

8555 Cambie

Rezoning Application

May 28, 2026



RRPlanning



LAND ACKNOWLEDGMENT

The applicant team acknowledges that we are working on the traditional, ancestral, and unceded territory of the Coast Salish peoples, including the territories of the xʷməθkʷəy̓əm (Musqueam), Skwx wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Nations. The team is committed to creating opportunities for this project to contribute to the goal of Reconciliation.

APPLICATION INFORMATION

PROPERTY ADDRESS

8555 Cambie Street
Vancouver, BC V6P 3J9

APPLICATION TYPE

Rezoning Application

SUBMISSION DATE

May 28, 2026

APPLICANT

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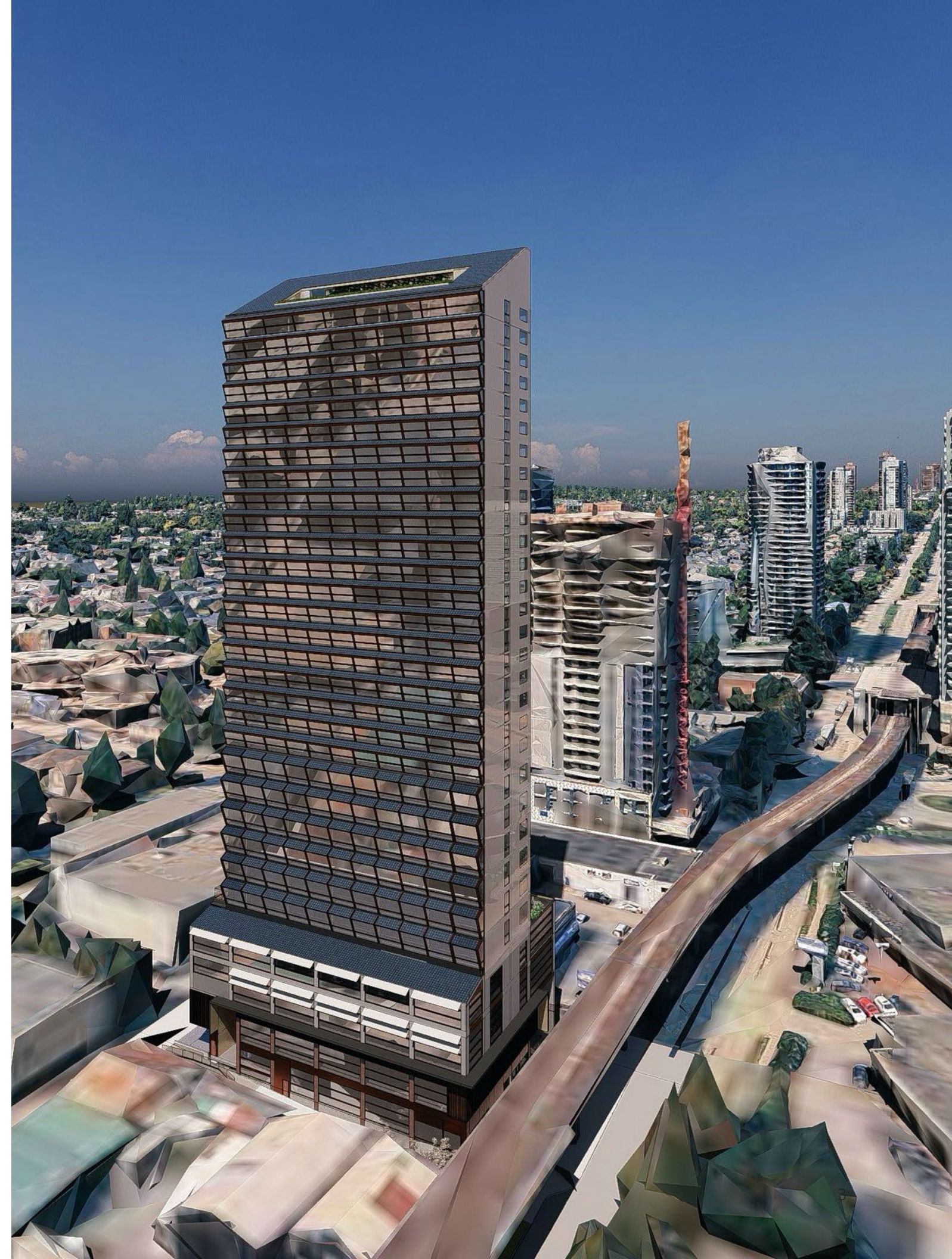


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Sea to Sky Architecture is located on the west coast of Canada. We work collaboratively with our clients to create meaningful spaces for people.

Much of our work is inspired by Nature. We encourage the use of natural systems and energy efficient solutions for healthy and comfortable living. We embrace learning and the sharing of knowledge with supportive partners through the use of climatic responsive and culturally appropriate solutions — with a deep respect for our environment.

We design collaboratively with clients and consultant teams to undertake projects that are inspirational, and both environmentally and socially responsible. Equally important, we encourage intercultural knowledge sharing as an incubator of creativity and innovation.



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01 INTRODUCTION

PROJECT OVERVIEW

BDK Development Corporation, Sea to Sky Architecture and RR Planning Ltd. are pleased to submit a rezoning application for a 30-storey mixed-use hotel development located at 8555 Cambie Street. As part of this application, consideration has been given to the comments provided in the Rezoning Enquiry Letter of Response dated November 21, 2024 and the updated policy context.

City of Vancouver Legacy land use patterns establish lower density requirements and limited land uses on the site in comparison to the *Marine Landing Policy Updates*, which supplement the *Marpole Community Plan* and *Cambie Corridor Plan*. The proposed rezoning would bring applicable zoning into alignment with the Marine Landing Policy Updates by supporting a development form that will deliver additional hotel, retail and services space in proximity to Marine Drive Station.

The proposed 30-storey mixed-use hotel includes a four-storey podium, and a tower with 25 storeys of hotel space, a restaurant on the 30th floor, and hotel amenities of the rooftop and podium. An industrial bakery and hotel entrances are located on the first floor and attached mezzanine, with an active retail frontage and the main hotel entrance along Cambie Street. Back of house space is situated throughout the building, including the third and fourth floors. Hotel fitness, meeting and conference amenities are situated on the fifth to 10th floors with adjacent outdoor podium amenities. The proposed floor area is 21,609.4 sq. m (232,601.6 sq. ft.) and accommodates 324 hotel rooms.

The proposal responds to the growing demand for visitor accommodation and Council’s directive to increase hotel space outside of Downtown Vancouver.

With its convenient location approximately 180 meters from Marine Drive Station and the provision of 1.21 Floor Space Ratio of industrial space, the proposal supports the City’s objective of intensifying transit-supportive employment space, while adding industrial space to Marine Landing.

Designs sensitively respond to the Marine Landing context by recalling industrial design forms and delivering vibrant, livable and social spaces. The proposal contributes additional open space to the area with public realm enhancements, including a Secondary Active Link on the south side of the site, widened sidewalks along Cambie Street, retail patios and attractive hotel entrances. A 21.3 m podium height is provided to deliver a continuous street wall with the property to the north if it is developed in the future. The architecture minimizes shadowing on schools and parks, and provides motor vehicle access from the rear lane to promote pedestrian and cyclist comfort and safety.

The proposal incorporates sustainable design elements, including photovoltaic panelling on the southern building face. These panels enable the production of renewable energy for the building, and are strategically angled to provide occupants with shade in the summer and light penetration in the winter.

We believe that the addition of hotel, employment and industrial spaces this project delivers, as well as the photovoltaic panel designs and ground-floor public realm enhancements support livability, health and sustainability in Marine Landing. We look forward to further discussions with City staff about the proposal.

CONTEXTUAL OVERVIEW	
Civic Address	8555 Cambie Street, Vancouver, BC V6P 3J9
Legal Description	Lot N Block 7 District Lot 311 Plan 21900
PID	011-877-197
Site Area	1,708.2 sq. m (18,386.9 sq. ft.)
Existing Use	Retail - Vehicle Dealer
Existing Zoning	I-2 (Sub-Area A)
Official Development Plan	Industrial and Employment
Marpole Community Plan	Intensive Employment
Cambie Corridor Plan	Intensive Employment
Marine Landing Policy Updates	Intensive Employment
View Cones	n/a
Proposed Rezoning	CD-1 (Comprehensive Development) • All industrial uses from I-2 District Schedule (including a caretaker dwelling unit) • Retail - Retail Store (CRU) • Service - Restaurant - Class 1 • Service - Hotel

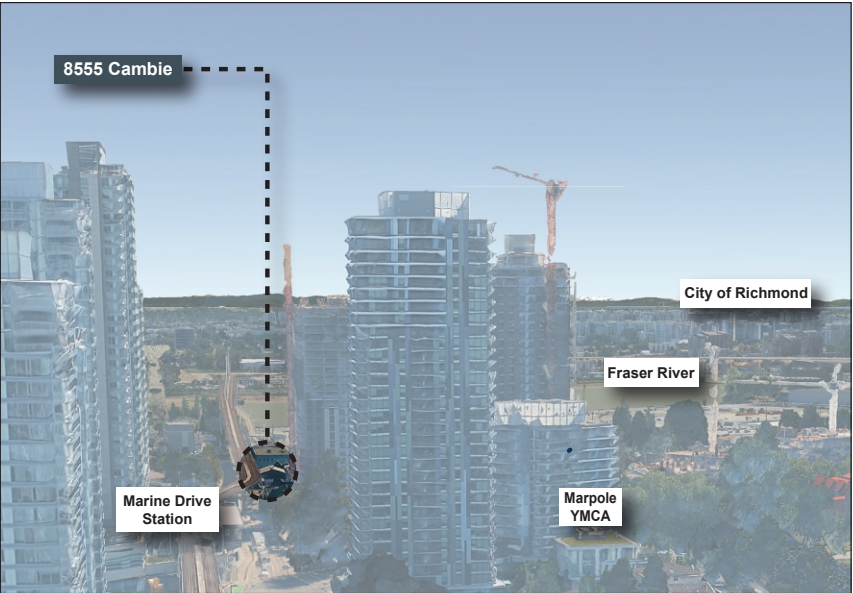


Figure 1 View Looking South from Cambie Street Toward SW Marine Drive, Marine Gateway and the Fraser River.



02 PROJECT CONTEXT



2.1 SITE CONTEXT

The site is located at 8555 Cambie Street in the Marpole neighbourhood, 15 minutes from Downtown. This part of Marpole is within the Marine Landing sub-area at the southernmost node in the Cambie Corridor Plan Area. This mixed-use area is focused around Marine Drive Station at the corner of SW Marine Drive and Cambie Street and extends south to the Fraser River.

The site is strategically located less than 200 metres from the entrance of Marine Drive Station - the first arrival point into Vancouver from Vancouver International Airport (YVR). With its proximity to the Fraser River and transit-oriented location, the site offers convenience, beautiful views and an urban facade that welcomes people to the city.

Since the introduction of the Canada Line in 2009, the area has been transforming into an urban community with a growing mix of housing, jobs and services. The area experiences high traffic volumes as a major transportation hub and gateway into the city.

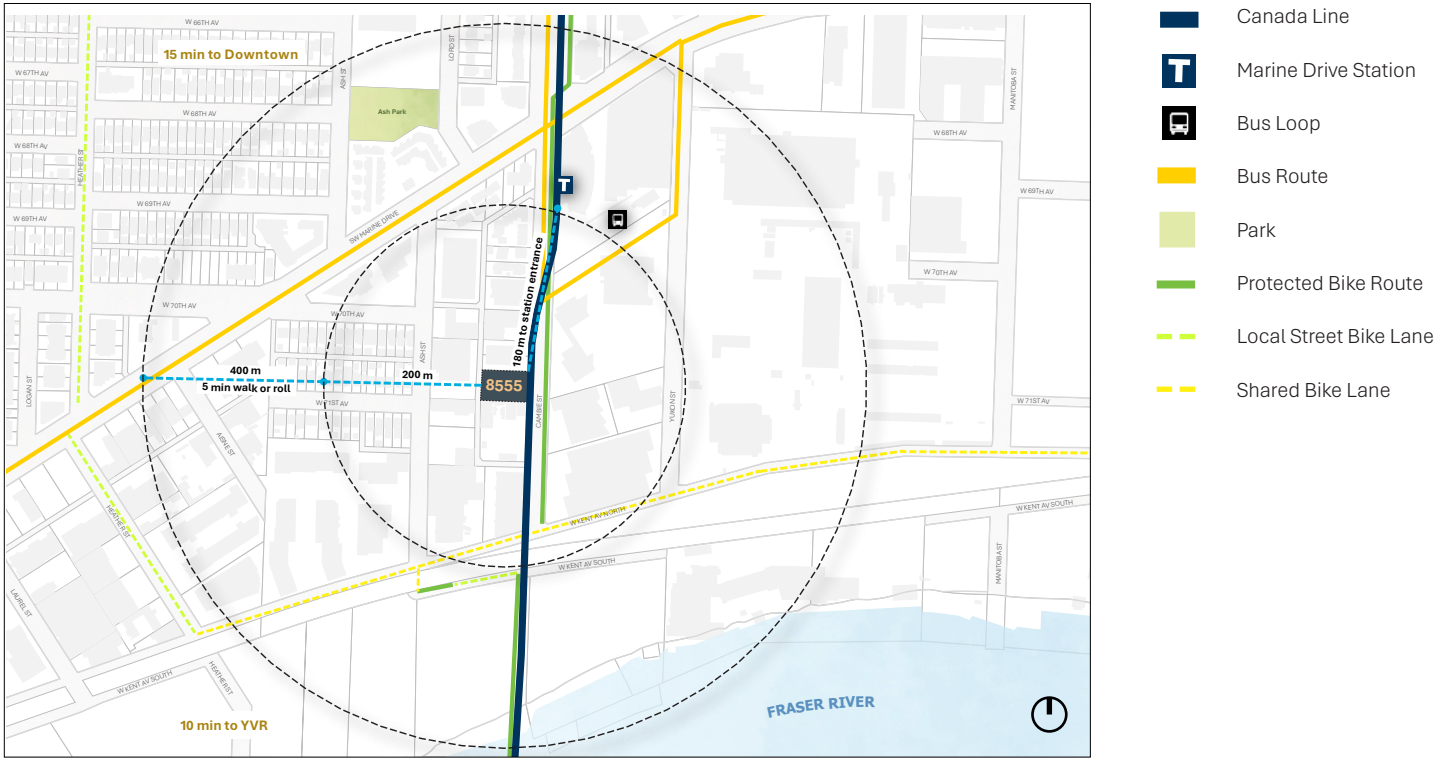


Figure 2 Context Map

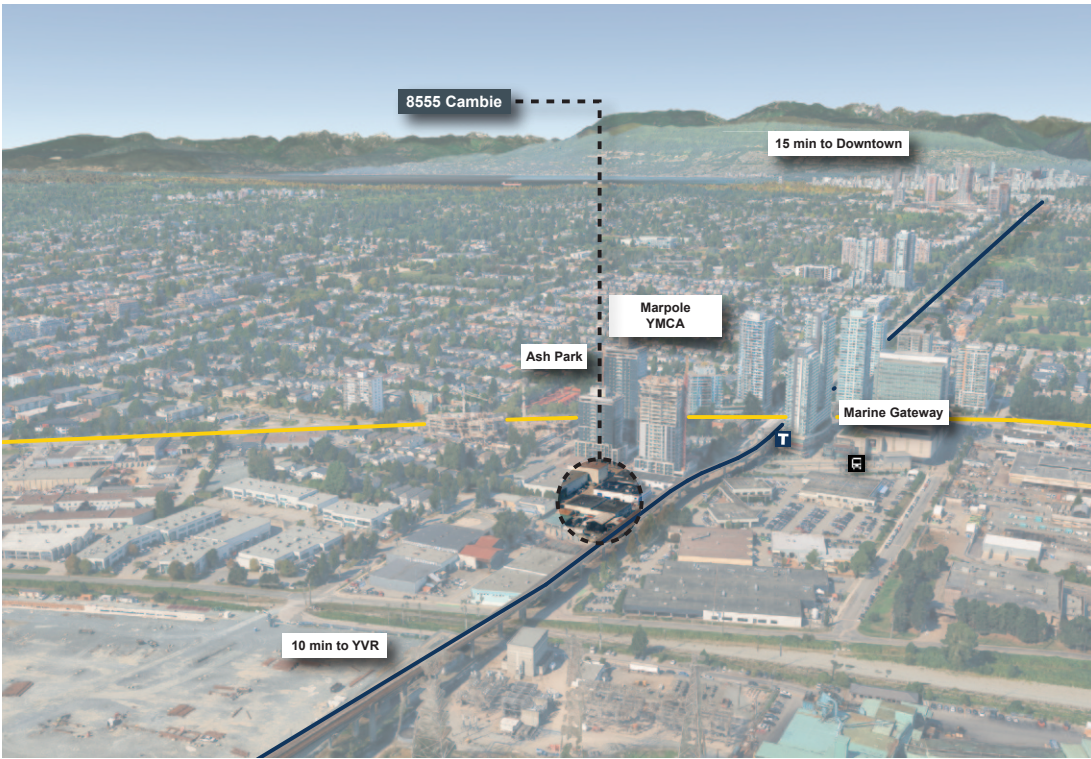


Figure 3 Community Context

2.2 TRANSPORTATION CONTEXT

The site is located a 2 minute walk or roll (180 m) from the entrance of Marine Drive Station on the Canada Line. This station is the first station within Vancouver from YVR Airport. Marine Drive Station also operates as an important bus loop and terminus for the number 3, 10, 15, 17 and 100 bus lines. In 2024, 3.4 million passengers transited through Marine Drive Station.

The Cambie Street Bikeway is a two-way separated facility that runs south to the Fraser River, connecting to Richmond via the Canada Line Bridge.

The 2024 Transit Service Performance Review estimated that 12,000 people live within 800 meters of Marine Drive Station, and 31 percent of trips being made via public transit.

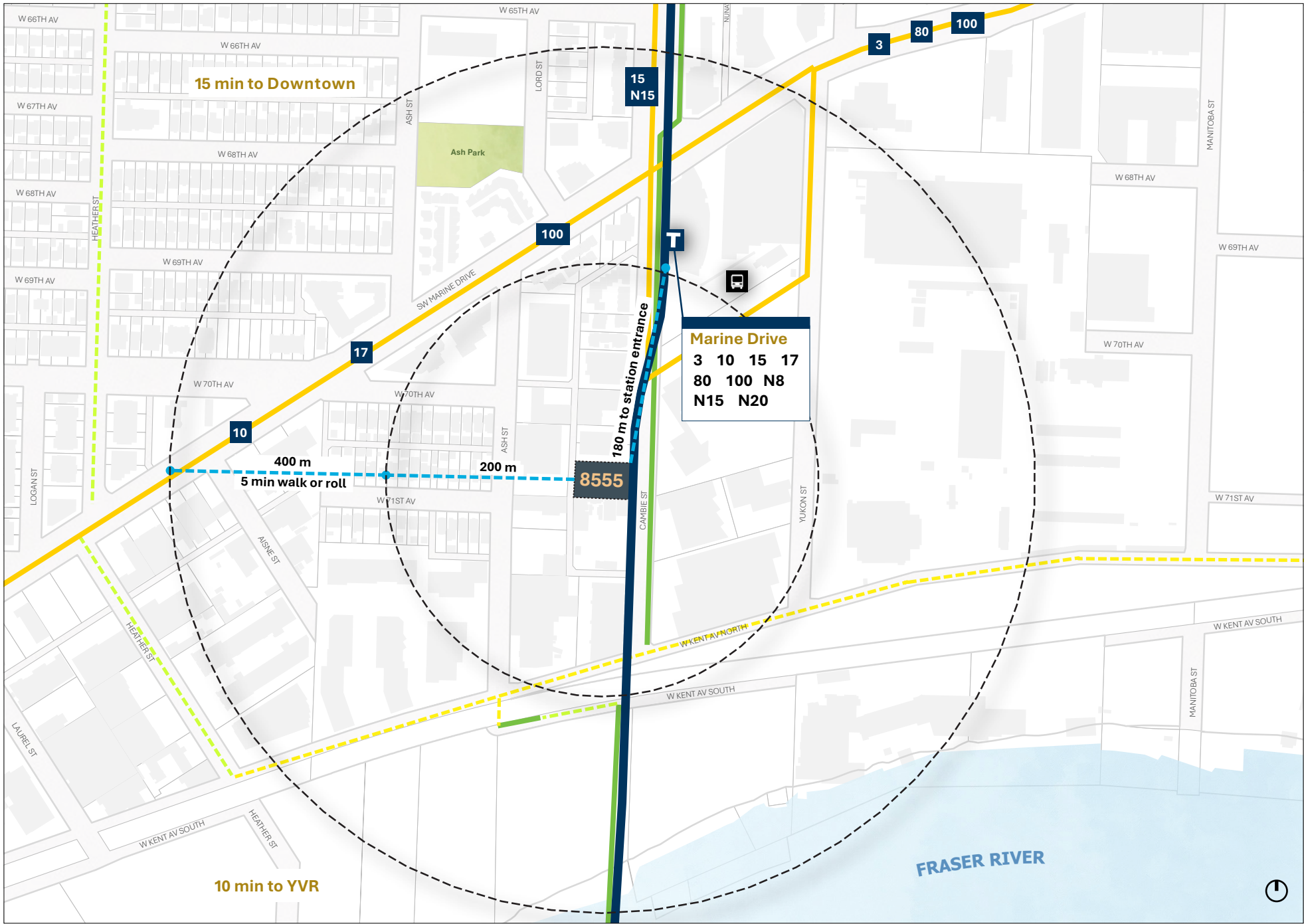


Figure 4 Transportation Context Map

2.3 EXISTING LAND USE CONTEXT

The site is centrally located near the intersection of two major arterials - SW Marine Drive and Cambie Street. SW Marine Drive is the major east-west arterial, creating a break in the land uses in the area. To the north of the arterial, the primary land use is dwellings, and the area to the south is a mix of retail, service, wholesale and manufacturing uses. This area attracts a broad mix of people and businesses, who use the area for providing and accessing services, producing and moving goods, as well as accessing high quality transportation infrastructure.

The Marine Landing district presents an unique opportunity to develop additional hotel space outside of Downtown and further support local economies. The nearest accomodations in Vancouver are an older hotel to the West at Oak and SW Marine Drive, and two AirBnBs several blocks to the North and East. Given the sites unique gateway location, amenity draw and growing population, the additional hotel space would benefit the community with more available jobs and more visitors to support local businesses.

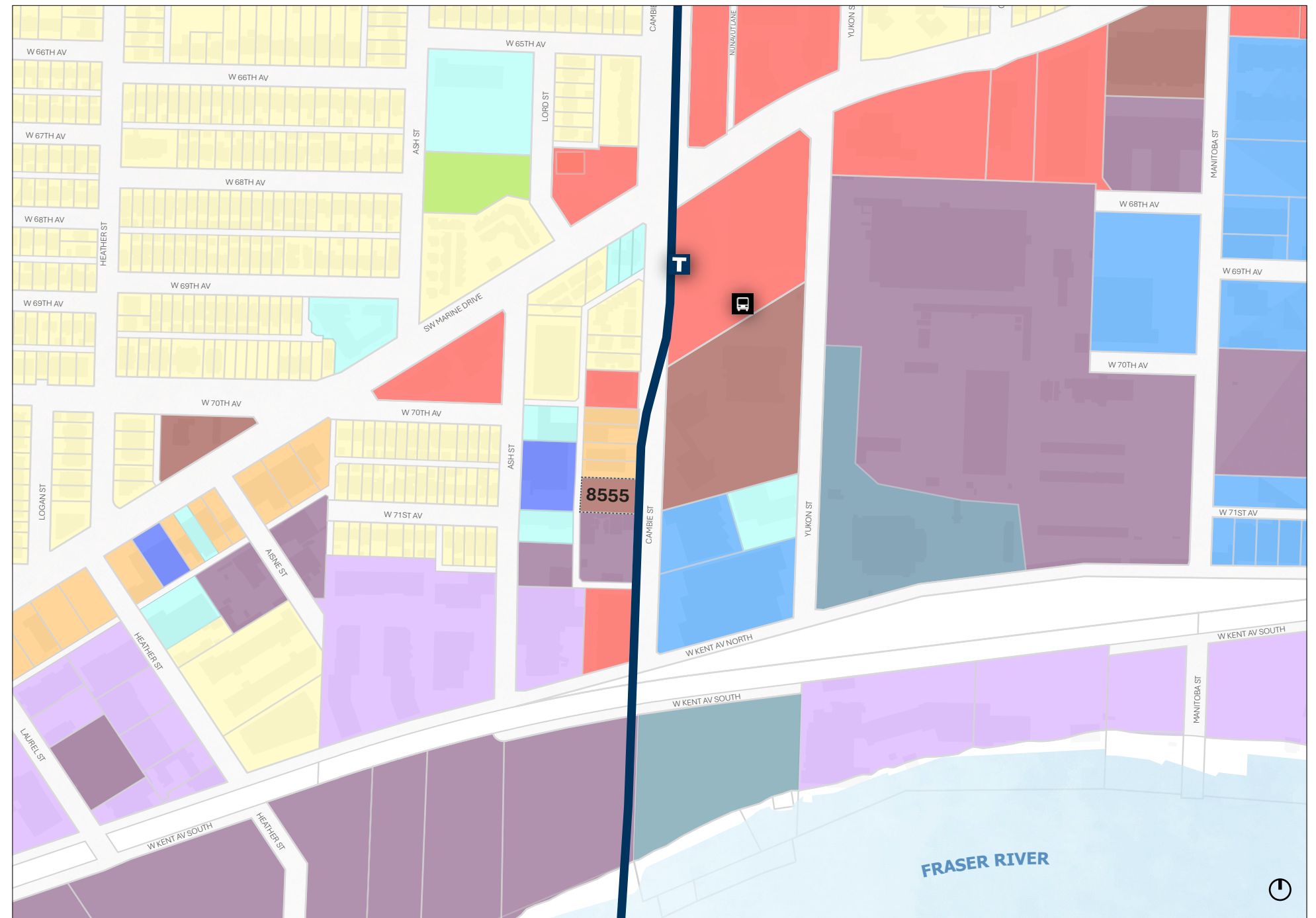
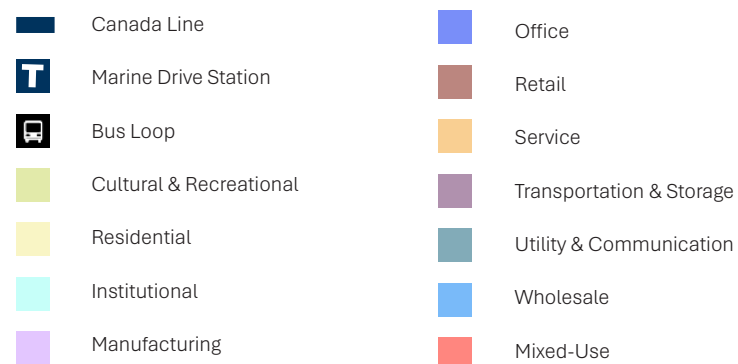


Figure 5 Existing Land Use Context Map

2.4 TOWER CONTEXT

The site is located amongst the emerging Marine Landing district, where density is concentrated around Cambie Street and the Canada Line SkyTrain (Marine Drive Station). The site is located to the south of several mixed-use tower sites that range from 13 to 35 storeys, with the tallest buildings adjacent to Marine Drive Station. The transit-oriented development in Marine Landing presents an array of amenities concentrated in a dynamic and accessible hub, which draws people into the city. The existing low-density commercial uses to the south of Marine Gateway present an abrupt transition from the highest intensity uses at Marine Drive Station.

NEARBY APPROVED/BUILT TOWERS

- 1 8150 Cambie: 25 + 31 storeys
- 2 445 SW Marine (Marine Gardens): 21 + 27 storeys
- 3 8175-8189 Cambie (Northwest): 13 + 31 storeys
- 4 400 SW Marine (Marine Gateway): 16, 27 + 35 storeys
- 5 622-688 SW Marine (Chard): 28 + 32 storeys
- 6 8460 Ash (Ashley Mar): 16 + 27 storeys
- 7 8495 Cambie (Ashley Mar): 31 storeys

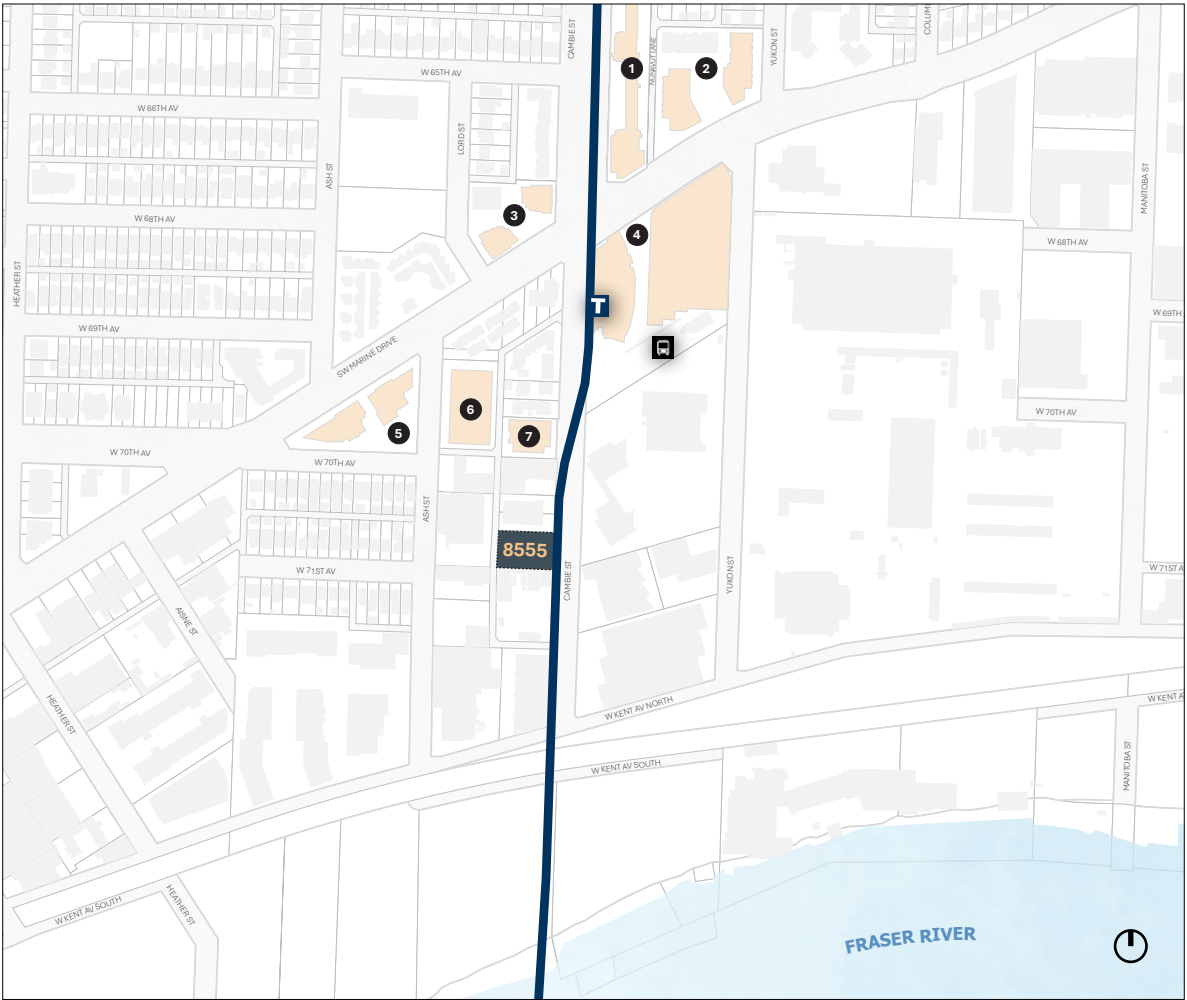


Figure 6 Tower Context Key Plan

- Canada Line
- Marine Drive Station
- Bus Loop
- Tower Site
- Key Reference

2.5 EXISTING ZONING CONTEXT

The site is currently zoned for Industrial Use (I-2). Existing zoning in the area follows City of Vancouver Legacy land use patterns with low density ‘I’ zoning designations near rapid transit. Zoning surrounding the site includes a mix of Industrial (I-2, M-2), Comprehensive Development (CD-1) and Residential (RT, RM) zones. Within the nearby zoning between Heather Street and Manitoba Street there are 12 existing CD-1 Districts: CD-1(51), CD-1(814), CD-1(202), CD-1(66), CD-1(159), CD-1(823), CD-1(577), CD-1(75), CD-1(535), CD-1(523), CD-1(71) and CD-1(88).

