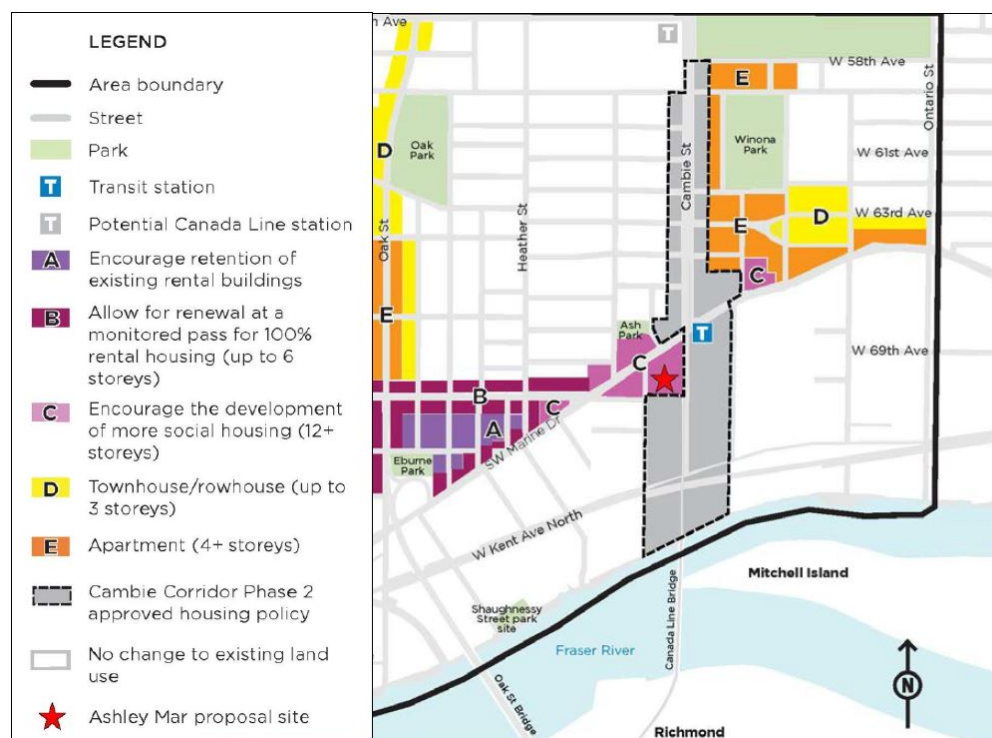
- Ash Park is one block to the north
- Marpole Oakridge Family Place is one block to the north
- Marine Gateway, with a mix of shops and services, is one block to the east

Local School Capacity – The site is located within the catchment area of Sir Wilfred Laurier Elementary School, a 23-minute walk to the north and Sir Winston Churchill Secondary School, a 25-minute walk to the north. According to the Vancouver School Board (VSB)'s *2020 Long Range Facilities Plan*, Sir Wilfred Laurier Elementary School will be operating above capacity in the coming years, with a capacity utilization at 117% by 2029 and Sir Winston Churchill Secondary School will be operating over capacity, with a capacity utilization at 102% by 2029. The VSB continues to monitor development and work with City staff to help plan for future growth.

2. Policy Context

Marpole Community Plan and Cambie Corridor Plan – The Ashley Mar site is within the boundary of the *Marpole Community Plan* (the “Marpole Plan”), adopted by Council in 2014. It also borders Phase 2 of the *Cambie Corridor Plan* (the “Cambie Plan”), adopted by Council in 2011. While the Marpole Plan provides direction for the Ashley Mar site located in the quadrant area southwest of Marine Drive Station, planning policy in the Cambie Plan provides built form guidance for the other three quadrants surrounding the Station. Figure 2 below notes the boundaries of the two planning policy areas.

Figure 2: Marine Landing neighbourhood



The high-density developments centred around Marine Drive Station have all been approved under the Cambie Plan, as part of the Marine Landing neighbourhood policy directions. The Cambie Plan anticipates that Marine Landing would evolve into a busy urban hub with a mix of retail, residential, and industrial uses. The Cambie Plan supports the provision of high-rise buildings ranging in height, clustered near the Canada Line Station and the intersection of SW Marine Drive and Cambie Street, with the tallest building (35 storeys) located at the station. Commercial uses at the base of the buildings are intended to activate a lively and walkable

public realm at the pedestrian level. The Cambie Plan also includes design guidelines addressing aspects such as public realm, built form, tower spacing and shadow management, and includes a public benefit strategy to deliver needed community amenities which support creating a highly livable experience for residents, workers and visitors.

The Marpole Plan recognizes the importance of replacement and increase of supply of affordable housing as well as new market housing for sites located in close proximity to the station and adjacent to Cambie Plan Phase 2 high-rise developments. For the Ashley Mar site, the Marpole Plan supports new development up to 12 storeys in height, atop a four-storey podium, with density determined through urban design performance. A mix of commercial uses on the ground floor with office uses on the second floor is encouraged for lots fronting Cambie Street.

The Marpole Plan's housing policies also provide directions for the Ashley Mar site and other nearby social housing and inclusionary sites. For the Ashley Mar site, and other sites with existing social housing, rezoning applications can be considered to renew and increase the stock of social housing, recognizing that projects can include a market housing component (rental or ownership) to assist with project funding. Where new development is proposed as enabled by the Marpole Plan, and social housing is included, modest increases in height and density can be considered to assist with project viability.

Issues Report – Addressing Housing Priorities for the Ashley Mar Housing Cooperative Site and Other Social Housing and Inclusionary Housing Sites in the Marine Drive Station Area – In July 2019, Intracorp (the proponents on behalf of the Ashley Mar Housing Cooperative), submitted a rezoning application to redevelop the site with social and rental housing that exceeded the height limits of the Marpole Plan, while prioritizing the delivery of affordable housing. The proposed heights were deemed to be more than the 'modest' increase as stated in the Marpole Plan, however staff recognized that the application presented an opportunity to renew and expand social housing at this site while securing a significant amount of rental housing and meeting multiple City housing objectives in close proximity to transit, shopping, and services. Given the affordable housing focus of the proposal, staff drafted an Issues Report to seek direction from Council on the merits of the proposal and whether to proceed.

In February 2020, Council approved the recommendations within the Issues Report and directed staff to receive the rezoning application. The Report identified a list of criteria to evaluate the Ashley Mar proposal, in addition to other future proposals on neighbouring sites identified for social or inclusionary housing. The criteria included housing tenure/affordability, pattern of development and building heights, shadow impacts, public realm improvements, public amenities, public consultation, and financial review. Sites eligible for consideration of additional height and density for the delivery of affordable housing were limited to those identified in the Marpole Plan for social housing renewal and expansion, labelled as "Area C", as shown in Figure 2 above.

Rezoning Policy for Sustainable Large Developments – In 2018, Council approved an updated Rezoning Policy for Sustainable Large Developments. The policy sets out criteria that large sites, defined as those larger than 8,000.0 sq. m (86,111 sq. ft.) or proposing more than 45,000 sq. m (484,375 sq. ft.) of new floor area, must address as part of a rezoning application. The policy requires defined plans or studies in eight different subject areas to demonstrate how the proposal will achieve the City's sustainability goals. With 48,747.3 sq. m (524,711 sq. ft.) of proposed floor area, this proposal must meet the Large Sites policy.

Housing Vancouver Strategy – The *Housing Vancouver Strategy* (2018-2027) and *3-Year Action Plan* (2018-2020) seek to shift the supply of new homes toward the right supply, with targets for new units along a continuum of housing types. The Housing Vancouver targets are based on the core goals of retaining diversity of incomes and households in the city, shifting housing production towards rental to meet the greatest need, and coordinating action with partners to deliver housing for the lowest income households. Overall, 72,000 new homes are targeted for the next 10 years, including 12,000 social, supportive and non-profit co-operative units and 20,000 purpose-built rental units. Nearly 50% of the new units will serve households earning less than \$80,000 per year, and 40% will be family-size units. This rezoning application, if approved, will contribute towards the targets for co-operative housing units, social housing units, purpose-built market rental units, and family units.

Development Cost Levy By-Laws – Under Section 3.1A of the Vancouver Development Cost Levy By-Law No. 9755 (the “**DCL By-law**”), projects that meet the by-laws’ definition of “for-profit affordable rental housing”, a term specifically used by the province in Section 523D(10.3)(a) of the Vancouver Charter, are eligible for a DCL waiver for the residential portion of the development. The DCL By-law establishes maximum unit sizes and maximum average rents by unit type for the project to be eligible for the waiver. Current rental rates and unit sizes are outlined in the Rental Incentives Program Bulletin and are updated on an annual basis.

Staff note that the term “for-profit affordable rental housing” as defined by the Vancouver Charter, and used in relation to the DCL By-law does not necessarily create rental units that are affordable to all Vancouver residents. The DCL waiver provides opportunities for the creation of a range of rental levels, in accordance with the housing continuum objectives of the *Housing Vancouver Strategy*.

Tenant Relocation and Protection Policy – The *Tenant Relocation and Protection Policy* (the “TRP Policy”) last amended June 2019 applies to this application. The TRP Policy is intended to protect tenants by mitigating the impacts of displacement resulting from redevelopment activity, while recognizing that some renewal is necessary to maintain the health of the overall rental stock. A Tenant Relocation Plan is required when tenants are displaced as a result of redevelopment or major renovation activity.

Strategic Analysis

1. Proposal

Since the original 2019 application submission, the proponents have submitted a revised application that includes additional height and density to accommodate additional market rental housing and an improved tree retention strategy as part of the proposal.

The application proposes to rezone the site from RT-2 (Residential) to CD-1 (Comprehensive Development) District to permit development of a mixed-use development for the renewal and expansion of the Ashley Mar Housing Cooperative, under the *Marpole Community Plan and Issues Report – Addressing Housing Priorities for the Ashley Mar Housing Cooperative Site and Other Social Housing and Inclusionary Housing Sites in the Marine Drive Station Area*. The proposed development includes two buildings of 16 and 27 storeys with a shared six-storey podium along Ash Street, and a single 31-storey building on Cambie Street, as noted in Figure 3. The 16-storey building (Ash Tower A), would contain one-for-one replacement of the existing 54 Ashley Mar Housing Cooperative units, along with an additional 71 units, for a total of 125 social housing units to be owned by the Ashley Mar Housing Cooperative. Ash Tower B, a

27-storey building, and the 31-storey Cambie Tower C, will contain a total of 524 secured market rental units. Commercial space will be provided at the base of Cambie Tower C.

A maximum height of 103 m (338 ft.) for Cambie Tower C, and an overall density of 8.26 FSR are proposed. Common indoor and outdoor amenity spaces are proposed on top of the podium and roofs of all three buildings, in addition to three levels of underground parking. A mid-block connection on the south side of the site is also proposed.

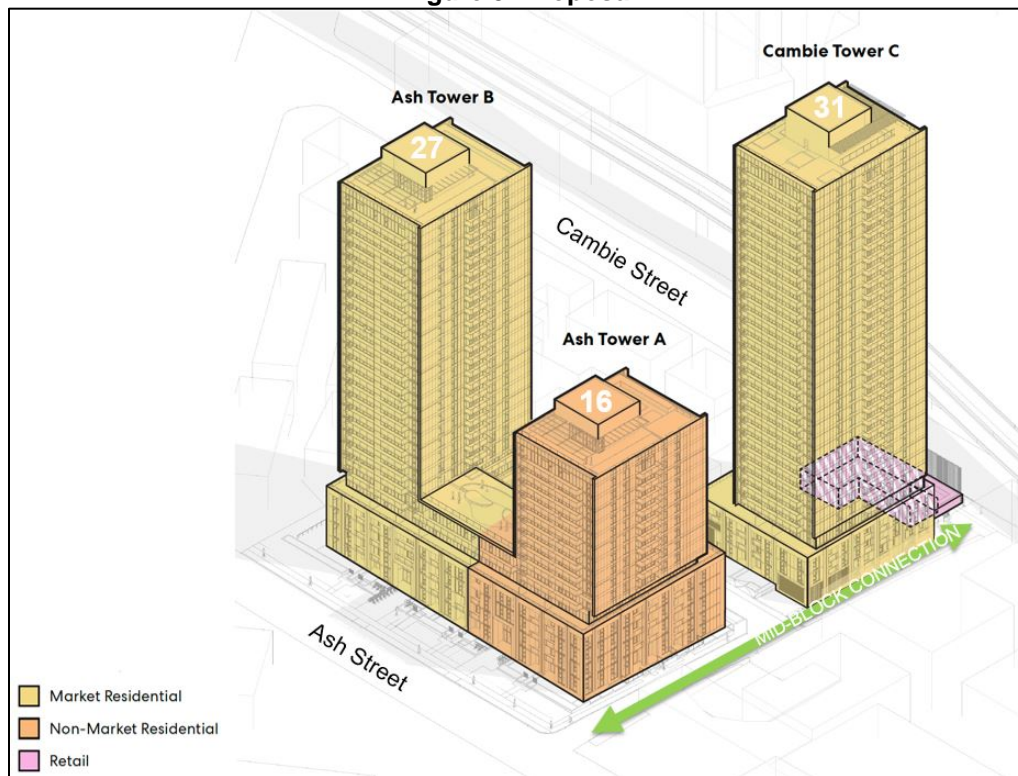
2. Land Use

The uses proposed in the application (ground-floor commercial space, social housing and secured market rental residential above) are consistent with the intent of the Plan.

3. Height, Density and Form of Development (refer to drawings in Appendix G, and project statistics in Appendix K)

The *Marpole Community Plan* and *Cambie Corridor Plan* provide directions for redevelopment in the Marine Landing neighbourhood. Staff are in the process of developing guidelines specific to this neighbourhood to support the provision of social housing and employment space in the area. In assessing urban design performance, staff took into consideration the built form and public realm guidance within both Plans, the Ashley Mar Issues Report, and draft *Marine Landing Guidelines*.

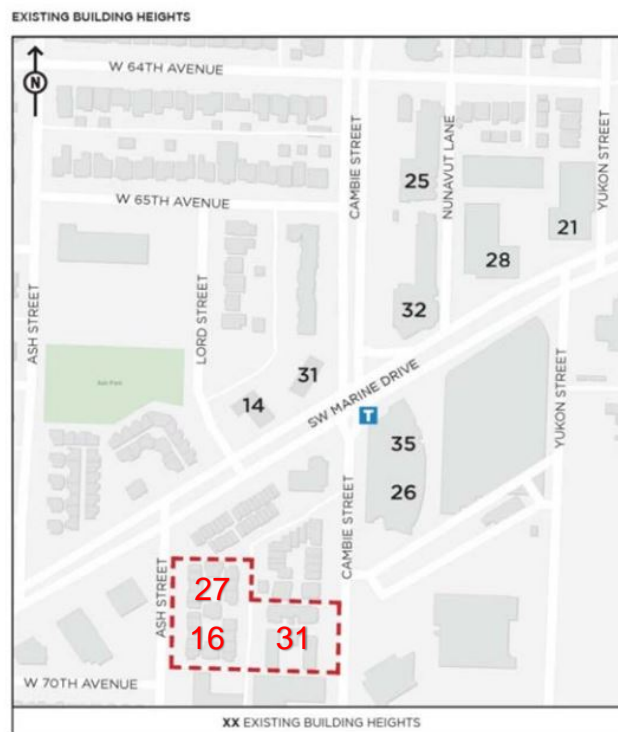
Height – The proposal is located at a highly visible and important gateway into Vancouver. The prominence of the Marine Gateway tower and the pattern of descending tower heights is maintained as a key urban design concept for the area, as per the *Marpole Community Plan* and *Cambie Corridor Plan*. This concept is further reinforced in the draft *Marine Landing Guidelines*. The proposal includes three residential buildings varying in height with the tallest tower located along Cambie Street at 31 storeys and 103 m (338 ft.). This height is approximately 7.0 m (23 ft.) lower than the 35-storey Marine Gateway building. The heights of the other two buildings located on Ash Street descend down to 27 storeys and 16 storeys (see Figures 4 and 5). The taller buildings of this proposal reinforce the gateway character of Marine Landing and provide a balanced height profile with existing taller buildings in the area. Staff have included design conditions for refinements to the south elevations and the tops of the towers to further contribute to the local gateway identity. The proposed heights are supported, subject to the design development conditions in Appendix B.

Figure 3: Proposal

Density – The Marpole Plan anticipates a density that is site-specific and varies with urban design performance. This rezoning proposes an overall FSR of 8.26. The density is consistent with taller mixed-use and residential towers above a podium. Staff conclude that the floor area is appropriate for the site, subject to conditions in Appendix B.

Shadow Impact – It is recognized that the taller towers at the Ashley Mar site will have some incremental shadow impacts on properties and sidewalks to the north and on public spaces around the SkyTrain station during afternoon hours. A key consideration outlined in the draft *Marine Landing Guidelines* is to ensure that taller towers result in no additional shadow impacts on Ash Park during the Spring and Fall equinoxes, and the proposal complies with this direction. The additional incremental shadow impact on public space was assessed by staff and deemed to be acceptable, on balance, given the additional market rental and social housing delivered through this rezoning.

Tower Separation – Tower separation of 24.3 m (80 ft.) is generally recommended for high density residential neighbourhoods throughout the city. The tower separation allows for sunlight access between buildings, a standard of livability and privacy for residents, and a general sense of space between towers. The location of the proposed towers meets and in some places exceeds the expectations for 24.3 m (80 ft.) tower separation to existing and future anticipated towers.

Figure 4: View Looking North from the Canada Line Guideway**Figure 5: Ashley Mar site (red outline) with proposed building heights (red), and existing building heights (black), in storeys**

Floor Plates – The Marpole Plan recommends a maximum 603.8 sq. m (6,500 sq. ft.) floor plate to ensure compact, efficient floor plates with slender tower profiles to reduce bulk and shadowing and emphasize verticality. The proposal was revised from the original submission to reduce the depth of the towers from approximately 34.1 m (112 ft.) to approximately 28.3 m (93 ft.), with a floor plate size at the recommended maximum. Combined with architectural

treatments, this reduces the overall appearance of bulk and provides a more slender profile when viewed from the south, as illustrated in Figure 4. Design development conditions in Appendix B seek to further sculpt the rooflines and contribute to the overall skyline and local gateway identity, particularly when viewed traveling north on the Canada Line.

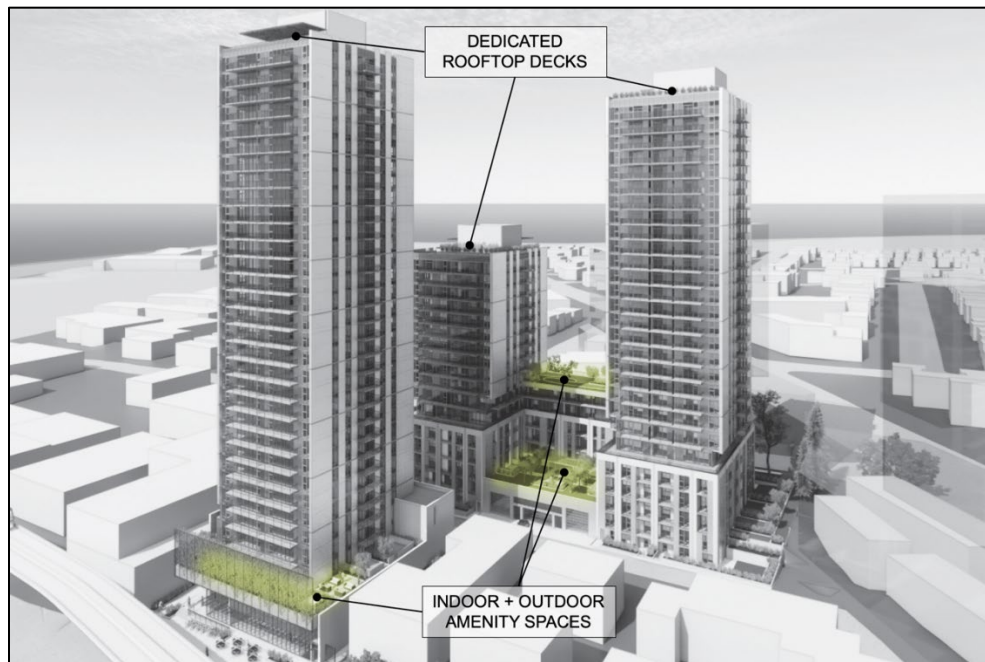
Podiums and Street Walls – The Marpole Plan recommends towers in this location be located atop a continuous four storey podium intended to frame the streets and ensure pedestrian comfort. While the proposed podiums are six-storeys, they respond to the Plan through strong four-storey street walls with upper level setbacks (see Figure 6). Architectural framing elements and inset balconies strengthen the expression of the four-storey street walls and add visual interest. The podiums include ground-oriented townhouse units fronting Ash Street and commercial space along Cambie Street to activate the site edges and to provide pedestrian interest.

Figure 6: Bird's Eye View Looking Northeast



Amenities and Livability – Several common indoor and outdoor private amenity spaces are proposed throughout the project, indicated in Figure 7. A central courtyard and podium roof decks including children's play space are to be shared between both market rental and social housing residents, with adjacent dedicated indoor amenity spaces located in each building. The Cambie Street tower includes indoor and outdoor amenity proposed on level two. In addition, the rooftops of all three towers are proposed as dedicated common outdoor amenity spaces.

Privacy and noise attenuation screening is proposed along the guideway to be treated with climbing plants. All units, including the co-op units, will be provided with full balconies, to improve light and air circulation and enhance overall livability. Urban design and landscape conditions to further improve livability for residents are included in Appendix B.

Figure 7: View Looking Southwest Highlighting Proposed Common Amenity Spaces

Landscape and Public Realm – The *Cambie Corridor Public Realm Plan* provides guidance for Marine Landing. The vision for the neighbourhood is a vibrant, walkable, high-density urban area with a focus on connections to the Fraser River. This vision is further reinforced in the draft *Marine Landing Guidelines*. Ash Street and Cambie Street are identified as a Park Connector Streets linking pedestrians to Ash Park and open spaces further north. To reinforce this character, the proposal incorporates retention of several large mature trees along Ash Street. A setback is provided for the underground parkade to accommodate future rainwater infiltration infrastructure within the street right-of-way. Cambie Street is also identified as a Complete Street and will meet the requirements of these street types with new street trees, wider sidewalks, and a dedication for future cycle infrastructure.

An east-west pedestrian pathway or Secondary Active Link is required under the Cambie Corridor Public Realm Plan to connect Cambie Street to Ash Street and 70th Avenue, and facilitate connections from the station into the neighbourhood. A 4.66 m (15 ft.) statutory right-of-way (SRW) will be provided along the south property line of the site to implement the first half of the pedestrian pathway, while the second half will be required on future development on the adjacent property to the south. Public realm improvements, including a more open, welcoming and public expression of the midblock connection are outlined in Appendix B, in addition to further design development for both street frontages to enhance the landscape treatments and public realm interface, and to achieve a greater sense of safety and animation.

Urban Design Panel – The rezoning application was reviewed by the Urban Design Panel on March 3, 2021 and received unanimous support with recommendations (see Appendix F). The Panel recommended additional design development to provide variation to the three tower forms and to enhance the public realm interface, particularly along the Secondary Active Link. Staff have included conditions of approval to address the commentary of the Urban Design Panel.

