



REFERRAL REPORT

Report Date: November 23, 2021
Contact: Yardley McNeill
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RTS No.: 14785
VanRIMS No.: 08-2000-20
Meeting Date: December 7, 2021

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 Amendment: 622-688 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, including amendments to the Zoning and Development By-law, Sign By-law, and Noise By-law, in accordance with the recommendations set out below, for consideration at the Public Hearing.

RECOMMENDATION FOR PUBLIC HEARING

- A. THAT the application by Chard Development Ltd. on behalf of 600-688 SW Marine Nominee Ltd., the registered owner of the lands located at 622-688 Southwest Marine Drive [*PID 005-270-553; Lot 1 Blocks 3 and 5 District Lot 311 Plan 13934*], to amend CD-1 (66) to increase the maximum floor space ratio (FSR) to 6.84 and the building height to 96.2 m (316 ft.) and to 100.5 m (330 ft.) to accommodate a rooftop amenity space, to permit the development of a mixed-use development with two buildings at 28 and 32 storeys on top of two six-storey podiums with commercial space on the ground floor, a private childcare space, and 573 secured rental units, of which 20% of the residential floor area will be secured as below-market rental units, be approved in principle;

FURTHER THAT the draft amending 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 Musson Cattell Mackey Partnership, received December 20, 2020;

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

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

FURTHER THAT the Director of Legal Services be instructed to prepare the draft CD-1 By-law, generally as set out in Appendix A, for consideration at Public Hearing.

REPORT SUMMARY

This report evaluates an application to amend the existing CD-1 (66) zone for 622-688 Southwest Marine Drive to permit the development of two mixed-use buildings at 28 and 32 storeys on top of two six-storey podiums. The proposal contains commercial at grade, a 37-space private childcare facility, and 573 secured rental units. Approximately 20% of the residential floor space will be allocated to 117 below-market rental (BMR) units. Of the 117 BMR units, the YWCA is anticipated to be the non-profit operator for 28 of the below-market units at deeper levels of affordability. A height of 96.2 m (316 ft.) and to 100.5 m (330 ft.) to accommodate a rooftop amenity space is proposed with a floor space ratio (FSR) of 6.84.

Staff have assessed the application and conclude that it generally meets the intent of the *Marpole Community Plan* and the *Issues Report – Addressing Housing Priorities for the Ashley Mar Housing Cooperative Site and Other Social Housing and Inclusionary Housing Sites in the Marine Drive Station Area*. Staff recommend that the application be referred to Public Hearing,

together with the recommendation of the General Manager of Planning, Urban Design and Sustainability, to approve it, subject to Public Hearing and subject to conditions in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant previous decisions:

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

Relevant Council Policies for this site include:

- *Marpole Community Plan (2014)*
- *Cambie Corridor Plan (2018)*
- *Cambie Corridor Public Realm Plan (2018)*
- *Housing Vancouver Strategy (2017)*
- *Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available Incentives (2017, last amended 2019)*
- *Family Room: Housing Mix Policy for Rezoning Projects (2016)*
- *High-Density Housing for Families with Children Guidelines (1992)*
- *Childcare Design Guidelines (1993, last amended 2021)*
- *Green Buildings Policy for Rezoning (2010, last amended 2018)*
- *Community Amenity Contributions Policy for Rezoning (1999, last amended 2021)*
- *Vancouver Development Cost Levy By-law No. 9755*
- *Vancouver Utilities Development Cost Levy By-law No. 12183*
- *Urban Forest Strategy (2014)*

REPORT

Background/Context

1. Site and Context

The subject site is a triangular-shaped lot south of Southwest Marine Drive, bounded by Ash Street to the east and West 70th Avenue to the south. It is comprised of one legal parcel with a frontage of 158.8 m (521 ft.) along Marine Drive and a depth of 92.4 m (303 ft.) along Ash Street for a total site area of 6,174 sq. m (66,456 sq. ft.) (Figure 1). Currently zoned CD-1, the property consists of a single-storey restaurant, a two-storey commercial building, and a vacant single-storey commercial building. There are no existing residential tenants on site.

Figure 1: Surrounding Zoning and Context

The site is located within 600 m of the Marine Drive Canada Line Station and bus loop. The area surrounding Marine Drive Station has undergone significant changes in the last ten years as it transitions to a high-density, mixed-use transit-oriented community hub as envisioned under the *Cambie Corridor Plan* (the “Cambie Plan”). Tower heights of recent developments in the area range from 14 to 35 storeys, with the tallest building located directly adjacent to the Canada Line Station.

To the east of the subject site is the Ashley Mar Housing Co-operative. There is currently a rezoning application for the co-operative site, proposing a mixed-use development with three buildings up to 31-storeys including 524 secured market rental units and 125 social housing units (of which 54 will be replacement co-op units). Direction to consider additional building heights for the Ashley Mar Housing Co-op and other social/inclusionary housing sites, including 622-688 Southwest Marine Drive, is provided by the *Issues Report – Addressing Housing Priorities for the Ashley Mar Housing Cooperative Site and Other Social Housing and Inclusionary Housing Sites in the Marine Drive Station Area*. South of the site are single-dwelling houses and duplexes zoned RT-2 that are envisioned to develop into six-storey apartments with choice-of-use at grade under the *Marpole Community Plan* (the “Marpole Plan”).

The surrounding area is also home to a number of other existing social housing developments, cooperative housing developments, institutional uses, and seniors housing.

Local School Capacity – The site is located within the catchment areas of Sir Wilfred Laurier Elementary School at 7350 Laurel Street and Sir Winston Churchill Secondary School at 7055 Heather Street. According to the Vancouver School Board (VSB)’s 2020 *Long Range Facilities Plan*, both schools will be operating over capacity by 2029. Additional capacity exists at Pierre Elliott Trudeau Elementary School located at 449 East 62nd Avenue and John Oliver Secondary School at 530 East 41st Avenue.

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.

The VSB continues to monitor development and work with City staff to help plan for future growth.

Neighbourhood Amenities – The following amenities are within close proximity:

- **Institutional:** St. Vincent's Hospital Langara (800 m) and Sir Wilfrid Laurier Elementary School (1.1 km).
- **Parks:** Ash Park (100 m), Eburne Park (600 m), and Winona Park (700 m).
- **Community Space:** Marpole Oakridge Family Place (200 m), Marpole Neighbourhood House (1 km) and Marpole-Oakridge Community Centre (1.1 km).
- **Childcare:** Marpole YMCA Child Care Centre (150 m), CEFA Junior Kindergarten (400 m), and Kids at Marine YMCA Child Care (475 m).

2. Policy Context

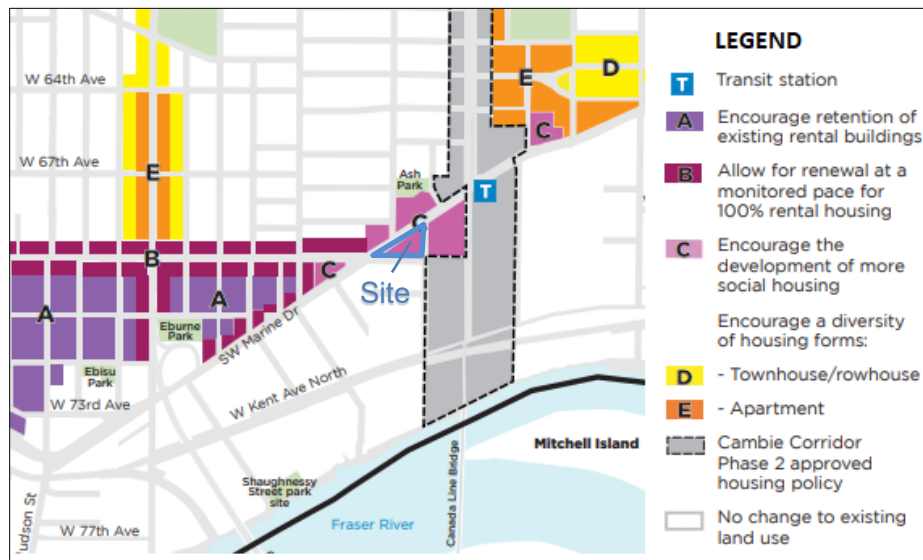
Marpole Plan– The site is located in the Cambie neighbourhood of the *Marpole Plan*. Subsection 6.4.1 supports two towers at 12 and 16 storeys on top of a six storey podium with a choice-of-use at grade. Towers are expected to respond to the pattern of higher buildings in the immediate area, minimize shadows on public spaces, and maximize privacy and liveability.

The site is also designated as an “Area C” social housing site identified for the retention and expansion of social housing under subsection 8.2.2 of the *Marpole Plan* (see Figure 2). For Area C sites that do not contain social housing, such as the subject site, a target of 20% of residential units are to be provided as on-site social housing through rezonings. A modest increase in height and density may be considered to assist with project viability.

Issues Report – Addressing Housing Priorities for the Ashley Mar Housing Cooperative Site and other Social Housing and Inclusionary Housing Sites in the Marine Drive Station Area (the “*Issues Report*”) – In July 2019, the City received an application to redevelop the Ashley Mar Housing Cooperative site at 8460 Ash Street and 8495 Cambie Street with social and rental housing that exceeded the height limits of the *Marpole Plan*. Recognizing that the Ashley Mar application presented an opportunity to achieve multiple City housing priorities for both social and rental housing, Council approved the *Issues Report* with redevelopment directions for the Ashley Mar site and for future proposals for other Area C sites under the *Marpole Plan*.

For Area C sites that do not contain existing social housing, such as 622-688 Southwest Marine Drive, additional building height can be considered. Proposals are to provide either (a) 20% of the total floor area as social housing or (b) 100% of the residential floor area provided as secured rental with a minimum 20% of residential floor area for households with moderate income. The subject site is proposing option (b).

The *Issues Report* also identified a list of criteria to assist staff in evaluating proposals for Area C sites. Criteria includes housing tenure/affordability, pattern of development and building heights, shadow impacts, public realm improvements, public amenities, public consultation and financial review.

Figure 2: Housing Policies under the Marpole Plan

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

Strategic Analysis

1. Proposal

The application proposes to amend the existing CD-1 (66) to permit the development of two towers at 28 and 32 storeys on top of two six-storey podiums. A mid-block break separates the two buildings and provides public pedestrian access to an urban plaza at the rear of the site. The proposed development contains commercial at grade, a 37-space private childcare facility on level two, and 573 secured rental units. Approximately 20% of the residential floor area will be allocated to 117 below-market rental units. The YWCA is anticipated to operate 28 of the 117 below-market units at deeper levels of affordability. Private indoor and outdoor amenity spaces for all residents are located on the ground floor, on level seven and on the rooftops of each of the towers. The YWCA would have additional dedicated indoor and outdoor amenity space on level three.

The proposed floor area of the development is 42,256 sq. m (430,910 sq. ft.) with an FSR of 6.84. The building heights are 96.2 m (316 ft.) for the residential floors and 100.5 m (330 ft.) to accommodate a rooftop amenity space. There are 276 vehicle parking spaces and 1,102 bicycle spaces proposed over three levels of underground parking, accessed from 70th Avenue.

Figure 3: View from Marine Drive Looking Southeast

2. Land Use

The application proposes a mixed-use development with residential, commercial space at grade and private childcare. These uses are consistent with the land use directions for residential, commercial, and institutional uses under the *Marpole Plan*.

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

The *Marpole Plan* and *Cambie Plan* provide directions for redevelopment in the Marine Landing neighbourhood. In response to the plans, Marine Landing is transforming into a highly walkable, transit-oriented neighbourhood with mixed-use and residential towers concentrated around Marine Drive Station. Staff are also in the process of developing a set of guidelines specific to the Marine Landing neighbourhood to build upon the existing plans and further support the provision of social housing and employment space in the area. Staff took into consideration the built form and public realm guidance within both plans, the *Issues Report*, and draft *Marine Landing Guidelines*, in the comments noted below.

Form of Development – The form of development proposed is two towers at 28 and 32 storeys, each on a podium of six storeys fronting Marine Drive. A mid-block break separates the two buildings and provides pedestrian access to a south facing central plaza fronting 70th Avenue. Retail commercial uses are proposed at-grade along Marine Drive and along the mid-block break, including opportunity for several outdoor commercial patios. The podium of the taller tower steps down to provide three-storey ground-oriented residential units along Ash Street.

Tower separation of 24.3 m (80 ft.) is generally recommended for high-density residential neighbourhoods throughout the city. The tower separation allows for sunlight access between buildings, enhances livability and privacy for residents, and maintains open space between towers. The location of the proposed towers meets or exceeds the expectations for 24.3 m (80 ft.) of tower separation between existing and future anticipated towers.