In order to enable the proposed development, the site will require a rezoning from Industrial (I-2) to Comprehensive Development (CD-1) to permit higher density employment uses in following with the Marine Landing Policy Update.

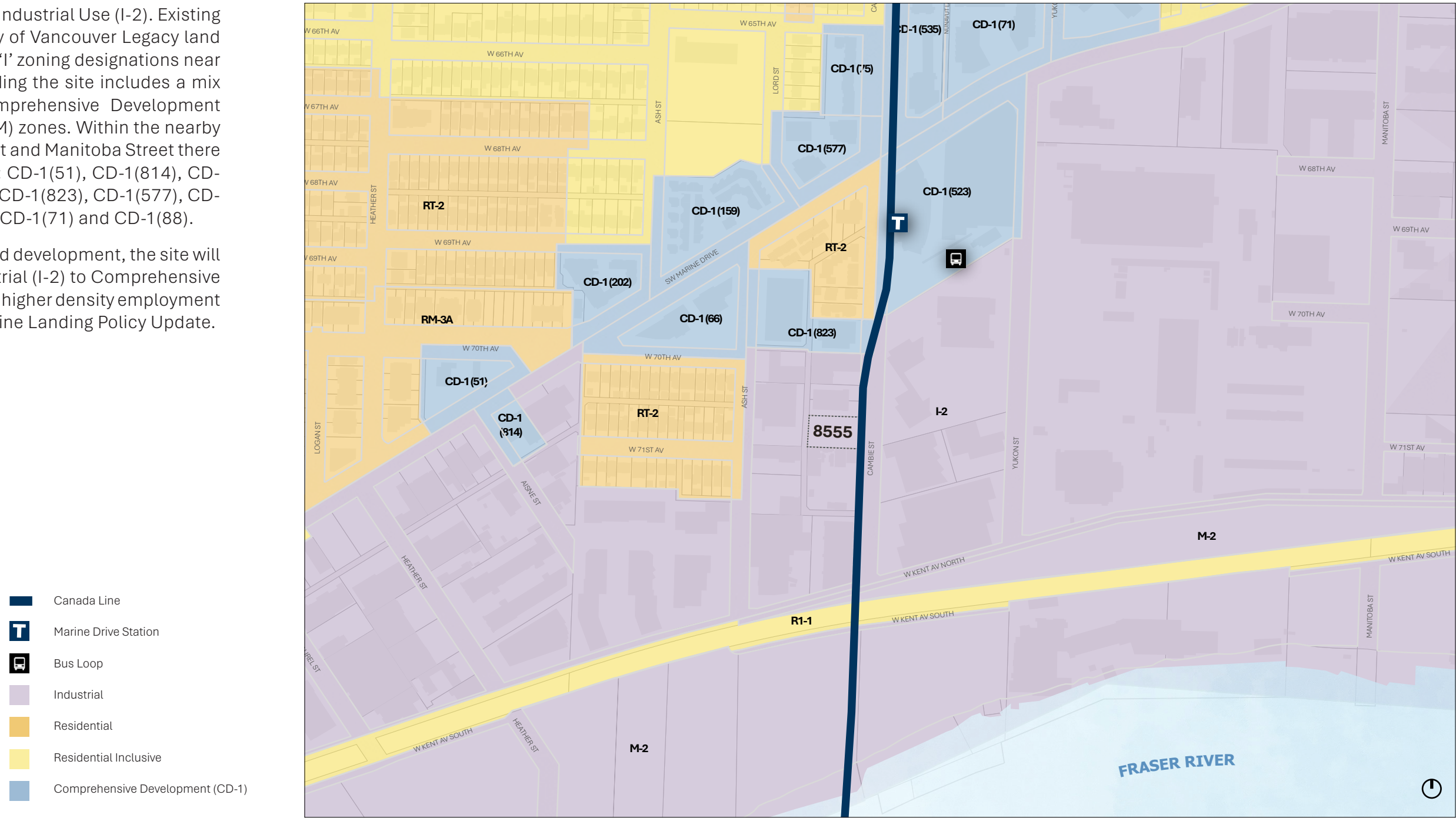


Figure 7 Zoning Context Map

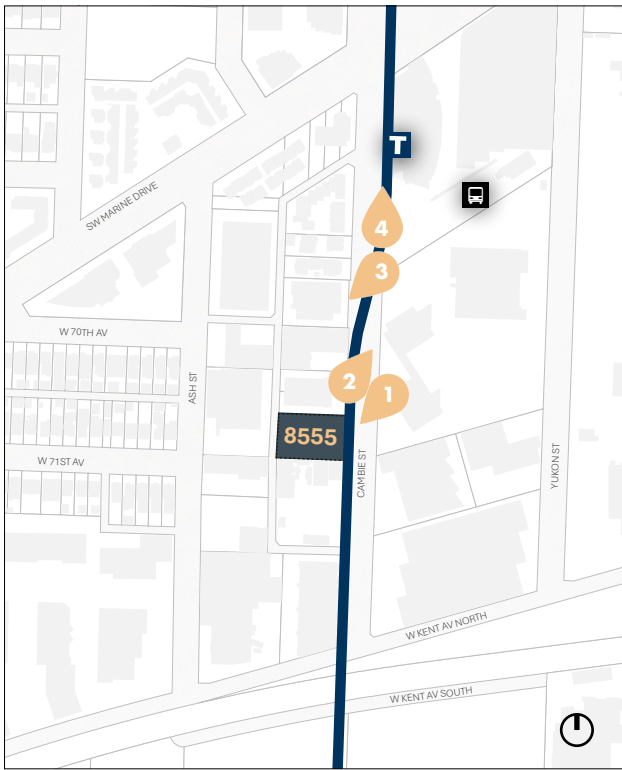
2.6 SITE PHOTOS



Figure 8 Cambie Looking South at 8555 Cambie



Figure 9 Motor Vehicle Dealership (NE of the Site)



Key Plan

- Canada Line
- Marine Drive Station
- Bus Loop



Figure 10 Residences and Mixed-Use Towers (N of the Site)



Figure 11 Marine Drive Station (NE of the Site)



Figure 12 Rear Lane at Cambie (N of the Site)

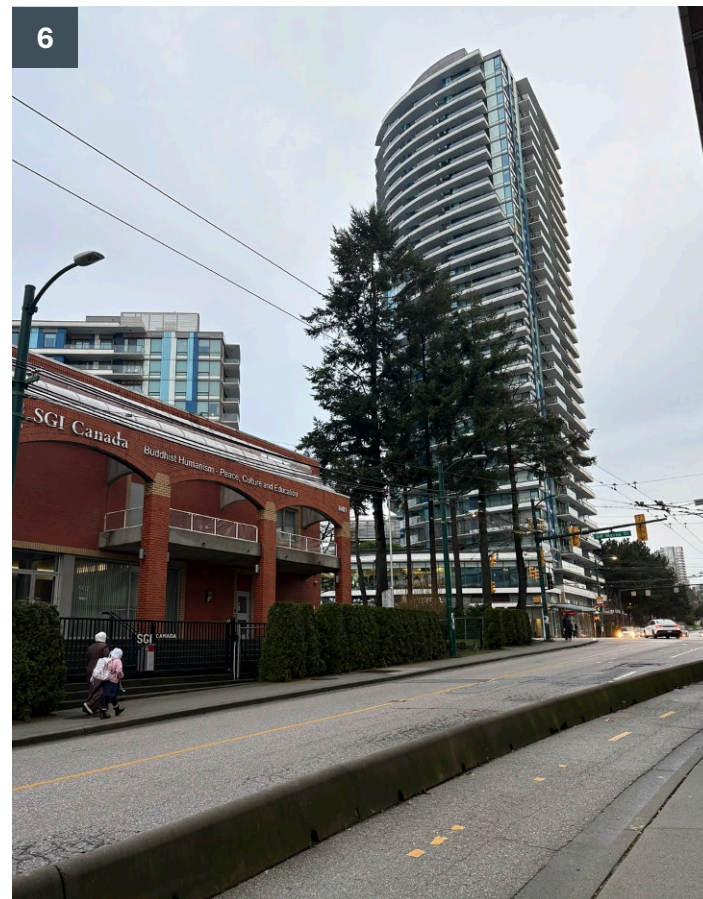
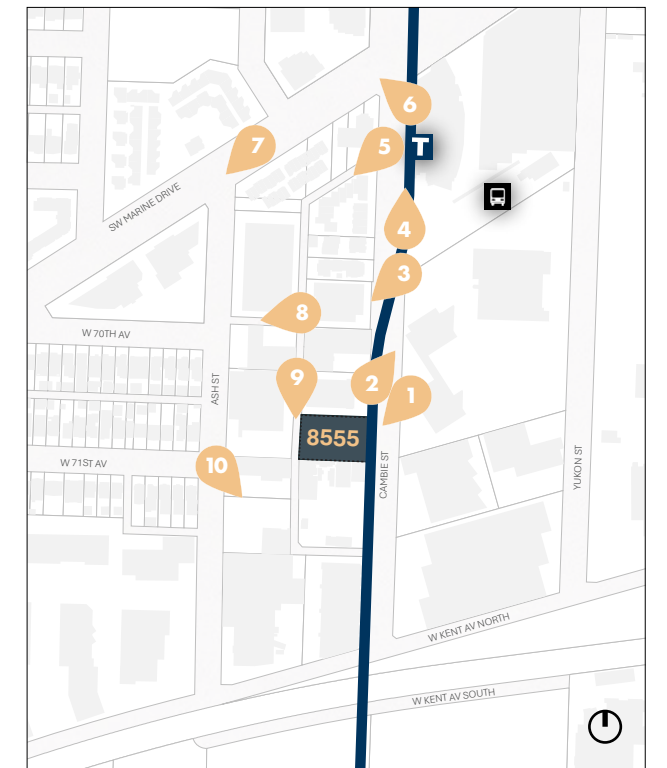


Figure 13 Nichiren Buddhism Organization (N of the Site)



Figure 14 Mixed-Use Tower (NW of the Site)



Key Plan

- Canada Line
- T Marine Drive Station
- 🚌 Bus Loop

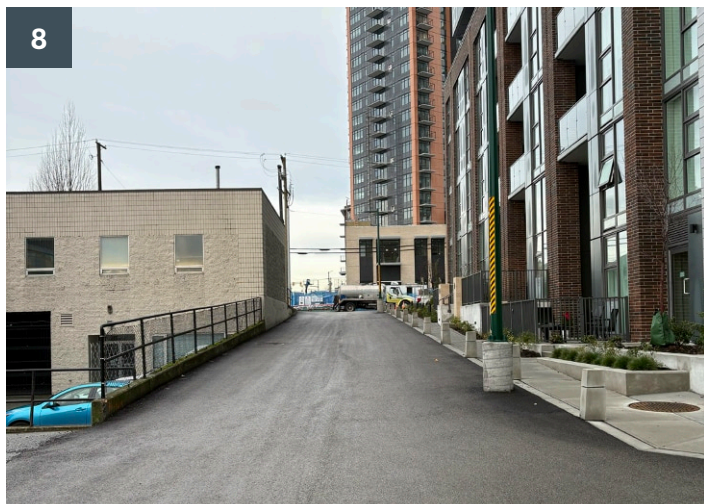


Figure 15 Rear Lane at Ash (NW of the Site)



Figure 16 Rear Lane Looking at Encroachment (W of the Site)



Figure 17 Christian School (W of the Site)



Figure 18 Technology Manufacturing Building (W of the Site)

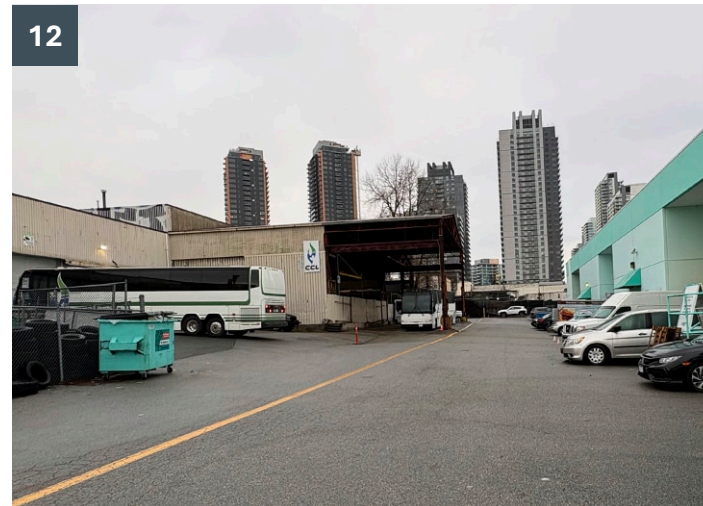


Figure 19 Mixed-Use Industrial Building (S of the Site)



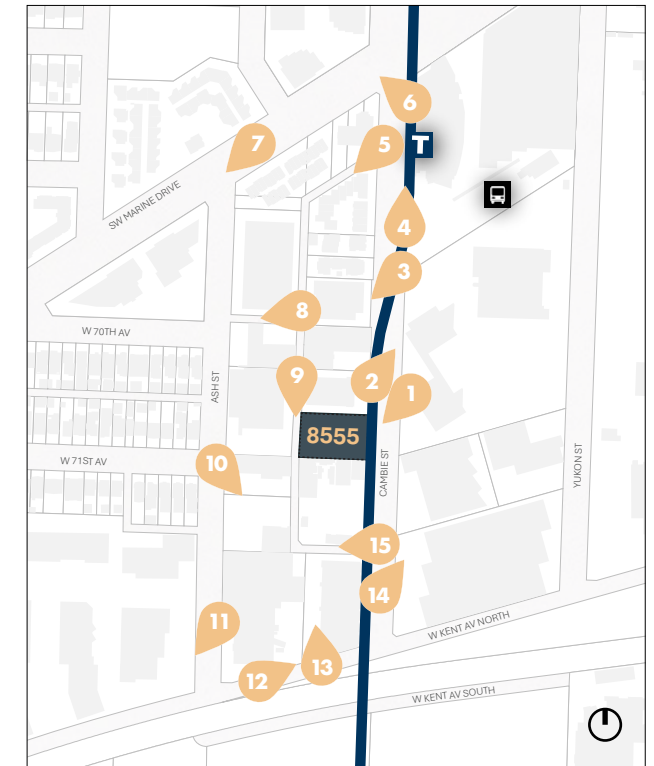
Figure 20 View to Southern Portion of Rear Lane (S of the Site)



Figure 21 Manufacturing Buildings (SE of the Site)



Figure 22 Southern Portion of Rear Lane Looking at Encroachment (S of the Site)



Key Plan

-  Canada Line
-  Marine Drive Station
-  Bus Loop

2.7 EXISTING STREETScape



8555 Cambie Street Frontage

Figure 23 Cambie Streetscape



03 POLICY CONTEXT

3.1 OFFICAL DEVELOPMENT PLAN

The *Official Development Plan* (ODP) sets out a vision, principles, and policies to guide land use decisions over the next 30 years. The ODP is built upon three foundational principles - reconciliation, equity, and resilience - and three big ideas - equitable housing and complete neighbourhoods, an economy that works for all, and climate protection and restored ecosystems. Together, these principles and ideas collectively inform an overall land use strategy.

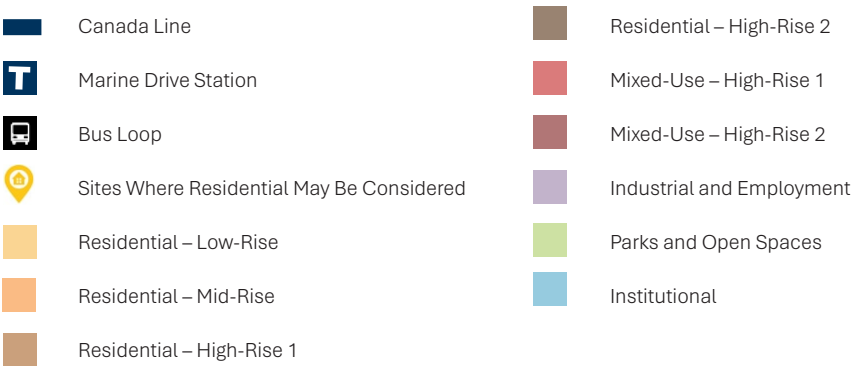
The site is designated for Industrial and Employment uses and classified as being within a rapid transit area within the ODP. Under the Industrial and Employment designation, production, distribution and repair activities are supported, with opportunities for office-based employment on upper floors, hotels near rapid transit areas, and complementary uses including retail. Under this designation, building heights above those set out in applicable zoning may be considered under certain policies for developments that include multi-level industrial uses.

Applicable Policies

- **FG2.1.2** Rezoning applications should align with applicable area plans, policy statements, and rezoning policies.
- **FG1.6.3** Support significant levels of regional employment by expanding employment uses and preserving employment lands as exclusively ‘jobs only’ in Rapid Transit Areas. Consider requirements for ground floor retail commercial and office above close to the transit station and explore opportunities to introduce compatible industrial uses.
- **FG1.6.5** Aim for a more distributed (versus concentrated) pattern of development that allows for mid- to high-rise buildings (generally 12-26 storeys, with taller buildings in strategic locations) close to the station and also off of main streets.
- **FG1.6.6** Allow for a mix of building types and tenures on every block with heights and densities generally decreasing further from the station.
- **2.1.1** Encourage diversity of jobs and sectors along the livelihoods continuum to create economic resilience.
- **2.2.1** Protect and intensify industrial/employment areas to provide spaces for production, distribution, and repair activities that cannot take place elsewhere.
- **5.1.1** Reduce the need to drive and decrease carbon emissions by locating shops, services, businesses, and diverse housing types in areas that can be well-served by walking, rolling, biking, and transit.



Figure 24 Official Development Plan Context Map



3.2 MARPOLE COMMUNITY PLAN

The site is located in the Cambie sub-area of the *Marpole Community Plan* (MCP). The MCP includes the site as part of the Intensive Employment Area in the South Vancouver Industrial Area. It supports high-intensity employment uses that are transit-trip generating in Intensive Employment Areas, while permitting industrial use (6.4.9). Non-industrial uses may be supported in combination with high intensity employment uses.

In Intensive Employment Areas, the MCP supports densities of approximately 4.5 FSR, subject to the provision of multi-level light industrial floor area in compliance with the height and density provisions in the *Marine Landing Policy Updates*. To achieve a vibrant employment area, the MCP sets out that retail uses may be supported up to approximately 33% of the proposed floor area and located on the ground floor. The MCP also requires visual interest and transparent treatment at street-facing elevations. Non-industrial uses larger than 1,858 sq. m (20,000 sq. ft.) are not supported unless in combination with high-intensity transit-trip generating job uses. The MCP calls for the provision of mid-block and through-site connections to the Canada Line station for walking and cycling in Intensive Employment Areas.

The MCP refers to the *Marine Landing Policy Updates* for updated built form, public realm and transportation requirements.

Applicable Policies

- **11.4.2** supports increases in heights and/or densities for 100% job space projects which include multi-level light industrial space to assist with project viability.
- **13.2.3** Encourages the incorporation of art in public spaces to recognize diverse cultural contributions in the area, including potential collaborations with xʷməθkʷəy̓əm (Musqueam).

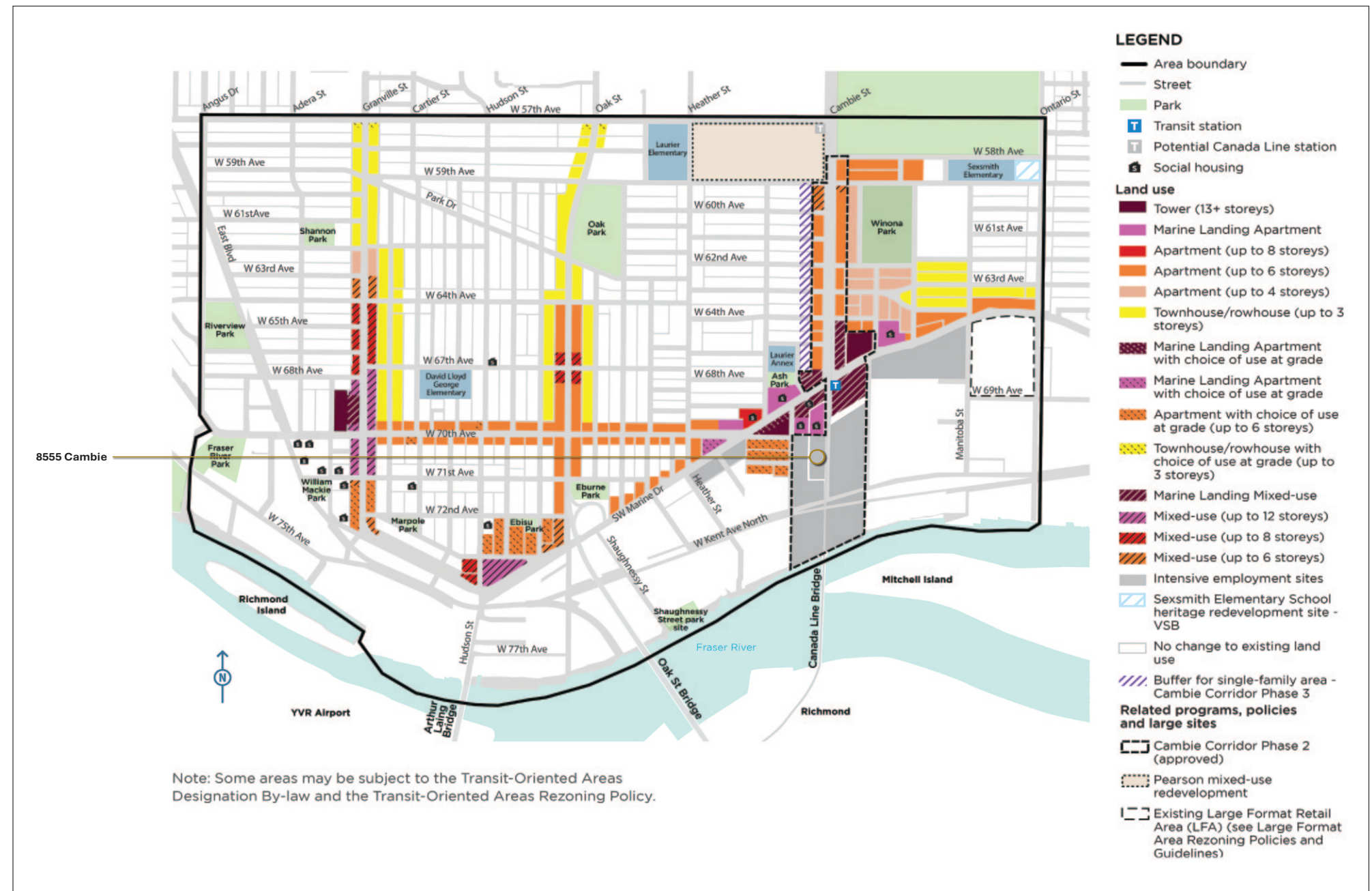


Figure 25 Marpole Community Plan Context Map

3.3 CAMBIE CORRIDOR PLAN

In the *Cambie Corridor Plan* (CCP), the site is located in the Marine Landing sub-area, which the plan describes as having one of the most significant concentrations of urban uses and density in the corridor. The site is located within an Intensive Employment Area, which has land use requirements consistent with the MCP. The intent for properties in this area is to encourage high-intensity employment uses that are transit-trip generating, while continuing to permit traditional industrial use.

The CCP refers to the *Marine Landing Policy Updates* for updated built form principles, requirements for Intensive Employment Sites, and public realm plans for Marine Landing.

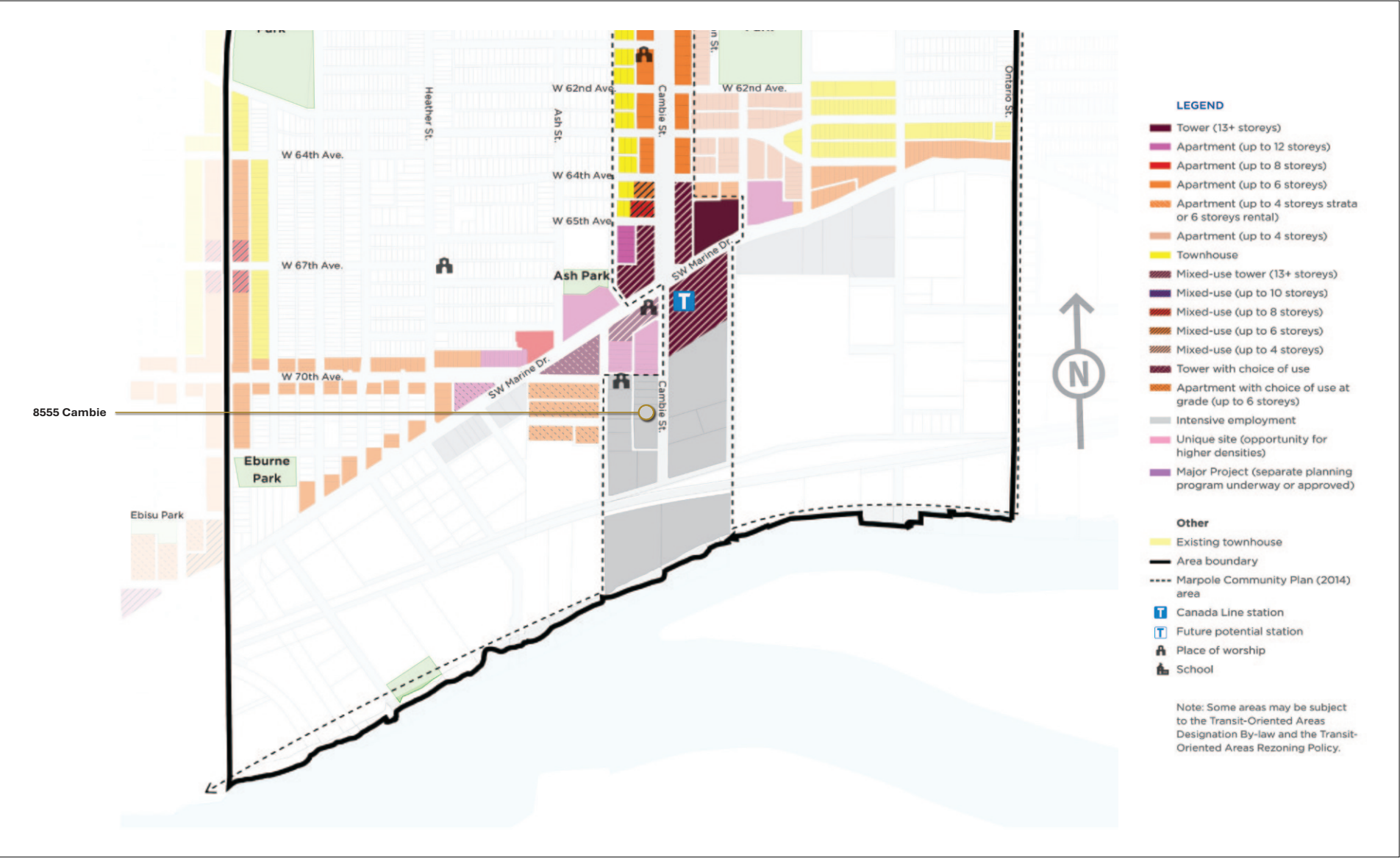


Figure 26 Cambie Corridor Plan Context Map

3.4 CAMBIE CORRIDOR PUBLIC REALM PLAN

The Cambie Corridor Public Realm Plan (CCPRP) provides public realm plans, which have been updated by the *Marine Landing Policy Updates*. As shown in Figure 27, plans include a Secondary Active Link across the south side of the site, a Connector Lane to the west of the site, and public realm enhancements to the east along Cambie Street to support a complete park connector street. The CCPRP provides recommendations on the widths and designs for Secondary Active Links and Connector Lanes.

Recommendations for Secondary Active Links (3.9.2)

- **9.1 m total width:** Typically, a 4.6 m setback is contributed by the properties on either side, with 1.8–2.8 m of this setback area being used for patios or other programming, and the remaining 1.8-2.6 m being a pedestrian statutory right-of-way.
- **Activated edges fronting the link:** Links at mixed-use locations should have exposure (windows and doors).

Recommendations for Connector Lanes (3.10.1)

- Provide saw-cut, raised concrete crossings to connect active links and allow for safe pedestrian crossing.

The CCPRP references the *Marine Landing Policy Updates* for further details on public realm plans for Marine Landing.