Staff have evaluated the overall proposed form of development, and reviewed the recommendations of the Urban Design Panel, and conclude that the proposal meets key urban design objectives and the intent of the Marpole and Cambie Plans, as well as the Issues Report. Staff support the form of development, subject to the conditions outlined in Appendix B.

4. Housing

A key *Housing Vancouver Strategy* objective is to retain and renew existing social, non-market, and co-op housing, while identifying opportunities to increase social and co-op housing supply through redevelopment. This application, if approved, would add 125 social housing units (54 replacement and 71 new), and 524 secured market rental units to the City's inventory, which would contribute to the targets set out in the *Housing Vancouver Strategy* (see Figures 8 and 9.)

Figure 8: Progress Towards 10 Year *Housing Vancouver* Targets for Non-Market Housing as of June 30, 2021

Housing Type	10-Year Targets	Units Approved Towards Targets
Social, Supportive, and Co-op Housing Units	12,000	6,474 units (54% towards targets)

**Note that tracking progress towards 10-year Housing Vancouver targets began in 2017, figures include Temporary Modular Housing*

***Unit numbers exclude the units in this proposal, pending Council's approval of this application.*

Figure 9: Progress Towards 10-Year *Housing Vancouver* Targets for Purpose-Built Market and Below-Market Rental Housing as of June 30, 2021

Housing Type	Category	10-Year Targets	Units Approved Towards Targets
Purpose-Built Market Rental Housing Units	Market Rental	16,000	6,305
	Developer-Owned Below Market Rental	4,000	581
	Total	20,000	6,886

**Note that tracking progress towards 10-year Housing Vancouver targets began in 2017*

***Unit numbers exclude the units in this proposal, pending Council's approval of this application*

Additionally, this application, if approved, would provide:

- New secure affordable homes near a frequent transit route
- Community-orientated housing and amenity spaces to meet the needs of the residents
- Increased housing options along the housing continuum for this area
- Opportunities for existing seniors and families with fixed and/or limited incomes, to remain in the area.

Social Housing (Co-op) Units

The Ashley Mar Housing Co-op is proposing to own and operate the new social housing building which includes the 54 replacement co-op units and an additional 71 social housing (co-op) units. The co-op was incorporated in 1982 following a bestowment of the site by the federal government, and is comprised of 54 two-storey wood-framed townhouses constructed in 1983. A rent roll submitted by Ashley Mar Co-op indicates that the housing charges of existing residents meet the City's definition of social housing.

Through the application review process, staff have worked with the applicant team to better understand the current needs and future operation of the co-op. A Term Sheet was developed with the applicant (see Appendix E), including details related to affordability, assessing housing charges, building maintenance and operation, operating surplus, occupant selection process, occupancy guidelines, and monitoring and compliance. The housing agreement conditions contained in Appendix B will incorporate the terms outlined in the Term Sheet to ensure the co-op is operating in accordance with the established terms and meets the affordability targets of the project.

Affordability – The City's requirement for social housing proposals is to include a minimum of 30% of units as affordable to households with incomes which fall under the BC Housing Income Limits ("HILs") levels and rented or permitted to occupy at rates not to exceed 30% of household income, while the remaining 70% can be up to market rental or housing charge levels. This proposal will exceed the affordability requirement for social housing with 85% of units rented to or permitted to be occupied by households with incomes which fall under HILs rented at rates not to exceed 30% of household income, and 15% of units rented or permitted to occupy at or below Middle Income Limits, as defined by BC Housing.

Unit Mix – The social housing units will include a variety of unit types from studio units to five-bedroom units, in order to meet the household needs of returning and new co-op members. The unit mix will include approximately 60% family units (75 units), including 45 two-bedroom units and 30 units with three or more bedrooms. This exceeds the policies in the Marpole Plan for social housing which target 50% family units with two or more bedrooms.

Security of Tenure – A Housing Agreement and Section 219 Covenant will secure the social housing (co-op) units proposed with this application as Social Housing for the longer of 60 years and the life of the building. The Housing Agreement will include restrictions which will prohibit the stratification, separate sale of individual units, and rentals or occupancy tenures for less than one month at a time.

Market Rental Units

The proposal includes 524 market rental units located in two residential towers.

Unit Mix – The *Family Room: Housing Mix Policy for Rezoning Projects* policy includes family housing requirements set at a minimum of 35%. These units are to be designed in accordance with the *High Density Housing for Families with Children Guidelines*.

The market rental component of the project provides for a broad cross-section of household types and would deliver 239 family units (45% of the overall market rental units), thereby meeting the family unit requirements for the market rental portion of the proposal. The complete unit mix is illustrated in Figure 10.

Vacancy Rates – Vancouver has exhibited historically low vacancy rates in the last 30 years. The vacancy rate based on the Canadian Mortgage and Housing Corporation (CMHC) Market Rental Survey in 2020 for the Marpole area was 1.1%. The purpose-built apartment vacancy rate was 2.8% in Vancouver. A vacancy rate of 3-5% is considered to be a balanced rental market.

Figure 10: Proposed Unit Mix - Market Rental

Unit Type	Unit Number
Studio	59 (11%)
One-bedroom	226 (43%)
Two-bedroom	233 (44%)
Three-bedroom	6 (1%)
Total	524

Waiver of DCLs – The applicant has requested and is eligible for a DCL waiver for the residential floor area of the market rental component of the project. To be eligible for the waiver, this project must meet the maximum average initial rental rates at the time the “prior-to” permit issuance letter related to the development permit is issued and unit size restrictions under the DCL By-law. These requirements form part of the Housing Agreement referred to in Appendix B. Figure 11 provides this project’s proposed initial rents, average rents in newer buildings in the westside of Vancouver, and the estimated monthly cost of home ownership. While DCL By-law maximum rents for the westside are higher for some unit types than average westside rents in newer buildings built since 2011, the DCL rents would be the maximum initial rents that can be charged in the proposed project. DCL By-law rents are representative of rents for brand new buildings, where setting the rates any lower could further impact project viability for rental projects. The proposed initial rents in this application are a lower and viable alternative to the cost of home ownership, particularly for larger units.

Figure 11: Proposed Rents for Market Rental Units¹, Market Rents in Newer Westside Buildings, and costs of Ownership

	Project Proposed Initial Market Rental Rents	DCL By-Law Maximum Averages – Westside ²	Average Market Rent in Newer Buildings – Westside ³	Monthly Costs of Ownership for Median-Priced Unit –Westside ⁴
Studio	\$1,818	\$1,818	\$1,832	\$2,857
1-bed	\$2,224	\$2,224	\$1,975	\$3,554
2-bed	\$2,912	\$2,912	\$2,804	\$5,355
3-bed	\$4,094	\$4,094	\$3,349	\$8,707

¹Proposed Market Rents and DCL By-Law Maximum Average rents are subject to change since they are established at the “prior-to” permit issuance letter stage during the Development Permit process

²For studio, 1-, 2-, and 3-bedroom units, the maximum DCL rents are the average rents for all residential units built since the year 2005 in the City of Vancouver as published by CMHC in the fall 2020 Rental Market Report plus 10%.

³Data from the October 2020 CMHC Rental Market Survey for buildings completed in the year 2011 or later on the Westside of Vancouver

⁴Based on the following assumptions: median of all BC Assessment sales prices in Vancouver Westside in 2020 by unit type, 10% down payment, 5% mortgage rate (in-line with Bank of Canada conventional rate), 25-year amortization, \$150-250 monthly strata fees and monthly property taxes at \$2.92 per \$1,000 of assessed value (2019 assessments and property tax rate)

Section 3.1B(c) of the DCL By-law allows for rents to be increased annually from the time of “prior-to” permit issuance letter to initial occupancy, as per the maximum allowable increases under the *BC Residential Tenancy Act*. A final rent roll that sets out the initial monthly rents for all units will be required prior to issuance of the occupancy permit in order to ensure compliance with the maximum increases authorized by the DCL By-law. After occupancy, rent increases are regulated by the *Residential Tenancy Act*.

While the applicant has elected to take and is eligible to receive a DCL waiver, as discussed above, the DCL By-law permits the applicant to change this election prior to the issuance of a development permit for this development. Any such change in the applicant’s election may result in other changes to the development that require further approval from Council, including potentially a new Public Hearing, dependent upon the nature to the changes to the development.

Security of Tenure – All 524 market rental units would be secured as rental housing through a Housing Agreement and a Section 219 Covenant for the longer of 60 years and the life of the building. The Housing Agreement will include restrictions which will prohibit the stratification, separate sale of individual units and a rentals for terms of less than one month at a time.

Existing Residents

Should this application be approved, the 54 co-op units now existing on the site would be replaced. Redevelopment of the site will require the relocation of existing residents. At the time of application, all 54 units on the site were occupied by co-op members.

The *Tenant Relocation and Protection Policy (TRP Policy)* requires that non-profit co-ops undertaking redevelopment submit a resident relocation plan based on the following principles:

1. Identify options for interim and final relocation that prioritize maintaining the co-op community.
2. Maintain affordability for existing members in the interim and in the new co-op.
3. Support relocation, including consideration of members’ special circumstances.
4. Provide advanced and ongoing communication and engagement with members.

The applicant has provided a draft Resident Relocation Plan, summarized in Appendix D. The Relocation Plan meets the guidelines of the TRP Policy. The Resident Relocation Plan ensures that affordability will be maintained for existing co-op members in their interim housing and in the new co-op building. An Interim Resident Relocation Report is required prior to Demolition Permit issuance and a final Resident Relocation Report prior to issuance of the Occupancy Permit.

5. Transportation and Parking

Vehicle and bicycle parking are provided in three levels of underground parking, accessed from the lane. Overall 195 vehicle parking spaces, 1,301 Class A and 28 Class B bicycle storage spaces, and 5 Class A and 3 Class B loading spaces, are provided. The project will be required to meet the Parking By-law. Based on proximity to transit, the development is eligible for parking reductions.

Engineering conditions of approval are set out in Appendix B.

6. Environmental Sustainability and Natural Assets

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

This application has opted to satisfy the *Green Buildings Policy for Rezoning*s under 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 modelling analysis detailing building performance strategies to meet the new energy use intensity, greenhouse gas and thermal demand targets. Additionally, the application will be required to meet rainwater management requirements for retention, rate control, cleaning and safe conveyance.

Conditions related to environmental sustainability are included in Appendix B.

Rezoning Policy for Sustainable Large Developments – Given the site size and the proposed floor area, the requirements of the Rezoning Policy for Sustainable Large Developments (2018) apply to the rezoning application. The policy requires defined plans or studies on different topic areas to demonstrate how the proposal will achieve the City's sustainability goals. The details will be reviewed as part of the development permit process. The descriptions below describe how the project will meet these requirements:

- **Sustainable Site Design** – The main sustainable site design attributes are: parkade setbacks along Ash Street to allow for rainwater infiltration and retention of existing mature trees, open space on various amenity decks and rooftops, additional tree canopy, specifically fruit-bearing trees, and native plant species through landscaping design to support pollinators.
- **Sustainable Food Systems** – The application includes community garden plots, edible landscaping, and a \$50,000 contribution to an off-site food asset in lieu of on-site organics management.
- **Green Mobility** – The application includes improved access to Class A bicycle parking, enhanced Class B bicycle parking, bicycle maintenance facilities, and multi-modal wayfinding signage. The proposal also includes a mid-block connection on the south side, which will facilitate pedestrian and cycling connections between Ash Street and Cambie Street, thus improving neighbourhood connections to Marine Drive Station and adjacent bus loop, one block away from the site. The applicant has also provided a preliminary Transportation Demand Management (TDM) Strategy as part of the application.

- Potable Water Management – A Domestic Water Demands and Fire Flows Reports were provided as part of the rezoning application. At the next stage of design development, low-flow fixtures to achieve a 20% reduction in indoor water use, and irrigation systems to incorporate low-flow design and plant species selection to achieve a 50% reduction for outdoor water use, will be explored.
- Rainwater and Groundwater Management – The application included both a hydrological study and a preliminary integrated rainwater management plan (IRMP), with two rainwater detention tanks included in the proposed design to support quantity management. Further design development at later stages will refine the IRMP to further acknowledge and integrate revised landscape areas, and illustrate stormwater management and water movement schemes.
- Affordable Housing – This project is centred upon the redevelopment and expansion of the Ashley Mar Housing Co-operative, with one-for-one replacement of the existing 54 units, and an additional 71 social housing units, equating to 20% of the project's total floor area. In total, for the 125 social housing units, 85% of the units will be rented to or permitted to be occupied by households with incomes at or below HILs and for rental or housing charge rates not to exceed 30% of household income, and a maximum of 15% of units can be rented to or permitted to be occupied by households at or below Middle Income Limits, as defined by BC Housing. In addition, 524 secured market rental units at DCL waiver rates are included in the proposal.
- Zero Waste Planning – Each of the three buildings provide dedicated space to accommodate waste diversion and residual waste collection, both within the individual residential units, within each building connected to loading bays, and in shared public spaces. Additional measures to facilitate zero waste, increase collection efficiency and minimize GHG and other emissions will be explored at later stages.
- Resilience – At the time that individual development permit applications are submitted, the applicant will be required to submit a Resilience Worksheet. The Worksheet assesses the local risk, hazards and identifies consideration and mitigation strategies.

Staff have reviewed the applicant's overall response to the Rezoning Policy for Sustainable Large Developments and recommended improvements in some categories. Conditions to secure the delivery of these features are contained in Appendix B.

Natural Assets – The Urban Forest Strategy was developed to help preserve, protect and strengthen Vancouver's urban forest and tree canopy for the future. The *Protection of Trees By-law* looks to maintain a healthy urban forest by requiring permission be granted to only 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.

For this application, there are 59 trees on site, and six street trees on City property. 50 on-site trees are proposed for removal, due to the siting of the development and the underground parkade, and nine mature trees along Ash Street are to be retained. 82 replacement trees are proposed as part of this application, in addition to eight new street trees. Landscape conditions of approval are set out in Appendix B, which encourage an improved tree retention strategy of existing trees.

Community Benefit Agreement – A Community Benefit Agreement (CBA) serves to enhance social and economic benefits for the local community by purchasing goods and services from local businesses and social enterprises, and by providing jobs for individuals facing barriers to employment. As an additional requirement of the *Rezoning Policy for Sustainable Large Developments*, the applicant is required to develop a Community Benefit Agreement (CBA) with the City by collaborating with social development agencies, community members, and host First Nations to ensure social and economic benefits for the community. The CBA would apply to construction and ongoing operations (where feasible). Refer to the Community Benefit Agreement condition in Appendix B for detailed terms of these commitments.

PUBLIC INPUT

Pre-Application Community Consultation – The applicant held two pre-application open houses on November 28, 2018 at the Coast Vancouver Airport Hotel and on October 8, 2019 at The Marpole Oakridge Family Place, to receive early feedback on the proposal.

Approximately 64 people attended the event on November 28, 2018. 31 written comments were received; 20 of those comments expressed support for increasing the supply of non-market housing and family housing units, two of them were opposed due to traffic concerns and the remaining nine comments were miscellaneous suggestions for improvements in areas such as amenity space, parking and rooftop landscape.

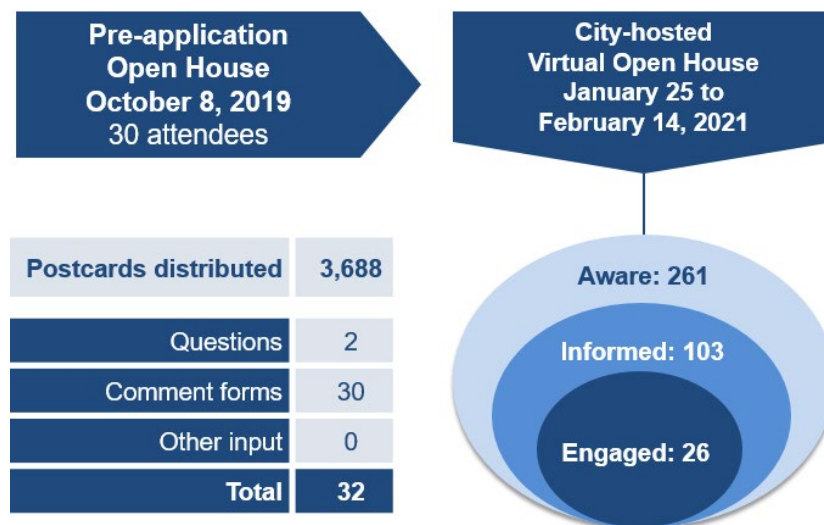
Approximately 30 people attended the event on October 8, 2019. Eight written comments were received; five of those comments expressed support for the increase in non-market housing supply, and three of them had concerns about increased traffic as well as obstruction of views.

Public Notification – A rezoning information sign was installed on the site on January 25, 2021. Approximately 3,688 notification postcards were distributed within the neighbouring area on or about January 25, 2021. Notification and application information, as well as an online comment form, was provided on the City's new digital engagement platform *Shape Your City Vancouver* (shapeyourcity.ca/).

Virtual Open House – In-person open houses were put on hold based on the provincial health authority's restrictions for public gatherings due to the COVID-19 pandemic. In lieu of an in-person event, a virtual open house was held from January 25, 2021 to February 14, 2021 on the Shape Your City platform. The virtual open house consisted of an open-question online event where questions were submitted and posted with a response over a period of three weeks. Digital presentations from the City and the applicant were posted for online viewing, along with a digital model representation of the proposed application.

Due to the pandemic, a virtual engagement strategy was put in place to ensure the City's process for public discussion and obtaining feedback was maintained. This virtual approach allowed people to access materials online and engage at different levels at a time and location of their choosing. An extended virtual open house period allowed people to ask questions regarding the proposal, which staff actively monitored and responded to publicly.

Public Response and Comments – Public input was received throughout the application process through online questions and comment forms, and by email and phone. A total of 32 submissions was received (see Figure 12). A summary of all public responses may be found in Appendix F.

Figure 12: Overview of Notification and Engagement

Below is a summary of feedback received from the public by topic and ordered by frequency.

Generally, comments of support fell within the following areas:

- **Building height, massing, density and context:** The height, massing and density of the proposal are all appropriate next to the Marine Drive SkyTrain Station and will add a sense of identity to the area.
- **Housing stock:** More co-op, secured and non-market rental housing sites are appreciated and vital in Vancouver to ensure a diversity of housing stock.
- **Building design:** The building is well designed, especially the gold/yellow entrances, the shared amenity spaces between the non-market and market-housing, and the privacy screening from the SkyTrain.
- **Bicycle parking:** The number of bicycle parking proposed is adequate.

Generally, comments of concern fell within the following areas:

- **Building height, massing, density and context:** The scale of the project is too excessive and will obstruct the surrounding buildings and their private views.
- **Parking:** The number of parking units proposed is not adequate and will result in spillage onto already congested side streets.
- **Traffic:** Concerns over this project adding to the existing heavy traffic around Southwest Marine Drive and Cambie Street.
- **Amenities:** The proposed park mentioned in the Marpole Community Plan has yet to be delivered.

PUBLIC BENEFITS

Development Cost Levies (DCLs) – Development Cost Levies (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.

The application is subject to the City-wide DCL and the Utilities DCL which will be calculated on the floor area specified in the development permit. Based on rates in effect as of September 30, 2021, and the proposed 37,512.2 sq. m. (403,778 sq. ft.) of secured rental floor area, 11,038.3 sq. m., (118,815 sq. ft.) of social housing floor area. 197 sq. m. (2,120 sq. ft.) of commercial floor area, total DCLs are estimated to be \$4,134,636.

Under provisions of the Vancouver Charter, the City-wide DCL By-law and City-wide Utilities DCL By-law, social housing is exempt from DCLs where a minimum of 30% of the dwelling units are occupied by households with incomes below BC Housing Income Limits, as set out in the current “Housing Income Limits” table published by the British Columbia Housing Management Commission, or equivalent publication, for which a Section 219 covenant, Housing Agreement, or other security that restricts the use of such units is registered against title and where the housing is owned by the City or a non-profit organization. The social housing component of the project is expected to meet these criteria; based on the rates in effect as of September 30, 2021 the estimated value of the exemption is \$3,370,766.

In accordance with section 3.1A of the DCL By-law, the applicant has requested and is expected to qualify for a waiver of City-wide DCLs attributed to the residential floor area qualifying as for-profit affordable rental housing. Based on rates in effect as of September 30, 2021, the value of the City-wide DCL waiver for the residential floor area would be approximately \$7,364,395. This rental floor area would still be required to pay the Utilities DCL. A review of how the application meets the waiver criteria is provided in Appendix H.

The DCL By-law requires that where rents are determined under section 3.1A(e), they are to apply at initial occupancy. A final rent roll that sets out the initial monthly rents will be required prior to issuance of the occupancy permit in order to ensure compliance with the DCL By-law. After occupancy, rents will not be permitted to increase on an annual basis further than the Residential Tenancy Act limits. The City will ensure that average unit sizes do not exceed the maximum thresholds set out by DCL By-law through the Development Permit application process.

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 proposals having a floor area of 9,290.0 sq. m (100,000 sq. ft.) or greater to provide 80% cash in lieu as a condition of rezoning, or propose a public art plan in accordance with the policy. Residential floor area attributed to social housing is exempt under this policy. With a floor area of 37,709 sq. m (405,897 sq. ft.) for the secured market rental and commercial uses, this project will contribute a public art budget of \$803,677. Public art budgets are based on a formula of \$21.3125 per sq. m (\$1.98 per sq. ft.) for areas contributing to the total FSR

calculation. The Public Art rate is finalized at the development permit stage and is subject to Council approval of periodic adjustments to address inflation.

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

As noted in the Marpole Plan, rezoning applications that renew and increase the stock of social housing can include a market component (rental or ownership) to assist with project viability. For this application, it is the provision of rental housing that supports the renewal and expansion of the Ashley Mar Co-op's social housing units. A Term Sheet was developed with the applicant (see Appendix E), including details related to affordability, assessing housing charges, building maintenance and operation, operating surplus, occupant selection process, occupancy guidelines, and monitoring and compliance. Real Estate Services staff have reviewed the applicant's development proforma, and have concluded that no additional lift beyond the delivery of the social housing units is anticipated.

Social Housing – The applicant has proposed that 125 residential units be secured as social housing. The public benefit accruing from these units is their contribution to the City's social housing stock secured for the longer of 60 years and the life of the building.

The units will be secured by a Housing Agreement and Section 219 covenant to be registered on title and requires that a minimum of 85% of the rental units shall be rented to or permitted to be occupied by households with an income below the BC Housing Income Limits at a rent or housing charge that is no higher than 30% of their aggregate household income. The Housing Agreement will also include covenants that will prohibit the stratification and/or separate sale of individual units, and rental or occupancy tenure for a term of less than one month at a time. The housing agreement will incorporate the terms outlined in the Term Sheet to ensure the co-op is operating in accordance with the established terms and meets the affordability targets of the project.

Marpole Public Benefits Strategy (PBS) – The Marpole Public Benefit Strategy identifies public benefits and infrastructure to support growth in the area, including both short-term and long-term priorities in and around the community plan's area. If approved, the application would contribute 125 social housing units and 524 secured rental housing units towards the City's housing goals as identified in the PBS and *Housing Vancouver* Strategy. To monitor and track progress towards the achievement of community amenities in accordance with the strategy, a summary of public benefits and progress to date is provided in Appendix I.

