



# P1

POLICY REPORT  
DEVELOPMENT AND BUILDING

Report Date: January 29, 2013  
Contact: Kent Munro  
Contact No.: 604.873.7135  
RTS No.: 9897  
VanRIMS No.: 08-2000-20  
Meeting Date: February 12, 2013

TO: Vancouver City Council  
FROM: General Manager of Planning and Development Services  
SUBJECT: 108 East 1st Avenue: CD-1 Text Amendment

**RECOMMENDATION**

- A. THAT the application, by Cressey Quebec Street Holdings Ltd. to amend the text of CD-1 (522) By-law No. 10425 for 108 East 1st Avenue [*PID: 028-767-659, Lot B Block 7 District Lot 200A Group 1 New Westminster District Plan BCP50146*] to add 500 m<sup>2</sup> (5,382 sq. ft.) of light industrial floor area to the residential development approved for this site to accommodate a custom-built motor vehicle manufacturer, be referred to a public hearing together with:
- (i) plans by Rafii Architects Inc. submitted August 15, 2012, and
  - (ii) the recommendation of the General Manager of Planning and Development Services to approve the application, subject to conditions contained in Appendix B.

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary amending by-law, generally in accordance with Appendix A, for consideration at the public hearing.

- B. THAT, if the application is referred to a public hearing, a consequential amendment to the Southeast False Creek Official Development Plan, to replace Figure 5 with an amended Figure 5, be referred to the same public hearing.

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary amending by-law, generally in accordance with Appendix C, for consideration at the public hearing.

- C. THAT, subject to the application being referred to public hearing, an application to amend Schedule E of the Sign By-law to establish regulations for this CD-1 (522) in accordance with Schedule B to the Sign By-law [assigning Schedule B (DD)], 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 to amend the Sign By-law, generally as set out in Appendix C, for consideration at the public hearing.

- D. THAT Recommendations A and C be adopted on the following conditions:
- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; 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 bylaw 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 report presents staff's assessment of an application to amend the text of CD-1 By-law (522) for 108 East 1st Avenue to allow for the addition of 500 m<sup>2</sup> (5,382 sq. ft.) of light industrial floor area to the Quebec Street frontage of this approved residential development. The CD-1 By-law enacted for this site on February 14, 2012 permits 11,792 m<sup>2</sup> (126,932 sq. ft.) of residential floor area in six- and 12-storey building forms. If approved, the amendment would allow for a 4% increase in total floor area to 12,292 m<sup>2</sup> (132,314 sq. ft.). Residential floor area displaced from the Quebec Street frontage would be relocated to a new 13th floor. Consequently, a 3.0 m increase in building height, from 38.1 m to 41.1 m, is proposed. This height increase is within the allowance provided in the Southeast False Creek Official Development Plan (ODP) for additional penthouse storeys. The addition of light industrial space is supported by Council's policies for intensification of employment uses near transit and is generally consistent with the Southeast False Creek ODP, although Figure 5 needs to be revised to allow light industrial use on the Quebec Street frontage of the subject site. The application is recommended for approval, subject to a public hearing. An amendment to the Sign By-law is also recommended to allow signage for the commercial use.

### ***COUNCIL AUTHORITY/PREVIOUS DECISIONS***

- CD-1 (522) By-law No. 10425, enacted February 14, 2012
- Southeast False Creek Official Development Plan (2005)
- Southeast False Creek Guidelines for Additional Penthouse Storeys

- Metro Core Jobs and Economy Land Use Plan: Issues and Directions Report (2007).
- Regional Growth Strategy
- Vancouver Economic Development Strategy

