



REFERRAL REPORT

Report Date: November 2, 2021
Contact: Yardley McNeill
Contact No.: 604.873.7582
RTS No.: 14747
VanRIMS No.: 08-2000-20
Meeting Date: November 16, 2021

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 Rezoning: 185-193 Southwest Marine Drive

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 Matthew Cheng Architect Inc., on behalf of 1034903 B.C. LTD., the registered owner of the lands located at:
- 185 Southwest Marine Drive [*PID 010-252-266; Lot 25 of Lot E Blocks 6 and 7 District Lot 322 Plan 3354*];
 - 193 Southwest Marine Drive [*PID 012-994-324; Lot 26, Except Part in Explanatory Plan 6887 of Lot E Blocks 6 and 7 District Lot 322 Plan 3354*];

to rezone the lands from RS-1 (Residential) District to CD-1 (Comprehensive Development) District to increase the floor space ration (FSR) from 0.7 to 2.4 and the building height from 10.7 m (35 ft.) to 17.4 m (57 ft.), to permit a residential development with one six-storey secured market rental building and one three-storey secured market rental townhouse building for a total of 46 secured market rental residential 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 Matthew Cheng Architect Inc., received on January 27, 2021, provided the Director of Planning may allow minor alteration 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 of the rezoning and 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 zoning 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 Subdivision By-law be amended, generally as set out in Appendix C;

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

- 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; any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
 - (ii) THAT any approval that may be granted following the public hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
 - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

REPORT SUMMARY

This report evaluates an application to rezone the site at 185-193 Southwest Marine Drive from RS-1 (Residential) to CD-1 (Comprehensive Development) District. The proposal is for a 46 unit market rental development with one six-storey residential building and one three-storey townhouse building over one level of underground parking. A building height of 17.4 m (57 ft.) and floor area of 2,699.6 sq. m (29,058 sq. ft.) is proposed. The application seeks a floor space

ratio (FSR) of 2.36. However, to improve the functionality and livability of the residential units, a floor space ratio (FSR) of 2.4 is recommended by staff.

This application has been assessed and the proposed uses and form of development are generally consistent with the *Marpole Community Plan*. 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 conditions contained in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council policies for this site include:

- *Marpole Community Plan (2014)*
- *RS-1 District Schedule and Design Guidelines*
- *Family Room: Housing Mix Policy for Rezoning Projects (2016)*
- *High-Density Housing for Families with Children Guidelines (1992)*
- *Housing Vancouver Strategy (2017)*
- *Tenant Relocation and Protection Policy (2015, last amended 2019)*
- *Green Buildings Policy for Rezonings (2010, last amended 2020)*
- *Community Amenity Contributions Policy for Rezonings (1999, last amended 2021)*
- *Rental Incentive Programs Bulletin (2012, last amended 2021)*
- *Vancouver Development Cost Levy By-law No. 9755*
- *Vancouver Utilities Development Cost Levy By-law No. 12183*
- *Urban Forest Strategy (2014)*
- *Latecomer Policy (2021)*

REPORT

Background/Context

1. Site and Context

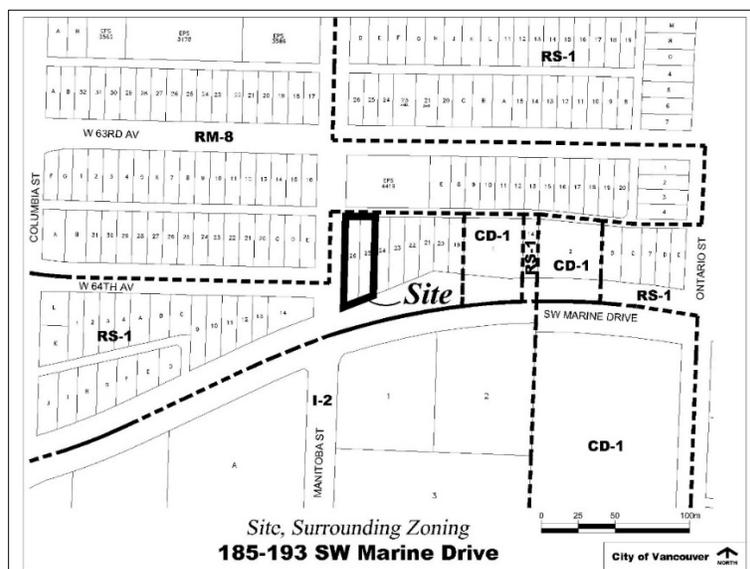
The subject site is located on the northeast corner of Southwest Marine Drive and Manitoba Street (see Figure 1). Consisting of two parcels, the frontage is 18.7 m (61 ft.) along Southwest Marine Drive with a depth of 59.3 m (195 ft.). Zoned RS-1, the site area is approximately 1,145.9 sq. m (12,334 sq. ft.). The property is currently occupied by two single-detached homes, which contain secondary rental units. The existing tenancies are eligible for tenant protection under the *Tenant Relocation and Protection Policy*. The homes were constructed in 1964 and are not deemed to have heritage value.

The site is within a 10 minute walk of the Marine Landing commercial and retail hub. It is also three blocks away from the Marine Drive Canada Line station and within close proximity to a number of local bikeways.

The surrounding blocks to the north, east, and west are zoned RM-8 and RS-1. These blocks are currently developed with three-storey townhouses, duplexes, and single-detached homes. To the south, the zoning is I-2 and primarily developed with industrial and commercial buildings.

The sites to the west and east are designated for six-storey residential buildings under the *Marpole Community Plan* (“Plan”). Two sites to the east have been rezoned to CD-1 to allow for six-storey social housing buildings.

Figure 1: Surrounding Zoning and Context



Neighbourhood Amenities – The following neighbourhood amenities are within the vicinity:

- **Public Parks** – Winona Park and Langara Golf Course are 300 m to the west and 500 m to the north, respectively.
- **Cultural/Community Spaces** – Sunset Community Centre is located 1,200 m to the northeast. The Marpole Oakridge Community Centre is 1,300 m to the west.
- **Childcare** – YMCA Childcare Centre and Sexsmith Elementary School Age Childcare are located 430 m to the west and 500 m to the north, respectively. Rising Star Learning Junior Kindergarten is 750 m to the southwest.

Local School Capacity – The site is within the catchment area of JW Sexsmith Community Elementary School at 7410 Columbia Street and Sir Winston Churchill Secondary at 7055 Heather Street. According to the Vancouver School Board (VSB)’s *2020 Long Range Facilities Plan*, approved on January 25, 2021, JW Sexsmith Community Elementary will be operating with a capacity utilization of 118% by 2029. By 2029, Sir Winston Churchill Secondary will also be operating with a capacity utilization rate of 112%.

The City coordinates with the VSB to inform decision-making and reduce enrolment pressure, recognizing that some schools are full but there is overall surplus capacity within their system.

2. Policy Context

Marpole Community Plan – The rezoning site is located within the Cambie sub-area of the *Plan*. The site falls under subsection 6.4.6 of the *Plan*, which supports residential buildings up to

six storeys and a density of up to 2.5 FSR. The policy also sets out urban design considerations, including upper-storey setbacks and minimum frontage requirements.

Sub-section 6.4.6 also considers the provision of two-storey townhouse buildings at the lane. Public realm improvements are also encouraged which include an increased sidewalk width, provision of street trees, outdoor seating, and bicycle racks.

Tenant Relocation and Protection Policy (“TRP Policy”) – Last amended in June of 2019, the *TRP Policy* applies to this application. The 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. At a minimum, these terms include four months of free rent or more based on length of tenancy, a flat-rate payment towards moving expenses, and assistance with alternate accommodation. Eligible tenants may exercise a Right-of-First Refusal to return to one of the replacement rental units in the new building with a 20% discount off of starting market rents, or at new below-market rates, provided they meet the eligibility requirements under those policies.

