



## REFERRAL REPORT

Report Date: November 26, 2019  
Contact: Karen Hoese  
Contact No.: 604.871.6403  
RTS No.: 13529  
VanRIMS No.: 08-2000-20  
Meeting Date: December 10, 2019

TO: Vancouver City Council  
FROM: General Manager of Planning, Urban Design and Sustainability  
SUBJECT: CD-1 Text Amendment: 1980 Foley Street

### **RECOMMENDATION**

- A. THAT the application by Francl Architecture, on behalf of 630321 B.C. Ltd, to amend the text of CD-1 (Comprehensive Development) District (402) By-law 8131 for 1980 Foley Street [PID 025-102-419 *Lot 1, District Lots 264A and 2037, Group 1, New Westminster District Plan LMP50588*], to increase the permitted building height from 36.6 m to 65.6 m and add retail and restaurant as permitted uses to permit the development of a 13-storey office building with ground-floor retail and restaurant, and a floor area of 48,158 sq. m (518,369 sq. ft.), be referred to a Public Hearing, together with:
- (i) plans prepared by Francl Architecture, received July 19, 2019;
  - (ii) draft CD-1 By-law amendment provisions, generally as presented in Appendix A; and
  - (iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the conditions contained in Appendix B;

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

AND 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.

- B. 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; and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
  - (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a 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 evaluates an application to amend the CD-1 (402) By-law. The proposed amendment would permit an increase in maximum building height from 36.6 m (120 ft.) to 65.6 m (215 ft.). The development proposed for the site is an office building, purpose-built to house the corporate headquarters for Lululemon. The height amendment would allow for the existing allowable floor area to be achieved given site constraints created by statutory rights of way imposed on the site. The amendment would further add retail and restaurant uses as permitted uses. Proposed is a 13-storey office building with a floor area of 48,158 sq. m (518,369 sq. ft.).

The application helps achieve City economic policies by enabling the construction of new office and job space in the False Creek Flats area. Staff have assessed the application and concluded that the height and use changes and the proposed form of development are supported, subject to design development and other conditions outlined in Appendix B. It is recommended that the application be referred to a Public Hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it, subject to the Public Hearing, along with the conditions outlined in Appendix B.

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

- CD-1 (402) Bylaw No. 8131, enacted November 30, 1999, last amended October 4, 2016
- Great Northern Way CD-1 Guidelines, adopted 1999, last amended July 22, 2014
- Broadway Planning Program - Interim Rezoning Policy (IRP) (2018)
- April 23, 2019 Council Decision directing staff to consider a text amendment application for 1980 Foley Street under the Broadway Interim Rezoning Policy
- False Creek Flats Area Plan (2017)
- Metro Core Jobs and Economy Land Use Plan: Issues and Directions Report (2007)
- View Protection Guidelines (1989)
- Vancouver Economic Action Strategy (2011)

- Transportation 2040 Plan (2012)
- Green Buildings Policy for Rezoning (2009, last amended 2017)
- Greenest City 2020 Action Plan (2011)
- Vancouver Neighbourhood Energy Strategy (2012)
- Public Art Policy for Rezoned Development (1994, last amended 2014).