## *REPORT*

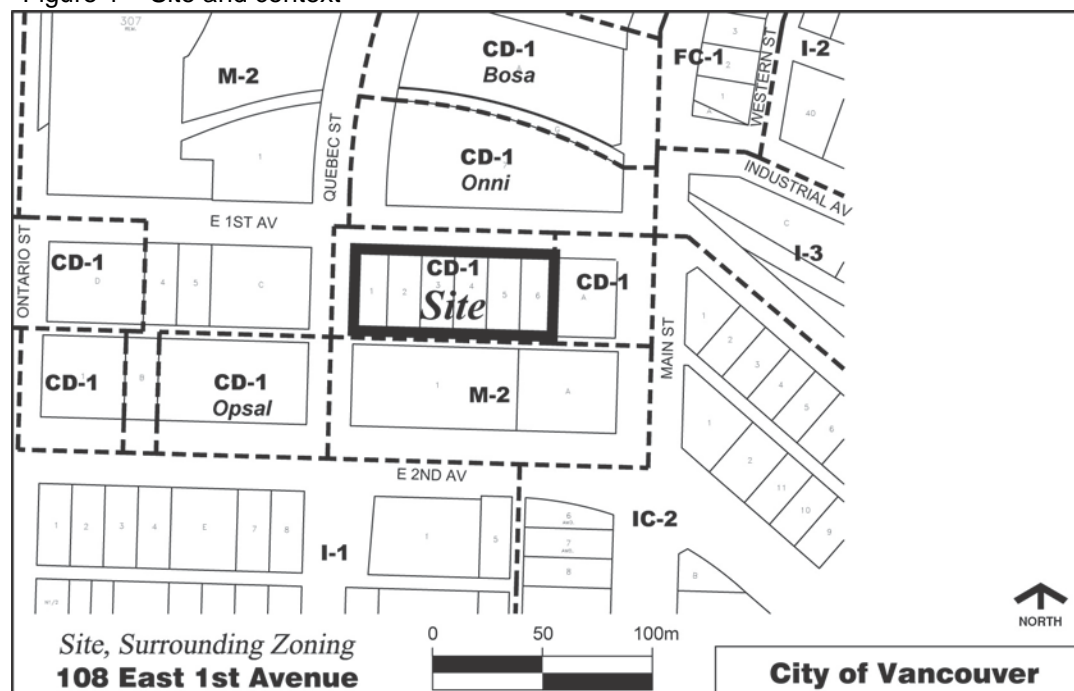
### *Background/Context*

CD-1 zoning for 108 East 1st Avenue (formerly 104-150 East 1st Avenue) was approved in principle at a public hearing on May 17, 2011 and the implementing by-law [CD-1 (522)] enacted on February 14, 2012. The site is within the Southeast False Creek ODP area. The development approved for the 0.8-acre site provides 11,792 m<sup>2</sup> (126,932 sq. ft.) of residential floor space in six- and 12-storey building forms. The 12-storey portion is located at Quebec Street and has been approved with two-level dwelling units at grade.

To the east of the subject site is a City-owned supportive housing development at 188 East 1st Avenue, approved in 2009 and recently completed. A number of developments approved under the Southeast False Creek ODP are currently under construction in the vicinity. These other developments contain predominately residential uses, although at-grade commercial uses are included in projects along Main Street and along 2nd Avenue. One development, in the 1600-block Main, includes approximately 9,300 m<sup>2</sup> (100,000 sq. ft.) of office floor space. Existing light industrial/commercial uses occur in the block-face to the south of the site and along 1st Avenue in the block to the west (including Mario's Gelato). More industrial uses are found nearby, outside of the Southeast False Creek ODP area, in the Mount Pleasant Industrial Area and in the False Creek Flats.

While the primary focus of the Southeast False Creek ODP is on residential development, the plan provides opportunity for compatible employment and industrial uses to also locate in the area. This text amendment responds to Council's priority for the development of job space and industrial space.

Figure 1 – Site and context



### Strategic Analysis

#### Land Use

The application seeks to amend CD-1 (522) to add 500 m<sup>2</sup> (5,382 sq. ft.) of light industrial floor area. The applicant's intention is to accommodate within this project a manufacturing use that was active on the site in an industrial building that has now been demolished.

"Intermeccanica Custom Coach Builders" is a Vancouver-based enterprise known for the manufacture of handcrafted replicas of classic European sports cars, mainly 1950s Porsches. Intermeccanica operated out of 150 East 1st Avenue for about 30 years, but has now relocated to Braid Street in New Westminister.

While redevelopment of Southeast False Creek is intended to be predominately residential, Section 4.3.4 of the ODP allows for compatible light industrial uses, such as "manufacturing, transportation and storage, utility and communication, and wholesale uses," to be mixed with residential. For 1st Avenue and 2nd Avenue, the area policies allow for commercial and light industrial uses to occupy ground-level spaces to form a transition between the industrial uses to the south in the Mount Pleasant I-1 Industrial Area and the primarily residential uses in Southeast False Creek ODP area.

Figure 2 – Intermeccanica in its former location at 150 East 1st Avenue (subject site)



Figure 5 of the ODP indicates where at-grade commercial (retail, service, office and light industrial) uses are required and where they are optional. Figure 5 does not indicate that commercial uses can be considered for the subject site, however staff feel that providing the proposed light industrial use on the Quebec Street frontage of this development would meet the intentions of the ODP's area policies. Specifically, the use would provide a buffer, for the residential in the development, to traffic and noise along Quebec Street and it would help create a transition to the other industrial uses in the vicinity. Mario's Gelato is located directly across Quebec Street in a fairly new industrial building. Indeed all grade-level frontages along the 1700-block of Quebec Street are expected to be commercial, with Opsal's commercial space at 1775 Quebec currently under construction and there are commercial uses anticipated in the future development south of the subject site.

Moreover, increased employment space at this location is supported by the Metro Core Jobs and Economy Land Use Plan and the Vancouver Economic Commission's "Economic Action Strategy". The location is 425 metres from the Main Street-Science World Skytrain Station.

Given the strong rationale for including light industrial use on this site, staff recommend replacing Figure 5 in the ODP with a revised figure that indicates at-grade commercial as optional for the Quebec Street frontage (see the draft amendment to the Southeast False Creek ODP in Appendix C).

Figure 3 – Interior of Intermeccanica's former shop (<http://intermeccanica.com/athird.net/about/shop-tour>)



Intermeccanica employs six full-time employees. The operations involve the fabrication and assembly of chassis frames and coach bodies of custom-built sports car replicas. About 16 to 24 cars are built per year. Workshop activities include cutting and welding of steel, fibreglass forming and bonding, and drilling and riveting. Painting occurs off site. There are also support business operations and sales, and a research and development component. Intermeccanica outlined its business operation details in a submission which accompanied the rezoning application (see Appendix F). The proposed space for Intermeccanica, in the base of the development's Quebec Street tower, is double height and includes a mezzanine level.

In terms of land use, there are no existing uses listed in the Manufacturing category in the Zoning and Development By-law that would be appropriate for Intermeccanica's operations. Staff propose including and defining a new use in the CD-1 By-law for "Custom-Built Motor Vehicle Manufacturing" (see Appendix A). "Vehicle Dealer" use is also proposed to be added to allow the sales operations. Some other manufacturing uses are also included, to make this CD-1 by-law consistent with CD-1 by-laws for other mixed-use sites in the Southeast False Creek ODP area.