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

FINANCIAL IMPLICATIONS

Based on the rates in effect as of September 30, 2021 total DCLs of approximately \$4,134,636 would be expected from this development. The social housing component of the project is expected qualify for a DCL exemption valued at \$3,370,766. The secured market rental portion of the project is expected to qualify for a waiver of City-wide DCLs of approximately \$7,364,395.

The 125 social housing units, secured by a Housing Agreement and Section 219 covenant for the longer of the life of the building and 60 years, will be owned and operated by the non-profit Ashley Mar Housing Co-operative. Consistent with Council policy on social housing projects, the renewed and expanded co-op is expected to be self-sustaining over the long-term and does not require further operating subsidies and property tax exemptions from the City.

The 524 secured market rental housing units, secured by a Housing Agreement and Section 219 Covenant for the longer of the life of the building and 60 years, will be privately owned and operated.

If a rezoning application is approved, the applicant will be required to provide new public art on site at an estimated value of \$803,671, or make a cash contribution to the City for off-site public art, in the amount of approximately \$642,942 (80% of the estimated value of public art.)

CONCLUSION

Staff conclude that the proposed form of development is an appropriate urban design response to the site and its context, and that the application, along with the recommended conditions of approval, is consistent with the *Marpole Community Plan and Issues Report – Addressing Housing Priorities for the Ashley Mar Housing Cooperative Site and Other Social Housing and Inclusionary Housing Sites in the Marine Drive Station Area* with regards to land use, density, height, and form.

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

* * * * *

**8460 Ash Street and 8495 Cambie Street
PROPOSED CD-1 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 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.]

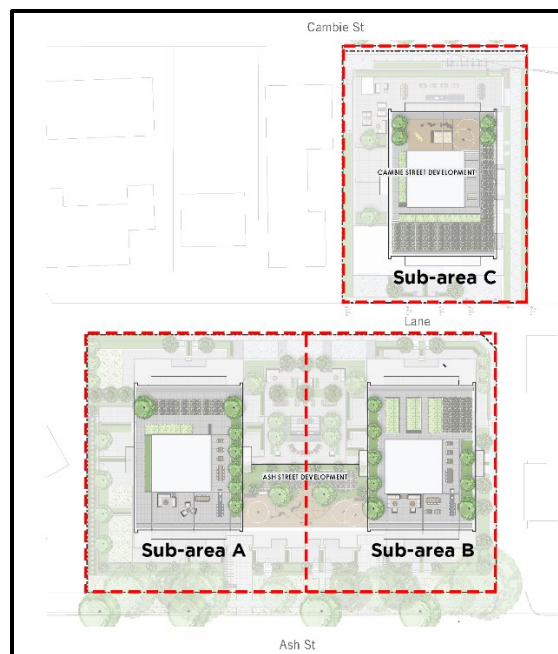
Designation of CD-1 District

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

Sub-areas

3. The site is to consist of three sub-areas generally as illustrated in Figure 1, solely for the purposes of establishing the permitted uses and maximum permitted building height for each sub-area.

Figure 1 – Sub-areas



Uses

4. Subject to approval by Council of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in the By-law or in a development permit, the only uses permitted within CD-1 (____) and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
- (a) Cultural and Recreational Uses;
 - (b) Dwelling Uses, limited to Dwelling Units in conjunction with any of the uses listed in this By-law, and Multiple Dwelling;
 - (c) Institutional Uses;
 - (d) Office Uses;
 - (e) Retail Uses;
 - (f) Service Uses; and
 - (g) Accessory uses customarily ancillary to the uses permitted in this section.

Conditions of use

- 5.1 The design and layout of at least 50% of the social housing units and at least 35% of the secured rental dwelling units must:
- (a) be suitable for family housing; and
 - (b) include two or more bedrooms.
- 5.2 All commercial uses and accessory uses listed in this section shall be carried on wholly within a completely enclosed building except for:
- (a) Farmers' Market;
 - (b) Neighbourhood Public House;
 - (c) Public Bike Share;
 - (d) Restaurant; and
 - (e) Display of flowers, plants, fruits and vegetables in conjunction with a permitted use.
- 5.3 The Director of Planning may vary the use conditions of section 5.2 to permit the outdoor display of retail goods, and may include such other conditions as the Director of Planning deems necessary, having regard to the types of merchandise, the area and location of the display with respect to adjoining sites, the hours of operation and the intent of this By-law.

5.4 Commercial uses shall only be permitted in Sub-area C.

Floor area and density

- 6.1 Computation of floor space ratio must assume that the site consists of 5,900.3 m², being the site size at the time of the application for the rezoning evidenced by this By-law, prior to any dedications.
- 6.2 The floor space ratio for all uses combined must not exceed 8.26.
- 6.3 Computation of floor area must include all floors having a minimum ceiling height of 1.2 m, both above and below base surface, measured to the extreme outer limits of the building.
- 6.4 The total floor area for social housing must not be less than 10,810 m².
- 6.5 The total floor area for commercial uses must not be less than 180 m².
- 6.6 Computation of floor area must exclude:
 - (a) balconies and decks, and any other appurtenances which in the opinion of the Director of Planning are similar to the foregoing, except that:
 - (i) the total area of all such exclusions must not exceed 12% of the floor area being provided for dwelling uses and 8% of the floor area being provided for all other uses; and
 - (ii) the balconies must not be enclosed for the life of the building;
 - (b) patios and roof decks, if the Director of Planning first approves the design of sunroofs and walls;
 - (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used that are at or below base surface, except that the exclusion for a parking space must not exceed 7.3 m in length;
 - (d) amenity areas accessory to a residential use, to a maximum of 10% of the total floor area being provided for dwelling uses; and
 - (e) all residential storage area above or below base surface, except that if residential storage area above base surface exceeds 3.7 m² for a dwelling unit, there will be no exclusion for any of the residential storage area above base surface for that unit.

Building height

- 7.1 Buildings in each sub-area must not exceed the maximum height for that sub-area, measured from base surface, as set out in Figure 2.
- 7.2 Despite section 7.1 of this By-law and section 10.18 of the Zoning and Development By-law, if the Director of Planning permits common indoor rooftop amenity space in a sub-area, the height of the portion of the building with the common indoor amenity space must not exceed the maximum permitted height for that sub-area, as set out in Figure 2.

Figure 2 – Maximum Permitted Building Height

Sub-area	Building height	Building height including common indoor rooftop amenity spaces
A	84 m	92 m
B	54 m	62 m
C	95 m	103 m

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 8.2 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 the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council and the minimum distance of unobstructed view is not less than 3.7 m.
- 8.5 An obstruction referred to in section 8.2 means:
- (a) any part of the same building including permitted projections; or
 - (b) the largest building permitted under the zoning on any adjoining site.
- 8.6 A habitable room referred to in section 8.1 does not include:
- (a) a bathroom; or
 - (b) a kitchen whose floor area is the lesser of:
 - (i) 10% or less of the total floor area of the dwelling unit; or
 - (ii) 9.3 m².

Acoustics

9. A development permit application for dwelling uses must include an acoustical report prepared by a registered professional acoustical engineer demonstrating that the noise levels in those portions of the dwelling units listed below will not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq24) sound level and will be defined simply as noise level in decibels.

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

* * * * *

**8460 Ash Street and 8495 Cambie Street
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 Perkins + Will, on behalf of the registered owner, received January 8, 2021 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

1.1 Design development to enhance architectural expression and to further contribute to the overall skyline and local gateway identity, particularly when viewed traveling north on the Canada Line across the Fraser River, by exploring opportunities to create a more differentiated, distinct, and layered appearance to the three tower forms, with particular attention given to the tallest tower. This may be achieved through the following:

- (a) Provision of visually interesting and varied rooflines by way of sculpted upper levels and tower top treatment.

Note to Applicant: The intent of this condition is to contribute visual interest through shaping in order to distinguish the tallest tower and is not intended to require relocating substantial floor area.

- (b) A further breaking up of the tower massing into distinct forms and/or a use of more opaque and less formal design language.
- (c) Enhancing the south facade expression, which may also include the following:
 - (i) articulation through appropriate solar shading devices;
 - (ii) application of public art or innovative decorative lighting, as appropriate; and
 - (iii) further varied material application and expression, as appropriate.

Note to Applicant: The overall design language of the three towers should read as coherent while also highlighting the tallest tower as a distinct gateway element. Consider the application of public art and/or unique decorative lighting as an integral part of the architecture, where appropriate. Explore a less rigid architectural expression which is reflective of the eclectic mix of uses in the area, noting there may be an opportunity to

reference local Indigenous history, the area's industrial past and/or the connection to the Fraser River. Refer also to the draft *Marine Landing Guidelines*.

- 1.2 Design development to mitigate the appearance of a five-storey streetwall along the lane and the mid-block connection by providing partial step backs and through the use of lighter material application.

Note to Applicant: The intent of this condition is to better respond to the adjacent mid-block connection and the relationship to the lower three-storey podium along the lane of the Cambie Street building.

Note to Applicant: Staff recognize a limited reduction in non-market floor area of approximately 1,200 sq. ft. may be required as a result of this condition. While understanding the constraints on the form of development, the applicant is expected to replace this lost floor area through the Development Permit process to the greatest extent feasible. Staff will work with the applicant to explore potential opportunities, which may include consideration to relocate one of the level 1 amenity rooms to the tower rooftop.

- 1.3 Design development to deliver an enhanced public realm interface that is more representative of the Marpole neighbourhood and achieves a greater sense of safety, visual porosity and animation. This may be achieved through the following:

- (a) Provision at the time of Development Permit application an overall wayfinding and lighting strategy taking into consideration existing and planned public realm improvements in the area.

Cambie Street Interface:

- (b) Enhancing the interface with Cambie Street at-grade by providing additional seating and landscaping which should wrap around the corner in order to provide a more inviting public expression of the mid-block connection.

Note to Applicant: Explore the opportunity to provide a wider aperture entrance experience into the mid-block connection by softening grade and chamfering the NE corner of the mid-block connection. Coordinate with Engineering and Planning on the design of any features proposed within SRWs.

- (c) Integrating an art mural, feature lighting or similar treatment on the proposed noise attenuation screening, noting this will be a feature highly visible to the public which can further reinforce the entrance gateway experience.

Mid-block Connection:

- (d) Converting unit M-B9 on Cambie Street 'L01 Upper Floor' to a south facing common indoor/outdoor amenity patio (or CRU patio) fronting the mid-block connection. Provide an improved relationship with the mid-block connection by replacing the unit access stairs with a full length balcony.

- (e) Providing an improved relationship with the mid-block connection for both units labeled M-TH-C3 on Cambie Street 'L01 Upper Floor' by replacing the unit access stairs with a full length balcony.
- (f) Providing an art mural, low maintenance climbing plants, and/or feature lighting on the parkade ramp screening elements and any blank wall to further animate the space.

Note to Applicant: If future design development allows the Cambie building parkade ramp to be removed or relocated, provide townhouse units which are flush with grade.

- (g) Coordinating with Engineering to explore opportunities for additional seating, feature paving and/or feature lighting within the mid-block SRW.

Lane Interface:

- (h) Coordinating with Planning and Engineering to deliver an active, safe and engaging 'enhanced lane' experience for pedestrians.

Note to Applicant: The draft *Marine Landing Guidelines* focus public realm improvements on connections to the river and on stormwater management. Refer also to the *Cambie Corridor Public Realm Plan*.

- 1.4 Design development to improve the overall livability of the proposal. This may be achieved through the following:

- (a) Providing a zero lot line condition for the full extent of the podium along the property line shared with 8483 Cambie Street, as mixed-use development is anticipated on both sites.
- (b) Rearranging proposed indoor amenity spaces on level 7 of the Ash building on both sides of the outdoor rooftop so that no unit fronts directly onto this space.

Note to Applicant: The units currently facing this common courtyard can be relocated to orient towards Ash Street.

- (c) Improving solar and air penetration and overall livability of the two units (M-C16 and M-B12) which are located below grade along the lane of the Ash building.

Note to Applicant: Consider exploring two-storey unit configurations and explore further mitigation measures to reduce potential air and noise pollution impacts from traffic and loading.

- (d) Providing privacy screening along the north edge of the patios and common outdoor amenity area on the podium of the Cambie building.

Note to Applicant: Provide detailed unit layouts including furniture at the time of Development Permit to be reviewed to ensure livability standards are achieved. All units are to have a minimum clear width of 12 ft. and meet the minimum unit

area requirements, as outlined in Section 11.10 of the *Zoning and Development By-law*.

- 1.5 Submission of a bird friendly strategy for the design of the buildings.

Note to Applicant: The strategy should identify any particular risks with regard to the *Bird Friendly Design Guidelines*. See also Landscape conditions for measures in the open space design.

Crime Prevention through Environmental Design (CPTED)

- 1.6 Design development to respond to CPTED principles, including:

- (a) Provide natural surveillance throughout pedestrian realm including underground parking, with glazing into publicly accessible areas such as elevator lobbies, and stairs.
- (b) Reduce opportunities for theft in the underground parking and mail theft.
- (c) Reduce opportunities for mischief in alcove and vandalism, such as graffiti.
- (d) Reduce opportunities for skateboarding in the open spaces.

Landscape Design

- 1.7 Design development to retain all trees at the southwest corner of the Ash Street development.

Note to Applicant: This will require revisions to parkade outline at that corner to provide adequate setback for safe retention of the trees.

- 1.8 Confirmation of safe retention of the neighbouring trees at the northwest corner of the Ash Street development.

Note to Applicant: This may require revisions to the parkade outline at the northwest corner to provide adequate setback for safe retention of the trees. Arborist to confirm mitigation methods.

- 1.9 Design development to enhance the public realm treatment at the corner of the Cambie Street development and mid-block connection. Refer also to Urban Design Condition 1.3.

- (a) Provide substantially more landscape features such as seating and planting beds etc. and better programming to accent and soften the entry.
- (b) Improve the definition and articulation of the entrance by provision of high quality paving materials and finishes within the property line.

Note to Applicant: Different patterns, shades and finishes of paving materials as well as banding would be supported to enhance visual interest.

- 1.10 Design development to visually enhance the mid-block connection and animate it into a pedestrian scale destination.

Note to Applicant: This can be achieved by introducing trees, layers of low shrubs and groundcover in planting beds and landscape features such as seating, bike racks, pedestrian-scale lighting, etc. in coordination with Engineering. Refer also to Urban Design condition 1.3.

- 1.11 Design development to the landscape treatment:

- (a) To increase the volume of soil, tree canopy cover and planting on slab, by lowering the slab for planting on the main level to the greatest extent possible, rather than planting in raised planters.

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 CSLA Landscape Standard. 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.

- (b) To include large size replacement trees on grade, off the parkade slab.

Note to Applicant: This intends to make up for the canopy loss of large significant trees on the site. This should be confirmed on the landscape plans overlayed with the parkade outline.

- 1.12 Design development to the Integrated Rainwater Management Strategy to explore opportunities for onsite rain water infiltration and soil absorption, as follows:

- (a) Maximize natural landscape best management practices.
- (b) Minimize the necessity for hidden mechanical water storage.
- (c) Increase the amount of planting to the rooftop areas, where possible.
- (d) Use permeable paving.
- (e) Employ treatment chain systems (gravity fed, wherever possible).
- (f) Use grading methods to direct water to soil and storage areas.

Note to Applicant: Refer to the *Integrated Rainwater Management Plan, Vol. 1 and 2* for further information. A consulting engineer (subject matter expert) will need to be engaged and early phase soil analysis will be needed. Further comments may be outstanding at the development permit stage.

- 1.13 Provision of plans, plan details and documentation/calculations that support integrated rainwater management, including absorbent landscapes, soil volumes and detention systems, as follows:

- (a) Detailed storm water report with calculations describing how the various best management practices contribute to the quality and quantity targets.
- (b) A separate soil volume overlay plan with schematic grading indicating intent to direct rainwater to infiltration zones.

- (c) An overlay plan that shows amount and ratio of vegetative cover (green roof), permeable/impermeable hardscaping and notations describing the storage location of rainwater falling on each surface, including roofs.

Note to Applicant: The sustainable summary water balance calculations assume soil volumes are capable of receiving rainwater are only valid if water is directed from hard surfaces to infiltration zones.

1.14 Provision of a detailed Landscape Plan illustrating soft and hard landscaping.

Note to Applicant: The plans should be at 1/8 in.: 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.

1.15 Provision of detailed architectural and landscape cross sections (minimum 1/4 in. 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.

1.16 Provision of a Tree Management Plan, coordinated with the Arborist Report to show:

- (a) Clearly marked trees proposed for retention and for removal.
- (b) Scaled and dimensioned tree protection barriers around the trees on private and public property coordinated with the Arborist Report.
- (c) Tree numbering and their canopies for all on-site and off-site trees.
- (d) Notations of all recommendations from Arborist, such as trigger points, grading and pruning specifications, etc.

1.17 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.

- 1.18 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 Engineering Services (Streets Design Branch) at 604-871-6131 to confirm tree planting locations and Park Board at 3-1-1 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 ft. long and 18 inches in. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion*".

- 1.19 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.

- 1.20 Provision of an outdoor Lighting Plan.

Note to Applicant: Outdoor lighting strategy should ensure functionality, safety and energy efficiency. Provide dimmers and timers for lights where feasible.

- 1.21 Provision on landscape drawings of landscape features intended to create bird friendly design.

Note to Applicant: Bird friendly plants should be included on the plant palette, enabling bird habitat conservation and bird habitat promotion. Refer to the *Bird Friendly Design Guidelines* for examples of landscape features that may be applicable, and provide a design rationale for the features noted. For more information, see the guidelines at: <http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.)

Food Assets/Social Policy

- 1.22 Fulfill, to the satisfaction of the Director of Social Policy, the Sustainable Food Systems requirements of the *Rezoning Policy for Sustainable Large Developments*. Specifically, the provision of three on-site food assets (community garden plots, edible landscaping, and on-site organics management), or two on-site food assets (community garden plots and edible landscaping) and a \$50,000 cash contribution to an offsite food asset at rezoning enactment, accompanied by a description of how the proposed food assets fit in with the site context and management/operations.

(a) Community Garden Plots: As the first food asset, the project is to provide a strengthened plan for community garden plots and supporting information. Specifically:

- (i) Design development to include provision of plots meeting the design guidelines requirements in the *Rezoning Policy for Sustainable Large*

Developments Administrative Bulletin, targeting a minimum of 25% of the units with less than 80 sq. ft. of private outdoor area.

Note to Applicant: A relaxation of the typical Large Site Rezoning requirement for garden plot area is provided for this project in the context that it is delivering significant affordable housing and that site design constraints limit the potential to increase balcony size.

- (ii) Provide tables outlining, for each residential tower:
 - i. The total number of residential units.
 - ii. The total number of residential units that do not have private outdoor space of >80 sq. ft.
 - iii. The total number of garden plots provided, satisfying requirement outlined in 1.22 (a).
 - iv. The number of garden plots with enhanced accessibility features to accommodate residents who have mobility restrictions.
- (iii) Provide layouts in plan of all garden plot areas, indicating for each separate area the provision of hose bibs within 20 ft. of any plot, a storage room or shed, a composting system, and a potting bench. Include a diagrams section indicating plot dimensions in accordance with the requirements outlined in the *Rezoning Policy for Sustainable Large Developments Administrative Bulletin*.
- (b) Edible Landscaping: As the second food asset, the project is to provide an Edible Landscaping Plan and supporting information. Specifically:
 - (i) Design development to include significant landscape allocation to plants with edible leaves, fruits, flowers, nuts and berries, in alignment with the characteristics and design guidelines outlined in the *Rezoning Policy for Sustainable Large Developments Administrative Bulletin*.

Note to Applicant: Staff recommend incorporating fruit or nut producing tress into the Edible Landscaping Plan.
 - (ii) Provide a table outlining the total edible landscape area as subtotal of total landscape area. Ensure this information corresponds to that indicated in the Landscape Plan drawings.
 - (iii) Provide the edible plant species selected for each edible landscape area and number of each plants that will be provided. Ensure this information corresponds to that indicated in the Landscape Plan drawings.
- (c) On-Site Organics Management: As the third food asset, the project may provide a strengthened plan for on-site organics management, and supporting information. Specifically:
 - (i) Design development of one of the market buildings to include an on-site technology that accepts most organic waste and generates compost and/or energy as its byproduct (e.g. aerobic or anaerobic digesters), and

with sufficient capacity to process 90% of organic waste anticipated to be generated in the building.

- (ii) Indicate the on-site organic management unit(s) location in any drawings/plans submitted as part of the development process, demonstrating sufficient allocation of space for the units and ease of access by the intended users.

Note to Applicant: A relaxation of the typical Large Site Rezoning requirement for on-site organics management to be provided in all buildings is provided for this project in the context that it is delivering significant affordable housing and that site design constraints limit the potential to increase balcony size. Should the applicant choose to instead provide a contribution to an off-site food asset, Condition 1.22 (c) will be waived and instead Conditions of Enactment 2.12 will be enforced.

- 1.23 Consider developing two or more housing units in the social housing building to be suitable as licensed family childcare units.

Note to Applicant: Family childcare units are licensed by Vancouver Coastal Health's Community Care and Facilities Licensing (CCFL) post occupancy. The following advice seeks to maximize the ability for purpose-built housing units to be licensable:

- (a) Consider developing family housing unit sizes to accommodate more childcare spaces (up to seven children), thereby maximizing the revenue-generating ability for the future childcare operator.
- (b) Consider allocating the family childcare units on the ground floor with a secure and contiguous outdoor play area, or easy access to the building's outdoor common area.
- (c) Maximize opportunities to integrate additional indoor and outdoor storage.
- (d) Explore designating 2-3 visitor parking stalls for short-term childcare pick up and drop-off in typical childcare hours, located as close as possible to the units.

Sustainability

- 1.24 All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezoning*s (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*s – Process and Requirements (amended April 28, 2017 or later).

Engineering

- 1.25 Confirmation of whether the proposed development impacts the Major Road Network (MRN), as defined under the South Coast British Columbia Transportation Authority Act (<https://www.translink.ca/plans-and-projects/projects/major-road-network>). In the event it is confirmed the proposed development impacts the MRN, a Construction Management Plan shall be submitted directly to Translink with a copy of the correspondence provided to the City of Vancouver.

Note to Applicant: The City of Vancouver and Translink have authority over the MRN as it relates to carrying out construction works on a City Street that is designated as a MRN.

- 1.26 Water Sustainability Act: Construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a provincial Approval or License. Applications for provincial Approvals or Licenses can be completed online. The application will be received and accepted into the province's online system, and the provincial authorizations team strives for 140 days to get the approval to the Applicant. The approval holder must be able to produce their approval on site so that it may be shown to a government official upon request. Dewatering before this approval is granted is not in compliance with the provincial Water Sustainability Act. For more information: <https://www2.gov.bc.ca/gov/content/environment/air-land-water/water/water-licensing-rights/water-licences-approvals>.
- 1.27 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.
- 1.28 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.
- 1.29 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.
- 1.30 Provision of a finalized Transportation Demand Management (TDM) Plan, meeting the requirements for large sites, for each development permit to the satisfaction of the General Manager of Engineering Services. Provide each TDM Plan as a separate package with complete information on TDM measures proposed, including the following clarifications:

(a) ACT-02 - Improved Access to Class A bicycle Parking:

- (i) Identify the number and location of the Class A bicycle parking provided above grade on plans, as well as note the access route to reach the Class A bicycle parking from the outside for each tower.
- (ii) Provision of concept design for excellent design of lighting, finishes, grades, convenience for each tower.