Strategic Analysis

1. Proposal

The rezoning application proposes a six-storey residential building with a three-storey townhouse building (see Figure 2). An overall floor area of 2,699.6 sq. m (29,058 sq. ft.) and density of 2.36 FSR are proposed. The building height is 17.4 m (57 ft.) to the top of the parapet for the six-storey building and 7.9 m (26 ft.) to the top of the parapet for the three-storey townhouse building. The application includes 46 secured market rental residential units across the two buildings. One level of underground parking is accessed from the lane.

Figure 2: Perspective Looking Northeast



2. Land Use

The proposed residential use is consistent with the *Plan* for this area.

3. Form of Development, Density and Height (refer to drawings in Appendix F and statistics in Appendix J)

In assessing urban design performance, staff consider the built form guidance within the *Plan* for the Cambie sub-area and section 7.2, titled “Residential Buildings”.

Form of Development – The proposed development is generally consistent with the built form guidelines of the *Plan*. Buildings of six-storeys are to provide a step back above the fourth storey to minimize the appearance of scale and to reduce shadow impacts. In lieu of upper storey step backs, the building’s footprint has been decreased to allow for wider yard setbacks, to meet the intent of the *Plan*. Staff support this approach, and note the narrow site frontage and building’s position result in less shadowing and impact onto adjacent properties.

Private Amenity Space – A large indoor amenity room is provided on Level 1 with associated outdoor space in the adjacent courtyard. A design condition has been added to introduce an outdoor children’s play area to enhance the enjoyment of this space.

Public Realm – The proposal is located on the northeast corner of Marine Drive and Manitoba Street. The *Plan* expects the north side of Marine Drive to be enhanced with a green landscaped edge, generous sidewalk widths, a planted outside boulevard, and a double row of trees. The inside boulevard of trees is to be located within the site’s property. Staff have prepared a condition, along with the provision of a 4.5 m (14.8 ft.) dedication, to widen the road and further enhance the public realm interface along Marine Drive. The exterior side yard facing Manitoba Street is being treated as the front yard. The public realm along the Manitoba Street frontage has also been strengthened to ensure activation by including residential entrances, patios, and additional planting (see Figure 3).

Figure 3: Public Realm Interface along Manitoba Street and Marine Drive



Urban Design Panel – A review by the Urban Design Panel was not required as the proposal fits within the built form provisions of the *Plan*. Staff are supportive of the proposed form of development, subject to conditions outlined in Appendix B.

Density – For this site, the *Plan* anticipates a density of 2.5 FSR for proposals containing 100% residential. The rezoning application seeks to increase the density from 0.7 FSR to 2.36 FSR. During the application process, staff recognized the importance of improving the functionality of

the building with wider residential units. As such, staff recommend a modest increase in FSR from the proposed 2.36 to 2.4 to enhance functionality and liveability, as specified in urban design condition 1.5. This increase in floor area of 50.58 sq. m (545 sq. ft.) will have minor impacts to the building's form and massing while still achieving the required setbacks.

Height – For proposals that have a minimum site depth of 130 ft., the *Plan* considers building heights for up to six-storeys with two-storey townhouses at the lane. With a site depth of 59.3 m (195 ft.) and at six-storeys, the proposal's depth and building height generally conforms to the *Plan*. The townhouses facing the lane are two storeys. Due to the approximate 2.15 m (7 ft.) slope across the site, the townhouses are three storeys facing the courtyard. As the surrounding context is currently built with three-storey townhouses, the proposed three-storey townhouse building provides a compatible fit with the area and is supported.

Figure 4: Streetscape along Manitoba Street



Staff have evaluated the proposal and concluded that the proposed use and form of development is consistent with the expectations of the *Plan*. Further refinements to the public realm interface, and relationship to the neighbouring property are required at the development permit stage.

4. Housing

The *Housing Vancouver Strategy* and *Three-Year Action Plan* seeks to address housing affordability in Vancouver. This application, if approved, would add 46 rental housing units, which would contribute to the targets set out in the *Housing Vancouver Strategy* (Figure 5).

Figure 5: Progress Towards 10 Year Housing Vancouver Targets for Purpose-Built Market Rental Housing as of June 30, 2021

Housing Type	10-Year Targets	Units Approved Towards Targets
Purpose-Built Market Rental Housing Units	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. Includes Developer-Owned Below-Market Rental Housing.

Vacancy Rates – Vancouver has exhibited historically low vacancy rates in the last 30 years. Between early 2018 and early 2020, prior to the COVID-19 pandemic, the average vacancy rate

for purpose-built apartments, based on the CHMC Market Rental Survey, for the southeast Vancouver area was 1.2%. The vacancy rate in early 2021 increased considerably to 5.4%, likely as a result of the COVID-19 pandemic, and is anticipated to return closer to the lower average near term rate when this building is ready for occupancy. A vacancy rate between 3% and 5% represents a balanced market.

Unit Mix – This proposal would deliver a variety of unit types in the form of studios, one-bedroom, two-bedroom, and three-bedroom units. The *Family Room: Housing Mix Policy for Rezoning Projects* policy requires that secured rental buildings are to contain a minimum of 35% family units. This application would deliver 16 family units in the form of two-bedroom and three-bedroom units, thereby meeting the policy (see Figure 6). These units must be designed in accordance with the *High Density Housing for Families with Children Guidelines*.

Figure 6: Proposed Unit Mix

Type	Count	Percentage
Studio	23	50.0%
1-bedroom	7	15.2%
2-bedroom	14	30.4%
3-bedroom	2	4.3%
Total	46	100.0%

Average Rents and Income Thresholds – The average rents on the Westside for various units are shown in Figure 7. Rent increases over time are subject to the *Residential Tenancy Act*. An average market rental studio unit could be affordable to a single person working in the trades, such as a crane operator or driller. A two-bedroom market rental unit could be affordable to a couple employed as auditors or accountants. Market rental housing provides options that are significantly more affordable than average home ownership costs.

Figure 7: Comparable Average Market Rents and Home-Ownership Costs (Westside)

	Average Market Rent in Newer Buildings – Westside (CMHC, 2020) ¹	DCL By-Law Maximum Averages – Westside (CMHC, 2020) ²	Monthly Costs of Ownership for Median-Priced Unit – Westside (with 20% down payment) ³	
			Monthly Costs Associated with Purchase	20% Down Payment
Studio	\$1,832	\$1,818	\$2,569	\$99,050
1-bedroom	\$1,975	\$2,224	\$3,191	\$124,600
2-bedroom	\$2,804	\$2,912	\$4,812	\$186,600
3-bedroom	\$3,349	\$4,094	\$7,809	\$309,000

¹ Data from the October 2020 CMHC Rental Market Survey for buildings completed in the year 2011 or later on the Westside of Vancouver

² For 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 20%

³ Based on the following assumptions in: 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).

The applicant has indicated they plan to pursue a DCL waiver and have until the development permit submission to submit a DCL Waiver Form. This form will include a final rent roll that establishes the starting monthly rents prior to issuance of the occupancy permit to ensure compliance with the DCL By-law. Through the development permit process, the City would also ensure that the average unit sizes meet the maximum unit sizes set out in the DCL By-law.

Security of Tenure – All 46 secured rental units would be secured through a Housing Agreement and/or a Section 219 Covenant for the longer of 60 years or the life of the building. Covenants will be registered on title to prohibit the stratification and/or separate sale of individual units. The addition of new market rental housing units contributes toward the *Housing Vancouver* targets. Conditions related to securing the units are contained in Appendix B.

Existing Tenants – The amended *Tenant Relocation and Protection Policy* extends policy coverage to projects involving consolidation of two or more lots that contain existing secondary rental. This includes single-family homes, basement suites, duplexes, or individually-rented condos where the new development is proposing five or more dwelling units. The *TRP Policy* exempts tenancies with a length of two years or less as of the date of submission of the rezoning application where the tenancy commenced after transfer of the property.

As the application involves consolidation of two RS-1 lots containing three secondary rental units, the *TRP Policy* applies. The applicant has provided a draft Tenant Relocation Plan (TRP), which will be secured as a condition of enactment (Appendix E). A final TRP will be required at the time of development permit issuance, with an Interim Tenant Relocation Report required prior to demolition permit issuance, and a final Tenant Relocation Report prior to occupancy permit issuance.