### Building Code

A key aspect of this application is the ability to combine the light industrial use in the same building as residential use. Normally under the Vancouver Building By-law (VBBL) these uses are not permitted to be combined, however there is a process by which an applicant can

apply for an “Alternative Solution,” to address the combination of an industrial occupancy in the same building as multiple dwelling use. To qualify for a building permit, the applicant will need to undertake this process and have the alternate solution accepted. Among the required measures will be a full ventilation shaft to the roof of the 13-storey tower, to adequately vent the activities undertaken in the workshop. Building staff have provided preliminary comments on code matters that will need to be addressed for the building permit (see Appendix E).

### Density, Height and Form of Development

The proposed light industrial space would displace the volume of two levels of dwelling use previously proposed for along Quebec Street. The amendment application proposes that the residential floor area, that would have occupied this space, would be relocated to an additional penthouse storey in the Quebec Street tower. Apart from an additional floor on the tower, the form of development would remain as approved – two buildings, at six and now 13 storeys, connected by a breezeway. Large windows are proposed for the Quebec Street frontage that would allow the public to see into the workshop, adding visual interest and vibrancy to the neighbourhood while making reference to the Southeast False Creek area’s industrial roots (see Figure 4).

The application proposes to increase the total allowable density from 3.50 to 3.65 floor space ratio (FSR). All of the proposed increase is in commercial floor space. Residential density would remain at 3.50 FSR.

Table 1 - Proposed changes to permitted floor space at 108 East 1st Avenue

Use	Current CD-1 By-law	Increase	Amended CD-1 By-law	Floor Space Ratio (FSR)
Residential	11 792 m <sup>2</sup> 126,932 sq. ft.	No change	11 792 m <sup>2</sup> 126,932 sq. ft.	3.50
Commercial	not permitted	500 m <sup>2</sup> 5,382 sq. ft.	500 m <sup>2</sup> 5,382 sq. ft.	0.14
Total floor area	11 792 m <sup>2</sup> 126,932 sq. ft.	500 m <sup>2</sup> 5,382 sq. ft.	12 292 m <sup>2</sup> 132,314 sq. ft.	3.65

The application proposes an increase in building height from 38.1 m to 41.1 m. This 3.0 m height increase is within the 6.25 m allowance anticipated in the ODP for additional penthouse storeys. Staff have reviewed the revised form of development and conclude that it meets the Southeast False Creek Guidelines for Additional Penthouse Storeys. The added 13th floor is set back from the 12th floor such that it would not increase shadowing or be apparent from a ground-level vantage point.

The plans for the parking levels have been amended to provide spaces for the industrial tenant. A loading space, previously indicated at the base of the tower for residential use, remains in the same location but is now intended to serve both the residential and industrial occupants. Requirements for the project to meet the applicable provisions of the Parking By-law will remain unchanged.

Figure 4 – Computer rendering of the Quebec Street frontage showing the proposed double-height space to be occupied by Intermeccanica



### Sign By-law Amendment

A standard amendment to the Sign By-law is also proposed, to enable the commercial use on the site to have signage. The amendment is outlined in Appendix C.

### Public Benefits

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

#### *Offered Public Benefits*

**Community Amenity Contribution** – The City's Financing Growth Policy anticipates a voluntary Community Amenity Contribution (CAC) to address some of the costs of growth and the off-site impacts of additional development and is evaluated by City staff in light of the increase in land value expected to be generated by the rezoning. Real Estate Services staff have reviewed the project's finances and advise that a CAC is not appropriate for this text amendment as there is no increase in residential floor area and, due to the costs associated with constructing the added commercial space to an industrial specification, it would not generate increased land value. It is noted that a CAC of \$1,459,672 was provided in conjunction with the initial rezoning to CD-1, based on an increase in residential floor space from the previous M-2 (Industrial) zoning.



### ***Required Public Benefits***

**Development Cost Levies (DCLS)** – DCLs would be paid on the additional floor space of 500 m<sup>2</sup> (5,382 sq. ft.). The amount to be paid is estimated at \$81,160 based on the current City-wide commercial DCL rate of \$12.50 per sq. ft. and the Southeast False Creek industrial DCL rate of \$2.58 per sq. ft. (\$15.08 per sq. ft. in total). 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. This additional DCL is over and above the approximately \$3.3 million in DCLs that are expected from the balance of this project.

**Public Art Program** – The Public Art Program requires that rezonings involving a floor area of 100,000 sq. ft. or greater allocate a portion of their construction budgets (\$1.81 per sq. ft.) to public art as a condition of rezoning. With 500 m<sup>2</sup> (5,382 sq. ft.) of additional floor area proposed in this rezoning, the public art budget would increase by \$9,741. The Public Art Program, secured through an agreement already in place for this CD-1 site, applies to all floor area counted in the floor space ratio. The additional amount would be added to the \$229,740 for public art payable for the 3.50 FSR of floor area approved in the initial rezoning.

The total value of public benefits for this application is estimated to be \$90,901.

### ***Implications/Related Issues/Risk (if applicable)***

#### ***Financial***

As noted in the section on Public Benefits, if the rezoning application is approved, the applicant's budget for on-site public art will increase by an estimated value of \$9,741 (note: the applicant has the option to make a cash contribution to the City for off-site public art). Also as noted, the additional floor area is subject to both the City-wide Development Cost Levy (DCL) and the Southeast False Creek DCL. It is anticipated that the applicant will pay \$81,160 more in DCLs, should this application be approved.

