CITY OF VANCOUVER

REFERRAL REPORT

Report Date:	November 2, 2021
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Meeting Date:	November 16, 2021

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: CD-1 Rezoning: 750 Southwest Marine Drive

RECOMMENDATION TO REFER

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

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

RECOMMENDATION FOR PUBLIC HEARING

A. THAT, the application by Proscenium Architecture + Interiors Inc., on behalf of 750 SW Marine Holdings Ltd., the registered owner of the lands located at 750 Southwest Marine Drive [*PID 026-686-937; Lot 1 Blocks C, D, Y and Z District Lots 319, 323 and 324 Group 1 New Westminster District Plan BCP24035*], to rezone the lands from I-2 (Industrial) District to CD-1 (Comprehensive Development) District, to increase the maximum floor space ratio (FSR) from 3.0 to 5.01 and the maximum building height from 30.5 m (100 ft.) to 32.2 m (106 ft.) and to 37.1 m (122 ft.) for the portion with rooftop amenity, to permit the development of a seven-storey, mixed-employment building containing light industrial, office, and retail space, be referred to Public Hearing, together with:

(i) plans prepared by Proscenium Architecture + Interiors Inc., received November 20, 2020;

(ii) draft CD-1 By-law provisions, generally as set out in Appendix A; and

(iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application in principle, including approval in principle of the form of development, subject to the Conditions of Approval contained in Appendix B;

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.

B. THAT if the application is referred to Public Hearing, the application to amend the Sign By-law to establish regulations for this CD-1, generally as set out in Appendix C, be referred to the same public hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-law, generally as set out in Appendix C, for consideration at the Public Hearing.

C. THAT subject to approval of the CD-1 By-law, the Noise Control By-law be amended to include this CD-1 in Schedule A, generally as set out in Appendix C;

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

D. THAT Recommendations A to C be adopted on the following conditions:

(i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person or obligation on the part of the City and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;

(ii) THAT any approval that may be granted following the public hearing shall not obligate the City to enact a by-law rezoning the property and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and

(iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

REPORT SUMMARY

This application proposes to rezone the site located at 750 Southwest Marine Drive from I-2 (Industrial) District to CD-1 (Comprehensive Development) District to permit the development of a seven-storey, mixed-employment building. The proposal contains retail space at grade, industrial uses on levels one and two, office on levels three to seven, and amenity space on the roof. A height of 32.2 m (106 ft.) and 37.1 m (122 ft.) for the portion with the rooftop amenity is proposed with a density of 5.01 FSR.

Staff have assessed the application and conclude that it generally meets the intent of the *Employment Lands and Economy Review Phase 2 Report: Emerging Directions for Consideration Through Vancouver Plan* and the *Marpole Community Plan*. Staff recommend that the application be referred to Public Hearing, together with the recommendation of the General Manager of Planning, Urban Design and Sustainability, for approval, subject to Public Hearing and subject to conditions in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council Policies for this site include:

- *Employment Lands and Economy Review Phase 2 Report: Emerging Directions for Consideration Through Vancouver Plan (2020)*
- *Marpole Community Plan (2014)*
- *Community Amenity Contributions Policy for Rezonings (1999, last amended 2021)*
- *Vancouver Development Cost Levy By-law No. 9755*
- *Vancouver Utilities Development Cost Levy By-Law No. 12183*
- *Green Buildings Policy for Rezoning (2010 last amended 2017)*
- *Zero Emissions Building Plan (2016)*
- *Urban Forest Strategy (2014)*

REPORT

Background/Context

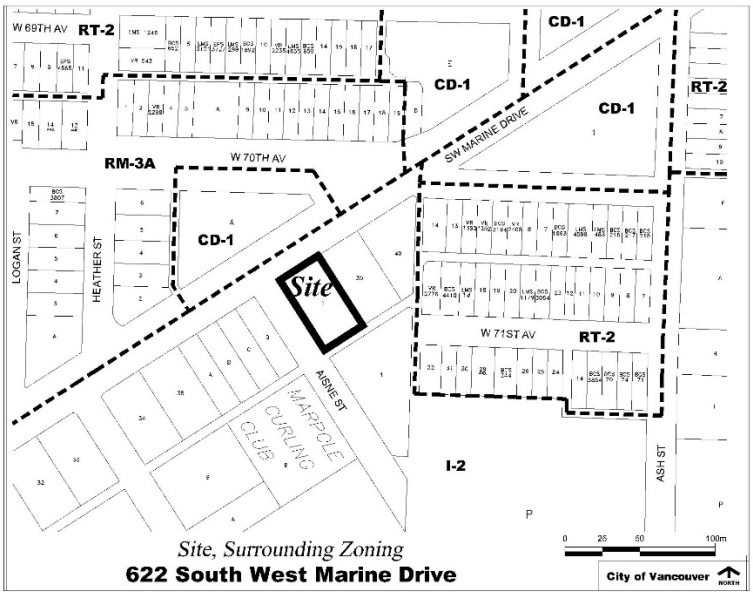
1. Site and Context

The subject site is a single lot located in the Marpole neighbourhood on the southeast corner of Southwest Marine Drive and Aisne Street. The frontage is 30.5 m (100 ft.) along Marine Drive and the depth is 55.2 m (181 ft.) for a total site area of 1,680.4 sq. m (18,088 sq. ft.) (Figure 1).

Currently zoned I-2, the property consists of a single-storey building constructed in 1964. Nearby properties to the east, west and south are zoned I-2 and are primarily developed with light industrial and commercial buildings. Sites further to the east are zoned RT-2 and built with single dwelling homes and duplexes. The subject site and properties directly to the east and west are located within an “intensive employment area” under the *Marpole Community Plan* which encourages high-intensity employment uses including office, institutional and industrial uses. Further direction under the *Employment Lands and Economy Review Phase 2 Report* allows for consideration of additional height and density, including this site, for intensive employment sites that deliver multi-storey industrial space.

Marine Drive is a primary arterial street and part of Metro Vancouver’s frequent transit service network and well-served by regular transit. The Marine Drive Canada Line Station is located 500 m to the northeast. Nearby cycling routes are located along Cambie Street, Heather Street and 67th Avenue.

Figure 1: Surrounding Zoning and Context



Neighbourhood Amenities – The following amenities are within close proximity:

- **Institutional:** St. Vincent's Hospital Langara (1 km), David Lloyd George Elementary School (1.1 km), Sir Wilfrid Laurier Elementary School (1.2 km)

- **Parks:** Ash Park (300 m), Eburne Park (475 m), Shaughnessy Street Park (600 m), Ebisu Park (750 m), Oak Park (800 m), Winona Park (875 m)

- **Cultural/Community Space:** Taiwanese Cultural Society (900 m), Marpole Neighbourhood House (925 m), Scottish Cultural Centre (975 m), Marpole-Oakridge Community Centre (1.1 km), and Langara Golf Course (1.2 km)

- **Childcare:** Marpole YMCA Child Care Centre (375 m), CEFA Junior Kindergarten (450 m), Kids at Marine YMCA Child Care (575 m), Shannon Day Care Society (900 m), Marpole Montessori Preschool (925 m), and Kiddy Junction Academy (950 m)

2. Policy Context

Marpole Community Plan ("Plan") – The site is located in the Cambie neighbourhood of the *Plan*. Subsection 6.4.9 identifies this site as an "intensive employment area" with direction to encourage high-intensity employment uses such as office and institutional, while continuing to permit industrial uses. At-grade retail may be supported only in conjunction with high-intensity job uses. The *Plan* establishes building heights of up to 100 ft. and a density of up to 3.0 FSR.

Employment Lands and Economy Review ("ELER") – The *ELER* is a research and stakeholder engagement initiative designed to inform the economic foundations of the Vancouver Plan process. The project includes analysis of the characteristics of Vancouver's economy, change over time and projections for the future.

Council approved the *ELER Phase 2 Report* in October, 2020. The report identified emerging directions to help guide future planning and engagement in the Vancouver Plan process and outlined a series of quick start actions to intensify job space in key areas. Quick Start Action 6(b) directed staff to consider an increase in heights and densities through rezoning for intensive employment sites under the *Marpole Plan* that include multi-storey industrial space in developments with 100% job space, including this site.

Strategic Analysis

1. Proposal

The application proposes to rezone the site from I-2 to CD-1 to permit the development of a seven-storey mixed-employment building. The proposed floor area is 8,410,6 sq. m (90,531 sq. ft.), the FSR is 5.01, and building height is 32.2 m (106 ft.) and 37.1 m (122 ft.) for the portion with rooftop amenity. The proposal includes:

- Retail space at grade;
- Stratified industrial space on levels one and two;
- Stratified office on levels three to seven;
- Private common amenity space on the roof;
- 62 bicycle spaces; and
- 99 vehicle parking spaces in three levels of underground parking.

