



POLICY REPORT DEVELOPMENT AND BUILDING

Report Date: February 25, 2011
Contact: Kent Munro
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RTS No.: 09105
VanRIMS No.: 08-2000-20
Meeting Date: March 15, 2011

TO: Vancouver City Council
FROM: Director of Planning
SUBJECT: CD-1 Rezoning: 428 Terminal Avenue

RECOMMENDATION

- A. THAT the application by B+H BuntingCoady (formerly Reno C Negrin Architects), on behalf of Rize Alliance Properties Ltd., to rezone 428 Terminal Avenue (PID: 025-097-008, Lot 2, DL 2037, Group 1, New Westminster District, Plan LMP 50601), from I-3 (High-tech Industrial) District to CD-1 (Comprehensive Development) District, to amend the permitted uses to permit development and use of two commercial office buildings, be referred to Public Hearing, together with:
- (i) plans received July 30, 2010;
 - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
 - (iii) the recommendation of the Director of Planning to approve, subject to conditions contained in Appendix B;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary CD-1 By-law generally in accordance with Appendix A for consideration at Public Hearing.

- B. THAT if the application is referred to a Public Hearing, the application to amend Schedule E of the Sign By-law, to establish regulations for this CD-1 zone in accordance with Schedule B to the Sign By-law [assigned Schedule "B" I-3], generally as set out in Appendix C, be referred to the same Public Hearing;

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

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

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-law to amend the Noise Control By-law at the time of enactment of the CD-1 By-law.

- D. THAT Recommendation A be adopted on the following conditions:
- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
 - (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
 - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

GENERAL MANAGER'S COMMENTS

The General Manager of Community Services RECOMMENDS approval of the foregoing, noting that advancement of this rezoning proposal further enables Council's commitment to an improved economy consistent with the Metro Core Jobs and Economy Land Use Plan.

COUNCIL POLICY

Relevant Council Policies for this site include:

- I-3 District Guidelines – False Creek Flats (July 30, 2002);
- False Creek Flats Rezoning Policy: Additional General Office Use in “High Technology” Districts (April 7, 2009);
- Metro Core Jobs & Economy Land Use Plan: Issues and Directions Report (2007);
- Green Building Rezoning Policy (February 4, 2010; applies to rezoning applications received between March 1, 2010 and July 30, 2010);
- Community Amenity Contributions through Rezonings (January 20, 1999; last amended June 15, 2006).

PURPOSE AND SUMMARY

This report assesses an application by B+H BuntingCoady (formerly Reno C Negrin Architects), on behalf of Rize Alliance Properties Ltd., to rezone the site at 428 Terminal Avenue from I-3 (High-tech Industrial) District to a CD-1 (Comprehensive Development) District. In accordance

with the False Creek Flats Rezoning Policy, the application proposes to increase office and other uses, beyond what is permitted under the current zoning, to allow for the development and use of two commercial office buildings on this site.

Staff support the proposal and recommend that the application be referred to Public Hearing and, subject to Public Hearing, be approved subject to conditions outlined in Appendix B.

DISCUSSION

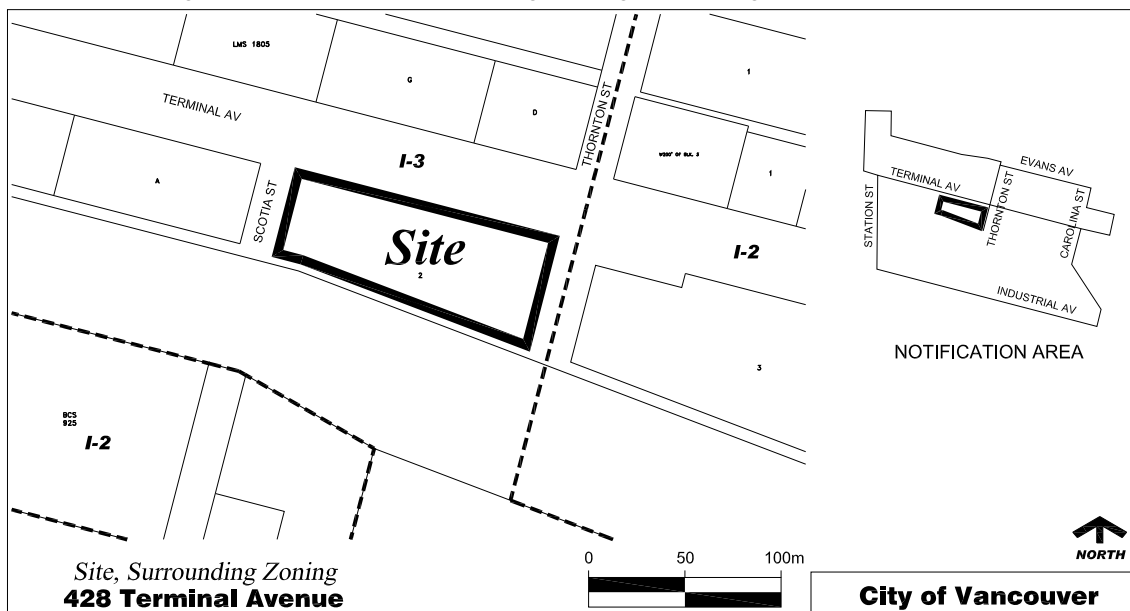
1. Site and Context

This 6 766.4 m² (72,835.3 sq. ft.) vacant site is situated on the south side of Terminal Avenue between Scotia and Thornton Streets. It has a frontage along Terminal Avenue of 137.2 m (450.0 ft.) and a depth ranging from 43.1 m (141.4 ft.) to 56.8 m (186.4 ft.). Zoning for the site is currently I-3, a high-tech and light industrial zone, which allows a density of up to 3.0 FSR and a height of 30.5 m (100 ft.).

The area surrounding the site is characterized by large land parcels, many of which are vacant or undeveloped. The surrounding uses are best described as transitional, with a mix of industry, including the railyards, and other uses allowed under the I-3 zoning. Significant recent development in the neighbourhood includes the Long & McQuade building west of the site and a Mercedes Benz car dealership which is planned for the site to the east.

The site is situated near a major public transit hub at the corner of Main Street and Terminal Avenue with easy access to SkyTrain and buses, with a city bikeway located to the south of the site across the lane.

Figure 1: Site and Surrounding Zoning (including notification area)



2. False Creek Flats Rezoning Policy

In the late 1990's, the area of the False Creek Flats near rapid transit was rezoned to I-3 to accommodate high-tech firms. However, the high-tech sector did not grow as quickly as was

anticipated and, at the same time, the demand for general office uses in the area increased. For this reason, and in advance of the anticipated False Creek Flats Planning Program, in April 2009 Council adopted the False Creek Flats rezoning policy for the area which recommends consideration of a broader range of office uses near transit. The policy allows for General Office use up to the maximum overall density permitted in I-3 as well as compatible uses that are supportive of the needs of area employees such as local area serving restaurants and other services.

3. Density and Land Use

The current I-3 zoning focuses on “high-tech” uses such as information technology offices, and allows a broad range of compatible industrial uses. While a maximum density of 3.0 FSR is permitted, the zoning limits other uses, such as general office, service and retail uses through restrictions on their floor area. For example, a limited number of general office uses are currently permitted conditionally up to a maximum of 1.0 FSR. In other words, of a total permitted overall density of 3.0 FSR, only up to one-third of that total floor area may be general office uses.

This rezoning application would maintain the maximum overall permitted floor space at 3.0 FSR so no change in the mass or built form is contemplated. The application, however, seeks an amendment to the permitted uses within that building mass. Specifically, the application proposes that General Office and certain School uses not be limited to a portion of the total floor space but rather that they be permitted without limitation. Additionally, the application seeks to increase the size limit of Restaurant – Class 1 and add Financial Institution, Restaurant–Class 2 and Limited Food Service uses to the allowable uses. A summary of the current and the proposed uses and their density limitations is shown in Table 1.

Table 1: Proposed Uses and Density Limitations

Use	Maximum FSR	
	I-3 Zoning	Proposed CD-1
Office		
– General Office	1.0*	3.0 Remove restrictions shown in footnote
– Financial Institution	Not in schedule	3.0
Institutional		
– School - University or College	1.0	3.0
Service		
– Restaurant Class 1	Not >300 m ²	Increase size limit to 300 m ² per building
– Restaurant Class 2	Not in schedule	Add use to schedule Allow size limit of 300 m ² per building
– School - business, vocational or trade	1.0	3.0
Retail		
– Limited Food Service	Not in schedule	Add use to schedule

* Not including offices of accountants, lawyers and notary publics, nor the offices of real estate, advertising, insurance, travel and ticket agencies.

Staff are in support of the proposed uses and the changes to the limitations on floor space which are consistent with the False Creek Flats rezoning policy. It is noted that the policy intent is to increase office and the job space uses in the “high-tech” districts.

4. Form of Development

The application proposes two commercial office buildings, one at seven-storeys and the other at five-storeys. Parking and loading are proposed at- and below-grade, with access from the lane (see plans in Appendix E and proposal information in Appendix G).