Note to Applicant: A total of 2 points for the Ash Street tower appear achievable for having minimum 40% Class A bicycle spaces located at grade. A total of 4 points appears achievable for the Cambie Street tower for having 100% of Class A bicycle spaces located at grade. A total of 2 points appear achievable for both secure market rental buildings with additional information on what is proposed for excellent design and finishes.

(b) ACT-03 - Enhanced Class B Bicycle Parking:

- (i) Provision of concept design for enhanced Class B bicycle parking.
- (ii) Identify the number, location and characteristics of the enhanced Class B bicycle parking on plans.

Note to Applicant: A total of 2 points appears achievable for both secure market rental buildings.

(c) ACT-05 - Bicycle Maintenance Facilities:

- (i) Note and dimension location of facilities on plans, including location of a workbench.
- (ii) Bicycle maintenance facilities to be located with convenient access to from Class A bicycle spaces.
- (iii) Provision of an operational plan detailing:
 - a. A description of the amenities to be provided,
 - b. A means of providing access to all residents, commercial tenants, and the public (if applicable), and
 - c. Plan for maintaining these amenities.
- (iv) If available, provision of any additional information regarding this measure (e.g. tool receipts, instructions for using an online sign-up portal, or marketing/ instructional materials) that demonstrates how the property owner will operate, administer, and maintain this common facility.

Note to Applicant: A total of 2 points appear achievable for both secure market rental buildings.

(d) ACT-09 - Walking Improvements:

Note to Applicant: The proposed measure is not acceptable as a TDM measure. Points for walking improvements are granted for providing safe, attractive, and direct off-site connections for pedestrians linking building entrances with the surrounding pedestrian network, transit stops, and key destinations.

(e) SUP-01 - Transportation Marketing Services:

- (i) Provision of a description of the services to be provided.
- (ii) If available, provision of any additional information regarding this measure (e.g., online sign-up portals or additional marketing materials) that demonstrates how the property owner will offer this service.

Note to Applicant: A total of 2 points appear achievable for both secure market rental buildings.

(f) SUP-02 – Real-Time Information:

- (i) Identify the general locations for the proposed displays on plans.
- (ii) Provide description of the content (e.g. transit lines, walk time to transit locations, availability of on-site car share vehicles, availability of nearby shared bicycles, etc.) to be displayed, and service provider.

Note to Applicant: A total of 2 points appear achievable for both secure market rental buildings.

(g) SUP-03 - Multi-modal Wayfinding Signage:

- (i) Identify the general locations for proposed displays on plans.
- (ii) Provide conceptual design of the content (e.g. transit lines, walk time to transit locations, availability of on-site car share vehicles, availability of nearby shared bicycles, etc.) to be displayed.

Note to Applicant: A total of 2 points appear achievable for both secure market rental buildings.

Notes to Applicant: Refer to Schedule A of the TDM policy for large site TDM point requirements. Note that for large sites at least eight (8) of the required points must come from shared vehicles.

TDM Plans with minimum 30 points for each of the residential market rental buildings and minimum 18 points for the residential social housing tower are required. Based on proposed TDM measures both residential market rental buildings appear to achieve 14 points and the residential non-market tower achieves 0 points with no TDM measures proposed. A single TDM measure may count towards multiple land uses if it is usable by each land use.

Refer to Schedule B of the TDM policy for detailed requirements for each measure. Subject to the acceptance and approval of the proposed TDM plans, the development is eligible for the following reductions to minimum vehicle parking requirements:

ASH STREET BUILDINGS:

Residential Secure Market Rental Building: Total 39% reduction to parking:

- (i) 20% Level A proximity to transit
- (ii) 19% for 14 point TDM plan

Residential Non-Market Building: Total 20% reduction to parking:

- (i) 20% Level A proximity to transit
- (ii) 0% for no TDM plan proposed

CAMBIE STREET BUILDING:

Residential Secure Market Rental Building: Total 39% reduction to parking:

- (i) 20% Level A proximity to transit
- (ii) 19% for 14 point TDM plan

- 1.31 Subject to the acceptance of an approved TDM Plan, entry into a TDM agreement at each development permit, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, which:
- (a) Secures provision of funding towards long-term TDM monitoring fund in the amount of \$2 per sq. m of gross floor area.
 - (b) Secures the provision of TDM measures on the site.
 - (c) Permits the City to access and undertake post occupancy monitoring of the Transportation Demand Management (TDM) measures proposed.
 - (d) Agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.
- 1.32 Design development to improve access and design of bicycle parking and comply with the Bicycle Parking Design Supplement.
- (a) Provision of a dedicated bicycle elevator for all bicycle spaces requiring access from the lane to lower floor plates, otherwise inaccessible from the main parking ramp.

Note to Applicant: Reference the Level 01 Floor Plan on architectural plan A122 for the Cambie Street tower and clarify if access to Class A bicycle spaces is proposed from the laneway or from the residential lobby off Cambie Street. The elevator to be a freight style elevator with durable finishes to comfortably accommodate two people with two bicycles and provide minimum interior dimensions of 5 ft. 6 in. by 6 ft. 8 in. A separate bicycle call button is to be provided on all floors requiring bicycle access to allow users to call the bicycle elevator directly. Accommodation of oversized bicycles within this elevator may increase requirements.
 - (b) Provision of automatic door openers for all doors providing access to Class A bicycle spaces.
 - (c) Provision of separate Class A bicycle storage rooms for commercial and residential bicycle spaces.

- (d) Provision of minimum 0.6 m (2 ft.) by 1.8 m (6 ft.) dimensions for Class B bicycle spaces.

Note to Applicant: Update plans to dimension and number individual bicycle spaces.

- 1.33 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) Modification of grades on the ramp and in parking areas. Ramp slopes must not exceed 12.5% after the first 6.1 m from the property line. 15% slopes may be acceptable if a 7.5% to 10% transition ramp is provided at the bottom for at least 4 m in length.

Note to Applicant: The Cambie Street tower currently shows a 16.3% grade into what appears to be an approximately 5% grade.

- (b) Provision of residential accessible vehicle parking.

Note to Applicant: Accessible parking spaces assigned as visitor parking and located in front of a security gate do not count toward residential accessible parking requirements.

- (c) Provision of minimum 2.7 m (8 ft. 10 in.) required width for standard vehicle spaces located adjacent one wall or built obstruction set back more than the maximum 1.2 m (4 ft.) from either end of a vehicle space.

Note to Applicant: Reference Ash Street non-market tower residential spaces #8, 27 and 59. Vehicle spaces located adjacent a security gate or wall require additional width.

- (d) Provision of minimum 4.0 m (13 ft. 1½ in.) by 5.5 m (18 ft.) required dimensions for the first Class A passenger loading space and minimum 2.9 m (9 ft. 6 in.) by 5.5 m (18 ft.) for each subsequent Class A passenger loading space.

Note to Applicant: This condition applies separately to the first Class A passenger space required for each of the three towers. Reference Section 7.3.2 of the Parking Bylaw for additional information.

- 1.34 The following information is required for drawing submission at the development permit stage to facilitate a complete Transportation review:

- (a) All types of parking, loading, passenger, bicycle spaces individually numbered, dimensioned and labelled on the drawings.
- (b) Dimension of column encroachments into parking stalls.
- (c) Show all columns in the parking layouts.
- (d) Dimensions for typical parking spaces.

- (e) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and to the underside of raised security gates. These clearances must consider mechanical projections and built obstructions.
- (f) Additional partial section plans through Class B loading bays for each tower to confirm minimum vertical clearances. Clearances must consider mechanical projections and built obstructions.
- (g) Areas of minimum vertical clearances labelled on parking levels.
- (h) 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.
- (i) Indicate the stair-free access route from each Class A bicycle storage rooms to reach the outside. Note use of the main parking ramp, dedicated bicycle elevator or entrance through a residential lobby if required.

Note to Applicant: The Cambie Street building appears to require entry through the residential lobby for access to Class A bicycle spaces located on the Level 01 Floor Plan. If the intent is to have these spaces accessed from the lane, a dedicated bicycle elevator will need to be provided and noted on plans. A separate condition for a dedicated bicycle elevator has been provided for this.

- (j) Existing street furniture including bus stops, benches etc. to be shown on plans.
 - (k) The location of all existing poles and guy wires to be shown on the site plan.
- 1.35 Provision of a Shared Use Loading Agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the 1 Class B loading space between the commercial and residential uses located within the Cambie Street building and to label the space as 'Residential and Commercial Loading'.
- 1.36 Provision of a Rainwater Management Agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services to restrict the issuance of Building, and Occupancy Permits and provide the necessary rights of ways for a Rainwater Management System.
- 1.37 Provision of a final Rainwater Management Plan (RWMP) and final Operations and Maintenance Manual submitted to the satisfaction of the City prior to Building Permit issuance.
- 1.38 Provision of a draft final RWMP prior to Development Permit (DP) issuance. As it is acknowledged that not all design components are advanced fully at this stage, placeholders will be accepted in this resubmission with the expectation the final report will include all relevant details. The resubmission at DP must include the following amendments:

- (a) Peak flow calculations to use 1:10 year return period. Inlet time = 5 minutes. Travel time to be estimated by Applicant. Ensure that the pre-development calculation uses the 2014 IDF curve values and the post-development calculation uses the 2100 IDF curve values.
- (b) Revise calculations with appropriate runoff coefficients for various surfaces.
 - (i) Use runoff coefficient of “drives and walks” for rubber surfaces. Coefficient of 0.35 would indicate that the runoff potential of rubber is equivalent to average slope turf.
 - (ii) Use higher runoff coefficient values for green space surfaces that are not directly placed above native soils as the runoff potential of most proposed green space surfaces would not be equivalent to green space in existing conditions.

- (c) Calculation of the detention tank volume to equal the greater of either the pre-development peak flow storage volume or the amount of the 24 mm rainfall not captured in Tier 1 and Tier 2 practices.

Note to Applicant: The volume of the detention tank may further reduced if the runoff from adjacent hardscape areas are directed to pervious landscaping elements. Coordination with the landscape architect, soil storage capacities and a grading plan will be required to support this proposal.

- (d) Confirm that access to various components of the rainwater management system for maintenance purposes was considered in the overall design.
- (e) Use rainfall storage of 8-18% of soil volume as per Volume 2 of the City of Vancouver’s Best Management Practice Toolkit, dated March 2016. Please consider this as more space and greater depth of landscaped areas and/or other Best Management Practices (BMPs) may be required to achieve both Volume Reduction and Water Quality Targets.
- (f) Provide information on how the water quality requirement will be achieved on this site, as water quality treatment is required for the first 24 mm (~70% annual average rainfall) of all rainfall from the site that is not captured in Tier 1 or Tier 2 practices and 48 mm (~90% annual average rainfall) of treatment is required for high traffic areas. For the DP submission, the following should be included for review for all proprietary devices:
 - (i) Product Name and Manufacturer/Supplier
 - (ii) Total area and % Impervious being treated
 - (iii) Treatment flow rate
 - (iv) Supporting calculations to demonstrate adequate sizing.
 - (v) Include discussion of the specified treatment device’s % TSS removal efficiency certification by TAPE or ETV.
 - (vi) Location on of device in drawing or figure in the report.

Note to Applicant: If the majority of the site (=> 60%) is routed to landscaping areas with adequate depth prior to draining to a water quality treatment unit, then the Applicant may specify a “pretreatment” unit certified by Washington State’s

TAPE program since cumulatively, the site will achieve the required 80% TSS removal by mass through a treatment train approach.

Note to Applicant: The Applicant may schedule a meeting with Rainwater Management Review group prior to moving forward with the RWMP to address any concerns or questions related to the conditions or comments prior to resubmission with the DP application. To schedule the meeting, contact rainwater@vancouver.ca.

- 1.39 Provide a Final Hydrogeological Study as detailed in the *Groundwater Management Bulletin*. The bulletin, which includes a checklist for submissions, can be found at: <https://bylaws.vancouver.ca/bulletin/bulletin-groundwater-management.pdf>. Submit a revised study that includes the minimum requirements outlined in the Bulletin.
- (a) The Preliminary Hydrogeological Report did not provide a preliminary groundwater management plan. As a result, the groundwater management plan will be reviewed at development permit application. At the time of the review, the City may place limits on groundwater discharge to the City drainage system, which may require more robust groundwater management methods such as tanked below grade structure.
 - (b) Construction-related discharge to the sewer must be measured, and reported to the City. This monitoring must include daily average flow rates, and be submitted monthly to groundwater@vancouver.ca. A hold will be placed on the Building Permit; to lift the hold, provide an anticipated start date for excavation, and the contact details for the professional services that have been retained to conduct this monitoring, to groundwater@vancouver.ca.
- 1.40 Submission of a Key Plan to the City for review and approval prior to submission of any third party utility drawings is required. The Key Plan shall achieve the following objectives:
- (a) The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan (<https://vancouver.ca/files/cov/engineering-design-manual.PDF>).
 - (b) All third party service lines to the development shall be shown on the plan (e.g., BC Hydro, Telus, Shaw, etc.) and the Applicant shall acquire written acceptance from the third party utilities prior to submitting to the City.
 - (c) The review of third party utility service drawings will not be initiated until the Key Plan is defined.

Note to Applicant: For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at umb@vancouver.ca

- 1.41 The proposed project addresses the basic multi-family criteria and aligns with the solid waste related policies outlined in the *Marpole Community Plan*.
- (a) Adequate space for collection bins and zero waste initiatives in buildings (F.3.1). Mandatory requirements for Zero Waste Initiatives have been met.
- Note to Applicant: A reminder that all solid waste storage amenities must be no more than one storey below grade. They must be designed to ensure all waste collection day activities occur on-site, as opposed to placing bins onto City property for collection.
- (b) A minimum of three items from Occupant/Public Education and Outreach Actions list have been designated.
- (c) A minimum of seven additional Zero Waste Actions [Recycling, Organics and Waste Collection Systems (F.3.3)] have been designated for implementation. Buildings must incorporate zero waste efforts beyond the provision of standard recycling bins.
- (d) The Applicant has acknowledged intent to provide a Post Occupancy Plan Implementation Report (F.3.4). Prior to DP issuance, the Applicant must provide a Letter of Commitment to provide the Plan (18 months after occupancy).
- 1.42 Applicant to review the *Cambie Corridor Public Realm Plan* and ensure proposed street/public realm design conforms with standards in noted document.
<https://vancouver.ca/images/web/cambie-corridor/cambie-corridor-public-realm-plan.pdf>
- 1.43 When submitting Landscape Plans, 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.”
- 1.44 Landscape drawings must illustrate the following:
- (a) Remove proposed back boulevard trees from City property along Ash Street.
- (b) Remove pavers from City property. Hardscape treatment on City boulevard to be standard concrete.

Housing

- 1.45 That the proposed unit mix for the market rental component, including 11% studio units, 43% one-bedroom units, 44% two-bedroom units and 1% three-bedroom units are to be included in the development permit drawings.

Note to Applicant: Incorporating additional three-bedroom market rental units is highly encouraged. The unit mix may only be varied under the discretion of the Director of

Planning or Development Permit Board provided that it does not go lower than 35% of dwelling units designed to be suitable for families with children.

- 1.46 That the proposed unit mix for the social housing (co-op) component , including 5% studio units, 35% one-bedroom units, 36% two-bedroom units, 22% three-bedroom, 1% four-bedroom, and 1% five-bedroom units are to be included in the development permit drawings.

Note to Applicant: The unit mix may only be varied under the discretion of the Director of Planning or Development Permit Board, while ensuring that 50% family units is achieved.

- 1.47 The proposal should comply with the *High-Density Housing for Families with Children Guidelines*, including but not limited to the following for each residential building:

- (a) A minimum of 2.3 sq. m. (24.7 sq. ft.) of bulk storage for each dwelling unit (preferable for storage to be provided in the unit or within easy access of the unit).
- (b) A private open space (e.g. balcony) for each unit which is a minimum of 1.8 m deep by 2.7 m wide.

Note to Applicant: Modest variations from the minimum dimensions may be considered to accommodate unique development constraints, as long as balconies are providing useable outdoor space.

- (c) Outdoor amenity area to include areas suitable for a range of children's play activities and urban agriculture, and situated to maximize sunlight access.

Note to Applicant: Indicate on the drawings that the courtyard and podium outdoor amenity areas are shared use between the social housing (co-op) building and Ash street market rental building.

- (d) Play equipment is not required for the children's play area but a soft surface play area and creative landscape/play features (such as balancing logs and boulders, sandbox, creative motor-skills developing features etc.) which provide a myriad of creative play opportunities for a range of ages is encouraged.
- (e) Indoor amenity room, adjacent to outdoor amenity area, to allow for the greatest range of uses, and should include a kitchenette and accessible washroom.

Note to Applicant: Indicate on the drawings the location of the kitchenette and accessible washroom.

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, 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

2.1 Arrangements will be made for:

- (a) The consolidation and subsequent subdivision of Lots 3-10, Block 7, District Lot 311, Plan 18713 to create two development parcels.
- (b) The consolidation of Lots 11-13, Block 7, District Lot 311, Plan 18713 to create a single parcel and subdivision of that site to result in the dedication of the easterly 1 m for road purposes.
- (c) Note to Applicant: 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>

2.2 Provision of a 3.5 m offset distance measured from the new property line for widened sidewalks along Cambie Street to be achieved through building setback and surface statutory right-of-way (SRW) for public pedestrian use over a portion of the site. The SRW will be free of any encumbrance such as vents, structure, stairs, and planter walls at grade (and is to accommodate the underground parking structure within the SRW agreement).

2.3 Provision of a surface statutory right-of-way (SRW) for public pedestrian and cyclist use over the southerly 4.66 m of the site (the existing utility right-of-way) between Cambie Street and the lane west. The SRW will be free of any encumbrance at grade.

2.4 Provision of a Section 219 Covenant to place a hold on the issuance of any Development Permit for the Rezoning Site, and such agreement shall include, without limitation, the following provisions:

- (a) That no Development Permit for the rezoning site or any improvements or building thereon shall be issued until the following have been satisfied:
 - (i) Provision of a detailed Transportation Demand Management (TDM) Plan for each development permit, meeting the requirements for large sites as described in the Transportation Demand Management for Developments in Vancouver Administrative Bulletin, for the approval of the General Manager of Engineering Services.
 - (ii) Provision of further legal agreements, including without limitation a TDM Agreement, to ensure that the owner of the lands will construct, install, operate and continuously maintain the TDM measures set out in the

approved TDM Plan. Such agreement(s) will:

- a. Permit the City to access and undertake post occupancy monitoring of the Transportation Demand Management (TDM) measures proposed.
- b. Require the owner of the lands to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.

Note to Applicant: These agreements would include but not be limited to a Section 219 Covenant and Statutory Right-of-Way, subject to additional details being formalized through detailed design.

- c. Provision of funding towards long-term TDM monitoring fund in the amount of \$2 per sq. m of gross floor area; and
- (b) Such other terms and conditions as the Director of Legal Services, in consultation with the General Manager of Engineering Services, may in their sole discretion require.

2.5 Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the Rezoning 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 all to the satisfaction of the General Manager of Engineering Services. No development permit for the Rezoning Site, or any portion thereof, or for any building or improvements thereon will be issued until the letter of credit, as security for the Services, is provided. The timing for the delivery of the Services shall be determined by the General Manager of Engineering Services in his sole discretion and holds shall be placed on such permits as deemed necessary in his sole discretion. Except as explicitly provided for in Conditions 2.6 (a), 2.6 (b) and 2.6 (c), the Services are not excess and/or extended services and the Applicant is not entitled to a Latecomer Agreement.

- (a) Provision of adequate water service to meet the fire flow demands of the project. Based on the confirmed Fire Underwriter's Survey Required Fire Flows and domestic flows submitted by Thorson Consulting Certified Professionals Ltd. dated January 25, 2021, no water main upgrades are required to service the development.

Note to Applicant: The mains servicing the proposed development are:

- (i) 200mm w/m along Ash Street for the Ash Street building
- (ii) 200mm w/m along Cambie Street for the Cambie Street building

Should the development require water service connections larger than the existing mains, the developer shall upsize the existing main to the satisfaction of the General Manager of Engineering Services. The developer is responsible for 100% of the cost of the upgrading.

Note to Applicant: Should the development's Fire Underwriter's Survey Required

Fire Flow calculation change as the building design progresses, a resubmission to the City of Vancouver Waterworks Engineer is required for re-evaluation of the Water System.

- (b) Provision for the installation of a new fire hydrant fronting 8483 Cambie Street in order to service the Cambie Street building per the City of Vancouver Building Bylaw.

Note to Applicant: The Water Design Branch will determine the location details for the hydrant during the water permit application process. The developer is responsible for 100% of the cost.

- (c) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project.

Implementation of development at 8460 Ash Street and 8495 Cambie Street require the following in order to improve sewer flow conditions:

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.

Note to Applicant: Development at 8460 Ash Street to be serviced to the 200 mm SAN and 200 mm STM sewers in the lane west of Cambie Street. Development at 8495 Cambie Street to be serviced to the 200 mm SAN and 375 mm STM on Cambie Street.

Note to Applicant: This property is under the Provincial Well-Drilling Advisory Area, and subsurface flowing artesian conditions may exist.

Note to Applicant: There is an existing 4.5 m wide sewer easement running through the southern edge of 8495 Cambie Street. This easement is required to be maintained and may require widening to 6 m. The sewer running through this easement services other parcels upstream. If it is not possible for the existing sewers in the easement though 8495 Cambie Street to be maintained, the sewer along lane south SW Marine Drive should be extended to service the site. This upgrade has not been investigated.

- (d) Provision of improvements at the intersection of Ash Street and SW Marine Drive including:
 - (i) Design and installation of a new traffic signal.
 - (ii) Provision of curbs ramps, on all four corners.
 - (iii) Upgraded intersection lighting to current standards.
 - (iv) Associated enabling works and adjustments to all existing infrastructure to accommodate the proposed street improvements (including any transition from protected bike lanes to adjacent street network and replacement or modification of related traffic signal equipment).
- (e) Street improvements along Ash Street adjacent to the site and appropriate

transitions including the following:

- (i) Front boulevard with street trees where space permits.
 - (ii) 2.14 m (7 ft.) wide broom finish saw-cut concrete sidewalk.
- (f) Provision of stormwater tree trench under the sidewalk on Ash Street beside new street trees where space permits:

Note to Applicant: The construction of stormwater tree trench is to meet the *Rain City Strategy* targets and soil volume requirements (per Section 9.3.3.2 of Engineering Design Manual). These improvements will generally include placement of structural soil or modular tree cell, new catch basin, and perforated sub-drain connected to the sewer system.

