



POLICY REPORT DEVELOPMENT AND BUILDING

Report Date: November 22, 2011
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Meeting Date: December 13, 2011

TO: Vancouver City Council
FROM: Director of Planning
SUBJECT: CD-1 Rezoning - 1077 Great Northern Way

RECOMMENDATION *

A. THAT the application, by Proscenium Architecture and Interiors Inc. on behalf of Mountain Equipment Co-operative (MEC), to rezone the following two legal parcels:

- (i) 1077 Great Northern Way (PID: 008-772-932, Lot 6, District Lots 264A and 2037 Plan 12897)(the "GNW Site") from I-3 (Industrial) District; and,
- (ii) 2099 Glen Drive (PID: 025-871-455, All that part of Lot 18 (Explanatory Plan 4483) Block I (Reference Plan 1341) District Lot 2037 Group 1 New Westminster District shown on Plan BCP6033 except: Parcel A (Statutory Right of Way Plan BCP14326)(the "Glen Drive Site") from I-2 (Industrial) District,

(The GNW Site and the Glen Drive Site being collectively referred to in this report as the "Rezoning Site");

both to CD-1 (Comprehensive Development) District to permit a phased office development, be referred to Public Hearing, together with:

- (a) plans received June 30, 2011;
- (b) draft CD-1 By-law provisions, generally as presented in Appendix A; and
- (c) 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 District 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 enactment of the CD-1 By-law, the Noise Control By-law be amended to include this CD-1 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 bring forward the amendment to the Noise Control By-law at the time of enactment of the CD-1 By-law.

- D. THAT subject to enactment of the CD-1 By-law, the Parking By-law be amended to include this CD-1 and to provide parking regulations generally as set out in Appendix C;

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

- E. 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.

REPORT SUMMARY *

This application proposes to rezone the GNW Site from I-3 (Industrial) and the Glen Drive Site from I-2 (Industrial), both to CD-1 (Comprehensive Development) District to remove limitations on the amount of office space permitted under the current zoning to allow the phased development of a new 5-storey building to be used as the corporate headquarters for Mountain Equipment Co-operative (MEC). The application is consistent with the False Creek Flats Rezoning Policy.

COUNCIL AUTHORITY/PREVIOUS DECISIONS *

- 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)
- EcoCity Policies for Rezoning of Sustainable Large Sites (December 15, 2010).

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS *

The General Manager of Community Services RECOMMENDS approval of the foregoing.

REPORT:

Background/Context *

This report evaluates the application by Proscenium Architecture to rezone the GNW Site from I-3 (Industrial) and the Glen Drive Site from I-2 (Industrial), both to CD-1 (Comprehensive Development) District to remove limitations on the amount of office space permitted under the current zoning to allow the development of a new 5-storey building to be used as the corporate headquarters for Mountain Equipment Co-operative (MEC) in three phases.

Advancement of this application further enables Council's commitment to an improved economy, consistent with the Metro Core Jobs and Economy Land Use Plan. In addition, the application meets the intent of the False Creek Flats Rezoning Policy, adopted in April 2009, which recommends consideration of a broader range of office uses in locations near transit. The Regional Growth Strategy for Metro Vancouver, adopted in July 2011, also identifies this area as a mixed employment zone. MEC intends to relocate employees from the current head office at 149 West 4th Avenue to the new location, and to provide for future phased growth of its headquarters.

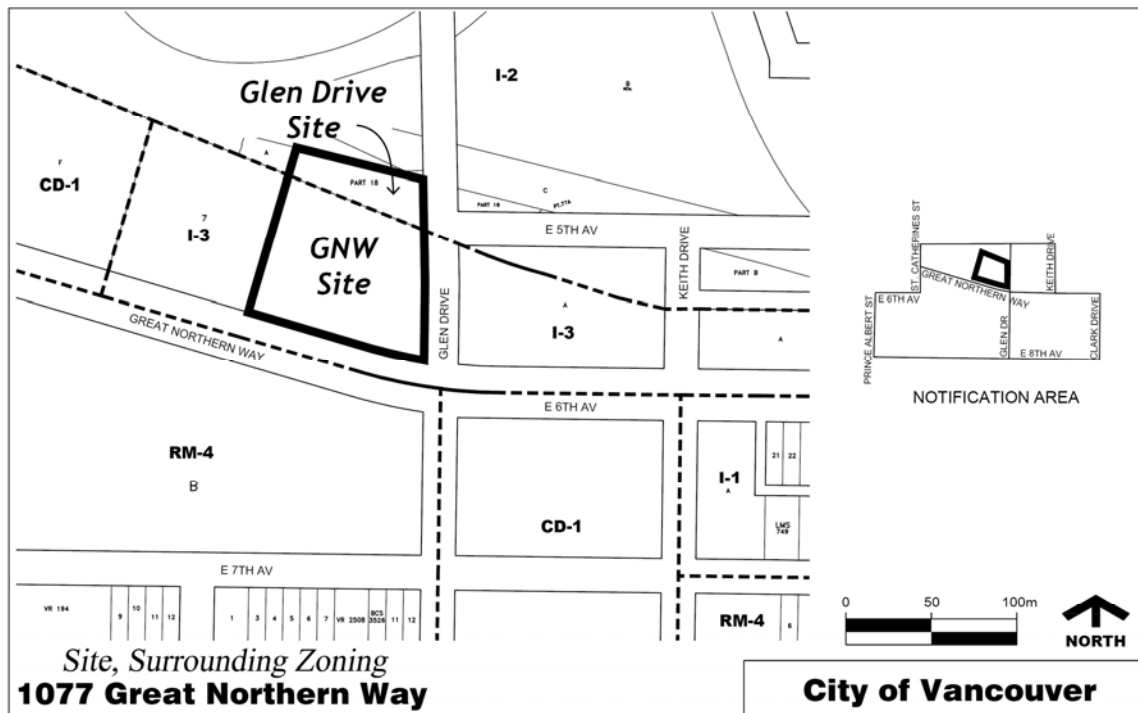
Strategic Analysis *

Site and Context

The Rezoning Site, located on the north side of Great Northern Way at the corner of Glen Drive, is comprised of two parcels, for a total area of 9 380 m² (100,966 sq. ft.). The larger 7 578 m² (81,568 sq. ft.) GNW Site, addressed as 1077 Great Northern Way, is currently zoned I-3 (Industrial), a high-tech and light industrial zone, which allows a density of up to 3.0 FSR and a height of 30.5 m (100.1 ft.). Albion Fisheries was the previous owner of the property and continues to operate a seafood processing plant in the existing one-storey industrial building. The smaller 1 802 m² (19,397 sq. ft.) Glen Drive Site, addressed as 2099 Glen Drive, is currently zoned I-2 (Industrial), an industrial zone which also allows a density of up to 3.0 FSR and a height of 30.5 m (100.1 ft.). This parcel is currently used as parking for the Albion Fisheries. A volumetric easement crosses the Glen Drive Site containing the guideway for the Millennium Skytrain line. Both parcels are owned by MEC. Evaluation of this application is based on a consideration of the I-3 (Industrial) guidelines and policies that are in place for the greater proportion of the Rezoning Site.

The Rezoning Site is situated less than 100 m from the VCC-Clarke Skytrain station and along the Great Northern Way and Glen Drive bikeways. The area immediately surrounding the Rezoning Site is characterized by large land parcels hosting industrial or office uses, with industrial (I-2 or I-3) or CD-1 zoning to the north, east and west of the site. China Creek North Park is located to the immediate south, and creates a buffer between the Rezoning Site and nearby residential uses.

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



In the late 1990s, the area of the False Creek Flats near rapid transit was rezoned to I-3 (Industrial) to accommodate high-tech industries. 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 (Industrial), as well as for compatible uses that are supportive of the needs of area employees such as local-serving restaurants and other services.

Phased Development

The application proposes a five-storey commercial office building constructed in three phases. A total floor area of 16 442 m² (176,980 sq. ft.) will be developed with 10 419 m² (112,149 sq. ft.) in Phase One, a further 2 618 m² (28,180 sq. ft.) in Phase Two, and an additional 3 405 m² (36,651 sq. ft.) in Phase Three.

Land Use

The proposed uses include General Office, Laboratory, Research (R&D), Light Manufacturing and Ancillary Office space. These uses are consistent with the current I-3 (Industrial) zoning.