### ***CONCLUSION***

Staff have reviewed the application to amend the CD-1 (522) By-law to allow 500 m<sup>2</sup> (5,382 sq. ft.) of light industrial space to be added to the allowable floor space for 108 East 1st Avenue and conclude that the amendment is supported by the Southeast False Creek Official Development Plan and by Council's policies for employment space set out in the Metro Core Jobs and Economy Land Use Plan, and that the change to the form of development would improve the Quebec Street frontage and be consistent with the Southeast False Creek Guidelines for Additional Penthouse Storeys. The General Manager of Planning and Development Services recommends that the application be referred to a public hearing, together with draft by-law provisions generally as presented in Appendix A, and that, subject to the public hearing, the application be approved along with conditions contained in Appendix B and with approval in principle of the revised form of development generally as presented in Appendix D.

\* \* \* \* \*

108 East 1st Avenue  
DRAFT AMENDMENTS TO CD-1 (522) By-law No. 10425

Note: A by-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting. Italicized annotations in square brackets will not form part of the by-law.

1. This By-law amends the indicated provisions of By-law No. 10425.
2. In section 2, "Definitions", before "Entry Alcoves", add the following:

" "Custom-Built Motor Vehicle Manufacturing" means the use of premises for the manufacturing of custom-built motor vehicles, including chassis fabrication, body assembly, and mechanical assembly, and also means the use of the premises for research and development associated with the primary manufacturing use and any mechanical spaces required to support the primary manufacturing use, including, but not limited to, ventilation shafts."
3. Under "Uses", in section 3.2:
  - (a) add the following sub-sections in alphabetical order:
    - "Manufacturing Uses, limited to Bakery Products Manufacturing, Batteries Manufacturing, Clothing Manufacturing, Custom-Built Motor Vehicle 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, Miscellaneous Products Manufacturing - Class B, Non-metallic Mineral Products Manufacturing - Class B, Plastic Products Manufacturing, Printing or Publishing, Rubber Products Manufacturing, Shoes or Boots Manufacturing, Software Manufacturing, Textiles or Knit Goods Manufacturing, Tobacco Products Manufacturing, and Wood Products Manufacturing - Class B;"
    - and
    - "Retail Uses, limited to Vehicle Dealer in conjunction with Custom-Built Motor Vehicle Manufacturing;"
    - and
  - (b) re-number the sub-sections as appropriate.

*[The above amendments would define and add land uses for which development permits could be considered for the industrial space proposed for the Quebec Street frontage.]*

4. Replace section 5.1 with the following:

"The total floor area for all uses, combined, must not exceed 12 292 m<sup>2</sup>, except that dwelling uses must not exceed 11 792 m<sup>2</sup>."

*[The above amendment would increase the total permitted floor area to allow for the commercial/industrial use along the Quebec Street frontage, while limiting residential floor area to its current maximum.]*

5. In sections 5.2, 5.3 and 5.4, replace all instances of the words "floor space ratio" with "floor area".

6. In sections 5.5, replace the words "floor space" with "floor area".

*[The above amendments would clarify a reference in the current by-law.]*

7. In section 6.1, replace "38.1 m" with "41.1 m".

[This amendment would increase the building height, enabling a 13th floor to be added to the tower.]

\* \* \* \* \*

108 East 1st Avenue  
PROPOSED CONDITIONS OF APPROVAL

Note: These are draft conditions which are subject to change and refinement by staff prior to the finalization of the agenda for the public hearing to the satisfaction of the Director of Legal Services.

**CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT**

- (a) THAT the proposed revised form of development be approved by Council in principle, generally as prepared by Rafii Architects Inc. and stamped "Received Planning Department, August 15, 2012", provided that the General Manager of Planning and Development Services or the Development Permit Board, as the case may be, 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 final approval by Council of the revised form of development, the applicant shall obtain approval of a development application by the General Manager of Planning and Development Services or Development Permit Board, who shall consider the following conditions:

**Design Development**

1. Clarification on the submitted report entitled "Building Requirements for Combining Industrial and Residential Use", to address health and safety issues such as noxious gases, heavy particulates and other environmental toxins that result from manufacturing activities in conjunction with residential uses.  
  
Note to Applicant: The report dated June 4, 2012 does not specifically address these life-safety and health issues. Air exhaust directly onto the lane at ground level is not supported. Exhaust air is to be vented at roof level and treated to be cleansed of all environmental toxins. Indicate on drawings and in a detailed report how this is achieved.
2. Provide an updated acoustical report to reflect changes in use.  
  
Note to Applicant: Indicate mitigation strategies to attenuate noise resulting from manufacturing activity that will negatively impact surrounding residential uses. Ambient noise levels to meet city-wide standards for residential uses.
3. Design development to provide continuous weather protection along the industrial/commercial frontage, minimum 2.4 m (8 feet) in depth.
4. Confirmation on the drawings, deleting any bollards in the public realm.  
  
Note to Applicant: As previously indicated on related presentation material.
5. Confirmation on the drawings, providing double-height glazing along the industrial/commercial frontage.
6. Confirmation on the drawings, providing an updated landscape plan, with further enhancements to the public realm with speciality paving and additional trees.

Note to Applicant: Provide a double row of trees in a continuous trench of native soil, or alternatively in a soil-cell growing medium.

### Landscape

7. Design development to add a greener edge to the Quebec Street setback area.  
Note to applicant: This can be accomplished by adding two or three additional trees and rectangular planting areas to the setback between the west property line and the edge of the underground slab. In order to allow adequate views to the showroom, the trees should be narrow and under planting should be low shrubs.
8. Provision of a large-scale sections (1/4"=1' or 1:50) illustrating:
  - (i) the planting depths for the trees in the area between the building façade and Quebec Street curb, and
  - (ii) the planting depths for the proposed rooftop intensive green roofs.