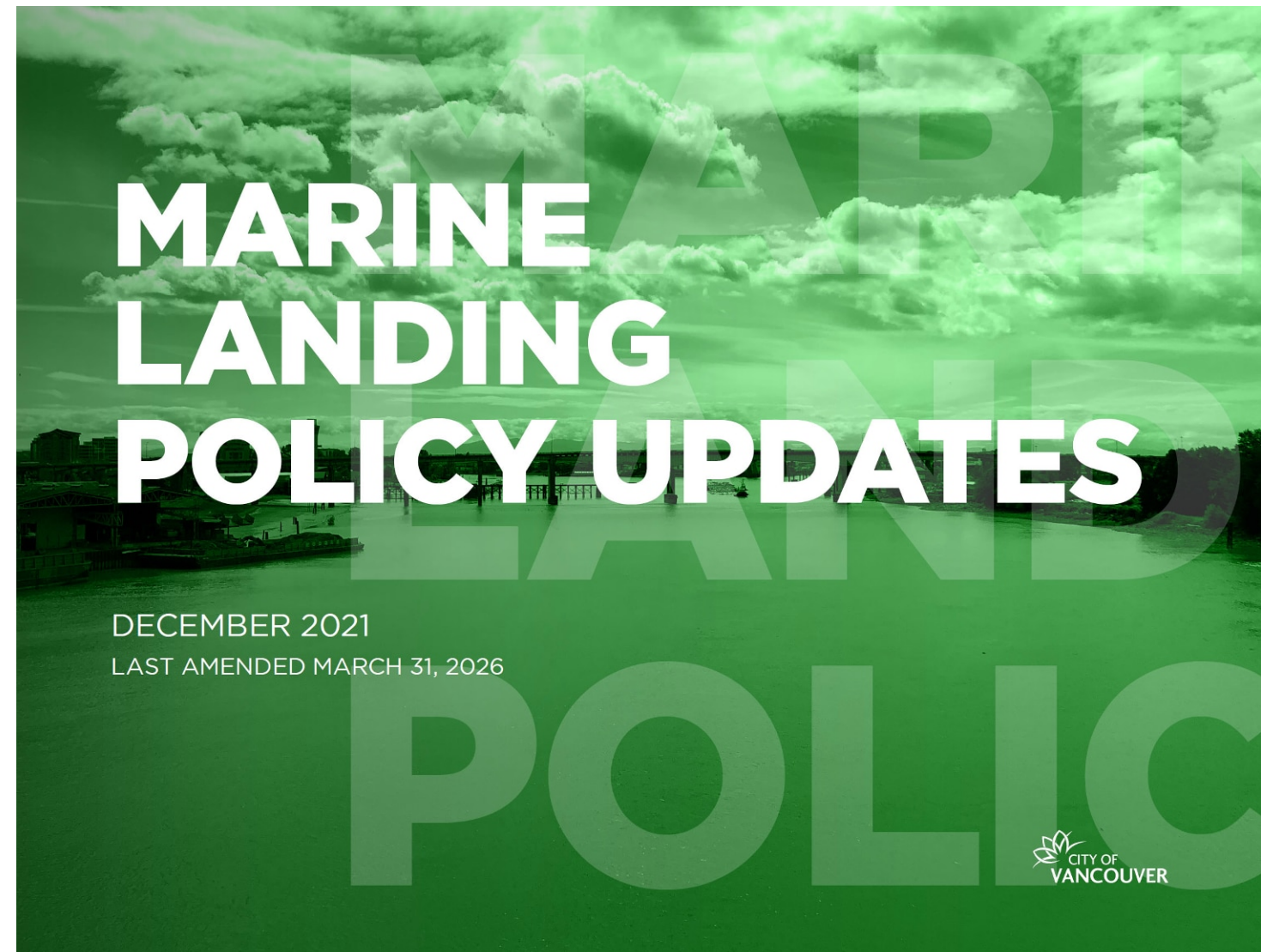
Figure 27 Cambie Corridor Public Realm Plan Context Map

3.5 MARINE LANDING POLICY UPDATES

The *Marine Landing Policy Updates* (MLPUs) supplement land use plans and policies of the *Marpole Community Plan* (MCP) and *Cambie Corridor Plan* (CCP), as they apply in Marine Landing. The MLPUs include built form policies and public realm guidelines on topics including:

- Height
- Skyline and Architecture
- Land Use Adjacencies
- Streetwalls, Setbacks and Lower Level Massing
- Shadow Impacts
- Public Realm and Shared Outdoor Spaces
- Livability and Healthy Buildings
- Ground Floor Experience
- Signage
- Density
- Coastal Flood Management and Internal Drainage
- Flexibility of Employment Uses
- Sustainability
- Vertical Stacking of Uses
- Parking and Loading
- Entries
- On-Site Open Space

The proposed hotel form was developed pursuant to these policies and guidelines to reflect the building form articulated in the MLPUs.



HEIGHT

Additional heights and densities beyond those outlined in existing community plans will be considered for developments delivering multi-level light industrial job space. Consideration of additional height and density is subject to satisfying the objectives of all applicable policies, including the evaluation of the impact of height, bulk, massing, location, and overall design of the building on the site, surrounding neighbourhoods, buildings, and streets. Proposals should contribute to the provision of on-site open space, enhanced landscape, and improvements to the general amenity and pedestrian priority of the area.

Applicable Policies

- **2.4.42** A height above 36.6 m (120 ft.) may be considered to accommodate the increased structural depth and floor-to-floor height of mass timber construction, or for sites proposing hotel use where general design considerations will still apply.
- **2.2.2** Building heights should generally transition downwards away from the intersection of SW Marine Drive and Cambie Street. The Marine Gateway station site should continue to be the focal point with the tallest towers.
- **2.2.3** The intent is to enable consideration of greater height, including tower forms, for sites in the neighbourhood surrounding the station, while maintaining a general pattern of tower heights which step down moving away from the highest point at the station.
- **2.2.5** Tower elements, considered to be any portion of a building above six storeys (approx. 70 ft. in height), should have a minimum of 24.4 m (80 ft.) separation from residential towers and a minimum 18.2 m (60 ft.) from commercial tower elements. Proposed developments should demonstrate tower separation to adjacent existing and anticipated future tower forms.

- **2.2.6** Additional tower heights should carefully consider cumulative impacts of all buildings. Towers should be located to preserve livability, open space, sunlight on public space, pedestrian scale and experience, while also achieving an overall variation in height.
- **2.2.8** Flexibility will be applied in accommodating sloping sites, mezzanines, flexible and adaptable floor-to-floor heights, rooftop accesses, sculptural rooflines, or similar elements.
- **2.2.9** Applications for additional height and density should exhibit excellence in architecture that reinforces and enhances Marine Landing as a gateway into the City.
- **2.3.20** Variation in tower height is desired, with a general pattern of stepping down away from the Marine Drive Station and the Marine Gateway development.
- **2.4.43** Rooftops, and partial roof storeys should be utilized to compose architecturally significant elements of the building, adding visual interest to a diversely shaped roofline.
- **2.4.44** Buildings should be sited on the edge of the public realm as street-wall buildings defining and activating the public space.
- **2.4.45** Floorplates sizes should provide maximum flexibility for job space uses, as well as provide desirable daylighting conditions for building occupants.

SKYLINE & ARCHITECTURE

Applicable Policies

- **2.2.10** Buildings should be shaped at upper levels to contribute to a local gateway identity, provide visual interest and to create a varied and sculptural skyline.
- **2.2.11** Design and scale of architectural elements and frontages should be relatable to the pedestrian environment to create a strong sense of place. Large blank or monotonous streetwalls must be avoided. Building design should add visual interest that enhances the pedestrian experience and public spaces.
- **2.2.12** Access to varied roof levels for use as amenity space, urban agriculture, and blue-green roof elements should be an integral part of the strategy for massing and skyline expression.
- **2.2.13** Massing should be articulated to reduce the visual bulk by breaking long facades into distinct forms through vertical recesses, shadow lines and/or material and colour variations.
- **2.4.8** Building architecture should reflect the industrial character of the area. High quality materials are expected in a scale that is appropriate to the use of the building and its relationship to pedestrian areas.

LAND USE ADJACENCIES

Applicable Policies

- **2.2.20** Review and design for current TransLink requirements for developments close to guideways, as applicable.

STREETWALLS, SETBACKS & LOWER LEVEL MASSING

Applicable Policies

- **2.4.49** A zero lot-line development at the inside property line should not exceed approximately 21.3 m (70 ft.) in height, above which a minimum 3.0 m (10 ft.) shoulder setback should be provided for the upper levels.
- **2.4.50** Floor levels should be designed to adapt to, and reflect, changing conditions along sloping street frontages to ensure an active pedestrian interface (i.e., stepping down of CRUs to maintain an uninterrupted relationship to the public realm). The commercial level should read as a seamless extension of the public realm. Avoid external steps.

SHADOW IMPACTS

Applicable Policies

- **2.2.14** Proposed heights should not result in new shadow impacts on Ash Park at the equinoxes between 10 am and 4pm, or new shadowing onto the Laurier Annex school site.
- **2.2.15** Buildings should be designed to minimize shadow impacts on public space, north sidewalks, mid-block connections, plazas, and the expanded transit plaza as outlined in 3.2.4.
- **2.2.17** Building form and massing should also be designed with consideration for sunlight access to plazas, courtyards, pedestrian mews, rooftop amenities, gardens, and common areas, wherever possible.

PUBLIC REALM & SHARED OUTDOOR SPACES

Applicable Policies

- **2.2.21** Buildings should be designed to shape and create public spaces and connections that support public life by:
 - Providing a comfortable human scale in areas immediately adjacent to, and framing, the public realm and open spaces.
 - Activating ground floor uses to animate open spaces.
- **2.2.22** In some circumstances, an additional road dedication or statutory right-of-way (SRW) may be requested on private property to accommodate public realm improvements. It is the responsibility of the private property of the owner to maintain infrastructure within the SRW.

LIVABILITY & HEALTHY BUILDINGS

Applicable Policies

- **2.2.30** Buildings should be designed to deliver outdoor spaces and outdoor environments designed for human comfort and health. Design of outdoor spaces must respond to characteristics of the local environment, in particular: solar access, wind, rain cover, acoustics and pollution. Shared outdoor spaces should be designed for year-round use.
- **2.2.32** Include high-quality shared amenity spaces in the building design. Co-locate indoor and outdoor amenities on rooftops, podiums, at grade, or with building entrances. Rooftop amenity spaces that take advantage of the stunning regional views from Marine Landing are strongly encouraged.

GROUND FLOOR EXPERIENCE

Applicable Policies

- **2.2.23** Ground floors should be lively, people focused, and urban in character, and provide a sense of security at all hours. Primary building entrances should be clearly expressed with distinct signage, canopies, landscaping elements, and/or other architectural features.
- **2.2.24** Retail spaces should be designed with a minimum 4.6 m (15 ft.) ceiling height, significant glazing to maximize visual permeability, and entrances facing the adjacent street or public open space. A ceiling height of 5.5 m (18 ft.) or greater is highly encouraged.
- **2.2.25** A variety of storefront widths is recommended to enable a mix of business types and to improve the experience for pedestrians.
- **2.2.26** Retail which is accessory to principal industrial uses should comply with the I-2 District Schedule and associated guidelines and administrative bulletins.
- **2.2.27** Opportunities for outdoor retail patios integrated into the overall architectural expression are encouraged, with preference for southern exposure.
- **2.2.28** Display windows and individualized tenancy design should be used to enhance pedestrian interest.

SIGNAGE

Applicable Policies

- **2.2.37** At grade, signage should be oriented and visible to pedestrians to support a walkable neighbourhood, particularly along Marine Drive, Cambie Street and the riverfront.

DENSITY

Applicable Policies

- **2.4.1** New developments on intensive employment sites proposing heights and densities beyond the Marpole Community Plan and Cambie Corridor Plan must provide 1.0 FSR of multi-level light industrial floor area on sites under 8,000 sq. m.
- **2.4.2** Densities up to 4.5 FSR will be considered to accommodate intensification of employment spaces subject to provision of stacked industrial spaces. The proposed FSR is an estimate based on intended design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent properties. The development potential for each site may fall within, below or, for small sites well-served by existing streets and lanes, above the FSR range and will be determined by careful analysis of individual proposals based on urban design and public realm performance.

COASTAL FLOOD MANAGEMENT & INTERNAL DRAINAGE

Applicable Policies

- **2.2.48** In response to current and future flood risk and sea level rise, individual developments sites will be expected to meet minimum Flood Construction Levels (FCLs) where applicable, and provide flood management strategies for properties in the flood plain and along the shoreline. Individual sites may also need to incorporate additional drainage management features.
- **2.2.50** Parking areas may be located below the flood construction level.

FLEXIBILITY OF EMPLOYMENT USES

Applicable Policies

- **2.4.4** To achieve long-term flexibility of intensive employment spaces, buildings should be designed to accommodate:
 - Robust structural capacity for future uses
 - High ceilings
 - Convenient access to loading, garbage and elevators for all floors and mezzanines
 - Freight elevator:
 - Industrial uses not located on the same level as the loading spaces must have access to a freight elevator.
 - If a mixed-use building contains industrial and non-industrial uses, a separate freight elevator and a separate dedicated passenger elevator should be provided.

SUSTAINABILITY

Applicable Policies

- **2.2.45** Green roof technologies should be incorporated into designs to enhance open space, reduce stormwater volume, and mitigate heat island effect.
- **2.2.46** Passive solar shading devices integrated into the overall building expression should be incorporated where appropriate.

VERTICAL STACKING OF USES

Applicable Policies

- **2.4.6** Generally, industrial uses should provide minimum floor-to-floor heights between 5.2 m to 6.1 m (17-20 ft.), except as outlined below.
- **2.4.7** Objectives for mezzanines include:
 - Continuity with the primary use or space;
 - Locating mezzanines away from front or flanking facades as much as possible so that the main volume of industrial space is right at the frontage;
 - The total floor area of the mezzanine does not exceed 50% of the industrial use at the ground floor; and
 - The recommended industrial floor to floor height is a minimum of 8 m (26 ft.) with a minimum floor to floor height of 4 m (13 ft.) above and below the mezzanine.

PARKING & LOADING

Applicable Policies

- **2.2.38** Parking entries, loading and service facilities will typically be located at the lane.
- **2.2.40** Screening in the form of feature landscaping or architectural treatment should be provided where required to visually divide service areas from the public realm.
- **2.4.11** Loading and service facilities should be located to minimize impact on pedestrians and cycling routes and be screened by buildings or landscaping.

ENTRIES

Applicable Policies

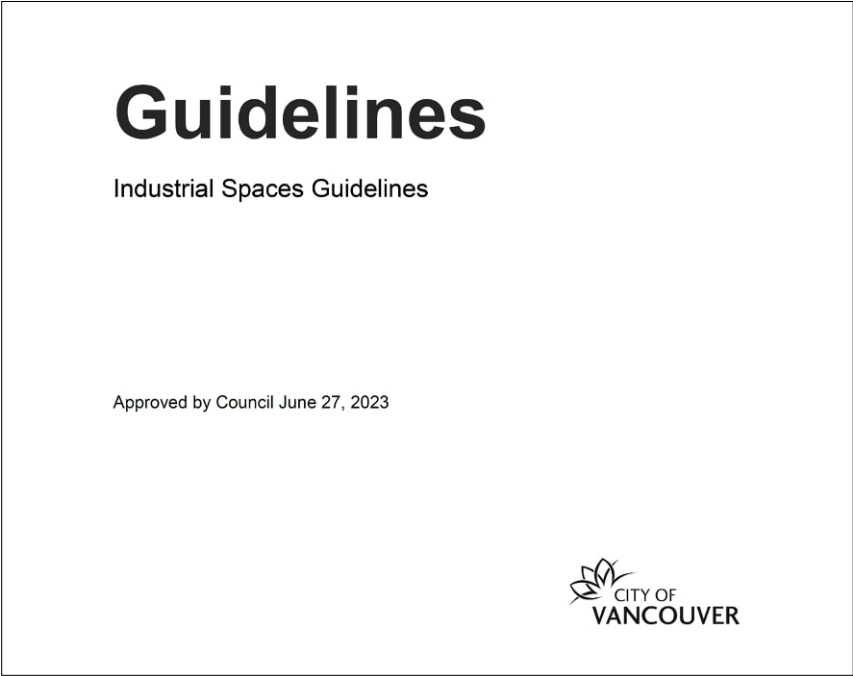
- **2.4.9** Multiple entries are encouraged on intensive employment buildings. These entries should be oriented to street frontage, be clearly visible and inviting.

ON-SITE OPEN SPACE

Applicable Guidelines (3.2.6, 7.2)

- Encourage lively building edges and/or green public-private realm interfaces to create a welcoming street experience.
- Create inviting and comfortable places for people supported by activity.
- Reintroduce natural systems into open spaces, including rainwater management.
- Increase urban tree canopy to improve microclimate and provide an acoustic buffer.
- Maximize solar access for open spaces.
- Respect existing public views and explore creating new views of prominent features and/or significant landmarks.
- Developers are strongly encouraged to explore design considerations in consultation with xʷməθkʷəyəm (Musqueam) to promote cultural visibility and emphasize living history and connection to this land.
- Incorporate a range of features including integrated site furnishings and landscape elements, rainwater management opportunities, active play elements, informal gathering space, and/or community gardening opportunities, public art, signage and wayfinding.
- Maximize tree retention and planting to support a robust urban tree canopy.

3.6 INDUSTRIAL SPACES GUIDELINES



The *Industrial Spaces Guidelines* are intended to support, intensify and preserve employment lands. The proposed industrial form was developed pursuant to the *Industrial Spaces Guidelines* to ensure the proposed industrial space is functional.

Applicable Guidelines

- **2.** Generally, industrial spaces should be designed with contiguous open floorplans located at or as close to base surface as possible, with less-intensive industrial floor area stacked above grade, when applicable. All industrial spaces should:
 - Support safe and functional industrial operations,
 - Be easily adaptable to changing operational requirements,
 - Be optimized for efficiency, and
 - Provide for healthy work environments.
- **2.1** Minimum floor-to-floor heights are as follows:
 - A minimum 6.1 m (20 ft.) at ground level is advised.
 - A minimum 5.2 m (17 ft.) above ground level is advised.
 - Where a mezzanine is proposed, a minimum 6.1 m (20 ft.), with a minimum 3.0 m (10 ft.) provided above and below the mezzanines, is generally recommended. Additional overall height for spaces with mezzanines is strongly encouraged.
- **2.2** Design criteria for mezzanines include:
 - The total floor area of the mezzanine should not exceed 40% of the total floor area of the associated industrial use.
 - Mezzanines should be contiguous with the adjacent industrial spaces which they serve.
 - In most cases mezzanines should be located away from street-facing facades.
- **2.3** The planning of industrial spaces should prioritize efficient and functional on-site circulation, loading spaces and waste management areas, with the following design criteria:
 - All industrial floor area, including mezzanines, should have direct and uncomplicated access to loading spaces and waste management areas.
 - Industrial spaces above ground level should have access to a freight elevator designed to current industry standards. Buildings with industrial spaces stacked with other uses should include a devoted freight elevator in addition to passenger elevators.
 - Loading and waste management areas should be located to mitigate potential visual or acoustic impacts to the adjacent public realm or neighbouring developments.
- **2.4** Industrial buildings should be designed to mitigate over-reliance on electrical lighting in interior spaces by way of design strategies, including strategically designing glazing systems to maximize natural light penetration into industrial spaces.

3.7 ADDITIONAL POLICIES



CITY OF
VANCOUVER

COUNCIL REPORT

Report Date: April 1, 2025
Contact: Chris Robertson
Contact No.: 604.873.7684
RTS No.: 15952
VanRIMS No.: 08-2000-20
Meeting Date: April 15, 2025
[Submit comments to Council](#)

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design & Sustainability

SUBJECT: Hotel Development Policy Update

Recommendations

A. THAT Council approve the Hotel Development Policy, generally as presented in Appendix A, to encourage new hotel room supply, and repeal the 2018 Interim Hotel Development Policy.

HOTEL DEVELOPMENT POLICY

The *Hotel Development Policy* was amended in April 2025 in response to the urgent need to increase hotel supply in Vancouver. An adequate supply of hotel space is recognized as being critical to reducing pressures on local housing and promoting the health of Vancouver’s tourism sector (one of the key drivers of investment and employment growth in the city). The *Hotel Development Policy* update aimed to encourage hotel development, primarily through the consideration of additional density through site specific rezonings. It identifies Marine Landing as a key place for increasing hotel supply outside of the downtown.

The proposed development will contribute 324 hotel rooms towards local and regional targets, including 20,000 new hotel rooms in Metro Vancouver and 10,000 new hotel rooms in Vancouver by 2050 (Council Report 15952, p. 2).



REGIONAL INDUSTRIAL LANDS STRATEGY

The *Regional Industrial Lands Strategy* (RILS) aims to address the challenges facing industrial lands in the region. One of the four Big Moves identified in the RILS is to Intensify and Optimize Industrial Lands. The priority action listed under this Big Move is municipalities facilitating the intensification or densification of industrial forms where possible by:

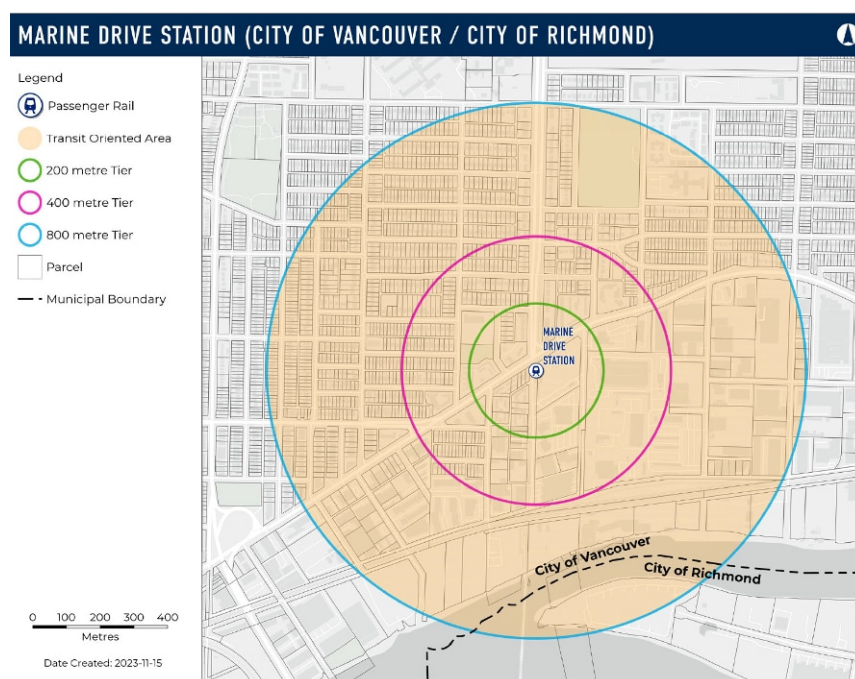
- Reviewing and removing unnecessary restrictions to density or height limits where appropriate;
- Planning space to accommodate new, smaller industrial uses when older, centrally located industrial areas densify;
- Allowing mixing of industrial with other employment uses so long as the industrial component is secured as a condition of redevelopment; and
- Exploring opportunities to encourage intensification/ densification in target areas.



TRANSPORTATION 2040

Land Use Direction 1.1 of *Transportation Plan 2040* outlines the importance of increasing density in areas that are well serviced by transit to ensure Vancouver residents are easily able to access services, amenities and jobs. Marine Landing is a high volume transit-oriented area that can encourage residents of the area to take trips by public transit. The proposed redevelopment contributes to this land-use direction by increasing the intensity of employment space at an existing transit hub.

Land Use Direction 1.2 is to locate major trip generators near rapid transit stations or along transit corridors. The proposed uses will be well serviced at this key transit hub. Hotel users will have a convenient and accessible location at the gateway to Vancouver within minutes to both YVR and downtown, while employees can access the industrial, restaurant and retail spaces from within the rapid-transit network.



TRANSIT-ORIENTED AREAS DESIGNATION BYLAW

In December 2023, the Province of BC amended the *Vancouver Charter* (VC) to establish transit-supportive densities adjacent to transit stations.

The site is located within Tier 2, slightly more than 200m from the coordinates at the centre of Cambie Street and SW Marine Drive, and approximately 180 m from the entrance to Marine Drive Station. The *Transit-Oriented Areas Rezoning Policy* supports densities up to 4.0 FSR or 12 storeys in Tier 2, whichever is achieved first. Though this policy applies to parcels zoned principally for residential uses, the intent of this policy is to support additional density in transit-oriented areas.

Policy

Community Amenity Contributions Policy for Rezoning

Approved by Council January 28, 1999
Last amended October 21, 2025

COMMUNITY AMENITY CONTRIBUTIONS POLICY FOR REZONINGS

The current Commercial Linkage Target rate for 100% non-strata commercial developments in the Rest of City area is \$123.65/sq. m (\$11.49/sq. ft.), subject to the following exclusions:

- Meeting rooms and conference space;
- Guest recreational and amenity space; and
- Back-of-house space.

SKYTRAIN LIMITS OF APPROACH

The *SkyTrain Limits of Approach* minimum setback of 3 m is required from the SkyTrain guideway drip line (Limit 2). Any construction within 10 metres of SkyTrain guideway will trigger an Adjacent and Integrated Development (AID) project consent process (Limit 1).

I-2

District Schedule

1 INTENT AND OVERVIEW

1.1 Intent

The intent of this schedule is to permit industrial and similar uses that are generally incompatible with residential land use but are beneficial in that they provide industrial and service employment opportunities or serve a useful or necessary function in the city. It is not the intent to permit uses that are potentially dangerous or environmentally incompatible when situated near residential districts.

Within the False Creek Flats, the area bounded by Prior Street, Clark Drive, Great Northern Way and Main Street includes 2 sub-areas identified as "sub-area A" and "sub-area B" in [Map 1: Sub-Area A and Sub-Area B in the I-2 District](#), for the purpose of establishing permitted uses, setbacks, building height, floor area, and building width and depth.

Without limitation, applicable Council policies and guidelines for consideration include the [False Creek Flats Urban Design Policies and Guidelines for I-2 and I-3](#) and [Non-Industrial Uses \(I-2 and M-2\) Policies and Guidelines](#).

Map 1: Sub-Area A and Sub-Area B in the I-2 District



OTHER APPLICABLE POLICIES

- I-2 District Schedule (2026)
- Public Art Policy for Rezoned Developments (2025)
- Green Buildings Policy for Rezoning (2024)
- Rain City Strategy (2019)
- Groundwater Management Bulletin (2026)
- Parking Bylaw (2025)
- Parking By-Law No. 6059 Design Supplement (2024)
- Development Cost Levy Bylaw (2026)
- Utilities Cost Levy Bylaw (2026)

3.8 REZONING CONSIDERATIONS

Section 18.1 of the *Marpole Community Plan (MCP)* and Section 14.1 of the *Cambie Corridor Plan (CCP)* enable the consideration of rezoning applications on the site, subject to the following:

- **Site Location:** the site must be located in an area that supports rezoning, and the overall height, density, and form of development is to be sensitive to the surrounding context;
- **Site Size:** The site must be large enough to accommodate a form of development that aligns with applicable CCP and MCP policies;
- **Avoid Precluding Future Opportunities:** adjacent developments must not be unreasonably precluded as a result of the proposed development with consideration for building massing, underground parking, site-specific conditions (e.g., existing trees) and project economics; and
- **Compliance With the CCP and MCP:** the proposal is in following with the CCP, MCP, and all other relevant City policies and regulations.

According to the CCP and MCP, the site is located within an area supportive of privately-initiated rezoning. As is shown in **Section 04** of this booklet, the proposed design complies with all applicable City policies and regulations, with sensitivity to the surrounding context. In **Section 04** it is also confirmed by a tower separation/block study that the proposed development does not unreasonably preclude the development potential of adjacent properties.



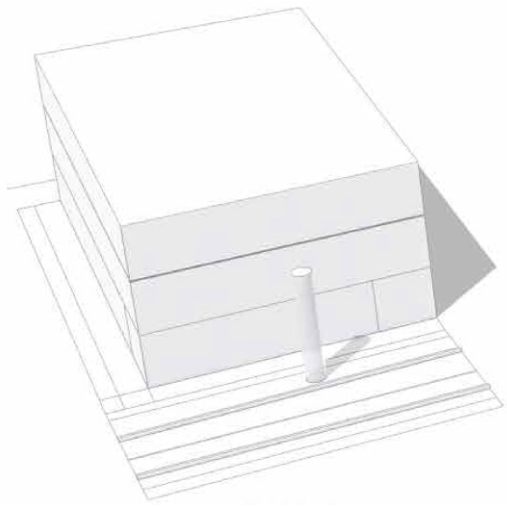


04 REZONING & DESIGN RATIONALE

4.1 REZONING INTENT

A rezoning is required to achieve a development form that will deliver additional hotel, retail and services space in proximity to Marine Drive Station. The requested CD-1 zoning is required for the proposed development program due to the built form and land use constraints of the current I-2 zoning. As shown in Figure 1, existing zoning is based on City of Vancouver Legacy land use patterns, which support lower onsite densities than the *Marine Landing Policy Updates*.

The proposal replaces a two-storey commercial building, on a 1,708.2 sq. m (18,386.9 sq. ft.) site, with a 30-storey mixed-use (industrial, hotel, restaurant and retail) building. The proposed floor area is 21,609.4 sq. m (232,601.6 sq. ft.).



I-2 ZONING

- **Maximum Building Height:** 18.3 m (60 ft.)
- **Maximum Density:** 3.0 Floor Space Ratio (FSR)

Figure 28 Development Form Rationale Diagram



MARINE LANDING POLICY UPDATES

- **Maximum Building Height for Hotels:** May consider heights above 36.6 m (120 ft.), subject to general design considerations (2.4.42)
- **Maximum Density:** 4.5 FSR subject to the provision of stacked industrial floor area with potential for higher density based on urban design and public realm performance (2.4.2)
- **Minimum Light Industrial Floor Area:** 1.0 FSR (2.4.1)

PROPOSAL

- **Building Height:** 119.3 m (391.4 ft.)
- **Overall FSR:** 12.20
- **Light Industrial Floor Area:** 1.21 FSR

4.2 REZONING & DESIGN RATIONALE

The proposed 30-storey mixed-use hotel development is in the Marine Landing area and seeks to respond to the growing demand for visitor accommodation in alignment with the City's long-term planning objectives, including Council's directive to increase hotel space outside of Downtown Vancouver, and intensify employment/job space in Marine Landing.