Density

MEC proposes to construct a new office building in three phases, for a total FSR of 1.8. While the current industrial zoning allows for an FSR up to 3.0, the zoning limits uses such as General Office and service uses, to a maximum of 1.0 FSR. The application seeks an amendment to have General Office use permitted without limitation, rather than as a proportion of the overall building. It is recommended for future flexibility of the site that the

CD-1 rezoning by-law allow the same density as the current I-3 (Industrial) zoning, which is 3.0 FSR. This is reflected in the draft by-law provisions (Appendix A) for the site.

Form of Development

The False Creek Flats Rezoning Policy recommends development generally remain within the built form and design parameters set out in the I-3 District Guidelines for the False Creek Flats. Staff evaluated the application on this basis and found that the application generally meets these parameters.

The application is comparable in scale to nearby buildings along Great Northern Way, whether existing, as seen at the QLT building (30.1 m.) or as approved in principle, in the rezoning of Vancouver Community College (42.5 m.). The application has an insignificant effect on daylight access and visual privacy of nearby residences. Staff note the following exceptions to the goals and intents of the I-3 District Guidelines for the False Creek Flats below:

- (a) Height – The application proposes a five-storey commercial office building to be constructed over three phases. The original application sought a maximum building height of 31.9 m (104.7 ft.), 1.4 m (4.7 ft.) higher than the maximum 30.5 m (100.1 ft.) permitted under the current zoning. Further to community consultation where neighbouring residents expressed concern around the additional height, the applicant revised the application to achieve a maximum height of 30.5 m (100.1 ft.).

The height of the structure is driven by sustainable building practices, including the use of wind towers and associated rooftop screens to reduce the building's reliance on mechanical ventilation. Floor to ceiling height is roughly 5 m (16 ft.) to maximise opportunities for natural lighting through the glazed façade, and contributes to the LEED® Platinum rating that applies to this building.

- (b) Views – The application will limit private views of the North Shore Mountains from the residentially zoned properties to the south of China Creek North Park, as well as from the park itself. As the park sits at the same low elevation as the rezoning site, it would be extremely onerous to require any new development to protect the existing views, as it would result in a building at a height considerably lower than what can be approved within the existing zoning.

Staff recognise the importance of views in the area, and have actively sought to protect them wherever possible. For example, the Vancouver Community College King Edward Campus Policy Statement, adopted in 2004, seeks to preserve views across that site from Broadway to the North Shore Mountains.

- (c) Design – Some refinement of the architectural and landscape design is needed to better meet the goals of the I-3 District Schedule and Guidelines with regards to urban design and public realm treatments. This is reflected within the recommended Conditions of Approval in Appendix B.

The Urban Design Panel reviewed this application on September 21, 2011 and supported (9-0) the proposed form of development (see Appendix D). There were no substantial aspects of the project that were of concern to the panel.

Parking, Loading and Circulation

Parking is proposed in surface lots with loading access from Glen Drive for all phases of the development. As the area of the Rezoning Site is greater than 2 acres, the EcoCity Policies for Rezoning of Large Sites require that the applicant submit a Green Mobility and Clean Vehicles Strategy with the rezoning application. The EcoCity Policies provide that the Strategy for the development should include requisite infrastructure, where appropriate, to prioritize sustainable transportation modes over automobile use.

The applicant's Green Mobility and Clean Vehicles Strategy proposes 120 parking spaces, 128 Class A bicycle spaces and 21 Class B bicycle spaces for the first 10 419 m² (112,149 sq. ft.) of floor area (Phase One). Relative to the Parking By-law's minimum requirements, this is a reduction of 34% (61 spaces) in parking spaces, a 500% increase (106 spaces) in Class A bicycle spaces and a 350% increase (21 spaces) in Class B bicycle spaces. For Phases Two and Three, the applicant proposes a further reduction of 47% (107 spaces) and 50% (142 spaces) respectively in parking spaces.

Staff have reviewed the applicant's Green Mobility and Clean Vehicles Strategy and find that the strategy meets the Green Mobility objectives of the EcoCity Policies for Rezoning of Large Sites. This is accomplished through the provision of significantly enhanced bicycle facilities, reduced vehicle parking supply, pay parking for employees, on-site car share vehicles, improved pedestrian facilities and flexible work arrangements, as well as the close proximity of the Rezoning Site to transit.

With respect to the reduction of parking spaces based on close proximity of the Rezoning Site to transit, staff referred to provisions within the Parking By-law that allow consideration of a 10% reduction in the minimum parking requirement for rental housing sites located within two blocks of a transit station. Given that employment uses are considered a greater generator of transit ridership than residential (by at least two-fold), staff recommend that a 20% reduction would be appropriate for this development. A 10% reduction can be justified by the 500% and 350% more bicycle spaces proposed, as well as end-of-trip facilities for cyclists. A further 4% reduction can be considered for the provision of two car share vehicles on site. Therefore staff feel that the 34% reduction in parking spaces proposed for Phase One is merited. Staff are unable to support the further parking reductions the applicant has proposed for Phases Two and Three at this time, and recommend that the 34% reduction apply to all three phases. The proposed parking and bicycle requirements are contained in Appendix C.

Staff note that a parking reduction to the extent proposed with this application is not supported by the current relaxation provisions of the Parking By-law. To enable the implementation of the EcoCity transportation objectives, staff intend to bring forward, for Council's consideration, revisions to the Parking By-law that will allow relaxation based on Green Mobility and Clean Vehicles strategies. This may allow consideration of further parking reductions at the time of development of the future phases.

Environmental Sustainability

The Green Building Rezoning Policy (adopted by Council on July 22, 2010) requires that rezoning applications received after January 2011 achieve a minimum of LEED® Gold rating, including 63 LEED® points, with targeted points for energy performance, water efficiency and stormwater management; along with registration and certification of the project. The application included a preliminary LEED® scorecard, which generally conforms to the

Rezoning Policy, indicating that the project could attain 85 LEED® points and, therefore, would be eligible for a LEED® Platinum rating.

The EcoCity Policies for Rezoning of Large Sites require that the applicant submit a feasibility screening analysis to explore the viability of a campus- or district-scale energy system with the rezoning application. A draft District and Renewable Energy Feasibility Screening (Pre-Feasibility) Study, dated June 14, 2011, completed by FVB Energy Inc, indicates that a campus- or district-scale renewable energy system is not feasible for the site at costs competitive with a traditional business as usual approach to heating. Nonetheless, the applicant intends to implement a low-carbon campus-scale renewable system utilizing geothermal and solar thermal components to significantly reduce the building's GHG emissions.

Conditions of rezoning have been incorporated that provide for implementation of a low-carbon campus-scale system with energy monitoring. Rezoning conditions also provide for the requirement for buildings on-site to be hot water district energy compatible should the applicant and the General Manager of Engineering Services agree that a low-carbon system is not viable. The remaining requirements of the Rezoning Policy for Greener Larger Sites have been addressed through the design of the development, or will be provided for through required plans or strategies to be implemented in conjunction with items contained within the recommended Conditions of Approval in Appendix B.

Public Input

Notification and Open House — A rezoning information sign was installed on the site on August 5, 2011, and a notification letter, dated September 20, 2011, was mailed to 465 surrounding property owners in the notification area as shown in Figure 1.

A second notice, dated October 19, 2011, was mailed to the same notification area inviting property owners to a community open house on November 3, 2011. A total of 22 people, as well as City staff and the applicant team, attended this open house. In addition, the City of Vancouver Rezoning Centre webpage included notification and application information, and an on-line comment form.

Public Response — The majority of concerns raised by the public related to view impacts on homes in the area, as well as from China Creek North Park. This has been addressed in the Form of Development section of this report. Additionally, objections around the loss of industrial lands in the City, and the additional traffic and noise that this development would generate were also raised. Comments in support of the application spoke to the improvements the new building would bring to the urban fabric and public realm, as well as the importance of increased employment opportunities in close proximity to transit. (see Appendix D for a summary of public comments).

Public Benefits

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

Development Cost Levies (DCLs) - Development Cost Levies collected from development 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 \$121.96/m² (\$11.33/sq. ft.) for commercial uses. The False Creek Flats rate is \$52.81/m² (\$4.91/sq. ft.) for both commercial and industrial uses. On this basis, a DCL of approximately \$2,951,425 is anticipated. DCLs are payable at building permit issuance and their rates are subject to Council approval of an annual inflationary adjustment which takes place on September 30th of each year.

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 equal to \$19.48/m² (\$1.81/sq. ft.) to public art as a condition of rezoning. Based on the proposed floor area of 16 884 m², a public art budget of approximately \$328,946 would be anticipated.

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.

A public benefits summary is provided in Appendix F.