Figure 2. View of Proposal from Marine Drive and Aisne Street

2. Land Use

The application proposes a mixed-employment development with high-intensity uses, including light industrial uses, office space, at-grade commercial, and a rooftop amenity. The proposed light industrial, office, and at-grade commercial uses are consistent with the high-intensity uses envisioned for this site under the *Plan* and *ELER Phase 2 Report*.

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

The *Plan* provides direction for redevelopment of existing industrial sites located in intensive employment areas in the Marine Landing neighbourhood. Staff are in the process of developing a set of design guidelines that are specific to the Marine Landing neighbourhood. The forthcoming *Marine Landing Guidelines ("Guidelines")* further expand upon the *Plan* and the *ELER Phase 2 Report* to consider additional height and density for intensive employment sites that provide 100% job space. In assessing urban design performance, staff took into consideration the built form and public realm guidance within the *Plan* for intensive employment areas and draft directions per the *Guidelines*.

Form of Development – The application is consistent with the expectations for intensive employment areas under the *Plan* and the *Guidelines*. The intent of these policies are to expand and intensify the range and extent of employment spaces in the area, while meeting the needs for more traditional industrial spaces.

Buildings are expected to utilize design strategies such as the vertical stacking of industrial spaces, maximizing flexibility of uses and providing common indoor and outdoor amenities for building tenants. The application includes commercial space at the street level, two levels of stacked light industrial spaces, and five levels of office spaces. The industrial, commercial, and office spaces offer a mix of uses to support a diverse economic base. An additional partial storey is proposed to accommodate an indoor amenity space contiguous with outdoor amenity space at the rooftop, as envisioned by the *Guidelines*.

The proposal also aligns with the *Guidelines* with two levels of stacked light industrial use and a dedicated freight elevator, flexible open floor plans, and common indoor and outdoor amenities at the rooftop. Staff have included conditions to further improve the functionality of the stacked light industrial spaces and the rooftop amenity spaces.

Density – The *Plan* anticipates a density that is site-specific and subject to urban design performance following the built form guidelines. The proposed density of 5.01 FSR is consistent with the guidelines.

Height – The *Plan* and the *Guidelines* provide a recommended building height of 30.5 m (100 ft.), which is consistent with the height for industrial buildings in the existing I-2 zone. An additional 6 m (20 ft.) may be provided for a partial storey to accommodate an amenity space at the rooftop.

The site slopes down significantly from Marine Drive to the rear lane. As such, the building height of 32.2 m (106 ft.) at the rear is supported in order to facilitate stacking of the light industrial and office spaces and for required servicing from the lane (Figure 3). A rooftop amenity space is provided and is stepped back from the roof edges to minimize the appearance of bulkiness as viewed from the street, consistent with the *Guidelines*. A condition has been applied to further reduce the visual presence of the rooftop mechanical equipment.

Figure 3: View from the Corner of Marine Drive and Aisne Street looking Southeast

Private Amenity Space – The proposal offers several on-site amenities for the building occupants. This includes an indoor and outdoor amenity spaces at the rooftop above level seven, as well as outdoor terraces on level seven. Staff have included conditions to further enhance the quality and functionality of the amenities.

Public Realm – The *Plan* and *Guidelines* set expectations to improve the public realm for a vibrant, highly walkable, transit-oriented neighbourhood. Policies include a 12.1 m (40 ft.) wide landscaped front setback to serve as a buffer to the noise and traffic from Marine Drive. Consistent with the policies, the application includes street-facing commercial units along Marine Drive to animate and activate the public realm. The building also includes a 12.1 m (40 ft.) setback for a double row of street trees, additional soft landscaping, as well as seating and outdoor patio spaces for the commercial units. Rezoning conditions seek to further enrich the openness and functionality of the landscaped front setback and improve the interface by avoiding blank walls at Aisne Street and the lane.

Urban Design Panel – The Urban Design Panel reviewed and unanimously supported this application on April 28, 2021. The Panel set forth recommendations to enhance the north plaza, the building interface at the corner of Aisne Street and the lane, and to consider passive design strategies (see Appendix D). Staff have included conditions to address the Panel's commentary.

Staff reviewed the recommendations of the Urban Design Panel, and the site-specific conditions, and have concluded that the proposal complies with the density, height and form of development per the *Plan*, *ELER,* and draft *Guidelines*. Staff support the application subject to design conditions in Appendix B.

4. Existing Tenants

Since there are no residential tenants currently on site, a Tenant Relocation and Protection Plan is not required.

5. Transportation and Parking

The site is well served by transit, with frequent bus service on Southwest Marine Drive and the Marine Drive Canada Line Station located 500 m to the north. Nearby cycling routes are located along Cambie Street, Heather Street and 67th Avenue.

Access to three levels of underground parking is provided from the lane. The applicant has provided a Transportation Demand Management (TDM) plan. The plan seeks a 20% reduction for vehicle parking requirements in exchange for enhanced sustainable transportation measures. Additionally, the site is eligible for a transit accessibility parking reduction of up to 10% due to its proximity to the Frequent Transit Network. The application has proposed 99 vehicle parking spaces, 62 bicycle spaces, and four commercial loading spaces, which complies with the *Parking By-Law* and parking reductions under the TDM plan.

6. Environmental Sustainability

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

This application has opted to satisfy the *Green Buildings Policy for Rezonings* under the low emissions green buildings requirements. The low emissions pathway represents City priority outcomes, establishing limits on heat loss, energy use, and greenhouse gases, based on best practices for more efficient, healthy and comfortable homes and workplaces. The applicant has submitted preliminary energy modeling analysis detailing building performance strategies. For developments with non-residential buildings, such as this one, the policy also requires they achieve LEED Gold certification, and the applicant has submitted a preliminary LEED scorecard indicating they are on track for Gold certification.

Natural Assets – The *Urban Forest Strategy* helps to preserve, protect and strengthen Vancouver's urban forest and tree canopy for the future. The Protection of Trees By-law (the "Tree By-law") aims to maintain a healthy urban forest where permission is required to remove trees which meet certain conditions. The intent is to retain and protect as many healthy, viable trees as possible, while meeting the challenges of development, housing priorities and densification. This is in keeping with City goals to achieve resilient and healthy natural systems.

There are no on-site trees subject to the Tree By-law and 12 City trees located along Marine Drive and Aisne Street. The application proposes to retain all City street trees, add four on-site trees, and provide additional street trees. The final landscape plan will be determined through the development permit process. See Appendix B for landscape conditions.

7. Public Input

Public Notification – A rezoning information sign was installed on the site on January 14, 2021. Approximately 2,292 notification postcards were distributed within the neighbouring area on or about February 19, 2021. Notification and application information, as well as an online comment form, was provided on the City's digital engagement platform, *Shape Your City Vancouver* (shapeyourcity.ca/).

Virtual Open House – A virtual open house was held from February 22 to March 14, 2021 on the Shape Your City platform. The virtual open house consisted of an open-question online

event where questions were submitted and posted with a response over a period of three weeks. Digital presentations and a digital model of the proposal were posted for online viewing.

A 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 through online questions and comment forms, and by email and phone. A total of 16 submissions were received. A summary of public responses are detailed in Appendix E.

Figure 4: 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:

- **Office space:** The addition of office space outside the Downtown core is needed to benefit small- and medium-sized local businesses that cannot afford Downtown lease rates. More office space may assist with post-pandemic economic recovery.

- **Industrial space:** Retention and expansion of existing industrial space south of Marine Drive is important for employment and economic growth.

- **Height, massing, density and context:** The height, massing, density and context is appropriate and will help modernize this part of Marine Drive. The design is visually pleasing. The rooftop amenity space and landscaping is a welcome feature and creates a pleasant buffer for noise and traffic from Marine Drive.

- **Commercial space:** The ground-floor retail will activate this area and make it more pedestrian-friendly.

Generally, comments of concern fell within the following areas:

- **Parking:** The proposed parking is too high given the nearby Canada Line Station.
- **Traffic:** Increased traffic has the potential to make congestion worse along Marine Drive.
- **Building design:** The building exterior does not provide sufficient weather protection.

Response to Public Comments – Public feedback has assisted staff with assessment of the application. Staff note that the Transportation Demand Management (TDM) Plan can allow for a 20% reduction in the number of vehicle parking spaces. Given this reduction in parking, the provision of end-of-trip bicycle facilities, and proximity to the Canada Line, building tenants will have access to a range of sustainable transportation options. To address concerns about weather protection, staff have included a rezoning condition that will require the applicant to provide continuous weather protection along the commercial frontage.