For further information, contact Green Infrastructure Implementation Branch,
ESRGGIIDL@vancouver.ca

- (g) Provision of street improvements along Cambie Street adjacent to the site and appropriate transitions including the following:
- (i) Front boulevard with street trees where space permits.
 - (ii) Broom finish saw-cut concrete sidewalk within the 3.5 m wide SRW area and extending to the edge of the new front boulevard.
 - (iii) Removal of the existing driveway crossing and reconstruction of the boulevard, sidewalk, and curb to current standards.
- (h) Provision of a Rapid Rectangular Flashing Beacon (RRFB) at the marked crosswalk including mid-block crosswalk lighting upgrade to current City standards and TAC recommendations on the 8400 block of Cambie Street, including associated enabling works and adjustments to all existing infrastructure to accommodate the proposed street improvements (including any transition from protected bike lanes to adjacent street network and replacement or modification of related traffic signal equipment).
- (i) Provision of upgraded street lighting (roadway and sidewalk) adjacent to the site to current City standards and IESNA recommendations.
- (j) Provision of a new pad mounted service kiosk/cabinet.

Note to Applicant: The detailed Electrical Design will be required prior to the start of any associated electrical work to the satisfaction of the General Manager of Engineering Services, and, in conformance with Standard Specification of the City of Vancouver for Street Lighting (draft), Canadian Electrical Code (the latest edition) and the Master Municipal Construction Documents (the latest edition).

- (k) 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.

- (l) Construction of a “secondary active link” within the 4.66 m wide SRW on the south side of the site between Cambie Street and the lane west of Cambie Street for both walking and cycling that follows the guidelines set out in the *Cambie Corridor Public Realm Plan* including the following:
 - (i) 2.44 m (8 ft.) wide hard surface walkway centered within the SRW area.
 - (ii) Landscaping on both sides of the walkway.
 - (m) Provision of \$50,000 for traffic calming measures to address neighborhood traffic impacts from the rezoning.
 - (n) Provision of speed humps in the lane south of SW Marine Drive between Cambie Street and Ash Street, and the lane west of Cambie Street between SW Marine Drive and West 70th Ave.
 - (o) Provision of a new standard concrete pedestrian lane crossing, new curb returns and curb ramps at the existing lane crossing on Ash Street adjacent to the site.
 - (p) Provision of lane lighting on standalone poles with underground ducts. The ducts should be connected to the existing City street lighting infrastructure.
 - (q) Provision to mill and regrade the existing lane to centerline along the development site’s frontages to accommodate city supplied building grades.
 - (r) Provision of funding for the installation of parking regulatory signage on streets and lanes adjacent to the site to the satisfaction of the General Manager of Engineering Services.
 - (s) Provision of street trees where space permits. 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 appropriate soil volumes and approved root barriers of rigid construction, 8 ft. long and 18 in. deep, centred on each street tree adjacent to the sidewalk and any off street bike facility.
- 2.6 Provision of one or more Latecomer Agreements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following works, which constitute excess and/or extended services:
- (a) Improvements at the intersection of Ash Street and SW Marine Drive per Condition 2.5 (d) (i) and 2.5 (d) (iii).

Note to Applicant: The benefitting area for these works is under review.

- (b) Installation of a RRFB at the marked crosswalk on 4800 block Cambie Street per Condition 2.5 (h).

Note to Applicant: The benefitting area for these works are the properties addressed as 8427, 8471, 8483, 8515, 8525, 8555 and 8530 Ash Street and 402 SW Marine Drive, and for and only if the following works constitute excess and/or extended services.

- (c) A new pad mounted service kiosk/cabinet per Condition 2.5 (j).

Note to Applicant: The benefitting area for these works is under review.

Note to Applicant: An administrative recovery charge will be required from the Applicant in order to settle the latecomer agreement. The amount, which will be commensurate with the costs incurred by the City to administer the latecomer scheme, will be provided by the City and specified in the latecomer agreement.

- 2.7 All third-party utility services (e.g., BC Hydro, Telus and Shaw) shall be underground for this development.

Note to Applicant: All electrical plant, which include but not limited to System Vista, Vista switchgear, pad mounted transformers and kiosks (including telecommunications kiosks) are to be located on private property with no reliance on public property for placement of these features.

Submission of a written confirmation from BC Hydro that all required electrical plant as noted above is located on the development property.

Housing

- 2.8 Make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability (or successor in function), and the Director of Legal Services to enter into a Housing Agreement and Section 219 Covenant securing all of the social housing units in the Ash Street building for the greater of 60 years and life of the building, which will contain the following terms and conditions:

- (a) A no separate sales covenant.
- (b) A no stratification covenant.
- (c) That such social housing units will be legally and beneficially owned by a non-profit corporation, a non-profit co-operative association, or by or on behalf of the City, the Province of British Columbia, or Canada as a single legal entity.
- (d) A provision that none of such social housing units will be rented or have an occupancy tenure for less than one month at a time.
- (e) Requiring such social housing units be used for and comply with the definition of "social housing", as that term is defined in the Vancouver Development Cost Levy By-law No. 9755.

- (f) Not less than 85% of the social housing units will be occupied by households with incomes below the then current applicable Housing Income Limits, as set out in the current "Housing Income Limits" table published by the British Columbia Housing Management Commission or equivalent publication, and each rented or permitted to be occupied at a rate no higher than 30% of the aggregate household income of the members of the household occupying such social housing unit, and subject to further provisions as described in Appendix E: Term Sheet.
- (g) A maximum of 15% of the social housing units shall be rented to or permitted to be occupied by households with incomes at or below "Middle Income Limits" as established by the British Columbia Housing Management Commission or equivalent publication, or the equivalent program available through the Province of British Columbia, as determined and approved by the General Manager of Planning, Urban Design and Sustainability, at a housing charge which is no more than 30% of household income.
- (h) Such other provisions as described in Appendix E: Term Sheet relating to the operation of the social housing (co-op) building, including, but not limited to, the following: assessment of housing charges, building maintenance and operation, operating surplus, occupant selection process, occupancy guidelines, and monitoring and compliance, which provisions and the terms of same to be included at the discretion of the General Manager of Planning Urban Design and Sustainability.
- (i) A hold on the Occupancy Permit until such time as the owner provides the City with confirmation, to the satisfaction of the Director of Legal Services, that the legal and beneficial title of the parcel on which the social housing units are located is owned by the Ashley Mar Housing Co-operative.
- (j) Such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may in their sole discretion require.

Note to Applicant: This condition will be secured by a covenant pursuant to Section 219 of the Land Title Act and a Housing Agreement to be entered into by the City by by-law enacted pursuant to section 565.2 of the *Vancouver Charter*.

2.9 Make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services to enter into a Housing Agreement and Section 219 Covenant securing all of the rental residential units in the Ash Street and Cambie Street market rental buildings as for-profit affordable housing units for the longer of 60 years and life of the building, subject to the following conditions and requirements:

- (a) A no separate-sales covenant is required.
- (b) A no stratification covenant is required.

- (c) A provision that none of the units are to be rented for less than one month at a time.
- (d) A rent roll will be provided to the satisfaction of the General Manager of Planning, Urban Design and Sustainability, prior to the Housing Agreement being entered into by the City and prior to each of the development permit issuance, the building permit issuance and the occupancy permit issuance, which rent roll will indicate the agreed initial monthly rents for each rental unit, the unit size of each unit and the unit mix in the building, rents may be increased annually from the time of "prior-to" permit issuance letter to initial occupancy, as per the maximum allowable increases under the *BC Residential Tenancy Act*.
- (e) The average initial starting monthly rents for each unit type will be established at the time of "prior-to" permit issuance letter, subject to adjustment as contemplated by Section 3.1B(c) of the Vancouver Development Cost Levy-By-law.
- (f) That the average size of each unit type will be at or below the limit as contemplated by the Vancouver Development Cost Levy By-law;

Unit Type	Maximum Average Unit Size
Studio	42 sq. m (450 sq. ft.)
1-bed	56 sq. m (600 sq. ft.)
2-bed	77 sq. m (830 sq. ft.)
3-bed	97 sq. m (1044 sq. ft.)

- (g) Such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may in their sole discretion require.

Note to Applicant: This condition will be secured by a covenant pursuant to Section 219 of the Land Title Act and a Housing Agreement to be entered into by the City by by-law enacted pursuant to section 565.2 of the *Vancouver Charter*.

- 2.10 Enter into a Section 219 Covenant and/or other agreements as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services determine are necessary so that the applicant will:

- (a) Provide a Resident Relocation Plan to the satisfaction of the General Manager of Planning, Urban Design and Sustainability as per the Tenant Relocation and Protection Policy that is effective at the time of submission of the Development Permit Application.
- (b) Provide an Interim Resident Relocation Report to the satisfaction of the General Manager of Planning, Urban Design and Sustainability prior to issuance of the Demolition Permit.
- (c) Provide a Final Resident Relocation Report to the satisfaction of the General Manager of Planning, Urban Design and Sustainability prior to issuance of the Occupancy Permit.

Community Benefit Agreement

- 2.11 Enter into a Community Benefits Agreement as per the City of Vancouver's *Community Benefits Agreement Policy* on terms and conditions satisfactory to the General Manager of Arts, Culture and Community Services and the Director of Legal Services, which will require the Applicant and its development partners to:
- (a) Participate in a First Source Hiring program, in consultation and partnership with community stakeholder groups and the City, making new entry level jobs available to equity seeking community members in Vancouver first and striving for an overall target of 10% of labour (Including that for contractors, subcontractors and other possible vendors) sourced from adjacent low-income communities and equity seeking groups across the city; including women in trades, Indigenous people, racialized communities, and others facing barriers to opportunity due to discrimination, exclusion and stigmatization.
 - (b) Demonstrate Best Efforts to procure a minimum of 10% of material goods and services from third party certified social impact and/or equity seeking businesses and social enterprises, across the entire lifecycle of the development site, prioritizing Vancouver-based ventures but extending through supply chains regionally and outside the Province and the Country where and when required. This Includes, where applicable, post-occupancy and ongoing service needs.
 - (c) Demonstrate Best Efforts to attain 10% procurement of materials, goods and services from Vancouver companies or companies located in Metro Vancouver or British Columbia. These may or may not also be equity seeking 3rd party certified businesses as defined in the policy.
 - (d) Retain the services of an independent third party to the satisfaction of the City in order to assist in monitoring and reporting on the progress towards reaching these goals on an agreed upon timeline with the City of Vancouver during and upon completion of the project and its various development phases. This may include, where applicable and where possible, post-occupancy and ongoing service needs.
 - (e) Participate in a Project Specific Implementation and Monitoring Working Group with City staff, industry and training and skill development bodies, employment services organizations, and community representatives with knowledge of social procurement, social hiring, and community economic development, which commitments will be secured by Section 219 covenants and permit holds.
 - (f) Section 219 is applicable to the entirety of the CBA Policy insofar as they:
 - (i) Participate in the city-wide CBA working group community of practice;
 - (ii) Retain the services of an independent third party to assist with achieving the targets established in the policy and monitoring and reporting on them and by doing so; and

- (iii) Demonstrate Best Efforts to achieve the targets in the CBA Policy to the satisfaction of the General Manager of Arts Culture and Community Services.

Note to Applicant: Agreeing to these conditions as per the City of Vancouver CBA Policy does not preclude the applicant from entering into any additional agreements with communities including ones geographically located nearby the development site, or sites, or with First Nations.

Food Assets/Social Policy

- 2.12 Fulfill, to the satisfaction of the Director of Social Policy, the Sustainable Food Systems requirements of the *Rezoning Policy for Sustainable Large Developments*. Specifically:
 - (a) Contribution to an off-site food asset: as a third food asset provided in lieu of an onsite organics management system, the applicant may provide a contribution to an offsite food asset. Specifically:
 - (i) The owner shall, at its sole cost and on terms and conditions satisfactory to the Director of Legal Services and the Managing Director of Social Policy and Projects, make arrangements for a \$50,000 payment to the City, for the City's sole discretion in allocating to a community food system initiative aligned with the objectives of the *Vancouver Food Strategy*.

Sustainability

- 2.13 Enter into such agreements as the General Manager of Planning, Urban Design & Sustainability and the Director of Legal Services determine are necessary that require the owner to report energy use data, on an aggregated basis, for the building as a whole and for certain common areas and building systems. Such agreement or agreements will also provide for the hiring of a qualified service provider to assist the owner for a minimum of three years in collecting and submitting energy use data to the City.

Public Art

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

Note to Applicant: Please contact the Public Art Program to discuss your application:
publicart@vancouver.ca

Environmental Contamination

- 2.15 As applicable:
 - (a) Submit a site disclosure statement 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 such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and
- (c) If required by the Manager of Environmental 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 on terms and conditions 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 constructed on the site pursuant to this rezoning until separate Certificates of Compliance, satisfactory to the City, for the on-site and off-site contamination, issued by the BC Ministry of Environment and Climate Change Strategy, have been provided to the City.

Agreements

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

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the By-law and at no cost to the City.

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

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8460 Ash Street and 8495 Cambie Street
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE SIGN BY-LAW NO. 6510

Amend Schedule A (CD-1 Zoning Districts regulated by Part 9) by adding the following:

"8460 Ash Street and 8495 Cambie Street	[CD-1 #]	[By-law #]	C-2"
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**8460 Ash Street and 8495 Cambie Street
 RESIDENT RELOCATION PLAN OFFER**

Resident Relocation Guidelines	Resident Relocation Plan Offer
Identify options for interim and final relocation that prioritize maintaining the co-op community	<ul style="list-style-type: none"> • Co-op members who request to relocate together with other members will be accommodated as per the relocation plan. • Co-op members will have the right to return to the new co-op, unless otherwise agreed to.
Maintaining affordability for existing members in the interim and in the new co-op	<ul style="list-style-type: none"> • Existing members will pay no higher than what they are currently paying for their housing charge in their interim housing; the difference between their rent and housing charge will be covered by the applicant. • Existing members will pay no higher than what they are currently paying for their housing charge in the new co-op building.
Support with relocation and consideration of special circumstances	<ul style="list-style-type: none"> • Moving expenses will be provided both for the initial relocation as well as the return to the new co-op. • A member survey has been provided to all members to complete to better understand relocation needs and any special circumstances. • Assistance will be provided for those who need extra support (ie. seniors, persons with disabilities, mental health issues etc.)
Communication and engagement with members	<ul style="list-style-type: none"> • Resident relocation information workshops have been held to inform members in advance of the development process. • A Relocation Consultant has been selected as the point-of-contact for all members to reach out to should they have questions about the relocation process. • Advance notification of move out timeline will be provided to all co-op members following Public Hearing. • After co-op members have been relocated, there will be quarterly updates on construction progress to all members, a co-op website set up for members to access 24/7 to keep up to date on project progress, and the Relocation Consultant will continue to be the point-of-contact throughout duration of construction.

* * * * *

8460 Ash Street and 8495 Cambie Street
TERM SHEET

June 8, 2021

Between City of Vancouver (the “**City**”), and Ashley Mar Co-op (“**Ashley Mar**”) for the proposed affordable rental housing development (the “**Project**”) at 8460 Ash Street and 8495 Cambie Street, Vancouver, British Columbia.

This Term Sheet will not create any binding rights or obligations on the parties herein; however the parties wish to confirm their intent to work together in a cooperative and collaborative manner, acting reasonably, fairly and in good faith to negotiate and finalize with all reasonable due diligence the Agreements and to take all reasonable action to complete the Project and transactions contemplated by this Term Sheet in accordance with terms of this Term Sheet and the spirit in which it was entered into.

Ashley Mar has the right to contact the City of Vancouver to discuss changes to the Housing Agreement throughout the lifespan of the affordable housing component (the co-op building).

General	
Lands	<ul style="list-style-type: none"> 8460 Ash Street and 8495 Cambie Street, legally described as: <ul style="list-style-type: none"> PID: 007-118-295; Lot 3 Block 7 District Lot 311 Plan 18713; PID: 007-118-325; Lot 4 Block 7 District Lot 311 Plan 18713; PID: 007-118-368; Lot 5 Block 7 District Lot 311 Plan 18713; PID: 007-118-392; Lot 6 Block 7 District Lot 311 Plan 18713; PID: 007-118-457; Lot 7 Block 7 District Lot 311 Plan 18713; PID: 007-118-473; Lot 8 Block 7 District Lot 311 Plan 18713; PID: 007-118-511; Lot 9 Block 7 District Lot 311 Plan 18713; PID: 007-118-546; Lot 10 Block 7 District Lot 311 Plan 18713; PID: 007-118-601; Lot 11 Block 7 District Lot 311 Plan 18713; PID: 007-118-635; Lot 12 Block 7 District Lot 311 Plan 18713; and PID: 007-118=651; Lot 13 Block 7 District Lot 311 Plan 18713
Zoning	<ul style="list-style-type: none"> RT-2 District
Owner	<ul style="list-style-type: none"> Ashley Mar Housing Co-operative
Developer	<ul style="list-style-type: none"> Intracorp

Project Description																												
Description of Overall Project	<ul style="list-style-type: none">The overall project proposes the construction of three towers at 16, 27, and 31 storeys. The residential tenure includes social housing units and market rental units, to be secured by way of a Housing Agreement pursuant to Section 565.2 of the <i>Vancouver Charter</i> and a Section 219 Covenant pursuant to the <i>Land Title Act</i>.The affordable housing component proposes a 16-storey tower which includes one-for-one replacement of the 54 residential units in the existing Ashley Mar Co-op, and approximately 71 additional social housing units.																											
Unit Mix	<ul style="list-style-type: none">The affordable housing component is comprised of the following unit types: Proposed Unit Mix<table><tr><th>Unit Type</th><th>Social Housing Units</th><th>%</th></tr><tr><td colspan="3">Non-Family Units</td></tr><tr><td>Studio</td><td>6</td><td rowspan="2">40%</td></tr><tr><td>1-bedroom</td><td>44</td></tr><tr><td colspan="3">Family Units</td></tr><tr><td>2-bedroom</td><td>45</td><td rowspan="4">60%</td></tr><tr><td>3-bedroom</td><td>28</td></tr><tr><td>4-bedroom</td><td>1</td></tr><tr><td>5-bedroom</td><td>1</td></tr><tr><td>Total</td><td>125</td><td></td></tr></table>		Unit Type	Social Housing Units	%	Non-Family Units			Studio	6	40%	1-bedroom	44	Family Units			2-bedroom	45	60%	3-bedroom	28	4-bedroom	1	5-bedroom	1	Total	125	
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Total	125																											
Resident Client Group	<ul style="list-style-type: none">To encourage a diverse mix of residents including low- and moderate-income singles, seniors and families with children, working with BC Housing and/or local community groups and/or an Ashley Mar Co-op Resident Selection process.																											
Development of the Project																												
Rezoning	<ul style="list-style-type: none">Intracorp has initiated the rezoning process and City Council, in its sole discretion, may approve rezoning of the Lands to permit the construction of the Project, subject to certain conditions that will be set out in the Council report.Intracorp will be responsible for satisfying the conditions for rezoning bylaw enactment.Rezoning approval is at the sole discretion of City Council, in its regulatory capacity, and the parties acknowledge that City Council, in its regulatory capacity, will maintain full discretion in determining the conditions of rezoning, whether all such conditions have been fulfilled and with respect to City Council, whether to enact the rezoning bylaw.																											

Tenure and Operation of Components	
Affordability	<ul style="list-style-type: none"> • At least 54 units, currently representing 43% of the social housing units, (the “Replacement Units”), across all unit types, are to be rented at the same level of affordability as the housing charges in the existing Ashley Mar Co-op building, at a housing charge which is no more than 30% of household income. • The remaining social housing units, (currently representing 57% of the social housing units or 71 social housing units, the “Additional Units”) are to be occupied by the following, subject to testing of financial viability: <ul style="list-style-type: none"> ○ households with incomes at or below the “Housing Income Limits (HILs)” at a housing charge which is no more than 30% of household income. • Of the total units in the building (125 units), a maximum of 15% of units may be rented to households with incomes at or below Middle Income Limits as defined by BC Housing, at a housing charge which is no more than 30% of household income. • The Ashley Mar Co-op commits to maintaining 85% of units rented to households with incomes at or below HILs as defined by BC Housing. Should incomes increase during the year above this threshold, upon the next vacancy the next incoming member will be targeted at or below HILs in order to maintain 85% of units rented to households with incomes at or below HILs. • Upon change in occupancy of the Replacement Units, the 54 Replacement Units will be occupied by households with incomes at the same level of affordability as the housing charges for new residents, at a housing charge that is no more than 30% of gross household income, subject to a maximum of 15% of the total households in the building having incomes at or below Middle Income Limits as defined by BC Housing.
Assessment of Housing Charges	<p>Returning Ashley Mar Co-op Members</p> <ul style="list-style-type: none"> • Housing charges are set at the maximum rates established at the Ashley Mar Co-op General Meeting to cover an operating budget to a minimum 1.1 debt coverage ratio (DCR). • Members may be eligible for a housing charge reduction in accordance with Ashley Mar Co-op’s <i>Subsidy Policy Qualifications & Procedures</i>. • The income banding for members not receiving a housing charge reduction is reported using Canada Revenue Agency Notice of Assessments or a declaration (“the Declaration of Income and Assets”) for all adults in every household, and will be reported prior to Occupancy to the new co-op building.