All tenancies are protected under the *BC Residential Tenancy Act* that governs how residential properties are rented, and includes specific provisions regarding termination of tenancies. Any disputes would be resolved through the Residential Tenancy Branch.

5. Parking and Transportation

The site is well served by transit, located three blocks east of the Marine Drive Canada Line station and on the #100 bus route along Marine Drive. Also within close proximity are two local bikeways along 63rd Avenue and Ontario Street.

Vehicle and bicycle parking is provided over one underground level, accessed from the lane. The application proposes one residential vehicle parking space, two accessible spaces, five car share spaces, and 104 Class A bicycle spaces. The current proposal is deficient in vehicle parking spaces and will be required to meet the Parking By-law during the development permit stage. Engineering conditions are set out in Appendix B to address parking requirements.

6. Environmental Sustainability and Natural Assets

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

This application has opted to satisfy the *Green Buildings Policy for Rezoning*s under the low emissions green buildings requirements. The low emissions pathway represents priority outcomes, establishes limits on heat loss, energy use, greenhouse gases, and draws on

industry best practices for more efficient, healthy and comfortable homes and workplaces. The applicant has submitted preliminary energy modeling analysis to meet the energy use intensity, greenhouse gas, and thermal demand targets.

Natural Assets – The *Urban Forest Strategy* helps to preserve, protect and strengthen Vancouver’s urban forest and tree canopy. The Protection of Trees By-law aims to maintain a healthy urban forest by requiring permission to remove trees that meet certain conditions. The intent is to retain and protect as many healthy, viable trees as possible, while still meeting the challenges of development, housing priorities and densification. This is in keeping with City goals to achieve resilient and healthy natural systems in our urban area.

There are seven on-site trees, two trees on the neighbouring property, and six City street trees associated with this development. Six on-site trees are proposed for removal and all six City street trees are to be retained. The applicant is proposing the addition of eight new trees on site, to be confirmed at the time of development permit. See Appendix B for landscape conditions.

7. Public Input

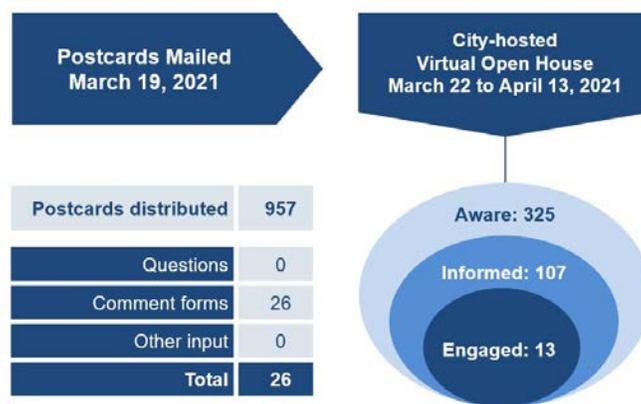
Public Notification – A rezoning information sign was installed on the site on March 16, 2021. Approximately 957 notification postcards were distributed within the neighbouring area on March 19, 2021. Notification, application information, and an online comment form, was provided on the City’s digital engagement platform *Shape Your City Vancouver* (shapeyourcity.ca/).

Virtual Open House – A virtual open house was held from March 22 to April 13, 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 three weeks. Digital presentations and a digital model were posted for online viewing.

A virtual approach allows people to access materials online and engage at different levels at a time and location of their choosing. An extended virtual open house period allows people to ask questions regarding the proposal, which staff actively monitor and respond to publicly.

Public Response and Comments – Public input was received by online questions, comment forms, email and by phone. A total of 26 submissions were received by 13 contributors. A summary of all public responses are found in Appendix D.

Figure 8: 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 and context:** The proposed density and massing is supported and could be increased, given the neighbourhood context.
- **Affordable rental homes:** The addition of rental homes is a benefit that will contribute to affordability and liveability in the neighbourhood.
- **Vehicle parking:** The amount of parking proposed is adequate for the site.

Generally, comments of concern fell within the following areas:

- **Building and context:** The proposal is not suitable and will negatively impact the neighbourhood.
- **Vehicle parking:** The amount of parking is insufficient.

Response to Public Comments – The proposal generally complies with the *Plan* in terms of housing tenure, building height, and density. Parking is to be provided in accordance with the Parking By-law. Rezoning conditions seek to refine the design to provide a more compatible transition to the neighbouring properties and improve the public realm interface.

8. Public Benefits

Development Cost Levies (DCLs) – DCLs collected from development help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and engineering infrastructure.

The site is currently subject to the City-wide DCL and Utilities DCL. DCLs are payable at building permit issuance based on rates in effect at that time and the floor area proposed at the development permit stage.

The applicant has indicated they intend to request a waiver of DCLs attributed to the residential floor area qualifying as “for-profit affordable rental housing” as permitted under section 3.1A of the DCL By-law. Due to the project’s CAC exempt status, the applicant has until the development permit process to decide whether to pursue the waiver. A review of how the application meets the waiver criteria is provided in Appendix G.

Based on the DCL Bylaws in effect as of September 30, 2021 and the proposed 29,058 sq. ft. of residential floor area, \$294,358 of Utilities DCL are expected from the project. The proposed development is expected to qualify for a \$530,018 waiver of City-wide DCLs.

DCL bylaws are subject to future adjustment by Council, including annual inflationary rate adjustments. 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.

Public Art Program – The application is not subject to the Public Art Policy and Procedures for Rezoned Developments as the total floor area is below the minimum threshold of 9,290 sq. m (100,000 sq. ft.).

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

The *Community Amenity Contributions Policy for Rezonings* provides an exemption for routine, lower-density secured market rental housing rezoning applications that align with the *Rental Incentive Programs Bulletin*. As this rezoning is for a six-storey rental building in a RS zone within a community plan area, the application is eligible for this CAC exemption.

Rental Housing – The proposal contains 46 units of secured rental housing (non-stratified) for the longer of 60 years and the life of the building. The public benefit accruing from this application is the contribution to the City's secured rental housing stock to serve a range of income levels.

See Appendix H for details of the Marpole Community Plan Public Benefits Implementation tracking and Appendix I for a summary of all of the public benefits for this application.

FINANCIAL IMPLICATIONS

Based on the DCL bylaws and rates in effect as of September 30, 2021, it is estimated that the project will pay \$294,358 in Utilities DCLs and qualify for a \$530,018 waiver of City-wide DCLs. No additional CAC or public art contribution is applicable.

The 46 rental housing units will be privately owned and operated, secured by a Housing Agreement and Section 219 Covenant for the longer of 60 years and the life of the building.

CONCLUSION

Staff review of the application has concluded that the proposed land use, density, housing tenure, form of development and public benefits are consistent with the intent of the *Marpole Community Plan*. The proposal would add 46 new secured market rental units toward the City's housing goals.

The General Manager of Planning, Urban Design and Sustainability recommends that the application be referred to Public Hearing together with the draft CD-1 By-law provisions generally shown in Appendix A with a recommendation that these be approved, subject to the Public Hearing, along with the conditions of approval listed in Appendix B, including approval in principle of the form of development as shown in plans included as Appendix F.

* * * * *

**185-193 Southwest Marine Drive
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 (___).

Uses

3. Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 (___) and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
 - (a) Dwelling Uses, limited to Multiple Dwelling; and
 - (b) Accessory uses customarily ancillary to the uses permitted in this section.

Conditions of Use

4. The design and layout of at least 35% of the dwelling units must:
 - (a) be suitable for family housing; and
 - (b) include two or more bedrooms.

Floor Area and Density

- 5.1 Computation of floor area must assume that the site area is 1,145.9 m², being the site area at the time of the application for the rezoning evidenced by this By-law, prior to any dedications.
- 5.2 The floor space ratio for all uses combined must not exceed 2.4.

- 5.3 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.
- 5.4 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 these 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; and
 - (d) 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.
- 5.5 Computation of floor area may exclude, at the discretion of the Director of Planning or Development Permit Board, amenity areas accessory to a residential use, to a maximum of 10% of the total floor area being provided for dwelling uses.