### Engineering

9. Address, to the satisfaction of the General Manager of Planning and Development Services in consultation with the General Manager of Engineering Services, the breach of residential security which occurs when accessing the proposed four light industrial/commercial parking spaces located after the residential security gate and clarify the intended uses for the parking spaces.
10. Provision of the applicant's operations plan to form an integral part of the development permit approval.  
Note to P.C.: Please ensure the final version of the plan is correctly identified on the face of the development permit.
11. Clarify where the garbage and recycling for this proposed light industrial/commercial space will be located and that it addresses the needs of this use.
12. Delete pavers from public property that are not part of the Southeast False Creek public realm plan and show only treatments consistent with the Southeast False Creek Public Realm Plan.
13. The design of the bicycle lockers as proposed is not supported by Engineering Services.  
Note to Applicant: the proposed style of locker with two bicycles sharing a locker is only acceptable if there is a required access aisle on both sides of the locker. There is meant to be a door on either end of the locker from which the bike can be put into the locker or removed. It is not possible to remove a bike from the narrow end of the locker.  
Note to P.C.: There are an excessive number of bicycle spaces shown, most of which do not work.

\* \* \* \* \*

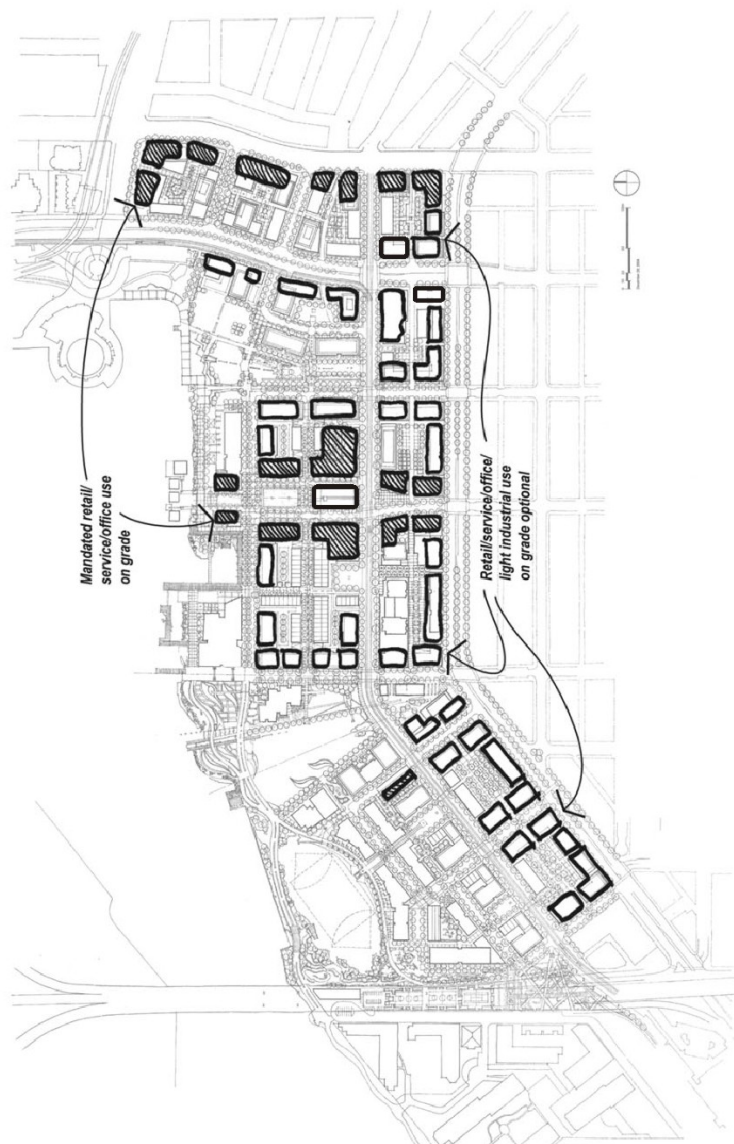
108 East 1st Avenue

CONSEQUENTIAL AMENDMENT TO THE  
SOUTHEAST FALSE CREEK OFFICIAL DEVELOPMENT PLAN  
BY-LAW NO. 9073

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

- Replace Figure 5 with the following:

Figure 5: Retail/Service/Office/Light Industrial



108 East 1st Avenue

CONSEQUENTIAL AMENDMENT TO THE SIGN BY-LAW NO. 6510

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

1. Amend Schedule E (Comprehensive Development Areas) by adding the following:

"108 East 1st Avenue      CD-1 (522)      By-law 10425      B(DD)"

*[This amendment would allow signs for the commercial uses on the site.]*

2. Amend Schedule B, at the end of 1(d)(ii)(E), by adding:

"CD-1 (522)      108 East 1st Avenue"