8. Public Benefits

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

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

Based on the DCL Bylaws in effect as of September 30, 2021, and the proposed 90,531 sq. ft. of commericial & other floor area $1,874,897 of DCLs are expected from the project.
DCL bylaws are subject to future adjustments by Council, including annual inflationary rate adjustments. A development may qualify for 12 months of in-stream rate protection from DCL rate increases, provided that an application has been received prior to the rate adjustment. See the City's DCL Bulletin for details.

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

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

The application is subject to the *Community Amenity Contributions Policy for Rezonings* with CACs based on negotiations. The applicant has offered a cash CAC package of $990,300, based on stratified office and industrial uses. Real Estate Services staff have reviewed the applicant's development pro forma and concluded that total the CAC value offered by the applicant is appropriate. Staff recommend that the offer be accepted and that the amount be allocated to support delivery of the *Marpole Public Benefits Strategy*.

Marpole Public Benefits Strategy (PBS) – The PBS identifies public benefits and infrastructure to support growth in the area, including short- and long-term priorities in and around the area. To monitor and track progress towards the achievement of community amenities in accordance with the *Marpole Community Plan*, a summary the priority projects delivered by public benefits and progress to date is provided in Appendix G.

See Appendix H 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 proposed development will pay $1,874,897 of DCLs.

The applicant has offered a cash CAC of $990,300 to be allocated towards the *Marpole Public Benefits Strategy.* No public art contribution is expected from this rezoning.

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

CONCLUSION

Staff review of the application has concluded that the proposed land use, form of development and public benefits are consistent with the intent of the *Marpole Community Plan* and the *Employment Lands and Economy Review Phase 2 Report*. The intensification of employment space and associated height and density near rapid transit also advances the City's economic development goals. The proposed form of development represents an appropriate urban design response to the site and context.

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

* * * * *

750 Southwest Marine Drive
PROPOSED CD-1 BY-LAW PROVISIONS

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

Zoning District Plan Amendment

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D of By-law No. 3575.

   [*Note: Schedule A, not attached to this appendix, is a map that amends the City of Vancouver zoning map. Should the rezoning application be referred to Public Hearing, Schedule A will be included with the draft by-law that is prepared for posting.*]

Designation of CD-1 District

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

Uses

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

   (a) Cultural and Recreational Uses;

   (b) Institutional Uses;

   (c) Manufacturing Uses;

   (d) Office Uses;

   (e) Retail Uses;

   (f) Service Uses;

   (g) Utility and Communication Uses;

   (h) Transportation and Storage Uses;

   (i) Wholesale Uses; and

   (h) Accessory Uses customarily ancillary to the uses permitted in this section.

Conditions of Use

4.1 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.

4.2 The Director of Planning may vary the use conditions of section 4.1 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

5.1 Computation of floor area must assume that the site area is 1,680.4 m^2, being the site area at the time of the application for the rezoning evidenced by this By-law, prior to any dedications.

5.2 The floor space ratio for all uses combined must not exceed 5.01, subject to the following:

(a) a minimum floor space ratio of 1.0 must be provided for any of the following uses combined:

(i) Manufacturing Uses,

(ii) Transportation and Storage Uses, except for Mini-storage Warehouse,

(iii) Utility and Communication Uses,

(iv) Wholesale Uses, and

(v) Service Uses limited to: Catering Establishment; Laboratory; Laundry or Cleaning Plant; Motor Vehicle Repair Shop; Photofinishing or Photography Laboratory; Production or Rehearsal Studio; Repair Shop – Class A; Repair Shop – Class B; Sign Painting Shop; and Work Shop; and

(b) the maximum permitted floor area for:

(i) Retail Uses, including accessory Retail use, must not exceed 650 m^2,

(ii) Neighbourhood Public House use must not exceed 500 m², of which at least 25% must be Manufacturing Uses, limited to Brewing or Distilling,

(iii) Restaurant – Class 1 use must not exceed 150 m²,

(iv) Restaurant – Class 2 use must not exceed 300 m², and

(v) a lounge use accessory to a Brewing or Distilling use must not exceed 80 m².

5.3 Computation of floor area must include all floors having a minimum ceiling height of 1.2 m, both above and below base surface, measured to the extreme outer limits of the building.

5.4 Computation of floor area must exclude:

(a) balconies and decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:

(i) the total area of all such exclusions must not exceed 12% of the floor area being provided; and

(ii) the balconies must not be enclosed for the life of the building;

(b) patios and roof decks, if the Director of Planning first approves the design of sunroofs and walls; and

(c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used that are at or below base surface, except that the exclusion for a parking space must not exceed 7.3 m in length.

5.5 Computation of floor area may exclude amenity areas for the social and recreational enjoyment of employees, to a maximum total of 10% of the total permitted floor area.

Building Height

6.1 The building must not exceed the maximum permitted height of 32.2 m.

6.2 Despite section 6.1 of this By-law and section 10.18 of the Zoning and Development By-law, if the Director of Planning permits a common indoor rooftop amenity space, the height of the portion of the building used for the common indoor amenity space must not exceed 37.1 m.

6.3 Despite the provisions of section 6.1 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 37.6 m.

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750 Southwest Marine Drive
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 Proscenium Architecture + Interiors Inc., received November 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 enrich the public realm as follows:

(a) Build upon the openness and treatment of the front yard and the functionality of the plaza.

Note to Applicant: The front yard is intended as an open and landscaped extension of the public realm. The 40 ft. required setback should include a double row of trees to enhance green space and support a robust urban tree canopy in the Marine Landing area. The functionality of the plaza can benefit from a stronger relationship to the ground-level uses. Suggested strategies include an informal arrangement of elements that support gathering, seating, planting and trees, patio spaces that support the retail, and reduced planters to promote openness. See also Landscape Condition 1.11.

(b) Soften and activate the building interface along Aisne Street at the pedestrian level.

Note to Applicant: The elevated ground level along Aisne Street creates a solid interface, especially at the southwest corner. Suggested strategies include dropping the light industrial use to the Aisne Street level for a more meaningful and activated public realm (see above). This will increase the visibility of the light industrial space and strengthen the neighbourhood's identity as an urban and energetic intensive employment area. Locating the light industrial at this level will improve its access to the lane and loading.

1.2 Design development to ensure viable vertical stacking of employment uses as follows:

(a) Provide a minimum 3.7 m (12 ft.) floor-to-floor height for office use; and

(b) Provide a minimum 3.96 m (13 ft.) for light industrial use on the mezzanine level.

Note to Applicant: Dropping the lower light industrial space to Aisne Street level and reducing the ground commercial space closer to the minimum 4.57 m (15 ft.)

floor-to-floor height will facilitate increasing the floor-to-floor heights. This will also improve the building's interface along Aisne Street.

1.3 Design development to provide continuous demountable weather protection along the commercial frontage.

Note to Applicant: Continuous weather protection should be integrated with the building design and be part of the overall architecture and composition. It should be appropriate in scale. A minimum depth of 1.8 m (6 ft.) at 2.7-3.65 m (9-12 ft.) above grade is recommended.

1.4 Design development to enrich the indoor and outdoor amenities.

Note to Applicant: The quality and functionality of the indoor and outdoor amenity spaces should better reflect the needs of an intensive-employment building. Suggested strategies include a higher ceiling of the rooftop indoor amenity (up to a total building height of 120 ft.), programming that supports employment use such as a fitness room, games lounge, shower/change rooms, gathering eating space, kitchenette, or interactive outdoor elements. A meeting room format is not supported as it encourages additional workspace, which is incongruent to the intent of recreational amenity space. See Landscape Condition 1.12.

1.5 Design development to reduce visual impact by adding visual interest to the easterly party wall.

Note to Applicant: This wall will be exposed for the foreseeable future. Explore design elements such as architectural and graphic treatment that are consistent with the project.

1.6 Design consideration to explore passive and other sustainable design strategies.

Note to Applicant: Integration of passive design elements into the overall project is highly encouraged. Suggested strategies include operable windows and shading devices.

1.7 Design development to provide green roof as per the *Roof-Mounted Energy Technology and Green Roofs Bulletin.*

Note to Applicant: It should be noted on the architectural and landscape plans the type of green roof proposed including the percentage. Refer to: https://bylaws.vancouver.ca/bulletin/bulletin-roof-mounted-energy-technologies-and-green-roofs.pdf

1.8 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, and provide a design rationale for the features noted. Refer to: http://former.vancouver.ca/commsvcs/guidelines/B021.pdf.

Crime Prevention through Environmental Design (CPTED)

1.9 Design development to respond to CPTED principles, having particular regards for:

(a) theft in the underground parking;
(b) break and enter;
(c) mail theft; and
(d) mischief in alcove and vandalism, such as graffiti.