	<p>New Residents</p> <ul style="list-style-type: none"> • Ashley Mar Co-op will establish policies and procedures for establishing housing charges and asset calculations and submit these to the City for approval. • All new residents will submit an annual Declaration of Income and Assets to determine their monthly housing charge, which will not exceed more than 30% of their household income.
Building Maintenance and Operations	<ul style="list-style-type: none"> • The applicant team, and ultimately the Ashley Mar Housing Co-operative, is responsible for demonstrating that they will create, implement and comply with a Capital Asset Plan. • The Plan will include, at a minimum, the following elements: <ul style="list-style-type: none"> ○ A commitment to plan and carry out effective and efficient property management, maintenance and capital replacement of the building ○ Ensure financial viability and sustainability of the property ensuring adequate income/ funds to meet costs over the life of the building ○ Ensure appropriate staffing and resourcing of the property to match the operator's proposed service delivery plan ○ Require the Co-op to maintain a capital replacement reserve that is adequately funded from the operating budget (i.e. does not rely on government funding) ○ The Ashley Mar Co-op is responsible for the ongoing maintenance of the building over its full operational life.
Operating Surplus	<ul style="list-style-type: none"> • Operating surpluses are defined as any surplus operating income remaining after payment of all operating expenses • Operating surpluses generated from the project will be allocated in the following ways: <ul style="list-style-type: none"> ○ To ensure Capital Reserves are adequately funded ○ To build up an Operating Reserve that is equal to a maximum of one year's operating budget ○ To maintain and enhance affordability of the social housing units throughout the life of the project, by increasing the percentage of HILs units in the Building ○ To contribute to a Capital Replacement Reserve to plan for the end of building life up to and including full capital replacement ○ To pay down the mortgage early/over and above the amortization schedule ○ To increase or expand affordable co-op housing

	<ul style="list-style-type: none"> • If operating surpluses exceed those determined to be needed to fund the above mentioned items, the City and the Co-op will agree to reinvest the surplus generated towards: <ul style="list-style-type: none"> ○ The Co-op or affiliated non-profit organization creating or acquiring net new, affordable housing within the City of Vancouver; ○ Deepening levels of affordability of other non-market buildings in the City of Vancouver.
Occupant Selection Process	<ul style="list-style-type: none"> • As part of the Resident Relocation Plan, Ashley Mar Co-op will be responsible for offering the first right of refusal to the new building to former occupants of the site who have remained members of the Co-op. • Subject to meeting the criteria in the Affordability section of this document, new co-op members occupying the Additional Units will be selected based on the Ashley Mar Co-op's membership selection criteria. • The City's primary interest is in a transparent and co-ordinated approach to occupant selection. The City's preference is that New Occupants are selected through the BC Housing Registry. If the Co-op does not want to use the BC Housing Registry, they will develop a plan for occupant selection to be approved by the City. The Plan could include co-ordination with other non-profit co-ops, non-profit housing providers and/or other community organizations in the general area if there are no longer any candidates on the Co-op's current waitlist that meet the criteria in the Affordability section of this document.
Occupancy Guidelines	<ul style="list-style-type: none"> • Returning Ashley Mar Co-op Members will be placed in a Residential Unit appropriate to their household size, while a maximum of 6 units that are two-bedroom units may be occupied by households with one individual. • New Residents must be placed in a Residential Unit appropriate to their household size, and in accordance with the National Occupancy Standard (NOS) developed by Canada Mortgage and Housing Corporation (CMHC). • The following guidelines apply: <ul style="list-style-type: none"> a. no more than two and less than one person per bedroom; b. spouses and couples share a bedroom; c. parents do not share a bedroom with their children; d. dependents aged 18 or over do not share a bedroom.
Monitoring & Compliance	<p>On an annual basis, the Co-op will submit to the City:</p> <ul style="list-style-type: none"> • A report on housing charges and household income, including a list of housing charges for each unit, resident household incomes for each unit, and vacancy information, included as part of the annual Independent Audit Report. • A report on annual revenue

	<ul style="list-style-type: none"> • An Operating Budget, that is reasonable in nature and quantum and will consist of the following costs and expenses: <ul style="list-style-type: none"> a. Operating, maintenance and repair costs and expenses of a nature typically incurred for properties similar to the New Co-op Building; b. Property taxes; c. Insurance, covering risks and with coverage limits and deductibles typical for properties similar to the New Co-op Building; d. Management fee equal to three and one-half percent (3.5%) of New Co-op Building Estimated Revenue; e. Replacement reserve equal to three percent (3%) of New Co-op Building Estimated Revenue, or as required by lender; f. Membership costs such as education, meetings and committee activities typically incurred for Ashley Mar; g. Housing charge reduction (will be calculated based on twenty percent (20%) of units in the New Co-op Building receiving a seventy percent (70%) housing charge reduction); h. Balance of replacement and operating reserve accounts and annual allocations; and, i. Balance of subsidy pool and annual allocations. • Reporting of any operating surplus with the annual submission of the Operating Budget, beyond requirements for capital replacement and operating reserve • Independent Audit Report, wherein an audit firm carries out an assessment each year of occupant information, financial processes, account record and produces a financial statement report (including information on replacement reserve and operating balances) <p>In addition to annual reporting requirements:</p> <ul style="list-style-type: none"> • At the time of initial occupancy, and annually thereafter, the Operator will obtain a declaration ("the Declaration of Income and Assets") and supporting documentation from each Additional Unit and for each Replacement Unit when there is a turnover in occupancy. The Operator will maintain a copy of each Occupant's documentation in a file available to the City on request, subject to compliance with applicable privacy laws. • The Co-op and the City will agree to an appropriate interval for reporting on capital maintenance plans and building condition assessments
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If the co-op is not meeting its obligation to maintain the affordability of 85% of units to households at or below HILs over two consecutive years due to limited unit turnover and/or if the co-op is not meeting its obligation to meet the occupancy guidelines over two consecutive years, it will work in good faith with the city to achieve a plan to remedy this situation.

Nature of Term Sheet

The intent of this Term Sheet is to set out the key terms and conditions (the “**Key Terms**”) to be incorporated into the formal agreements (the “**Agreements**”) to be entered into between the City and Intracorp/Ashley Mar Co-op in respect of the Project.

No legal rights or obligations will arise or be created by the tabling and discussion of this Term Sheet or any amendments to it unless and until:

- Vancouver City Council has, in its sole and unfettered discretion, enacted the rezoning bylaw and approved the Agreements; and
- The City, and Intracorp/Ashley Mar Co-op have executed the Agreements, as applicable, in accordance with the Key Terms as set out herein and otherwise on terms and conditions satisfactory to the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services.

Approval of the rezoning and the Agreements are subject to Vancouver City Council approval in its sole and unfettered discretion.

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8460 Ash Street and 8495 Cambie Street
ADDITIONAL INFORMATION

1. Urban Design Panel

EVALUATION: Support with Recommendations (7/0)

Introduction:

Rezoning Planner, Scott Erdman, presented this rezoning application at 8460 Ash Street and 8495 Cambie Street, also known as the Ashley Mar Co-op site.

The site is an L-shaped property located in Marpole, south of SW Marine Drive, between Ash Street and Cambie Street, and is bi-sected by a City-owned lane. It is a block away from the Marine Drive Station on the Canada Line. Site is zoned RT-2, currently developed with two-storey wooden townhouses constructed in 1983. Together the 54 units form the Ashley Mar Housing Co-op.

The site is located within the Cambie sub-area of the Marpole Community Plan, which anticipates mixed-use developments up to 12 storeys in height atop a four-storey podium. There is no maximum density, rather the density is determined through urban design performance. The Marpole Plan's housing policies also provide direction for the Ashley Mar site and other social housing and inclusionary sites. Rezoning can be considered to renew and increase the stock of social housing, recognizing that projects can include a market housing component (rental or ownership) to assist with project funding. Where new development is proposed and social housing is included, modest increases in height and density can be considered to assist with project viability.

In July 2019 the proponents of the Ashley Mar Housing Co-op submitted a rezoning application to redevelop the site with social and rental housing that exceeds the height limits of the Marpole Community Plan, while prioritizing the delivery of affordable housing. In February 2020 staff brought forward an Issues Report to Council to gain permission for staff to consider the application, conduct detailed analysis, and seek input from the public and advisory bodies to help shape the proposal. The Issues Report also identified a list of housing affordability and other criteria to help evaluate this proposal, in addition to future proposals on neighbouring sites identified for social or inclusionary housing. Since that time, staff have also commenced work on analysis for the larger Marine Landing area to support a growing population and employment hub. This work will deliver new guidelines which will help inform future rezoning enquiries on the sites indicated on the map on screen, for social housing or intensive employment uses.

Following the original application submission, the proposal has been revised to include additional height and density to accommodate additional market rental housing units, and for increased setbacks along Ash Street to allow for improved tree retention. The proposal before you is for a mixed-use development, and includes:

- three towers at 16, 27 and 31 storeys.
- 54 replacement co-op units, 71 social housing units intended as an expansion of the co-op, and 524 secured market rental units
- 1 commercial-retail unit fronting Cambie Street
- A mid-block pedestrian connection at the southern side
- A floor space ratio (FSR) of 8.21
- A max building height of 92.8 m (304 ft.)

Development Planner, Derek Robinson, began by noting that the proposal represents a relatively new model for the city of delivering social housing within a 100% rental project, rather than having a strata condo component, as is more typical. We don't yet have that many examples of this model built here in the city. Delivering social housing or below-market rental within a market rental project inherently requires greater height and density, which can pose urban design challenges in certain situations.

The proposal consists of three towers on a site separated by a City lane. The Cambie site has approximately 118 ft. of frontage with a depth of 166 ft. and the tallest proposed tower at 31 storeys. The Ash site has a frontage of 261 ft. and a depth of 166 ft. consisting of two towers on a six-storey podium, including a 27-storey tower of market rental and a 16-storey tower of non-market social housing which is intended to be owned by the Ashley Mar Co-op. There is a proposed subdivision line shown on the plans.

He also noted the sites slope down approximately 6 m from Ash Street to Cambie Street along the lane and the future mid-block connection.

The Council Issues Report allows staff to consider additional height on this site, in order to maximize the delivery of social housing. The Issues Report laid out some general criteria for consideration of additional height. The Marpole Plan does not prescribe density or number of towers for this site and so the primary relaxation being considered is the increase in height beyond the 12 storeys outlined in the Plan.

There is work underway on a set of guidelines for the Marine Landing area, which is work coming out of the Issues report to Council, as well as work on an Employment Lands and Economic Review. While work on these guidelines is happening concurrently with this proposal, staff wanted to highlight a few early emerging directions for context.

Firstly, is an intent to reinforce Marine Landing as a unique gateway into the City of Vancouver. There is also a general recognition that the area is deficient in parks and infiltrating green space. With regard to public realm, the guidelines intend to encourage a connected linear network of public spaces. Ash Street is identified as a 'Park Connector' street, with a focus on connections to the river.

Important to note is that the Guidelines will not set maximum heights or densities, but that said, Marine Gateway tower is still intended to be the tallest point, at approximately 379 ft. in geodetic elevation. No net new shadowing will be permitted on Ash Park between 10 am and 4 pm on either equinox for any site seeking additional height beyond the Plan.

Also relevant context is the rezoning application at 622 SW Marine Drive across Ash Street which is currently submitted and will come to the panel for review in late April. This is on the triangular site currently occupied with a Denny's restaurant.

Currently proposed on that site is 100% rental with a below market component and a childcare in the form of two towers approximately 32 and 28 storeys high with a six-storey mixed-use podium along Marine Drive, three storey residential along Ash Street and retained trees and a mid-sized public plaza to the south along 70th Avenue.

In connection with these two proposals, several public realm upgrades are expected. The required active link mid-block connection will connect pedestrians from the south end of the

SkyTrain station to the proposed public plaza on the Denny's site and the intersection of 70th and Marine. Note that only half the anticipated 30 ft. width of the mid-block is being delivered through this project, with the other 15 ft. to be secured if and when the industrial property to the south redevelops.

You can also see mature tree retention on Ash Street as part of this proposal and along 70th as part of the 622 Marine Drive proposal. As noted, Ash Street is identified as a 'Park Connector' street and will be upgraded to include planted corner bulges with seating, stormwater infrastructure, and a raised cycle connection leading down towards the riverfront. A new pedestrian and cycle signal will be installed to cross Marine Drive to connect on to Ash Park.

This application was revised and resubmitted in December 2020 and included several revisions including reduced tower depths, an increase in height, the retention of several large mature trees along Ash Street and the parkade being pulled back from Ash Street to allow for stormwater infrastructure.

All three towers have floor plates of approximately 6500 sq. ft. and achieve an 80 ft. separation from any other existing, proposed or anticipated future tower.

Both market towers are setback approximately 30 ft. from the shared property line. Normally staff would seek 40 ft. from each property, however, it has been confirmed that sufficient site area is available on both adjacent properties to land the anticipated future towers with a minimum 80 ft. separation.

The Marpole and Cambie Plans identify the Marine Landing area as a unique gateway to the City of Vancouver that is the first and last view and impression of the city for people arriving by air and travelling to Vancouver on the Canada Line. The southern elevations of all three towers are likely to remain highly visible in the long term as land to the south is zoned industrial with a current maximum height of 100 ft. Staff invite the panel to provide comments on this consideration.

A number of existing towers along Cambie Street have a north-south tower orientation. This sets a sort of rhythm to how the transit node is experienced as one moves through.

Staff do recognize that a relative increase in height above the Plan being considered here will have some further incremental shadow impacts on properties and sidewalks to the north and on public spaces around the SkyTrain station during some of the afternoon hours. A key consideration was to have no additional shadow impacts on Ash Park to the north during either equinox. The additional shadow impact on public space needs to be weighed against the additional market rental and social housing that would be secured through this development proposal.

Given the scope of this proposal, the panel will have a chance to review this project again as part of a DP process, and detailed unit layouts will be available for review at that time. Common indoor and outdoor amenities are provided in the Ash Street buildings including a shared courtyard with adjacent indoor spaces, a shared podium roof garden with adjacent indoor spaces and common rooftop patio space. The Cambie Street building provides a common outdoor patio on the podium fronting the street with adjacent indoor space and common rooftop patio space.

Lastly to note is that the Rezoning Policy for Sustainable Large Developments does apply to this proposal, due to the total floor area proposed. The applicant has outlined their proposed sustainability strategy beginning on page 46 of the booklet.

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

Height and Massing

In the context of Council directing staff to consider additional height and density beyond what the Marpole Plan prescribes in order to maximize delivery of social housing:

Does the Panel support the proposed massing, height and density?

Does the proposal successfully respond to the existing rhythm and context of towers in the Marine Landing area?

Does the proposal contribute positively to an 'entrance gateway' for the City of Vancouver as seen from the SkyTrain bridge crossing the Fraser River, recognizing that future towers to the south may be unlikely due to the existing industrial zoning?

Please comment on the tower-podium and streetwall relationships to each other, to the midblock connection and to future mixed-use developments to the north.

Public Realm

Does the proposal contribute to a successful public realm that serves the existing and future neighbourhood?

Does the proposal create a successful interface with the required mid-block connection?

Sustainability and Livability

To inform future design development, please provide any preliminary comments with regard to the sustainability strategies proposed and the overall livability of the development.

Applicant's Introductory Comments:

The applicant noted delivering affordable housing continues to be a priority for the project. There are two properties associated with this project on Cambie and Ash Street. The height and density is following the guidelines along with the setbacks and floorplates with some increase to create more units. The applicant noted a three-tower expression was the best. The plan has activated the ground plane as much as possible. There is a mews that will cut through the block.

The applicant noted when developing the cladding strategy they decided to create a more porous façade on the east and west and a more solid one on the north and south façade. The applicant noted they created a recess on the tower to separate the towers from the podium. Materials used on the podium is brick. The entrance to the tower is very identifiable.

There is a number of townhomes on the lane to make it more active while still pedestrian-friendly. The applicant is using as much surface on the tower for the amenity spaces.

The applicant noted they created as much amenity and landscape possible to offset some of the height. Landscape is working closely with the existing coop to create a program that includes nature and quality.

There are ground level patios that respect the townhomes entries and trees. There is a shared common amenity deck. On level seven, there is an expansive kid's play area.

At the rooftop, each tower has a separate private area. There is space for lounging and dining. At Cambie Street there are ground level townhouses along the laneway. There are CRU unit entries off of Cambie Street that will combine with the residential lobby entry.

The window to wall ratio is 42%. All the units have daylight coming in.

The staff and applicant team then took questions from the panel.

Panel's Consensus on Key Aspects Needing Improvement:

Having reviewed the project, it was moved by MR. SHARMA and seconded by MR. ENMAN and was the decision of the Urban Design Panel:

THAT the Panel SUPPORTS the project with the following recommendations to be reviewed by City staff:

- Consider variation to tower form and orientation;
- Design development to the public realm and architecture at the mid-block connection and all building faces.

Related Commentary:

There was general support from the Panel.

There was general support for the height and massing. The concerns regarding the height and massing were further design development and finesse and bit more differentiation.

There was some concerns regarding the architectural expression however, the Panel recognized this is still a rezoning. The Panel noted there is a formalness about the configuration and particularly the way the podium is expressed, the character feels very formal. The Panel noted the podium in terms of architectural expression is well handled the proportions are well thought out its very livable.

The Panel noted in an area where trying to create some hype the project is a bit of a lost opportunity. In this regard, it is more successful along Cambie Street, and along Ash Street it's a bit more of a 'carte blanc'.

There was a number of comments around the public realm especially how the mid-block connection is being evolved there could be more activation. There is a bit of awkwardness with the townhomes around the mid-block connection and awkwardness around the corner and parking entries. The Panel noted concern with the steep climbs into their landings.

The Panel noted a lot of appreciation for the amount of amenity space being provided above grade.

Applicant's Response: The applicant team thanked the Panel for their comments.

2. Public Consultation Summary

List of Engagement Events, Notification, and Responses

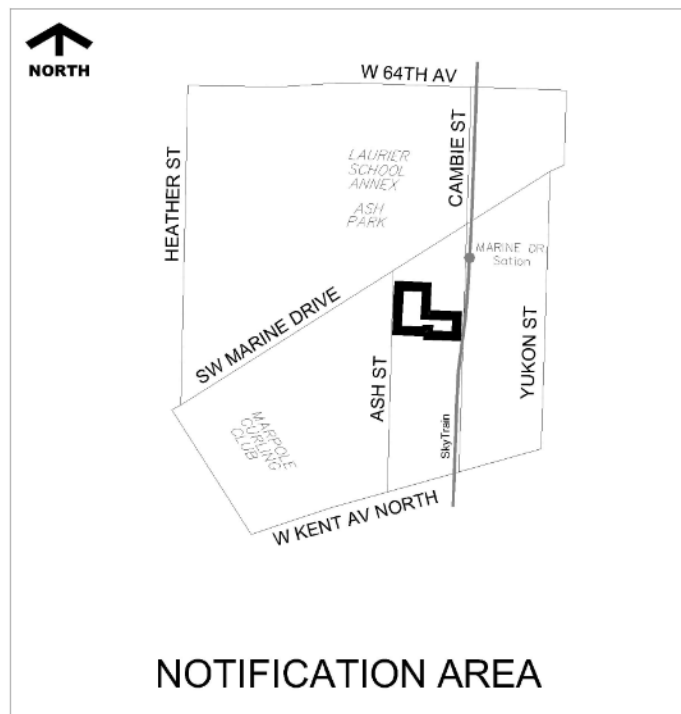
	Date	Results
Event		
Pre-application open house (applicant-led)	November 28, 2018	64 attendees
Pre-application open house (applicant-led)	October 8, 2019	30 attendees
Virtual open house (City-led)	January 25 – February 14, 2021	261 participants (aware)* <ul style="list-style-type: none"> • 103 informed • 26 engaged
Public Notification		
Postcard distribution – Notice of rezoning application and virtual open house	January 25, 2021	3,688 notices mailed
Public Responses		
Online questions	January 25, 2021 to February 14, 2021	2 submittals
Online comment forms <ul style="list-style-type: none"> • Shape Your City platform 	January – May, 2021	30 submittals
Overall position <ul style="list-style-type: none"> • support • opposed • mixed 	January – May, 2021	30 submittals <ul style="list-style-type: none"> • 22 responses • 5 responses • 3 response
Other input	January – May, 2021	0 submittals
Online Engagement – Shape Your City Vancouver		
Total participants during online engagement period	January – May, 2021	532 participants (aware)* <ul style="list-style-type: none"> • 190 informed • 32 engaged

Note: All reported numbers above are approximate.

* The Shape Your City platform allows staff to capture more nuanced levels of engagement associated with the rezoning application, categorized as:

- **Aware:** Number of unique visitors to the application webpage that viewed only the main page.
- **Informed:** Visitors who viewed documents or the video/photo gallery associated with the application; *informed* participants are a subset of *aware* participants.
- **Engaged:** Visitors that submitted a comment form or asked a question; *engaged* participants are a subset of *informed* and *aware* participants.

Map of Notification Area



Analysis of All Comments Received

Below is a summary of feedback received from the public by topic and ordered by frequency.

Generally, comments of support fell within the following areas:

- **Building height, massing, density and context:** The height, massing and density of the proposal are all appropriate given this site is directly next to the Marine Drive SkyTrain Station. Contextually, the project fits right in with the surrounding buildings and will add a sense of identity to the area.
- **Housing stock:** More co-op, secured and non-market rental housing sites such as this project are appreciated and vital in the City of Vancouver to ensure a diversity of housing stock is being produced. The one for one replacement of the existing co-op units is greatly appreciated as well.
- **Building design:** The building is well designed especially the entrances where the gold/yellow helps it stand out. The shared amenity spaces between the non-market and market-housing units is a welcomed addition to the project and will provide an increased sense of community. The privacy screening from the SkyTrain is thoughtful and the use of greenery for the screening is an interesting addition to the building as well.
- **Bicycle parking:** The number of bicycle parking proposed is adequate.

Generally, comments of concern fell within the following areas:

- **Building height, massing, density and context:** The scale of the project is too excessive given the amount of dense towers that are being proposed in the area and will obstruct the surrounding buildings and their private views.
- **Parking:** The number of parking units proposed is not adequate to facilitate the amount of density and fears of spillage onto already congested side streets are an immediate concern.
- **Traffic:** Concerns over the already hectic and heavy traffic around Southwest Marine Drive and Cambie Street have been expressed and the project will only add to the issue.
- **Amenities:** The proposed park mentioned in the Marpole Community Plan has yet to be delivered.

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

General comments of support:

- The number of parking spots is adequate as there is immediate access to transit nearby.
- The retention of the trees along Ash Street is appreciated, as it will help with creating a more publicly friendly streetscape.
- The inclusion of retail space is appreciated.

General comments of concern:

- The building design lacks unique architectural characteristics.
- The mid connection on the south side of Building C feels unfriendly and unwelcoming.
- Increased vagrant activities such as litter, property damage and other petty crimes have occurred within the neighbourhood and the increased density will only exacerbate the problem.

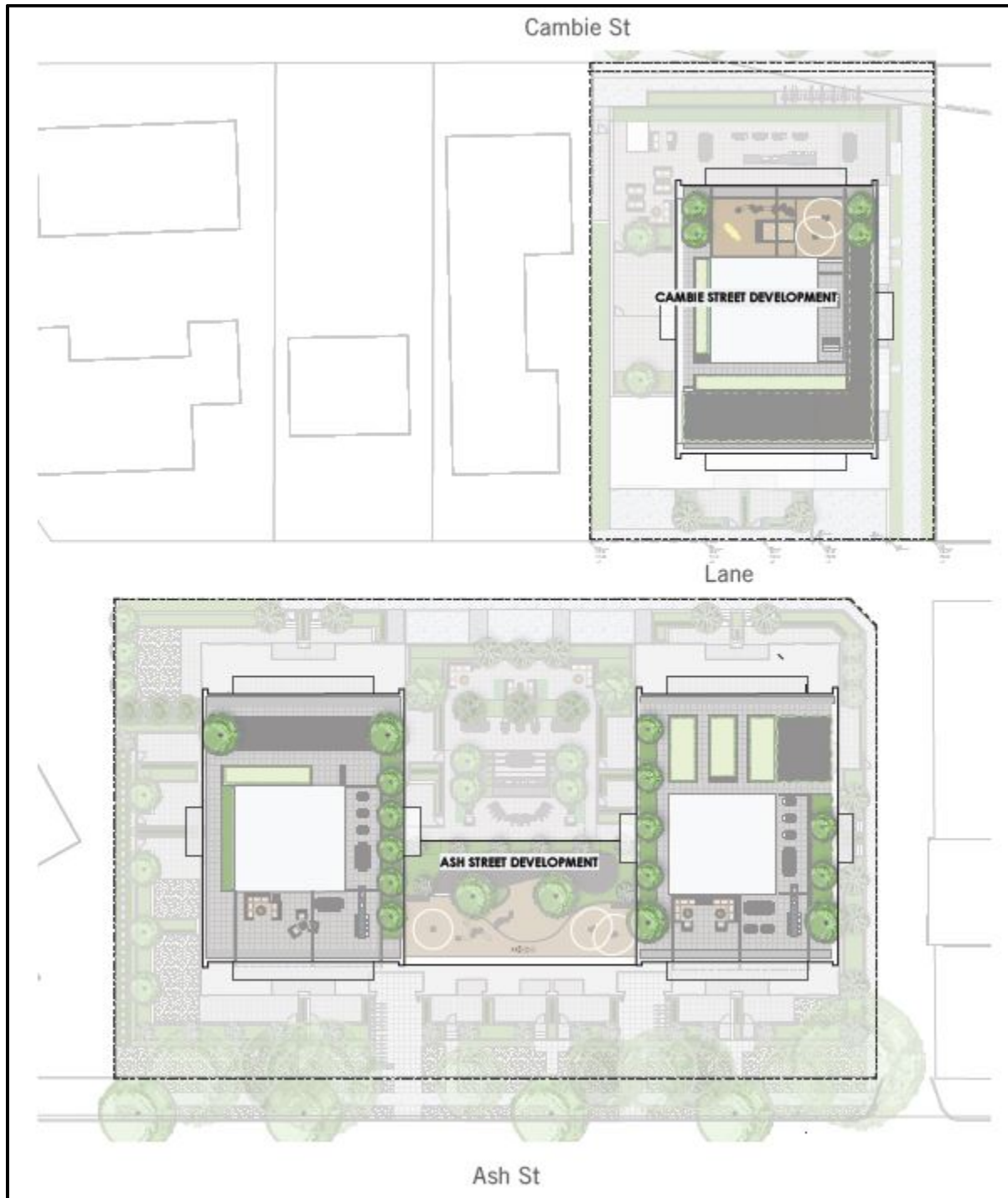
Neutral comments/suggestions/recommendations:

- More FSR should be given for future projects in this area as more density is necessary for major arterials especially those with immediate access to transit. Below market rental units should be considered.
- The number of amenity space and balcony space is not adequate and should be increased.
- Priority to the non-market rental housing should be given to those who are working but also experiencing turbulent housing living conditions.
- The number of accessible parking spots should be increased in order to better accommodate those with mobility issues.
- More needs to be done to make cycling safer and accessible in the area.
- There should be more retail spaces given to the ground level of this project to further activate the street.
- Retail and other office spaces should be given to the second floor of the southern and eastern sides of the building as well to fully utilize this space.