The location of the proposed hotel is ideal and supportive of alternative transportation, as it is approximately 180 meters from Marine Drive Station. This station is a major transit hub and the first stop into the City of Vancouver from Vancouver International (YVR) Airport. The site is 15 minutes from the downtown via the Canada Line, and less than a five minute walk or roll from the many businesses of Marine Gateway.

8555 Cambie incorporates high-intensity employment uses that are transit-trip generating, while continuing to deliver industrial and employment uses in Marine Landing. The hotel has tower floor plates that are 608.9 sq. m (6,554.1 sq. ft) to accommodate 324 hotel rooms. It features a rooftop restaurant on the 30th floor, with separate outdoor amenity spaces on the rooftop and podium.

The four-storey podium presents a commercial frontage along Cambie Street with retail units and the main hotel entrance, which connects to back of house space on the 3rd and 4th Floors. The podium also includes an industrial bakery on the first Level and attached mezzanine. This industrial space fronts the Secondary Active Link proposed on the south side of the site and is conveniently accessible from the rear lane.

The proposed hotel use supports the resurging tourism industry, which is one of the key drivers of investment and employment growth in Vancouver. The proposed development would also support the leisure, high tech, life sciences and film sectors by providing accommodations, meeting rooms and event spaces for guests to facilitate training and knowledge-sharing with other global centres, while attracting visitors who explore local businesses and enrich the city's cultural environment.



4.3 POLICY RATIONALE

Given its location at the cross section of several plan areas, the proposal supports the following policies:

- *Official Development Plan (ODP);*
- *Marine Landing Policy Updates (MLPUs);*
- *Cambie Corridor Plan (CCP);*
- *Cambie Corridor Public Realm Plan (CCPRP);*
- *Marpole Community Plan (MCP);*
- *Industrial Spaces Guidelines;*
- *Hotel Development Policy;*
- *Regional industriaal Lands Strategy (RILS);*
- *SkyTrain Limits of Approach;*
- *Transportation 2040;* and
- *Transit-Oriented Areas Designation Bylaw.*

STRATEGIC LOCATION

The proposal strategically situates hotel, industrial ground-floor retail, and other service spaces in a Rapid Transit Area 180 meters from the entrance of Marine Drive Station in alignment with the following policies:

- Policies 5.1.1 and FG1.6.3 of the ODP;
- The directions for Intensive Employment Areas in the CCP (4.5.5.7) and the MCP (6.4.9);
- Land Use Directions 1.1 and 1.2 of *Transportation 2040*;
- The intent of the *Transit-Oriented Areas Designation Bylaw*.

The proposal contributes to reducing reliance on motor-vehicles and associated reductions in carbon emissions, as it is in a central location that is well-served by walking, rolling, biking and transit.

HIGH-INTENSITY EMPLOYMENT & TRANSIT-SUPPORTIVE USES

The proposal incorporates high-intensite employment uses, with hotel, multi-level industrial, restaurant and retail components in alignment with the land use directions of the ODP, MCP, CCP and MLPUs. The proposed commercial uses are considered transit-trip generating, as Marine Drive Station is conveniently accessible and encourages ridership by hotel users, employees and other visitors. The total floor area for retail uses comprises 0.5% of the total proposed floor area and is located on the ground floor in alignment with the Intensive Employment directions of the MCP.

NET INCREASE IN INDUSTRIAL & EMPLOYMENT SPACE

The proposal contributes to the diversity of jobs and sectors in Marine Landing and promotes economic resilience by delivering hotel, industrial and restaurant employment opportunities in addition to retail space. It provides a net increase of approximately 20,613.2 sq. m (221,878.9 sq. ft.) in employment space. This includes a net increase of of 18,808.9 sq. m (202,457.3 sq. ft.) in transit-generating hotel space outside of the downtown, and 2,088.1 sq. m (22,476.1 sq. ft.) in stacked industrial space in alignment with the following policies:

- Policies 2.1.1 and 2.2.1 of the OCP;
- Policy 2.4.1 of the MLPUs;
- The directions for Intensive Employment Areas in the CCP (4.5.5.7) and the MCP (6.4.9);
- The intent of the *Industrial Spaces Guidelines*; and
- The *Regional Industrial Lands Strategy*.

HOTEL ROOMS

The proposal supports the City’s goals of reducing pressures on local housing, and promoting the health of Vancouver’s tourism sector and broader economy by contributing 324 hotel rooms towards local and regional targets, including 20,000 new hotel rooms in Metro Vancouver and 10,000 new hotel rooms in in Vancouver by 2050 (*Council Report 15952*, p. 2).



Figure 30 Industrial Design Inspiration

AN AUTHENTIC WELCOME

At its location at the southern gateway to Vancouver, 8555 Cambie is designed to welcome people travelling to Vancouver in a way that reflects Marine Landing and the Built Form Principles of the *Marine Landing Policy Updates* (MLPUs). Architectural and landscape designs reflect Marine Landing’s industrial character, and offer potential opportunities for xʷməθkʷəy̓əm (Musqueam) cultural expression.

The unique relationships and rights of local Indigenous communities remain key to navigating the living heritage of the area, future development, and the continuing importance of the Fraser River and the area’s role in local biodiversity. In recognition of the ongoing history of xʷməθkʷəy̓əm in the area, opportunities for cultural expression, such as public art, will be explored with xʷməθkʷəy̓əm artists.

The site is in a location that has historic significance to the City of Vancouver. At the founding of the city, the site and surrounding area was originally used for farming due to its proximal location near the Fraser River, an important regional trade route. As the City grew and flourished, the area expanded to include other uses. More recently, the area was and is currently zoned for industrial uses. The past decade has seen a transition to various mixed uses— including commercial and housing.

Designs honour Marine Landing’s industrial history through industrial-design inspiration and the provision of light industrial workforce opportunities, in the form of a regional bakery that occupies a significant footprint located at the lower portion of the building.

Inspired by an industrial vernacular, the form recalls a warehouse form, in particular, the use of a “saw tooth” pattern that was employed to provide natural daylighting in large format structures. Continuous bands of skylights were usually placed in parallel rows atop industrial warehouses. By doing this, natural light and sometimes, natural airflow were made possible in deep spaces without the use of artificial systems that required energy. 8555 has adopted this iconic sawtooth form and placed it onto the building’s southern exposed face.

Materials used to finish both the exterior and interior, will be drawn from both a Pacific Northwest and an industrial vernacular, including steel/metal cladding, concrete and exposed wood in alignment with Policy 2.4.8 of the MLPUs. Other highlights to this heritage will be acknowledged in the building’s detailing—including walking surface finishes, doors, lighting fixtures, plantings (greenwalls), furnishings and weather protection.

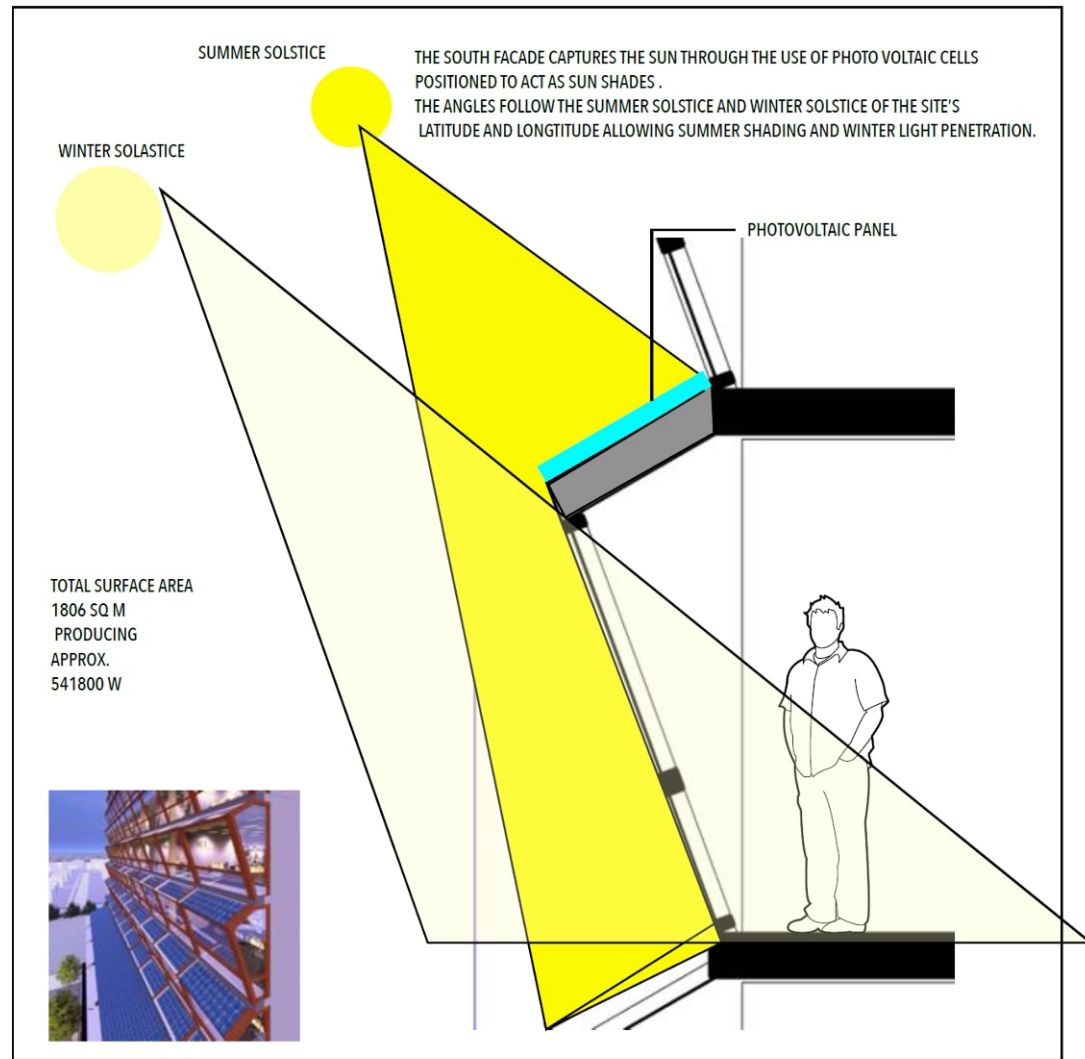


Figure 31 Diagram of 8555 Cambie's Photovoltaic Panels

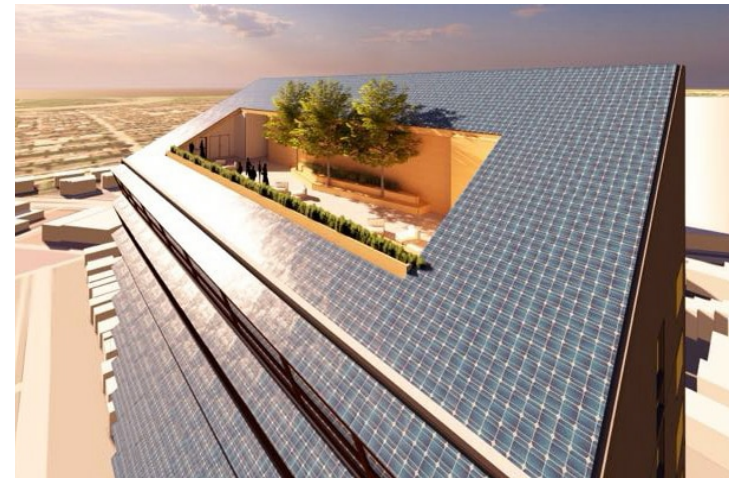


Figure 32 Rendering of 8555 Cambie's Rooftop Amenities

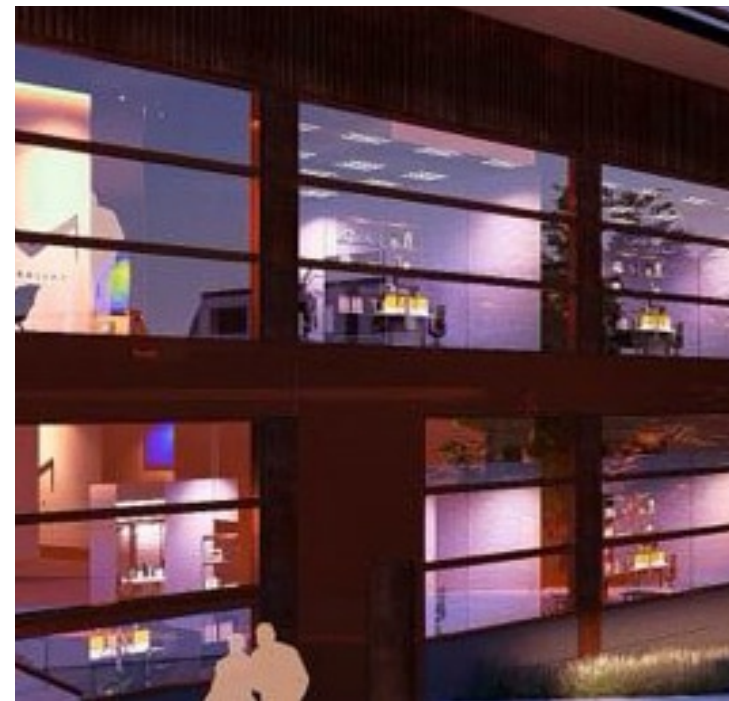


Figure 33 Rendering of the View of 8555 Cambie from the Secondary Active Link Into the Industrial Space

SUSTAINABLE DESIGN

As shown in Figure 31, the sawtooth form of 8555 Cambie's southern exposed face integrates passive solar shading in following with Policy 2.2.46 of the MLPUs. Each room located on this southern exposure has this sawtooth window wall. The shape is based on solar angles derived from Vancouver's latitude and longitude at the winter solstice and summer solstice. When the sun is highest during summer solstice, the "roof" portion of each window wall will provide shade to help alleviate solar gain, while still enabling views to be enjoyed. The "roof" portion of each window wall is insulated, and is surfaced by photovoltaic panels.

Photovoltaics are also on the surface of the rooftop, following the same angles of the southern window wall sawtooth pattern. This unique roofline contributes diversity to Vancouver's skyline, which is consistent with Policy 2.4.43 of the MLPUs. It is anticipated that the photovoltaic panels will produce approximately 541,800 W of renewable energy for the building.

CELEBRATING VIEWS

8555 Cambie is designed to celebrate some of the many iconic views Vancouver is known for. Hotel rooms on the upper floors and the restaurant on Level 30 have panoramic views of the Fraser River and downtown skyline, with most windows oriented to the North and South to optimize viewpoints. The rooftop hotel amenity delivers passive space for people to enjoy views of the Fraser River and surrounding cityscapes. Glazing along the building's Southern facade and in the hotel's Cambie Street entrance enables visitors to view industrial bakery operations as they travel along the Secondary Active Link or ride the escalator to the hotel lobby. The site is not in an area affected by view cones.



Figure 34 Rendering of 8555 Cambie's Main Hotel Entrance

VIBRANT, LIVABLE & SOCIAL DESIGN

8555 Cambie is designed to inspire social connection and create economic opportunities. In alignment with the policies of the MLPUs, facades and landscapes actively invite visitors to onsite amenities, including retail units and an industrial bakery at grade, and a hotel with a range of interior and roof deck amenities. Designs support a positive community experience by incorporating human-scale designs, weather protection and active ground floor uses with a continuous streetwall pursuant to Policy 2.2.23 and 2.4.44 of the MLPUs.

Expanded sidewalk facilities along Cambie Street, a new Secondary Active Link along the South side of the site connect Cambie Street and the rear lane. They offer convenient access to onsite amenities, as well as Marine Drive Station and Marine Gateway to the north, Royal Canadian Christian School to the south, and surrounding employment areas. Landscaping throughout the site contributes to the urban tree canopy with retained and additional trees, and provides an array of outdoor amenities.

Secondary
Active Link



Figure 35 Rendering of 8555 Cambie's Secondary Active Link

SECONDARY ACTIVE LINK

In alignment with the public realm plans of the CCPRP and MLPUs, a 4.6-m-wide (15.1 ft.) Secondary Active Link is proposed along the southern side of the site to connect the rear lane to Cambie Street. Of this area, 1.8 m (11.48 ft.) m is a statutory right-of-way and the remainder is proposed for patios and other programming along active commercial frontages in alignment with the recommendations of the CCPRP (3.9.2) and Policy 2.2.27 of the MLPUs.

An additional 4.6-m-wide area will be contributed from the adjacent site to the south upon its potential future development. Connections across Cambie Street and the rear lane are expected.

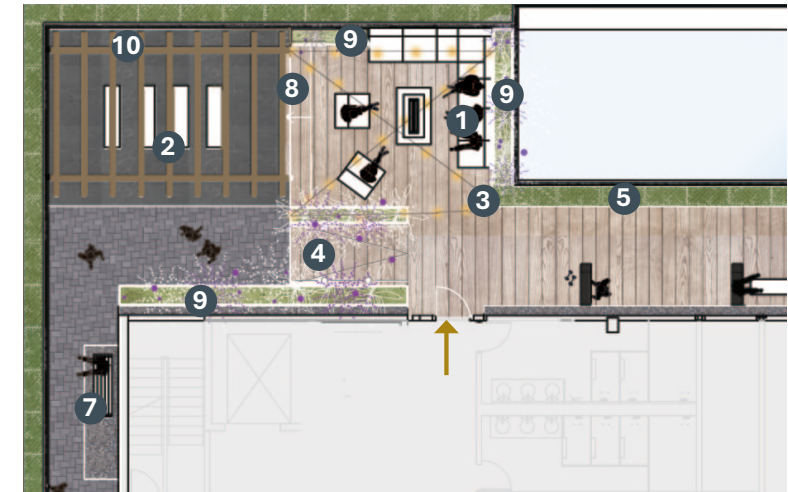


Figure 36 Excerpt from 8555 Cambie's Outdoor Podium Amenity Concept

OUTDOOR AMENITIES

Pursuant to Policies 2.2.12 and 2.2.32 of the MLPUs, the proposed design delivers high-quality amenity spaces on rooftops, podiums and at-grade. Hotel amenity spaces on the rooftop and podium are co-located with an adjacent hotel fitness facility on the fifth floor and the restaurant on the 29th floor. A green roof component is included on the podium roofdeck in alignment with Policy 2.2.45 of the MLPUs. The proposal also includes ground floor retail and adjacent public open space that will provide important connections for people moving through the area and gathering space for the increasing number of residents, workers and visitors in the area.

TOWER FLOOR PLATES

In following with Policy 2.4.45 of the MLPUs, the proposed design incorporates tower floor plates that are 608.9 sq. m (6,554.1 sq. ft.) in size to support job space flexibility and desirable daylighting conditions for occupants. The tower accomodates 324 hotel rooms and supporting amenities, including a restaurant, meeting rooms, conference space, a fitness center and rooftop amenities.

TOWER SERPARATION

As shown in Figure 37, the proposed tower form avoids unreasonably precluding future development by ensuring the tower separation requirements set out in Policy 2.2.5 of the MLPUs can be met or exceeded. The proposed designs provide 9.1 m (30 ft.) of separation from adjacent commercial sites and 12.2 m (40 ft.) of separation from adjacent residential sites. This tower separation also assures that solar access is provided to the surrounding public realm.

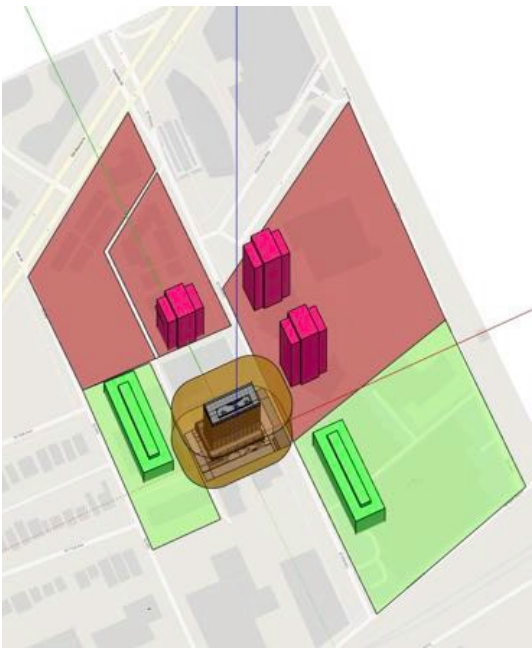
MINIMIZING SHADOW IMPACTS

In alignment with Policies 2.2.6, 2.2.14, 2.2.15 and 2.2.17 of the MLPUs, 8555 Cambie is designed to minimize shadow impacts on significant public spaces, including Ash Park and the Laurier Annex school site. This is confirmed by the Shadow Study in Section 6.7 of this booklet. The proposed building form also provides for sunlight access to the Secondary Active Link and rooftop amenities.

Figure 37 Tower Separation/Block Study



Northwest View



Southwest View

STEPPING TOWARDS THE WATER

Pursuant to Policy FG1.6.6 of the ODP, and Policies 2.2.2, 2.2.3 and 2.3.20 of the MLPUs, the proposal contributes to the consistent stepping down of building heights from the towers at Marine Gateway, which range up to 35 storeys in height, to the 30-storey tower proposed on the site and the Fraser River.

PODIUM HEIGHT & SHOULDER SETBACK

A four-storey commercial/industrial mixed-use podium is proposed to deliver a continuous street wall with the property to the north if it is developed in the future. On the north side of 8555 Cambie where no side yard setback is proposed, a 21.3 m (70 ft.) podium height and a tower shoulder setback of 9.1 m (98.0 ft.) is provided pursuant to Policy 2.4.49 of the MLPUs.

SKYTRAIN LIMITS OF APPROACH

The proposed tower is setback 5.9 m (19.4 ft.) from the SkyTrain guideway drip line pursuant to Limit 2 of the *SkyTrain Limits of Approach*. Outdoor podium amenities are concentrated on the western side of the building with a green roof located on the east to minimize impacts from the Canada Line.

FUNCTIONAL INDUSTRIAL DESIGN

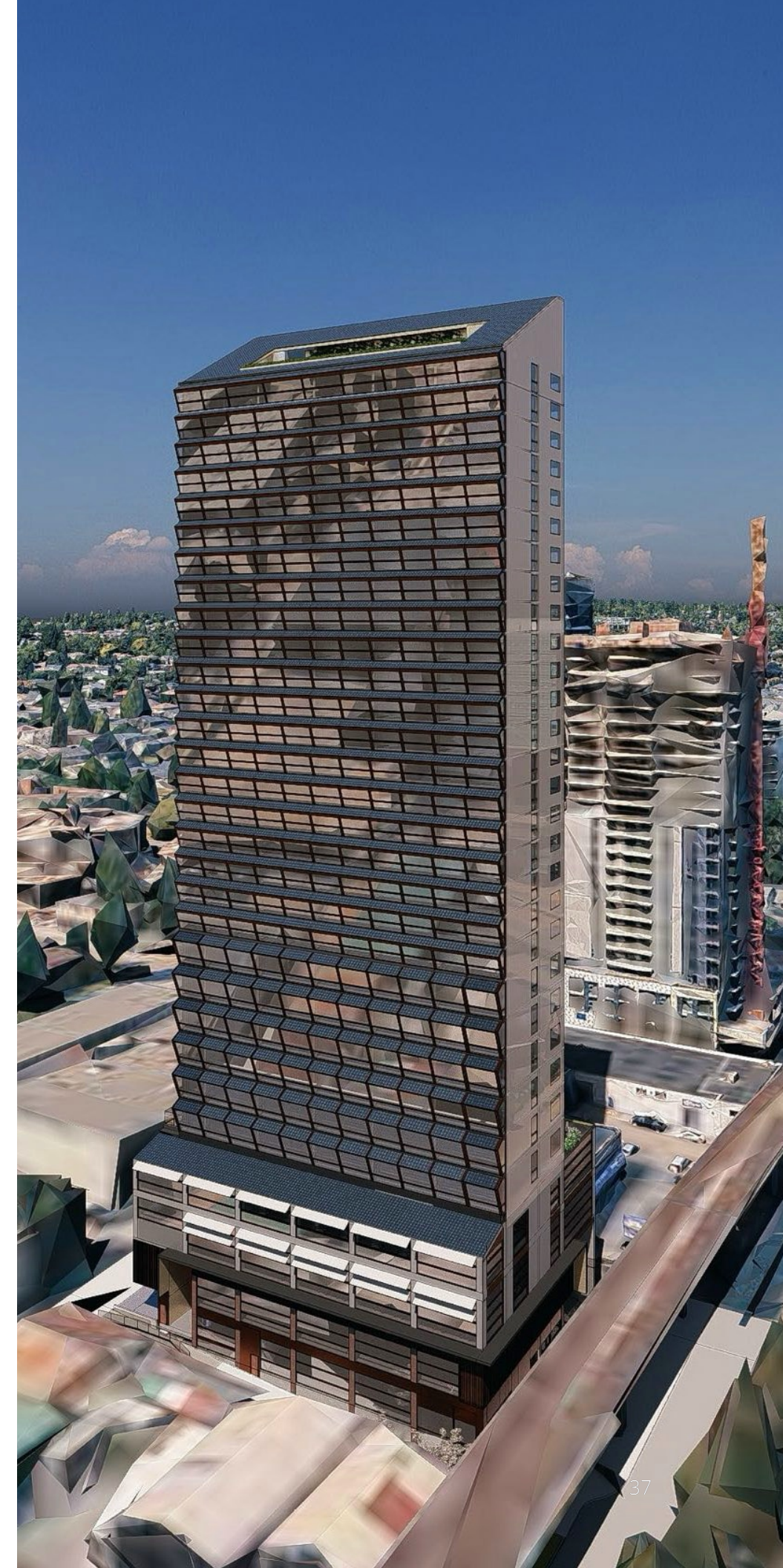
The proposal includes industrial space on the ground level with an attached mezzanine in following with the *Industrial Spaces Guidelines* and Policies 2.4.6-2.4.7 of the MLPUs. Industrial spaces have convenient access to loading and waste management areas, and dedicated freight and passenger elevators. Exterior facades are glazed to maximize natural light penetration into industrial spaces. Designs feature floor-to-floor heights including:

- 6.1 m (20 ft.) for the ground level; and
- 5.2 m (17 ft.) for the mezzanine.

The total floor area of the mezzanine comprises 29% of the total floor area of the associated industrial use in alignment with Section 2.2 of the *Industrial Spaces Guidelines*.

LANE-ACCESSED PARKING & LOADING

The proposed parking access ramp and loading spaces are located off the rear lane in following with Policies 2.2.38, 2.2.40 and 2.4.11 of the MLPUs. Loading spaces provided at-grade are screened with landscaping to minimize visual impacts on the public realm and support pedestrian and cyclist comfort.



4.4 COMMUNITY BENEFITS

By designing in alignment with applicable policies, such as the *Marpole Community Plan*, *Cambie Corridor Plan* and *Marine Landing Policy Updates*, 8555 Cambie provides an array of benefits to the community, including:

- Contributing to local and regional economic well-being through the provision of critically needed hotel space, while incorporating supporting uses (e.g., dining options and retail);
- Increasing and diversifying employment opportunities by delivering a significant increase in industrial and commercial space;
- Providing a rooftop restaurant with sweeping views of the downtown and the Fraser River; and
- Providing an enhanced public realm, with a new Secondary Active Link, widened sidewalks, an active commercial frontage and complementary street furniture and landscaping.

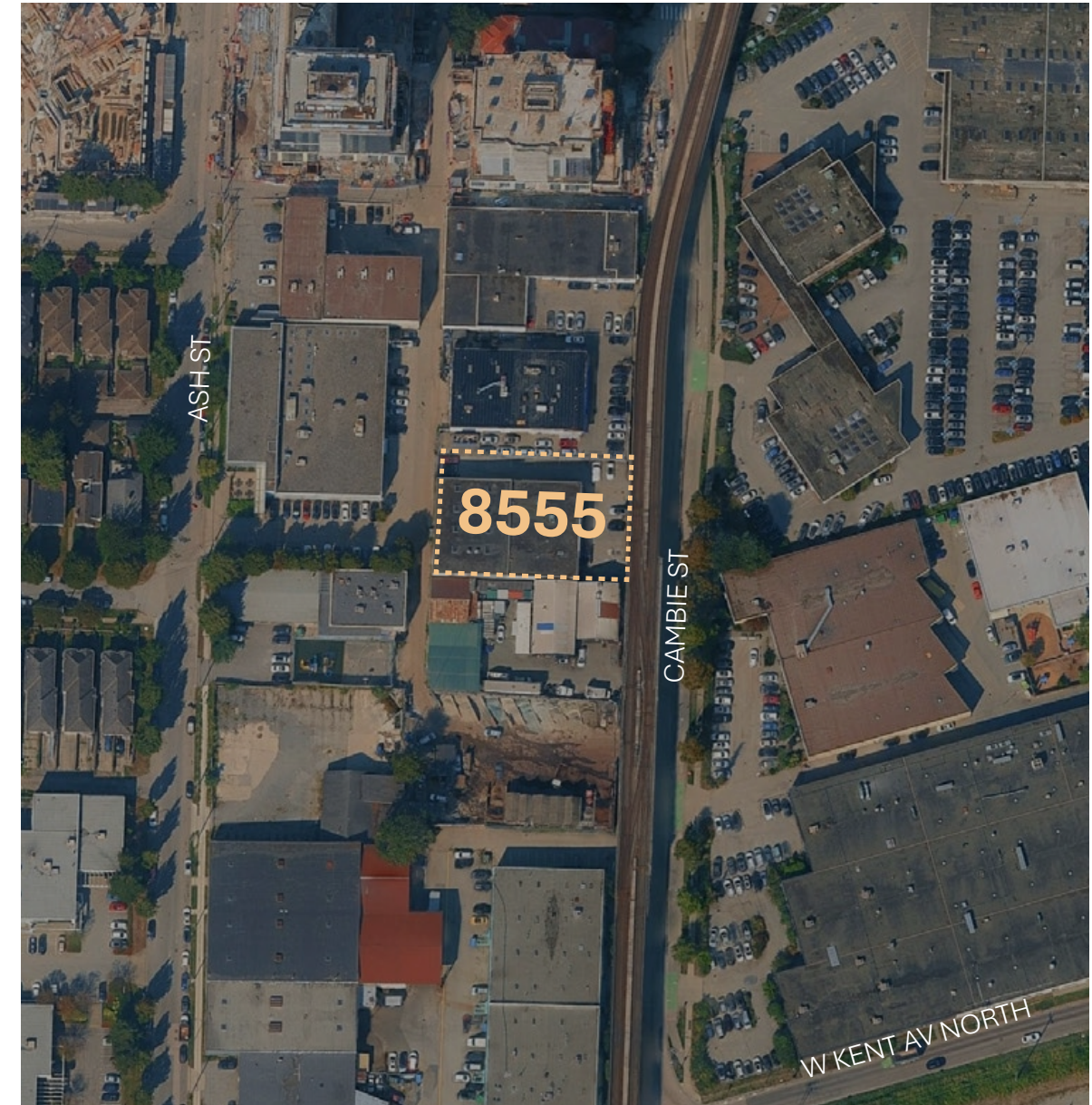


Figure 39 Aerial of 8555 Cambie



05 PROJECT STATISTICS

5.1 PROJECT STATISTICS

A. PROJECT	
30-Storey Mixed-Use Hotel	

B. SITE	
Legal Description	Lot N Block 7 District Lot 311 Plan 21900
PID	011-877-197
Civic Address	8555 Cambie Street, Vancouver, BC V6P 3J9

C. SITE AREA	
1,708.2 sq. m (18,386.9 sq. ft.)	

D. DENSITY - FLOOR SPACE RATIO (FSR)	
Permitted FSR Under Current Zoning	3.00
Proposed FSR	12.20

E. PROPOSED FLOOR AREA	
Gross Floor Area	21,609.4 sq. m (232,601.6 sq. ft.)
Net Floor Area	20,784.5 sq. m (223,722.5 sq. ft.)