Note to Applicant: Building features proposed in response to this condition should be noted on the plans and elevations. Consider use of a legend or key to features on the drawings.

Sustainability

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

Landscape

1.11 Design development to enhance the public realm interface at the Southwest Marine Drive and Aisne Street frontage, by the following:

(a) Open up access for a more friendly, inviting and informal plaza, integrated to soften the relationship with the entry and retail units;

Note to Applicant: this can be achieved by deleting concrete walls, adding benches, softening the angled walkway and using colourful, informal planting;

(b) Provide larger scale trees to buffer from Southwest Marine Drive and to use the opportunity for planting large trees on grade; and

(c) Delete or relocate water feature to a lower elevation area, incorporating it into the stormwater management plan, or otherwise adding to the sustainability of the project.

1.12 Design development to expand programming on the rooftop outdoor amenity area by including other more varied opportunities for social gathering besides urban agriculture.

1.13 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.

1.14 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.

1.15 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.

1.16 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 & 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.

1.17 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.

1.18 Provision of coordination between Landscape Plan and architectural Site Plan, for most updated information.

1.19 Provision of complete information, such as references on the Roof Deck Plan, confirming all landscape elements.

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

Note to Applicant: The plans should be at 1/8 in.: 1 ft. scale minimum. The Plant List should include the common and botanical name, size and quantity of all existing or 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.

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

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

1.22 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 and protection related matters.

1.23 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.

1.25 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.*"

1.26 Provision of an outdoor Lighting Plan.

Engineering

1.27 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.

1.28 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

1.29 Construction-related discharge to the sewer must be measured, and reported to the City. This monitoring must include daily average flow rates, and be submitted monthly to groundwater@vancouver.ca. A hold will be placed on the Building Permit; to lift the hold, provide an anticipated start date for excavation, and the contact details for the professional services that have been retained to conduct this monitoring, to groundwater@vancouver.ca.

1.30 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 and 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 or removal or slab pour that requires additional street use beyond the already identified project street use permissions.

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 Provision of a finalized Transportation Demand Management (TDM) Plan to the satisfaction of the General Manager of Engineering Services. Provide TDM Plan as a separate package with complete information on TDM measures proposed, including the following clarifications:

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

(i) Identify the number and location of the additional Class A bicycle parking on plans. Additional Class A bicycle parking spaces must meet the standards and minimums identified in the *Parking By-law*, and/or applicable Design Guidelines.

(b) ACT-02 – Improved Access to Class A bicycle Parking.

(i) Provision of concept design for excellent design of lighting, finishes, grades, and convenience.

(ii) 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.

Note to Applicant: 4 points for this measure can be claimed as all Class A bicycles are at grade.

(c) ACT-05 – Bicycle Maintenance Facilities.

(i) Note and dimension location of facilities on plans.

(ii) Bicycle maintenance facilities to be located with convenient access and close proximity to 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

- A plan for maintaining these amenities.

(iv) 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.

(d) ACT-06 – Improved End-of-Trip Amenities.

(i) Provision of concept design for improved end-of-trip amenities.

(ii) Identify the location, number and type of end-of-trip amenities being provided on plans.

Note to Applicant: In order to earn points for 50% additional end-of-trip facilities, required grooming stations are also required as per Bylaw.

(iii) Provision of Clothing Lockers as per Bylaw (minimum 50% full sized required).

Note to Applicant: The required Class A bicycle parking will be the number provided as per the requirement for Act-01.

(e) SUP-01 – Transportation Marketing Services.

(i) Provision of a description of the services to be provided.

(ii) If available, provision of any additional information regarding this measure (e.g., online signup portals or additional marketing materials) that demonstrates how the property owner will offer this service.

(f) 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.

1.34 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.

1.35 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 and from all site uses.

Note to Applicant: The storage room adjacent to the bicycle room does not currently have stair-free access.

1.36 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) Clearly show and note all retaining walls shown beside any parking ramps that are required to accommodate grade changes. (Eg. Small Car space 5,76);

(d) Dimension of column encroachments into parking stalls;

(e) Show all columns in the parking layouts;

(f) Dimensions for typical parking spaces;

(g) Dimensions of additional setbacks for parking spaces due to columns and walls;

(h) Dimensions of manoeuver aisles and the drive aisles at the parkade entrance and all gates;

(i) 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;

(j) Details on the ramp/parkade warning and/or signal systems and locations of lights, signs and detection devices to be shown on the plans;

(k) Areas of minimum vertical clearances labelled on parking levels;

(l) 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;

(m) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable;

(n) Existing street furniture including bus stops, benches etc. are to be shown on plans; and

(o) The location of all poles and guy wires are to be shown on the site plan.

1.37 Parking, loading, bicycle, and passenger loading spaces must be provided and maintained in accordance with the requirements of the *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

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

(a) 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.

Note to Applicant: Please refer to the provided DRAFT Bioretention standard details and draft growing medium specifications for information.

(b) On-site infiltration is highly encouraged and qualifies as Tier 1 practice for addressing the rainwater management requirements if feasible. To determine feasibility, please provide a preliminary infiltration study that includes the following:

(i) an evaluation of the potential for and risks of on-site rainwater infiltration, such as stability and soil contamination;

(ii) results of infiltration testing at likely locations for infiltration practices and a proposed design infiltration rate;

(iii) soil stratigraphy; and

(iv) depth to bedrock or seasonally high groundwater at proposed location(s) for infiltration practice(s).

Note to Applicant: Study to be prepared by a qualified professional based on site specific conditions.

(c) Ensure the following best management practice and requirements are adhered to for the design of any proposed infiltration facility and detail the information through supporting calculations, plans, sections, etc.:

(i) Minimum horizontal setback of 5 m from any edge of building foundation and 3 m offset from watermains. Relevant dimensions should be indicated on plans and drawings.

(ii) Specify the proposed design infiltration rate for drawdown time calculations.

(iii) Preferred estimated drawdown for the entire rainwater storage volume in less than or equal to 24 hours using the design infiltration rate with maximum of 72 hours for full subsurface draw down.

(iv) Minimum 0.60 m vertical separation from the proposed bottom of the facility and seasonally high groundwater table.

Note to Applicant: If infiltration is not feasible, the proposed bioswale may be lined with an impermeable liner (as a Tier 2 practice) and may still be designed such that the rainwater management requirements are met.

(d) 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 further reduced or eliminated entirely if the runoff from adjacent hardscape areas are directed to pervious landscaping elements and/or the proposed bioswale. Coordination with the landscape architect, soil storage capacities and a grading plan will be required to support this proposal.

Note to Applicant: Flow detention may be achieved with surface depression volume at the proposed bioswale provided there is an adequate flow control and overflow mechanism as part of the design.

(e) 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.

(f) 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.

(g) 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 Development Permit 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; and

(vi) Location on Plan in drawing or as figure in the report.

Note to Applicant: Subject to review of the site flow routing, a mechanical water quality treatment unit may not be required at all if an adequate percentage of the site's runoff is directed to the bioswale prior to discharge offsite or a "pretreatment" unit certified by Washington State's TAPE program may be proposed if part of a treatment train approach.

(h) 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.

(i) Provide adequate and concise supplementary documentation for any proprietary products that clearly demonstrate 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 Design 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 Development Permit application. A meeting may be scheduled upon request by contacting rainwater@vancouver.ca.

1.39 Provision of a Rainwater Management Agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services registered in the Land Title Office prior to issuance of the Development Permit.

1.40 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.

1.41 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.

1.42 When submitting Landscape plans, please place the following statement on the landscape plan: *"This plan is "NOT FOR CONSTRUCTION" and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Please contact Engineering, Development Services and/or your Engineering, Building Site Inspector for details."*

1.43 Show City supplied building grades on architectural and landscape drawings. To minimize grade differences, interpolate a continuous building grade between the points given on the City supplied plan.

1.44 Follow Cambie Corridor Streetscape guidelines.

1.45 Landscape drawings to include:

(a) Remove specialized hardscape from City property. Hardscape surfaces on City property are to be standard concrete;

(b) Remove proposed bench from City property along Aisne Street;

(c) Remove existing concrete entrance walkways and retaining walls from City boulevard along Southwest Marine Drive and Aisne Street; and

(d) Stairs, steps, or seats cannot protrude onto Aisne Street as indicated on sheet RZ3.01 Section 1 of the rezoning booklet.

Note to Applicant: City to provide approved Geometric design. All elements of the Geometric design must be constructed to meet City Standards including, but not limited to relocation of existing catch basins or installation of new catch basins where required to accommodate the geometric design.

1.46 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:

(a) The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan https://vancouver.ca/files/cov/engineering-design-manual.PDF; and

(b) All third party service lines to the development is 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.