Figure 4: Site Plan

The *Marpole Plan* recommends maximum floor plates of 585.3 sq. m (6,300 sq. ft.) above the podium. Such floor plate maximums seek to ensure compact floor plates with slender tower profiles to reduce bulk, shadowing and to emphasize verticality. The proposed floor plates are 603.8 sq. m (6,500 sq. ft.). This larger floor plate is a modest increase from the *Plan* to allow for the delivery of additional rental housing and is appropriate to other towers within the surrounding context. Architectural treatments proposed further reduce the overall appearance of bulk and provide a more visually interesting profile to offset the modest increase in floor plate size. Design conditions in Appendix B require the buildings to contribute further to the overall skyline and local gateway identity with an enhanced architectural response to the unique site geometry.

Height – The proposal is located in a highly visible location that serves as an important gateway into Vancouver. The prominence of the Marine Gateway tower on the southeast corner of Cambie Street and Marine Drive is expected to be maintained as the highest point. A pattern of descending tower heights is also expected to be maintained as a key urban design concept for the area, as per the *Marpole Plan* and *Cambie Plan*, and further reinforced in the draft *Marine Landing Guidelines*.

The proposal includes two mixed-use buildings at 32 and 28 storeys with a maximum height of 100.5 m (330 ft.). This height is approximately 2.4m (8 ft.) lower than the 35-storey Marine Gateway building to maintain its prominence (see Figure 5). The taller buildings in this proposal reinforce the gateway character of Marine Landing and the hierarchy of heights and also provide a balanced height profile with other existing taller buildings in the area. While the proposed heights are supported, staff have included design conditions for additional step backs on the top two storeys of both towers. These step backs aim to further distinguish the tower tops within the skyline and reduce the perceived height of the development.

Figure 5: Heights of Existing Buildings in the Marine Landing Area

A key consideration outlined in the draft *Marine Landing Guidelines* is to ensure taller towers do not cast additional shadows onto Ash Park during the spring and fall equinoxes. The proposal complies with this direction. It is recognized that the taller towers proposed for this site will have some incremental shadow impacts on properties and sidewalks to the north. The additional incremental shadow impact onto properties and sidewalks were assessed by staff and deemed acceptable, on balance, given the additional market and below-market rental proposed in this rezoning.

Density – The *Marpole Plan* anticipates a density that is site-specific and varies with urban design performance. This application proposes an FSR of 6.84. The density is consistent with the proposed form of development, which incorporates taller mixed-use towers above a podium intended to support delivery of secured market and below-market rental housing. Staff conclude that the density is appropriate for the site, subject to conditions in Appendix B.

Landscape and Public Realm – The *Cambie Corridor Public Realm Plan* provides guidance for Marine Landing. The vision for the neighbourhood is a vibrant, walkable, high-density urban area with a focus on connections to the Fraser River. This vision is further strengthened in the draft *Marine Landing Guidelines*. Ash Street is identified as a park connector street, linking pedestrians to Ash Park and open spaces further north. To reinforce this character, the proposal incorporates the retention of several mature trees at the corner of Ash Street and 70th Avenue, including a large Black Locust tree that is 20 m in height and eight Douglas Fir Trees between 13 and 25 m in height (Figure 6). A building setback is also provided for the underground parkade to accommodate future rainwater infiltration infrastructure within the Ash Street right-of-way.

Figure 6: View from the Corner of Ash Street and 70th Avenue

Plaza - The *Marpole Plan* anticipates a mid-size public plaza of approximately 300 sq. m (3,200 sq. ft.) located on the southeast corner of Marine Drive and 70th Avenue. In lieu of a public plaza on the corner, a larger public space of approximately 900 sq. m (10,000 sq. ft.) is proposed in the form of a mid-block mews and a lower plaza that connects Marine Drive to 70th Avenue. Staff support this as an improved location for an enhanced public space due to the southern exposure away from Marine Drive which provides improved solar access and reduces impacts from traffic noise and pollution.

The edges of the plaza will be activated by multiple commercial patios, direct access to the childcare space on level two, and connections with the proposed common amenity spaces at grade. The plaza will be furnished with high-quality urban elements such as moveable and fixed seating, additional planting, unique lighting and paving, and interactive play features. Design development conditions outlined in Appendix B will further enhance the public realm strategy.

Figure 7: View of Proposed Public Plaza

Amenities and Liveability – Several common private indoor and outdoor amenity spaces are proposed throughout the project. Examples include a basketball court and exercise facility at grade, large common indoor/outdoor amenity spaces on level seven with a children's play area and pet area, and double-height common indoor/outdoor amenity spaces on the rooftops of both towers.

All residential units will be provided with full balconies to improve light and air circulation and enhance overall livability. Urban design conditions to further improve livability for residents are included in Appendix B.

Urban Design Panel – The rezoning application was reviewed by the Urban Design Panel on April 28, 2021 and received support with recommendations noted in Appendix C. The Panel recommended additional design development for the architectural expression, including an improved relationship between the lower plaza and the adjacent uses in the podium, and more distinct residential lobbies. Staff have included conditions of approval to address the commentary of the Urban Design Panel.

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

4. Housing

Housing Vancouver is the culmination of a year-long process of gathering, synthesizing and testing new ideas and approaches to address affordability in Vancouver. The addition of new below market rental units and market rental units to the City's inventory contributes toward the *Housing Vancouver* targets, shown in Figure 8.

Figure 8: Progress towards 10 Year Housing Vancouver Targets for Purpose-Built Market and Developer-Owned Below-Market Rental Housing as of September 30, 2021

Housing Type	Category	10-Year Targets*	Units Approved Towards Targets**
Purpose-Built Market Rental Housing Units	Market Rental	16,000	7,138 (45%)
	Developer-Owned Below Market Rental	4,000	600 (15%)
	Total	20,000	7,738 (39%)

*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

As per the *Issues Report – Addressing Housing Priorities for the Ashley Mar Housing Cooperative Site and other Social Housing and Inclusionary Housing Sites in the Marine Drive Station Area*, additional height on this site can be considered where 100% of the residential floor area is provided as secured rental with a minimum 20% of the residential area for households with moderate incomes. The proposal includes 573 secured rental units with 20% of the residential floor area provided as below-market units. The below market rental component of the project includes a portion of the units at deeply affordable rents to be operated by a non-profit

housing provider, which is anticipated to be the YWCA, and the other portion of the units linked to CMHC average market rents that would be operated by the applicant together with the market rental units.

YWCA Units – Of the below-market component, 35% of the floor area of that portion (approximately 28 units or 7% of the total residential floor area) is anticipated to be operated by the YWCA with the majority of units at deeply affordable rents. The units operated by the YWCA are intended to provide safe and affordable homes for single women and their children. Residents will have access to other YWCA programs and services as a foundation to move towards health, well-being and economic stability. All YWCA units will be family-sized units, including two- and three-bedroom units. There will also be gathering and meeting areas exclusive to tenants in the YWCA units with a variety of programming, including connecting tenants to employment and education programs, and providing specialized support for single mothers and their children. In addition, YWCA residents would have access to all of the amenity areas in the market rental component of the project.

The YWCA-operated below market units will include the following levels of affordability:

- 25% of units will be offered at the shelter component of income assistance;
- 32% of units will be set below Housing Income Limit (HILs) levels; and
- 43% of units will be targeted towards moderate income households.

As the project moves through the development process, the YWCA has indicated that they will endeavor to deepen the affordability beyond the above affordability levels to the extent possible.

Applicant-operated Below Market Units – The remaining 65% of the below-market component (approximately 89 units or 13% of the total residential floor area) will be operated by the applicant and will target moderate income households with annual incomes between approximately \$60,160 and \$83,560. To be eligible for these units, a household must have a gross annual income that meets the specific unit type, and there must be at least one household member per bedroom. The details of the eligibility requirements would be similar to the *Moderate Income Rental Housing Pilot Program*.

The below market units operated by the applicant will be tied to city-wide CMHC average rents, as follows:

- Studio units at 15% above CMHC average rents
- One-bedroom units at 15% above CMHC average rents
- Two-bedroom units set at CMHC average rents

When there is unit turnover, rents may be adjusted based on the most recently published CMHC average rent or 15% above the CMHC average rent, depending on the unit type.

The average rents for newer market rental buildings in the West side of Vancouver are shown in Figure 9 below. As the figure reveals, market rental housing is significantly more affordable than home ownership. Figure 9 also includes proposed rents for the below market units that will be operated by the applicant. Although there are some proposed below market units that are slightly above city-wide CMHC rents, they are 12%-15% below market rents in the Westside for new rental buildings.

As described below under the “Public Benefits” section of the report, although the applicant is not currently seeking a Development Cost Levy (DCL) waiver, the project could be eligible for a

DCL waiver if it meets the eligibility requirements under the DCL By-law. If the applicant elects to seek a DCL waiver, a further staff review may result in the project returning to Council, and the Housing Agreement will be required to include the applicable terms and agreements with respect to the DCL waiver all to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services.

Figure 9: Comparable Average Market Rents, Average Below Market Rents, and Home-Ownership Costs (Westside)

Unit Type	Newer Market Rental Buildings – Westside ¹ (CMHC, 2020)		Below Market (Operated by the applicant)		Monthly Costs of Ownership for Median-Priced Unit – Westside – 20% down payment (BC Assessment 2020) ²	
	Average Market Rent	Annual Income Required to Afford Market Rent	Average Below Market Rent	Annual Income Required to Afford Below Market Rent	Monthly Cost Associated with Purchase of Median Priced Unit – Westside	Average Income Required to Afford Costs of Ownership ²
Studio	\$1,832	\$73,280	\$1,504	\$60,160	\$2,569	\$102,776
1-bed	\$1,975	\$79,000	\$1,742	\$69,680	\$3,191	\$127,654
2-bed	\$2,804	\$112,160	\$2,089	\$83,560	\$4,812	\$192,492
3-bed	\$3,349	\$133,960	N/A	N/A	\$7,809	\$312,350

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 Based on the following assumptions in: median of all BC Assessment sales prices in Vancouver Westside in 2020 by unit type, 20% 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 (2020 assessments and property tax rate)

Vacancy Rates – Vancouver has exhibited historically low vacancy rates in the last 30 years. Between 2017 and 2019, prior to the COVID-19 pandemic, the average vacancy rate for purpose built apartments in the Marpole area, based on the Canadian Mortgage and Housing Corporation (CMHC) Market Rental Survey, was 0.8%. The vacancy rate in 2020 for the Marpole area was 1.1%, and is anticipated to return to the typical average rate when the building is ready for occupancy. A vacancy rate between 3% and 5% is considered to be a balanced rental market.

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

This proposal would deliver 201 family units (35%) across the project. This 35% family mix meets the family unit requirements for both the market rental and below-market rental housing of the proposal. The complete unit mix is illustrated in Figure 10.

Figure 10: Proposed Unit Mix, Market and Below Market Rental

Market		Below Market (privately operated)		Below Market (YWCA operated)	
Studio	56 (12%)	Studio	54 (61%)	Studio	0
1-bed	241 (53%)	1-bed	21 (23%)	1-bed	0
2-bed	153 (34%)	2-bed	14 (16%)	2-bed	22 (79%)
3-bed	6 (1%)	3-bed	0	3-bed	6 (21%)
Total	456	Total	89	Total	28
Total 573 Units					

Security of Tenure – All units in the project will be secured as rental through a Housing Agreement and a Section 219 Covenant for the longer of 60 years or the life of the building. The housing agreement will be enacted by Council and registered on title to secure starting rents for the privately operated below-market units and to secure the affordability of the YWCA-operated below market units. The agreement will prohibit the stratification and separate sale of individual units. Annual reporting on the operation of the privately operated below market units will be required and must contain information including rents and verification of tenant eligibility. The addition of new below-market units and market rental units contributes towards *Housing Vancouver* targets. Conditions related to securing the units are contained in Appendix B.

Existing Tenants – As there are no existing residential units on the site, a Tenant Relocation Plan is not required.

5. Childcare Facility

This development proposes a 37-space, private childcare facility on level two. It will occupy a total of 1,140.8 sq. m (12,279 sq. ft.), with 557.4 sq. m (6,000 sq. ft.) of indoor space and 583.4 sq. m (6,280 sq. ft.) of contiguous outdoor space located on the south-facing podium. Since this is a private childcare facility, the future operator will be determined by the applicant. The facility will go through further design development during subsequent phases of the approval process and will be required to meet the *City of Vancouver's Childcare Design Guidelines*. Design development will also be necessary to ensure that the facility is licensable by Vancouver Coastal Health's *Community Care Facilities Licensing*.