**REPORT**

**Background/Context**

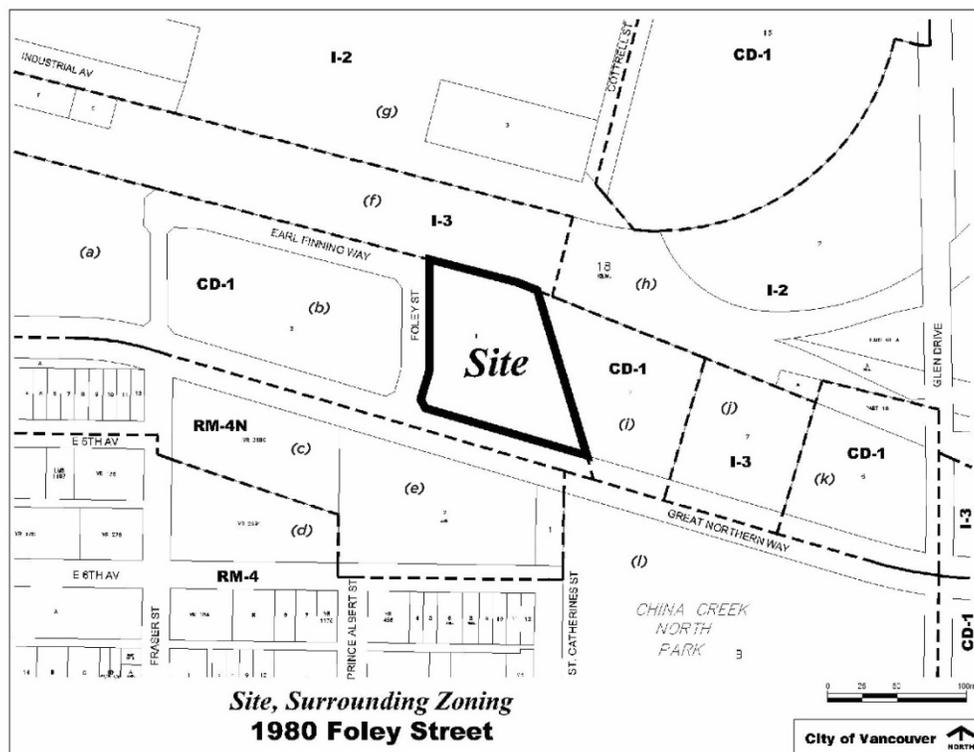
**1. Site and Context**

The subject site is a sub-area of CD-1 (402). 1980 Foley Street covers 10,561 sq. m (2.61 acres) and is bounded by Great Northern Way to the south, Foley Street to the west, a six-storey office building to the east, and a BNSF rail yard to the north. Immediately south of Great Northern Way are three-storey apartment buildings.

The subject site has a Great Northern Way frontage of 398 ft. and a Foley Street frontage of approximately 350 ft. The east property line is 408 ft. and the north property line is approximately 212 ft. The site slopes down gradually by around 2 m from Great Northern Way to the north property line.

Currently, a small surface parking lot, a basketball court and some walking paths are on the property.