Financial *

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-2 (Industrial) and I-3 (Industrial) to CD-1 to allow a broader range of office 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 the recommendation of the Director of Planning that, subject to Public Hearing, this be approved along with the conditions of approval listed in Appendix B, including approval in principle of the form of development as shown in plans included as Appendix E.

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1077 Great Northern Way
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.

Uses

- Cultural and Recreational Uses, limited to Community Centre or Neighbourhood House, Fitness Centre and Hall.
- 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, 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, Printing or Publishing.
- Office Uses, limited to General Office and Financial Institution.
- 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.
- Accessory uses customarily ancillary to the above.

Conditions of Use

- No use listed, except 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.
- 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.
- No use, except for an animal clinic, shall involve the keeping of live animals.
- 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.

Density

- For the purpose of computing floor space ratio, the site is deemed to be 9 380 m² [100,966 sq. ft.], being the site size at time of application for rezoning prior to any dedications.
- The floor space ratio must not exceed 3.0, 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; and
 - the floor area of Retail Uses, including accessory retail, shall not exceed 1 000 m² [10,764 sq. ft.].
- The following shall be included in the computation of floor space ratio:
 - all floors of all buildings, both above and below ground level, measured to the extreme outer limits of the building.
- Computation of floor space ratio must exclude:
 - roof decks, gardens, screens, open trellis work, equipment, access areas, and similar features located at the roof level, provided that the Director of Planning first approves of their design;
 - 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 [24 ft.] for the purpose of exclusion from floor space ratio computation;
 - 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 [1076 sq. ft.];

Height

- Building height, measured above the base surface, must not exceed 30.5 m [100.1 ft.], inclusive of all roof top appurtenances.

1077 Great Northern Way
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.

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 Proscenium Architecture and Interiors Inc., on behalf of Mountain Equipment Co-operative (MEC), and stamped "Received City Planning Department, June 30, 2011", 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. Design development to the architecture and landscape in order to better meet the guidelines for the area, including:
 - (i) Revision of the main building entry and path to improve its visual prominence from the street.
 - (ii) Improved screening of the proposed surface parking lot.
 - (iii) Provision of more generous weather protection for pedestrians around the entry.
 - (iv) Clarification that the glazing at grade is to clear and transparent, to allow views into the building.
 - (v) Provision of a lighting design that ensures safety and security while enhancing the site's natural and built features and avoiding glare or light trespass.
 - (vi) Provision of a reference signage design for the site, integrated into the proposed architecture and landscape.

Note to applicant: While staff entries may be more integral to the structure, the public entry should have greater legibility.
- 2. Design development to the portion of the west wall visible from Great Northern Way, to add visual interest consistent with other visible sides of the building.
- 3. Notation on the elevation drawings of all finishes, including colour, material, and dimension.

Note to applicant: The coursing, texture, thickness and unit height of the different masonry surfaces should be identified. Attach colour samples to the drawings, and note colour in the legend. The continuation of finishes to built areas not shown on the elevations such as soffits, overhangs and wall returns should be noted, or supplementary drawings provided.

4. Provision of enlarged drawings at $\frac{1}{2}" = 1'-0"$ or better scale for all significant exterior features.

Note to Applicant: Design should be consistent with the intents of the I-3 District Guidelines.

5. Enlarged drawings to show the design and visual screening of any rooftop mechanical equipment or rooms.

CPTED

6. Notations on the drawing indicating the Crime Prevention Through Environmental Design (CPTED) approach taken to any local risks such as theft from underground parking; residential break and enter; mail theft; and mischief including vandalism.

Note to applicant: Show how lighting and glazing will be used to improve perceived safety in underground areas. Nearby businesses should be consulted to determine whether any other risks exist in the area, and specific design response noted on the plans. Design features that address CPTED principles should be noted in the development permit application.

Landscape

7. Design development to the entry plaza to create a more visually open approach from both Glen Drive and from Great Northern Way. Pedestrians arriving at the site should be able to easily identify the front entrance. Wider entry pathways and clearer sightlines should be considered.
8. Provision of additional seating throughout the at-grade landscape. The seating should include both groups of seating as well as individual benches.
9. Consideration to provide bike paths that weave through the site, in order to make the arrival by bike more interesting.
10. Consideration to provide public art to the site. The public art could reflect the history of the site, including its industrial past.
11. Provision of flexibility in design for the garden planters on the accessible roof deck. Flexibility in design will allow the planters to be utilized for urban agriculture, or for more conventional landscape planting.

Note to applicant: The garden beds should be universally accessible and suitable for urban agricultural activity. In addition, compost bins and necessary infrastructure such as tool storage, hose bibs and potting benches should be included in the design of the roof deck.

12. Provision of soil depth for roof top trees to meet or exceed the BCSLA Landscape Standard 7th Edition.
13. Provision of a detailed elevation and section at the time of development permit application of the green screen trellis proposed for along the western property line.
14. Provision of best practices for managing water conservation.

Note to applicant: Where the deletion of irrigation for planters on slab is a strategy to earn a LEED® point, provide a written rationale should be provided which includes consideration of the choice of plants, the amount of sun exposure, and the soil volumes. A maintenance schedule for watering the plants during the first year following installation should also be included.

15. Provision, at the time of development permit application, of a full Landscape Plan. The Landscape Plan should illustrate proposed plant materials (with common and botanical names, plant sizes and quantities), paving, walls, fences, light fixtures, site grading and other landscape features. Plant material should be listed in a Plant List that is clearly keyed to the Landscape Plan. The Landscape Plan should be a minimum 1:100 or 1/8" scale.
16. Provision, at the time of development permit application, of a lighting plan.

Engineering

17. Design details to the interface between the multi-use path and building entry points and their elevations such that drainage from the greenway is collected on public property and any drainage on site is not directed to the 9.0 m (29.5 ft.) right of way. The 9.0 m (29.5 ft.) right of way is not to be used for any form of stormwater storage or retention.

Note to applicant: Revised building grades may be required to reflect the need grades at the interface between the building and the multi-use path.

18. Clarify cyclist and pedestrian circulation from the existing and future Central Valley Greenway, to and through the site as well as from Glen Drive.

Note to Applicant: circulation for cyclists entering the site is unclear.

19. Show all property line dimensions on the site plan.
20. Existing sewer connection location may be reused. Please consult with sewers design branch to confirm connection locations.

Note to applicant: an interconnected water service connection will be required for this site.

Sustainability - Green Building

21. Identification on the plans and elevations of the built elements contributing to the building's sustainability performance as required by the Green Buildings Policy for Rezoning, including at a minimum 63 points in the LEED® rating system, six optimize energy performance points, one water efficiency point, and one storm water point.

Note to Applicant: Provide a LEED® checklist confirming the above; a detailed written description of how the above-noted points have been achieved with reference to specific building features in the development; and notation of the features on the plans and elevations. The checklist and description should be incorporated into the drawing set. Registration and certification of the project is also required under the policy.

Sustainability - Renewable Energy

22. Revise the District Energy Screening Study to the satisfaction of the General Manager of Engineering Services.
23. Provide for any further feasibility studies and technical investigations required to confirm the economic and technical viability of the preferred approach to implementing a low-carbon Renewable Energy System (i.e., geoexchange or alternative) to the satisfaction of the General Manager of Engineering Services. If results of the testing program and/or further analysis do not support the development of a low-carbon system such a system may not be required, however buildings will be required to be easily connectable and compatible with a future hot water distribution District Energy System.

Note to applicant: Conclusions on system viability must be agreed to by the General Manager of Engineering Services. Where District Energy connectivity is required, the applicant shall refer to the District Energy Connectivity Standards for specific in building mechanical design requirements, which include provisions related to the location of the mechanical room, centralization of mechanical equipment, pumping and control strategy, and other hydronic heating and domestic hot water system minimum requirements.

24. The Renewable Energy System shall reduce greenhouse gas emissions by a minimum of 50% relative to business as usual approach (where space and domestic hot water heating would otherwise be met through natural gas combustion and through the use of chillers and cooling towers for any space cooling requirements).

Note to applicant: Selection of the preferred renewable energy technology and approach to implementation must be approved by the General Manager of

Engineering Services as further information regarding feasibility of technology and approaches to implementation are determined. The Applicant is advised to work closely with Staff to ensure emerging detailed building designs coordinate with potential energy system design requirements.