Building Height

6. Building height, measured from base surface, must not exceed 17.4 m.

Horizontal Angle of Daylight

- 7.1 Each habitable room must have at least one window on an exterior wall of a building.
- 7.2 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.
- 7.3 Measurement of the plane or planes referred to in section 7.2 must be horizontally from the centre of the bottom of each window.
- 7.4 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement if:

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

7.5 An obstruction referred to in section 7.2 means:

- (a) any part of the same building including permitted projections; or
- (b) the largest building permitted under the zoning on any adjoining site.

7.6 A habitable room referred to in section 7.1 does not include:

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

Acoustics

8. 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

* * * * *

185-193 Southwest Marine Drive
CONDITIONS OF APPROVAL

Note: Consideration by Council at the Public Hearing of the proposed revised form of development is in reference to plans prepared by Matthew Cheng Architect Inc., received on January 27, 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:

PART 1: CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT

Urban Design

1.1 Design development to provide a more compatible transition to the neighbouring property, as follows:

- (a) Refine east elevation to add visual interest and reduce bulk.

Note to Applicant: This can be achieved by introducing variation through material selection, colour, and landscaping. Bulk can be reduced by revising balcony wall elements facing east.

- (b) Provide a minimum 3 ft. landscape buffer between parking ramp and shared property line.

- (c) Minimize impacts of parking ramp through proper treatment such as enclosure, screening, and high quality finishes.

Note to Applicant: Consider locating vehicular access within the building footprint to screen parking ramp.

1.2 Design development to meet 24 ft. courtyard separation between buildings.

Note to Applicant: Balconies and 6 ft. deep framing elements should not encroach within the 24 ft. setback.

1.3 Design development to introduce outdoor children's play area for all buildings and appropriate for the number of family units.

Note to Applicant: Refer to the *High Density Housing for Families with Children Guidelines* <https://guidelines.vancouver.ca/guidelines-high-density-housing-for-families-with-children.pdf>. Also see Landscape Condition 1.9.

1.4 Design development to public realm interface as follows:

- (a) Relocate parking exit stair.

Note to Applicant: parking exit stair should be located away from the street face or set back further from the street.

- (b) Provide a more prominent building and ground unit entries to be more distinct and identifiable as well as add pedestrian interest.
- (c) Development of townhouse elevations to add visual interest at street and lane interface.

Note to Applicant: Addition of entry doors, minimized blank wall conditions, articulation, material selection, and additional opportunities for landscaping (lane) can contribute to meeting the intent of this condition.

- (d) Provide landscape buffer between ramp and sidewalk (along Manitoba Street) to contribute to a more residential character.

- 1.5 Design consideration to enhance the functionality of the narrower unit layouts.

Note to Applicant: This may be achieved by providing a lesser shared side yard setback for up to the four-storey portion of building which may provide a more neighbourly scale and interest to the east façade.

- 1.6 Identification on the architectural drawings of any built features intended to create a bird friendly design.

Note to Applicant: Refer to the Bird Friendly Design Guidelines for examples of built features that may be applicable, and provide a design rationale for the features noted. See the guidelines at <http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.

Crime Prevention Through Environmental Design

- 1.7 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; and
- (d) Reduce opportunities for skateboarding in the open spaces.

Landscape

- 1.8 Design development to improve public realm interface fronting Southwest Marine Drive and Manitoba Street and also along the lane on north side of the site by provision of:

- (a) Soft landscape features (climbing plants, hanging plants, and/or shrubs and trees of suitable growing habit) and hard landscape features (seating furniture, bike racks, lighting, etc.).

Note to Applicant: See Urban Design condition 1.1.

1.9 Design development to improve privacy and minimizing overlook by provision of robust planting for:

- (a) Screening of unit patios adjacent to outdoor amenity area.

Note to Applicant: Proposed plant species are not adequate.

- (b) Buffering the pedestrian ramp entrance from the public sidewalk.

Note to Applicant: See Urban Design condition 1.1.

1.10 Design development to integrate a small children's play area as part of the outdoor amenity, ensuring there is visual access from the contiguous indoor amenity area.

Note to Applicant: Refer to the *High Density Housing for Families with Children Guidelines*. See Urban Design condition 1.3.

1.11 Design development to improve the sustainability strategy, by the following:

- (a) Provide high-quality materials to all landscape areas for durability into the future;
- (b) Add substantially more landscape around all common entry areas, to accent and soften them;
- (c) Add vines to any large blank wall facades, ensuring the vine support is sturdy and low maintenance (avoid high maintenance modular "green wall" systems); and
- (d) Add edible plants, which can be used as ornamentals as part of the landscape design.

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 practises;
- (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); and
- (f) Use grading methods to direct water to soil and storage areas.

Note to Applicant: Refer to the City of Vancouver Integrated Rainwater Management Plan (I.R.M.P), Vol.1 & 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 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.

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

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

- 1.15 Provision of site sections specifically in relation to proposed trees over slab structure to confirm adequate depth of soil is provided for trees.

Note to Applicant: Medium-size trees should receive a minimum of 2.5 ft. to 3 ft. depth of soil (not including drainage layer), depending on ultimate tree size, for sustainable growth and health. The section should show tree rootball and depth dimension.

- 1.16 Provision of a "Tree Management Plan", coordinated with arborist report to show:

- (a) Scaled and dimensioned tree protection barriers around the trees on private and public property coordinated with Arborist Report.
- (b) Tree numbering for all on site and off site trees.
- (c) Notations of all recommendations from Arborist, i.e. trigger points, grading and pruning specifications, etc.

- 1.17 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 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches in. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion.*"

- 1.18 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.

1.19 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.

1.20 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>.)

Parks Board

1.21 Retain tree #9, as detailed in Arborist Report, and ensure that within 5 m of tree #9:

- (a) Grade increases do not exceed 10 cm.
- (b) There is no excavation for building foundation.

1.22 All pruning of City trees for construction clearance must be done by Vancouver Parks Board crews.

Note to Applicant: Create staging and craning plan for the site well in advance, in order to enable Parks to evaluate the tree impacts and vet the tree management plan.

Sustainability

1.23 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>.

Engineering

1.24 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.

1.25 *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*. Provide a letter confirming acknowledgement of the condition.

For more information: <https://www2.gov.bc.ca/gov/content/environment/air-land-water/water/water-licensing-rights/water-licences-approvals>

- 1.26 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.
- 1.27 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.

Note to Applicant: No grade increases exceeding 10 cm or excavation for building foundation within 5 m of tree #9, including any shotcrete removal. Tree #9 is to be retained.

- 1.28 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.

Note to Applicant: The project must create their staging and craning plan for the site well in advance in order for Parks to evaluate the tree impacts and vet the tree management plan.

- 1.29 Provision of a finalized Transportation Demand Management (TDM) Plan to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: A TDM Plan with a minimum of 24 points is required (to achieve the proposed vehicle parking reduction). The proposed plan achieves 24 points. (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. Provide TDM Plan as a separate package with complete information on TDM measures proposed, including the following clarifications:

- (a) ACT-01 – Additional Class A bicycle parking

- (i) Identify the number and location of the additional Class A bicycle parking on plans. Additional Class A bicycle parking spaces must meet the standards and minimums identified in the Parking By-law, and/or applicable Design Guidelines.
- (b) COM-01 – Car Share Spaces
 - (i) Identify/note/dimension car share spaces on plans.
 - (ii) Spaces to be located with convenient, public access at-grade, or on P1.

Note to Applicant: Car share spaces do not count towards meeting base parking requirements and only counts towards the TDM measure. All TDM Measures must be provided above and beyond reduced parking provisions.