In summary, the I-3 zoning and the I-3 District Guidelines for the False Creek Flats include the following:

- an outright height of 18.3 m (60 ft.), with discretionary increases up to 30.5 m (100 ft.);
- a minimum building setback of 3.0 m (9.84 ft.) on all street frontages;
- larger floor plates in a more “campus-like” environment to provide for diverse job space;
- building massing that should be broken up and articulated into smaller scale elements on large sites;
- architectural expression and materiality to reflect the industrial character of the area utilizing high quality durable materials; and
- public realm objectives to make the streets and publicly accessible areas safe and interesting for pedestrian uses.

The intent of the False Creek Flats Rezoning Policy is that any development would remain within these built form and design parameters with regards to height, setbacks, massing, architectural expression and adjacent public realm.

Height – Staff support the proposed height of 30.5 m (100 ft.), the maximum permitted under the current zoning. The height and scale of the buildings is an appropriate response to the site’s location on Terminal Avenue which is a prominent street not only because of its width but also given that it is a key entry point to the downtown core. At the same time, the proposal provides a good fit within the newer built form context. The proposed height of the east building at 30.5 m (100 ft.) is comparable to the two buildings located directly across the street, while the west building, with a lower overall height of 18.2 m (60 ft.) and stepped building massing, acknowledges the lower building height of the neighbouring site to the west (Long & McQuade).

Urban Design – The proposed two building scenario is appropriate for this large site in that it maintains a more compatible building scale consistent with newer development along Terminal Avenue. While the massing of the buildings has been stepped down somewhat on the south side facing the rail yards, the primary frontage along Terminal Avenue appears more monolithic and unvaried. To introduce more visual interest, staff are recommending further design development to the building massing to provide greater articulation, a more varied and better quality material treatment and greater colour expression. These recommended conditions aim to enhance this development as a more prominent entry as seen from Terminal Avenue.

Building Setbacks and Public Realm – For the east building, the rezoning proposal meets the required building setbacks along Terminal and Thornton Streets; for the west building, the setbacks along Terminal and Scotia Streets exceed the requirements due to the skewed building siting relative to the street frontage. Within this setback, staff are recommending a

double row of trees, weather protection and a secondary foot path immediately adjacent to the building face. The application proposes a mews between the two buildings to provide green space away from the street-edge. To ensure that the mews is usable and attractive to area users, staff recommend relocation of the parking ramp and exposed mechanical air vents. Further, provision of small commercial uses at grade that would further animate and support active use of the ground plane is encouraged.

In the south-east corner of the site, a 14 m (46 ft.) by 36 m (118 ft.) area has been reserved to accommodate a pedestrian and bicycle ramp connection with the future Thornton Street Overpass. The space may not be used for any required parking or loading for the project but may have non-permanent uses until such time as the right-of-way is needed for its intended use. In the interim, it is recommended that this area be landscaped to provide a pedestrian amenity.

Urban Design Panel – The Urban Design Panel reviewed this proposal on December 15, 2010 and supported (7-0) the proposed form of development (see Appendix D). The Panel also recommended design development to the Terminal Avenue façade, a higher degree of architectural variety at-grade including consideration of some active uses, possible relocation of the parking ramp, and increased sustainability objectives. Staff have incorporated these recommendations into design development conditions.

Conclusion – Staff support the proposed form of development, subject to the recommended conditions of approval noted in Appendix B (urban design conditions (b) 1-6 and landscape conditions (b) 12-24).

5. Parking

This application shows parking at grade and one level of underground parking accessed from the lane, providing a total of 213 parking spaces. Current Parking By-law standards would require approximately 343 parking spaces for the proposed development. However, due to proximity to rapid transit, Engineering staff are recommending a 20% reduction in parking spaces, resulting in a requirement for 274 parking spaces. Further reductions in parking may be supportable upon the provision of a shared parking analysis and/or a Transportation Demand Management Plan. Parking conditions are included in Appendix B (b) 25-27.

6. Environmental Sustainability

The Green Building Rezoning Policy (adopted by Council on February 4, 2010) applies to rezoning applications received between March 1, 2010 and July 30, 2010, and requires that these rezoning applications achieve a minimum of LEED® Silver registration or equivalency with targeted points for energy performance, water efficiency and stormwater management. The applicant submitted a LEED® checklist indicating that the project could attain 34 LEED® points (LEED® Silver requires a minimum of 33 points; LEED® Gold requires a minimum of 39 points) and therefore would be eligible to meet LEED® Silver and the Green Building Rezoning Policy requirements.

On the advice of the Urban Design Panel, staff have further recommended that the applicant consider modifications to the building design to increase daylight access for the deep floor plates, provision of a greener roof, and an enhanced passive solar strategy (see Appendix B, design conditions (b) 7-10). The False Creek Flats Rezoning Policy further requires that the

installation of neighbourhood energy utility compatible hydronic heating systems be explored, as noted in Appendix B (condition (b) 11).

PUBLIC INPUT

Through the preparation of the False Creek Flats Rezoning Policy, it was noted that public consultation would take place during any rezoning process. A rezoning information sign was installed at 428 Terminal Avenue on October 15, 2010, and a notification postcard, dated September 29, 2010, was mailed to 40 surrounding property owners. In addition, the City of Vancouver Rezoning Centre webpage provided notification and application information, and an on-line comment form. No comments were received from the public.

PUBLIC BENEFITS

In response to City policies which address changes in land use and density, the application offers the following public benefits:

Required Public Benefits

- **Development Cost Levies (DCLs):** Development Cost Levies (DCLs) are collected on new development prior to building permit issuance. The levies help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and various engineering infrastructure. The subject site is in a layered DCL area, subject to both the City-wide and False Creek Flats DCLs. The current City-wide rate is \$112.16/m² (\$10.42/sq. ft.) for commercial uses and \$44.89/m² (\$4.17/sq. ft.) for industrial uses. The False Creek Flats rate is \$49.73/m² (\$4.62/sq. ft.) for both commercial and industrial uses. If approved, the application would result in DCLs of approximately \$2,807,803.
- **Public Art Program:** The Public Art Program requires that rezonings involving a floor area of 9 290 m² (100,000 sq. ft.) or greater allocate a portion of their construction budgets (\$1.81 sq. ft.) to public art as a condition of rezoning. Based on a floor area of 20 300 m² (218,506 sq. ft.), a public art budget of approximately \$395,500 would be required.

Offered Public Benefits

Community Amenity Contribution (CAC): In the context of the City's Financing Growth Policy, the City anticipates the offer of a community amenity contribution from the owner of a site that is being rezoned to address the impacts of rezoning. Contributions are generally evaluated and negotiated by staff in light of the increase in land value expected to result from rezoning approval. Real Estate Services staff have advised that this rezoning will not result in an increase in land value because there is no increase in permitted density, and because of the high underlying land value given the site's existing zoning. It is noted, however, that the owner has offered to provide to the City a statutory right-of-way on the site to allow for a pedestrian and bicycle ramp connection with the future Thornton Street Overpass.

A summary of the public benefits is summarized in Appendix F.

FINANCIAL IMPLICATIONS

Approval of the report recommendations will have no financial implications with respect to the City's operating expenditures, fees, or staffing.

CONCLUSION

Staff have reviewed the application to rezone this site from I-3 to CD-1 to allow a broader range of office and other uses, and conclude that it is consistent with the area policies and with the directions set by Council for office development near transit. The Director of Planning recommends that the application be referred to Public Hearing together with a draft CD-1 By-law as generally shown in Appendix A and with a recommendation of the Director of Planning that, subject to Public Hearing, these be approved, subject to the conditions of approval listed in Appendix B, including approval in principle of the form of development as shown in plans included as Appendix E.

* * * * *

428 Terminal Avenue
DRAFT CD-1 BY-LAW PROVISIONS

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

1 Definitions

Words in this By-law have the meanings given to them in the Zoning and Development By-law except that:

“Limited Service Food Establishment” means premises where food is sold for consumption on or off the premises, there are a maximum of 16 indoor or outdoor seats for customers and there is no live entertainment;

“Vehicle Dealer” means the use of premises to rent motor vehicles.

2 Uses

- Cultural and Recreational Uses, limited to Community Centre or Neighbourhood House, Fitness Centre and Hall;
- Dwelling Uses, limited to Dwelling Unit for a caretaker or watchman or other person similarly employed, if in the opinion of the DOP or DPB, such dwelling unit is essential to the operation of the business or establishment;
- Institutional Uses, limited to Ambulance Station, Child Day Care Facility, Public Authority Use, School – University or College and Social Service Centre;
- Manufacturing, limited to Bakery Products Manufacturing; Batteries Manufacturing; Brewing or Distilling; Chemicals or Chemical Products Manufacturing – Class B; Clothing Manufacturing; Dairy Products Manufacturing; Electrical Products or Appliances Manufacturing; Food or Beverage Products Manufacturing – Class B, Furniture or Fixtures Manufacturing, Ice Manufacturing, Jewellery Manufacturing, Leather Products Manufacturing, Machinery or Equipment Manufacturing, Metal Products Manufacturing, Miscellaneous Products Manufacturing – Class A, Miscellaneous Products Manufacturing – Class B, Motor Vehicle Parts Manufacturing, Non-metallic Mineral Products Manufacturing, Paper Products Manufacturing, Plastic Products Manufacturing, Printing or Publishing Manufacturing, Rubber Products Manufacturing, Shoes or Boots Manufacturing, Software Manufacturing, Textiles or Knit Goods Manufacturing, Tobacco Products Manufacturing, Transportation Equipment Manufacturing and Wood Products Manufacturing – Class B;
- Office Uses, limited to General Office and Financial Institution;

- Retail Uses, limited to Limited Service Food Establishment and Vehicle Dealer, but limited to the rental of motor vehicles;
- Service Uses, limited to Animal Clinic, Catering Establishment, Laboratory, Laundry or Cleaning Plant, Motor Vehicle Repair Shop, Motor Vehicle Wash, Photofinishing or Photography Laboratory, Photofinishing or Photography Studio, Print Shop, Production or Rehearsal Studio, Repair Shop – Class A, Repair Shop – Class B, Restaurant, School – Arts or Self Improvement, School – Business, School – Vocational or Trade, Sign Painting Shop, Work Shop;
- Transportation and Storage Uses, limited to Cold Storage Plant, Mini-storage Warehouse, Packaging Plant, Storage Warehouse, Taxicab or Limousine Station, Truck Terminal or Courier Depot;
- Utility and Communications Uses, limited to Radiocommunication Station, Public Utility and Recycling Depot;
- Wholesale Uses, limited to Wholesaling – Class A and Wholesaling – Class B; and
- Accessory uses customarily ancillary to the above.