F. VIEW CONES	
N/A	

G. AVIATION HEIGHT LIMIT	
TBD - Information submitted to NAV Canada	

H. BUILDING HEIGHT	
Max Height Under Current Zoning	18.3 m (60 ft.)
Proposed Height	119.3 m (391.4 ft.)
Proposed Number of Storeys	30
Height Exclusions	n/a

I. PROPOSED SETBACKS	
Cambie Street (East)	5.0 m (16.4 ft.)
Lane (West)	3.0 m (9.8 ft.)
North Property Line	0 m (0 ft.)
South Property Line	5.0 m (16.4 ft.)
Parkade	0 m (0 ft.)

J. ENGINEERING REQUIREMENTS	
Secondary Active Link (South)	
Overall	4.6 m (15.1 ft.)
Statutory Right of Way Component	1.8 m (5.9 ft.)
Sidewalk Statutory Right of Way (East)	3.5 m (11.48 ft.)
Cambie Street Dedication (East)	1.0 m (3.3 ft.)

5.2 PROPOSED LAND USES & FLOOR AREA EXCLUSIONS

K. LAND USES		
Existing Land Use	Retail - Vehicle Dealer	
Policy	Existing	Proposed - See Table P for floor areas by use
Zoning	I-2 (Industrial)	CD-1 (Comprehensive Development) - All industrial uses from I-2 District Schedule (including a caretaker dwelling unit) - Retail - Retail Store (CRU) - Service - Restaurant - Class 1 - Service - Hotel
Marpole Community Plan	Intensive Employment	Intensive Employment
Cambie Corridor Plan	Intensive Employment	Intensive Employment
Marine Landing Policy Updates	Intensive Employment	Intensive Employment
Official Development Plan	Industrial and Employment	Industrial and Employment

L. PARKING		
Type	Required	Proposed
Vehicle Parking Spaces		144
Accessible	9	6
Small Car	Max 25%	39
Other	0	99
Goods Loading Spaces	10	7
Class A	2	3
Class B	7	4
Class C	1	0
Passenger Loading Spaces	6	3
Class A	5	3
Class B	0	0
Class C	1	0
Bicycles	21	145
Class A	15	145
Class B	6	0

M. FLOOR AREA EXCLUSIONS - ZONING AND DEVELOPMENT BY-LAW		
Type	Required	Proposed
10.16 Floor Area Exlusions for Kitchen Exhaust Shafts	The proposed FSR excludes the area occupied by interior commercial kitchen exhaust shafts (Maximum exclusion for each floor above the commercial, retail or service use at-grade: 3.7 sq. m).	17.4 sq. m (187.29 sq. ft.)
10.36 Floor Area Exclusions for Roof-Top Access Structures	The proposed FSR excludes the area of roof-top access structures, including stairways and elevators.	72.9 sq. m (784.69 sq. ft.)

N. FLOOR AREA EXCLUSIONS - OTHER PROPOSED EXCLUSIONS	
Type	Proposed
Patios and Roof Decks	597.2 sq. m (6,428,2 sq. ft)
Off-Street Parking and Loading Located At or Below Base Surface (Max Exclusion for a Parking Space: 7.3 m in length)	6,676.5 sq. m (71,865.2 sq. ft.)
Bicycle Storage	246.8 sq. m (2,656.5 sq. ft.)
Heating and Mechanical Equipment or Similar on the Roof-Top	137.4 sq. m (1,479.1 sq. ft.)
Common Amenity Areas (Max Exclusion: 10% of the FSR)	-

O. HOTEL FLOOR AREA FOR COMMUNITY AMENITY CONTRIBUTIONS (CAC) - HOTEL DEVELOPMENT POLICY (s. 3.2.2.4)	
Floor Area Exclusions	Proposed
Meeting Rooms and Conference Facilities	2,963.5 sq. m (31,898.8 sq. ft.)
Guest Recreational and Amenity Spaces (e.g., Fitness Facilities, Deck Amenities)	1,189.9 sq. m (12,808.0 sq. ft.)
Back of House Space	939.5 sq. m (10,112.7 sq. ft.)
Hotel Floor Area for CAC Calculations	13,716.0 s q. m (147,637.8 sq. ft.)

5.3 FLOOR AREA STATISTICS BY USE & LEVEL

P. FLOOR AREA STATISTICS BY USE & LEVEL (sq. m)												
SITE AREA: 1,708.2	PROPOSED USES								GROSS FLOOR AREA	FLOOR AREA EXCLUSIONS FOR FSR CALCULATIONS (See Tables M & N)	NET FLOOR AREA	DESCRIPTION OF FLOOR AREA EXCLUSIONS
	HOTEL					RETAIL STORE	INDUSTRIAL	RESTAURANT				
LEVEL	BACK OF HOUSE	FITNESS	MEETING / CONFERENCE	DECK AMENITIES	OTHER							
Roof	25.3			193.7	244.0				463.0	404.0	59.0	Rooftop access structures, mechanical, roof deck
Level 30								608.9	608.9	3.7	605.2	Kitchen exhaust shafts
Level 29	16.2				592.7				608.9		608.9	
Level 28	16.2				592.7				608.9		608.9	
Level 27	16.2				592.7				608.9		608.9	
Level 26	16.2				592.7				608.9		608.9	
Level 25	16.2				592.7				608.9		608.9	
Level 24	16.2				592.7				608.9		608.9	
Level 23	16.2				592.7				608.9		608.9	
Level 22	16.2				592.7				608.9		608.9	
Level 21	16.2				592.7				608.9		608.9	
Level 20	16.2				592.7				608.9		608.9	
Level 19	16.2				592.7				608.9		608.9	
Level 18	16.2				592.7				608.9		608.9	
Level 17	16.2				592.7				608.9		608.9	
Level 16	16.2				592.7				608.9		608.9	
Level 15	16.2				592.7				608.9		608.9	
Level 14	16.2				592.7				608.9		608.9	
Level 13	16.2				592.7				608.9		608.9	
Level 12	16.2				592.7				608.9		608.9	
Level 11	16.2				592.7				608.9		608.9	
Level 10	16.2		592.7						608.9		608.9	
Level 9	16.2		592.7						608.9		608.9	
Level 8	16.2		592.7						608.9		608.9	
Level 7	16.2		592.7						608.9		608.9	
Level 6	16.2		592.7						608.9		608.9	
Level 5	16.2	592.7		403.5					1,012.4	403.5	608.9	Podium deck
Level 4	247.5				966.6				1,214.1		1,214.1	
Level 3	261.7				952.4				1,214.1		1,214.1	
Level 2							1,073.2		1,073.2	3.7	1,069.5	Kitchen exhaust shafts
Level 1M					132.3		122.9		255.2		255.2	
Level 1					159.4	103.5	892.0		1,154.9	10.0	1,144.9	Kitchen exhaust shafts
Basement 1											0.0	Off-street parking/loading at or below base surface, bicycle storage
Basement 2											0.0	Off-street parking/loading at or below base surface, bicycle storage
Basement 3											0.0	Off-street parking/loading at or below base surface, bicycle storage
Basement 4											0.0	Off-street parking/loading at or below base surface, bicycle storage
SUBTOTAL	939.5	592.7	2,963.5	597.2	13,716.0	103.5	2,088.1	608.9	21,609.4	824.9	20,784.5	
GROSS FLOOR AREA	18,808.9					103.5	2,088.1	608.9	21,609.4			
NET FLOOR AREA	18,001.4					103.5	2,074.4	605.2			20,784.5	
FLOOR SPACE RATIO (FSR)	10.54					0.06	1.21	0.35			12.2	



06 ARCHITECTURE

6.1 PERSPECTIVES & CONCEPTS



Figure 40 Rendering of the Atrium Hotel Entrance Off Cambie Street Featuring Mass Timber Columns, a Three-Storey Pacific Northwest Themed Greenwall, and Glass Walls to Provide Escalator Users With a View Into the Bakery Below



Figure 41 View of the Hotel and Industrial Entrances from Cambie Street, with Retail Units Directly Accessible from Cambie Street



Figure 42 View of the Secondary Hotel and Industrial Entrance from the Secondary Active Link

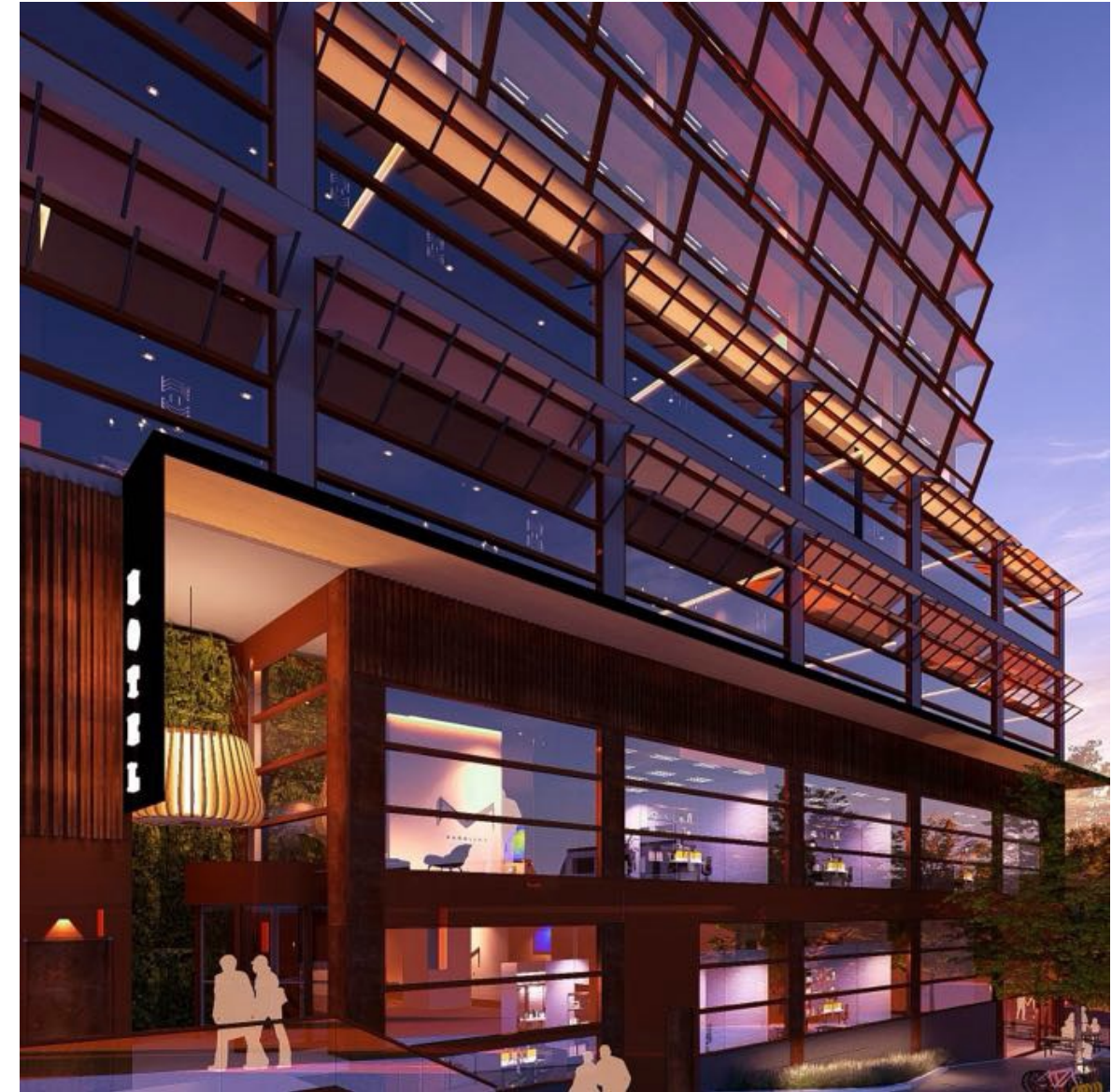


Figure 43 View of the Secondary Hotel and Industrial Entrance from the Secondary Active Link

Figure 44 View of a Retail Unit from the Corner of Cambie Street and the Secondary Active Link



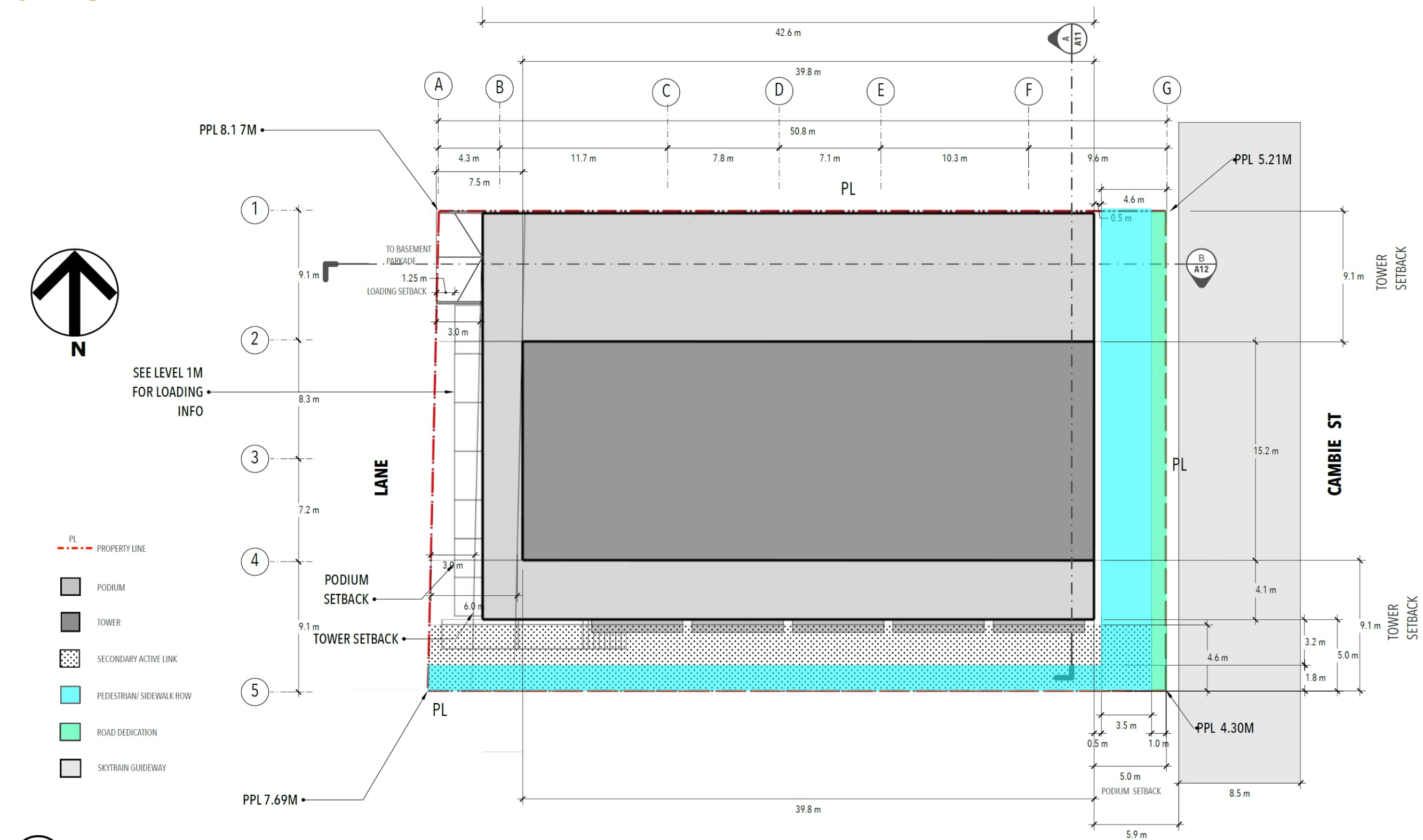
Access to the hotel
and industrial spaces
from the lane and
Secondary Active Link

Secondary Active Link

Figure 45 View of the Secondary Active Link from Cambie Street



6.2 SITE PLAN

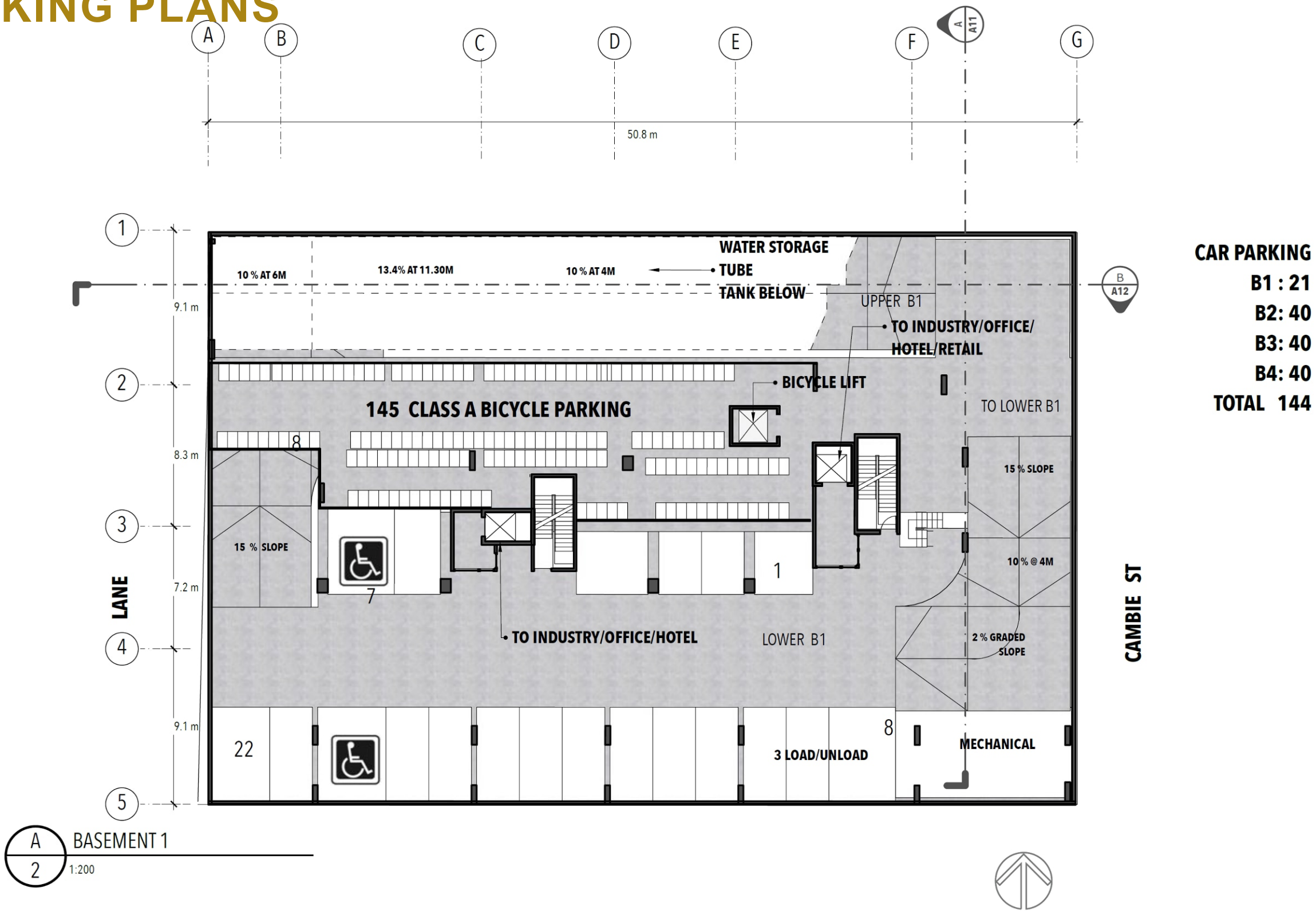


A SITE PLAN
1B 1:200

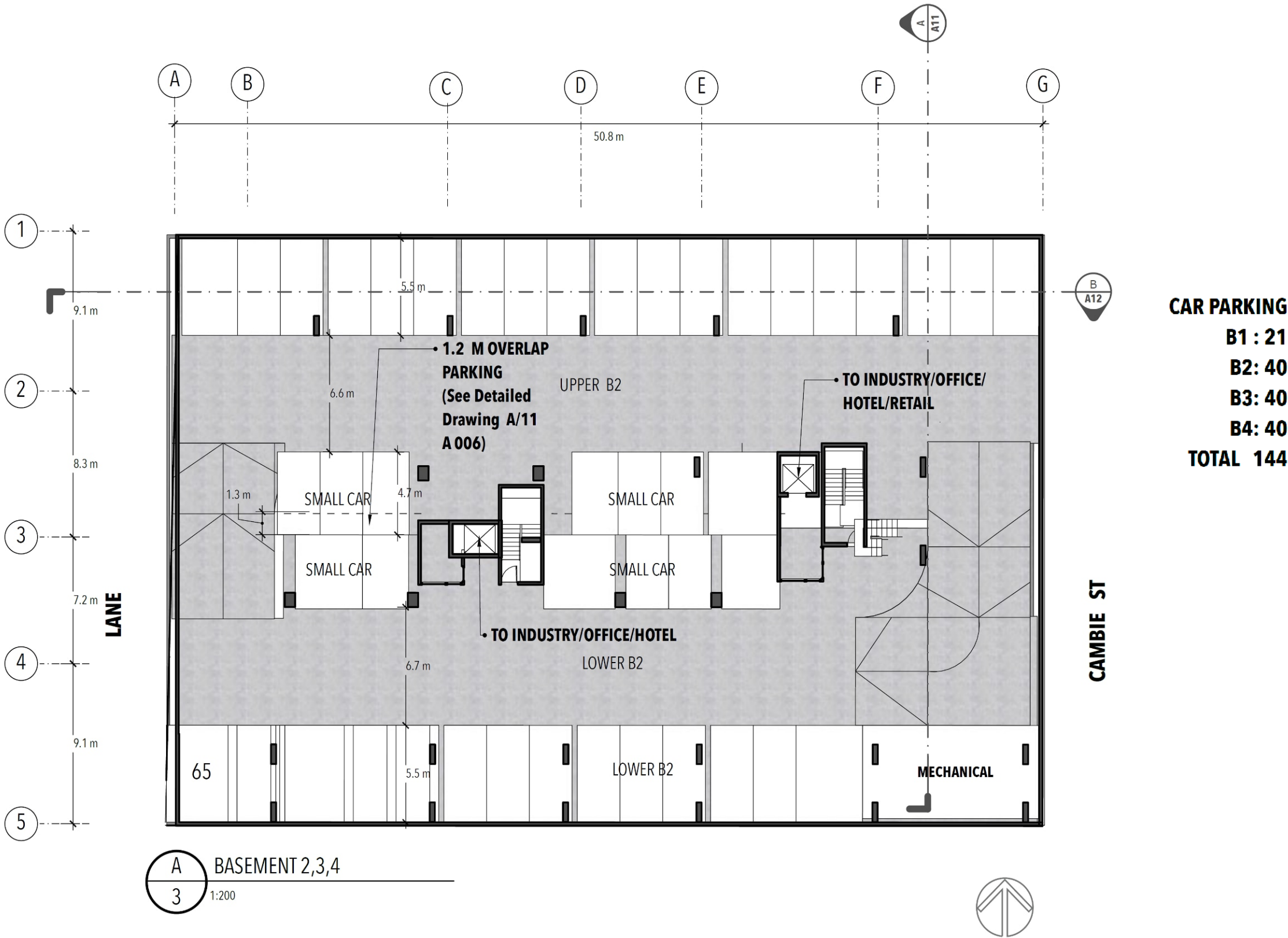
AVERAGE LEVEL :
 $8.07 + 7.49 + 7.72 + 4.82 = 28.1 / 4 = 7.025 \text{ M}$