*[This amendment would ban billboards on the subject site.]*

\* \* \* \* \*

108 East 1st Avenue  
REVISED FORM OF DEVELOPMENT

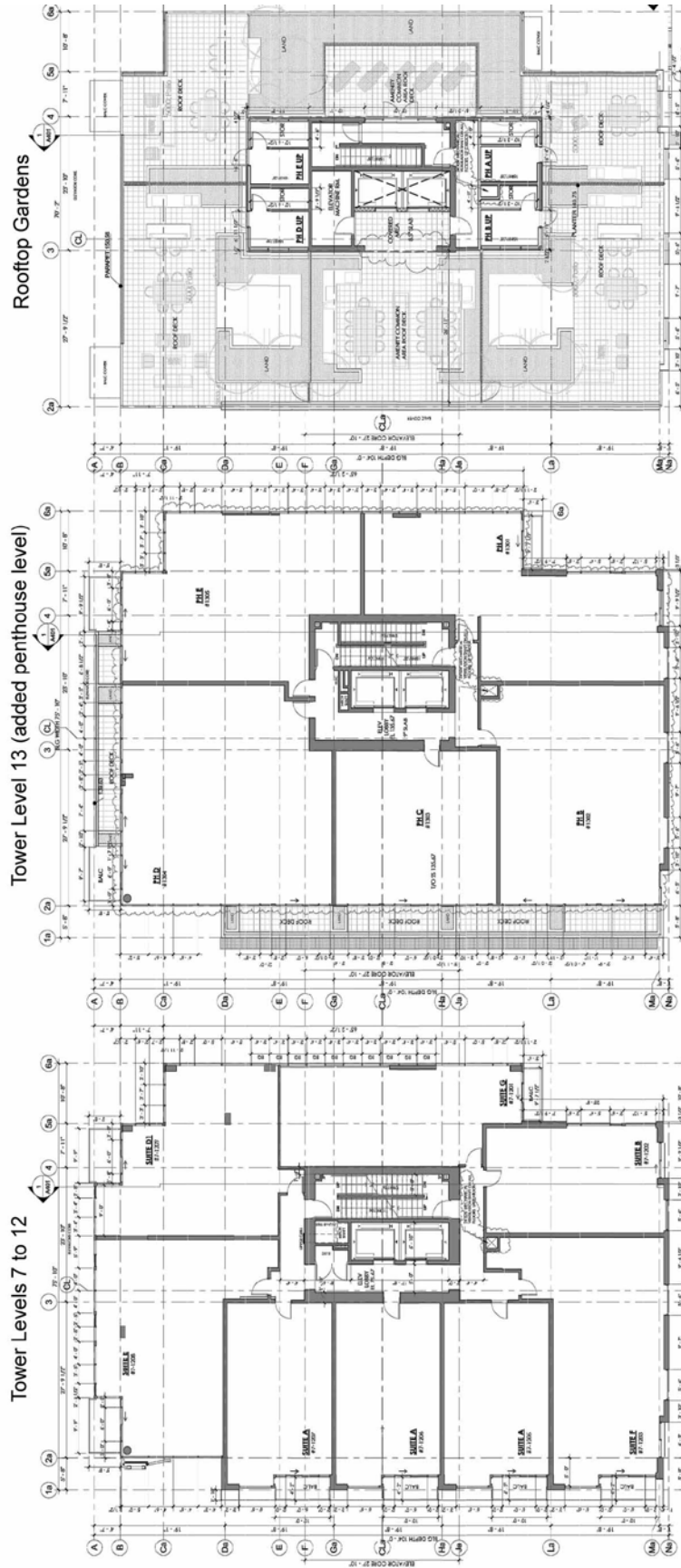


M E C C A N I C A

Perspective rendering of the proposed development looking southeast from Quebec Street and 1st Avenue. — The industrial space is in the base of the tower. The tower height would increase from 12 to 13 storeys.







108 East 1st Avenue  
ADDITIONAL INFORMATION

1. Comments - General Manager of Engineering Services

Engineering Services reviewed the application and, in a memo dated November 27, 2012, the Projects 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. These have been inserted in Appendix B as Form of Development conditions and conditions to be met prior to by-law enactment.

2. Building Code

The following are comments based on the drawings submitted for Building Permit and discussions regarding the proposed Rezoning application. This is a preliminary review in order to identify issues which do not comply with the VBBL #8057.

- (i.) Per Sentence 3.1.3.2.(2), not more than one suite of residential occupancy shall be contained within a building classified as Group F2 (Industrial Occupancy). An Alternative Solution will need to be applied for and accepted for including Group F2 major occupancy in this multi-dwelling unit building.
- (ii.) Level 2: Provide 2 exits from the Industrial Use which are separate from the Residential Use.
- (iii.) Provide the following, per my email to the C.P. on Sept.12/12:

Barry Thorson,

As part of the conditions prior to Rezoning to include the industrial use, and in light of the current Development Permit and Building Permit submissions, please provide the following:

1. Update to your June 4/12 letter report, namely:
  - a. Exhausting to the roof, rather than to the lane.
  - b. Will Ballard's letter of Aug.14/12 includes aerosol paint in the operation. In light of his letter, please re-clarify that painting will not be part of the uses, and confirm that Meccanica is not currently painting on their site (i.e., they are used to painting off-site) or explain how they will successfully transition to painting off-site. (Spray painting is a Group F1 occupancy which is prohibited in a residential building.)
  - c. Clarify the construction of the shaft to the roof to maintain the fire separation, the fire rating, and the noise mitigation between industrial and residential uses.
  - d. Clarify if "repair garage" includes engine repair, or is only body repair.
  - e. Clarify mitigation of spread of fire and noise via the curtain wall and the exterior.
2. Provide design details from a mechanical engineer specialized in industrial ventilation, including the following:

- a. Identifying and addressing the products being exhausted into a residential surrounding, e.g., identify the types of scrubbers proposed for the particulates, odours, car exhaust, toxic gases and other products of the processes, including fail-safes when filters are not maintained (e.g., to remove the impacts of exhausted products upon roof terraces and into residential windows).
  - b. In the existing operation, I understand that the overhead doors are left open all year around. Provide the details of ventilation for the rooms such that it will be a healthy environment for staff even with the doors closed.
  - c. Provide confirmation from a mechanical engineer regarding the size of the shaft to the roof, to be able to accommodate
    - i. ventilation for the rooms,
    - ii. ventilation for the fibreglass operation,
    - iii. ventilation for the welding operation,
    - iv. ventilation for potential future uses, etc.
3. Please arrange for City staff from Processing Centre Building to come to a site visit of the current manufacturing in operation.