3 Conditions of Use

- 3.1 No use listed, except vehicle dealer and transportation and storage uses, shall be carried on other than wholly within a completely enclosed building unless appropriate measures are taken, to the satisfaction of the Director of Planning, to eliminate any dangerous, injurious, noxious or otherwise objectionable impact that could adversely affect the surround area and adjoining non-industrial districts.
- 3.2 No uses shall involve the storage, other than wholly within a completely enclosed building, of lime; fertilizer; toxic or corrosive chemicals or acids; flammable liquids or solids; rags or cotton waste; fungicides, herbicides or pesticides; paint, varnish, oil shellac or turpentine; grain, hops, or sugar; fish, fish oil or meal, animal oil or fat, or vegetable oil.
- 3.3 No use, except for an animal clinic, shall involve the keeping of live animals.
- 3.4 No use listed shall involve the storage of goods or materials other than wholly within a completely enclosed building unless the yard or portion of the yard containing the goods or materials is enclosed by a suitable fence or wall restricting public access.

4 Density

- 4.1 For the purpose of computing floor space ratio, the site is deemed to be 6,766.4 m² [72,835.3 sq. ft.], being the site size at time of application for rezoning prior to any dedications.
- 4.2 The floor space ratio must not exceed 3.00, except that:

- the maximum floor space ratio shall be 3.0 for the following uses:
 - Institutional Uses, limited to School – University or College;
 - Manufacturing Uses;
 - Office Uses;
 - Service Uses, limited to Laboratory, Photofinishing or Photography Laboratory, Production or Rehearsal Studio, and Workshop, School – Business and School – Vocational or Trade;
 - Transportation and Storage Uses;
 - Utility and Communications Uses; and
 - Wholesale Uses.
- the maximum floor space ratio shall be 1.0 for all other uses combined;
- the floor area of Restaurant use shall not exceed 300 m² per building; and
- the floor area of Retail Uses, including accessory retail, shall not exceed 1 000 m².

4.3 The following shall be included in the computation of floor space ratio:

- (a) all floors of all buildings, both above and below ground level, measured to the extreme outer limits of the building.

4.4 Computation of floor space ratio must exclude:

- (a) open residential balconies or sundecks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, provided that the total area of all exclusions does not exceed eight percent of the residential floor area being provided;
- (b) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which are at or below the base surface provided that the off-street parking spaces do not have a length of more than 7.3 m for the purpose of exclusion from floor space ratio computation;
- (c) amenity areas for the social and recreational enjoyment of employees, or providing a service to the public, including facilities for general fitness, general recreation and child day care, provided that the total area being excluded shall not exceed the lesser of 20 percent of the permitted floor space or 100 m²;
- (d) where a Building Envelope Professional as defined in the Building By-law has recommended exterior walls greater than 152 mm in thickness, the area of the walls exceeding 152 mm, but to a maximum exclusion of 152 mm thickness, except that this clause shall not apply to walls in existence prior to March 14, 2000; and
- (e) with respect to exterior:
 - (i) wood frame construction walls greater than 152 mm thick that accommodate RSI 3.85 (R-22) insulation, or

- (ii) walls other than wood frame construction greater than 152 mm thick that meet the standard RSI 2.67 (R-15),

the area of such walls that exceeds 152 mm to a maximum exclusion of 51 mm of thickness for wood frame construction walls and 127 mm of thickness for other walls, except that this clause is not to apply to walls in existence before January 20, 2009. A registered professional must verify that any exterior wall referred to in subsection (ii) of this section meets the standards set out therein.

3 Height

- 3.1 The maximum height of a building, measured above the base surface, must not exceed 30.5 m.

4 Parking, Loading and Bicycle Parking

- 4.1 Parking, loading and bicycle spaces shall be provided and maintained according to the provisions of the Parking By-law, including those concerning exemptions and relaxations.

* * * * *

428 Terminal Avenue
PROPOSED CONDITIONS OF APPROVAL

Note: Recommended approval conditions will be prepared generally in accordance with the draft conditions listed below, subject to change and refinement prior to finalization of the agenda for the Public Hearing.

PROPOSED CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by B+H BuntingCoady (formerly Reno C Negrin Architects), and stamped “Received City Planning Department, July 30, 2010”, provided that the Director of Planning may allow minor alterations to this form of development when approving the detailed scheme of development as outlined in (b) below.
- (b) That, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the Director of Planning, who shall have particular regard to the following:

Urban Design

1. clarification on the drawings, removing pedestrian ramp structure;

Note to Applicant: The pedestrian ramp is not part of this application.
Dimension on the site plan the easement required for a future pedestrian ramp.

2. design development to the building massing, breaking up the long facades through greater articulation and expression of building parts;

Note to Applicant: The I-3 District Guidelines for the False Creek Flats suggest building depths or widths that exceed 30.5 m (100 ft.) should be physically separated into a series of buildings, or be designed to appear so. The aim is to create identity, rhythm and variety. *Reference: I-3 District Guidelines False Creek Flats, Section 4.16 building depth (and width).*

3. design development to improve the architectural expression in the following manner:

- a. more material variety and colour; and

Note to Applicant: Exterior building design should reflect the industrial character of the precinct by utilizing high-quality, durable materials.
Reference: I-3 District Guidelines False Creek Flats, Section 5.5 Exterior Walls and Finishing.

- b. consider better quality glazing system, such as frameless, indicating on the drawings and providing sample documentation;

Note to Applicant: The quality of the glazing system should be of a comparable standard to the previous Development Permit application. The use of mirrored or highly reflective glass is discouraged to allow views into building activities.

4. design development to improve the legibility of the main entry of both buildings, providing an extended entry canopy that links the street to the entry doors;

Note to Applicant: The main entry needs greater prominence as seen from the street, improving the visual signifiers that announce and lead to the building entrance. *Reference: I-3 District Guidelines False Creek Flats, Section 5.5 Entrances, Stairs and Porches.*

5. design development to enhance the public and semi-public realm of the centre mews and street edges for pedestrian uses in the following manner:

- a. provide weather protection along the Terminal Avenue frontage within the 3 m setback;

Note to Applicant: The canopy should be a minimum depth of 5 feet, clear glazed and located below the crown of adjacent trees. Altering of proposed tree spacing may be required. Provide a hard surface for a pedestrian path, modifying ground landscaping as required.

- b. Remove or relocate the open parking ramp;

Note to Applicant: If combining the ramps provide a knock out panel between parking structures. *Reference: I-3 District Guidelines False Creek Flats, Section 2.9 Off-Street Parking and Loading.*

- c. minimize the visual impact of exposed mechanical vents located in the centre mews, either relocating away from the central court area or transforming them into an attractive feature that is integrated with the landscaping;
- d. confirmation on the drawings that the parking ramp access and all loading bays are gated;

Note to Applicant: *Reference: I-3 District Guidelines False Creek Flats, Section 2.9 Off Street Parking and Loading.*

- e. consideration to better animate the buildings at the ground plane to provide opportunities for pedestrian needs, such as small commercial uses, interaction and gathering; and

Note to Applicant: *Reference: I-3 District Guidelines False Creek Flats, Section 2.2 Street Character.*

6. design development to consider the principles of CPTED, having particular regard for security in the underground parking;

Note to Applicant: Consider how lighting and glazing can be used to improve perceived safety in underground areas. Tenants and operators should be consulted to determine whether any other issues exist on the site. Design features that address CPTED principles should be noted in the development permit application.

7. identification on the plans and elevations of the built elements contributing to the building's sustainability performance in achieving LEED® Silver equivalency, including at least three optimize energy performance points, one water efficiency point, and one storm water point;

Note to Applicant: Provide a LEED® checklist confirming LEED® Silver equivalency and a detailed written description of how the above-noted points have been achieved with reference to specific building features in the development. Both the checklist and description should be incorporated into the drawing set. A letter from the Mechanical consultant shall be submitted outlining how the minimum of three energy points will be obtained.