- 1.30 Design development to improve accessibility and function of the proposed shared vehicle spaces.
 - (a) Provision of 2.9 m stall width for shared vehicle parking spaces.
- 1.31 The following information is required for drawing submission at the development permit stage to facilitate a complete Transportation review:
 - (a) A complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided.
 - (b) All types of parking and loading spaces individually numbered, and labelled on the drawings.
 - (c) Dimension of column encroachments into parking stalls.
 - (d) Show all columns in the parking layouts.
 - (e) Dimensions for typical parking spaces.
 - (f) Dimensions of additional setbacks for parking spaces due to columns and walls.
 - (g) Dimensions of manoeuver aisles and the drive aisles at the parkade entrance and all gates.
 - (h) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates. These clearances must consider mechanical projections and built obstructions.
 - (i) Details on the ramp/parkade warning and/or signal systems and locations of lights, signs and detection devices to be shown on the plans.
 - (j) Areas of minimum vertical clearances labelled on parking levels.

- (k) 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.
 - (l) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable.
 - (m) Existing street furniture including bus stops, benches etc. to be shown on plans.
 - (n) The location of all poles and guy wires to be shown on the site plan.
- 1.32 Prior to a development permit, provide a Final Hydrogeological Study which meets the requirements of the Groundwater Management Bulletin (<https://bylaws.vancouver.ca/bulletin/bulletin-groundwater-management.pdf>).
- (a) Update the architectural elements referenced in the report with reference to the DP submission drawings. Update any associated analysis.
- 1.33 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.
- 1.34 Provision of a draft final Rainwater Management Plan (RWMP) prior to DP issuance.

Note to Applicant: 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.

Note to Applicant: The resubmission at DP must include the following amendments:

- (a) Outline the applicable site rainwater management requirements including but not limited to:
 - (i) volume reduction;
 - (ii) water quality; and
 - (iii) release rate control.
- (b) Outline the rainwater management approach proposed to meet the requirements. The approach shall include descriptions of each rainwater management practice/best management practice (BMP). BMPs proposed to meet the volume reduction requirement shall be classified as either Tier 1, 2 or 3 with calculation sizing summary of all BMPs proposed.

Note to Applicant: The RWMP must prioritize methods of capture by Tier 1 and 2 with Tier 3 only as a last resort.

- (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 & Tier 2 practices.
- (d) Provide design specifics and details of all BMPs to support the design claim for meeting target requirements, including, but not limited to: the amount of volume detained, allowable release rate, dimensions, applicable inlet and outlet inverts, and approximate locations.
- (e) Provide the relevant excerpts of the landscape plan that supports the use of any landscape area or feature as a rainwater management practice.
- (f) Provide a pre-development site plan showing:
 - (i) orthophoto;
 - (ii) existing drainage areas; and
 - (iii) on-site and downstream offsite drainage appurtenances.
- (g) Provide post-development site plan(s) that includes the following:
 - (i) building location/footprint;
 - (ii) underground parking extent;
 - (iii) proposed service connections to the municipal sewer system;
 - (iv) location and labels for all proposed rainwater management practices;
 - (v) area measurements for all the different land use surface types within the site limits; and
 - (vi) delineated catchments to demonstrate BMPs are appropriately sized.
- (h) Provide summary of all the catchment areas in a tabular form, including the required capture and treatment, any direct capture and treatment achieved from adjacent surfaces, and storage capacities for that catchment. Catchments must be shown in a proposed site plan drawing or figure as part of the Preliminary Rainwater Management Plan Report.
- (i) If on-site infiltration is proposed, provide a preliminary infiltration study that includes the following:
 - (i) an evaluation of the potential for and risks of on-site rainwater infiltration, such as stability and soil contamination;
 - (ii) results of infiltration testing at likely locations for infiltration practices and a proposed design infiltration rate;
 - (iii) soil stratigraphy; and
 - (iv) depth to bedrock and/or seasonally high groundwater at likely locations for infiltration practices.

- (j) Provide adequate and concise supplementary documentation for any proprietary products that clearly demonstrates how they contribute to and/or meet the rainwater management requirements.
- (k) 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: 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.

- 1.35 Provision of a Rainwater Management Agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services registered prior to issuance of the Development Permit.
- 1.36 Provision of a final RWMP, which includes a written report, supporting calculations, computer models and drawings to the satisfaction of Engineering Services prior to the issuance of any building permit.
- 1.37 Provision of a final Operation & Maintenance (O&M) Manual for all rainwater systems to the satisfaction of Engineering Services. The O&M Manual shall be tailored specifically for the rainwater management practices proposed on-site and submitted as a standalone document prior to the issuance of any building permit.
- 1.38 Submission of a Key Plan to the City for review and approval prior to submission of any third party utility drawings is required.

Note to Applicant: 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>); and

- (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 provide documented 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: Use of street for temporary power (e.g., temp pole, pole mounted transformer or ducting) shall be coordinated with the city well in advanced of construction. Requests will be reviewed on a case by case basis with justification provided substantiating need of street space against other alternatives. If street use for temporary power is not approved, alternate means of providing power will need to be proposed. An electrical permit will be required.

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

- 1.39 Property elevations shown in the drawing set do not match City supplied building grades. Show all City supplied building grades on architectural drawings. To minimize grade differences, interpolate a continuous building grade between the points given on the City supplied plan.
- 1.40 Follow Cambie Corridor Streetscape guidelines.
- 1.41 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.”
- 1.42 Landscape/architectural plans to include:
 - (a) Remove concrete entrance walkways from the back boulevard of Southwest Marine Drive;
 - (b) Relocated telephone pole at lane on Manitoba Street to provide new wheelchair ramp and new sidewalk on Manitoba Street. Match sidewalk to the north;
 - (c) All pruning of City trees for construction clearance to be done by Vancouver Parks crews.

Housing

- 1.43 The proposed unit mix, including 23 studio units (50.0%), 7 one-bedroom units (15.2%), and 14 two-bedroom units (30.4%), and 2 three-bedroom units (4.3%) is to be included in the development permit drawings.

Note to Applicant: Any changes in the unit mix from the rezoning application 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 the dwelling units designed to be suitable for families with children.

1.44 The proposal should apply the *High-Density Housing for Families with Children Guidelines* including, but not limited to:

- (a) Minimum of 2.3 sq. m (24.7 sq. ft.) in-suite bulk storage for each family dwelling unit;
- (b) A private open space (e.g. balcony) for each family unit which is a minimum of 1.8m (5 ft. 11 in.) deep by 2.7 m (8 ft. 10 in.) wide;
- (c) Outdoor amenity area to include areas suitable for a range of children's play activities and urban agriculture, ranging in size from 130 sq. m (1,399 sq. ft.) to 280 sq. m (3,014 sq. ft.) and situated to maximize sunlight access; and
- (d) Indoor amenity room of at least 37 sq. m (398 sq. ft.) to allow for the greatest range of uses, and should be adjacent to the outdoor amenity area and include a kitchenette and accessible washroom.

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

Note to Applicant: Proposed parking reductions may be considered at the Development Permit stage with acceptable Transportation Demand Management (TDM) or other management measures. Car share vehicle spaces do not count towards meeting the minimum parking requirements for the site.

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 and to the General Manager of Planning and Development, the General Manager of Arts, Culture and Community Services, the General Manager of Engineering Services, the Director of Facility Design and Management and the Approving Officer, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

Arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following.

2.1 Consolidation of Lot 26, Except Part in Explanatory Plan 6887, and Lot 25, Both of Lot E, Blocks 6 and 7, District Lot 322, Plan 3354 to create a single parcel and subdivision of that site to result in the dedication for road purposes of a southerly portion to provide a perpendicular offset distance of 4.5 m from the back of the current City curb on Southeast Marine Drive to the new property line.

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 Make arrangements with the City for the decommissioning and release of Sewer Right-of-Way 393235M (as shown on Explanatory Plan 8140).

2.3 Provision of a Services Agreement to detail the on- 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 condition 2.4 (a), 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.

(i) Based on the confirmed Fire Underwriter's Survey Required Fire Flows and domestic flows submitted by Core Concept Consulting dated December 17, 2020, no water main upgrades are required to service the development.