25. The energy system shall be designed in such a way as to enable energy monitoring for the purpose of determining overall system performance, to the satisfaction of the General Manager of Engineering Services. The monitoring shall enable calculation of total energy demand of the energy system, including electricity, natural gas, and renewable sourced energy, and shall include the following:
 - (i) At minimum, gas-fired systems, if present, shall include inlet and outlet temperature sensors and a flow meter (or BTU meter) on the building loop, and gas meters to measure fuel usage.
 - (ii) At minimum, heat pump system monitoring controls shall include inlet and outlet temperature sensors and a flow meter (or BTU meter) on both the source side and load side.
 - (iii) Sensors and flow meters should be capable of logging data for use in performance monitoring and reporting.
 - (iv) The monitoring shall include both heating and cooling production of the energy system.
 - (v) Alternative means of system monitoring may be agreed to by the General Manager of Engineering Services.
26. Detailed design of the Renewable Energy System must be to the satisfaction of the General Manager of Engineering Services.

Sustainable Larger Sites

27. An approach to Sustainable Site Design shall be taken and where appropriate, incorporate layout and orientation approaches that reduce energy needs, facilitate passive energy solutions, incorporate urban agricultural opportunities, and replicate natural systems where feasible.
28. Provision of a Green Mobility and Clean Vehicles Strategy that includes the requisite infrastructure where appropriate to prioritize sustainable transportation modes including walking, cycling, public transit, and provisions for low carbon vehicles (e.g., electric vehicles), completed to the satisfaction of the General Manager of Engineering Services, and prior to Development Permit issuance the completion of any agreements required by this Strategy on terms and conditions acceptable to the General Manager of Engineering Services and the Director of Legal Services.

Note to applicant: The Green Mobility and Clean Vehicles Strategy should be coordinated with the Transportation Study and Traffic Management Plan.

29. Provision of a Sustainable Rainwater Management plan that utilizes sustainable strategies to allow for infiltration, retention, treatment and utilization of rainwater where applicable and appropriate on site.

Note to applicant: The requirements of the Sustainable Rainwater Management Plan should be coordinated/integrated with the required Landscape Plan (see condition # 15).

30. Provision of a Solid Waste Diversion Strategy that addresses waste diversion in all solid waste generating activities within the development.

Note to applicant: The strategy must provide space, infrastructure and an operational approach to divert organics and recyclables from the waste stream; and, minimize the vehicle trips required for collection, all to the satisfaction of the General Manager of Engineering Services; and, prior to Development Permit issuance the completion of any agreements required by this Strategy on terms and conditions acceptable to the General Manager of Engineering Services and the Director of Legal Services.

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. Consolidation of the two lots into a single site.
2. Provision of BC Transit approval for the proposed use of the areas described within SRW BW514293 (Plan BCP14325) & Easements BW514297, BW514298 & BW514299 (areas A, B & E on Plan BCP14327).
3. Release of SRW 364581M, which is in favour of the City of Vancouver for public utilities, as the SRW area is not located over the subject property.
4. Provision of a 9.0 m (29.5 ft.) wide statutory right of way along the south edge of the site and measured from the existing south property line of the site for public use and for development of the Central Valley Greenway/multi-use path.

Note to applicant: The proposed statutory right of way is to allow for a building encroachment above grade (the triangular appurtenance) with a minimum 4.88 m (16 ft.) of clearance above the City building grades established for the site. The site is to be responsible for full maintenance of all features constructed within the statutory right of way. Note the current SRW 459460M (Explanatory Plan 9483) applies to 10 ft. (3.24 m) along the south of the site and does not allow any building or structure within its existing right of way

area. Deletion of all encroaching structures (other than the building encroachment described above) is required.

5. Provision of a Services Agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following:
 - (i) Provision of an eastbound to northbound raised left-turn bay and treed median on Great Northern Way at Glen Drive, including realignment of the lane lines, curbing, utilities, lamp standards, utility poles and street furniture adjustments to accommodate construction of the left turn bay and median. Median design to be subject to any future Council approved amendments to the geometrics and road design for Great Northern Way. The work to be at 100% of the applicant's expense.
 - (ii) Construction of the Central Valley Greenway/multi-use path within the 9.0 m (29.5 ft.) statutory right of way for the entire width of the Great Northern Way frontage of the site. Improvements to include lighting, improvements for cyclists crossing at Glen Drive, and the provision and ongoing maintenance of a bicycle air pump. The design and construction costs are to be 100% of the applicant's expense.
 - (iii) Provision of standard concrete sidewalk on Glen Drive adjacent the site.
 - (iv) A review of the existing street lighting adjacent the site with any upgrading of the street lighting to meet the office use standards to be conducted at 100% of the applicant's cost.
 - (v) Provision of street trees adjacent the site where space permits.
6. Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but are not limited to, junction boxes, switchgear, pad mounted transformers and kiosks are to be located on private property. There will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch. The applicant may be required to show details of how the site will be provided with all services being underground.
7. Provision of adequate water service to meet the fire flow demands of the project. The current application lacks the details to determine if water main upgrading is required. Please supply project details including projected fire flow demands as determined by the applicant's mechanical consultant to determine if water system upgrading is required. Should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any water system upgrading that may be required.

Soils

8. 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 fulfil the requirements of Section 571(B) of the Vancouver Charter.
9. Enter into a remediation agreement for the remediation of the site and any contaminants which have migrated there from on terms and conditions satisfactory to the Manager of Environmental Protection, City Engineer and Director of Legal Services including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning, until a Certificate of Compliance(s) satisfactory to the City of the on-site and off-site contamination, issued by the Ministry of Environment has been provided to the city.

Flood Plain Covenant

10. Execute a Flood Plain Covenant to the satisfaction of the Director of Legal Services and the Chief Building Official.

Public Art

11. Execute an agreement satisfactory to the Directors of Legal Services and Cultural Services for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials; and provide a preliminary public art plan to the satisfaction of the Public Art Program Manager

Note to applicant: To discuss your application please contact Bryan Newson, Public Art Program Manager, 604.871.6002.

Note to applicant: 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.

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1077 Great Northern Way
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE SIGN BY-LAW NO. 6510

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

"1077 Great Northern Way [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 #] 1077 Great Northern Way"

DRAFT AMENDMENTS TO THE PARKING BY-LAW NO. 6059

1. Council repeals section 4.1.5, and substitutes:
"4.1.5 CD-1 District Parking Requirements

Unless otherwise provided in Schedule C or in a CD-1 By-law:
 - (a) the parking requirements for a CD-1 District located within the area depicted on Map 4.3.1, must be calculated in accordance with section 4.3; and
 - (b) the parking requirements for a CD-1 District located outside of the area depicted on Map 4.3.1, must be calculated in accordance with section 4.2."
2. In section 5.1.1, Council strikes out "In", and substitutes "Unless otherwise provided in Schedule C or a CD-1 By-law, in".
3. In section 6.1.1, Council strikes out "In", and substitutes "Unless otherwise provided in Schedule C or a CD-1 By-law, in".
4. In section 7.1.1, Council strikes out "In", and substitutes "Unless otherwise provided in Schedule C or a CD-1 By-law, in".
5. In section 16, after the words "Schedules A", Council strikes out "and", and substitutes ", ", and after the letter "B", Council adds "and C".

6. After Schedule B, Council adds:

Schedule C
CD-1 Districts Parking Requirements

Address	By-law #	CD-1#	Parking Requirements

7. Add the CD-1 to Schedule C of the Parking By-Law with the following provisions as Parking Requirements:

"Parking, loading, and bicycle spaces must be provided according to the Parking By-Law except that:

- The minimum parking spaces provided must be 30% less than required by Section 4 as of December 1, 2011.
- The minimum Class A bicycle spaces provided must be 500% more than required by Section 6 as of December 1, 2011.
- The minimum Class B bicycle spaces provided must be 350% more than required by Section 6 as of December 1, 2011."

* * * * *

1077 Great Northern Way
ADDITIONAL INFORMATION

1. Urban Design Panel

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

Introduction: Nicky Hood, Rezoning Planner, introduced the proposal for a new rezoning application located in the I-3 “high-tech” zone in the False Creek Flats area. The purpose of the application 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. This request is consistent with the existing False Creek Flats Rezoning Policy which allows applications for greater office uses, providing opportunities to intensify employment near rapid transit. The policy allows for General Office use up to the maximum overall density permitted in I-3 which is 3 FSR. Ms. Hood stated that 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 conditional height of 100 feet and a strong urban design and pedestrian realm. The proposal does exceed the I-3 height limit, by a modest amount. Ms. Hood noted that the Green Buildings Policy for Rezonings applies, which requires a building design that attains a minimum of LEED® Gold. The project must also be Registered and ultimately achieve Certification.