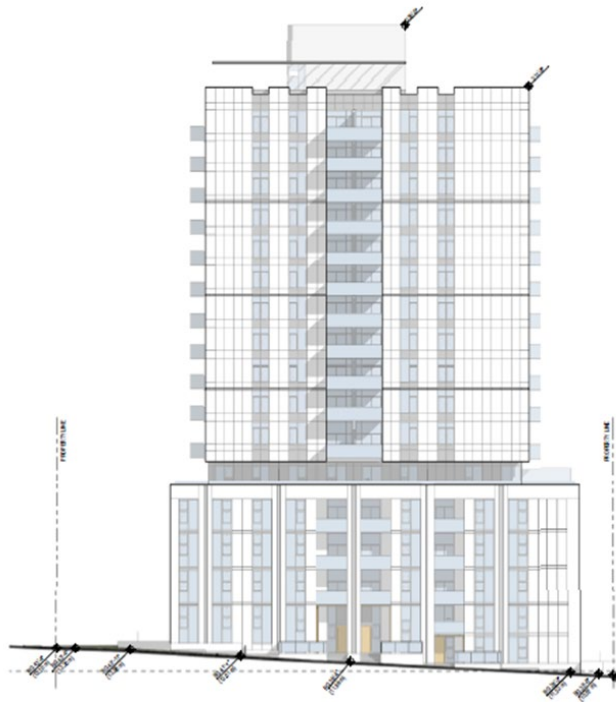
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8460 Ash Street and 8495 Cambie Street
FORM OF DEVELOPMENT

Site Plan



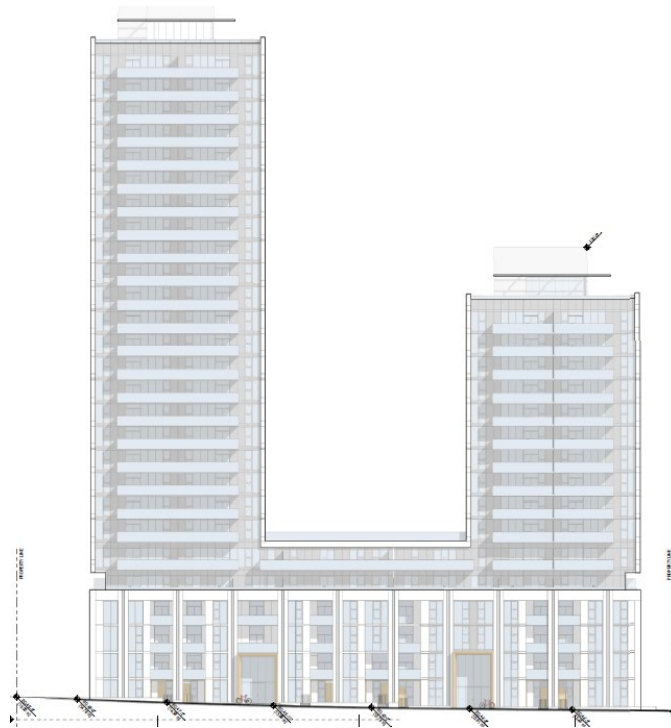
South Elevation
Ash Street social housing building



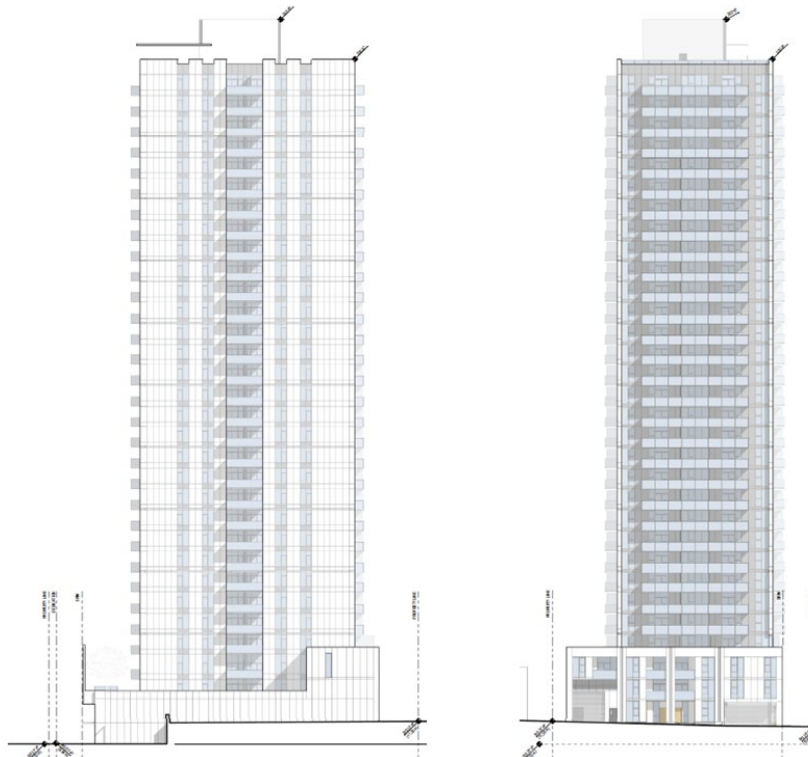
South and East Elevation
Cambie Street building



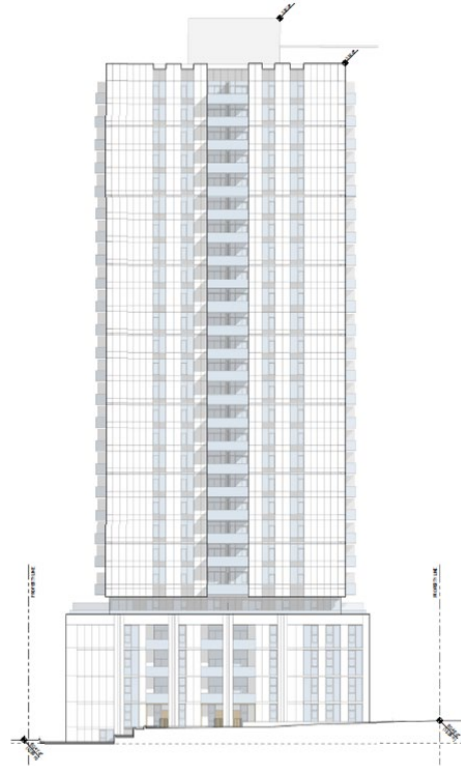
**West Elevation
Ash Street**



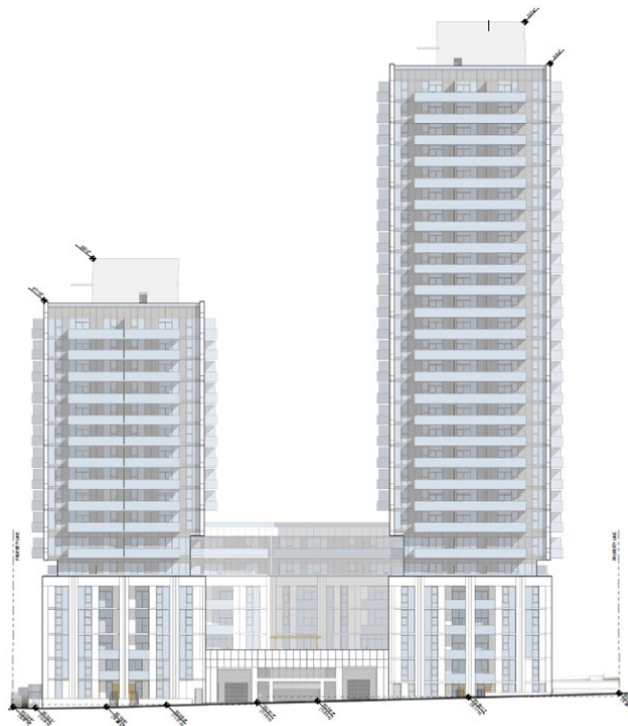
**North and West Elevation
Cambie Street building**



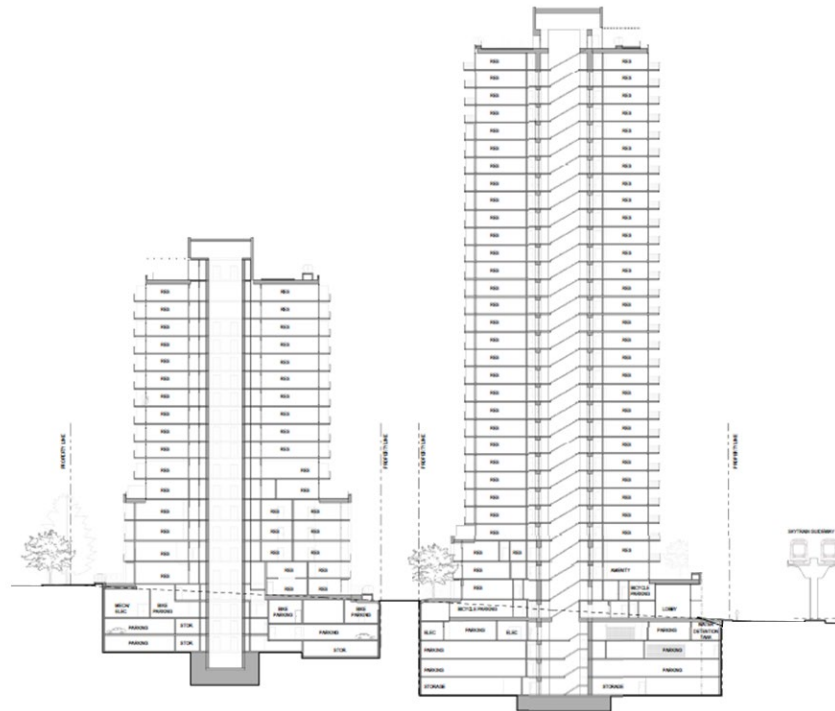
**North Elevation
Ash Street building**



**East Elevation
Ash Street**



Sections
Overall Building East-West



Overall Building North-South



Ash Street - Non Market Tower



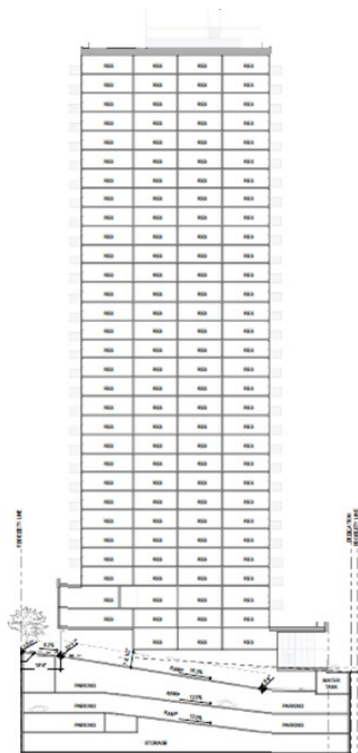
Ash Street - Courtyard



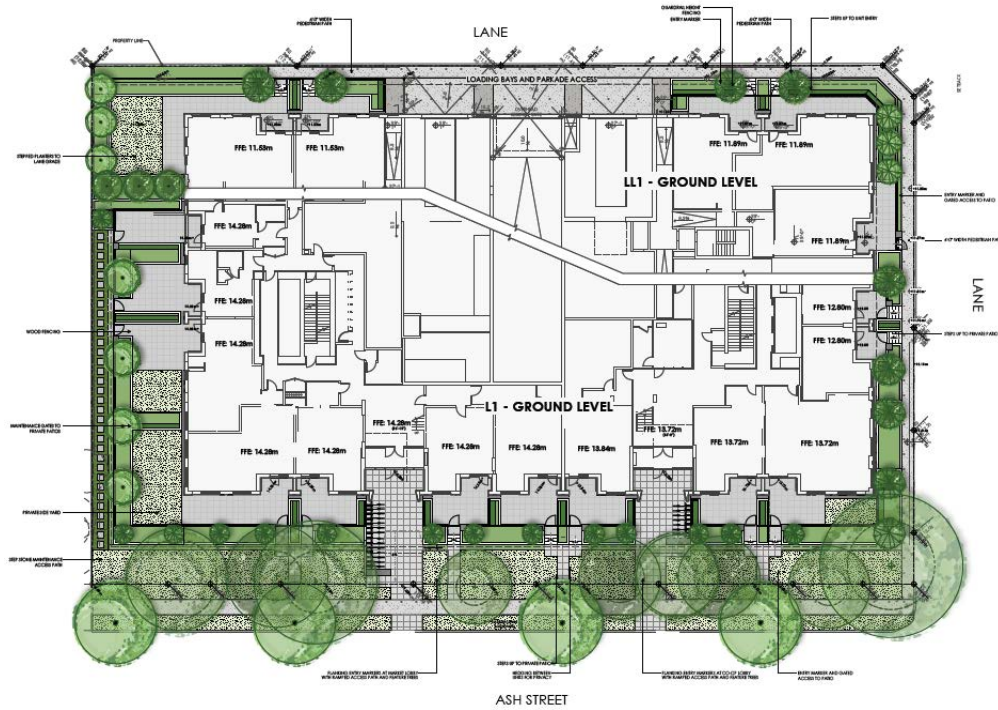
Ash Street - Market Housing Tower



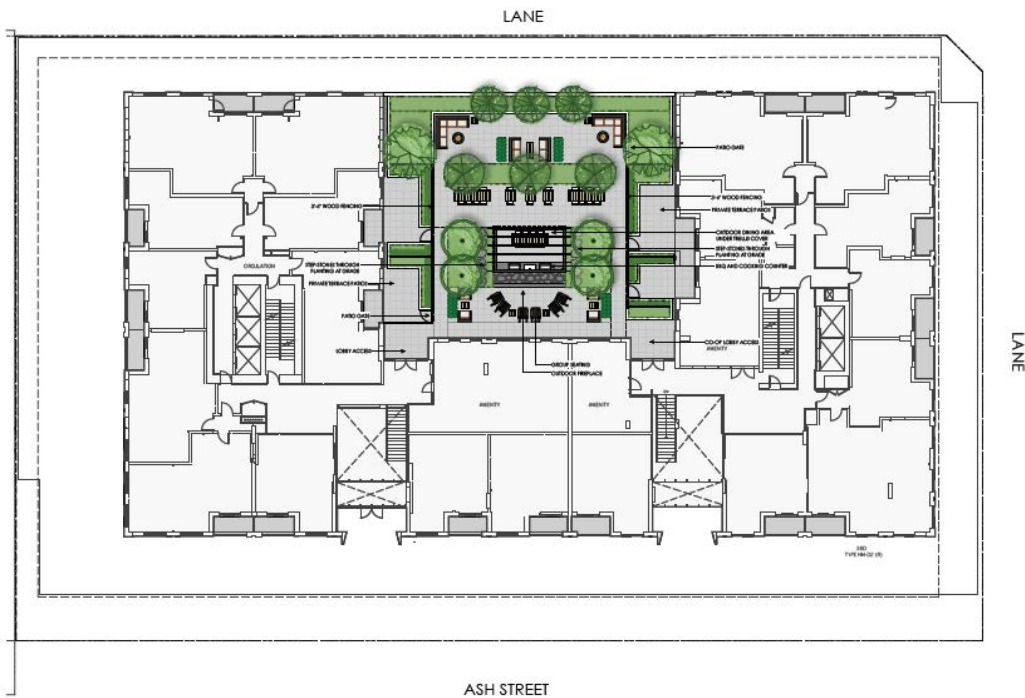
Cambie Street – Overall Building Section