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 Provision of a Services Agreement to detail the on and off-site works and services necessary or incidental to the servicing of the site (collectively called the “services”) such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site will be issued until the security for the services are provided.

(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 September 30, 2020, no water main upgrades are required to service the development.

Note to Applicant: The main servicing the proposed development is 150mm along Aisne Street or 300mm 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 of adequate sewer (storm and sanitary) service to meet the demands of the project.

(i) Implementation of development(s) at 750 Southwest Marine Drive does not require a sewer upgrade.

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 200 mm SAN and 250 mm STM sewers in lane west of West 71st Avenue.

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

(c) Provision of street improvements along Southwest Marine Drive adjacent to the site and appropriate transitions including the following:

(i) Front boulevard with street trees where space permits;

(ii) 2.44 m (8') wide broom finish saw-cut concrete sidewalk; and

(iii) Reconstruction of the curb driving lane on Southwest Marine Drive per City "Industrial, Arterial and Bus Routes" specification.

(d) Provision of street improvements along Aisne Street adjacent to the site and appropriate transitions including the following:

(i) Front boulevard with street trees where space permits;

(ii) 2.14 m (7') wide broom finish saw-cut concrete sidewalk;

(iii) Curb bulge, including any required road re-construction to current standards; and

(iv) Curb ramps.

(e) Provision of upgraded street lighting (roadway and sidewalk) adjacent to the site

to current City standards and IESNA recommendations.

(f) Provision of entire intersection lighting upgrades to current City standards and IESNA recommendations at Aisne Street and Southwest Marine Drive.

(g) Provision of new or replacement duct banks adjacent the development site that meet current City standards. Duct banks are to consist of electrical and communication ducts sized to meet City needs in a configuration acceptable by the General Manager of Engineering Services and in conformance with applicable electrical codes and regulations. A detailed design will be required prior to the start of any associated street work.

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

(g) Provision of lane lighting on standalone poles with underground ducts. The ducts must be connected to the existing City street lighting infrastructure.

(h) Provision for the installation of parking regulatory signage on streets adjacent to the site.

2.2 Provision of $30,000 for sewer catchment flow monitoring.

2.3 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.

Sustainability

2.4 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.

Community Amenity Contribution

2.5 Pay to the City the cash Community Amenity Contribution of $990,300 which the applicant has offered to the City and which is to be allocated to support the delivery of

the *Marpole Public Benefits Strategy*. Payment is to be made prior to enactment of the CD-1 By-law, at no cost to the City and on terms and conditions satisfactory to the Director of Legal Services.

Environmental Contamination

2.6 As applicable:

(a) Submit a site disclosure statement to Environmental Services (Environmental Protection;

(b) As required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the *Vancouver Charter*; and

(c) If required by the Manager of Environmental Services and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Services, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements constructed on the site pursuant to this rezoning until separate Certificates of Compliance, satisfactory to the City for the on-site and off-site contamination, issued by the BC Ministry of Environment and Climate Change Strategy, have been provided to the City.

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.

* * * * *

750 Southwest Marine Drive
DRAFT CONSEQENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE SIGN BY-LAW No. 11879

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

"750 Southwest Marine Drive [CD-1 #] [By-law #] I-2"

DRAFT AMENDMENTS TO THE NOISE CONTROL BY-LAW No. 6555

Amend Schedule A (Activity Zone) by adding the following:

"[CD-1#] [By-law #] 750 Southwest Marine Drive"

* * * * *

750 Southwest Marine Drive
URBAN DESIGN PANEL

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

Evaluation: Support with Recommendations (8/0)

Introduction: Rezoning Planner, Joseph Tohill, began by providing an overview of the site and policy context. The site is a single lot located on the southeast corner of Southwest Marine Drive and Aisne Street. The Marine Drive Canada Line station is located approximately 500 meters to the northeast.

The site is zoned I-2 which allows for a range of light industrial uses and some office uses as a conditional use. It is currently developed with a single-storey furniture store. Sites directly to the south, east and west are also zoned I-2, and are similarly developed with light industrial uses. The site across Southwest Marine Drive to the North is a CD-1 Zone that currently has a gas station.

The site is identified as part of the “Intensive Employment Area” in the Cambie Sub-Area under the Marpole Community Plan. The intent under the Plan is to encourage high-intensive employment uses such as office or institutional, while continuing to permit traditional industrial uses.

Additional direction for this site is provided under the Employment Lands & Economy Review (ELER) Phase 2 Report. One of the directions from the ELER Phase 2 Report is to consider heights and densities above those set out in the Marpole Plan for sites that include multi-storey industrial space as part of developments that deliver 100% job space.

The applicant for 750 Southwest Marine Drive is proposing an eight-storey mixed employment building, with commercial uses located at-grade, light industrial space on levels 1 and 2, office space on levels 3 to 7 and a rooftop amenity space on level 8. A height of 116 feet is proposed with a density of 4.94. 99 vehicle parking and 62 bicycle spaces are proposed as part of this development.

Development Planner, Omar Aljebouri, began the presentation by explaining that in reviewing intensive employment applications, staff are looking to the emerging guidelines under the ongoing Marine Landing Review, which expand on the direction of the Marpole Community Plan. These guidelines are being developed with in-stream applications in mind and include the following:

- advancing an urban design vision under the marine landing review;
- establishing overarching built form principles;
- enhancing transitions, connections and relationships to the surrounding neighbourhood;
- shaping, animating and supporting the public realm;
- designing livable and social buildings;
- maximizing flexibility and encouraging industrial stacking; and
- encouraging green rooftops.

Additional built form principles for Intensive Employment Developments include:

- Facilitating the expansion and intensification of the range and extent of employment spaces while ensuring the needs for more traditional industrial uses are met.
- Allowing for an additional partial storey for a common rooftop amenity space
- A 12.1 m (40 ft.) landscape setback along Southwest Marine Drive, which is intended for:
    - planting of large trees to enhance the urban forest canopy; and
    - sufficient underground parking setbacks to accommodate healthy tree planting, green rainwater infrastructure and water infiltration.
- Variation in street wall heights is encouraged for visual interest and sunlight access while contributing to a cohesive context with a strong street wall identify.
- At the zero lot-line, a minimum 3.0 m (10 ft.) shoulder setback for the upper levels above 21.3 m (70 ft.). This will introduce additional building outlook, as well as accessible and useable rooftops.
- Floor levels should be designed to adapt to, and reflect, changing conditions along sloping street frontages.

Advice was sought from the Panel on the following:

1. Height and density.
2. Public realm and pedestrian interface, and in particular the building's at grade interface along Aisne Street and the front setback treatment and activation.
3. The quality of the indoor and outdoor amenities, and in particular the suitability to support intensive employment use.
4. Any preliminary advice for consideration at the Development Permit Stage.

Panel's Consensus:

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

- Design Development to the north plaza and relationship of plaza and landscape to the building entry and retail units;
- Design development along Aisne Street at the interface of the building and public realm;
- Consider passive strategies, solar, ventilation and rain water management as the project moves forward.

* * * * *

750 Southwest Marine Drive
PUBLIC CONSULTATION SUMMARY

1. List of Engagement Events, Notification, and Responses

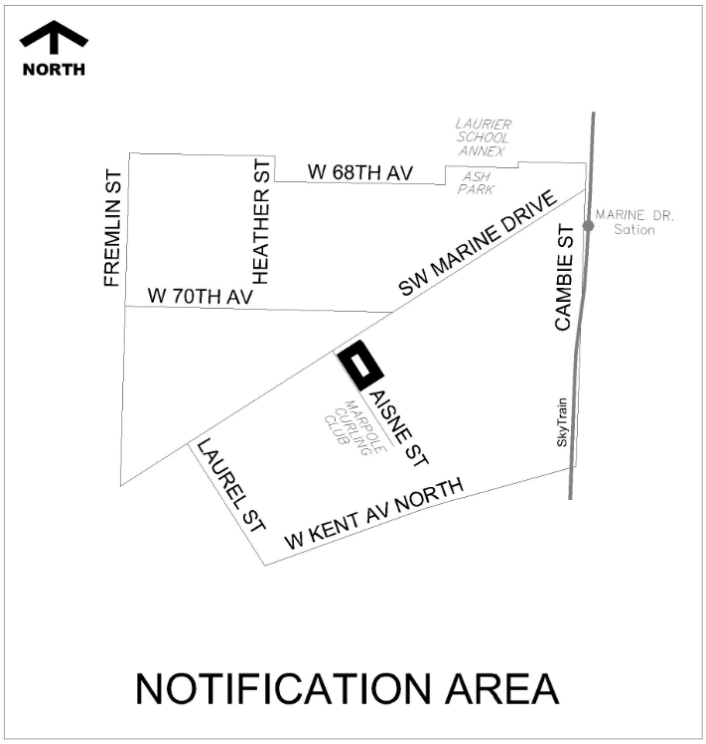
	Date	Results
Event		
Virtual open house (City-led)	February 22, 2021 to March 14, 2021	226 participants (aware)* • 62 informed • 11 engaged
Public Notification		
Postcard distribution – Notice of rezoning application and virtual open house	February 19, 2021	2,292 notices mailed
Public Responses		
Online questions	February 22, 2021 to March 14, 2021	1 submittals
Online comment forms • Shape Your City platform	January – July, 2021	14 submittals
Overall position • support • opposed • mixed	January – July, 2021	14submittals • 12 responses • 0 responses • 2 response
Other input	January – July, 2021	1 submittals
Online Engagement – Shape Your City Vancouver		
Total participants during online engagement period	January – July, 2021	599 participants (aware)* • 182 informed • 15 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:

- **Office space:** The inclusion of office space outside the Downtown core is greatly needed for the city and can benefit small and medium sized local businesses that cannot afford Downtown lease rates. The creation of more office space may assist with post-pandemic economic recovery.