8. consideration to provide increased day light penetration through either modification to the plan, and/or section;

Note to Applicant: As commented on by the Urban Design Panel.

9. design development to the roof level, providing more landscaping to meet sustainability objectives, while maintaining opportunities for active use of the roof level;

Note to Applicant: *Reference: I-3 District Guidelines False Creek Flats, Section 5.1 Roofs and Chimneys.*

10. consideration to improve the passive solar strategy on the west elevation;

Note to Applicant: Adding vertical fins to the west elevation will enhance the solar performance.

11. consideration to install hydronic heating systems to be neighbourhood energy utility compatible, as required by the False Creek Flats Rezoning Policy;

Note to Applicant: Council has also identified the west False Creek Flats area as a potential green enterprise zone, indicating a strong desire for a future NEU in the area surrounding this site. Neighbourhood Energy Utilities (NEU) are currently anticipated in South-East False Creek, North-East False Creek and in major projects on the Great Northern Way campus.

Landscape

12. design development to maximize the amount of greenery provided on this site by:
 - a. incorporating green roof areas on the buildings;
 - b. providing more trees to increase the green leafy canopy within the mid-block mews (the Courtyard); and

Note to Applicant: Consider a small canopy tree species such as Magnolia or Parrotia.

- c. providing soft landscaping within the designated setback area for future pedestrian overpass at Thornton Street;
13. illustration on the Landscape Plan and the Site Plan of all lane edge utilities such as gas meters and transformers;

Note to Applicant: All utilities should be located, integrated, and fully screened in a manner which minimizes their impact on the architectural expression and the building's open space and public realm.

14. design development to provide low-growing soft landscaping adjacent to pedestrian pathways within the public and semi-public realm to maintain clear passage and open views for safety purposes;
15. tree species and locations for the proposed double row of street trees on Terminal Avenue, Scotia Street and Thornton Street to be determined in consultation with the Director of Planning and to the satisfaction of the City Engineer and Park Board;

Note to Applicant: The double row of trees on Terminal Avenue should consist of a large canopy tree species for the first row (City property) and a small canopy tree species for the second row (private property). The tree species provided for the first row should be Beech, to match the tree species approved for planting at 550 Terminal Avenue; consider choosing a Magnolia species or Parrotia for the second row of trees. Early contact with Park Board to confirm tree species for the first row of trees is encouraged; contact Brad Etheridge (tel: 604.257.8587) to confirm tree species.

16. provision of a separate landscape lighting plan to illuminate pedestrian areas for security and safety purposes;

Note to Applicant: Lighting details should be included on the Landscape Plan. Refer to Section 5.7 "Lights", I-3 District Guidelines.

17. provision of written confirmation from the Park Board that the removal of existing street trees on Terminal Avenue (Cottonwoods as noted on the Landscape Plan) has been approved;
18. provision of adequate planting medium depth within planters on slab condition to meet the BCSLA latest standard;
19. provision of best current practices for managing water conservation including high efficiency irrigation, aspects of xeriscaping including drought-tolerant plant selection and mulching (illustrated on the Landscape Plan);

Note to Applicant: Where the deletion of irrigation for all slab planters is a strategy to earn a LEED® point, provide a written rationale for the choice of plants, the amount of sun exposure, and the soil volumes. In addition, a maintenance schedule for watering (this may be hand watering) the plantings during the first year following installation (to ensure proper establishment).

20. proposed plantings to be consistent with the City of Vancouver Waterwise Planting Guidelines;
21. provision of a legal survey;
22. provision of a fully labelled Landscape Plan, Sections and Details at the Complete Development Permit submission stage;
23. a high efficiency irrigation system specified in all landscape areas;

Note to Applicant: The irrigation system design and installation shall be in accordance with the Irrigation Association of BC Standards and Guidelines latest standard. Notation to this effect should be added to the drawings.

24. new street trees to be provided adjacent to the development site and illustrated on the Landscape Plan, to be confirmed prior to issuance of the BU;

Note to Applicant: Contact Eileen Curran, Streets Engineering (Tel.: 604.871.6131) to confirm tree planting locations and Brad Etheridge, Park Board, (Tel.: 604.257.8587) for tree species selection and planting requirements. Provide a notation on the Landscape Plan, "Final spacing, quantity, tree species to the satisfaction of the General Manager of Engineering Services." New trees must be of good standard, minimum 6 cm calliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet in length and 18 inches in depth. Call the Park Board for inspection after tree planting completion (Tel.: 311).

Engineering

25. provide parking, loading, bicycle and passenger spaces in accordance with the Parking By-law, noting that the Director of Planning in consultation with the General Manager of Engineering Services has concluded, after review of this

rezoning application, that the following reductions of the By-law minimum parking requirements are supported:

- a. a minimum 20% reduction in parking spaces below Parking By-law requirements, due to proximity to rapid transit;
 - b. further reduction may be considered upon provision of a shared parking analysis, which is to be provided by a transportation consultant; and
 - c. further reduction may be considered upon submission of a Transportation Demand Management Plan;
26. elimination of the jog in the drive aisle between the 2 buildings is required;
 27. provision of a corner cut at the top of the parking ramp for the phase 2 building to ensure two vehicles can pass each other when turning to and from the lane onto the ramp;
 28. provision of street trees adjacent the site where space permits;

Note to Applicant: Where possible the proposed street trees are to be planted using continuous trench installation practices. The street trees and 2nd row of trees should be installed in an alternating pattern not opposite each other.
 29. the proposed tree removal on Terminal Avenue requires the approval of the General Manager of Engineering Services in consultation with the Vancouver Park Board. A separate request to Engineering is required; and
 30. this site may be subject to floodplain requirements (see Floodplain Protection Policies). Refer to Chief Building Official for details.

PROPOSED CONDITIONS OF BY-LAW ENACTMENT

- (c) That, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services and to the Director of Planning, the General Manager of Engineering Services, the Managing Director of Cultural Services and the Approving Officer, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

1. Arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following;
 - a. provision of improved disability ramps at the Terminal Avenue and Scotia Street intersection to meet current standards;
 - b. provision of a Statutory Right-of-Way (SRW) and an Option to Purchase for road for a nominal price, to secure an area 14 m (east-west) by 36 m (north-south) for a pedestrian and bicycle access ramp to a future overpass to be built in the Thornton Street corridor linking Terminal Avenue with Great Northern Way. In

the interim, the space may not be used for any required parking or loading but may have non-permanent uses to be maintained by the property owner until such time as the SRW or Option to Purchase is exercised;

- c. undergrounding of all new utility services from the closest existing suitable service point. All services and in particular electrical transformers to accommodate a primary service must be located on private property. The development site is not to rely on secondary voltage from the existing overhead network. Any alterations to the existing underground/overhead utility network to accommodate the development will require review and approval by the Utilities Management Branch. All above ground electrical kiosks are also to be accommodated on site. Early contact with the Utilities Management Branch is encouraged;

Public Art

2. execute an agreement, satisfactory to the Director of Legal Services and the Managing Director of Cultural Services for the provision of public art in accordance with the City's Public Art Policy and the SEFC Public Art Plan, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials; and
3. submit a preliminary public art plan to the satisfaction of the Managing Director of Cultural Services setting out the proposed public art program aims, artist terms of reference, site and artist selection methods, project budget, implementation plan and a schedule consistent with the objectives and intent of the SEFC Public Art Plan;

Soils

4. submit a site profile to the Environmental Protection Branch (EPB);
5. the property owner shall, as required by the Manager of Environmental Protection and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter;
6. execute a Section 219 Covenant, as required by the Manager of Environmental Protection and the Director of Legal Services in their discretion, that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning, until a Certificate of Compliance have been provided to the City by the Ministry of Water, Land and Air Protection;

Note: Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as Covenants pursuant to Section 219 of the Land Title Act.

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is

considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-law.

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

* * * * *

428 Terminal Avenue
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE SIGN BY-LAW NO. 6510

Amend Schedule E (Comprehensive development Areas) by adding the following:

“428 Terminal Avenue [CD-1#] [By-law #] B (I-3)”

DRAFT AMENDMENTS TO THE NOISE BY-LAW NO. 6555

Amend Schedule B (Intermediate Zone) by adding the following:

“[CD-1 #] [by-law #] 428 Terminal Avenue”

* * * * *

428 Terminal Avenue
ADDITIONAL INFORMATION

1. Urban Design Panel

The Urban Design Panel reviewed this proposal on December 15, 2010, and supported (7-0) the proposed use, density and form of development.

Introduction: Karen Hoese, Rezoning Planner, introduced the proposal for a rezoning application located in the I-3 “high-tech” zone in the False Creek Flats. The purpose of the rezoning is to rezone the site from I-3 to CD-1 to allow an increase in the amount of General Office space beyond what is permitted under the current zoning. The request is consistent with existing area policy.

Ms. Hoese noted that in the late 1990’s, the area of the False Creek Flats near rapid transit was rezoned to I-3 to accommodate high tech firms. Under the I-3 zoning, the maximum density permitted was 3.0 FSR. General Office use was restricted to 33% of the floor area or a maximum of 1 FSR. However, the “high-tech” sector did not grow as quickly as anticipated and in 2009 Council adopted the False Creek Flats Rezoning Policy. The intent of this new policy was to allow for a broader range of office uses, providing opportunities to intensify employment near rapid transit. As such, the policy allows for General Office use up to the maximum overall density permitted in I-3 as well as compatible uses that are supportive of the needs of area employees such as local area serving restaurants and other relevant services.