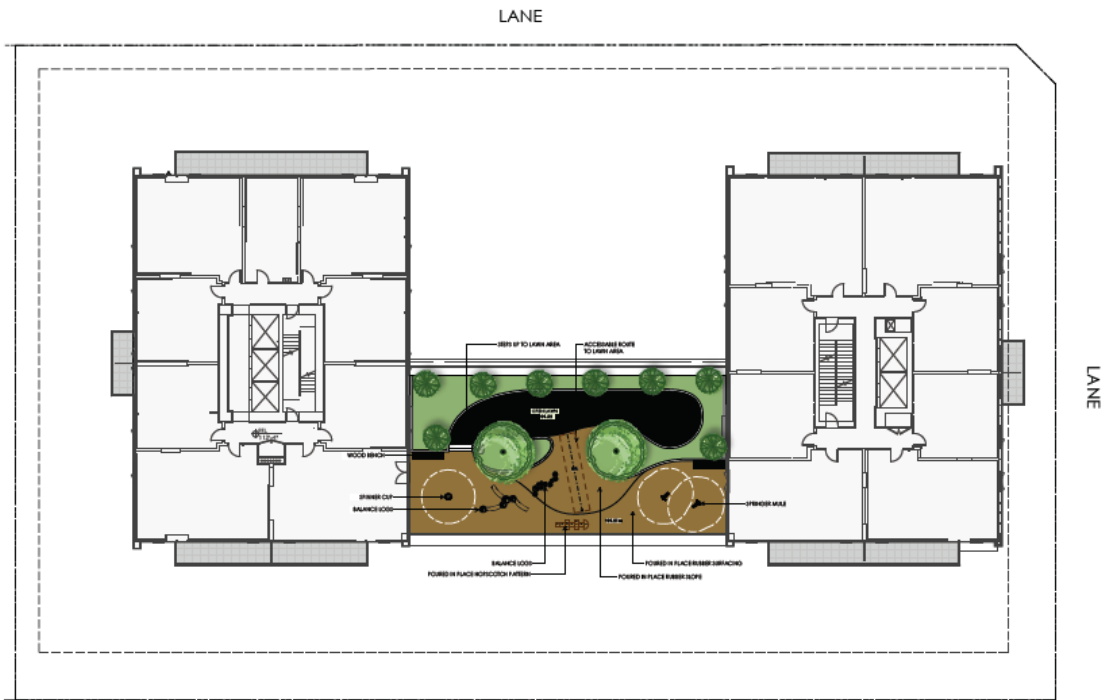
Landscape Plan Ash Street, Ground Level



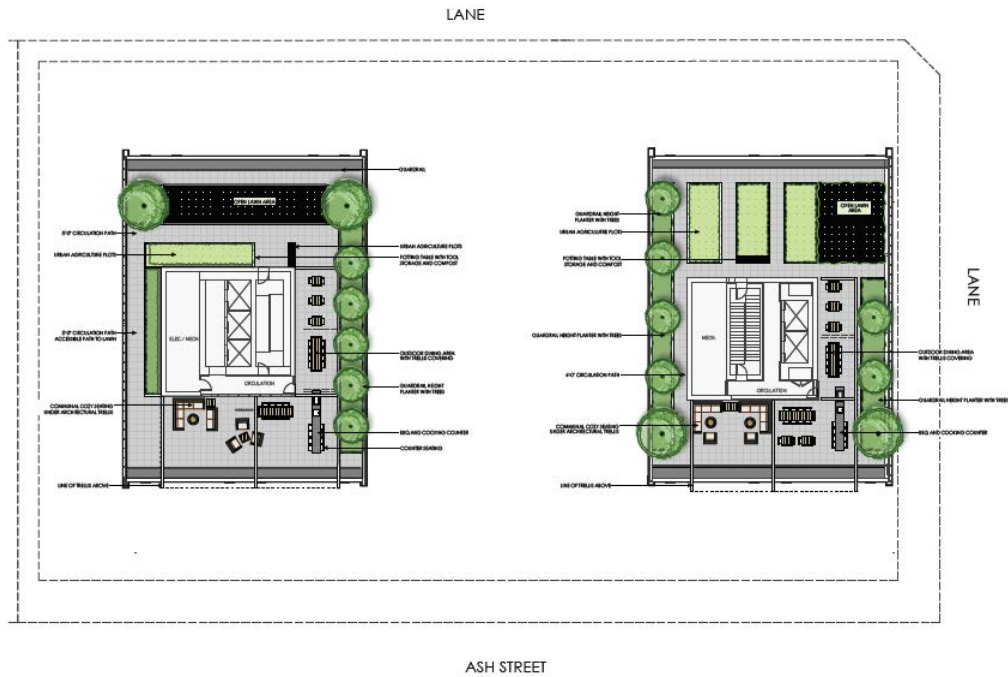
Ash Street, Level 2



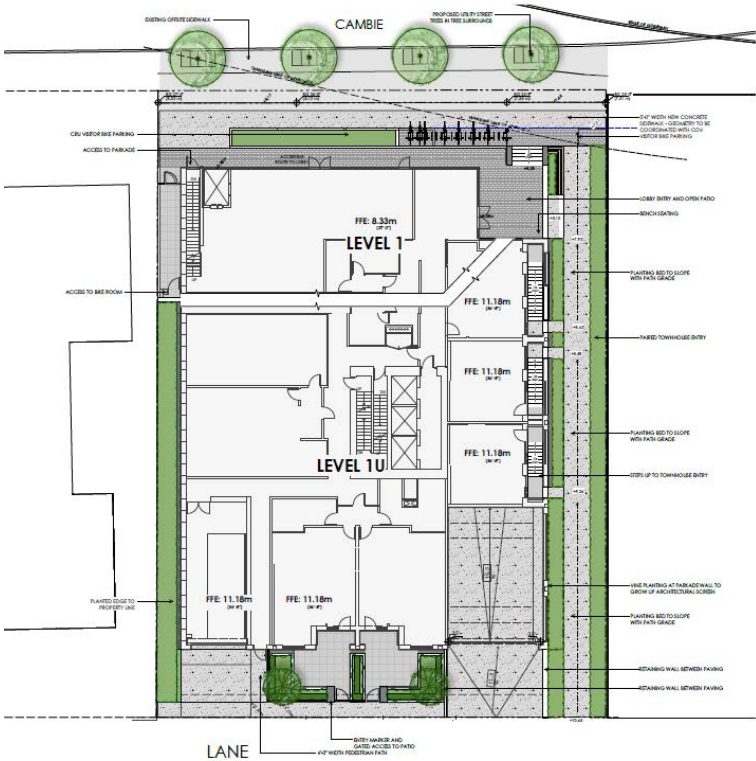
Ash Street, Level 7



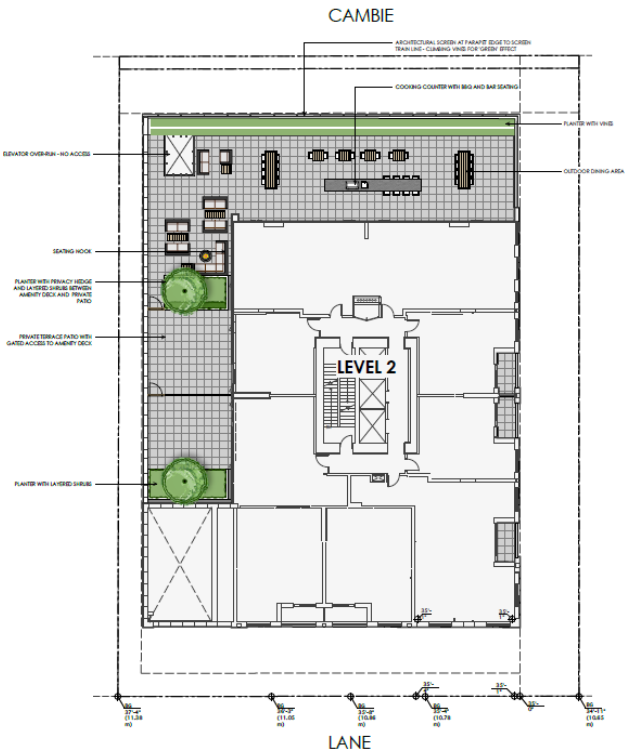
Ash Street, Roof Top



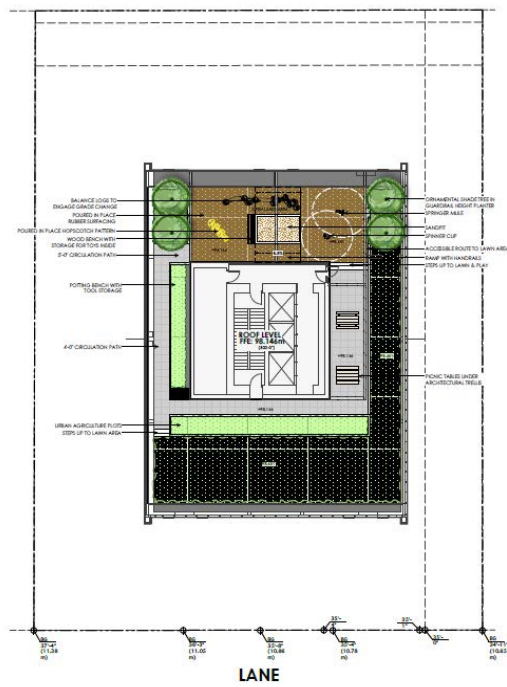
Cambie Street, Ground Level



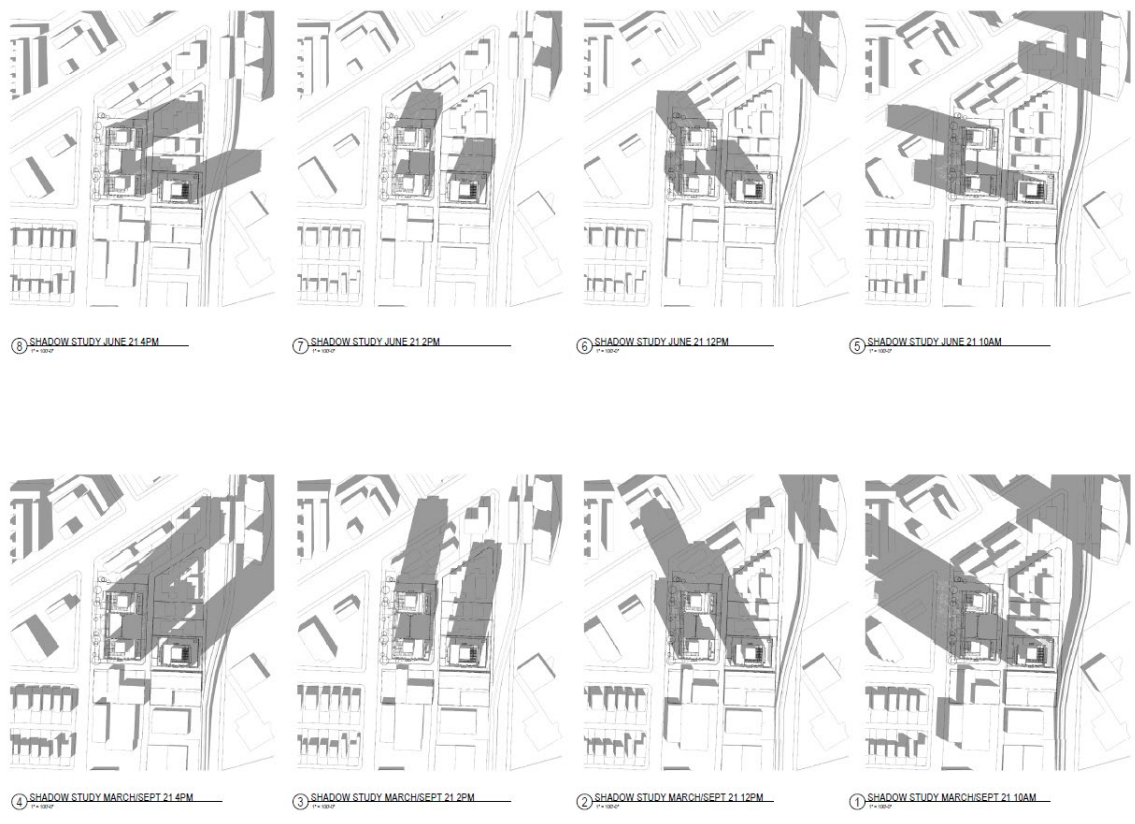
Cambie Street, Level 2



Cambie Street, Roof Top



Shadow Study



Perspectives

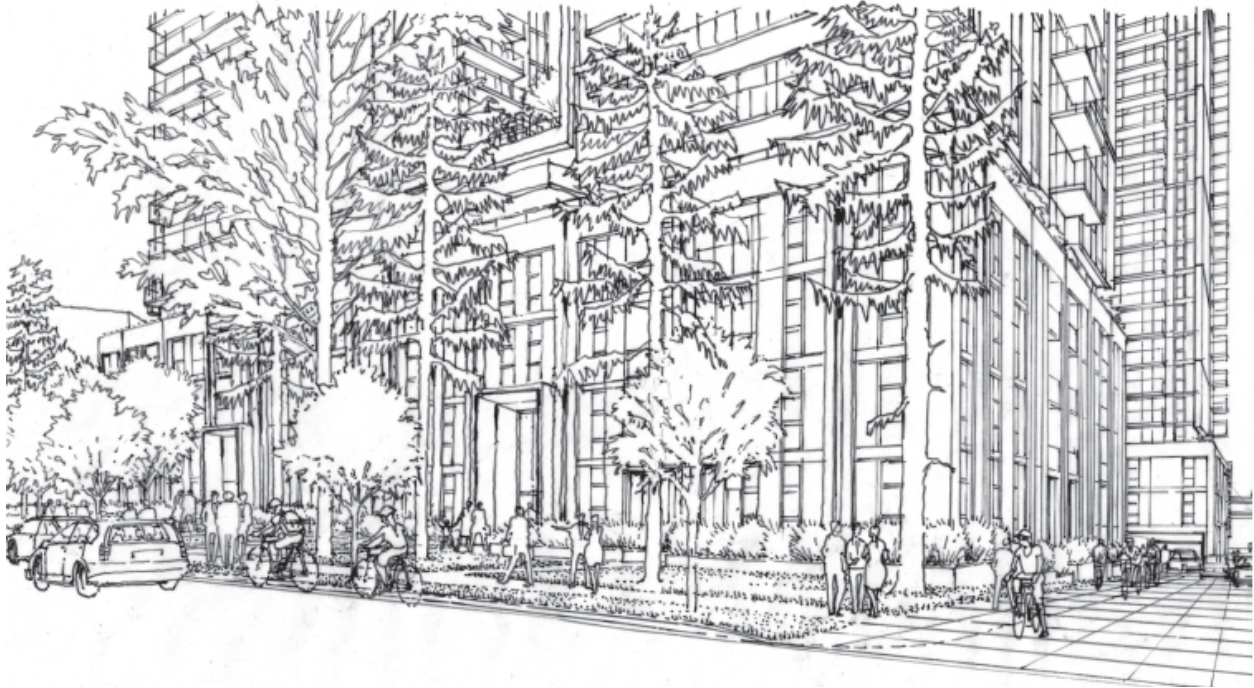
Facing Ash Street



Aerial View from the Northeast



Southwest View of Podium



Lobby Along Cambie Street



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8460 Ash Street and 8495 Cambie Street
DEVELOPMENT COST LEVY WAIVER ANALYSIS

To qualify for waiver of the Development Cost Levy (DCL) for the residential floor space, the application must meet the criteria set out in the relevant DCL By-law under section 3.1A. This application qualifies as outlined below.

- (a) All market rental dwelling units proposed in the building will be secured as rental through the Housing Agreement called for in the Conditions of Approval (Appendix B).
- (b) None of the proposed dwelling units will be strata units, as required through the Housing Agreement.
- (c) The average size of all the proposed market rental dwelling units will not be greater than specified in the DCL By-law.

Unit Type	No. units proposed	DCL By-law maximum average unit size	Proposed average unit size
Studio	59	42 m ² (452 sq. ft.)	32 m ² (345 sq. ft.)
1-bedroom	226	56 m ² (603 sq. ft.)	42 m ² (453 sq. ft.)
2-bedroom	226	77 m ² (829 sq. ft.)	64 m ² (693 sq. ft.)
3-bedroom	6	97 m ² (1,044 sq. ft.)	78 m ² (843 sq. ft.)
2-bedroom TH	7	90 m ² (969 sq. ft.)	89 m ² (962 sq. ft.)

- (d) The average initial rents for all proposed market rental dwelling units do not exceed rents specified in the DCL By-law.

Unit Type	No. units proposed	DCL By-law maximum average unit rent¹
Studio	59	\$1818
1-bedroom	226	\$2,224
2-bedroom	233	\$2,912
3-bedroom	6	\$4,094

¹DCL By-Law maximum average rents are subject to change since they are established at the "prior-to" permit issuance letter stage during the Development Permit process

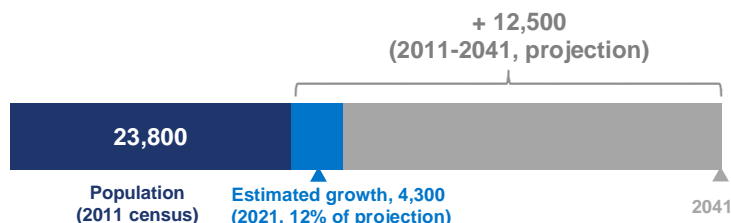
By way of the Housing Agreement, the tenure of the housing will be secured as rental for the longer of the life of the building and 60 years, and the initial rents at occupancy will be secured to meet the averages set out under (d) above.

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8460 Ash Street and 8495 Cambie Street
PUBLIC BENEFITS IMPLEMENTATION TRACKING
MARPOLE COMMUNITY PLAN (2014)
Updated mid-year 2021

POPULATION GROWTH^a

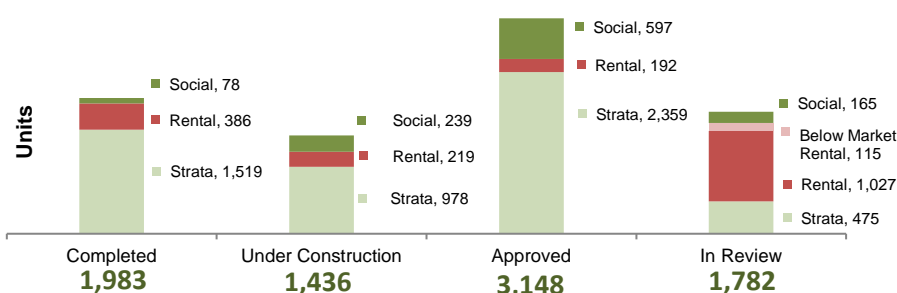
Marpole has grown by approximately 4,300 people since the 2011 census. The plan projects a total population of approximately 36,300 people by 2041.



DEVELOPMENT ACTIVITY (UNITS)^b

Recent rezoning approvals:

- [7730-7772 Cambie St](#)
- [8725 French St](#)
- [8257-8273 Oak St & 1025-1035 W 67th Ave](#)
- [8655 Granville St](#)
- [1325 W 70th Ave](#)



PUBLIC BENEFITS ACHIEVED AND IN PROGRESS SINCE 2013^c

✓ On track to achieving targets

→ Some progress toward targets, more work required

○ Targets require attention

TARGETS	Completed	Construction	Planning / Design	Progress
See Chapter 17 of the Marpole Community Plan for more details				
HOUSING <ul style="list-style-type: none"> • ~ 1,100 units of social housing (approx. 285 units at Pearson Dogwood) • ~ 835 secured market rental units (Gross numbers of units reported) 	<ul style="list-style-type: none"> • 78 social housing units^d • 386 secured market rental units (8555 Granville St, 8198 Cambie St, 400 SW Marine Dr, 7645 Cambie St, 445-455 SW Marine Dr) 	<ul style="list-style-type: none"> • 239 social housing units (7433 Cambie St (Pearson Dogwood), 55-79 SW Marine Dr, 87-115 SW Marine Dr) • 219 secured market rental units (308 W 62nd Ave, 8615 Laurel St, 8636 Oak St, 8599 Oak St, 1041 SW Marine Dr) 		<p>0% of social housing target achieved</p> <p>→</p> <p>58% of secured rental target achieved</p> <p>✓</p>
CHILDCARE <ul style="list-style-type: none"> • ~ 234 spaces for children 0-4 • ~ 244 spaces for children 5-12 	<ul style="list-style-type: none"> • 74 spaces for children 0-4 (Marpole YMCA, Kids at Marine Drive) • 24 spaces for children 5-12 (Sexsmith Elementary School) 	<ul style="list-style-type: none"> • 69 spaces for children 0-4 (David Lloyd George childcare) 		<p>20% of childcare spaces target achieved</p> <p>✓</p>

TARGETS See Chapter 17 of the Marpole Community Plan for more details	Completed	Construction	Planning / Design	Progress
TRANSPORTATION / PUBLIC REALM <ul style="list-style-type: none"> Pursue improvements to the public realm and secure walking/cycling connections through sites as development occurs Renew sidewalks as required and improve accessibility Provide more and better walking/cycling access to the Fraser River Work with TransLink and Coast Mountain Bus Company to maintain and enhance the existing transit network in Marpole Pursue the construction of a new Canada Line station at West 57th Ave. 	<ul style="list-style-type: none"> SW Marine Dr bikeway improvements (Granville St to Camosun St) Arbutus Corridor temporary pathway and removable bollards Interim plaza (67th and Granville St) 		<ul style="list-style-type: none"> Four rain gardens in curb bulges (54th Ave from Neal St to Cambie St) 	→
CULTURE <ul style="list-style-type: none"> Preserve and stabilize cultural assets Retain/create multi-use neighbourhood creative spaces Reflect significant heritage themes (e.g. Musqueam presence) in public realm, public art and other opportunities as they arise. 	<ul style="list-style-type: none"> Joy Kogawa House acquired and renovated 6 public art installations (Connecting Two Worlds: Musqueam artist-designed crosswalk between 70th and 68th Ave, Golden Tree, Fusion, Land and Sea, Tools of Fraser River, Salish Gifts) MC2 artist studios (2 units) 			→
CIVIC / COMMUNITY <ul style="list-style-type: none"> Renew the Marpole Library Replace or renew the existing Marpole-Oakridge Community Centre Work with YMCA as potential partner to deliver aquatic services. 	<ul style="list-style-type: none"> Land acquired for Marpole Civic Centre (MCC) 		<ul style="list-style-type: none"> Marpole Community Centre renewal and outdoor pool at Oak Park (permitting and design phase) 	✓
HERITAGE <ul style="list-style-type: none"> Explore opportunities with Musqueam and other partners for funding to recognize historical and cultural importance of the Marpole Midden and časnaʔəm sites 5% allocation from cash community amenity contributions in Marpole 	<ul style="list-style-type: none"> 5% allocation from cash community amenity contributions 		<ul style="list-style-type: none"> Ongoing efforts for Fraser Arms Hotel and protection of časnaʔəm site 5% allocation from cash community amenity contributions in Marpole 	✓
SOCIAL FACILITIES <ul style="list-style-type: none"> Marpole Oakridge Family Place relocation and expansion Neighbourhood House renewal and expansion Explore opportunities for affordable office space for community-based non-profit organizations 	<ul style="list-style-type: none"> Marpole Oakridge Family Place Marpole Neighbourhood House restoration 		<ul style="list-style-type: none"> Non-profit space at Marpole Civic Centre Seniors space in Marpole Oakridge Community Centre Youth space in Marpole Oakridge Community Centre 	✓
PARKS <ul style="list-style-type: none"> Fraser River park Pearson Dogwood park 1-2 plazas through redevelopment Upgrade 2 parks 	<ul style="list-style-type: none"> 63rd & Yukon green infrastructure plaza Ash Park Playground replacement Winona Park Playground replacement 		<ul style="list-style-type: none"> William Mackie Park renewal 	→

EXPLANATORY NOTES

The Public Benefits Implementation Dashboard assists in monitoring progress toward the delivery of public benefits anticipated from the community plans. Data in this tracker reflects activity within the plan boundaries (and significant public benefits adjacent to the plan area) since Plan approval.

^a Population Growth

Growth is calculated by taking the difference between the latest census year and the base population and adding an estimate based on floor area completed between the latest census and the end of the most recent reporting period.

^b Development Activity

Development Activity reports on gross new units. The Development Activity Chart includes Building Permits, Development Permits, and rezoning applications:

- Completed: Occupancy Permit issuance
- Under Construction: Building Permit issuance
- Approved: Approved Rezoning Applications and Development Permits submitted without a rezoning
- In review: In Review Rezoning Applications and Development Permits submitted without a rezoning

**The number of dwelling units has been adjusted to correct a data error in the 2020 year-end tracker.*

^c Public Benefits Achieved

Public benefits in planning/design typically include City-or partner-led projects that have begun a public process or have made significant progress in planning or design stages, but have not yet moved to construction. Housing units in developer-initiated applications are not included in the planning/design column and not counted towards public benefits achieved prior to construction as numbers and status may change throughout the permitting process.

^d These 78 social housing units are temporary modular housing that were not anticipated in the Marpole Community Plan; therefore, they do not count towards the Plan's housing goal.

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**8460 Ash Street and 8495 Cambie Street
PUBLIC BENEFITS SUMMARY**

Project Summary

Mixed-use development with 16, 27 and 31-storey buildings, including 125 social housing units, 524 secured market rental units, and ground floor commercial space.

Public Benefit Summary:

Renewal and expansion of the Ashley Mar Housing Co-operative, with 54 replacement and 71 new social housing units, to be owned and operated by the non-profit co-op. A total of 524 rental housing units at DCL waiver rates, secured through a Housing Agreement for 60 years or the life of the building, whichever is longer. The project would also generate DCLs from the rental and commercial components.

	Current Zoning	Proposed Zoning
Zoning District	RT-2	CD-1
FSR (site area = 5,900.3 sq. m / 63,510 sq. ft.)	0.75	8.26
Floor Area (sq. ft.)	4,425.2 sq. m (47,633 sq. ft.)	48,747.3 sq. m (524,711 sq. ft.)
Land Use	Residential	Mixed-Use

Summary of development contributions expected under proposed zoning

City-wide DCL ¹	\$32,643
City-wide Utilities DCL ¹	\$4,101,993
Public Art ²	\$803,677
TOTAL VALUE OF PUBLIC BENEFITS	\$4,938,313

¹ Based on rates in effect as at September 30, 2021; 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.

² Based on rates in effect as of 2014; rates are subject to adjustments, see [Public Art Policy and Procedures for Rezoned Developments](#) for details.

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8460 Ash Street and 8495 Cambie Street
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Property Information

Address	Property Identifier (PID)	Legal Description
8460 Ash Street	007-118-295	Lot 3, Block 7, District Lot 311, Plan 18713
	007-118-325	Lot 4, Block 7, District Lot 311, Plan 18713
	007-118-368	Lot 5, Block 7, District Lot 311, Plan 18713
	007-118-392	Lot 6, Block 7, District Lot 311, Plan 18713
	007-118-457	Lot 7, Block 7, District Lot 311, Plan 18713
	007-118-473	Lot 8, Block 7, District Lot 311, Plan 18713
	007-118-511	Lot 9, Block 7, District Lot 311, Plan 18713
	007-118-546	Lot 10, Block 7, District Lot 311, Plan 18713
8495 Cambie Street	007-118-601	Lot 11, Block 7, District Lot 311, Plan 18713
	007-118-635	Lot 12, Block 7, District Lot 311, Plan 18713
	007-118-651	Lot 13, Block 7, District Lot 311, Plan 18713

Applicant Information

Architect	Perkins+Will
Developer	Intracorp Ash Street Developments, Ltd.
Property Owner	Ashley Mar Housing Co-operative

Development Statistics

	Permitted Under Existing Zoning	Proposed Development
Zoning	RT-2	CD-1
Site Area	5,900.3 sq. m (63,510 sq. ft.)	5,900.3 sq. m (63,510 sq. ft.)
Uses	Residential	Residential and commercial mixed-use
Floor Area	4,425.2 sq. m (47,633 sq. ft.)	48,747.3 sq. m (524,711 sq. ft.)
Floor Space Ratio (FSR)	0.75 FSR	8.26 FSR

Height	9.2 m (30 ft.)	Ash Street Social Housing Building: 54 m (177 ft.) (top of parapet) 62 m (203 ft.) (top of rooftop amenity) Ash Street Rental Building: 84 m (276 ft.) (top of parapet) 92 m (302 ft.) (top of rooftop amenity) Cambie Street Rental Building: 95 m (312 ft.) (top of parapet) 103 m (338 ft.) (top of rooftop amenity)
Unit Mix	Existing Co-op Units: 54 One-bedroom units: 2 (3.7%) Two-bedroom units: 42 (77.8%) Three-bedroom+ units: 10 (18.5%)	Social Housing Units: 125 Studio units: 6 (4.8%) One-bedroom units: 44 (35.2%) Two-bedroom units: 45 (36%) Three-bedroom units: 28 (22.4%) Four-bedroom units: 1 (0.8%) Five-bedroom units: 1 (0.8%) Market Rental Units: 524 Studio units: 59 (11.3%) One-bedroom units: 226 (43.1%) Two-bedroom units: 233 (44.5%) Three-bedroom units: 6 (1.2%)
Parking, Loading And Bicycle Spaces		195 vehicle parking spaces 1,301 Class A bicycle spaces 28 Class B bicycle spaces 5 Class A loading spaces 3 Class B loading spaces
Natural Assets	59 on-site trees 6 street trees	9 trees retained 82 new on-site trees 8 new street trees

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