**Figure 1: Site and surrounding context**

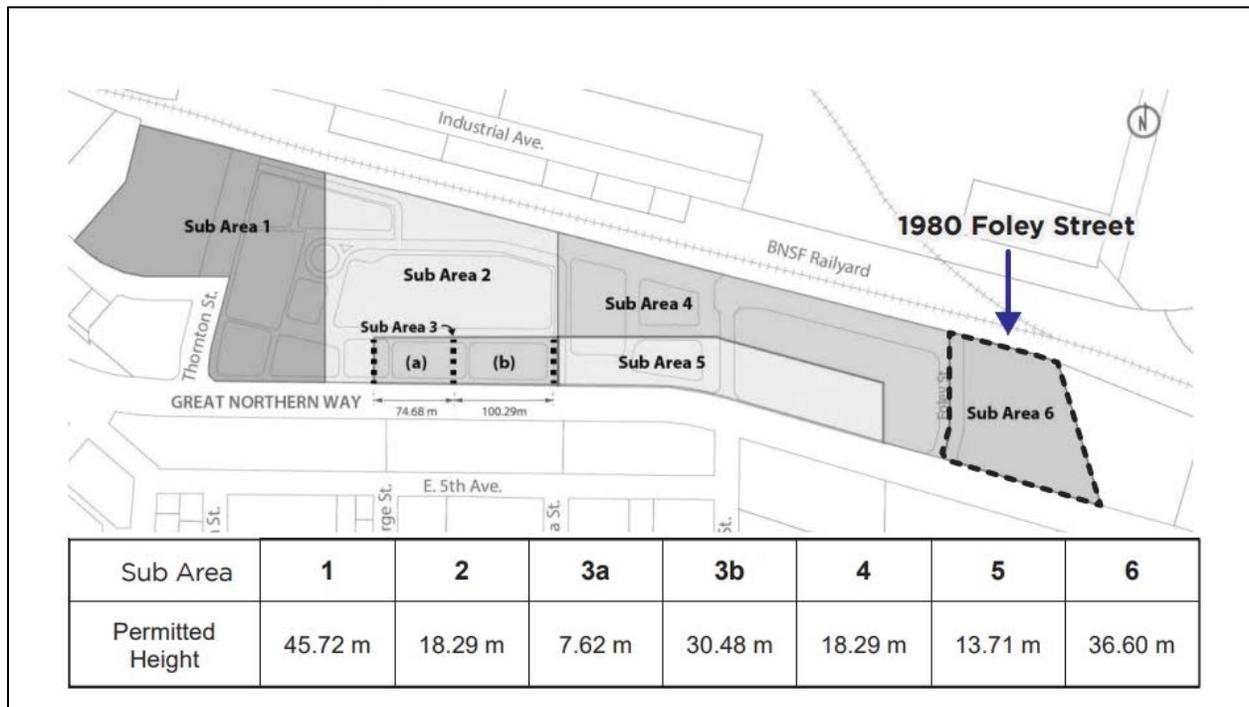


- a) 685 Great Northern Way (Centre for Digital Media), 4-storey institutional space with student housing,
- b) 731 Great Northern Way (WestPark Lot 017), parking lot,
- c) 756 Great Northern Way (Pacific Terraces), 9-storey residential apartment building,
- d) 711 East 6 Avenue (The Picasso), 3-storey residential apartment building,
- e) 801 East 6 Avenue (Vancouver View Terrace), 3-storey residential apartment building,
- f) BNSF Rail Yard
- g) 1701 Cottrell Street (Rocky Mountaineer Station), Train station with platform
- h) 1951 Glen Drive (Fashion Exchange), 2-storey warehouse
- i) 887 Great Northern Way (Discovery Parks), 6-storey office building
- j) 901 Great Northern Way, 2-storey warehouse
- k) 1077 Great Northern Way (Mountain Equipment Co-op), 4-storey office building
- l) China Creek North Park

**2. Policy Context**

**CD-1 (402)** – The Great Northern Way Campus was rezoned CD-1 in 1999 setting density, use and height restrictions for an area envisioned to predominantly house future education, high-tech, and industrial uses. This policy set a floor-area limit of 48,158 sq. m for the subject site, as well as a height limit of 120 feet (36.6 m).

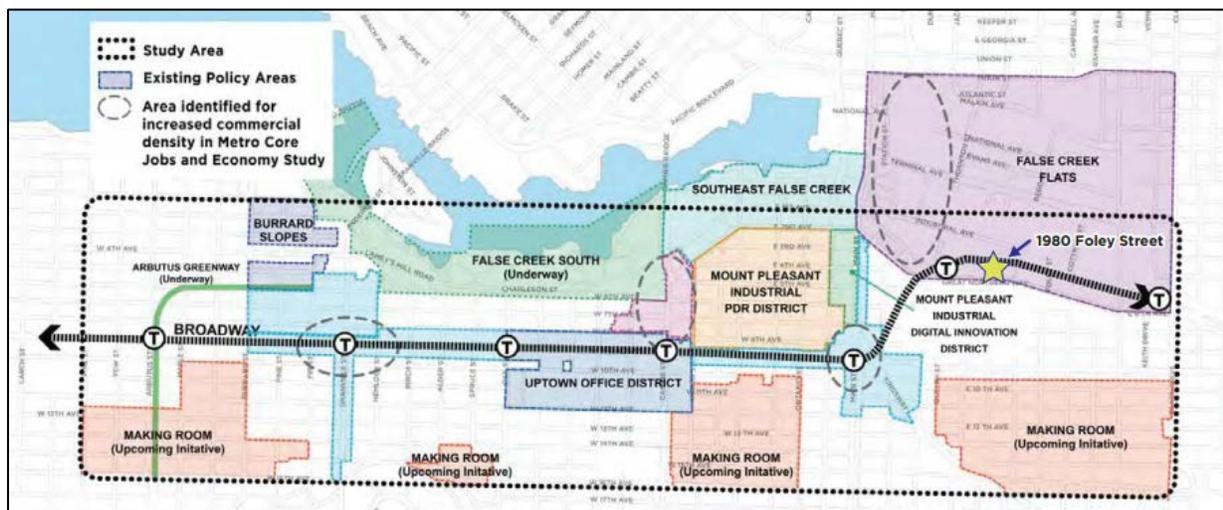
**Figure 2: Permitted height under CD-1 (402)**



Across the entire CD-1(402) zone another 6,000 sq. m (64,580 sq. ft.) of amenity area may be excluded as accessory to industrial and office uses. Childcare facilities are also excludable from the computation of floor area. High-tech, light industrial, office, health care, laboratory, rehearsal space, and education and institutional uses are all permitted on the site. Sub-area 4 of CD-1 (402), the site immediately west of the subject site allows a height up to 18.29 m (60 ft.).

**Broadway Plan Interim Rezoning Policy** – In July 2018, Council approved a terms of reference for Broadway Planning Program and a complementary interim rezoning policy to limit consideration of rezoning applications during planning. Under this policy, Council direction is required for staff to consider a rezoning application for the subject site while the Broadway Plan Process is underway. Council direction was given on April 23, 2019, for staff to consider an application which includes an office building at a height beyond the height limit outlined under the existing CD-1 (402).