In terms of the form of development, the False Creek Flats Rezoning Policy intends that any resulting developments would remain within the built form parameters of the I-3 District Guidelines. These guidelines call for a maximum height of 100 feet, large floor plates and a strong urban design and pedestrian realm. Ms. Hoese noted that as this is a rezoning, the Green Buildings Rezoning Policy applies. Since the application came in prior to August 1, 2010, a minimum of LEED® Silver is required.

Dale Morgan, Development Planner, further described the proposal noting that the application had been reviewed by the Panel previously. At that time it was a development permit application but with the policy change the applicant decided to withdraw the application and apply as a rezoning. The original application was mixed use with some office use as well as some warehousing. Mr. Morgan described the context for the area. The primary use for the proposal is office with a mews area. There will be a ramp entry to a parking structure that is accessed through the pedestrian mews. There is also a secondary ramp mid site. Mr. Morgan noted that the original application had a more dynamic massing which has become more conservative with the rezoning application. The roof use that is being proposed is for an amenity/fitness area with a rubber surface for jogging. The streetscape includes a double row of trees. Mr. Morgan described the materials and colour palette being proposed. He also noted the comments from the previous Panel’s review.

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

- General comments on height and density;
- Is office use appropriate for this site including office use at grade;
- Comments on the mews as to whether the site is properly animated;

- Comments on the public realm, street edges and semi public views;
- Comments on the massing, materiality and expression; and
- How the building has addressed sustainability.

Ms. Hoese and Mr. Morgan took questions from the Panel.

Applicant's Introductory Comments: Robert Church, Architect, further described the proposal noting the scheme had changed from the previous design. There has been some effort in breaking up the monolithic type of development that is happening along this street to produce a dynamic building that is broken down in both plan and elevation section. The strength of the mews is helping to break up the width of the building.

Jeff Cutter, Landscape Architect, described the landscape plans noting that the plans haven't changed that much since the previous scheme. The ramp has been added but the treatment between the two buildings is similar. They are trying to add a layer of visual interest with the addition of a double row of street trees along the front of the building giving a strong spatial component to Terminal Avenue. The roof will have a fitness centre with some seating areas. Although it is not a green roof, planters will be located around the seating clusters.

The applicant team took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement:

- Relocate the ramp away from the mews;
- Consider a higher degree of architectural variety at grade including consideration of some active uses if possible;
- Consider increasing sustainability objectives;
- Consider a brighter colour palette;
- Reconsider the Terminal Avenue façade; and
- Consider increasing daylight penetration whether through plan, section or a combination of both.

Related Commentary: The Panel supported the proposal.

The Panel supported the height, density and use and thought the location was exactly the right place for high density employment as it is near the SkyTrain Station. They also thought the floor to floor height should be increased to allow for more light penetration into the interior of the building. Most of the Panel thought it was unfortunate that there was such a large setback that would preclude any weather protection on the sidewalk. One Panel member thought the façade should be broken up as it is a long straight line. While another Panel member thought the front façade was a little bland and lacked any articulation or refinement. Another Panel member thought the building design could be simpler and include one great piece of public art to make it memorable.

Most of the Panel was disappointed that the Silver logo was removed from the design. One Panel member was disappointed that the applicant couldn't capture more of the form from the past design into the new one. Considering that the area has been used as light industrial, a Panel member would like to see some working space for artists provided for in the area. A couple of other Panel members thought there should be some retail on the ground floor with one Panel member suggesting a coffee shop to create a bit of a social gathering space.

The Panel supported the lower parking rationale since the site is near transit and thought the area would be more pedestrian friendly in the future as more development takes place in the area. Several Panel members noted that the [parking] ramp location and the mews didn't work together and thought the ramp should be moved.

Several Panel members thought the landscaping was well done across the railway tracks. One Panel member appreciated the effort in the landscape design to upgrade Terminal Avenue. The Panel supported the mews and thought it was an interesting idea. One Panel member noted that it brought a moment of publicness to the street. Another Panel member suggested adding a double row of trees on the street. Also, the way finding needed to be improved and some trees could be added to the courtyard. A couple of Panel members thought the roof top fitness could be programmed to accommodate more people.

The Panel thought the colour palette could be differentiated between the two buildings with one Panel member suggesting a third colour could be added. One Panel member noted that in the next stage of development the signage strategy was going to be important and could be the most interesting thing about the building.

The Panel was disappointed with the sustainability strategy noting that the applicant wasn't optimizing energy points and wasn't doing anything to make the building perform well. One Panel member noted that there was an opportunity to add green roofs and expressing storm water.

Applicant's Response: Mr. Church thanked the Panel for their comments.

2. Comments – General Manager of Engineering Services

Engineering Services reviewed the application and, in a memo dated February 7, 2011, the Project Engineer stated that Engineering Services has no objection to the proposed rezoning provided that specific conditions are met. In the memo, a number of rezoning conditions were listed for inclusion in the staff report (See Appendix B, conditions (b) 25-27 and (c) 1).

3. Comments – Building Code Specialist

The Processing Centre–Building reviewed the application and provided the following comments on December 16, 2010:

The following comments are based on the preliminary drawings prepared by B+H BuntingCoady (formerly Reno C Negrin Architects), dated July 30, 2010, for the proposed rezoning application. This is a preliminary review in order to identify issues which do not comply with the Vancouver Building By-law #9419 as amended (VBBL). This is an early stage project for the proposal for two new office buildings sharing underground parking on this site.

- 1) Public corridors must be a minimum of 9 meters apart for phase 1.
- 2) Office no. 2 on phase 1, L1 floor requires two exits.
- 3) Universal Toilet Room is required for both phases.
- 4) Exit stair number two requires fire separations with ratings for phase L1 floor.

- 5) This building in phase 2 is a potential high-rise building meeting Subsection 3.2.6.
- 6) Spatial calculation is required for this project.

In general all exits must meet Section 3.4, Means of Egress in Article 3.3.1.3. and Provisions for Firefighting in Subsection 3.2.5.

* Items marked with an asterisk have been identified as serious non-conforming Building By-law issues.

Written confirmation that the applicant has read and has understood the implications of the above noted comments is required and shall be submitted as part of the "prior to" response.

The applicant may wish to retain the services of a qualified Building Code consultant in case of difficulty in comprehending the comments and their potential impact on the proposal. Failure to address these issues may jeopardize the ability to obtain a Building Permit or delay the issuance of a Building Permit for the proposal.

4. Sustainability Strategy

LEED Canada-NC 1.0 Project Checklist		Containers	
Yes	No	Vancouver, BC	
Sustainable Sites 14 Points			
Y		Prereq 1	Erosion & Sedimentation Control Required
N		Credit 1	Site Selection
N		Credit 2	Development Density
N		Credit 3	Redevelopment of Contaminated Site
N		Credit 4.1	Alternative Transportation, Public Transportation Access
N		Credit 4.2	Alternative Transportation, Bicycle Storage & Changing Rooms
N		Credit 4.3	Alternative Transportation, Alternative Fuel Vehicles
N		Credit 4.4	Alternative Transportation, Parking Capacity
N		Credit 5.1	Reduced Site Disturbance, Protect or Restore Open Space
N		Credit 5.2	Reduced Site Disturbance, Development Footprint
N		Credit 6.1	Stormwater Management, Rate and Quantity
N		Credit 6.2	Stormwater Management, Treatment
N		Credit 7.1	Heat Island Effect, Non-Roof
N		Credit 7.2	Heat Island Effect, Roof
N		Credit 8	Light Pollution Reduction
Water Efficiency 8 Points			
N		Credit 1.1	Water Efficient Landscaping, Reduce by 50%
N		Credit 1.2	Water Efficient Landscaping, No Potable Use or No Irrigation
N		Credit 2	Innovative Wastewater Technologies
N		Credit 3.1	Water Use Reduction, 20% Reduction
N		Credit 3.2	Water Use Reduction, 30% Reduction
Energy & Atmosphere 17 Points			
Y		Prereq 1	Fundamental Building Systems Commissioning Required
Y		Prereq 2	Minimum Energy Performance Required
Y		Prereq 3	CFC Reduction in HVAC&R Equipment Required
N		Credit 1	Optimize Energy Performance 1 to 10
N		Credit 2.1	Renewable Energy, 5%
N		Credit 2.2	Renewable Energy, 10%
N		Credit 2.3	Renewable Energy, 20%
N		Credit 3	Best Practice Commissioning
N		Credit 4	Ozone Protection
N		Prereq 4	Measurement & Verification
N		Credit 6	Green Power