6. Transportation and Parking

The site is well served by transit, with frequent bus service on Marine Drive and Cambie Street, and the Marine Drive Canada Line Station one block east. Nearby cycling routes are located along Cambie Street, Heather Street and 67th Avenue.

Three levels of underground parking are proposed with access from 70th Avenue. The application is proposing a Transportation Demand Management (TDM) plan which allows for a parking reduction in exchange for enhanced transportation demand management measures. Overall, 254 parking spaces will be provided for the residential, commercial, and childcare uses. A total of 1,102 bicycle parking space, 4 loading spaces and 4 passenger spaces are proposed.

Engineering conditions of approval are outlined in Appendix B.

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

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

There are 15 trees on the site, 12 City street trees, and 18 trees on the boundary of the site that may be shared civic assets (to be confirmed by surveyor at development permit stage). The applicant has proposed retention of nine on-site trees along the southern edge of the site in addition to 49 new on-site and 27 city street trees. Further design development will occur at the development permit stage to finalize the street design and placement of new trees in coordination with the Engineering Department and the Park Board.

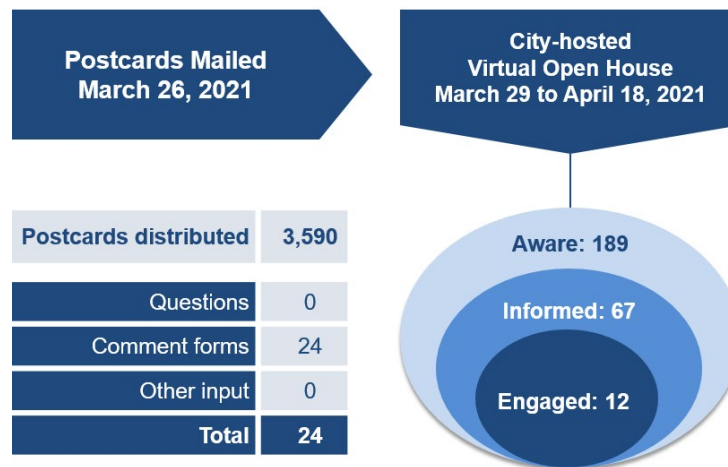
8. Public Input

Public Notification – A rezoning information sign was installed on the site on March 26, 2021. Approximately 3,590 notification postcards were distributed within the neighbouring area on or about March 8, 2021. Notification and application information, as well as an online comment form, was provided on the City's new digital engagement platform *Shape Your City Vancouver* (shapeyourcity.ca/).

Virtual Open House – A virtual open house was held from March 29, 2021 to April 18, 2021 on the Shape Your City platform. The virtual open house consisted of an open-question online event where questions were submitted and posted with a response over a period of three weeks. Digital presentations and a digital model were posted for online viewing.

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

Public Response and Comments – Public input was received throughout the application process through online questions and comment forms, and by email and phone. A total of 25 submissions were received. A summary of all public responses may be found in Appendix D.

Figure 11: Overview of Notification and Engagement

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

Generally, comments of support fell within the following areas:

- **Building height, massing, density and context:** The height, massing, density and context are appropriate for this part of Marine Drive given its proximity to rapid transit.
- **Housing stock and affordability:** The secured market rental with 20% below-market rental and inclusion of YWCA units will help address Vancouver's housing crisis.
- **Building design:** The building is well designed and includes ample amenity spaces.
- **Amenities:** Support for a childcare in an area that is experiencing growth.

Generally, comments of concern fell within the following areas:

- **Building height, massing, density and context:** The proposed building heights will create shadowing and impact the privacy of nearby homes.
- **Traffic and safety:** Increased density from this proposal will worsen traffic along Marine Drive, which is already a heavily-used road with constant traffic related issues.
- **Parking:** Parking may spill out onto neighbouring side streets causing them to be even narrower from all the parked cars.
- **Public realm:** The public realm aspect of this project does not sufficiently foster social connections in this diverse neighbourhood. Southwest Marine Drive is a busy road and the sidewalks do not have a proper buffer for pedestrians to feel safe.

Response to Public Comments

Staff have evaluated the proposed form of development and determined that the proposed density and building heights are appropriate to support the delivery of the housing objectives

and align with the *Marpole Plan* and *Issues Report*. Rezoning conditions have been included to reduce the perceived height of the towers and enhance the public realm. Given the site's proximity to rapid transit and bus service, complete street improvements along Cambie Street and a future bikeway along Ash Street, building tenants will have access to a range of sustainable transportation options.

9. 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 City-wide DCLs and Utilities DCLs. 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. Based on the DCL Bylaws in effect as of September 30, 2021 and the proposed 430,910 sq. ft. of residential floor area and 23,935 sq. ft. of commercial floor area, \$12,720,610 of DCLs are expected from the project.

This application could be eligible to seek a DCL waiver; however, the applicant is not seeking a waiver as part of this proposal. As the project is subject to a Community Amenity Contribution (CAC), should the applicant choose to pursue a DCL waiver at a later stage, the application may be subject to further pro forma review to determine if an additional land lift is generated. If the revised pro forma results in an increase to the CAC such that a CAC is payable, the application will return to Council through a subsequent Public Hearing to amend the CAC rezoning enactment condition and ensure compliance with the DCL By-law waiver requirements..

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

Public Art – The application is subject to the *Public Art Policy and Procedures for Rezoned Developments* as the proposed floor area meets the minimum 9,290 sq. m (100,000 sq. ft.). Applicants may elect to provide on-site artwork or cash-in-lieu (at 80% of the public art budget), which must be discussed with Public Art staff prior to by-law enactment.

The public art budget will be calculated on the floor area proposed at the development permit stage. Based on the 2016 rate, the public art budget is estimated to be \$900,593. As a condition of by-law enactment, a legal agreement is required to be registered on title to specify and define all obligations with respect to the elected option.

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

The application proposes 20% of the residential floor area (approximately 117 residential units) to be secured as below-market rental units which represents the value of the CAC for this application. Within this below-market allocation, 35% of the below-market floor area (28 units) will be operated by a non-profit and secured with deeper levels of affordability. Real Estate Services staff have reviewed the applicant's development pro forma and conclude that no additional CAC is applicable.

Marpole Public Benefits Strategy – The Marpole Public Benefits Strategy identifies public benefits and infrastructure to support growth in the area, including short- and long-term priorities in and around the area. To track the progress towards the achievement of amenities, a summary of public benefits to date is provided in Appendix F.

See Appendix G for a summary of all 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 \$12,720,610 in DCLs.

If the rezoning application is approved, the applicant will be required to provide new public art on site at an estimated value of \$900,593, or make a cash contribution to the City for off-site public art, in the amount of approximately \$720,475 (80% of the estimated value of public art.)

The 117 secured below-market rental housing units, will be privately owned and operated, with approximately 28 of the units operated by a non-profit at deeper level of affordability. All units will be secured by a Housing Agreement and Section 219 Covenant for the longer of the life of the building or 60 years.

No additional CAC is applicable.

CONCLUSION

Staff conclude that the proposed form of development is an appropriate urban design response to the site and its context, and that the application, along with the recommended conditions of approval, is consistent with the *Marpole Community Plan and Issues Report – Addressing Housing Priorities for the Ashley Mar Housing Cooperative Site and Other Social Housing and Inclusionary Housing Sites in the Marine Drive Station Area* with regards to land use, density, height, and form. The proposal for market rental units and below-market rental units also advance the housing and affordability goals per the *Housing Vancouver Strategy*.

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

* * * * *

622-688 Southwest Marine Drive
PROPOSED CD-1 BY-LAW AMENDMENTS

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

Zoning District Plan Amendment

1. This By-law amends the indicated provisions of By-law No. 4539.
2. In section 2, Council strikes out “and the only uses permitted within the said area and the only uses for which development permits will be issued are a bank, restaurant (excluding drive-in with or without car service or take out food service), professional offices; recording studio, industrial laboratory, retail. stores including a drug store, marine accessory distributor and sales, subject to such conditions as Council by resolution may prescribe,” and substitutes “.”.
3. Council renumbers section 3 as section 10, and adds new sections 3 to 9 as follows:

“Definitions

3. Words in this By-law have the meaning given to them in the Zoning and Development By-law, except that:
 - (a) for the purposes of calculating the total dwelling unit area for section 5.1 of this By-law, “Dwelling Unit Area” is the floor area of each dwelling unit, measured to the inside of all perimeter walls, excluding any floor area as required by section 6.5 of this By-law; and
 - (b) “Below Market Rental Housing Units” means dwelling units where the rents are set at rates no higher than the shelter component of income assistance, below Housing Income Limit (HILs) levels, or within a prescribed amount at, above or below city-wide CMHC average rents, all as secured by a housing agreement registered on title to the property.

Uses

4. 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 (66) and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
 - (a) Dwelling Uses, limited to Dwelling Units in conjunction with any of the uses listed in this section;
 - (b) Cultural and Recreational Uses;
 - (c) Institutional Uses;
 - (d) Office Uses;

- (e) Retail Uses;
- (f) Service Uses; and
- (h) Accessory Uses customarily ancillary to the uses permitted in this section.

Conditions of Use

- 5.1 A minimum of 20% of the total dwelling unit area must be below market rental housing units.
- 5.2 The design and layout of at least 35% of the total number of below market rental housing units and at least 35% of the total number of other dwelling units must:
 - (a) be suitable for family housing; and
 - (b) include two or more bedrooms.
- 5.3 No portion of the first storey of a building to a depth of 10.7 m from the front wall of the building facing Southwest Marine Drive and extending across its full width may be used for residential purposes except for entrances to the residential portion.
- 5.4 All commercial uses and accessory uses must be carried on wholly within a completely enclosed building except for:
 - (a) Farmers' Market;
 - (b) Neighbourhood Public House;
 - (c) Public Bike Share;
 - (d) Restaurant; and
 - (e) Display of flowers, plants, fruits and vegetables in conjunction with a permitted use.
- 5.5 The Director of Planning may vary the use conditions of section 5.4 to permit the outdoor display of retail goods, and may include such other conditions as the Director of Planning deems necessary, having regard to the types of merchandise, the area and location of the display with respect to adjoining sites, the hours of operation and the intent of this By-law.

Floor Area and Density

- 6.1 Computation of floor area must assume that the site area is 6,174 m², being the site area at the time of the application for the rezoning evidenced by this By-law, prior to any dedications.
- 6.2 The floor space ratio for all uses combined must not exceed 6.84.
- 6.3 The total floor area for commercial uses must be a minimum of 1,550 m².

- 6.4 Computation of floor area must include all floors having a minimum ceiling height of 1.2 m, both above and below base surface, measured to the extreme outer limits of the building.
- 6.5 Computation of floor area and dwelling unit 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
 - (ii) the balconies must not be enclosed for the life of the building, except that enclosed balconies may be permitted for units directly fronting onto Marine Drive within the lower six storeys of the building, provided the Director of Planning first approves the design of any such feature.
 - (b) 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
 - (c) 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.
- 6.6 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.
- 6.7 Where floor area associated with residential storage area is excluded, a minimum of 20% of excluded floor area above base surface must be located within the below market rental housing units as storage area.

Building Height

- 7.1 Building height, measured from base surface, must not exceed 96.2 m.
- 7.2 Despite section 7.1 of this By-law and section 10.18 of the Zoning and Development By-law, if the Director of Planning permits common indoor rooftop amenity space, the height of the portion of the building used for the common indoor amenity space must not exceed 100.5 m.
- 7.3 Despite the provisions of section 7.1 of this By-law and section 10.18 of the Zoning and Development By-law, the Director of Planning may permit a greater height than otherwise permitted for mechanical appurtenances such as elevator

machine rooms, mechanical screens, mechanical rooms or similar features, if the Director of Planning first considers:

- (a) their siting and sizing in relation to views, overlook, shadowing, and noise impacts; and
- (b) all applicable policies and guidelines adopted by Council,

except that the Director of Planning must not permit any structure above a maximum height of 104.5 m.

Horizontal Angle of Daylight

- 8.1 Each habitable room must have at least one window on an exterior wall of a building.
- 8.2 The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24.0 m.
- 8.3 Measurement of the plane or planes referred to in section 8.2 must be horizontally from the centre of the bottom of each window.
- 8.4 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement if the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council, and:
 - (a) the minimum distance of unobstructed view is not less than 3.7 m; or
 - (b) the habitable room is within a unit assigned to moderate income households containing a minimum of three bedrooms, where the horizontal angle of daylight requirement is relaxed for no greater than one of the habitable rooms in the unit.
- 8.5 An obstruction referred to in section 8.2 means:
 - (a) any part of the same building including permitted projections; or
 - (b) the largest building permitted under the zoning on any adjoining site.
- 8.6 A habitable room referred to in section 8.1 does not include:
 - (a) a bathroom; or
 - (b) a kitchen whose floor area is the lesser of:
 - (i) 10% or less of the total floor area of the dwelling unit; or
 - (ii) 9.3 m².