Ms. Hood explained that the site which is 2.3 acre in size and as such is subject to the Rezoning Policy for Greener Larger Sites. This policy requires the applicant to implement strategies to manage storm water, divert solid waste and encourage sustainable transportation options. The policy also requires a review of a campus or district energy system potential. Under the False Creek Flats Rezoning Policy, rezoning projects are expected to be district energy system compatible, in the event a system is brought online in the future.

Sailen Black, Development Planner, further described the proposal noting that the site is located across the street from China Creek North Park, and Vancouver Community College is located to the south-east. He described the context for the area stating that the I-3 zone was originally intended to support high tech industry. He noted that it is the City's goal for the area is to have an attractive, cohesive design for the area. Projects should have a high quality of urban design and architectural expression; with integrated greenways, pedestrian and bicycle connections that enhance the quality of the public realm. Mr. Black indicated that the I-3 District Schedule permits an outright building height of up to 60 feet and that higher building massings should respond to the scale of adjacent buildings, public and private views as well as shadow impacts. Side yards are not required, except that when a site borders a city street. Buildings should be set back a minimum of 3.0 m from the side property line so that a double row of trees may be planted. Mr. Black also noted that the long-term plan for Great Northern Way calls for additional bicycle and greenway development.

Mr. Black reiterated the purpose of the rezoning to remove restrictions on the amount of office space allowed on the site while the density and uses will be consistent with the existing industrial zoning. The height of the building is proposed to be approximately 4.6 feet higher than is currently achievable. The proposal is for a three phased development, with a 5-storey building with 144 car stalls and 172 bicycle parking spaces in the third phase. Vehicle access

to be off Glen Drive and the applicant intends to screen the surface parking with the building and low landscaping. Also, a landscaped setback will cover most of the south frontage, which will benefit Great Northern Way.

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

- Does the proposed design effectively screen the surface parking lot?
- How well does the public realm interface along the two street-facing sides create pedestrian interest and express the main entrance?
- How well does proposed height work in this context?

Ms. Hood and Mr. Black took questions from the Panel.

Applicant's Introductory Comments: Hugh Cochlin, Architect, gave a little history of Mountain Equipment Coop (MEC) noting that they have been leasing office space and thought it was time that they had their own space. They selected the site because of its proximity to their existing site and as well a number of the staff live in the area and there are good transit links to the site. The objective was to create an efficient and fun work environment that reflects MEC's values. Along with an office component there will be design areas for product development. From a sustainability point of view, MEC has been building green buildings for the past sixteen years. This is their second opportunity in the lower mainland to do that, and they will meet LEED® Gold. Mr. Cochlin noted that as they have an impermeable site, storm water will be retained on site and there will be a series of rain gardens. They are looking for a rich landscape response as well as green roofs with external areas for staff and the public.

Ron Clay, Architect, further described the proposal noting that they will be holding the Great Northern Way street edge with the massing of the building. He noted that the orientation of the building was based on wind angles to catch wind in the solar chimneys which will be part of the passive system. There were a number of strategies to open up the site for wayfinding to the front door. There is a courtyard and a green buffer between the building and street. The rain gardens and berm will help mask the parking area. The floor plates were designed to allow for maximizing daylighting of the space. The top roof will be a "blue roof" for water retention, with a green roof on the lower roof. An orchard of roof trees is also planned for the lower roof. The interior is planned as typical office space except for the four storey climbing wall planned for the lobby.

Randy Sharp, Landscape Architect, further described the landscape plans noting the proposed plants. The roofs will be accessible for a wide range of staff recreational and social activities to take place. As well urban agriculture is planned for the roofs.

The applicant team took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement: The Panel had no substantial aspects needing improvement.

Related Commentary: The Panel supported the project and the height of the building.

The Panel agreed that it was a well thought out project and that the sustainability strategy drove the design. They liked the proportions of the building and commended both the

architect and landscape architects for a well designed project. The Panel felt that it wasn't necessary to bring the proposal back to the Panel at the Development Permit stage.

The Panel thought the public realm was well handled and some suggested there be more False Creek features included. One Panel member said he hoped the Mountain Equipment Co-op look which is more of an outdoorsy expression was stressed. Another Panel member thought there should be more playfulness in the design that addressed the culture of MEC and that perhaps adding a public art piece would be a good addition to the design. A couple of Panel members thought the entrance was hidden behind the stair shaft and suggested something should be done with the design to make it visible from Great Northern Way.

The Panel supported the landscape plans however one Panel member thought the bio pond was too large and cut up the parking lot. A couple of Panel members suggested that there could be a gravel swale as well as more greenery added even if that meant losing some parking spaces. Another Panel member suggested the bike path could weave more through the landscape to make it a more enjoyable ride and that areas could be added for a place to sit.

Applicant's Response: Corin Flood said they are going to express MEC culture throughout the building internally and thought it was a good idea if that was expressed in the landscape treatment as well. He added that they will look at other elements including a public art piece. Hugh Cochlin said he would also like to see some public art on the site.

2. Comments – General Manager of Engineering Services

The General Manager of Engineering Services has no objection to the proposed rezoning, provided that the applicant complies with conditions as shown in Appendix B.

3. Comments – Landscape Design

The Landscape Development Specialist reviewed the rezoning application and, in a memo dated October 28, 2011, provided conditions for inclusion in the staff report (See Appendix B, conditions (b) 16-25).

4. Comments – Building Code Specialist

The following comments have been made by the Processing Centre - Building and are based on the architectural drawings submitted by Proscenium Architecture, dated June 24, 2011, for the proposed rezoning application. This is a preliminary review in order to identify issues which do not comply with the 2007 Vancouver Building By-law #9419 and its amendments. A review of compliance with Subsection 3.2.5 ("Provisions for Firefighting") of the Vancouver Building By-law has also been done.

1. The timing of the different phases of this building may have an affect on complying with the Vancouver Building By-law, especially if code changes occur and may require upgrading of the existing building. The new additions shall not create a non-conformance nor increase non-conformity of the existing building.

2. Confirm the major occupancy of the building and describe the operation of the spray booth and test lab, which could be also considered as Group F, Division 2 major occupancy.
3. The building shall be classified using the most restrictive phasing configuration, which is 5 storeys in building height.
4. This 5 storey building is greater than 18m, measured from the grade to the floor level of the top storey, and is considered a "High Building", which requires conformance to the provisions of Division B, Subsection 3.2.6. "
5. The building is required to be constructed as a non-combustible building as per Division B, Subsection 3.1.5. For example, the roof top pergola would be required to be of non-combustible construction.
6. The building is an area with soil liquefaction potential and where the City's Flood-proofing Policies may be applicable, as a result of the Province's evaluation of the rising sea level. Note: The floodplain inundation area could be further expanded and the Flood Construction Level increased, as a result of this study.
7. The current Flood-proofing Policies restrict the use in floor areas located below the Flood Construction Level (FCL). Service and storage room are not permitted below the FCL unless otherwise constructed to protect and/or prevent damage from flood waters.
8. The principal entrance to the building must be within 15 m of the street or access route (i.e., measured from the curb).
9. The fire department connection (i.e., siamese connection) is to be visible from the street and not be obstructed by landscape and have a level and paved area in front of the connection.
10. Dimension the location of fire hydrants serving the site/area. One hydrant must be within 90m as outlined in Division B, Sentence 3.2.5.5.(4).
11. The building is to be serviced by a standpipe system in accordance with NFPA 14.
12. The interconnected floor area (i.e., atrium space) requires special protection per Division B, Articles 3.2.8.3. to 3.2.8.9.
13. Ensure an adequate access to exit to the exterior for the exit door near the secure boat storage.
14. An exit exposure condition may exist for the exit door at gridlines N' and 3', as required by Division B, Article 3.2.3.13.
15. The entrance lobby is required to conform with Division B, Article 3.4.4.2. The exit lobby must be separated from the remainder of the floor area.
16. Storage rooms are not permitted to open directly onto exits, such as on the basement and ground floor levels.
17. Access to exits on the basement, ground floor and fifth floor appears to be restricted/inaccessible as they travel through storage rooms, loading docks or undefined rooms. This is the case for the exit located at gridlines A & 3.
18. Ensure that the exit system that will serve additional phase are size appropriately (i.e., exit capacity) to accommodate the additional occupant load.
19. Ensure the travel distance from the floor area is within the prescribed limits and dead-end corridors do not exceed 6m.
20. Roof decks with an occupant load greater than 60 persons will require 2 means of egress.