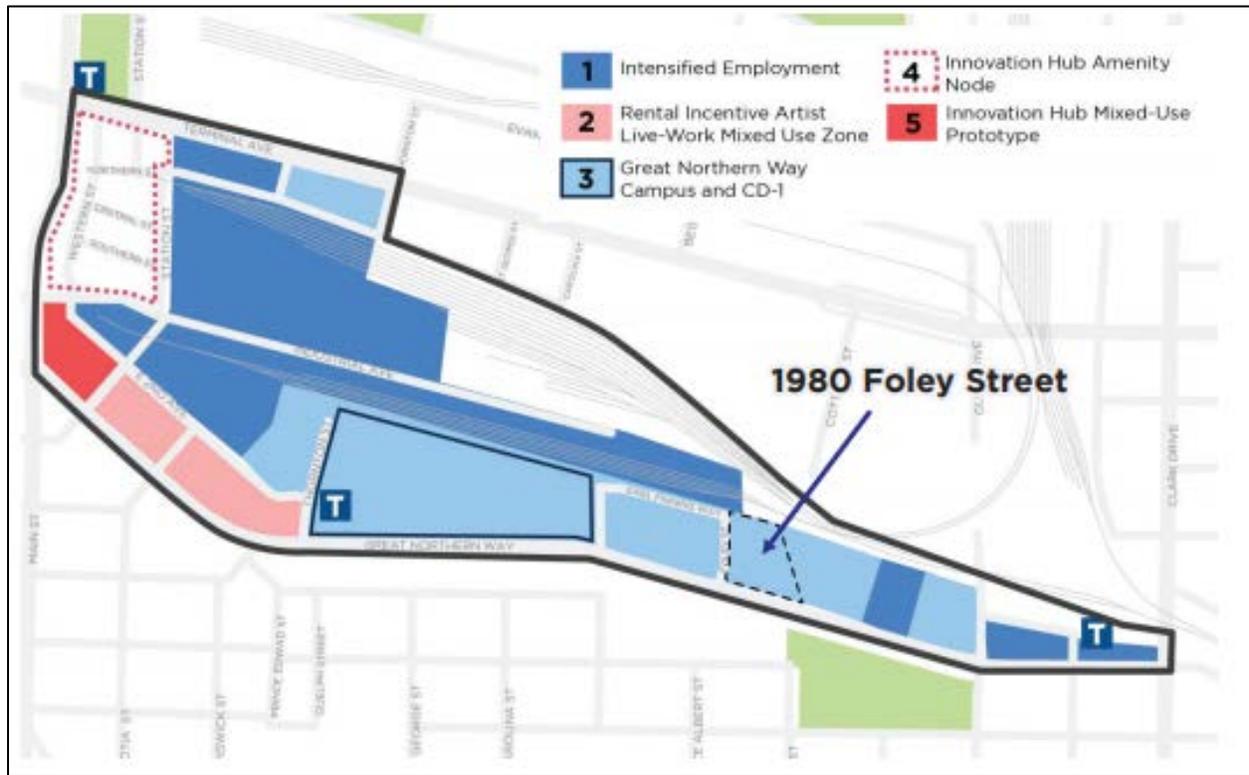
**Figure 3: Broadway Plan Interim Rezoning Policy boundary**



**Great Northern Way CD-1 Guidelines** – While the most recent version of these guidelines address more specifically the Emily Carr University campus, elements are relevant for this project. The guidelines state the area’s industrial history and arts activities should be expressed in the architecture. Preserving view corridors and introducing more pedestrian movement through the site to break excessive long buildings are also encouraged. Buildings should maintain a certain degree of transparency to provide visual interest at the ground plane. Energy efficiency should also be addressed.

**False Creek Flats Area Plan** – The general aims of the Plan, but not limited to the following, are to support a thriving new and innovative economy, increase connectivity to and through the Flats, and reintroduce natural systems via urban forest strategies and biodiversity. The subject site is within the Creative Campus sub-area of the *False Creek Flats Area Plan*. The Plan notes public space improvements and amenities for area employees should be provided. The Flat’s industrial characteristic should be highlighted and expressed by incorporating materials in the design which would include but not be limited to brick, corrugated metal, roll-up doors and wood. Regarding public realm improvements, the Plan recommends creating a public node around Foley Street and Great Northern Way, as well as a walking path at the north end of the subject site.

**Mount Pleasant Community Plan** – The subject site is not located within the *Mount Pleasant Community Plan* area, however there are elements of the plan that can inform development on the subject site. For the broader Mount Pleasant area which the subject-site is adjacent to, the community plan recommends, but not limited to, creating more indoor cultural facilities and spaces, opportunities to display public art, as well as spaces for outdoor live events and performances.