- **Industrial space:** Retention and expansion of existing industrial space south of Marine Drive is imporant for employment and economic growth.

- **Building height, massing, density and context:** The building height, massing, density and context is appropriate for this area and will help modernize this part of Marine Drive.

- **Building design:** The building design is visual pleasing and fits the surrounding industrial context. The rooftop amenity space is a welcome feature for future tenants. The landscape features create a pleasant buffer between the building and Marine Drive.

- **Commercial space:** The ground-level retail will help activate this part of Southwest Marine Drive and make it more pedestrian-friendly.

Generally, comments of concern fell within the following areas:

- **Parking:** The proposed amount of parking is too high given the nearby Canada Line Station.

- **Traffic:** Increased traffic has the potential to make congestion worse along Southwest Marine Drive.

- **Building design:** The building exterior does not provide enough protection from weather.

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

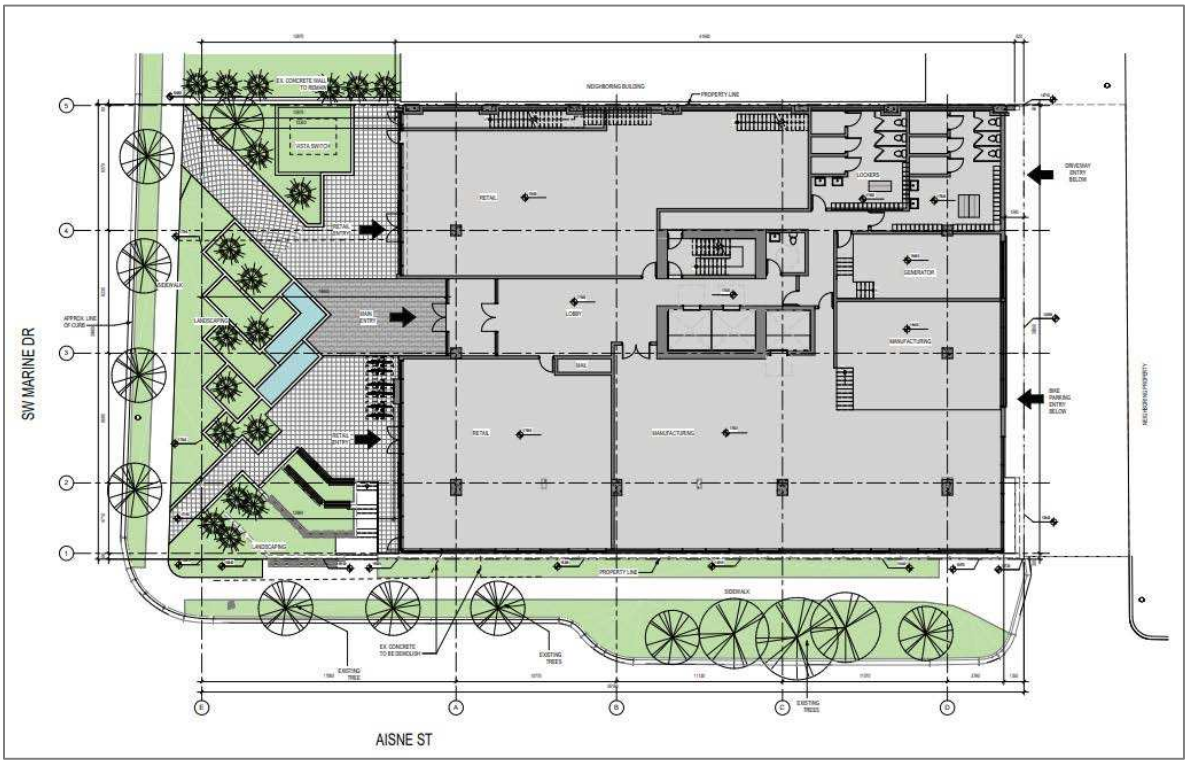
Neutral comments/suggestions/recommendations:

- Higher density should be considered in this area of Marine Drive due to close proximity to the Marine Drive Skytrain Station.
- Ride sharing opportunities should be considered as carpooling is a norm within office culture these days.
- More bicycle space should be considered due to close proximity to the Skytrain Station and would encourage less car usage amongst the occupants.
- An expedited rezoning process should be given to straight forward projects such as this one, which already meets existing policy.