21. The underground parking garage in phase 3 will require vestibules for entry into the exit stair.
22. The elevator, located at gridlines N' and 2', cannot open directly into the exit stair.
23. Adequate access to exit required from the storage room in the phase 3 parking garage.
24. The columns configuration from phase 1 and 2 interfere with the proposed parking garage in phase 3.
25. Clarified what are the spatial separation requirements between the building and the elevated guideway for the LRT system. This may require further information from Translink or other related agencies.

*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 application. Failure to address these issues may jeopardize the ability to obtain a Building Permit or delay the issuance of a Building Permit for the application.

5. Public Input

A total of nine email responses were received from the public. An additional seven feedback forms were completed at the Open House, three of which were from citizens who had already sent in comments by email. In summary, the following concerns around the application:

- Impact of building height on views to the north from private properties, as well as from China Creek North Park.
- No provision of community amenities through the rezoning.
- Increased congestion and noise in the area as a result of the change of use.
- Concerns around the loss of industrial lands and a potential conflict with the Metro Vancouver Regional Growth Strategy directions to preserve industrial land.
- Redevelopment of the site might preclude the potential to use this site for expansion of the Millennium Line.
- Although the site falls just outside of the Mount Pleasant boundary, the application should follow the principles of view protection discussed in the Mount Pleasant Neighbourhood Plan.

Comment received in support of the application addressed the following:

- Improvements to the site created by the use and building design, particularly when compared against the existing structure and operations on-site.
- Importance of creating more employment space in close proximity to rapid transit.

6. Comments — Applicant

The applicant was provided with a draft copy of this report on November 18, 2011 and provided minor comments which staff subsequently addressed in the report.

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1077 Great Northern Way
FORM OF DEVELOPMENT