Yes	No	Materials & Resources	
Materials & Resources 14 Points			
Y		Prereq 1	Storage & Collection of Recyclables Required
N		Credit 1.1	Building Reuse: Maintain 75% of Existing Walls, Floors, and Roof
N		Credit 1.2	Building Reuse: Maintain 85% of Existing Walls, Floors, and Roof
N		Credit 1.3	Building Reuse: Maintain 50% of Interior Non-Structural Elements
N		Credit 2.1	Construction Waste Management: Divert 50% from Landfill
N		Credit 2.2	Construction Waste Management: Divert 75% from Landfill
N		Credit 3.1	Resource Reuse: 5%
N		Credit 3.2	Resource Reuse: 10%
N		Credit 4.1	Recycled Content: 7.5% (post-consumer + 1/3 post-industrial)
N		Credit 4.2	Recycled Content: 10% (post-consumer + 1/3 post-industrial)
N		Credit 5.1	Regional Materials: 10% Extracted and Manufactured Regionally
N		Credit 5.2	Regional Materials: 20% Extracted and Manufactured Regionally
N		Credit 6	Rapidly Renewable Materials
N		Credit 7	Certified Wood
N		Credit 8	Durable Building
Indoor Environmental Quality 15 Points			
Y		Prereq 1	Minimum IAQ Performance Required
Y		Prereq 2	Environmental Tobacco Smoke (ETS) Control Required
N		Credit 1	Carbon Dioxide (CO ₂) Monitoring
N		Credit 2	Ventilation Effectiveness
N		Credit 3.1	Construction IAQ Management Plan: During Construction
N		Credit 3.2	Construction IAQ Management Plan: Testing Before Occupancy
N		Credit 4.1	Low-Emitting Materials: Adhesives & Sealants
N		Credit 4.2	Low-Emitting Materials: Paints and Coating
N		Credit 4.3	Low-Emitting Materials: Carpet
N		Credit 4.4	Low-Emitting Materials: Composite Wood and Laminate Adhesives
N		Credit 5	Indoor Chemical & Pollutant Source Control
N		Credit 6.1	Controllability of Systems: Perimeter Spaces
N		Credit 6.2	Controllability of Systems: Non-Perimeter Spaces
N		Credit 7.1	Thermal Comfort: Compliance
N		Credit 7.2	Thermal Comfort: Monitoring
N		Credit 8.1	Daylight & Views: Daylight 75% of Spaces
N		Credit 8.2	Daylight & Views: Views 80% of Spaces
Innovation & Design Process 5 Points			
N		Credit 1.1	Innovation in Design
N		Credit 1.2	Innovation in Design
N		Credit 1.3	Innovation in Design
N		Credit 1.4	Innovation in Design
N		Credit 2	LEED® Accredited Professional
Project Totals (pre-certification estimates) 70 Points			
Certified 26-32 points Silver 33-38 points Gold 39-51 points Platinum 52-70 points			

5. Comments – Applicant:

The applicant was provided with a copy of this report on February 25, 2011, and requested a few clarifications regarding the rezoning conditions. Staff responded to the comments raised and adjusted the report as needed.

428 Terminal Avenue
FORM OF DEVELOPMENT



View of project from skytrain looking west.