Note to Applicant: The main servicing the proposed development is 300 mm along Manitoba St, or 300 mm along Southwest Marine Drive. Connections can be no larger than 300 mm

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

(i) Implementation of developments at 185-193 Southwest Marine Drive require the following in order to improve sanitary sewer flow conditions.

No sewer upgrade is required.

Development to be serviced to the existing 200 mm sanitary sewer on Southwest Marine Drive for the sanitary connection. Development to be serviced to the existing 900 mm combined sewer on Manitoba St for the storm connection.

The post-development 5-year flow rate discharged to the storm sewer shall be no greater than the 5-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: This property is under the Provincial Well-Drilling Advisory Area, and subsurface flowing artesian conditions may exist.

- (c) Provision of improvements at the intersection of Manitoba St and Southwest Marine Drive including:
 - (i) Upgrades to the existing traffic signal including an accessible pedestrian signals (APS); and
 - (ii) Entire intersection lighting upgrade to current City standards and IESNA recommendations.
- (d) Provision of street improvements along Manitoba Street adjacent to the site and appropriate transitions including the following:
 - (i) 2.14 m (7 ft.) wide broom finish saw-cut concrete sidewalk;
 - (ii) Relocation of the existing hydro pole at the lane entry and the guy wire of the hydro pole near Southwest Marine Drive if/as required to accommodate the alignment of the new sidewalk; and
 - (iii) New curb ramp at the intersection of Manitoba Street and Southwest Marine Drive adjacent to the development site.
- (e) Provision of 50 mm minimum mill and pave to centerline Manitoba Street along the development site's frontage including the area adjacent to the lane crossing where the existing asphalt pavement has deteriorated.
- (f) Provision of upgraded street lighting (roadway and sidewalk) adjacent to the site to current City standards and IESNA recommendations.
- (g) Provision of new or replacement duct banks adjacent the development site that meet current City standards. Duct banks are to consist of electrical and communication ducts sized to meet City needs in a configuration acceptable by the General Manager of Engineering Services and in conformance with applicable electrical codes and regulations. A detailed design will be required prior to the start of any associated street work.

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

- (h) Provision of reconstruction of the laneway along the development site's frontage as per the City's "Higher Zoned Laneway" pavement structure.
- (i) Provision of a new standard concrete pedestrian lane crossing, new curb returns and curb ramps on both sides of the lane at the existing lane crossing on Manitoba Street adjacent to the site.

- (j) Provision for the installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.

2.4 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 Manitoba Street and Southwest Marine Drive per condition 2.3 (c).

Note to Applicant: The benefiting 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.

2.5 Provision of all third party utility services (e.g., BC Hydro, Telus and Shaw) to be underground. BC Hydro service to the site shall be primary.

BC Hydro System Vista, Vista switchgear, pad mounted transformers, low profile transformers and kiosks as well as 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 these items will be located on the development property.

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

2.6 Subject to the acceptance of an approved TDM Plan, entry into a TDM agreement, 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 \$280 per parking space waived;
- (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.

Housing

2.7 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 residential units as secured rental housing units for the longer of 60 years and life of the building, subject to the following additional conditions:

- (a) A no separate-sales covenant.
- (b) A no stratification covenant.
- (c) That none of such units will be rented for less than one month at a time.
- (d) That, if a waiver of the Development Cost Levies is sought pursuant to the Development Cost Levy By-law, prior to rezoning enactment all proposed residential units will meet the definition of “for-profit affordable rental housing” in the Development Cost Levy By-law and accordingly, the average size of all residential units will not be greater than specified for for-profit affordable rental housing in the Development Cost Levy By-law, and the average initial rents for all proposed residential units will not exceed rents specified for for-profit affordable rental housing in the Development Cost Levy By-law. A rent roll would be provided indicating the agreed initial monthly rents for each rental unit, when the Housing Agreement is entered into, prior to development permit issuance and prior to DCL calculation during building permit.
- (e) 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 Housing Agreement to be entered into by the City at by-law enactment pursuant to Section 565.2 of the *Vancouver Charter* and/or a Section 219 Covenant.

Note to Applicant: If the applicant chooses to seek a waiver of the Development Cost Levies at the development permit stage, a new Housing Agreement will be required prior to development permit issuance to secure the obligations described in subsection (d) above.

2.8 Enter into a Section 219 Covenant and/or such other agreements as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services determine are necessary to require the applicant to:

- (a) Provide a Tenant 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 a notarized declaration that demonstrates that each tenant has been given written notice of the intent to redevelop the property; that indicates the number of units occupied on the date of the notice; and includes copies of a letter addressed to each tenant summarizing the Tenant Relocation Plan offer and signed as received by each tenant.
- (c) Provide an Interim Tenant Relocation Report to the satisfaction of the General Manager of Planning, Urban Design and Sustainability prior to issuance of the Demolition Permit. The Report must outline the names of any tenants who have ended their tenancy; the reason for its end (e.g. tenant decision or mutual agreement to end tenancy); the outcomes of their search for alternate

accommodation (if assistance was requested by the tenant); the names of tenants still remaining in the building; the status of the applicant's search for relocation options (if assistance was requested by the tenant) and/or additional assistance rendered, as required through their Tenant Relocation Plan.

Note to Applicant: If a long period of time elapses between Public Hearing and before issuance of demolition permit, the City may request an additional Interim Tenant Relocation Report be submitted.

- (d) Provide a Final Tenant Relocation Report to the satisfaction of the General Manager of Planning, Urban Design and Sustainability prior to issuance of the Occupancy Permit. The Report must outline the names of tenants; indicate the outcome of their search for alternate accommodations; summarize the total monetary value given to each tenant (moving costs, rents, any other compensation); and include a summary of all communication provided to the tenants.

Sustainability

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

Environmental Contamination

- 2.10 If 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.
 - (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.

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

* * * * *

185-193 Southwest Marine Drive
DRAFT CONSEQUENTIAL AMENDMENT

DRAFT AMENDMENT TO THE SUBDIVISION BY-LAW NO. 5208

Council amends Schedule A of the Subdivision By-law in accordance with the plan labelled Schedule A and attached to and forming part of this By-law, by deleting the following properties from the RS-1 maps forming part of Schedule A of the Subdivision By-law:

- (a) Lot 25 of Lot E Blocks 6 and 7 District Lot 322 Plan 3354; PID: 010-252-266; and
- (b) Lot 26, Except Part in Explanatory Plan 6887 of Lot E Blocks 6 and 7 District Lot 322 Plan 3354; PID: 012-994-324.

* * * * *

185-193 Southwest Marine Drive
PUBLIC CONSULTATION SUMMARY

1. List of Engagement Events, Notification, and Responses

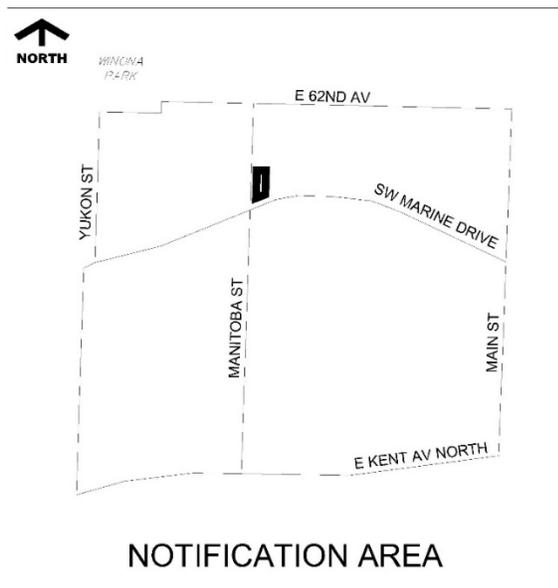
	Date	Results
Event		
Virtual open house (City-led)	March 22 to April 13, 2021	325 participants (aware)* <ul style="list-style-type: none"> • 107 informed • 13 engaged
Public Notification		
Postcard distribution – Notice of rezoning application and virtual open house	March 19, 2021	957
Public Responses		
Online questions	March 22 to April 13, 2021	0 submittals
Online comment forms <ul style="list-style-type: none"> • Shape Your City platform 	February 18 to September 12, 2021	26 submittals
Overall position <ul style="list-style-type: none"> • support • opposed • mixed 	February 18 to September 12, 2021	25 submittals <ul style="list-style-type: none"> • 5 responses • 16 responses • 5 responses
Other input		0 submittals
Online Engagement – Shape Your City Vancouver		
Total participants during online engagement period	February 18 to September 12, 2021	325 participants (aware)* <ul style="list-style-type: none"> • 107 informed • 13 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.