Acoustics

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

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

* * * * *

622-688 Southwest Marine Drive
DRAFT CONDITIONS OF APPROVAL

PART 1: CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT

Note: Consideration by Council at the public hearing of the proposed form of development is in reference to plans prepared by Musson Cattell Mackey Partnership, received December 20, 2020 and provides that the Director of Planning may allow minor alterations to this form of development when considering the detailed scheme of development submitted with the development application.

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

Urban Design

- 1.1 Design development to limit real or perceived overall tower height and shadow impacts to the greatest extent feasible through the following:
- (a) Providing minimum 6 ft. step backs for the proposed amenity spaces on the top two levels of both towers (noted on the rezoning drawings as levels 27 and 28 of the southwest tower and 31 and 32 of the northeast tower).
 - (b) Reducing the floor-to-floor heights of indoor rooftop amenity levels and the height and prominence of the tower top and mechanical enclosures to the greatest extent feasible.

Note to Applicant: The intent of this condition is for the primary height datum line to be read as level 26 and level 30 of each respective tower. The final geodetic height of the tallest tower is to be below that of Marine Gateway including all mechanical enclosure and elevator overrun. The tower massing should read as clearly subordinate to the Marine Gateway tower with regard to overall height. Refer to the draft Marine Landing Guidelines. This condition may result in a minor reduction in floor area.

- 1.2 Design development to enhance architectural expression and to further contribute to the overall skyline and local gateway identity of Marine Landing through the following:
- (a) Incorporating an architectural gesture for each tower that responds to the orientation of the relevant secondary street (Ash Street or 70th Avenue).

Note to Applicant: The intent of this condition is not to substantially revise the proposed floor plates. Explore opportunities to shape balconies and corner treatments or other similar architectural approaches.
 - (b) Enhancing both tower lobbies to further highlight and distinguish the building entrance experiences and improve the relationship to the fronting streets (Ash Street or 70th Avenue).
 - (c) Differentiating the architectural language of the podium from that of the towers. This may include:

- (i) Reconsidering the white metal podium framing elements.
- (ii) Exploring enclosed balconies on podium units fronting Marine Drive.
- (d) Providing at the time of development permit application an intrinsically high quality and durable material palette.

Note to Applicant: Refer to the draft *Marine Landing Guidelines* (upcoming).

- 1.3 Design development to ensure no net new shadow impact on Ash Park during the fall and spring equinox and to illustrate the proposed maximum tower heights relative to the existing Marine Gateway towers through provision of an updated analysis and delivery of an updated 3D model at time of development permit application.
- 1.4 Design development to deliver an enhanced public realm interface achieves a greater sense of safety, visual porosity and animation through the following:
 - (a) Maintaining the minimum widths of 55 ft. at grade and 35 ft. above for the proposed mid-block connection. Sky bridges connecting the two podiums will not be considered through the development permit process;
 - (b) Providing high quality, durable, active and engaging urban elements, finishing treatments and materials, including feature lighting, to a level equal to or greater than the indicative designs shown throughout the rezoning drawings;
 - (c) Incorporating active uses in both the upper and lower plazas which attract year-round users, including provision of additional covered spaces;
 - (d) Enhancing the relationship between the public plaza and the adjacent uses at grade. This may be achieved by:
 - (i) Providing a direct exterior connection to the gym and associated amenities (for example, operable overhead rolling doors).
 - (ii) Providing visual porosity, operable windows and/or a direct connection from the southwest lobby lounge to the plaza.
 - (iii) Consideration to combine the proposed leasing office and management office uses in order to provide a more active and public use at the southern corner of the plaza.
 - (e) Improving the at-grade interface along Marine Drive and Ash Street for the northeast tower and podium. This may be achieved by lowering the ceiling height of the commercial retail units (CRUs) and lowering the finished elevation of the ground-oriented units to flush with grade to the greatest extent feasible.

Note to Applicant: In no case shall a CRU height be below 15 ft. and note that the proposed childcare requires a minimum clear ceiling height. Refer to Childcare condition 1.28.

- (f) Exploring an improved relationship and sightline between the upper and lower plaza.

Note to Applicant: This may be achieved by reducing the real grade difference between the two plazas or by reducing the perceived grade difference through design mitigation measures.

- (g) Maintaining the provision of planter soil free of excavation in the lower plaza should Tree 2465 (Black Locust) not be viable for retention in order to accommodate a large size replacement tree on grade.
- (h) Providing at the time of development permit application an overall wayfinding and lighting strategy taking into consideration existing and planned public realm improvements in the area, with particular attention given to accessibility.
- (i) Coordination with Planning and Engineering on the detailed design treatment of the southwest corner of the site adjacent to the required corner cut dedication.

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

- (a) Provision of private outdoor space for all units and consideration to include on open balconies a fully operational folding glass system allowing for seasonal enclosure of balcony space, particularly along arterial frontages.

Note to Applicant: Unless absolutely necessary, private outdoor space should be accessed from the primary living area rather than a bedroom. The draft *Marine Landing Guidelines* allow consideration of enclosed balconies for units in the podium which front onto Marine Drive.

- (b) Consideration to incorporate dynamic glazing units and to include operable exterior blinds on south facing elevations to enhance livability and sustainability.

Note to Applicant: Provide detailed unit layouts including furniture at the time of development permit to be reviewed to ensure livability standards are achieved. All units are to have a minimum clear width of 12 ft. and meet the minimum unit area requirements, as outlined in Section 11.10 of the *Zoning and Development By-law*.

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

Note to Applicant: Refer to the Bird-Friendly Design Guidelines for examples of built features that may be applicable. For more information, see the guidelines at: <http://guidelines.vancouver.ca/B021.pdf>.

Crime Prevention through Environmental Design (CPTED)

- 1.7 Provision at the time of Development Permit application for Crime Prevention through Environmental Design (CPTED) strategies including:

- (a) Provision of safe and secure access to the plaza and childcare elevator during all hours of the day. This may include improved sightlines to and from the alcove entrances, additional low planting and seating, treatment of the vertical wall along the stairs, and enhanced surveillance and/or security within the alcoves;
- (b) Consideration of mail theft in the design and location of mailboxes;
- (c) Having particular regard for vandalism such as graffiti;
- (d) Provision of outdoor common area and path lighting; and
- (e) Provisions for visibility and security in the underground parking garage in accordance with the Parking By-law including:
 - (i) providing 24 hour overhead lighting at exit doors and steps;
 - (ii) providing white-painted walls; and
 - (iii) ensuring a high degree of visibility at doors, elevator lobbies, stairs, and other access routes.

Note to Applicant: Light fixture types, locations, and illumination levels should be indicated on the landscape or site plans, and should be integrated into the site and building design. Site lighting should address strategies for path and exit lights, wayfinding, security, decoration, and mail delivery. Exterior lights should be oriented away from adjacent residential properties.

Landscape

- 1.8 Design development to ensure and confirm tree retention as proposed is viable and can be accommodated by the architecture, by providing additional information in the arborist report and in sections/details.
- 1.9 Design development to enhance and strengthen the relationship between upper and lower plazas by using common materials and details, ensuring a clear visual access between them and achieving more informal, friendly and usable open spaces, by the following:
 - (a) Provide as much planting as possible flush with the plaza grade, rather than in raised planters, for a smooth visual experience;
 - (b) Provide softer, more informal shapes and planting beds, rather than rectangular boxes;
 - (c) Add benches and other seating opportunities;
 - (d) Soften the angled walkways;
 - (e) Use colourful, informal planting;

- (f) Provide larger scale trees to buffer from Marine Drive, with as many as possible off-parkade, on free grade;
 - (g) Delete or relocate water feature from lower plaza to a lower elevation area, incorporating it into the stormwater management plan, or otherwise adding to sustainability of project; and
 - (h) Expand programming in lower plaza to create more animation by a variety of uses.
- 1.10 Design development to improve the sustainability strategy, by the following:
- (a) Add substantially more landscape around all entry areas, to accent and soften them;
 - (b) Add vines to any blank wall facades, ensuring the vine support is sturdy and low maintenance (avoid high maintenance modular “green wall” systems);
 - (c) Add planters with overarching shrubs to common upper level decks, to be visually accessible from below, softening the edges and consisting of woody evergreen plant material for year-round presence; and
 - (d) Add edible plants, which can be used as ornamentals as part of the landscape design in addition to urban agriculture plots.
- 1.11 Design development to ensure the intended landscape design is carried into the future by adequate maintenance, as follows:
- (a) Provide common maintenance access to all planted common areas; and
 - (b) Provide a high efficiency irrigation system for all planted areas.
- 1.12 Design development to locate, integrate and fully screen parking garage vents in a manner which minimizes their impact on the architectural expression and the project’s open space and public realm.
- 1.13 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) consider linear infiltration bio-swales along property lines, at lower site areas;
 - (e) use permeable paving;
 - (f) employ treatment chain systems (gravity fed, wherever possible); and
 - (g) 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 and 2 for further information. A consulting engineer (subject matter expert) will need to be engaged and early phase soil analysis will be needed. Further comments may be outstanding at the development permit stage.

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

- (a) detailed storm water report with calculations describing how the various best management practices contribute to the quality and quantity targets;
- (b) a separate soil volume overlay plan with schematic grading indicating intent to direct rainwater to infiltration zones; and
- (c) an overlay plan that shows amount and ratio of vegetative cover (green roof), permeable/impermeable hardscaping and notations describing the storage location of rainwater falling on each surface, including roofs.

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

- 1.15 Provision of coordination between Landscape Plan and architectural Site Plan, for most updated information.
- 1.16 Provision of complete information, such as references on the Roof Deck Plan, confirming all landscape elements.
- 1.17 Provision of a detailed Landscape Plan illustrating soft and hard landscaping.

Note to Applicant: The plans should be at 1/8 inch: 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, and fire hydrants.

- 1.18 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.

- 1.19 Provision of a "Tree Management Plan".

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

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

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

- 1.21 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 (604.871.6131) to confirm tree planting locations and Park Board (604.257.8587) for tree species selection and planting requirements. Provide a notation on the plan as follows, "*Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches deep. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion*".

- 1.22 Provision of an outdoor Lighting Plan.

Sustainability

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

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

Housing

- 1.24 That the proposed unit mix for the market rental component, including 12% studio units, 53% one-bedroom units, 34% two-bedroom units and 1% three-bedroom units are to be included in the development permit drawings.

Note to Applicant: Incorporating additional three-bedroom market rental units is highly encouraged.

Note to Applicant: The unit mix may only be varied under the discretion of the Director of Planning or Development Permit Board provided that it does not go lower than 35 percent of dwelling units designed to be suitable for families with children.

- 1.25 That the proposed unit mix for the privately operated below market component, including 61% studio units, 23% one-bedroom units, and 16% two-bedroom units are to be included in the development permit drawings.

Note to Applicant: The unit mix may only be varied under the discretion of the Director of Planning or Development Permit Board.

- 1.26 That the proposed unit mix for the non-profit operated below market component, including 79% two-bedroom units and 21% three-bedroom units are to be included in the development permit drawings.

Note to Applicant: The unit mix may only be varied under the discretion of the Director of Planning or Development Permit Board.

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

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

Note to Applicant: Staff can consider enclosed balconies for podium units fronting Marine Drive, as per the draft Marine Landing Guidelines.

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

Childcare

- 1.28 Design development to ensure that the childcare facility is licensable by Vancouver Coastal Health's Community Care Facilities Licensing (CCFL) and meets the intent of the City of Vancouver's *Childcare Design Guidelines* (2021), to the satisfaction of the General Manager of Arts, Culture and Community Services.

- (a) The childcare facility must meet all requirements of the Childcare Design Guidelines, including minimum indoor and outdoor space requirements as per Table 1 of the Childcare Design Guidelines.

Note to Applicant: Due to shape and configuration of the indoor and outdoor area, a minimum 37-space childcare is likely achievable on site.

Note to Applicant: Detailed indoor and outdoor design and confirmation of the proposed number of childcare spaces will be required prior to issuance of a development permit.

Note to Applicant: Provide area table calculations broken down by childcare programs and area calculations in plan drawings at development permit. Refer to *Childcare Design Guidelines* Tables 2-5 as examples of calculations.