Figure 1: Project Rendering Looking West Along Terminal Avenue

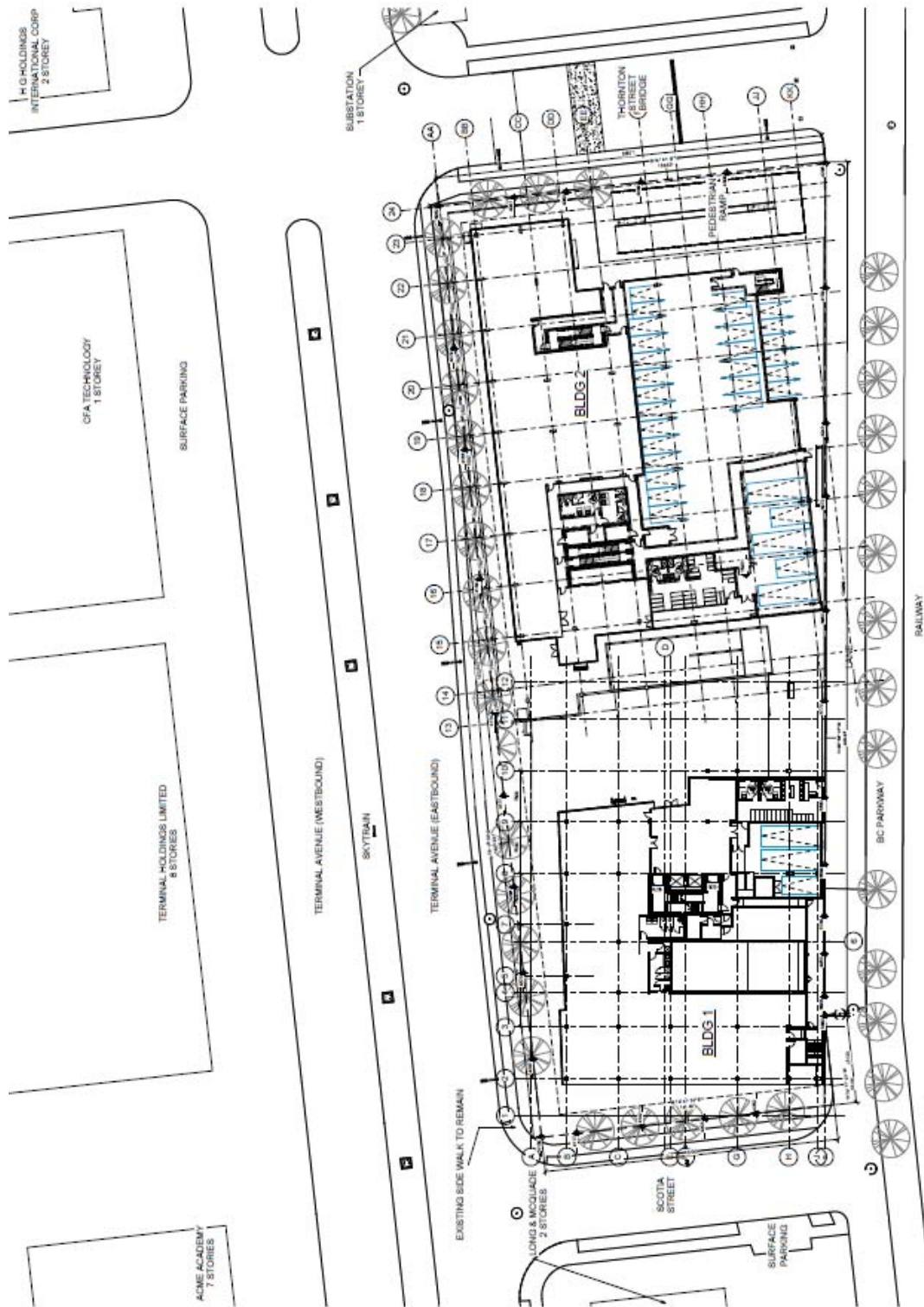


Figure 2: Context Site Plan at Grade



Figure 2: Parking Plan

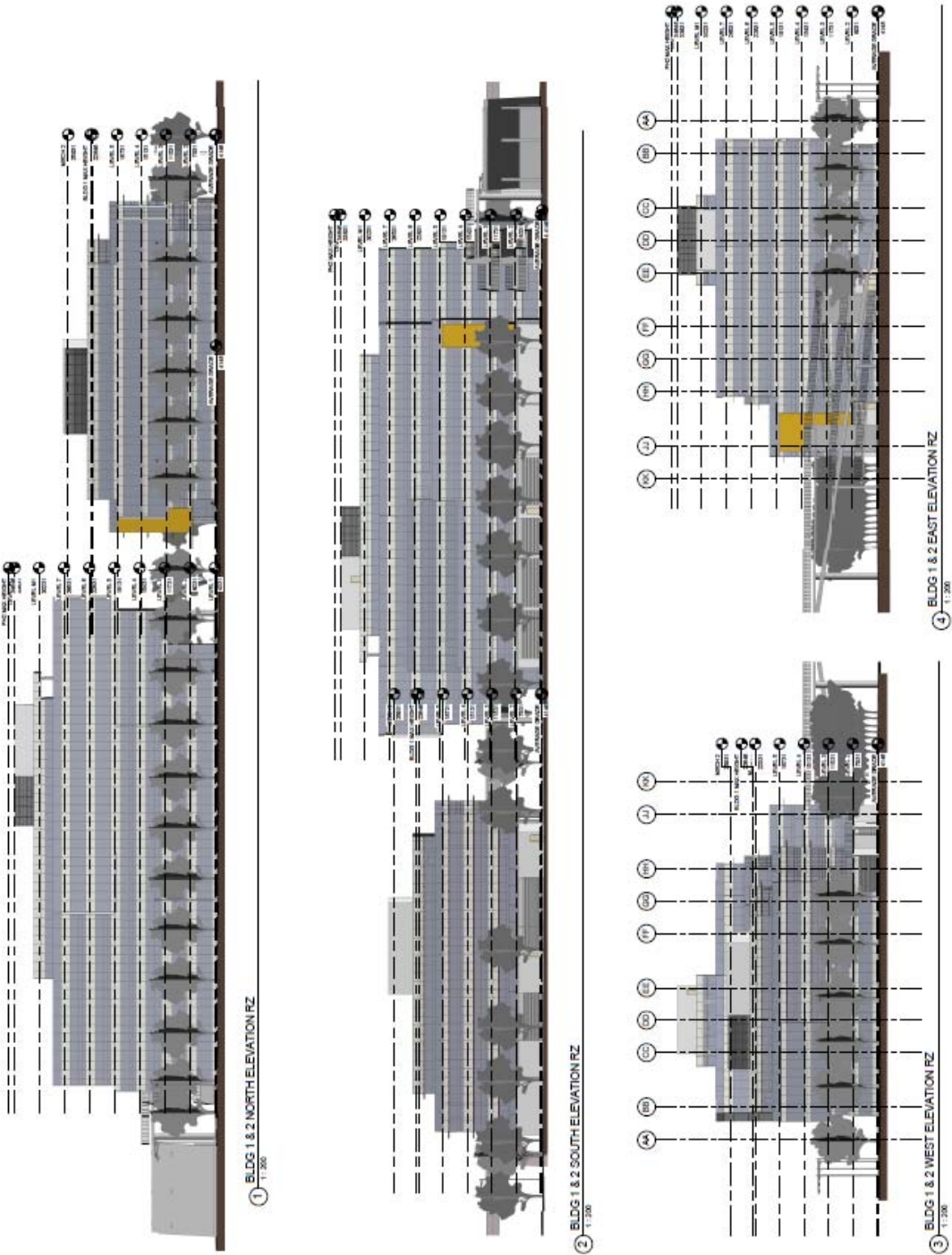
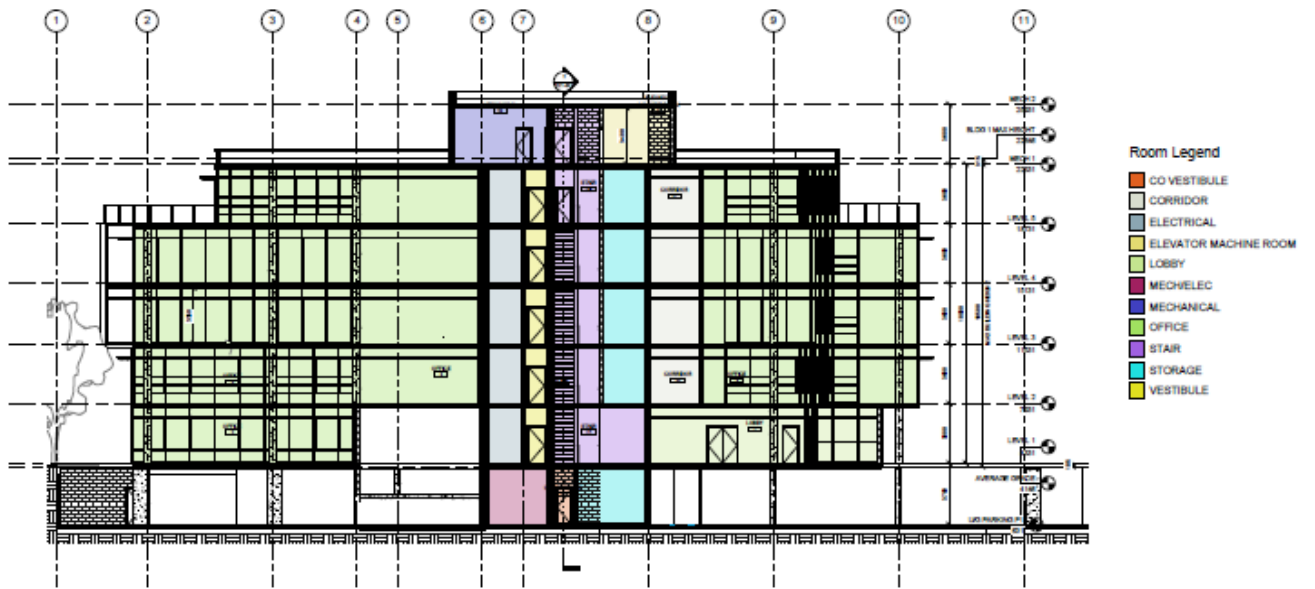
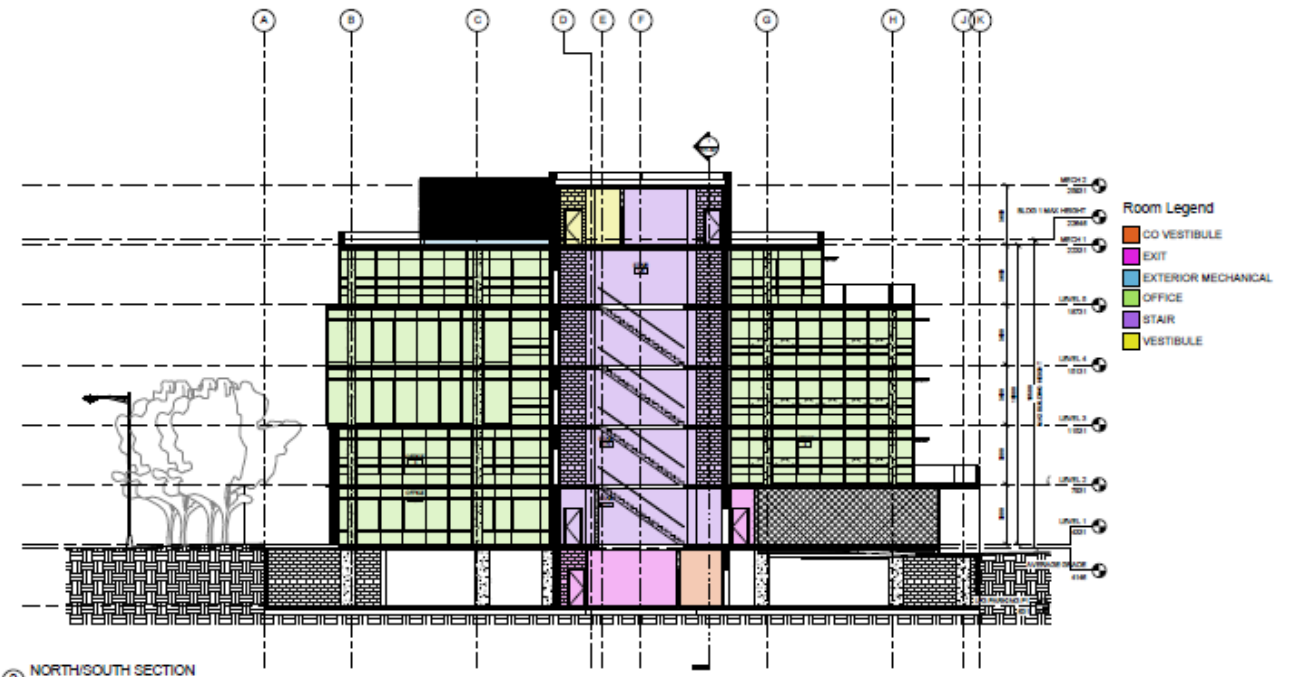


Figure 3: Elevations



- Room Legend
- CO VESTIBULE
 - CORRIDOR
 - ELECTRICAL
 - ELEVATOR MACHINE ROOM
 - LOBBY
 - MECH/ELEC
 - MECHANICAL
 - OFFICE
 - STAIR
 - STORAGE
 - VESTIBULE