6.3 PARKING PLANS

BASEMENT 1



BASEMENT 2-4

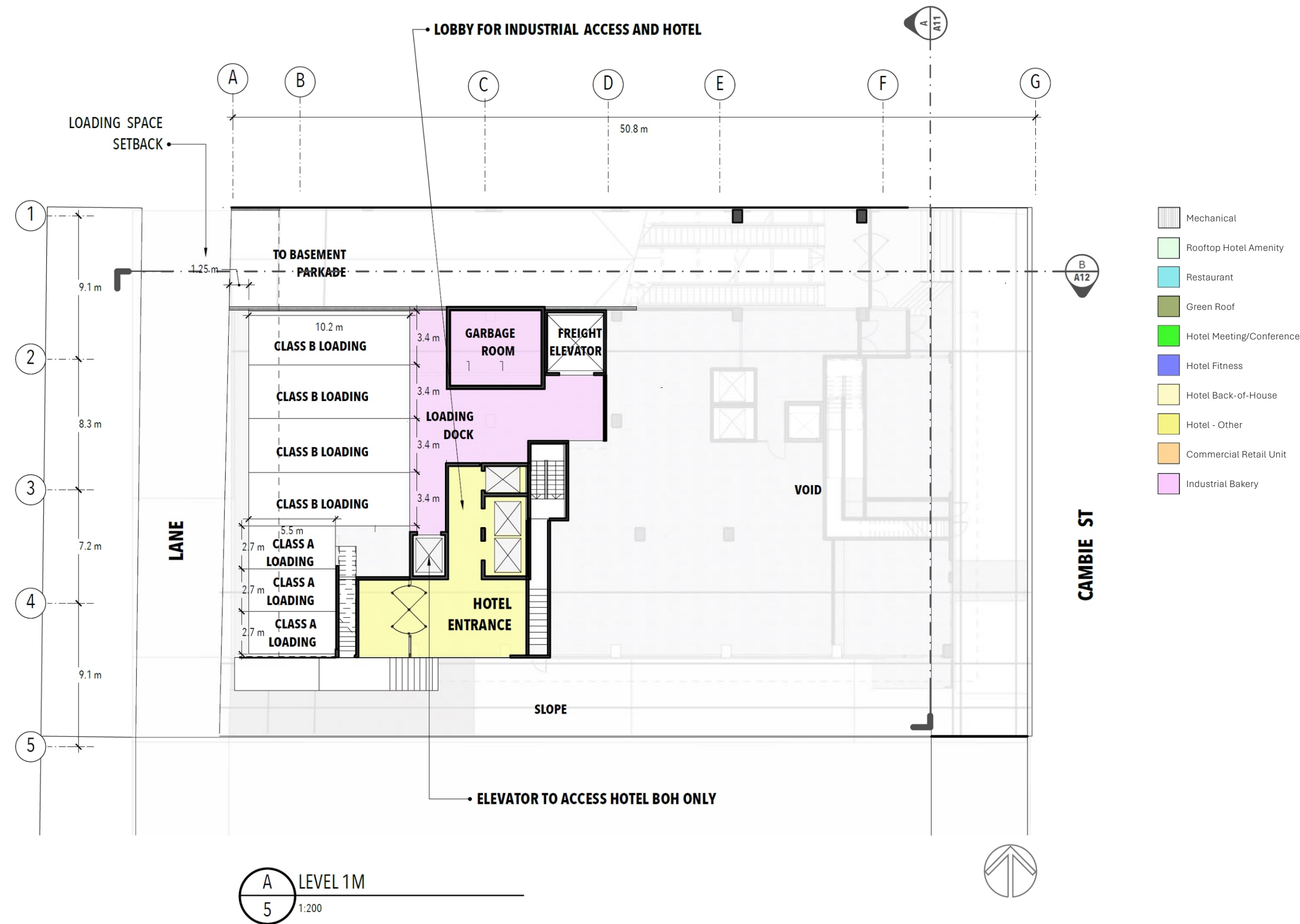


6.4 FLOOR PLANS

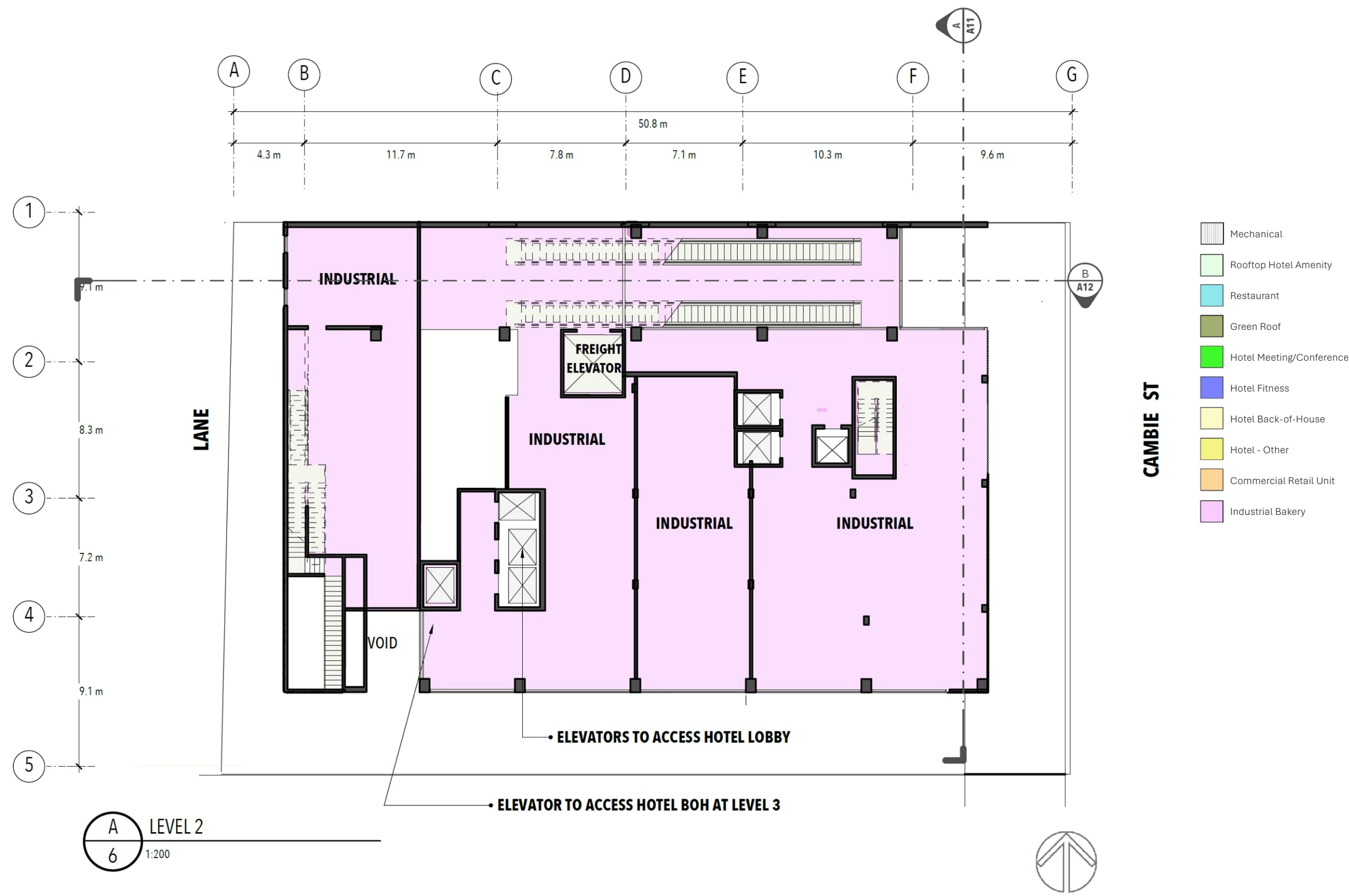
LEVEL 1



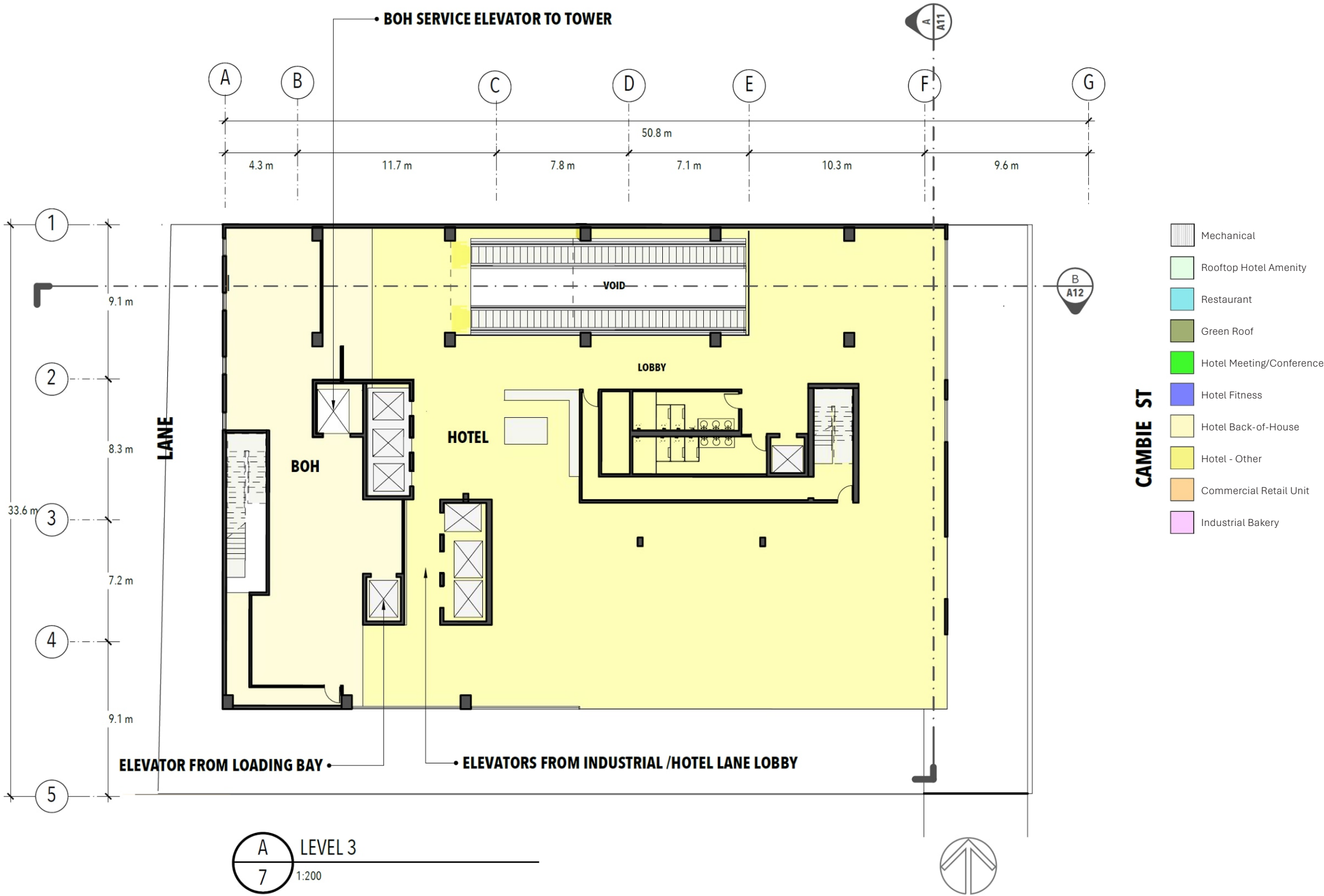
LEVEL 1M



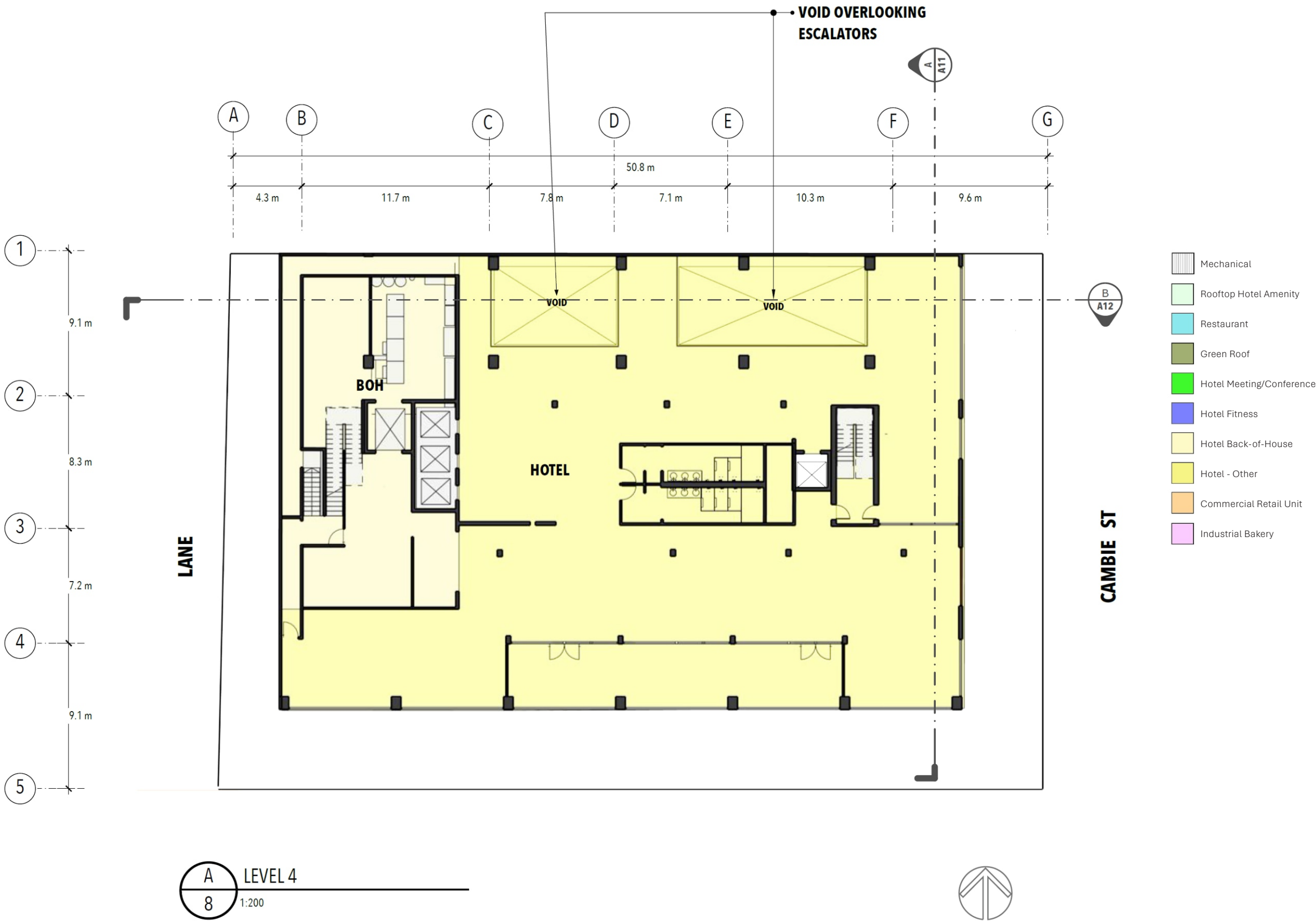
LEVEL 2



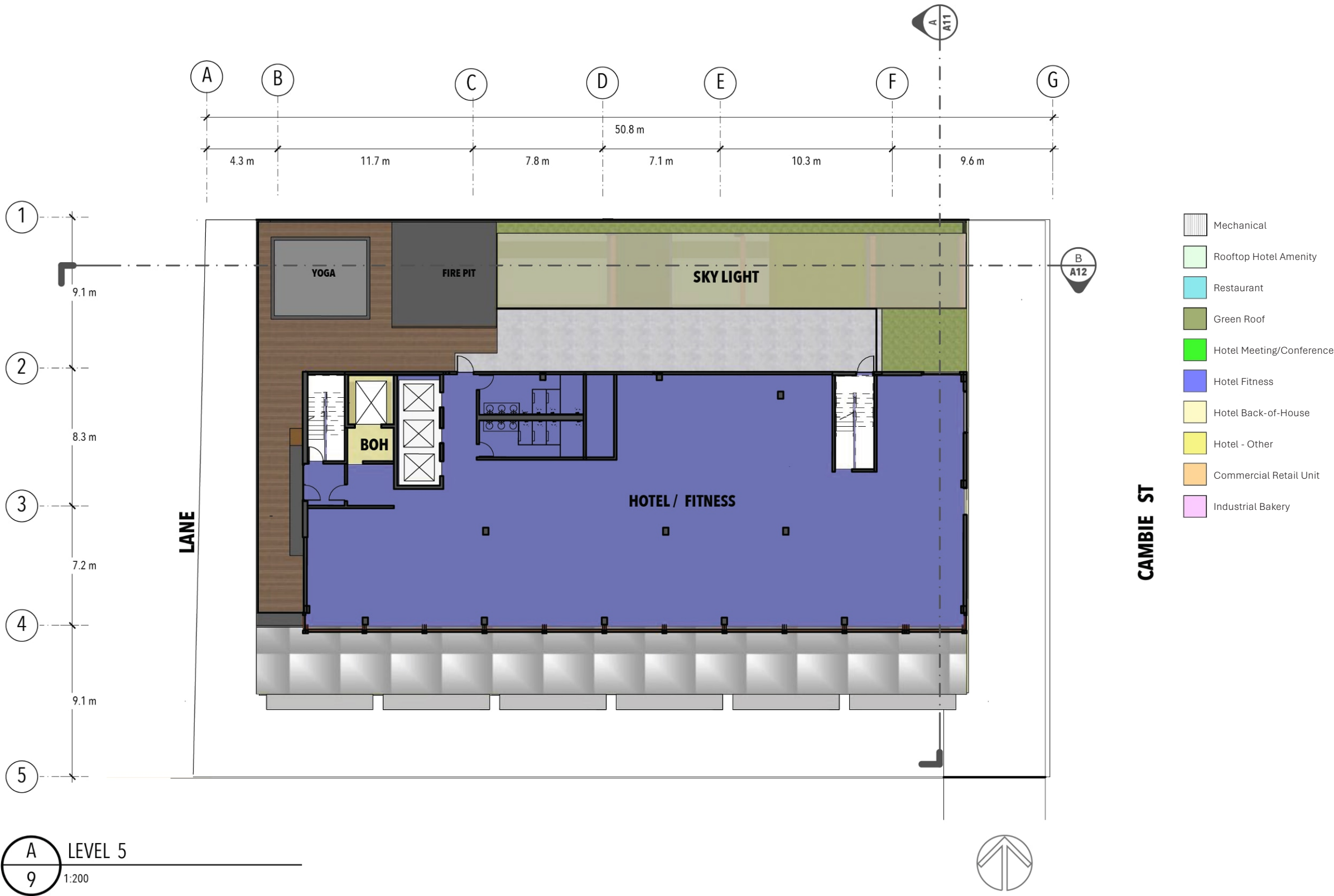
LEVEL 3



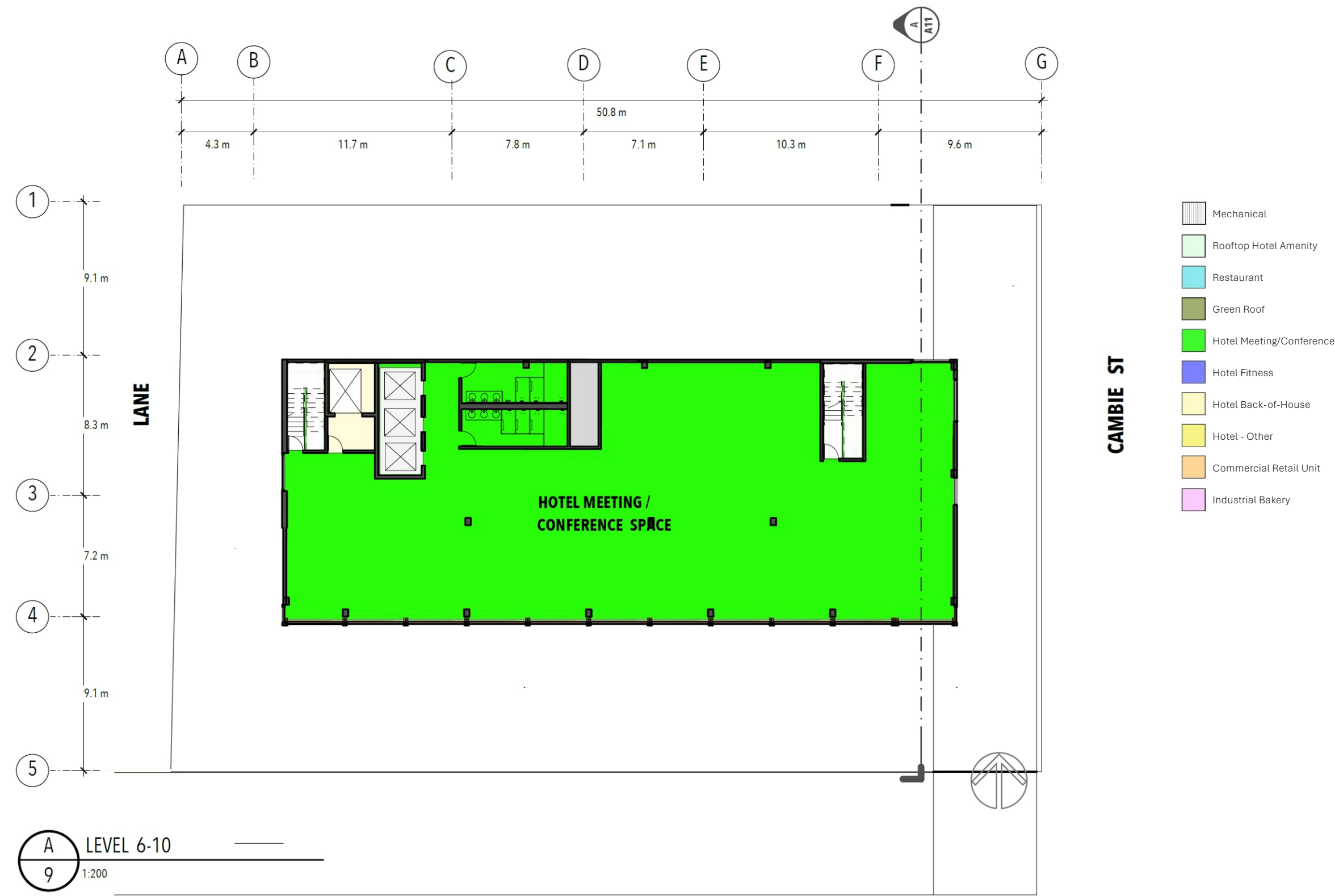
LEVEL 4



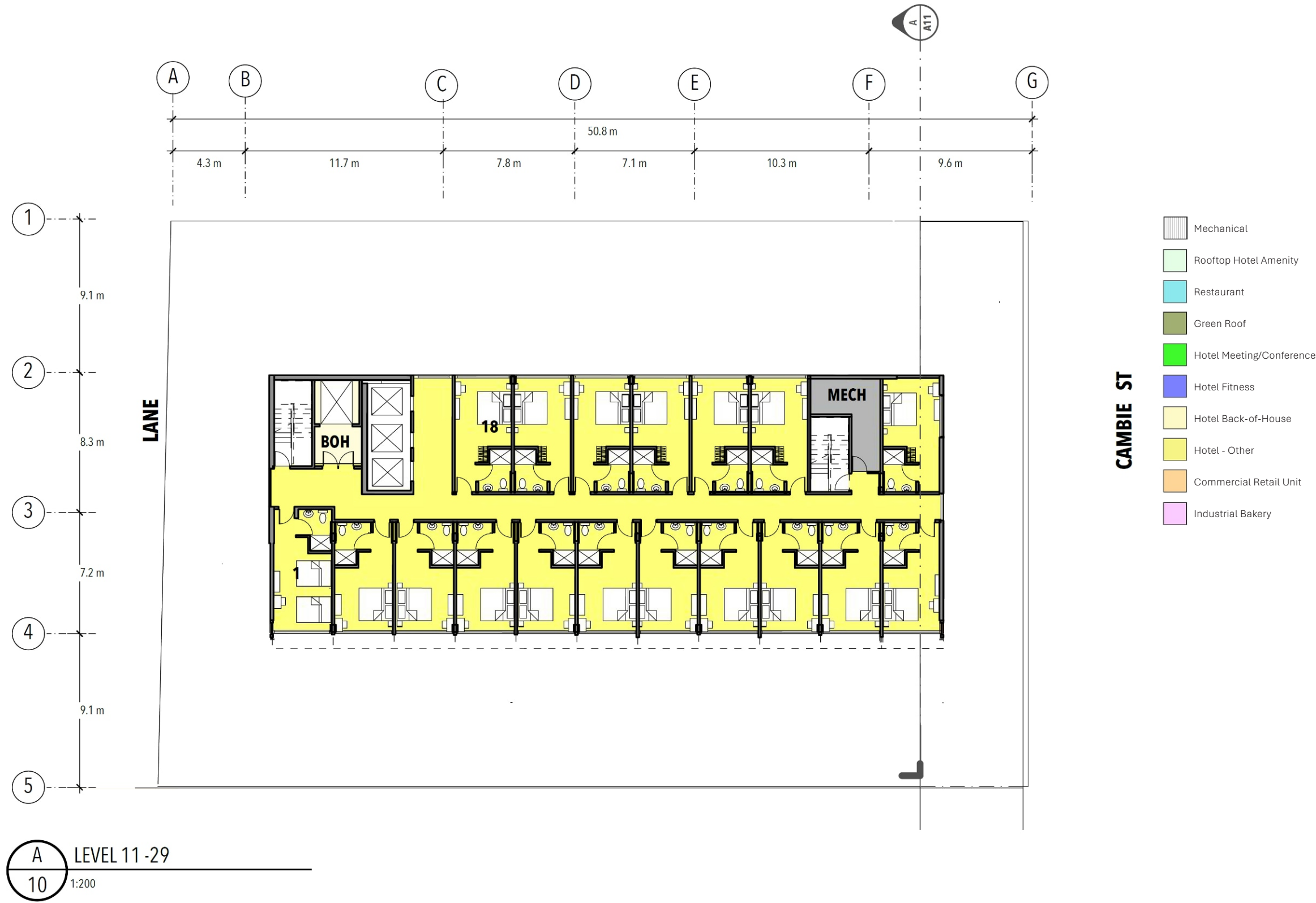
LEVEL 5



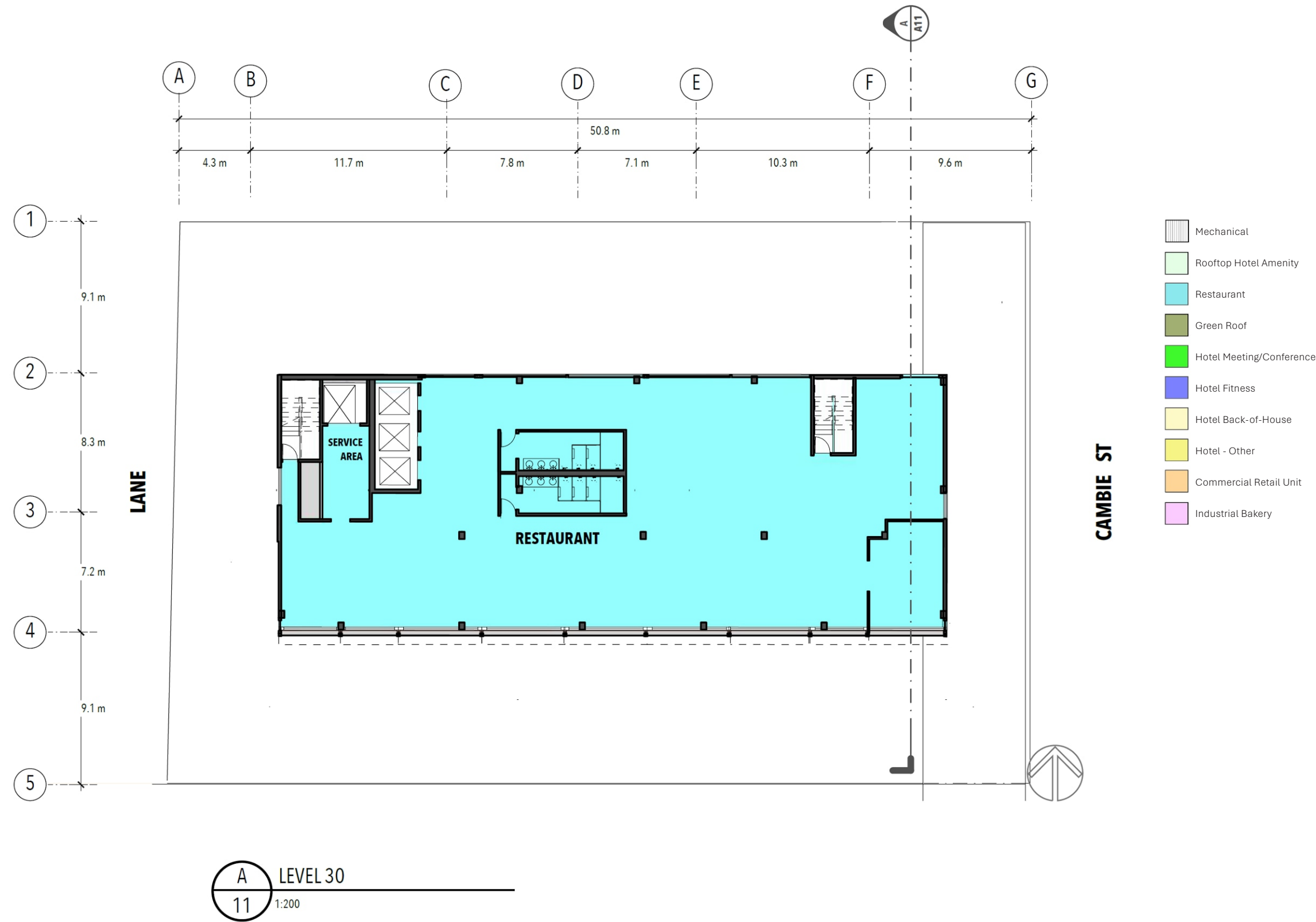
LEVELS 6-10



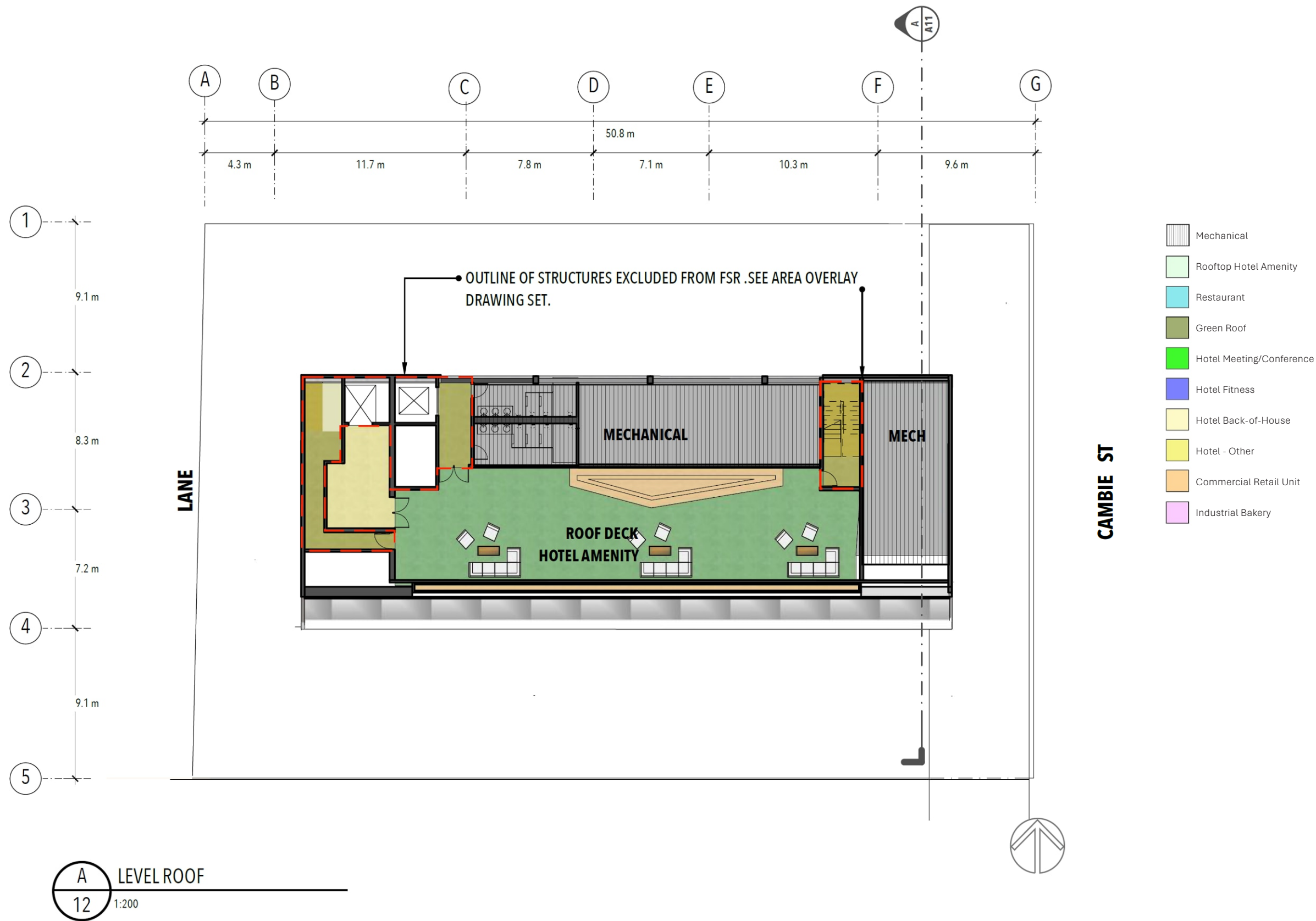
LEVELS 11-29



LEVEL 30

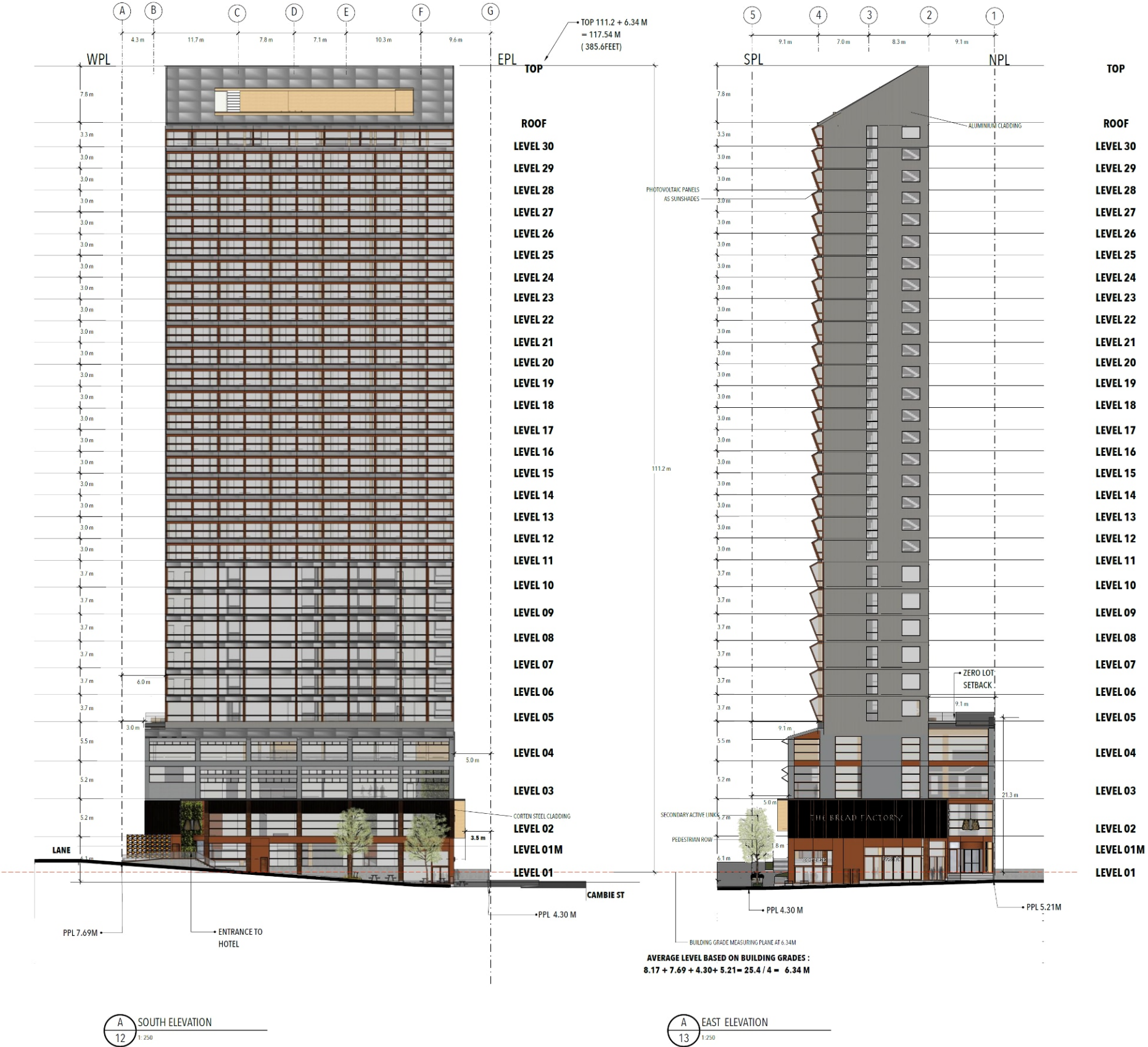


ROOFTOP

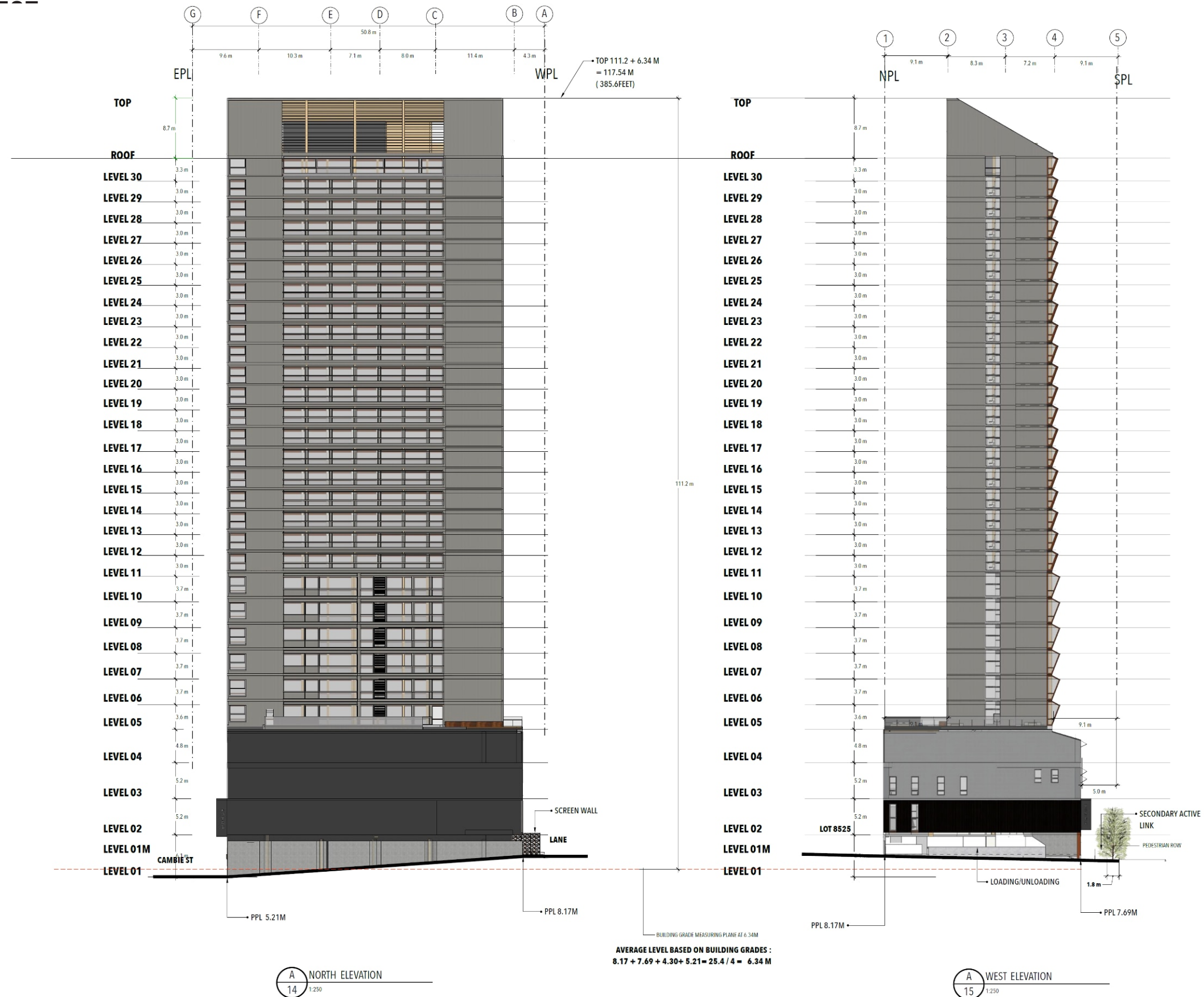


6.5 ELEVATIONS

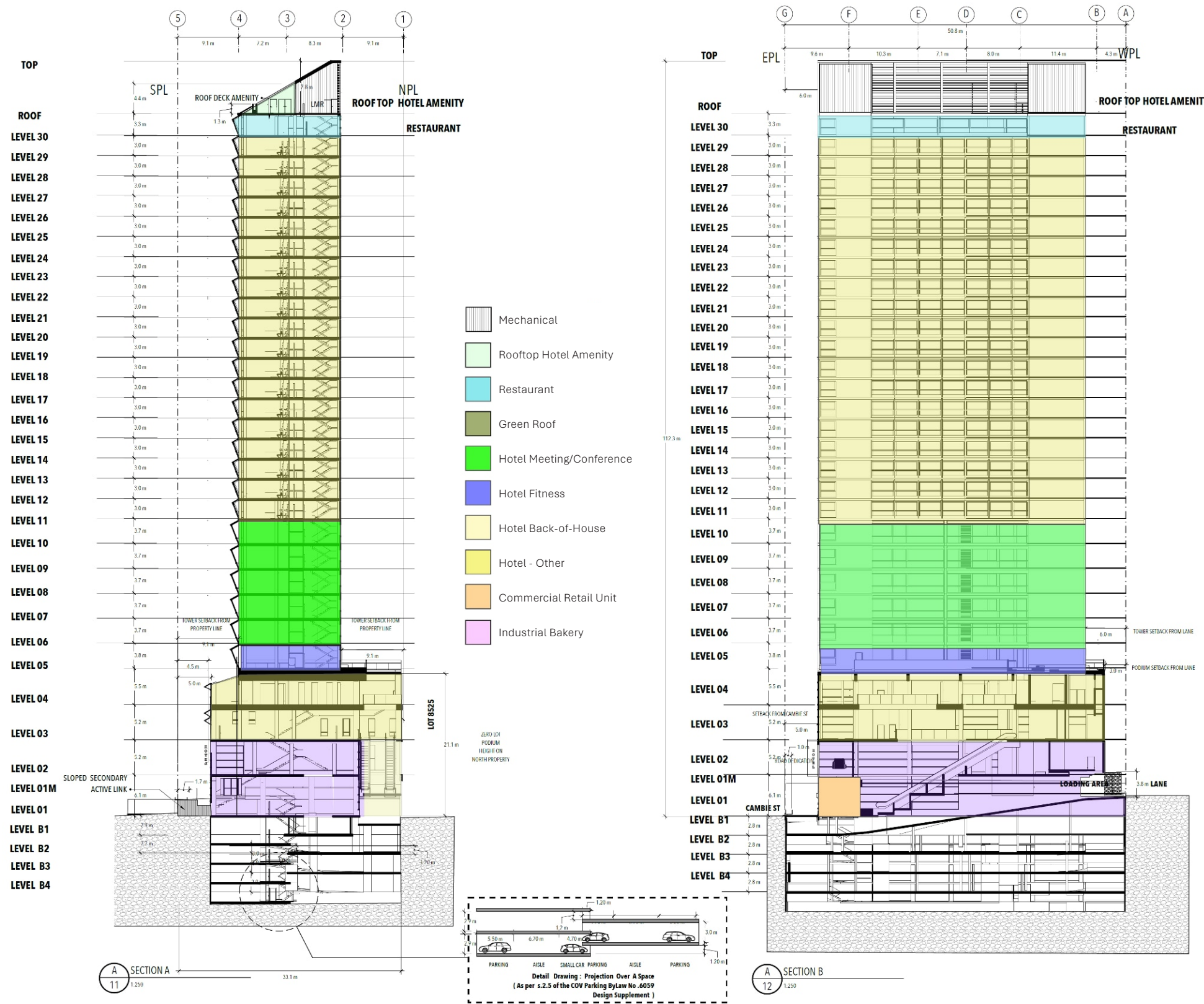
SOUTH & EAST



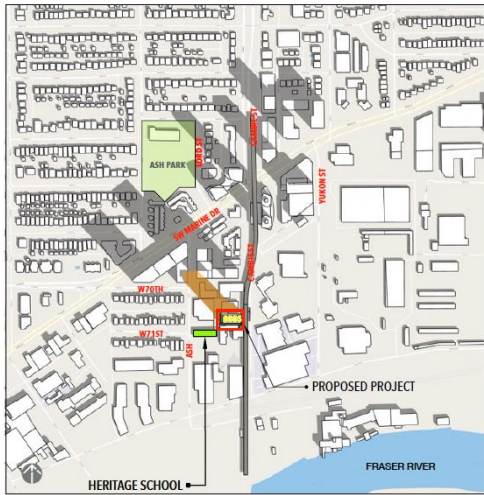
NORTH & WEST



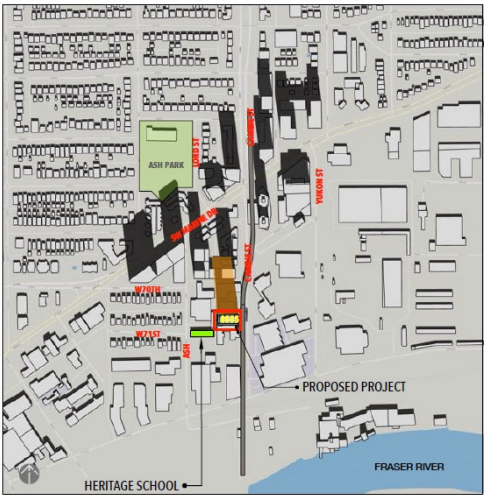
6.6 SECTIONS



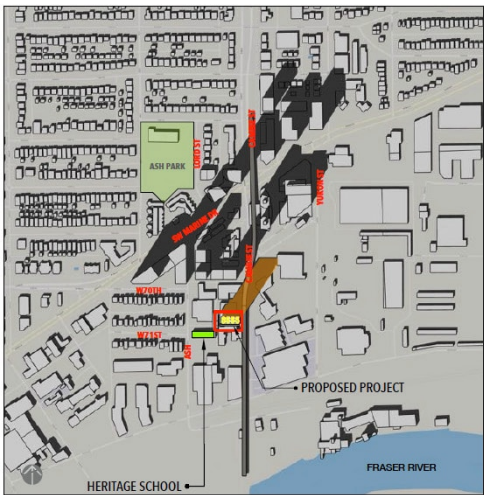
6.7 SHADOW STUDY



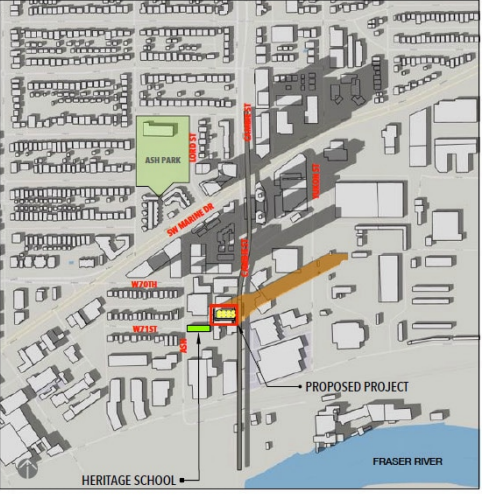
21 MAR 10 AM



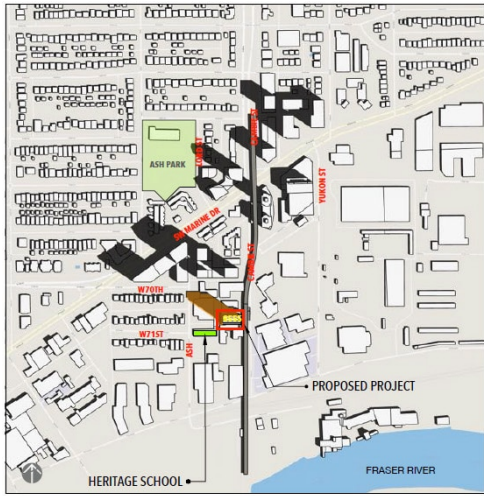
21 MAR 12 PM



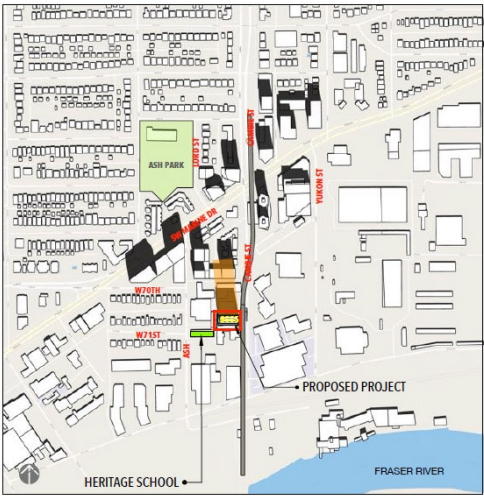
21 MAR 2 PM



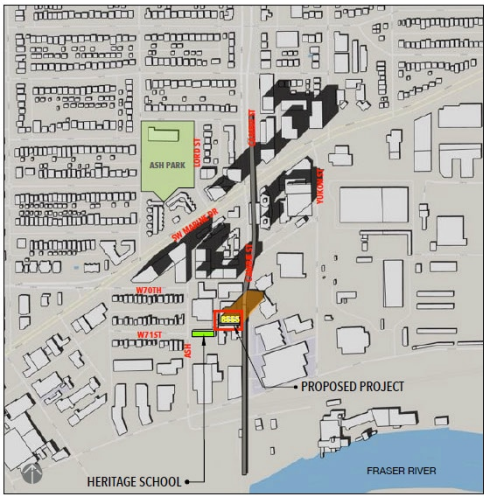
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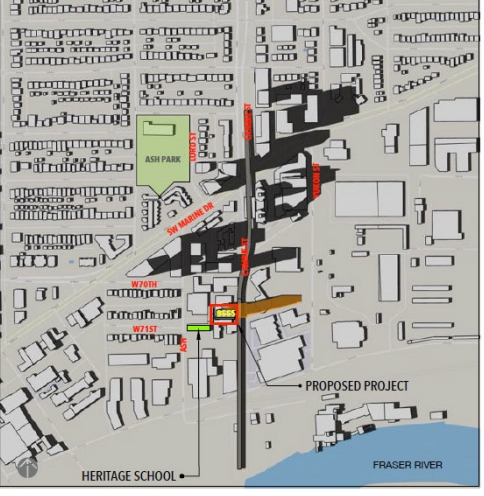
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21 JULY 12 PM



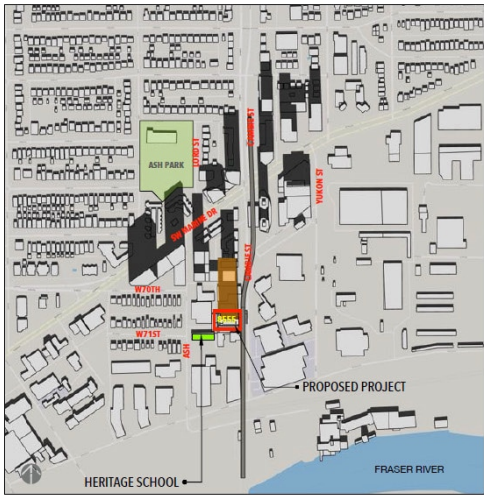
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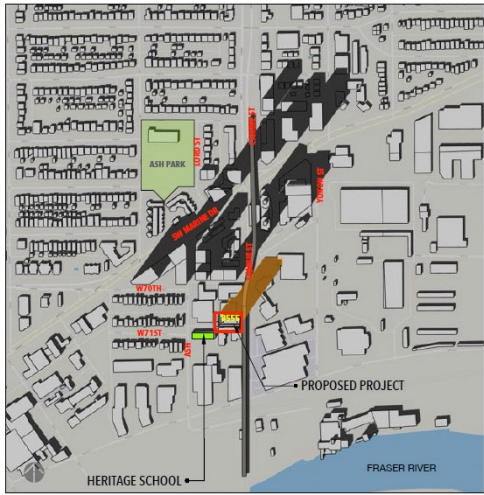
21 JULY 4 PM



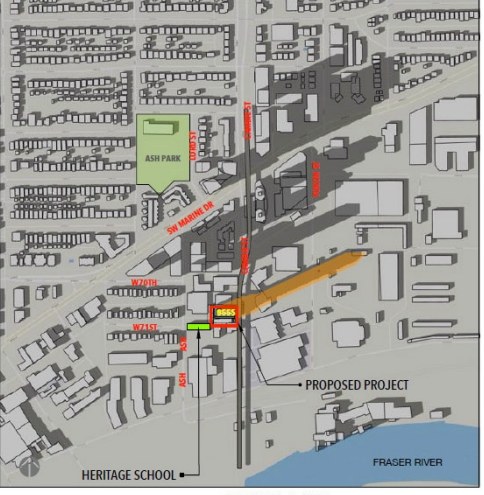
21 SEPT 10 AM



21 SEPT 12 PM



21 SEPT 2 PM

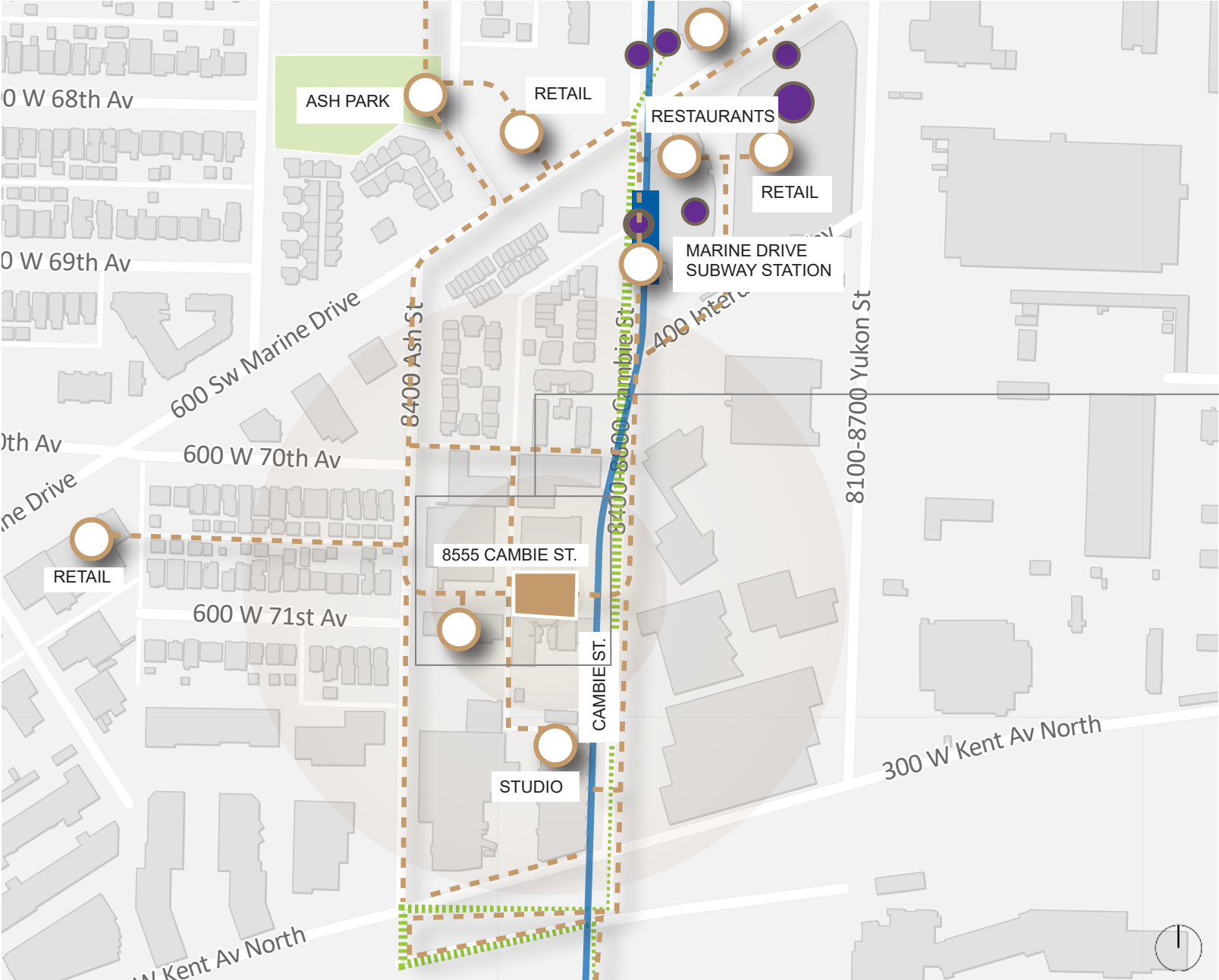


21 SEPT 4 PM



07 LANDSCAPE

7.1 LANDSCAPE CONTEXT



LEGEND

- Retail Amenities/ Services
- Public Art
- Bike Path
- Transit



ENLARGED SITE PLAN



PROPOSED BUILDING

CONTEXT

Located at 8555 Cambie Street at the southern end of Vancouver’s Cambie Corridor near Marine Drive, the proposed hotel sits within a rapidly densifying, transit-oriented area anchored by Marine Drive Station, providing direct access to Downtown, Richmond, and YVR. In close proximity to Marine Gateway, the site is embedded within a vibrant, walkable hub of retail, restaurants, and everyday amenities. This southern gateway condition gives the project a distinct identity within the corridor, where landscape design can strengthen pedestrian connections, introduce green infrastructure, and enhance the streetscape through planting, shading, and human-scaled public realm elements.

The concept captures this relationship as a living dialogue: nature responding to human action, and human action responding to nature, creating a landscape defined by their shared, evolving imprint. References to this concept can be incorporated into both the design and the materiality.

7.2 DESIGN CONSIDERATIONS



CONTEXT INTEGRATION (CAMBIE CORRIDOR PLAN)