- (b) Each licensed childcare group must have its own, separate and dedicated outdoor play space, with direct and contiguous access between indoor and outdoor program space.

Note to Applicant: Sunlight should penetrate into the outdoor area for a minimum of three hours per day at the spring equinox and on February 1st, two hours of which should occur during the typical playtime of 9:30 to 11:30 am or 1:30 to 4:00 pm.

- (c) Applicant to refer to the *Childcare Design Guidelines* to ensure all indoor activity spaces, support spaces and outdoor space requirements are met for each licensed program in childcare design.
- (d) One drop-off parking stall should be provided for every eight full-time equivalent childcare spaces, in addition to a minimum of two on-site parking spaces for facility staff.

Note to Applicant: Design development to ensure that the location of parking and drop-off stalls are safe and in proximity to the childcare facility elevator. Parking should avoid the need for parents and children to cross a drive aisle.

Engineering

- 1.29 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.

- 1.30 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>

- 1.31 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.
- 1.32 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site. Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. Detailed confirmations of these commitments will be sought at the building permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to building occupancy. Provision of written acknowledgement of this condition is required. Please contact Engineering Services for details.
- 1.33 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation & construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.
- 1.34 Gates/doors are not to swing more than 1'-0" over the property lines or into the Statutory Right-of-Way (SRW) area.
- 1.35 Provision of generous and continuous weather protection on Southwest Marine Drive.
- 1.36 Provision of a finalized Transportation Assessment and Management Study (TAMS), to the satisfaction of the General Manager of Engineering Services, including:
 - (a) Review of the parking and loading design considering vehicle and truck turning movements and show vehicle turning swaths considering:
 - (i) Largest anticipated design vehicles and loading vehicles;
 - (ii) Two-way flow the full length of the ramp/driveway access and maneuvering aisles through the parkade;
 - (iii) Improved Class B loading maneuvering as per the Bunt report Exhibits D.4, D.5, and D.6; and
 - (iv) Updated turning swaths for all Class B loading based on revised plans.
- 1.37 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 6 points is required (to achieve the proposed vehicle parking reduction). The proposed plan achieves 6 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-02 – Improved Access to Class A bicycle Parking
 - (i) Provision of concept design for excellent design of lighting, finishes, grades, convenience.
 - (ii) Provision of operational and design specifications for automated bicycle parking (if applicable).
 - (iii) Identify the number and location of the Class A bicycle parking provided at- and/or above-grade on plans, as well as note the access route to reach the Class A bicycle parking from the outside.
- (b) ACT-05 – Bicycle Maintenance Facilities
 - (i) Note and dimension location of facilities on plans.
 - (ii) Bicycle maintenance facilities to be located with convenient access to from Class A bicycle spaces.
 - (iii) Provision of an operational plan detailing:
 - A description of the amenities to be provided;
 - A means of providing access to all residents, commercial tenants, and the public (if applicable); and
 - Plan for maintaining these amenities.
 - (iv) If available, provision of any additional information regarding this measure (e.g. tool receipts, instructions for using an online sign-up portal, or marketing/ instructional materials) that demonstrates how the property owner will operate, administer, and maintain this common facility.
- (c) SUP-03 – Multimodal Wayfinding Signage
 - (i) Identify the general locations for proposed displays on plans.
 - (ii) Provide conceptual design of the content (e.g. transit lines, walk time to transit locations, availability of on-site car share vehicles, availability of nearby shared bicycles, etc.) to be displayed.

1.38 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; and
- d) Agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.

1.39 Design development to improve access and design of bicycle parking and comply with the Bicycle Parking Design Supplement.

- a) Provision of an alcove for the bike room access off the vehicle parking ramp and maneuvering aisle.
- b) Provision of a minimum 1.2 m wide access route between the bicycle parking spaces and the outside.
- c) Provision of bicycle storage rooms to accommodate a maximum of 40 bicycles.

Note to Applicant: This number may be increased to 120 if the room is compartmentalized and providing independent access to each section within the bicycle storage room.

- d) Provision of automatic door openers for all doors providing access to Class A bicycle storage.
- e) Provision of end-of-trip facilities as per Bylaw.
- f) Provision of design specifications for stacked bicycle racks including dimensions, vertical and aisle clearances.

Note to Applicant: Racks must be usable for all ages and abilities.

1.40 Design Development to improve access and design of loading spaces and comply with the Parking and Loading Design Supplement.

- a) Provision of convenient, internal, stair-free loading access to/from all site uses.
- b) Provide a double throat for the Class B loading spaces to facilitate maneuvering to/from both directions.
- c) Improve maneuvering for loading on the site by resolving conflicts at the corner cut of the main parking ramp, and hammerhead maneuvering area, as per Bunt report Exhibit D.4.
- d) Provision of additional loading bay width for the second and subsequent loading spaces.

- e) Remove columns encroaching into required maneuvering area.
 - f) Provision of passenger loading as per Bylaw, which is to be provided in the publicly accessible parking area.
- 1.41 Design development to improve the parkade layout and access design and comply with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services, including the following:
- a) Provision of improved two-way flow for vehicles on the ramp and in the parking areas as follows:
 - (i) Parking must be laid out such that it does not require a vehicle to back up for more than 10 m (33');
 - (ii) Provide parabolic mirrors on the main ramp and throughout parkade to reduce conflicts; and
 - (iii) Provide corner cut for improved two-way traffic flow as per Bunt Report, Exhibit D.1.
 - (b) Column encroachments, setbacks and parking space widths and lengths to comply with the Parking and loading design Supplement.
- 1.42 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 manoeuvre 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; and
- (n) The location of all poles and guy wires to be shown on the site plan.

1.43 Submission of a Key Plan to the City for review and approval prior to submission of any third party utility drawings is required. The review of third party utility service drawings will not be initiated until the Key Plan is defined and achieves the following objectives:

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

- (a) All third party service lines to the development are to be shown on the plan (e.g., BC Hydro, Telus, Shaw, etc.) and the applicant is to provide documented acceptance from the third party utilities prior to submitting to the City.

Note to Applicant: Use of street for temporary power (e.g., temporary pole, pole mounted transformer or ducting) is to be coordinated with the city well in advance 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.

1.44 Follow Cambie Corridor Public Realm Plan for streetscape design.

1.45 Landscape and architectural drawings:

- (a) Show all City supplied building grades.
- (b) Ensure hardscape surface treatment on City boulevards are standard concrete and comply with Cambie Corridor Streetscape guidelines.
- (c) Revise proposed sidewalk and curb alignment along 70th Avenue as per City geometric.
- (d) Delete proposed trees from the existing bus stop location on Marine Drive.
- (e) Remove connector walks from the front boulevard along Marine Drive (no stopping at any time signs are present along this stretch of Marine Drive).

1.46 City building grade application for this site (BG-2020-00137) is currently under review. Final building grades are required to be issued prior to development permit application.

1.47 The following statement is to be placed 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 and Major Projects and/or your Engineering, Building Site Inspector for details.”

1.48 Parking, loading, and bicycle spaces shall be provided and maintained according to the provisions 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.

Green Infrastructure

1.49 Provision of a draft final Rainwater Management Plan (RWMP) which includes the following amendments to:

- (a) 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.

Note to Applicant: Prioritize methods of capture by Tier 1 and 2 with Tier 3 only as a last resort. Since no breakdown of areas was provided in the rezoning RWMP, it is not clear if the proposed green roof coverage and landscape planters would be sufficient. Rainwater harvesting for non-potable water reuse may be very suitable for this dense mixed use development to augment or replace the proposed best management practices.

- (b) Provide design specifics and details of all best management practices (BMP) to support the design claim for meeting target requirements. Coordinate with the landscape architect on the details specific to the landscape portion, such as proposed growing medium depth.
- (c) Volume Reduction – Calculation of any required detention tank volume to equal the greater of either the pre-development peak flow storage volume or the amount of the 24 mm rainfall not captured in Tier 1 and Tier 2 practices.

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

- (d) 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.
- (e) 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.

Note to Applicant: Ensure delineated catchments are consistent with summary tables

- (f) Water Quality – 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:
 - (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 from Washington State Department of Ecology's Technology Assessment Protocol (TAPE) or ISO 14034 ETV certification.
 - (vi) Location on Plan in drawing or as figure in the report.
- (g) Release Rate – Peak flow calculations to use 1:10 year return period. Inlet time = 5 minutes. Travel time to be estimated by applicant. Ensure that the pre-development calculation uses the 2014 IDF curve values and the post-development calculation uses the 2100 IDF curve values.
- (h) Provide adequate and concise supplementary documentation for any proprietary products that clearly demonstrates how they contribute to and/or meet the rainwater management requirements.

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 RWMP will include all relevant details.

Note to Applicant: There may be relevant rainwater management objectives in the upcoming Marine Landing Guidelines that differ from the requirements outlined the Rainwater Management Bulletin.

Note to Applicant: Please contact the City of Vancouver's Rainwater Management Review group for any questions or concerns related to the conditions or comments prior to resubmission with the DP application. A meeting may be scheduled upon request by contacting rainwater@vancouver.ca.

- 1.50 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.
- 1.51 Provision of a final RWMP, which includes a written report, supporting calculations, computer models and drawings to the satisfaction of the Engineering Services and the City Engineer prior to the issuance of any building permit.
- 1.52 Provision of a final Operations and Maintenance (O&M) Manual for the rainwater management system to the satisfaction of Engineering Services and the City Engineer prior to the issuance of any building permit.
- 1.53 Prior to 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.
 - (b) Construction-related discharge to the sewer must be measured, and reported to the City. This monitoring must include daily average flow rates, and be submitted monthly to groundwater@vancouver.ca. A hold will be placed on the Building Permit; to lift the hold, provide an anticipated start date for excavation, and the contact details for the professional services that have been retained to conduct this monitoring, to groundwater@vancouver.ca.

PART 2: CONDITIONS OF BY-LAW ENACTMENT

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

Engineering

- 2.1 Arrangements are to be made for the dedication of corner-cuts in the northeast and southwest corners of the site for road purposes as follows:
 - (a) A triangular corner cut dedication, 11.4 m from the southwest corner along Southwest Marine Drive, and 15.3 m from the southwest corner along West 70th Avenue; and
 - (b) A triangular corner cut dedication, 3 m from the northeast corner along

Southwest Marine Drive, and 5.3 m from the northeast corner along Ash Street.

Note to Applicant: A subdivision is required to effect the dedications. A subdivision plan and application to the Subdivision and Strata Group is required.

- 2.2 Delete all structures proposed within Right-of-Way 520492M (for public utility use, as shown on Explanatory Plan 10725); or make arrangements with the City and affected utility companies for possible cancellation of the right of way.
- 2.3 Arrangements are to be made with BC Hydro and Fortis BC for cancellation of Rights-of-Way 559126M & GB111847 (as shown on Explanatory Plan 16803).
- 2.4 Arrangements are to be made for release of Easement and Indemnity Agreement 531335M (commercial crossings) prior to building occupancy.

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

- 2.5 Provision of a building setback and surface statutory right-of-way (SRW) for public pedestrian use over a portion of the site along Southwest Marine Drive to achieve a 5.5 metre offset distance measured from the back of the existing curb for widened sidewalks. The SRW area will be free of any encumbrance such as vents, structure, stairs, and planter walls at grade (and is to accommodate the underground parking structure within the SRW agreement).
- 2.6 Provision of a plaza agreement and statutory right-of-way for public use of the proposed mid-block pathway and plaza.
- 2.7 Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the rezoning site (collectively called the "Services") such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights-of-way for the Services are provided all to the satisfaction of the General Manager of Engineering Services. No development permit for the rezoning site, or any portion thereof, or for any building or improvements thereon will be issued until the letter of credit, as security for the Services, is provided. The timing for the delivery of the Services shall be determined by the General Manager of Engineering Services in their sole discretion and holds shall be placed on such permits as deemed necessary in their sole discretion. Except as explicitly provided for in Condition 2.8(a), 2.8(b) and 2.8(c), the Services are not excess and/or extended services and the applicant is not entitled to a Latecomer Agreement.

- (a) Provision of adequate water service to meet the fire flow demands of the project.
 - (i) Based on the confirmed Fire Underwriter's Survey Required Fire Flows and domestic flows submitted by R.F.Binnie & Associates Ltd. dated October 1, 2020, no water main upgrades are required to service the development.

Note to Applicant: The main servicing the proposed development is 150 mm along West 70th Avenue, 200 mm along Ash Street, or 300 mm along Southwest

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

Note to Applicant: Should the development's Fire Underwriter's Survey Required Fire Flow calculation change as the building design progresses, a resubmission to the City of Vancouver Waterworks Engineer is required for re-evaluation of the Water System.