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 jeopardise the ability to obtain a Building Permit or delay the issuance of a Building Permit for the proposal.

\* \* \* \* \*



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925 West Georgia Street  
Vancouver, BC V6C 3L2  
Tel 604 683 1256  
Fax 604 683 7690  
www.cressey.com

August 14, 2012

**City of Vancouver**  
453 West 12<sup>th</sup> Avenue  
Vancouver, British Columbia V5Y 1V4

**Attention: Ms. Yardley McNeill**

Dear Ms. McNeill:

**Re: Text Amendment to CD-1(522) 108 East 1<sup>st</sup> Ave, MECCANICA – Facilities  
Management Plan – Intermeccanica Custom Coach Builders**

***Hours of operation:***

Regular hours of operation are between Monday and Friday, from 8am to 5:30pm.

Occasionally the shop is open on Saturday; however, not for manufacturing uses.

***Number of Staff:***

Six (6) full time employees

***Material delivery methods and schedule:***

Hand delivered parcels by courier occur daily.

Large deliveries such as lengths of steel and painted automobile bodies occur once every few months and delivered by truck to the rear loading bay.

***Storage:***

The majority of the items to be stored will be automobile parts that will be stored on shelves in the mezzanine area of the commercial space.

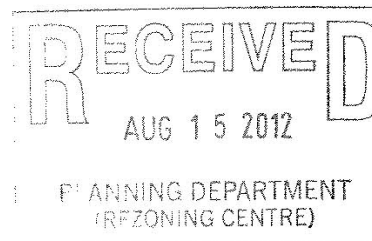
***List of Hazardous Materials:***

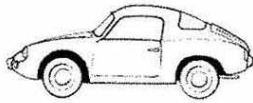
Cleaning Solvents  
Engine Oils  
Adhesives  
Aerosol Paint

Sincerely,

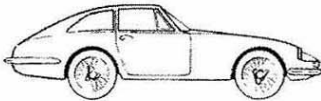
**CRESSEY (QUEBEC STREET) DEVELOPMENT LLP**  
by its managing partner **CRESSEY QUEBEC STREET MP LTD.**

Will Ballard  
Development Coordinator

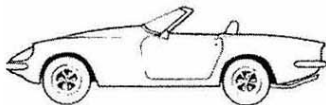




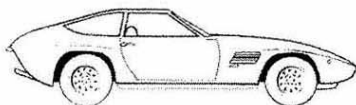
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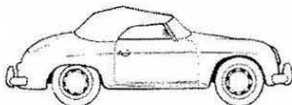
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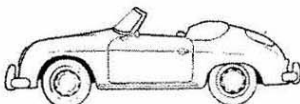
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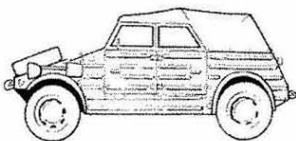
'70 Indra



'76 Speedster



'82 Roadster



'96 Kubelwagen

May 24, 2012

**Projected use by Intermeccanica for space in the planned Meccanica building by Cressey Development**

**Overview:** Maintain current Intermeccanica business as has been running in Vancouver since 1982 and since its founding in Turin, Italy in 1959.

**Business to be conducted at new location**

- 1) Sales and marketing of Intermeccanica vehicles
- 2) Fabrication and assembly of Intermeccanica vehicles
- 3) Research and development of new Intermeccanica vehicles and new variants

**Business operation details**

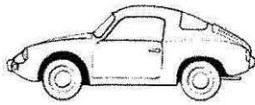
- 1) Sales and marketing
  - a) Development of showroom as focal point of space and center of attention for prospects and visitors alike
  - b) Office space to support active worldwide marketing effort with staff and equipment
- 2) Fabrication and assembly of Intermeccanica vehicles
  - a) Chassis fabrication station – conversion of Canadian raw materials into custom fabricated steel structures. Operations to include cutting and welding of steel, visible from street (1 operation)
  - b) Chassis / body assembly – unitizing of in-house fabricated frame with locally sourced Fibreglass Reinforced Plastic (FRP) body. Operations to include drilling / riveting and chemical bonding (1 operation)



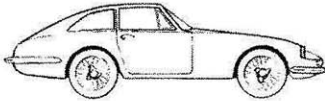
**INTERMECCANICA**  
INTERNATIONAL INC.

150 East First Avenue, Vancouver, BC Canada V5T 1A4  
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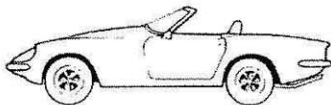
Torino, ITALY 1959 to 1971  
Los Angeles, USA 1975 to 1981  
Vancouver, CANADA 1982 to present



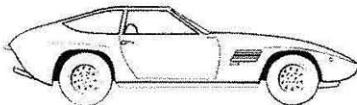
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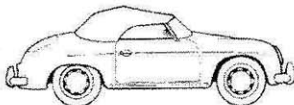
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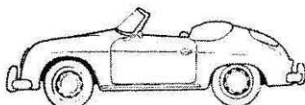
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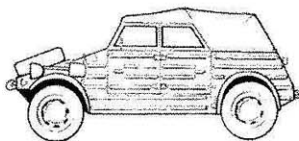
'70 Indra