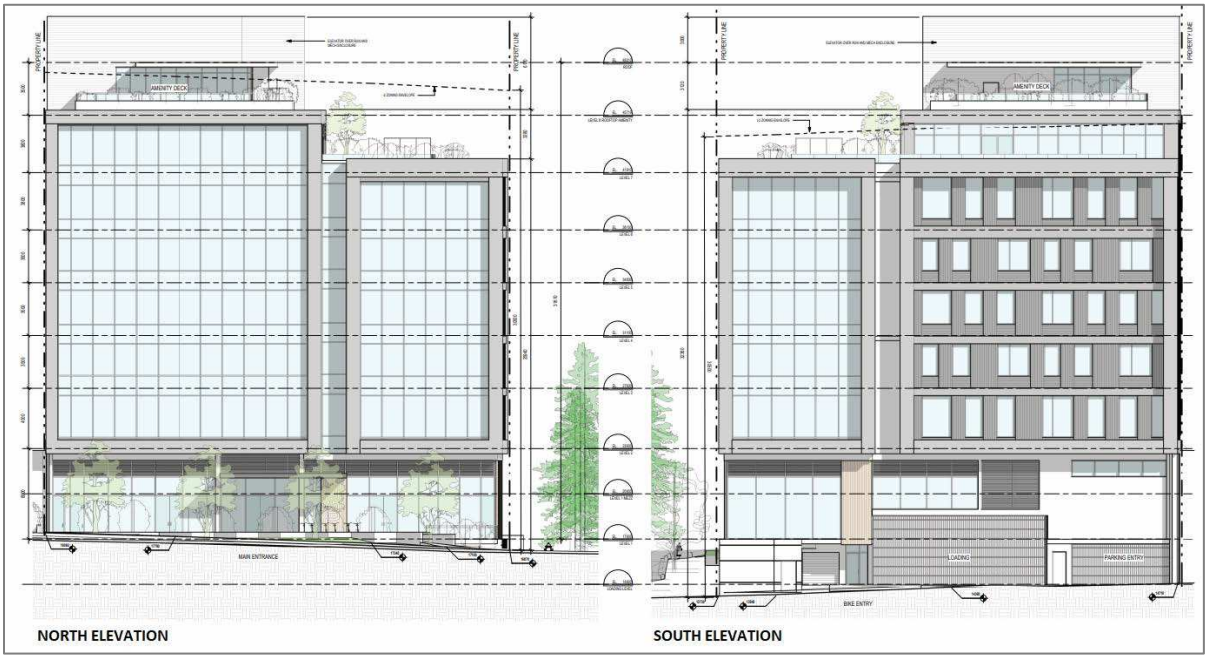
* * * * *

750 Southwest Marine Drive
FORM OF DEVELOPMENT DRAWINGS

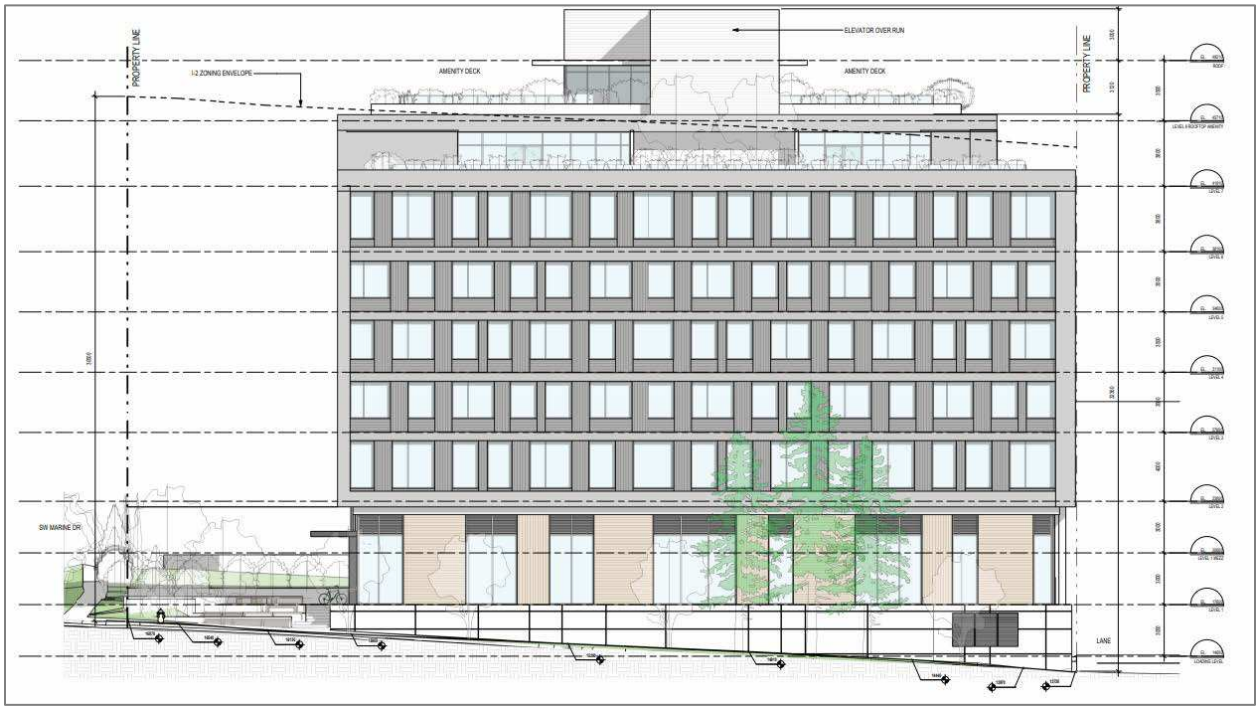
Site Plan



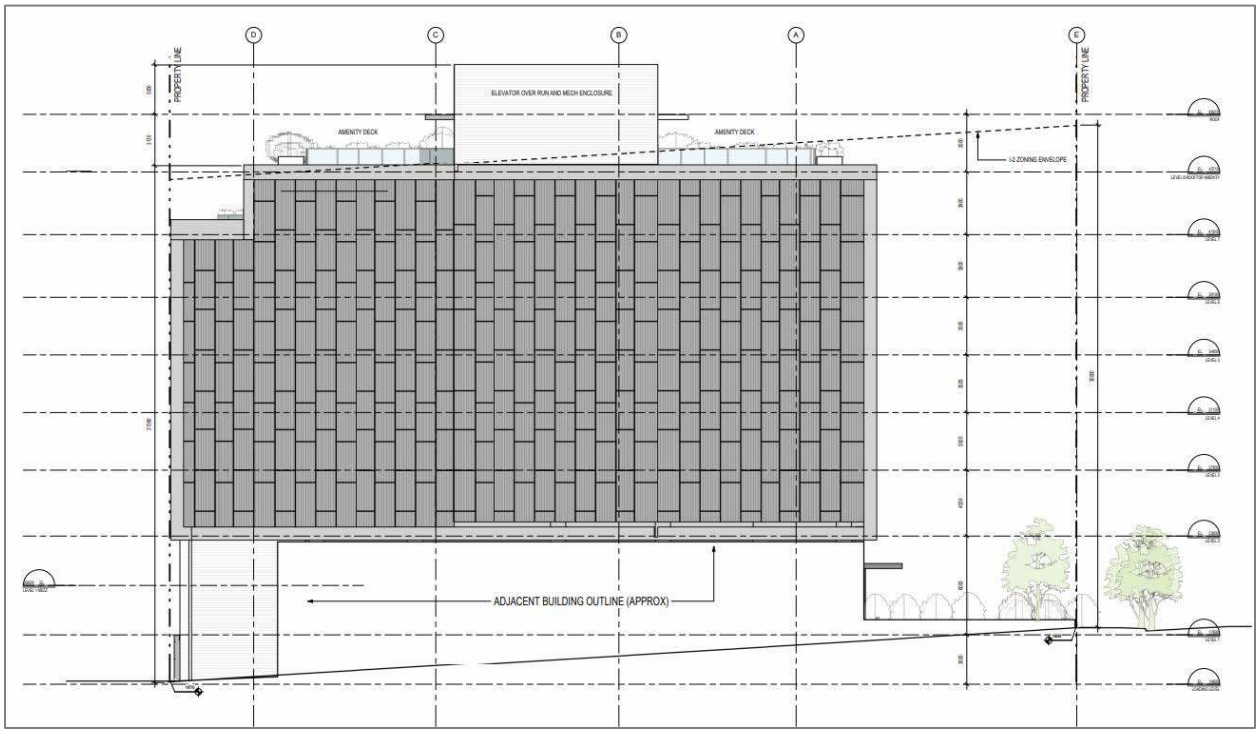
North and South Elevation



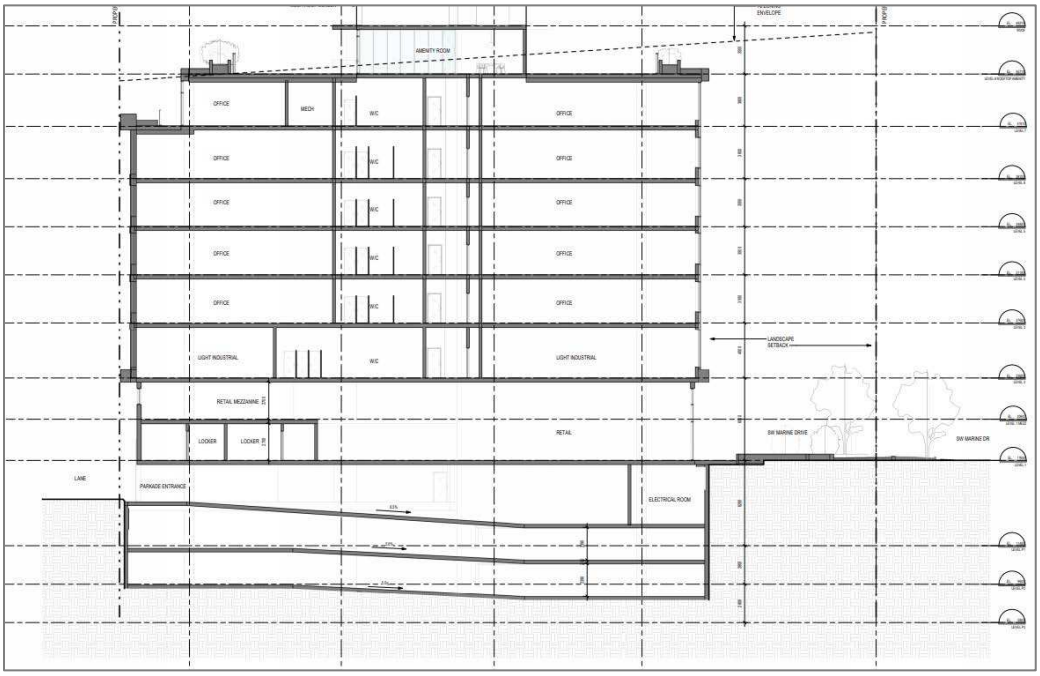
West Elevation



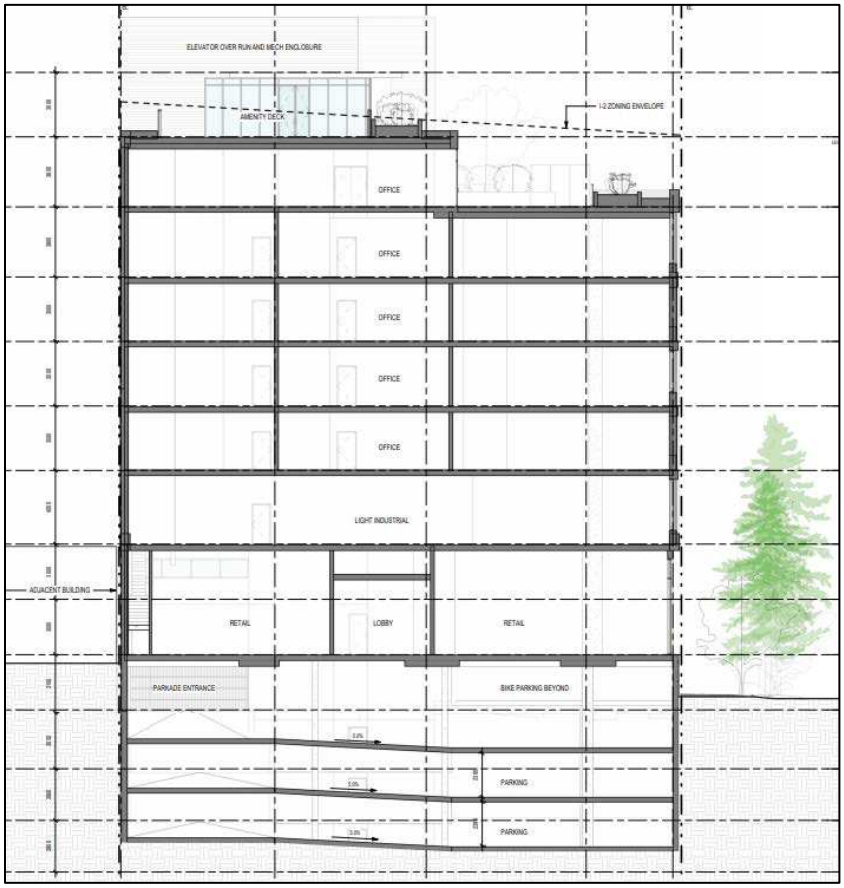
East Elevation



Section (Facing West)



Section (Facing South)



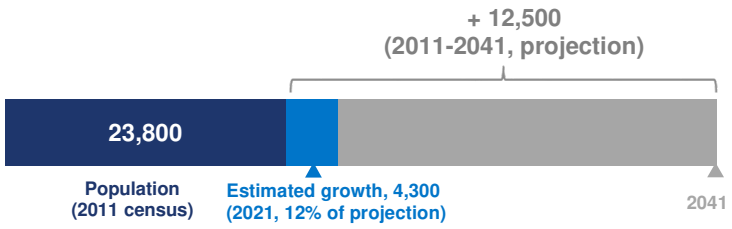
Southwest View of Proposal from Marine Drive

Northeast View of Proposal from Lane

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

POPULATION GROWTH[a]

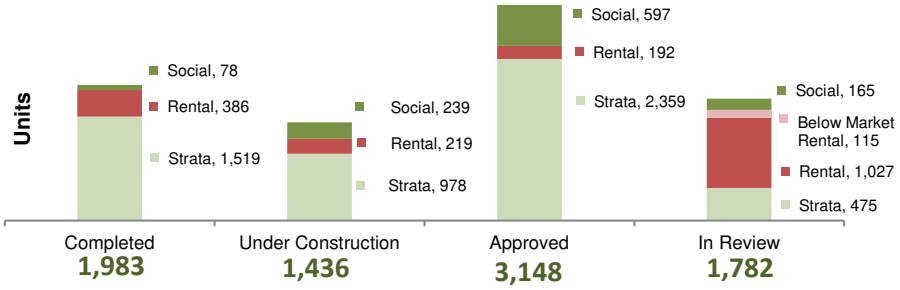
Marpole has grown by approximately **4,300** people since the 2011 census. The plan projects a total population of approximately **36,300** people by 2041.



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 See Chapter 17 of the Marpole Community Plan for more details	Completed	Construction	Planning / Design	Progress
HOUSING • ~ 1,100 units of social housing (approx. 285 units at Pearson Dogwood) • ~ 835 secured market rental units (Gross numbers of units reported)	• 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)	• 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)		**0%** of social housing target achieved → **58%** of secured rental target achieved ✓
CHILDCARE • ~ 234 spaces for children 0-4 • ~ 244 spaces for children 5-12	• 74 spaces for children 0-4 (Marpole YMCA, Kids at Marine Drive) • 24 spaces for children 5-12 (Sexsmith Elementary School)	• 69 spaces for children 0-4 (David Lloyd George childcare)		**20%** of childcare spaces target achieved ✓

TARGETS See Chapter 17 of the Marpole Community Plan for more details	Completed	Construction	Planning / Design	Progress
TRANSPORTATION / PUBLIC REALM • 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.	• SW Marine Dr bikeway improvements (Granville St to Camosun St) • Arbutus Corridor temporary pathway and removable bollards • Interim plaza (67th and Granville St)		• Four rain gardens in curb bulges (54th Ave from Neal St to Cambie St)	→
CULTURE • 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.	• 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 • Renew the Marpole Library • Replace or renew the existing Marpole-Oakridge Community Centre • Work with YMCA as potential partner to deliver aquatic services.	• Land acquired for Marpole Civic Centre (MCC)		• Marpole Community Centre renewal and outdoor pool at Oak Park (permitting and design phase)	✓
HERITAGE • Explore opportunities with Musqueam and other partners for funding to recognize historical and cultural importance of the Marpole Midden and c̓əsnaʔəm sites • 5% allocation from cash community amenity contributions in Marpole	• 5% allocation from cash community amenity contributions		• Ongoing efforts for Fraser Arms Hotel and protection of c̓əsnaʔəm site • 5% allocation from cash community amenity contributions in Marpole	✓