The site is located within the Cambie Corridor, a key transit-oriented spine that emphasizes connectivity and walkability. The landscape design strengthens connections to the surrounding neighbourhood by creating a clear and cohesive public realm that fosters a strong sense of place. An active streetscape is established through integrated planting, pedestrian-focused design, and opportunities for informal gathering. Together, these elements support both movement and social interaction, contributing to a vibrant and connected urban environment.



GREEN INFRASTRUCTURE/ SUSTAINABILITY

The project responds to Vancouver's ecological goals by integrating rainwater management into the landscape. Permeable surfaces, planted areas, and rain gardens support infiltration and reduce runoff, while contributing to the overall character of the space. These strategies position the landscape as both a functional and experiential system.

The proposed planting palette on site will maximize absorption of stormwater, increase biodiversity, be adaptive to changing climate, and provide seasonal interest.



COMPLETE STREET

The site's main pedestrian spine is designed as a continuous, high-quality landscape that supports movement, rest, and social interaction. Generous sidewalks (3–4 m clear) are framed by layered planting and large canopy trees, creating shade and a sense of enclosure. Seating, terraces, and small gathering zones are carefully located to encourage pausing and lingering, while integrated lighting ensures comfort and safety at all times. Bike parking and clear circulation paths make the space accessible for a variety of users. Together, these elements form a cohesive and engaging on-site landscape that balances movement, comfort, and activation.



INCLUSIVE DESIGN

The edges of the site are designed to be welcoming, inclusive, and comfortable for all users. Layered planting, terraces, and seating create spaces where people can gather, pause, or linger, while soft edges and clear circulation make movement intuitive and accessible. The entrance is inviting and easy to navigate, and integrated lighting, shading, and seating ensure comfort and safety in all conditions. By animating the edges with a combination of planting, furniture, and small gathering areas, the design creates vibrant, human-scaled spaces that encourage connection and engagement.

7.3 INSPIRATION

CONCEPT

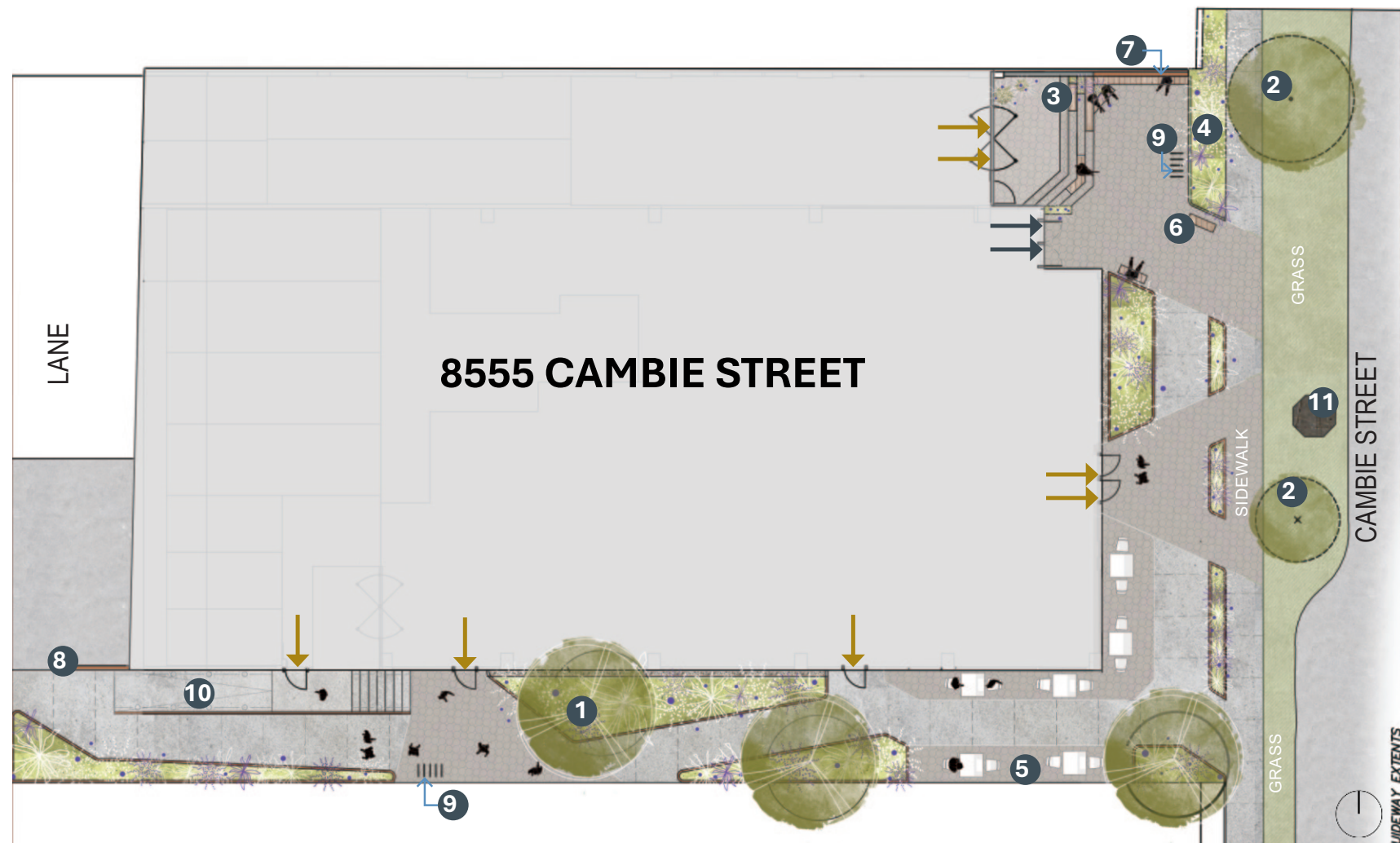
The concept is rooted in the fluid back and forth conversation between nature and human intervention, where the Fraser River and industry continuously shape and reshape one another. This place is understood as a site of reformation, formed through the ongoing exchange between natural forces—tides, currents, sediment—and the intentional human activity that has long worked along the river's edge.

The idea centers on the contrast of nature and man-made elements, not as opposing forces, but as intertwined influences that leave visible marks on the landscape.

The concept captures this relationship as a living dialogue: nature responding to human action, and human action responding to nature, creating a landscape defined by their shared, evolving imprint. References to this concept can be incorporated into both the design and the materiality.