'76 Speedster



'82 Roadster



'96 Kubelwagen

## 2) Fabrication and assembly of Intermeccanica vehicles (cont)

- c) Body curing and preparation for **off-site** painting. Operations to include baking in sealed environment (no fumes), sanding / filling / priming body (2 operations)
- d) Final sanding and polishing. Operations to include sanding and machine polishing visible from street (2/3 of operation part time, 1/3 full time)
- e) Fabrication of wiring harness. Operation to include cutting / crimping and soldering wires / terminals / switches (3/4 of operation part time, 1/4 full time)
- f) Custom body assembly to customer specifications. Operations to include small component preparation and installation (all hand operations, no machines no noise), interior and convertible top installation, limited bonding, all major upholstery components provided by off-site upholster as ready to install assemblies (no noise, no smell), visible from street (2 operations)
- g) Mechanical assembly to customer specifications. Operations to include hand assembly of off-site supplied components. Light mechanical assembly operations no machining other than hand tools and light "service" style equipment (minimal noise), visible from street (1 1/2 operations)
- h) Final testing / pre-delivery / after sales service. Operations to include typical "service" functions with a maximum of 3 to 4 vehicles tested / serviced per month (minimal noise), visible from street (1/2 an operation)
- i) Office to support business operations (one and one-half operations)

## 3) Research and Development

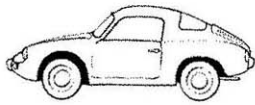
- a) Continue with development and evolution of current Intermeccanica products including the development of plug-in electric vehicle version in conjunction with local motor innovator (see attached information) (1/3 to 1 operations depending)
- b) Plan and execute development of all new design projects for Intermeccanica



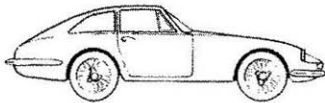
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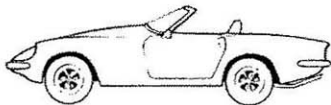
Torino, ITALY 1959 to 19  
Los Angeles, USA 1976  
Vancouver, CANADA 198



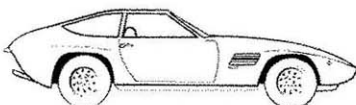
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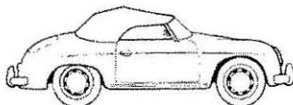
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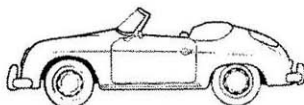
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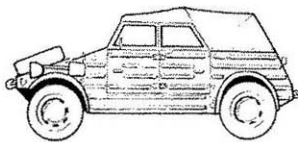
'70 Indra



'76 Speedster



'82 Roadster



'96 Kubelwagen

## Goals

Intermeccanica's goals in participating in the Meccanica project with Cressey Development include:

- 1) Maintaining a business presence in south east False Creek where we have been located for more then 30 years
- 2) Providing a visual focal point for the neighbourhood that links the current development with the historical use of the area in a visual and tangible way
- 3) Maintaining employment in the south east False Creek area and providing hands on opportunity for students and staff of local secondary and post secondary institutes to acquire job skills to work. Includes local high schools, VVC, BCIT to name a few
- 4) Bring foreign and Canadian tourists to this vibrant redefined neighbourhood
- 5) Showcase Vancouver development in the transportation sector to fit into the Green City agenda



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Torino, ITALY 1959 to 1961  
Los Angeles, USA 1976  
Vancouver, CANADA 1981



108 East 1st Avenue  
PUBLIC BENEFITS SUMMARY

**Project Summary:**

An increase in the total permitted floor area and to add commercial uses to the CD-1 By-law approved in February 2012.

**Public Benefit Summary:**

This text amendment would result in additional DCLs and public art contributions beyond what was previously generated by the February 2012 CD-1 By-law.

	Current Zoning	Proposed Zoning
Zoning District	CD-1	CD-1 (amended)
FSR (site area = 6 578.5 m <sup>2</sup> /70,813 sq. ft.)	3.50	3.65
Max. Allowable Buildable Floor Space (sq. ft.)	126,932	132,314
Land Use	Residential	Residential and Commercial

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide)		\$67,275
	DCL (Area Specific) - Southeast False Creek		\$13,885
	Public Art		\$9,741
	20% Social Housing		
Offered (Community Amenity Contribution)	Childcare Facilities		
	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		
<b>TOTAL VALUE OF PUBLIC BENEFITS</b>			<b>\$90,901</b>

\* 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 among Area Specific DCL Districts.

108 East 1st Avenue  
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	108 East 1st Avenue
Legal Description	PID: 028-767-659; Lot B Block 7 District Lot 200A Group 1 New Westminster District Plan BCP50146
Applicant	Cressey Developments
Property Owner	Cressey Quebec Street Holdings Ltd.
Architect	Rafii Architects Inc.

SITE STATISTICS

		after dedications	
SITE AREA	3,369 m <sup>2</sup>	3,249 m <sup>2</sup>	0.80 acres

DEVELOPMENT STATISTICS

	EXISTING DEVELOPMENT UNDER CURRENT ZONING	PROPOSED DEVELOPMENT	RECOMMENDED DEVELOPMENT (if different than proposed)
ZONING	CD-1	CD-1 (amended)	
USES	residential only	residential and commercial	
FLOOR SPACE RATIO	3.50	3.65	
RESIDENTIAL FLOOR AREA	11,792 m <sup>2</sup> (126,932 sq. ft.)	11,792 m <sup>2</sup> (126,932 sq. ft.)	
COMMERCIAL FLOOR AREA	not permitted	500 m <sup>2</sup> (5,382 sq. ft.)	
TOTAL FLOOR AREA	11,792 m <sup>2</sup> (126,932 sq. ft.)	12,292 m <sup>2</sup> (132,314 sq. ft.)	
HEIGHT	38.1 m (125.0 ft.)	41.1 m (134.8 ft.)	
PARKING SPACES	per Parking By-law	per Parking By-law	