2. Map of Notification Area



Analysis of All Comments Received

Below is an analysis of all public feedback by topic and ordered by frequency.

Generally, comments of support fell within the following areas:

- **Building and context:** The proposed density and mass is supported and/or could be increased, given the neighbourhood context
- **Affordable rental homes:** The addition of rental homes is a benefit that will contribute to affordability and liveability in the neighbourhood
- **Vehicle parking:** The amount of parking proposed is adequate for the site
- **General support**

Generally, comments of concern fell within the following areas:

- **Building and context:** The proposal is not suitable and will negatively impact the neighbourhood
- **Vehicle parking:** The amount of parking proposed is not adequate for the site (more is required)
- **Public realm:** The public realm and pedestrian access should be improved
- **Retail use:** Retail space should be incorporated into the proposal and would be well-supported at this location
- **General concerns**

* * * * *

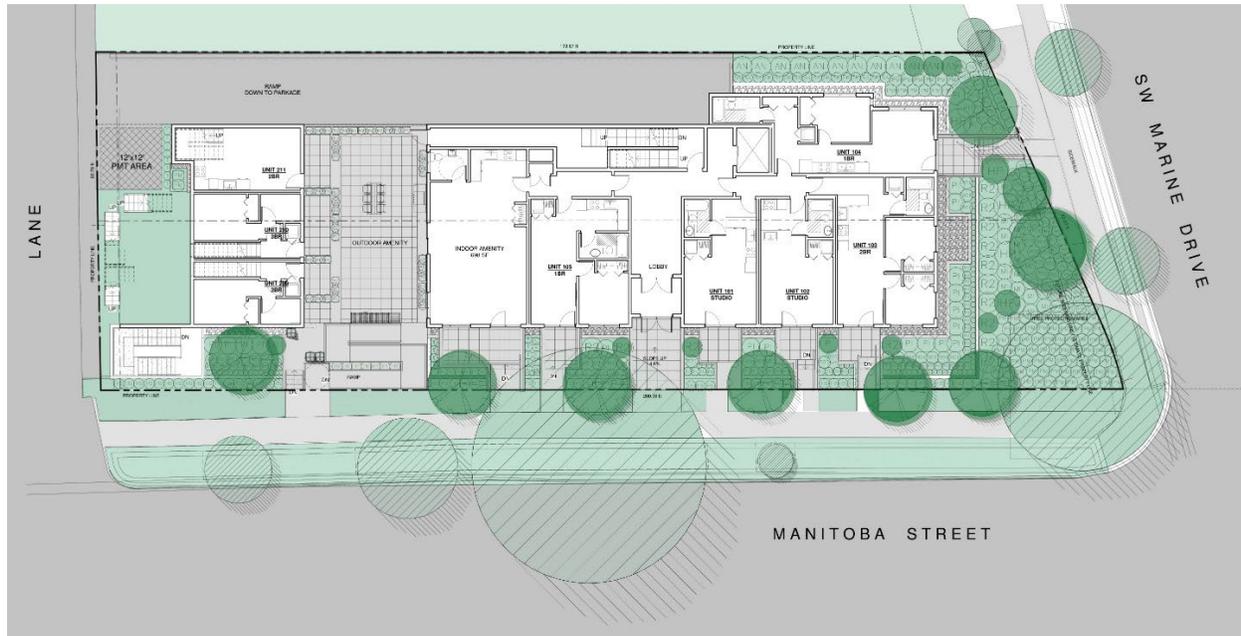
185-193 Southwest Marine Drive
SUMMARY OF TENANT RELOCATION PLAN TERMS

Tenant Relocation and Protection Requirements	Tenant Relocation Plan Offer
Financial Compensation	<ul style="list-style-type: none"> • Compensation in the form of free rent, a lump sum payment, or a combination of both, will be available for each unit eligible for Tenant Relocation Plan according to the following schedule: <ul style="list-style-type: none"> ○ 4 months' rent for tenancies up to 5 years; ○ 5 months' rent for tenancies over 5 years and up to 10 years; ○ 6 months' rent for tenancies over 10 years and up to 20 years; ○ 12 months' rent for tenancies over 20 years and up to 30 years; ○ 18 months' rent for tenancies over 30 years and up to 40 years; and ○ 24 months' rent for tenancies over 40 years
Notice to End Tenancies	<ul style="list-style-type: none"> • Landlord to provide regular project updates to tenants throughout the development approvals process. • A minimum of four months' notice to end tenancy after all permits are issued is required (e.g. all development, building, and demolition permits in place).
Moving Expenses (flat rate or arrangement of an insured moving company)	<ul style="list-style-type: none"> • A flat rate of \$750 or \$1000 will be provided to all eligible tenants depending on the type of unit.
Assistance in Finding Alternate Accommodation (3 options)	<ul style="list-style-type: none"> • Applicant has distributed tenant needs assessment surveys. These surveys will be used in relocation efforts and to identify tenants' needs and preferences. • Applicant has committed to monitor rental market and provide tenants requesting assistance with three options in Vancouver that best meet the tenants' identified priorities.
Additional Support for Low Income Tenants or Tenants Facing Other Barriers to Appropriate Housing	<ul style="list-style-type: none"> • The applicant is partnering with a property manager to assist existing tenants with finding alternate accommodation. • For low income tenants and tenants facing other barriers to housing, as defined in the TRP Policy, the applicant has committed to assisting in securing a permanent, suitable affordable housing option.
First Right of Refusal	<ul style="list-style-type: none"> • The applicant has committed to offering all eligible tenants the right of first refusal at a 20% discount off starting rents in similar units in the new development once completed. Any subsequent rent increases for returning tenants will be in line with the Residential Tenancy Act.