- (b) Provision for the installation of a fire hydrant within the intersection of West 70th Avenue and Southwest Marine Drive, adjacent to the development site.
- (c) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project.
 - (i) Implementation of development(s) at 622-688 Southwest Marine Drive require the following in order to maintain acceptable sanitary sewer flow conditions.

No sewer upgrade is required.

Note: The City of Vancouver will deliver the sewer upgrades on West Kent Ave North through the Marine Landing UDCL project. The applicant is to regularly inform the Development Water Resource Management (DWRM) Branch (Utilities.Servicing@Vancouver.ca) of their updated construction and occupancy schedule as the development progresses. This will assist the DWRM Branch in scheduling the sewer delivery.

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

Note to Applicant: Development to be serviced to the existing 150 mm SAN and 200 mm STM sewers on West 70th Avenue.

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

- (d) Provision of street improvements along Southwest Marine Drive adjacent to the site and appropriate transitions including the following:
 - (i) Minimum 1.22 m (4 ft.) wide front boulevard with street trees where space permits;
 - (ii) Minimum 3.05 m (10 ft.) wide broom finish saw-cut concrete sidewalk;
 - (iii) Removal of the existing driveway crossings and reconstruction of the

- boulevard, sidewalk, and curb to current standards; and
- (iv) Curb ramps.
- (e) Provision of street improvements along Ash Street adjacent to the site and appropriate transitions including the following:
 - (i) Minimum 1.22 m (4 ft.) wide front boulevard with street trees where space permits;
 - (ii) Minimum 2.44 m (8 ft.) wide broom finish saw-cut concrete sidewalk;
 - (iii) Raised asphalt protected bike lane;
 - (iv) Removal of the existing driveway crossings and reconstruction of the boulevard, sidewalk, and curb to current standards;
 - (v) Curb and gutter, including any required road re-construction to current standards; and
 - (vi) Curb ramps.
- (f) Provision of a stormwater tree trench within the Ash Street right of way. These improvements will generally include placement of structural soil or soil cell and perforated pipe under the future bike lane. The end of perforated pipe will be connected to catch basins to manage excess runoff. The stormwater tree trench must be designed to provide the minimum soil volume for street trees as per the Engineering Design Manual and to manage rainwater runoff.
- (g) Provision of a 2 m setback from the building foundation to the property line on Ash Street to allow a safe infiltration offset from green infrastructure to the parkade to minimize the impact of infiltration.
- (h) Provision of street improvements along West 70th Avenue adjacent to the site and appropriate transitions including the following:
 - (i) Minimum 1.22 m (4 ft.) wide front boulevard with street trees where space permits;
 - (ii) Minimum 2.1 4m (7 ft.) wide broom finish saw-cut concrete sidewalk;
 - (iii) Full width road reconstruction as per City higher zoned pavement structure between Ash Street and Southwest Marine Drive;
 - (iv) Curb and gutter on the north side from Ash Street to Southwest Marine Drive;
 - (v) Asphalt curb on the south side from Ash Street to Southwest Marine

Drive;

- (vi) Curb ramps;
- (vii) A curb bulge bioretention on West 70th Avenue at the Ash Street intersection. These improvements will generally include placement of plants, growing medium, and perforated pipe sub drain connected to the sewer system; and
- (viii) Removal of existing driveways.

Note to Applicant: The City will provide a geometric design for these street improvements.

Note to Applicant: Green Infrastructure elements (GI) are to be designed to manage rainwater from the street right-of-way as required in the Cambie Corridor Public Realm Plan. The retention standard for the right-of-way is to treat and retrain the first 48 mm of rainfall (i.e. 90% of annual rainfall) where possible according to the City's Rain City Strategy.

- (i) Provision of improvements at the intersection of Southwest Marine Drive and West 70th Avenue including:
 - (i) Upgrades to the existing traffic signal including an accessible pedestrian signal (APS),
 - (ii) Entire intersection lighting upgrades to current City standards and IESNA recommendations.
- (j) Provision of improvements at the intersection of Ash Street and Southwest Marine Drive including:
 - (i) Design and installation of a new traffic signal;
 - (ii) Entire intersection lighting upgrades to current City standards and IESNA recommendations;
 - (iii) Provision of curbs ramps on all 4 corners; and
 - (iv) Repaving of the intersection for new geometric design, and associated enabling works and adjustments to all existing infrastructure to accommodate the proposed street improvements (including any transition from protected bike lanes to adjacent street network and replacement or modification of related traffic signal equipment).
- (k) Provision of upgraded street lighting (roadway and sidewalk) adjacent to the site to current City standards and IESNA recommendations.
- (l) Provision of new pad mounted service cabinet/kiosk.

Notes to Applicant: The detailed Electrical Design will be required prior to the

start of any associated electrical work to the satisfaction of the General Manager of Engineering Services, and, in conformance with Standard Specification of the City of Vancouver for Street Lighting, Canadian Electrical Code (the latest edition) and the Master Municipal Construction Documents (the latest edition).

- (m) 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.

- (n) Provision of the relocation of the existing bus stop adjacent to the site including relocation of all associated passenger facilities (bus shelter, bench, litter can, etc.) and reinstallation at applicant's cost at a location to be determined by Engineering Services. Amenities will be removed, supplied and re-installed by the City's street furniture contractor.

Note to Applicant: Bus shelters shall be placed in such a way as to maintain accessibility for bus boarding and alighting. Refer to the following standards:

- (i) Typical bus shelter dimensions are approximately 4.3 m long by 2.2 m wide;
 - (ii) Bus shelters shall be a minimum of 1.8 m from the curb;
 - (iii) Bus shelters shall be a maximum of 9 m from the bus ID pole;
 - (iv) There shall be a minimum of 3 m width direct clear path from the bus ID pole to the sidewalk to allow for ramp deployment and access to the front doors of the bus; and
 - (v) No conflict with underground utilities.
- (o) Provision of a cash security deposit of \$25,000 to ensure protection or replacement of existing bus shelter.
 - (p) Provision for the installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.

2.8 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) Intersection improvements at Southwest Marine Drive and West 70th Avenue per

condition 2.7(i);

- (b) Intersection improvements at Ash Street and Southwest Marine Drive per condition 2.7(j)(i) and 2.7(j)(ii); and

and for and only if the following works constitute excess and/or extended services:

- (c) A new pad mounted service cabinet/kiosk per condition 7(l).

Note to Applicant: The benefiting area for these works is dependent on Electrical design to be produced by the applicant

Note to Applicant: An administrative recovery charge will be required from the applicant in order to settle the latecomer agreement. The amount, which will 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.

- 2.9 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.

Housing

- 2.10 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/or Section 219 Covenant to secure all residential units as secured rental housing units for the longer of 60 years or the life of the building, and such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may require.

The applicant has advised that it is not electing to seek a waiver of the Development Cost Levies pursuant to Section 3.1A of the Vancouver Development Cost Levy By-law No. 9755 (the "DCL By-law") and the agreement or agreements will include but not be limited to, the following terms and conditions:

- (a) A no separate-sales covenant;
- (b) A no stratification covenant;
- (c) A provision that none of such units will be rented for less than one month at a time;

- (d) All rental units will be secured as rental for a term of the longer of 60 years and the life of the building;
- (e) A provision that none of the rental housing units will be used for Seniors Supportive or Assisted Housing;
- (f) A provision that not less than 7 percent of the total residential floor area that is counted in the calculation of the dwelling unit area per the CD-1 By-law, will be secured as below market non-profit operated units subject to the conditions set out below for such units:
 - (i) That the below market non-profit operated units will be operated by a non-profit corporation, as approved by the General Manager of Planning, Urban Design and Sustainability, or by or on behalf of the city, the Province of British Columbia, or Canada as a single legal entity;
 - (ii) Not less than 25% of the below market non-profit operated units will be occupied by persons eligible for either Income Assistance or a combination of Old Age Pension and Guaranteed Income Supplement and are rented at rates no higher than the shelter component of Income Assistance;
 - (iii) Not less than 32% of the below market non-profit operated units will be occupied only by households with incomes at or below the then current Housing Income Limits, as set out in the current "Housing Income Limits" table published by the British Columbia Housing Management Commission, or equivalent publication and are each rented at rates no higher than 30% of the household income of the occupants of the below market non-profit operated units; and
 - (iv) Not more than 43 per cent of the below market non-profit operated units to be rented at a rate not greater than: (a) for two-bedroom units, 23 per cent below the most recently published city-wide CMHC average market rents; and (b) for three-bedroom units, 25 per cent below the most recently published city-wide CMHC average market rents.
- (g) A provision that not less than 13% of the residential floor area that is counted in the calculation of the dwelling unit area per the CD-1 By-law secured as below market privately operated units, to be rented at a rate not greater than: (a) for studio units, 15% above the most recently published city-wide CMHC average market rents for studio units; (b) for one-bedroom units, 15% above the most recently published city-wide CMHC average market rents for one-bedroom units, and (c) for two-bedroom units, the most recently published city-wide CMHC average market rents for two-bedroom units, subject to the conditions set out below for such units and in accordance with the operating requirements set out in the Moderate Income Rental Housing Pilot Program, including eligibility and annual reporting requirement:
 - (i) rents may only be adjusted up to the maximum allowable adjustment authorized by the Province of British Columbia under the Residential Tenancy Act, unless there is a change in tenancy of a unit in which case

the rent will be adjusted to the most recently published city-wide CMHC average market rent based on the applicable adjustment permitted for that unit type;

- (ii) That a rent roll be provided indicating the agreed initial monthly rents for each below market privately operated unit, when the Housing Agreement is entered into, prior to development permit issuance, and prior to issuance of an Occupancy Permit, to the satisfaction of the General Manager of Planning, Urban Design or Sustainability (or successor in function) and the Director of Legal Services;
- (iii) The applicant will verify eligibility of new tenants for the units secured at below market rates, based on the following:
 - For new tenants, annual household income cannot exceed 4 times the annual rent for the unit (i.e. at least 25 per cent of household income is spent on rent); and
 - There should be at least one occupant per bedroom in the unit.
- (iv) The applicant will verify the ongoing eligibility of existing tenants in the units secured at below market rates every five (5) years after initial occupancy:
 - For such tenants, annual household income cannot exceed 5 times the annual rent for the unit (i.e. at least 20 per cent of income is spent on rent); and
 - There should be at least one occupant per bedroom in the unit.
- (h) On an annual basis, or at the request of the City, the applicant will report to the City of Vancouver on the operation of the below market privately operated units which will ensure that the City can confirm that the units are being operated as agreed, and will include a rent roll for the below market privately operated units, and a summary of the results of eligibility testing for these units; and
- (i) Such other terms and conditions as the General Manager of Planning, Urban Design or Sustainability (or successor in function) and the Director of Legal Services may require in their sole discretion.

Note to Applicant: if the applicant is electing to seek a DCL waiver, the applicant may be required to make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services to include such additional other terms and conditions with respect to the DCL waiver as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may require in their sole discretion, including an amendment to the Housing Agreement, if the Housing Agreement has already been registered at the Land Title Office.

Note to Applicant: This condition will be secured by a Section 219 Covenant and a Housing Agreement to be entered into by the City by by-law enacted pursuant to section 565.2 of the Vancouver Charter prior to enactment of the rezoning by-law.

Public Art

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

Note to Applicant: Please call Eric Fredericksen, Head of Public Art, 604-871-6002, to discuss your application.

Sustainability

- 2.12 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 owner and all future owners 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

- 2.13 As applicable:
- (a) Submit a site disclosure statement to Environmental Services (Environmental Protection);
 - (b) As required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the *Vancouver Charter*; and
 - (c) If required by the Manager of Environmental Services and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Services, the General Manager of Engineer 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 Covenants pursuant to Section 219 of the Land Title Act.

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-laws.

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

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622-688 Southwest Marine Drive
URBAN DESIGN PANEL

The Urban Design Panel (UDP) reviewed this rezoning application package on April 28, 2021.

EVALUATION: Support with Recommendations (7/1)

Introduction: Rezoning Planner, Joseph Tohill, began by introducing the proposal for 622-688 Southwest Marine Drive. The site is a triangular shaped lot bounded by Marine Drive to the northwest, West 70th avenue to the south and Ash Street to the east. Currently on-site is one single storey restaurant, a two-storey commercial building, and a vacant single-storey commercial building.

The City is currently reviewing a rezoning application for the Ashley Mar site, which was brought to the Urban Design Panel on March 3, 2021. The Marine Drive Canada Line Station is located one block to the east and the Ash Park is located approximately 150 meters to the North.