SOCIAL FACILITIES • Marpole Oakridge Family Place relocation and expansion • Neighbourhood House renewal and expansion • Explore opportunities for affordable office space for community-based non-profit organizations	• Marpole Oakridge Family Place • Marpole Neighbourhood House restoration		• Non-profit space at Marpole Civic Centre • Seniors space in Marpole Oakridge Community Centre • Youth space in Marpole Oakridge Community Centre	✓
PARKS • Fraser River park • Pearson Dogwood park • 1-2 plazas through redevelopment • Upgrade 2 parks	• 63rd & Yukon green infrastructure plaza • Ash Park Playground replacement • Winona Park Playground replacement		• 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.

* * * * *

750 Southwest Marine Drive
PUBLIC BENEFITS SUMMARY

Project Summary

A seven-storey mixed-employment building that includes at-grade retail with light industrial and office above, and a rooftop amenity space.

Public Benefit Summary:

The project would generate a DCL payment and a cash CAC to be allocated toward the Marpole Public Benefits Strategy.

	Current Zoning	Proposed Zoning
Zoning District	I-2	CD-1
FSR (site area = 1,680.4 sq. m / 18,088 sq. ft.)	3.0	5.01
Floor Area (sq. ft.)	54,264	90,531
Land Use	Industrial/Commercial	Industrial/Commercial

Summary of development contributions expected under proposed zoning

City-wide DCL[1]	$1,393,272
City-wide Utilities DCL[1]	$481,625
Community Amenity Contribution	$990,300
TOTAL	**$2,865,197**

[1] Based on DCL bylaws 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.

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750 Southwest Marine Drive
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Property Information

Address	Property Identifier (PID)	Legal Description
750 Southwest Marine Drive	026-686-937	LOT 1 BLOCKS C, D, Y AND Z DISTRICT LOTS 319, 323 AND 324 GROUP 1 NEW WESTMINSTER DISTRICT PLAN BCP24035

Applicant Information

Architect	Proscenium Architecture + Interiors, Inc.
Developer/Property Owner	750 SW Marine Holdings Ltd.

Development Statistics

	Permitted Under Existing Zoning	Proposed Development
Zoning	I-2	CD-1
Site Area	1,680.4 sq. m (18,088 sq. ft.)	1,680.4 sq. m (18,088 sq. ft.)
Uses	Cultural and Recreational Manufacturing Retail Uses Service Uses Office Uses Transportation and Storage Uses Utility and Communications Uses Wholesale Uses	Cultural and Recreational Manufacturing Retail Uses Service Uses Office Uses Transportation and Storage Uses Utility and Communications Uses Wholesale Uses
Floor Area	5,041 sq. m (54,261 sq. ft.)	8,410.6 sq. m (90,531 sq. ft.)
Floor Space Ratio (FSR)	3.0	5.01
Height	30.5 m (100 ft.)	32.2 m (106 ft.) to top of seventh floor office 37.1 m (122 ft.) with rooftop amenity
Parking, Loading and Bicycle Spaces	as per *Parking By-law*	99 vehicle parking spaces 56 Class A bicycle spaces 6 Class B bicycle spaces 1 Class A Loading Space 3 Class B Loading Space
Natural Assets	0 on-site by-law trees 12 City trees	4 new on-site trees 12 City trees proposed for retention To be confirmed at the development permit stage

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