1 EAST/WEST SECTION
1:100



- Room Legend
- CO VESTIBULE
 - EXIT
 - EXTERIOR MECHANICAL
 - OFFICE
 - STAIR
 - VESTIBULE

2 NORTH/SOUTH SECTION
1:100

Figure 4: Building 1 Sections

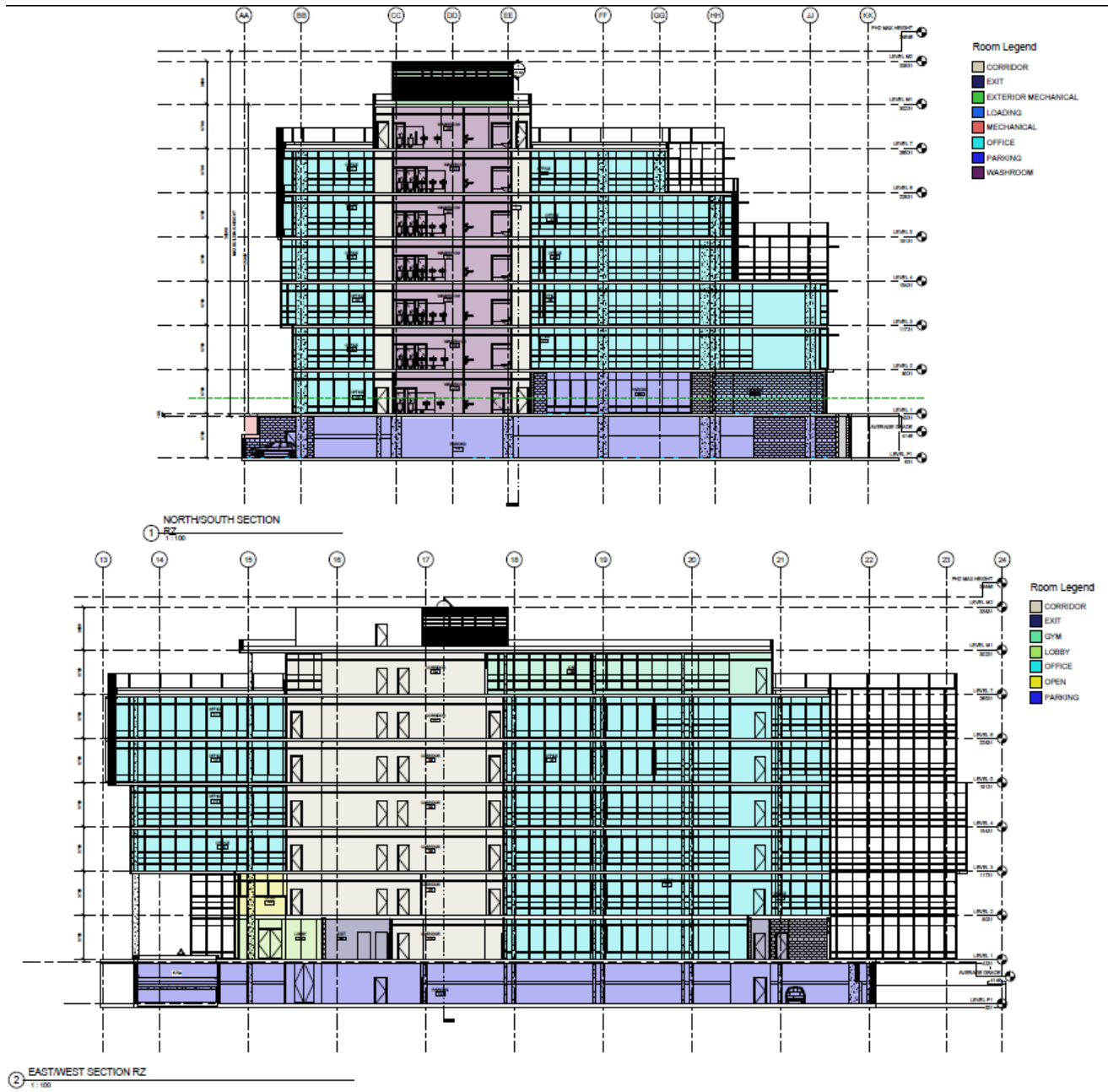


Figure 5: Building 2 Sections



Figure 6: Landscape Plan

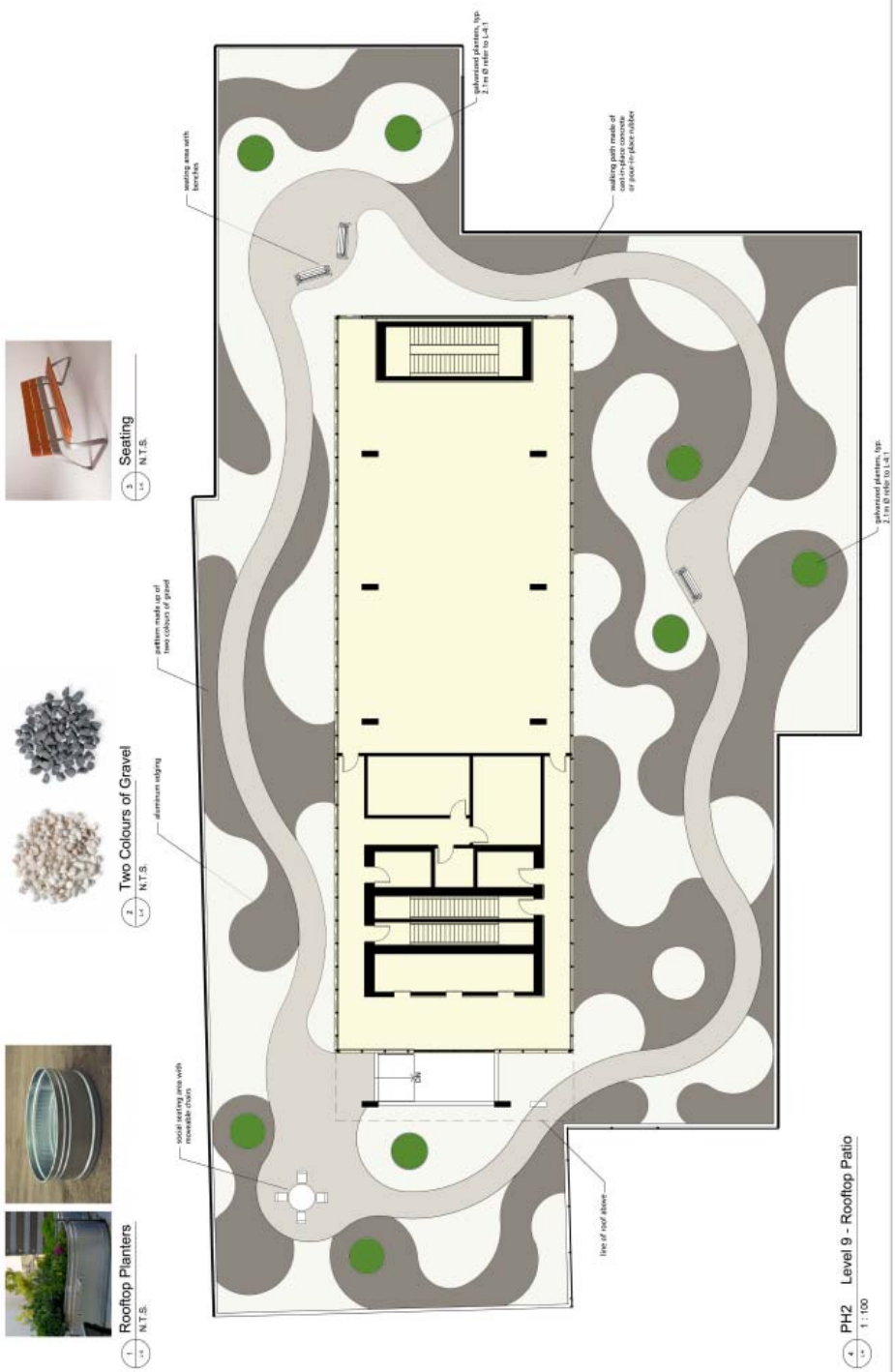


Figure 7: Rooftop Landscape Plan

428 Terminal Avenue
PUBLIC BENEFITS SUMMARY

Project Summary:

Amend permitted uses to allow two commercial/office buildings as provided for under the False Creek Flats Rezoning policy.

Public Benefit Summary:

The proposal would generate DCL and public art contributions.

	Current Zoning	Proposed Zoning
Zoning District	I-3	CD-1
FSR (site area = 72,835.3 sq. ft.)	3.0	3.0
Buildable Floor Space (sq. ft.)	218,506	218,506
Land Use	High Tech/Industrial	High Tech/Office

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide) (See Note 1)	1,361,833	2,276,833
	DCL (Area Specific – False Creek Flats)	530,970	530,970
	Public Art	0	395,496
	20% Social Housing	0	0
Offered (Community Amenity Contribution)	Childcare Facilities	N/A	
	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage (transfer of density receiver site)		
	Housing (e.g. supportive, seniors)		
	Parks and Public Spaces		
	Social/Community Facilities		
	Unallocated		
	Other		
TOTAL VALUE OF PUBLIC BENEFITS		\$1,892,803	\$3,203,299

Other Benefits (non-market and/or STIR components):

SRW and option to purchase an area for a pedestrian and bicycle ramp connection to the future Thornton Street Overpass.

* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification. For the City-wide DCL, revenues are allocated into the following public benefit categories: Parks (41%); Replacement Housing (32%); Transportation (22%); and Childcare (5%). Revenue allocations differ for each of the Area Specific DCL Districts.
* Note 1: The current zoning figure is based on 33% commercial and the remainder industrial uses; the proposed zoning is based on 100% commercial.

428 Terminal Avenue
APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	428 Terminal Avenue
Legal Description	PID: 025-097-008; Lot 2, DL 2037, Group 1, New Westminster District, Plan LMP 50601
Applicant/Architect	B+H BuntingCoady (formerly Reno C Negrin Architects)
Property Owner/Developer	Rize Alliance Properties Ltd.

SITE STATISTICS

Site Area	72,835.3 sq. ft.
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DEVELOPMENT STATISTICS

	Development Permitted Under Existing Zoning	Proposed Development	Recommended Development (if different than proposed)
Zoning	I-3 (Industrial) District	CD-1 (Comprehensive Development) District	
Uses	High technology and related industry Other uses are limited	Same as I-3 Allow 100% General Office Use and some Service Uses	
Max. Floor Space Ratio	3.0	3.0	3.0
Maximum Floor Area	218,506 sq. ft.	Building 1 72,829 Building 2 145,558 Total 21 8,387	218,506 sq. ft.
Max. Height	100.1 ft	Building 1 60 ft (5 sty) Building 2 85 ft (7 sty)	100.1 ft
Setback—Terminal	9.8 ft.	9.8 ft.	
Setback—Scotia	9.8 ft.	9.8 ft.	
Setback—Thornton	9.8 ft.	9.8 ft.	
Parking	Building 1 97 Building 2 246 Total 34 3	Building 1 61 Building 2 152 Total 21 3	20% reduction 274 spaces
Loading Spaces*	Class A 3 Class B 5 Class C 3	Class A 4 Class B 5 Class C 0	TBC
Bicycle Spaces	Class A 39 Class B 12	Class A 42 Class B 12	

* As detailed floor areas for individual uses have not been provided, loading requirements have been based on the highest requirement.