The site is located within the Cambie Sub-Area under the Marpole Plan. Under the Marpole Plan, direction for the site is for two towers at 12 and 16 storeys, with choice-of-use at-grade along Marine Drive. The Plan indicates that towers should be sited to respond to the pattern of higher buildings in the area, while minimizing shadows on public spaces and maximizing privacy and livability. The Plan specified a maximum tower floor plate of 6300 sq. ft. for this site.

As noted, the site is being considered under the Marpole Plan and the Ashley Mar Issues Report. Council approved the Ashley Mar Issues Report in February of 2020, which directed staff to consider a rezoning application for redevelopment of the Ashley Mar Housing site with building heights beyond those envisioned under the Plan. The report also directed staff to consider rezoning enquiries for other social and inclusionary housing sites in the area to determine their appropriateness and capacity for accommodating additional height beyond those envisioned under the Plan to address Council's housing priorities.

The applicant for 622-688 Southwest Marine Drive is proposing a mixed-use development with two towers at 28 and 32 storeys on top of two six-storey podiums, separated by a mid-block break. Commercial uses are located at grade along Marine Drive, with private childcare on level two. 573 market rental units are proposed, with 20% of floor space for below-market rental. Of the 20% of floor space for below-market rental, 35% is operated by YWCA directed at providing deeper levels of affordability. A density of 6.68 is proposed with a height of 304 ft.

Development Planner Derek Robinson began by noting this proposal represents a relatively new model for the City. Delivering social housing or below-market rent controlled units within a market rental project inherently requires some greater height and density, with implications on urban design.

Several emerging directions coming out of the Marine Landing Guidelines were noted, including:

- Marine Landing as a unique gateway into the City of Vancouver.
- A general recognition that the area is deficient in public open space and infiltrating green space.

- The Marine Landing Guidelines will not set maximum heights or densities for the Housing sites – however, Marine Gateway tower is still intended to be the tallest point, at approximately 394 ft. in geodetic elevation.
- No net new shadowing will be permitted on Ash Park between 10 am and 4 pm on either equinox for any site seeking additional height beyond the Plan.

An overview of the adjacent Ashley Mar proposal was then presented, followed by the anticipated future public realm upgrades. In connection with these two proposals, several public realm upgrades are expected. The lower plaza will be connected to Cambie Street and the Skytrain via a mid-block connection. Ash Street is identified as a Park connector street and will be upgraded with stormwater infrastructure and pedestrian improvements, in addition to mature tree retention on both sites.

Advice was sought from the Panel on the following:

1. Height and Massing
 - Does the Panel support the proposed massing, height and density and its relationship to the Marine Gateway towers?
 - Do the towers and podiums successfully respond to the unique geometry of the site?
 - Please comment on the scale, proportion, articulation and expression of both podiums and towers.
2. Public Realm
 - Does the proposal contribute to a successful public realm, which serves the existing and future neighborhood?
 - Please comment on the proportion, enclosure and programming of the mid-block connection and lower plaza.
 - Please comment on the activation and animation at grade adjacent to the mid-block connection and lower plaza.
3. Sustainability and Livability
 - To inform future design development, please provide any preliminary comments with regard to sustainability strategies proposed and the overall livability of the development.

Panel's Consensus:

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

- Design Development to the architectural expression of the towers and podiums;
- Design Development to the series of plazas relative to one another and in particular the internal programming related to the lower plaza;
- Greater distinction to the tower lobbies and their presentation to the respective streets (Ash Street and 70th Avenue).

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622-688 Southwest Marine Drive
PUBLIC CONSULTATION SUMMARY

1. List of Engagement Events, Notification, and Responses

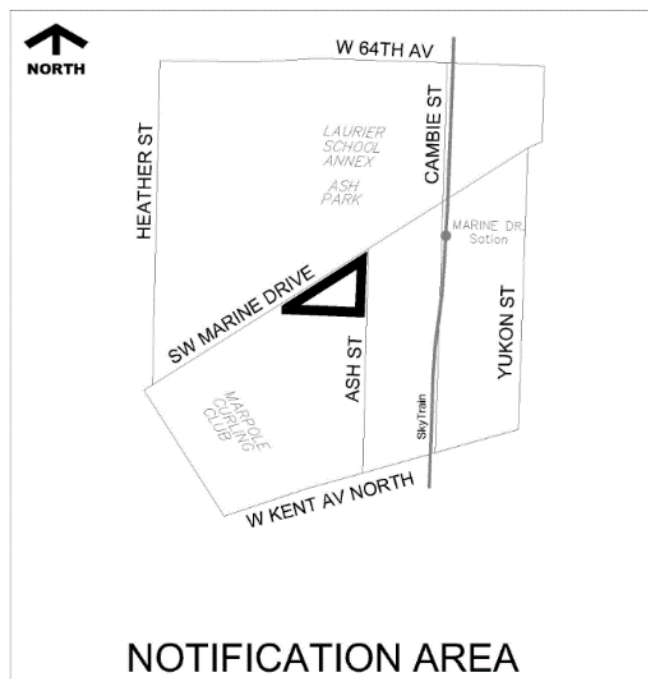
	Date	Results
Event		
Virtual open house (City-led)	March 29 – April 21, 2021	189 participants (aware)* <ul style="list-style-type: none"> • 67 informed • 12 engaged
Public Notification		
Postcard distribution – Notice of rezoning application and virtual open house	March 26, 2021	3,590 notices mailed
Public Responses		
Online questions	March 29 – April 21, 2021	0 submittals
Online comment forms <ul style="list-style-type: none"> • Shape Your City platform 	February 2021 – September, 2021	24 submittals
Overall position <ul style="list-style-type: none"> • support • opposed • mixed 	February 2021 – September, 2021	24 submittals <ul style="list-style-type: none"> • 18 responses • 3 responses • 3 responses
Other input	February 2021 – September, 2021	0 submittal
Online Engagement – Shape Your City Vancouver		
Total participants during online engagement period	February 2021 – September, 2021	648 participants (aware)* <ul style="list-style-type: none"> • 232 informed • 22 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



3. 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 height, massing, density and context:** The building height, massing, density and context are appropriate for this part of Southwest Marine Drive given its close proximity to the Canada Line and nearby bus routes.
- **Housing stock and affordability:** The proposed secured market rental with 20% below-market rental and inclusion of YWCA units will help address Vancouver's housing crisis.
- **Building design:** The building is well designed and includes ample amenity spaces.
- **Amenities:** The inclusion of a childcare is much needed in an area that is experiencing rapid growth.

Generally, comments of concern fell within the following areas:

- **Building height, massing, density and context:** The proposed building heights will create shadowing and impact the privacy of the nearby single-dwelling homes.

- **Traffic and safety:** Increased density from this proposal will worsen traffic along Southwest Marine Drive, which is already a heavily used road with constant traffic related issues.
- **Parking:** Parking may spill out onto neighbouring side streets causing them to be even narrower from all the parked cars.
- **Public realm:** Not enough thought was put into the public realm aspect of this project to foster social connections in this diverse neighbourhood. Southwest Marine drive is a busy road and the sidewalks do not have a proper buffer for pedestrians to feel safe.

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

Neutral comments/suggestions/recommendations:

- Given the very close proximity to the Marine Drive Canada Line Station and further opportunities for more levels of affordability, this development should be given more FSR and height relaxations.
- The two towers should be given more distinct design features to create their own identities.
- Public art should be considered at this location.
- The City should push for a larger portion of below market rental units.
- More should be done to properly integrate a cycling network into this area of South Vancouver.

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622-688 Southwest Marine Drive
FORM OF DEVELOPMENT DRAWINGS