* * * * *

185-193 Southwest Marine Drive
FORM OF DEVELOPMENT DRAWINGS

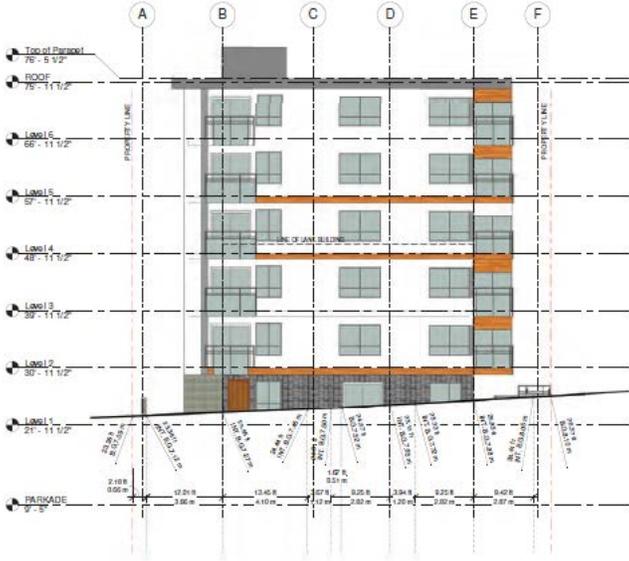
Site Plan



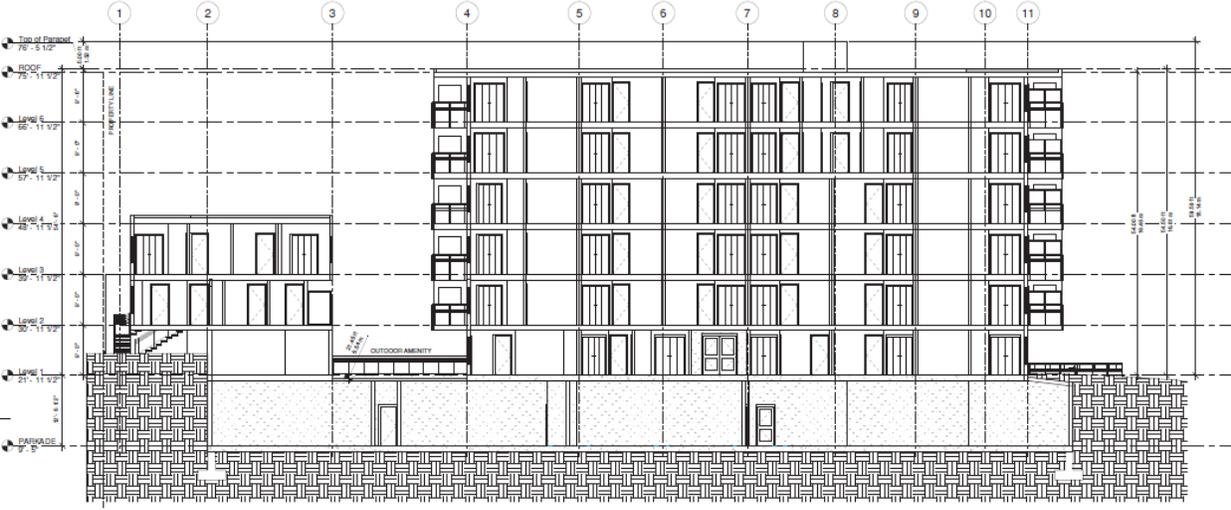
West Elevation



North Elevation



Section: Facing East



Rendering: View from Corner of Southwest Marine Drive and Manitoba Street



Rendering: View from Manitoba Street and Lane



* * * * *

185-193 Southwest Marine Drive
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 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 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	23	42 sq. m. (450 sq. ft.)	34 sq. m. (366 sq. ft.)
1-bedroom	7	56 sq. m. (600 sq. ft.)	48 sq. m. (519 sq. ft.)
2-bedroom	14	77 sq. m. (830 sq. ft.)	56 sq. m. (603 sq. ft.)
3-bedroom	2	97 sq. m. (1,044 sq. ft.)	95 sq. m. (1,024 sq. ft.)

- (d) The average initial rents for all proposed rental housing units do not exceed rents specified in section 3.1A(d) of the DCL By-law. Due to this project's CAC exempt status, these rents will be set at the date the Prior-to letter is issued.

Unit Type	No. units proposed
Studio	23
1-bedroom	7
2-bedroom	14
3-bedroom	2

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.

* * * * *

PUBLIC BENEFITS IMPLEMENTATION DASHBOARD
MARPOLE COMMUNITY PLAN (2014)
Updated mid-year 2021

POPULATION GROWTH^a

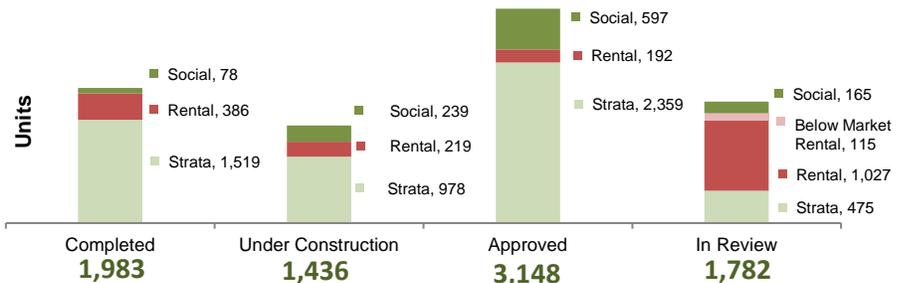
Marpole has grown by approximately **4,300** people since the 2011 census. The plan projects a total population of approximately **36,300** people by 2041.



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 attention
- ➔ Some progress toward targets, more work required
- Targets require

TARGETS	Completed	Construction	Planning / Design	Progress
See Chapter 17 of the Marpole Community Plan for more details				
HOUSING	<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) 		<ul style="list-style-type: none"> • 0% of social housing target achieved ➔ • 58% of secured rental target achieved ✓
CHILDCARE	<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) 		<ul style="list-style-type: none"> • 61% of spaces for children 0-4 target achieved ✓ • 10% of spaces for children 5-12 target achieved ➔

TARGETS <small>See Chapter 17 of the Marpole Community Plan for more details</small>	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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**185-193 Southwest Marine Drive
PUBLIC BENEFITS SUMMARY**

Project Summary:

One six-storey residential building with one three-storey townhouse building containing 46 secured market rental units

Public Benefit Summary:

The proposal would provide 46 secured rental housing units for the longer of 60 years or the life of the building. The project would also contribute a DCL payment.

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 1,145.9 sq. m / 12,334.4 sq. ft.)	0.70	2.4
Floor Area	802 sq. m (8,869 sq. ft.)	2,699.58 sq. m (29,058 sq. ft.)
Land Use	Residential	Residential

Summary of development contributions expected under proposed zoning:

City-wide DCL ^{1,2}	-
Utilities DCL ¹	\$294,358
TOTAL	\$294,358

Other benefits (non-quantified): 46 units of secured rental housing, secured for the longer of 60 years and the life of the building.

¹ Based on DCL bylaws in effect as at September 30, 2021. DCL bylaws are subject to future adjustment by Council, including annual inflationary rate adjustments. DCLs are payable at building permit issuance based on bylaws 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 The proposal is currently expected to be eligible for and the applicant has indicated that they plan to pursue a DCL waiver for the residential floor area as "for-profit affordable rental housing". Due to the project's CAC exempt status, the applicant has until the development permit process to decide whether to pursue the waiver. Based on the rates in effect as of September 30, 2021, estimated value of the waiver for the proposed project is \$530,018.

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**185-193 Southwest Marine Drive
APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION**

Property Information:

Address	Property Identifier (PID)	Legal Description
185 Southwest Marine Drive	010-252-266	LOT 25 OF LOT E BLOCKS 6 AND 7 DISTRICT LOT 322 PLAN 3354
193 Southwest Marine Drive	012-994-324	LOT 26, EXCEPT PART IN EXPLANATORY PLAN 6887 OF LOT E BLOCKS 6 AND 7 DISTRICT LOT 322 PLAN 3354

Applicant Information:

Architect	Mathew Cheng Architect Inc.
Property Owner	1034903 B.C. LTD.

Development Statistics:

	Permitted Under Existing Zoning	Proposed Development	Recommended
Zoning	RS-1	CD-1	CD-1
Site Area	1,145.9 sq. m (12,334.4 sq. ft.)	1,145.9 sq. m (12,334.4 sq. ft.)	1,145.9 sq. m (12,334.4 sq. ft.)
Land Use	Residential	Residential	Residential
Floor Space Ratio (FSR)	0.7	2.36	2.4
Floor Area	802.13 sq. m (8,634 sq. ft.)	2,699.58 sq. m (29,058 sq. ft.)	2,750.16 sq. m (29,603 sq. ft.)
Height	10.7 m (35 ft.)	17.4 m (57.03 ft.) (top of parapet)	17.4 m (57.03 ft.) (top of parapet)
Unit Mix	n/a	Total residential units: 46 Studio units: 23 (50%) 1-bedroom units: 7 (15.2%) 2-bedroom units: 14 (30.4%) 3-bedroom units: 2 (4.3%)	Total residential units: 46 Studio units: 23 (50%) 1-bedroom units: 7 (15.2%) 2-bedroom units: 14 (30.4%) 3-bedroom units: 2 (4.3%)
Parking, Loading, and Bicycle Spaces	As per Parking By-law	3 vehicle parking spaces 5 car share parking space 104 Class A bicycle spaces 4 Class B bicycle spaces	As per Parking By-law
Natural Assets	7 on-site trees 2 neighbouring trees 6 City street trees	9 on-site trees 2 neighbouring trees 6 City street trees To be confirmed at the development permit stage	9 on-site trees 2 neighbouring trees 6 City street trees To be confirmed at the development permit stage

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