7.4 LANDSCAPE CONCEPT PLAN

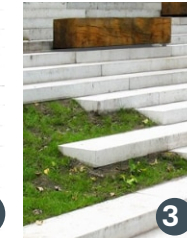
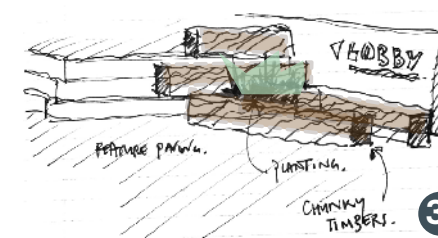


LEGEND

- | | | |
|-----------------------------------|---------------------------------------|--------------------|
| 1 Proposed Tree | 5 Cafe Outdoor Seating | 10 Ramp |
| 2 Existing Tree | 6 Bench | 11 Skytrain Column |
| 3 Hotel Entrance and Timber Forms | 7 Hotel Sign | → Entrance |
| 4 (Stormwater) Planting Bed | 8 Metal Screen - *Opportunity for art | |
| | 9 Bike Racks | |

PRECEDENTS

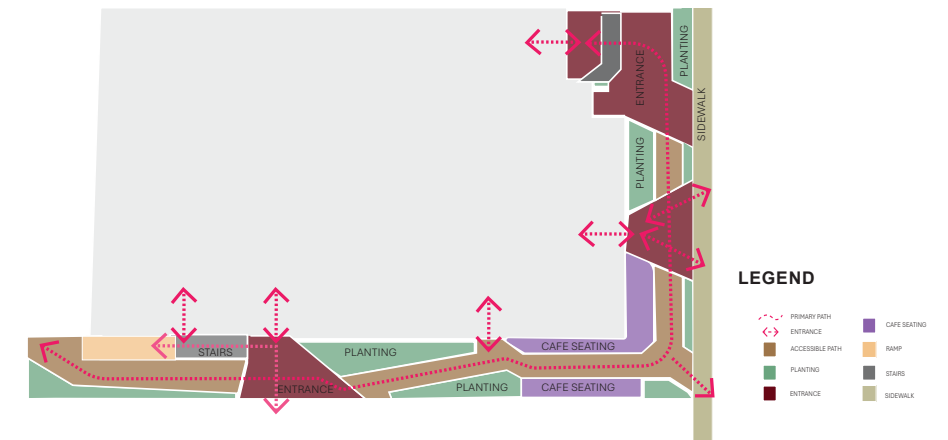
Hotel Entrance and Timber Forms Stairs



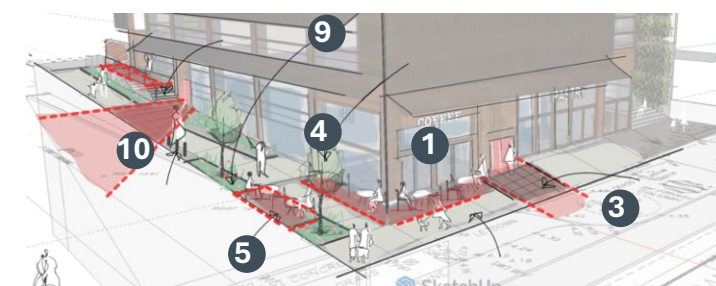
Mass timber forms providing formal seating as temporary Landscape feature in of retained wall segment with pocket planting between elements



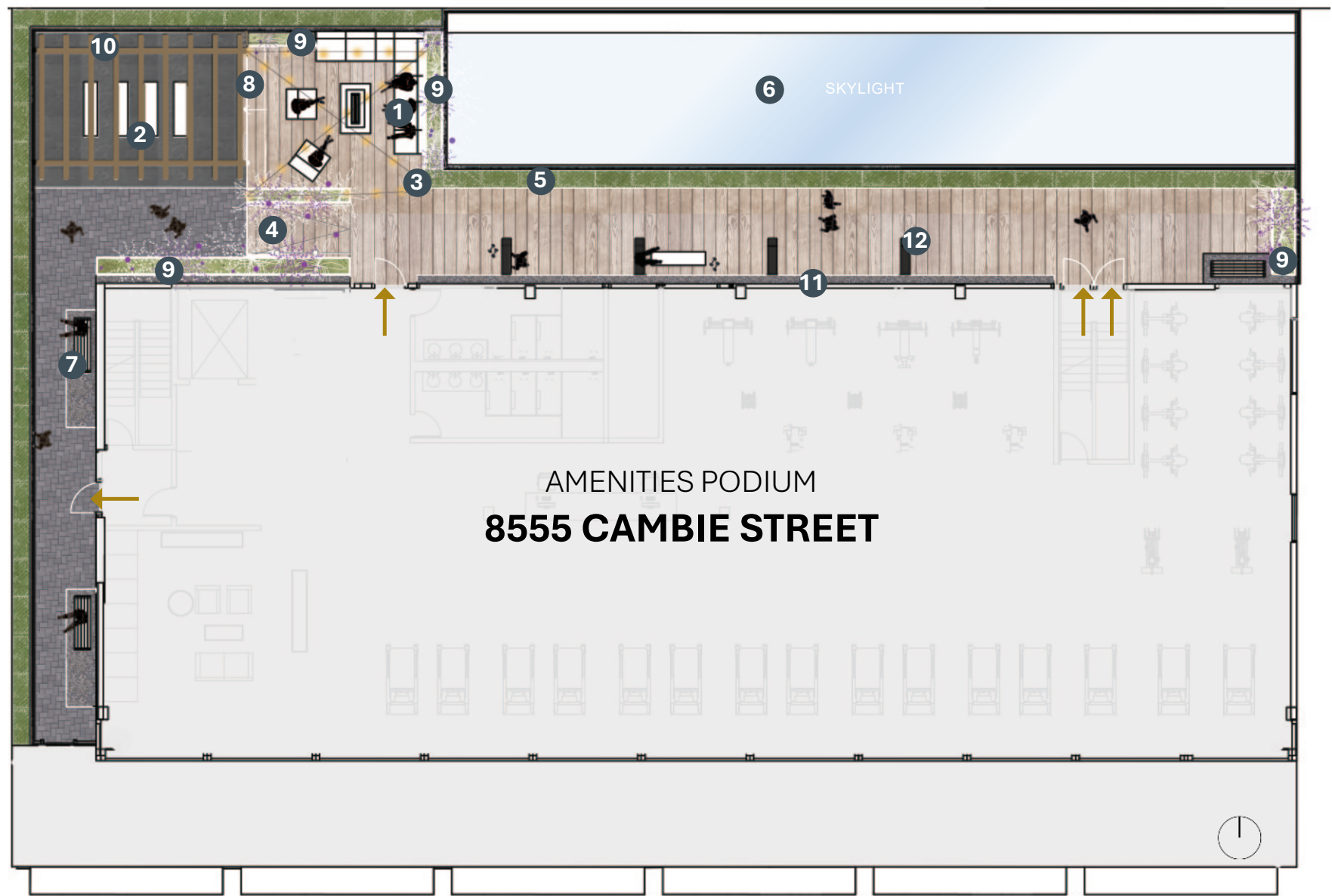
ACTIVITY DIAGRAM



ORIGINAL SKETCH



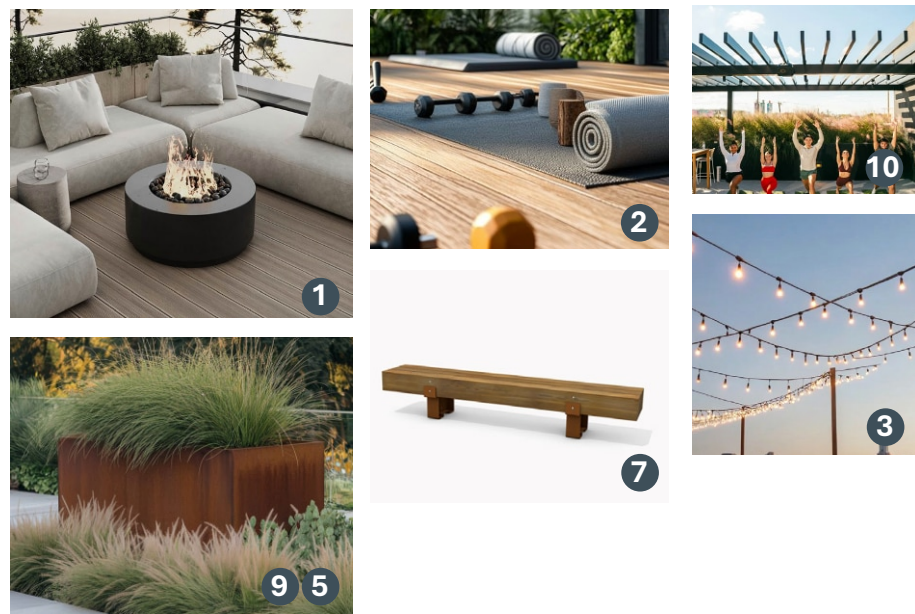
7.5 OUTDOOR PODIUM AMENITY



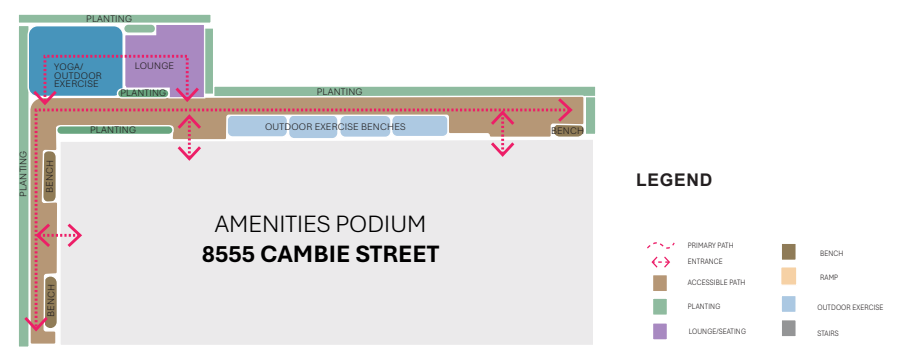
LEGEND

- | | | | |
|-------------------------|----------------------------|-----------------------|-------------------------|
| 1 Lounge | 4 Accessible Ramp | 8 Single Step | 12 Workout Bench |
| 2 Yoga/Outdoor Exercise | 5 Ornamental Edge Planting | 9 Raised Planter | Entrance (Yellow Arrow) |
| 3 String Lights | 6 Skylight | 10 Pergola (Optional) | |
| | 7 Accessible Seating Bench | 11 Gravel Strip | |

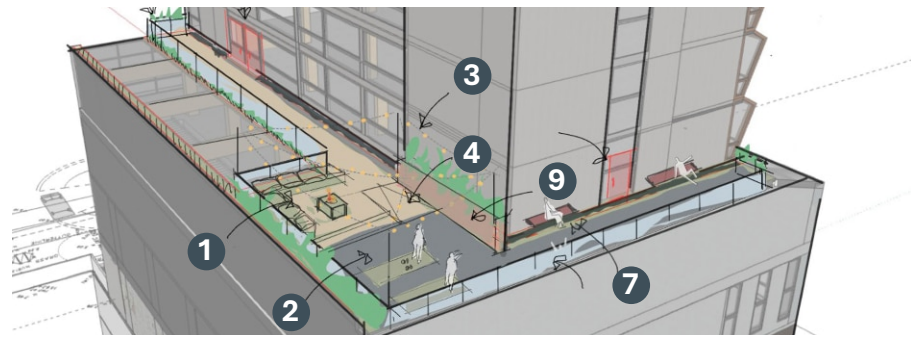
PRECEDENTS



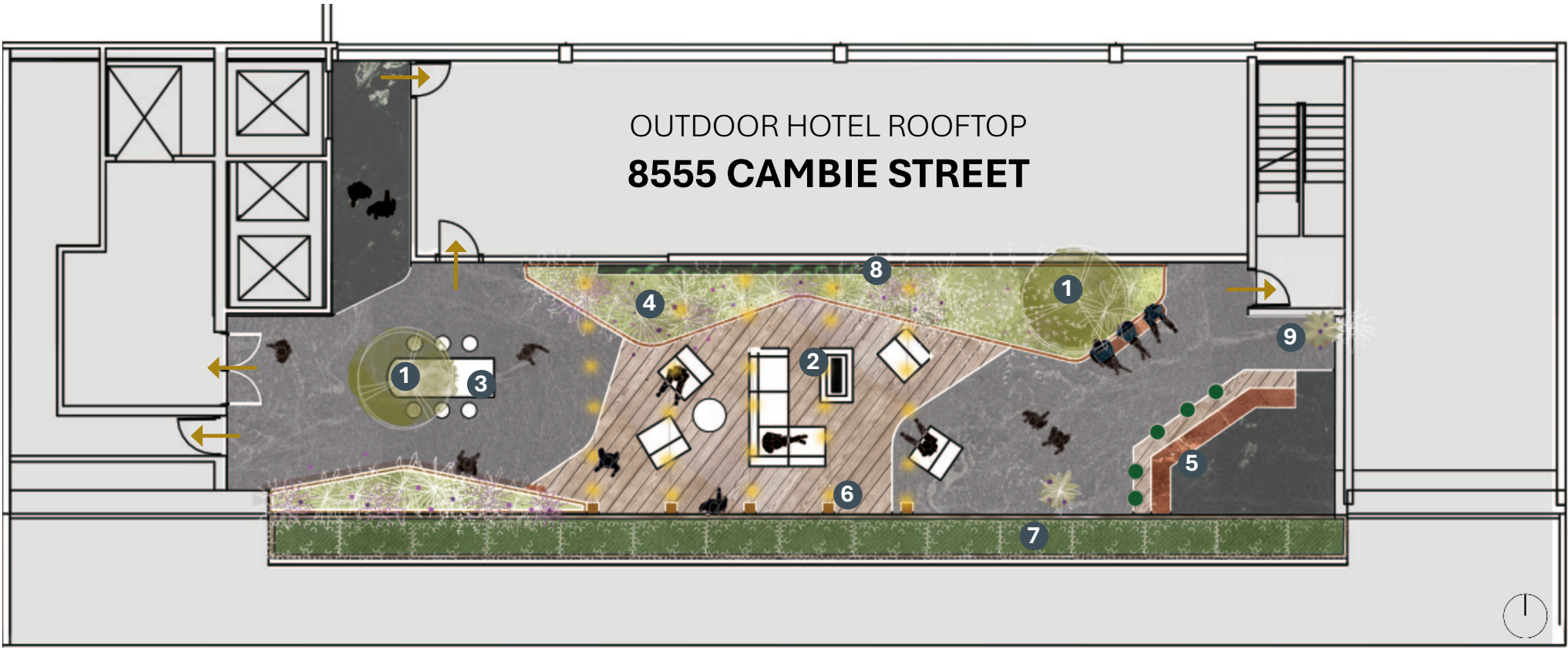
ACTIVITY DIAGRAM



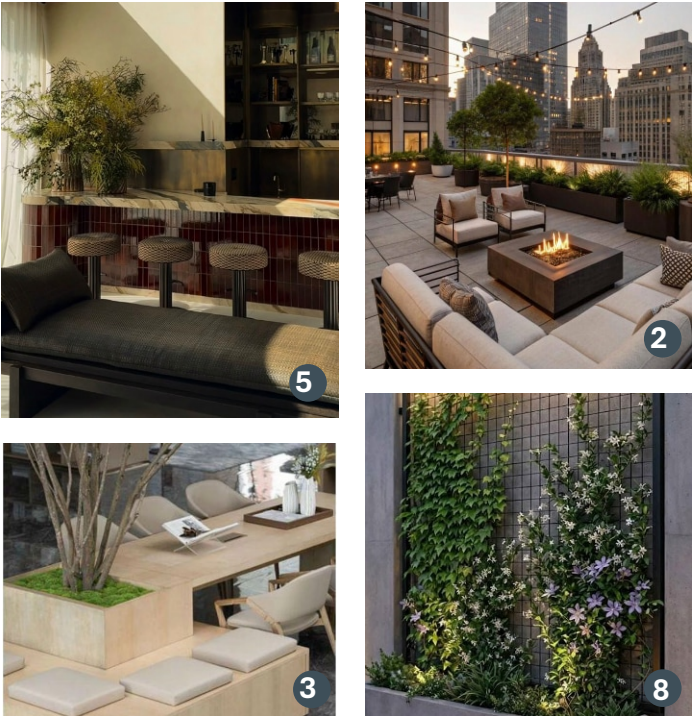
ORIGINAL SKETCH



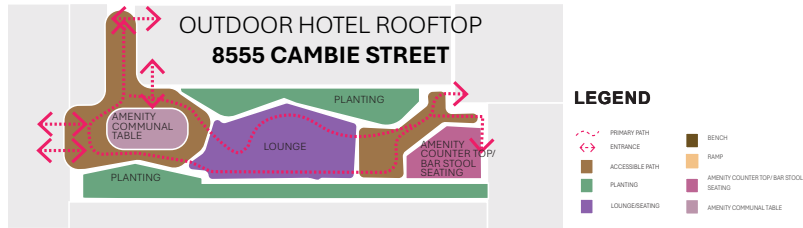
7.6 OUTDOOR ROOFTOP HOTEL AMENITY



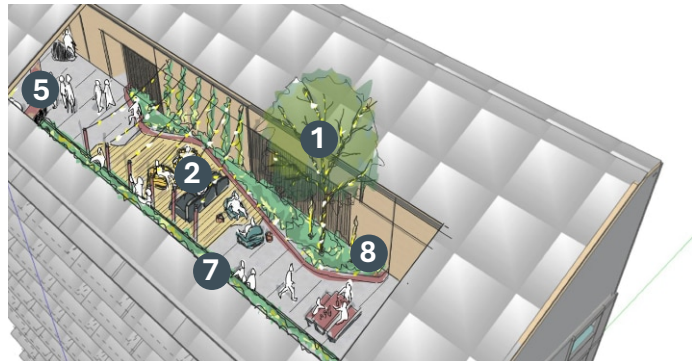
PRECEDENTS



ACTIVITY DIAGRAM



ORIGINAL SKETCH

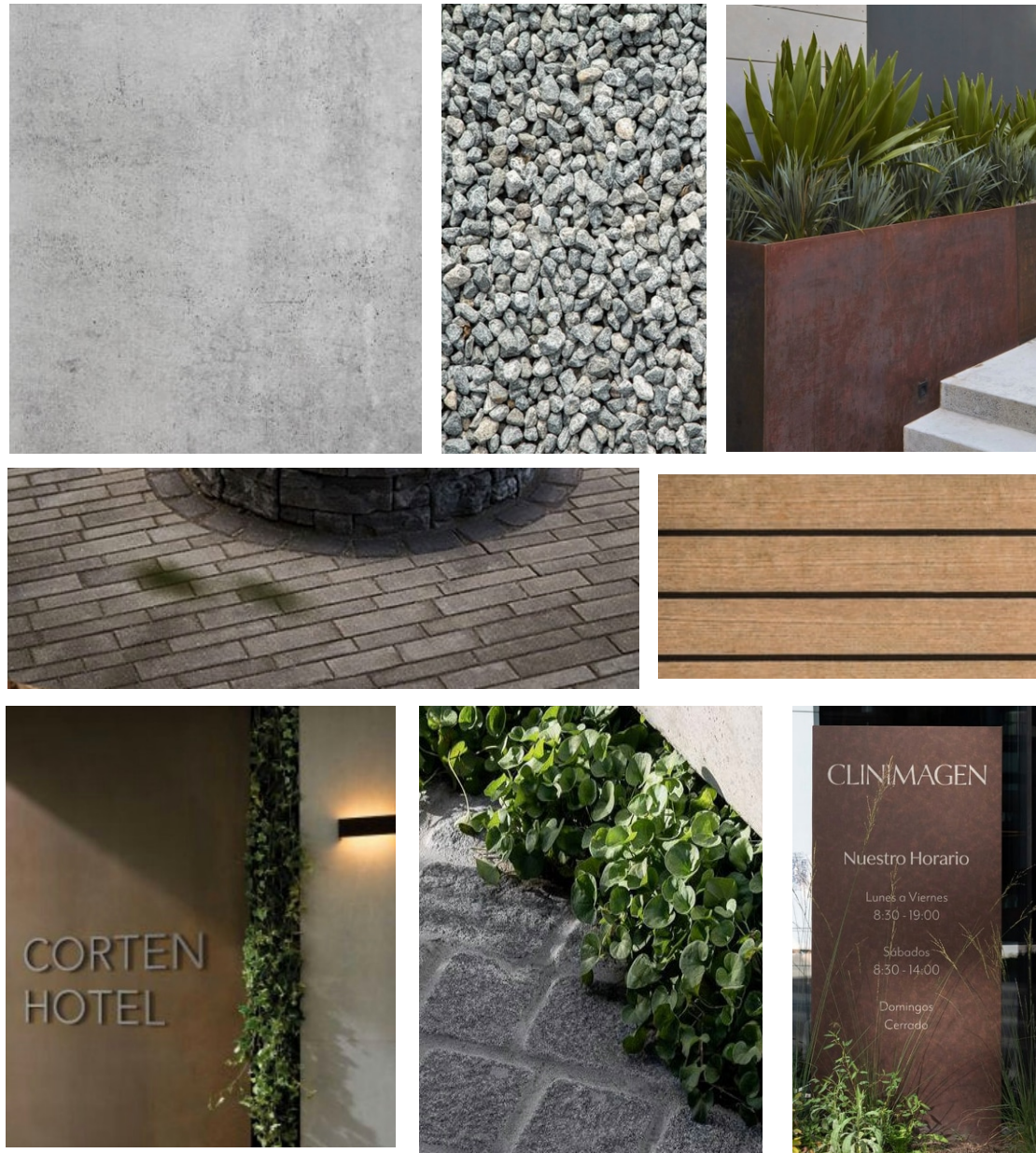


LEGEND

- | | | |
|--------------------------|--|-------------------------|
| 1 Shrub/Small Tree | 5 Amenity Counter Top/ Bar Stool Seating | 9 Free Standing Planter |
| 2 Lounge | 6 String Light | Entrance |
| 3 Amenity Communal Table | 7 Shrub Planting | |
| 4 Raised Planter | 8 Green Wall | |

7.7 INDICATIVE PALETTE

MATERIAL PALETTE



The material palette features design elements with natural, warm tones and the use of corten, creating an inviting and earthy atmosphere. This approach blends simple materials with timber elements to evoke the natural feel, making it a simple cost-effective solution.

PLANTING PALETTE



The proposed planting palette enhances pedestrian comfort along the streetscape, in alignment with City of Vancouver guidelines. The mix of planting complements the warm tones of the architecture, creating a cohesive and contemporary public realm. The diverse, low-maintenance palette supports seasonal interest, winter texture, and long-term urban resilience.

7.8 MATERIAL OPTIONS

LIGHTING



WALL DOWNLIGHT



INSET WALL LIGHTS



CATENARY LIGHTS



LED STRIP SOLAR LIGHT



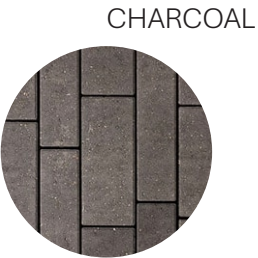
BOLLARDS



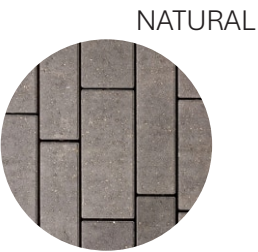
UPLIGHT

PAVERS

BOARDWALK



CHARCOAL



NATURAL

At 3 inches thick, it's perfect for high-traffic areas, including driveways, patios and plazas. Wide spacers also allow it to be used as a permeable paver in locations that require good drainage.

LIGHT VEHICULAR

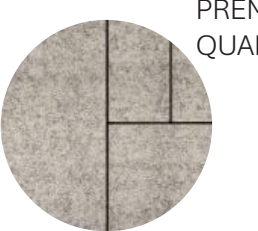
PEDESTRIAN

PERMEABLE

BROADWAY 100mm



NATURAL



PREMIUM QUARTZ

The Broadway Family consists of mid-to-large paver profiles suited for commercial and residential applications. The Broadway 100mm pavers are ideal for commercial designs, with a thickness specially designed to withstand extreme loads and constant wear.

LIGHT VEHICULAR

PEDESTRIAN

PERMEABLE



08 PROPOSAL SUMMARY

PROPOSAL SUMMARY

	I-2 DISTRICT SCHEDULE (SUB-AREA A) & INDUSTRIAL SPACES GUIDELINES	OFFICIAL DEVELOPMENT PLAN	MARPOLE COMMUNITY PLAN	CAMBIE CORRIDOR PLAN & CAMBIE CORRIDOR PUBLIC REALM PLAN	MARINE LANDING POLICY UPDATES	PROPOSED
Uses	Various cultural and recreational, manufacturing, service, transportation, storage and wholesale uses.	Production and distribution with opportunities for hotels near rapid transit areas, and complementary uses such as retail and parking.	- High-intensity employment uses that are transit-trip generating, and traditional industrial use. - Other non-industrial uses, including retail limited to the ground-floor, may be supported in combination with high-intensity employment uses.	High-intensity employment uses that are transit-trip generating, and traditional industrial use.	Intensive employment uses, including commercial and industrial uses.	All industrial uses from I-2 District Schedule (including a caretaker dwelling unit), and hotel, retail store and restaurant (Class 1) uses.
Height	Maximum 18.3 m (60 ft.).	Maximum 18.3 m (60 ft.). Additional height may be considered under certain policies for developments that include multi-level industrial uses.	n/a.	n/a.	- A height above 36.6 m (120 ft.) may be considered for sites proposing hotel use, subject to general design considerations. - Additional heights and densities beyond those outlined in existing community plans will be considered for developments delivering multi-level light industrial job space, subject to satisfying the objectives of all applicable policies.	119.3 m (391.4 ft.) mixed-use hotel with multi-level light industrial job space.
Density	Maximum 3.0 FSR.	Maximum 3.0 FSR. Additional density may be considered under certain policies for developments that include multi-level industrial uses.	- Maximum of approximately 4.5 FSR subject to provision of multi-level light industrial floor area and compliance with the height and density provisions of the <i>Marine Landing Policy Updates</i>. - Density for smaller sites well served by roads and lanes may slightly exceed the threshold subject to meeting urban design objectives. - Maximum of approximately 33% of the proposed floor space may be retail. - Maximum 1,858 sq. m (20,000 sq. ft.) of non-industrial uses, unless in combination with high-intensity transit-trip generating job uses.	Maximum of approximately 4.5 FSR, subject to the provision of multi-level light industrial floor area and compliance with the height and density provisions of the <i>Marine Landing Policy Updates</i> .	- Maximum 4.5 FSR subject to provision of stacked industrial floor area, with potential for higher density based on urban design and public realm performance. - Minimum 1.0 FSR of multi-level light industrial floor area if proposing heights and densities beyond the <i>Marpole Community Plan</i> and <i>Cambie Corridor Plan</i>. - Maximum floor area for the mezzanine is 50% of the industrial use at the ground floor.	12.20 FSR of floor space, including industrial and high-intensity transit-trip generating job uses. 1.21 FSR of multi-level industrial floor area. 255.2 sq. m (2,746.9 sq. ft.) of mezzanine space, comprising 29% of the industrial use at the ground floor. 103.5 sq. m (1,114.1 sq. ft.) of retail space, comprising 0.5% of the proposed floor space. - The project satisfies applicable urban design and public realm provisions of the <i>Marine Landing Policy Updates</i>, the <i>Cambie Corridor Plan</i>, the <i>Cambie Corridor Public Realm Plan</i> and the <i>Marpole Community Plan</i>.
Front Yard Setback (East)	n/a.	n/a.	n/a.	n/a.	n/a.	5.0 m (16.4 ft.)
Rear Yard Setback (West)	Minimum 3.1 m (10.2 ft.)	n/a.	n/a.	n/a.	n/a.	3.0 m (9.8 ft.)
Side Yard Setback (North)	n/a.	n/a.	n/a.	n/a.	n/a.	0 m (0 ft.)
Side Yard Setback (South)	Minimum 0.9 m (3.0 ft.) if provided	n/a.	n/a.	n/a.	n/a.	5.0 m (16.4 ft.)

	I-2 DISTRICT SCHEDULE (SUB-AREA A) & INDUSTRIAL SPACES GUIDELINES	OFFICIAL DEVELOPMENT PLAN	MARPOLE COMMUNITY PLAN	CAMBIE CORRIDOR PLAN & CAMBIE CORRIDOR PUBLIC REALM PLAN	MARINE LANDING POLICY UPDATES	PROPOSED
Tower Separation & Shoulder Setback	n/a.	n/a.	n/a.	n/a.	- Minimum 24.4 m (80 ft.) separation from residential towers. - Minimum 18.3 m (60 ft.) separation from commercial tower elements. - Minimum 3.0 m (10 ft.) shoulder setback from the inside property line where no side yard setback is proposed.	- More than 24.4 m (80 ft.) separation from existing towers. 9.1 m (98.0 ft.) is contributed towards tower separation from potential future commercial towers around the site. 9.1 m (98.0 ft.) tower shoulder setback from the northern property line.
Podium Height	n/a.	n/a.	n/a.	n/a.	Maximum 21.3 m (70.0 ft.) at the inside property line where no side yard setback is proposed.	21.3 m (70.0 ft.)
Floor-to-Floor Heights	- Minimum 6.1 m (20 ft.) for the first floor. - Minimum 5.2 m (17 ft.) for floors above the first floor.	n/a.	n/a.	n/a.	- Minimum 4.6 m (15.1 ft.) for retail. - Minimum 5.2-6.1 m (17-20 ft.) for industrial.	6.1 m (20 ft.) for retail. 6.1 m (20 ft.) for industrial space on the ground level. 5.2 m (17 ft.) for industrial mezzanine space. 3.0-3.7 m (9.8-12.1 ft.) for hotel tower elements 5.0-5.2 m (16.4-17.1 ft.) for hotel podium components. 3.3 m (10.8 ft.) for restaurant.
Mezzanines	- Contiguous with the adjacent industrial spaces which they serve. - Located away from street-facing facades. - Direct and uncomplicated access to loading spaces and waste management areas on each floor and mezzanine. - Devoted freight elevator and passenger elevator for the stacked industrial uses.	n/a.	n/a.	n/a.	- Contiguous with the adjacent industrial spaces which they serve. - Access to loading spaces, waste management areas and elevators for all floors and mezzanines. - Devoted freight elevator and passenger elevator for industrial uses.	- Contiguous with the adjacent industrial spaces which they serve. - Located on the western side of the building, away from street-facing facades. - Direct and uncomplicated access to loading spaces, waste management areas and elevators on the first floor and mezzanine. - Devoted freight elevator and passenger elevator for industrial space.
Tower Floor Plate Size	n/a.	n/a.	Large floor plates are permitted to accommodate a variety of employment uses.	n/a.	Maximize flexibility for job space uses and provide desirable daylighting conditions for building occupants.	608.9 sq. m (6,554.1 sq. ft.) floorplates that accommodate 324 hotel rooms and restaurant space with angled photovoltaic cells on the southern building facade.
Outdoor Space	n/a.	n/a.	Provide mid-block and through-site connections to Canada Line station for walking and cycling.	Provide a Secondary Active Link across the south side of the site.	- Provide a Secondary Active Link across the south side of the site. - Encouraged on rooftops, podiums, at grade, and co-located with indoor amenities and building entrances.	Outdoor spaces are provided on the rooftop, and on the podium adjacent to indoor hotel amenities, and at-grade in the form of a Secondary Active Link, retail patios, and enhanced sidewalk and building entrances.
Views	n/a.	n/a.	n/a.	Requires sensitivity to views.	Rooftop amenity spaces that take advantage of views are strongly encouraged.	- A rooftop hotel amenity is provided to celebrate views of the Fraser River and downtown skyline. - The site is not in a view cone area.
Parking Access	n/a		Vehicle access points must balance pedestrian and cyclist safety with site function.	n/a.	Typically, parking accesses are located at the lane.	Parking and loading access is located at the rear lane to direct vehicles away from pedestrian and cyclist facilities.



1831 Westlock Road
North Cowichan, BC V9L 0B8