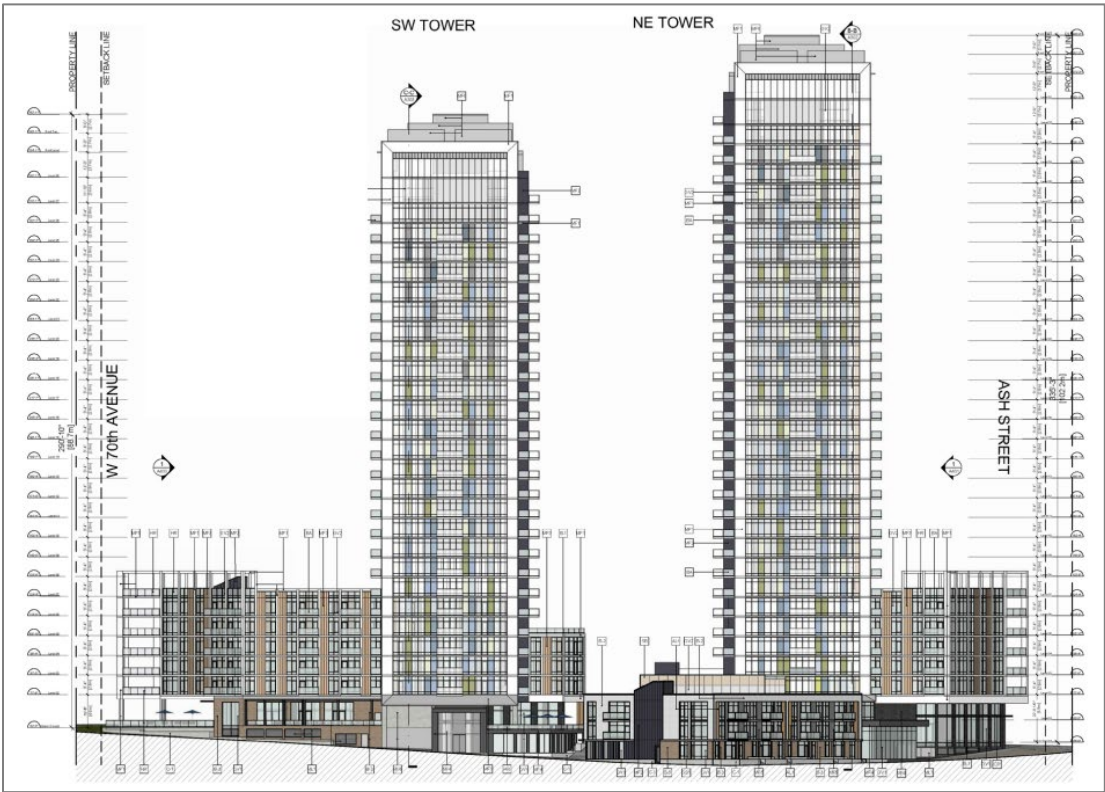
Site Plan



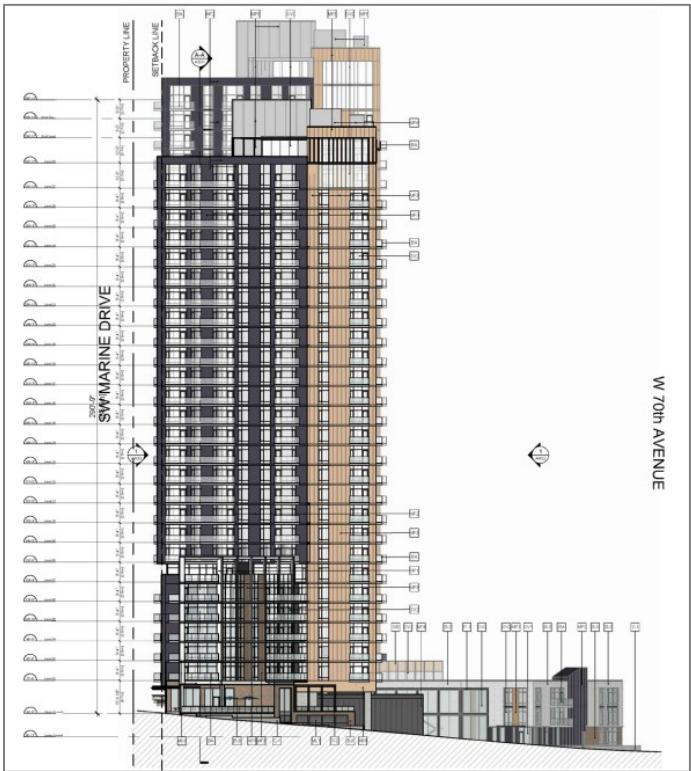
North Elevation



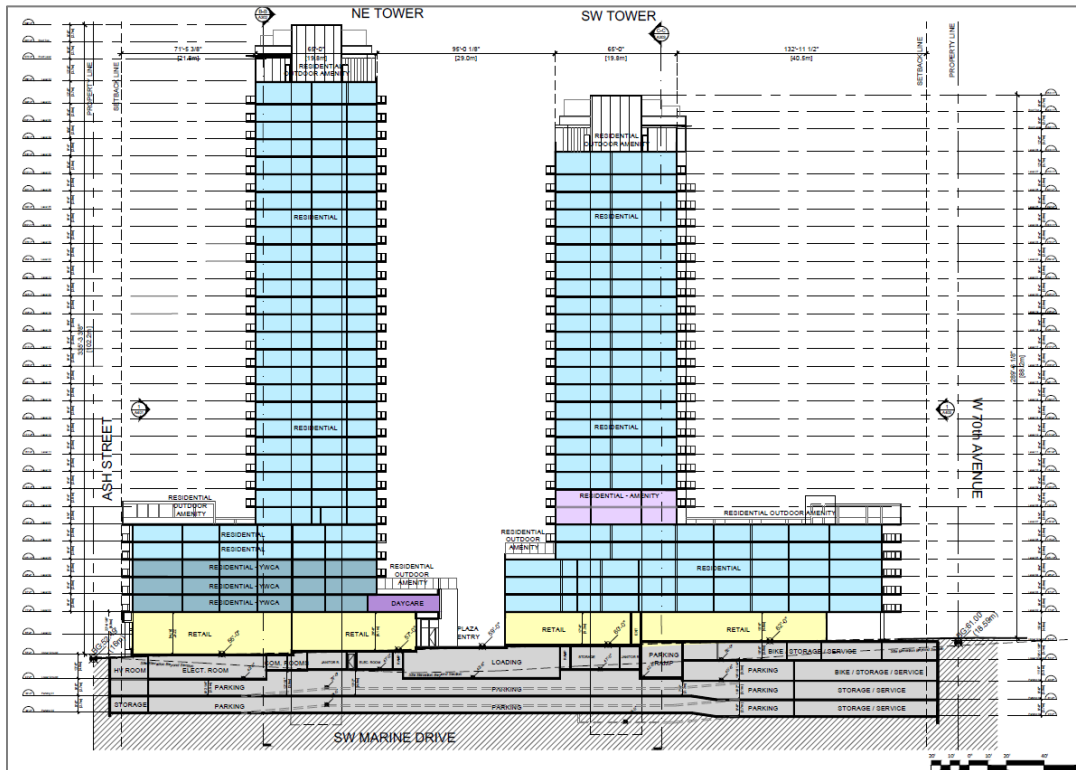
South Elevation



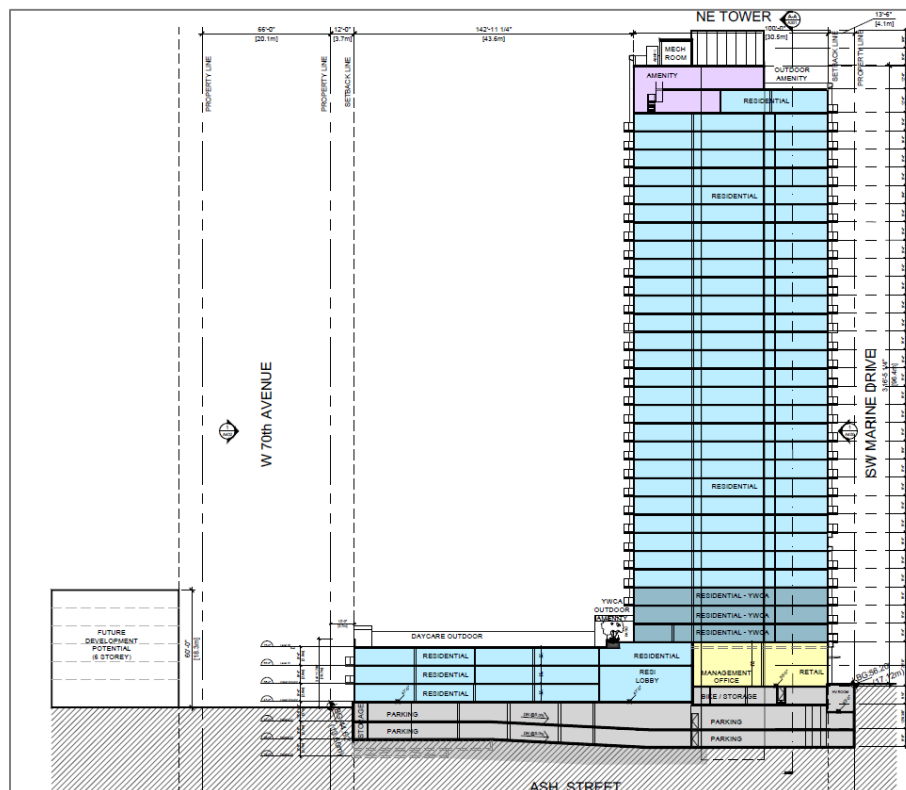
West Elevation



Section: Facing North



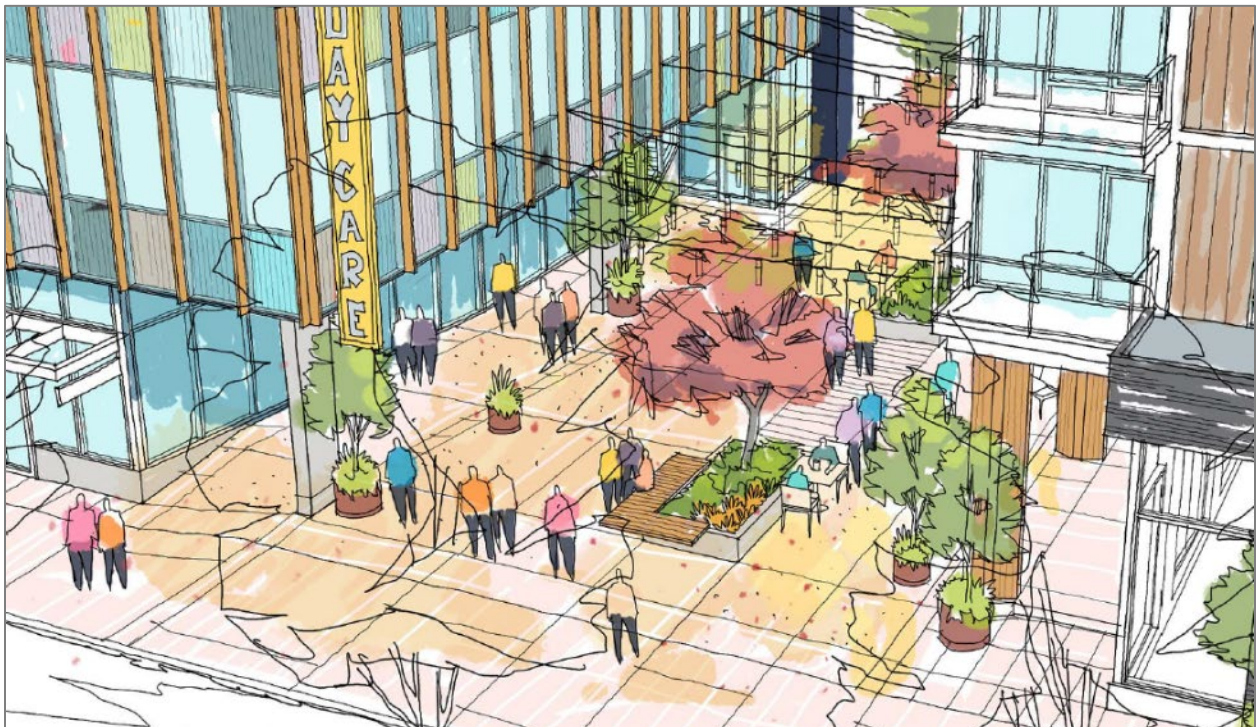
Section: Facing East



Southwest Marine Drive and 70th Avenue Looking East



Mid-block Break as Viewed from Marine Drive



Shadow Study

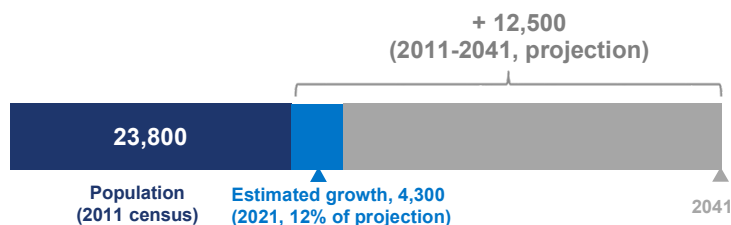


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PUBLIC BENEFITS IMPLEMENTATION DASHBOARD MARPOLE COMMUNITY PLAN (2014) Updated mid-year 2021

POPULATION GROWTH^a

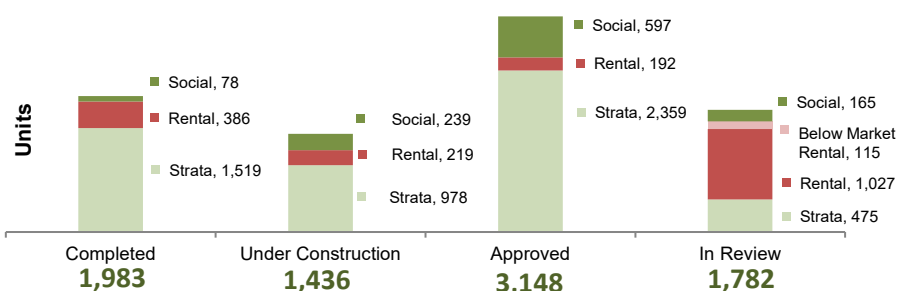
Marpole has grown by approximately **4,300** people since the 2011 census. The plan projects a total population of approximately **36,300** people by 2041.



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

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

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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**622-688 Southwest Marine Drive
PUBLIC BENEFITS SUMMARY**

Project Summary

A mixed-use development with two towers at 28 and 32 storeys on top of two six-storey podiums. The proposal contains commercial uses at grade, a 37-space private childcare facility, and 573 secured market rental units, of which approximately 117 units will be secured at below-market rental units.

Public Benefit Summary:

The proposal would provide 573 secured rental housing units, secured with a Housing Agreement for the longer of the life of the building or 60 years. A minimum of 20% of the residential floor area will be secured for below-market rental units, with a portion at deeper levels of affordability. The project will also generate DCLs and contributions to public art.

	Current Zoning	Proposed Zoning
Zoning District	CD-1 (66)	Amend CD-1
FSR (site area = 6,174 sq. m / 66,456 sq. ft.)	n/a	6.84
Floor Area (sq. ft.)	n/a	430,910
Land Use	Commercial	Residential/Commercial

Summary of development contributions expected under proposed zoning

City-wide DCL ¹	\$8,228,158
Utilities DCL ¹	\$4,492,452
Public Art ²	\$900,593
TOTAL	\$13,621,203

Other benefits (non-quantified): 573 units of secured rental housing, including approximately 117 units at below-market rental rates, with a portion operated by a non-profit and secure a deeper levels of affordability, secured for the longer of 60 years or the life of the building.

¹ Based on DCL bylaws and rates in effect as at September 30, 2021. DCL bylaws are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection, see the City's [DCL Bulletin](#) for details.

² Based on rates in effect as of 2016; rates are subject to adjustments, see [Public Art Policy and Procedures for Rezoned Developments](#) for details.

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622-688 Southwest Marine Drive
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Property Information

Address	Property Identifier (PID)	Legal Description
622-688 Southwest Marine Drive	005-270-553	Lot 1 Blocks 3 and 5 District Lot 311 Plan 13934

Applicant Information

Architect	Musson Cattell Mackey Partnership
Developer/Property Owner	Chard Development Ltd./ 600-688 SW Marine Nominee Ltd.

Development Statistics

	Permitted Under Existing Zoning	Proposed Development
Zoning	CD-1	Amend CD-1
Site Area	6,174 sq. m (66,456 sq. ft.)	6,174 sq. m (66,456 sq. ft.)
Uses	Retail uses Office uses Manufacturing uses	Residential Uses Retail Uses Office Uses Institutional Uses Cultural and Recreational Uses Service Uses
Floor Area	N/A	40,033 sq. m (430,910 sq. ft.)
Floor Space Ratio (FSR)	N/A	6.84
Height	N/A	96.2 m (316 ft.) 100.5 m (330 ft.) for the rooftop amenity
Parking, Loading and Bicycle Spaces	as per Parking By-law	276 vehicle parking spaces 1,072 Class A bicycle spaces 30 Class B bicycle spaces 4 Class B Loading Space To be confirmed at the development permit stage
Natural Assets	15 trees on the site 12 City street trees 18 trees that may be shared civic assets	49 new on-site trees 27 new City street trees To be confirmed at the development permit stage

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