Figure 1: Proposed building looking northeast along Great Northern Way

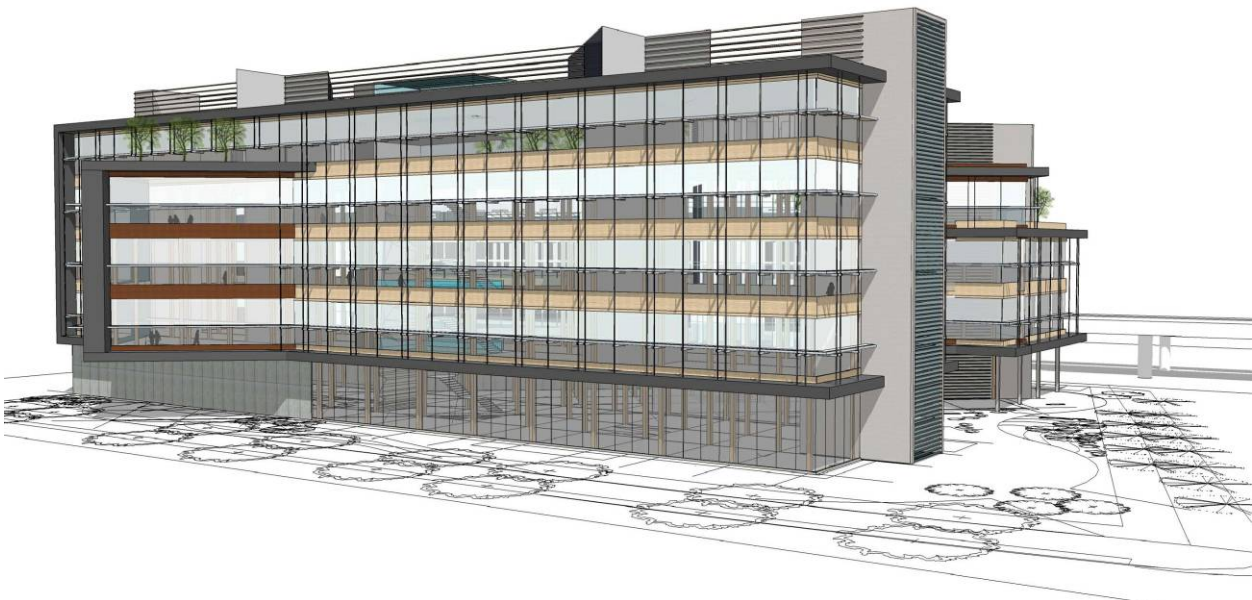


Figure 2: Proposed building looking northwest along Great Northern Way

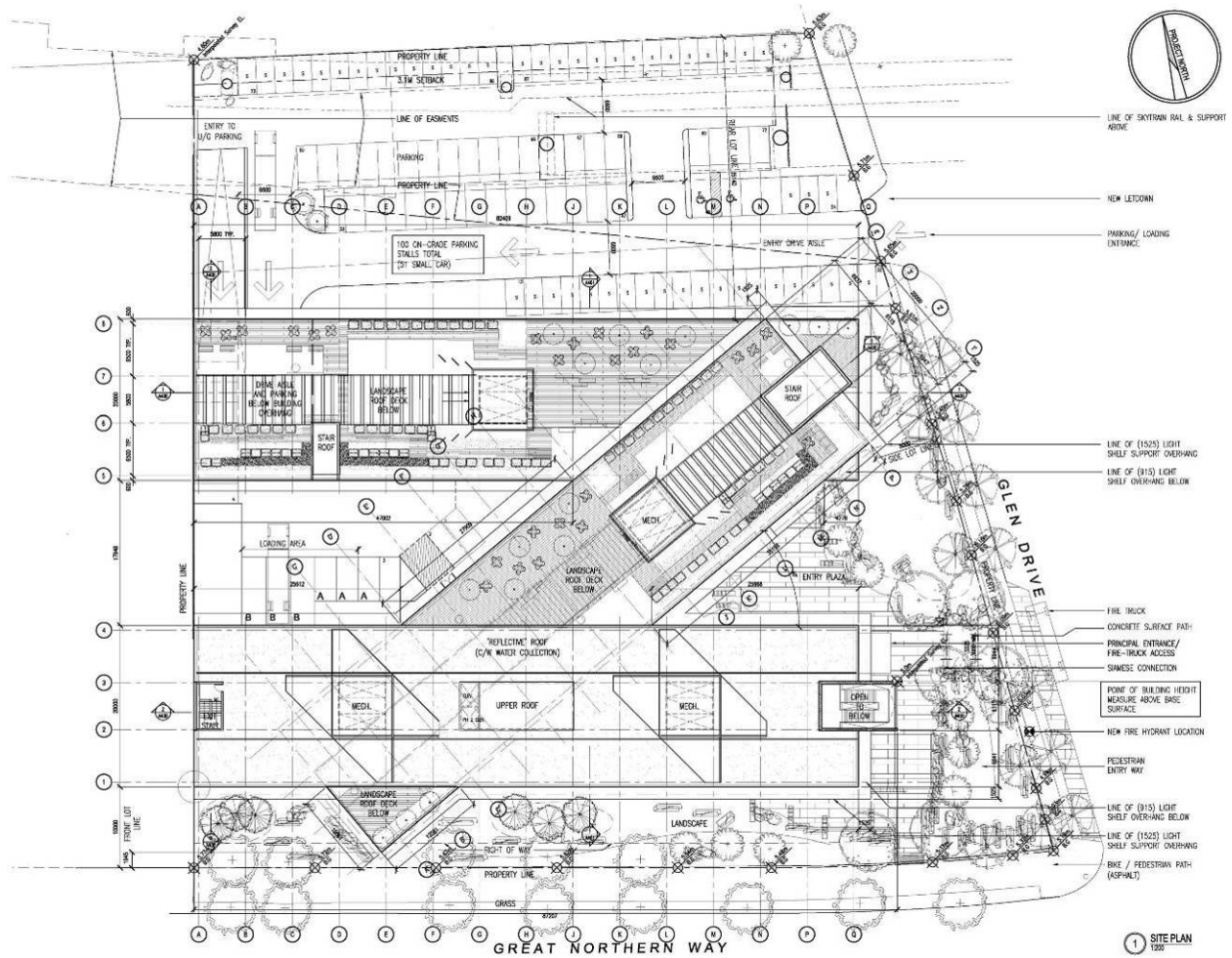


Figure 3: Context Site Plan at Grade

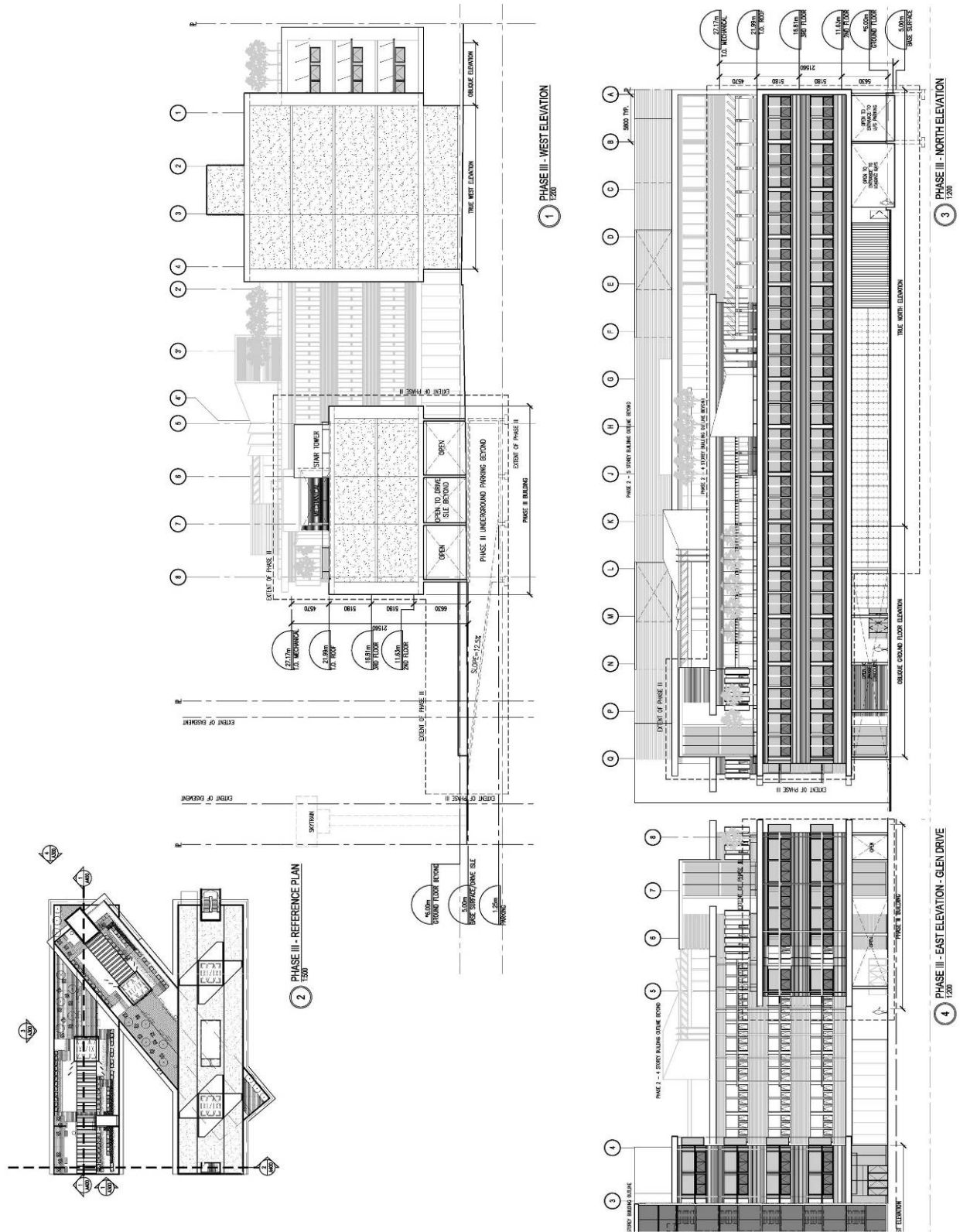


Figure 5: Building Elevations

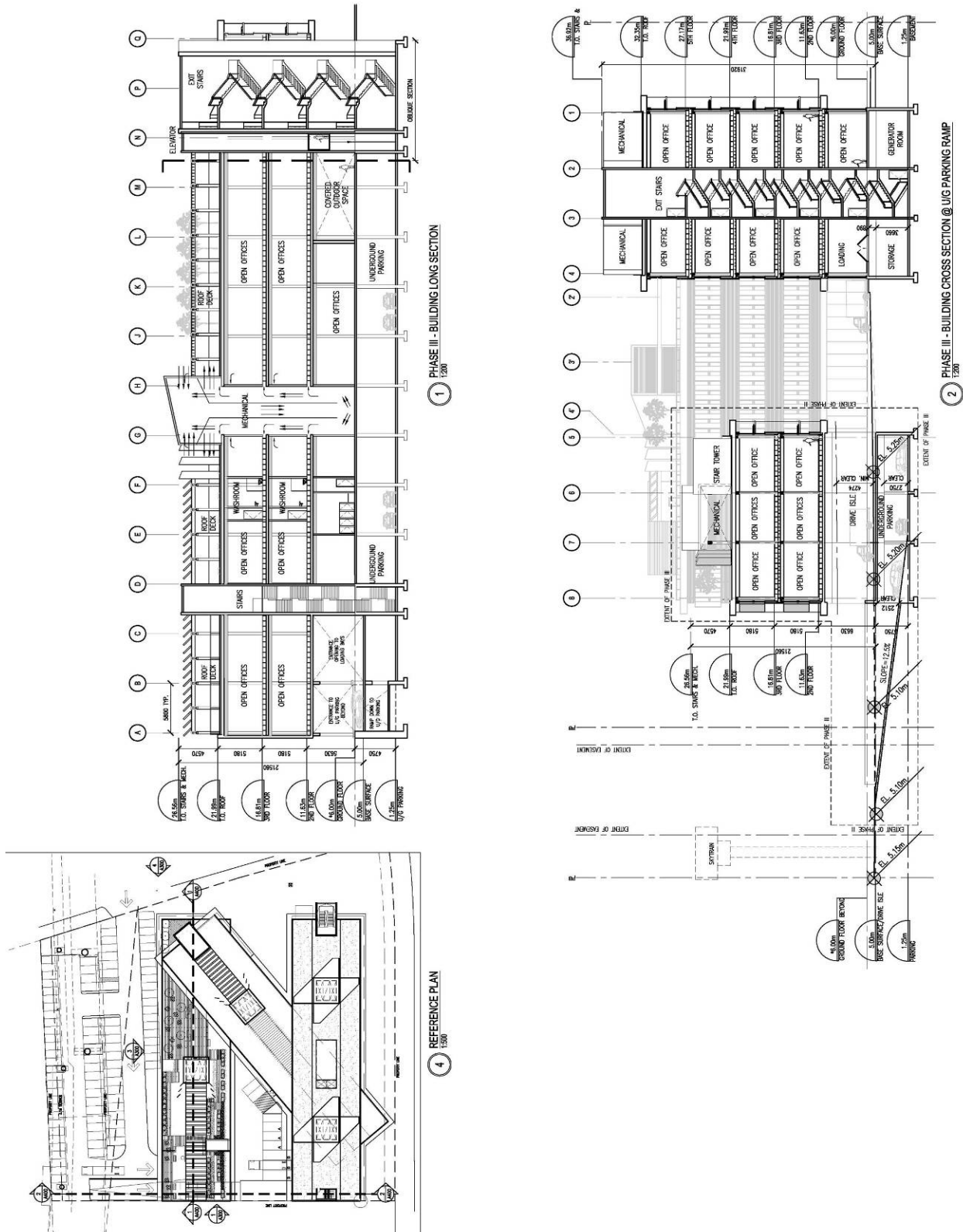


Figure 6: Building Sections



Figure 7: Landscape Plan



Figure 8: Landscape Roof Plan

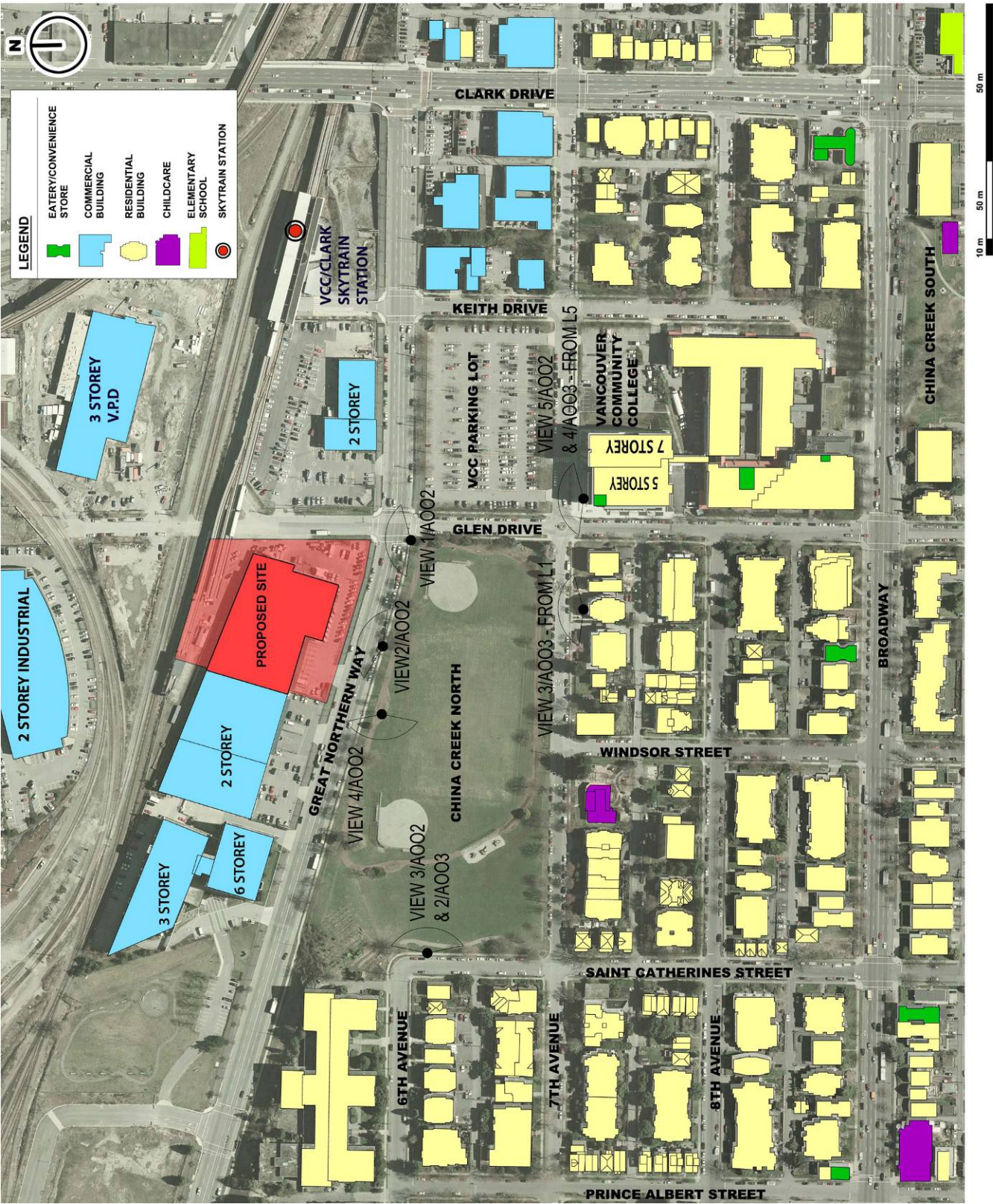


Figure 9: View Study Context Plan

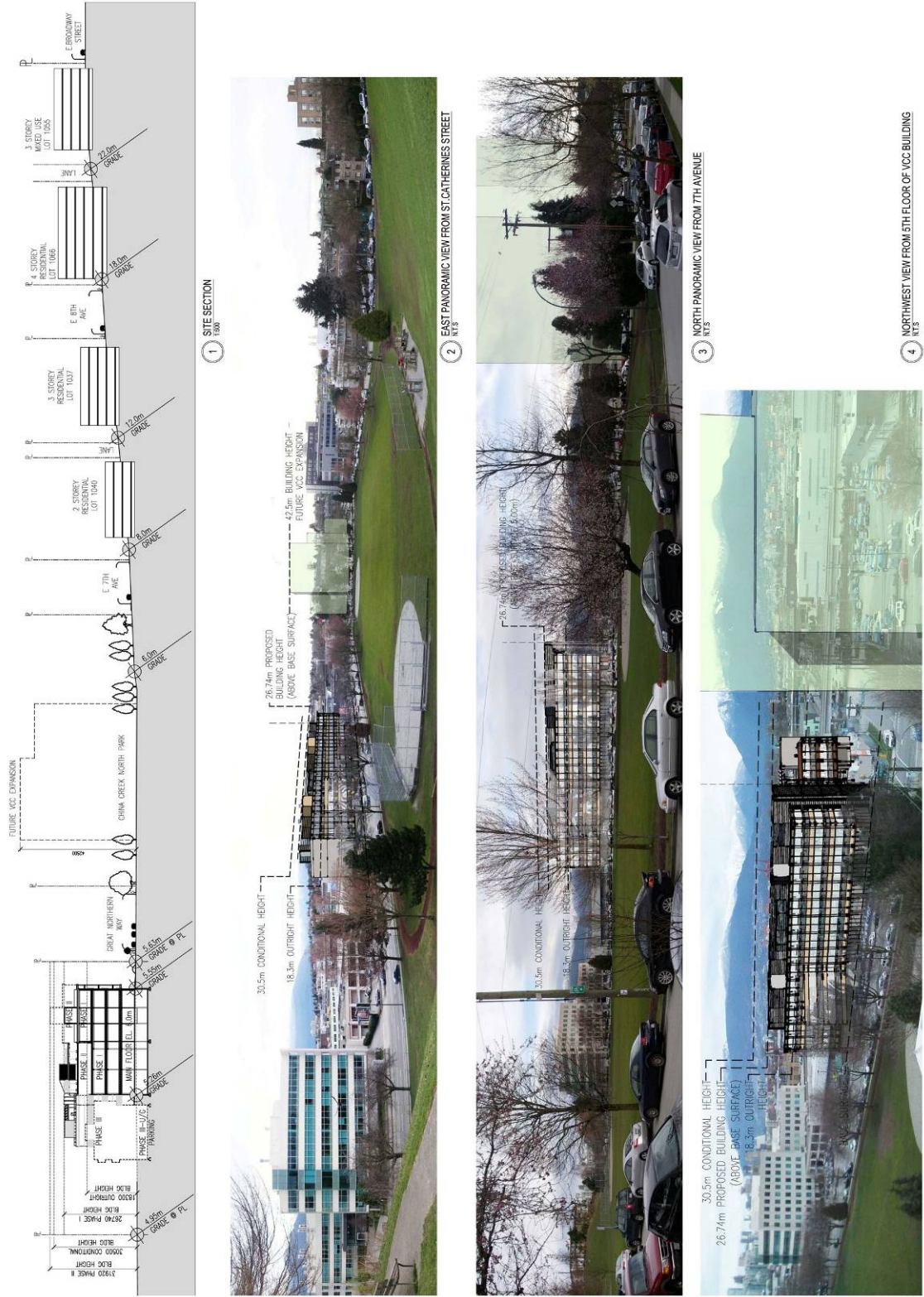


Figure 10: View Study

1077 Great Northern Way
PUBLIC BENEFITS SUMMARY

Project Summary:

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

Public Benefit Summary:

The application would generate DCL and public art contributions.

	Current Zoning	Proposed Zoning
Zoning District	I-3	CD-1
FSR (site area = 100,966 sq. ft., see Note 1:)	1.8 (3.0)	1.8 (3.0)
Buildable Floor Space (sq. ft.)	181,738	181,738
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)	823,273	2,059,092
	DCL (Area Specific – False Creek Flats)	892,334	892,334
	Public Art	0	328,946
	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		\$1,715,607	\$3,280,371

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

* 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: Although the current and proposed zoning allow for upto 3.0 FSR, calculations have been based on the actual FSR proposed within the application.

**1077 Great Northern Way
APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION**

APPLICANT AND PROPERTY INFORMATION

Street Address	1077 Great Northern Way
Legal Description	PID: 025-097-008, Lot 6, District Lots 264A and 2037, Plan LMP 12897, Group 1, New Westminster District; and, PID: 025-871-455 all that part of Lot 18 (explanatory Plan 4483) Block 1 (reference Plan 1341), District Lot 2037 Group 1 New Westminster District shown on Plan BCP6033, Except: Parcel A (Statutory Right of Way Plan BCP 14326.
Applicant/Architect	Proscenium Architecture and Interiors Inc.
Property Owner/Developer	Mountain Equipment Co-Operative (MEC)

SITE STATISTICS

Site Area	100,966 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	1.8	
Maximum Floor Area	302,897 sq. ft.	181,738 sq. ft.	
Max. Height	100.1 ft.	100.1 ft.	
Parking	286	144	200
Loading Spaces*	Class A 3 Class B 5	Class A 3 Class B 3	
Bicycle Spaces	Class A 32 Class B 6	Class A 151 Class B 21	

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