**Figure 4: False Creek Flats Area Plan**

### 3. Background

CD-1 (402) was enacted in 1999, setting floor-area limits for each sub-area. Since that date, however, a number of Statutory Rights of Way (SRWs) and easements have been registered or planned to be registered on the subject site including:

- a 13.5 m wide Skytrain SRW along the north property line;
- a 3 m wide above grade Skytrain SRW just south of the 13.5 m wide SRW
- a 15 m public SRW along the east property line for construction of a public open space to commemorate China Creek;
- a 9 m surface SRW along Great Northern Way for cycling lanes and public realm improvements;
- a 4.6 m surface SRW along Foley Street; and
- an electrical transfer system SRW, used by BC Hydro and other electrical utilities along Great Northern Way.

The SRWs have had the effect of reducing the area of the site that can be built on. As a result, it has become a challenge for the applicant to achieve the permitted floor area of 48,158 sq. m (518,369 sq. ft) within the existing building height limit of 36.6 m (120 ft.).

Figure 5: 1980 Foley Street site constraints



Figure 6: Proposed Site plan within constraints



## **Strategic Analysis**

### **1. Proposal**

The application proposes to amend CD-1 (402) to increase the permitted height limit from 36.6 m (120 ft.) to 65.6 m (215 ft.). The proposed height increase is driven by a number of constraints – largely setbacks, rights of way and easements – placed on the subject site that potentially limit its developability. The application further proposes to add retail and restaurant as allowable uses on this site. These uses, at grade, will aid in animating the building along the Great Northern Way frontage.

**Figure 7: Proposed building as viewed from Great Northern Way**



### **2. Land Use**

The primary land use in the proposed building is office, which is consistent with Section 5 of the CD-1 By-law. In addition, as part of the CD-1 text amendment, it is proposed that retail and service uses be added to sub-area 1 in Table 1 of Section 5, to enable shop, café and restaurant uses to be located in the street-level frontages of the building. Staff support adding these uses because it will create a more vibrant and public street-level frontage along Great Northern Way and Foley Street.

**Childcare** – Child Daycare Facility use is currently permitted by the CD-1 (402) By-law and, as an incentive for its inclusion in developments, the use is excluded from the floor area calculation. At the time of Council's April 23, 2019 direction to staff to consider this rezoning application, members of Council asked staff about the possibility of childcare being included. After subsequent discussions with the applicant during the application review, the applicant indicated that they would not be pursuing a childcare in this project.

### 3. Office Development

Table 1 shows how major office development has been accelerating since the time of Council's policy changes for the Metro Core and for areas outside of the Downtown. Included in the "Approved Rezoning and Development Permit" total for new job space totalling 10,401,000 sq. ft. This is a significant change from the five-year period prior to the policy changes when very little office space (particularly in the stand-alone office buildings that the business community favours) was built.

Since the application does not propose to increase floor area, the 47,180 sq. m (507,660 sq. ft.) of office space proposed at 1980 Foley Street is already accounted for under "Approved Rezoning for the Rest of City".

**Table 1: New office floor space (Major Developments\*) in Vancouver since Jan. 2009**

Completed	Sq. Ft.	Projects	Jobs (est.)
Metro Core	3,171,000	19	10,570
Rest of City	1,407,000	9	4,690
City Total	4,578,000	28	15,260

Under Construction	Sq. Ft.	Projects	Jobs (est.)
Metro Core	2,394,000	11	7,980
Rest of City			
City Total	2,394,000	11	7,980

Approved Rezoning and Development Permit	Sq. Ft.	Projects	Jobs (est.)
Metro Core	2,037,000	10	6,790
Rest of City	1,392,000	2	4,640
City Total	3,429,000	12	11,430

Completed, Under Construction, Approved Rezoning and Development Permit	Sq. Ft.	Projects	Jobs (est.)
Metro Core	7,602,000	40	25,340
Rest of City	2,799,000	11	9,330
City Total	10,401,000	51	34,670

*\*Major Developments are those that add at least 50,000 sq. ft. of office space  
Source: City of Vancouver development tracking as of November 5, 2019*

### 4. Density

The rezoning application proposes a floorspace of 48,158 sq. m (518,369 sq. ft) as anticipated under CD-1(402). The CD-1 text amendment would, allow 1,213 sq. m of the maximum floor area allocated to sub-area 1 in Section 5 to be retail and services uses.

## 5. Height:

Encumbrances on the site, including a Skytrain guideway along the North side of the site, a China Creek open space SRW along the East side of the property and further transportation and infrastructure rights of way along the South and West sides of the property limit the ability of the site to deliver the 48,158 sq. m (518,369 sq. ft) of floorspace envisioned under CD-1(402).

The design gathers the north-half of the building upwards into a funnel which is shifted away from Great Northern Way. This funnel brings the building to an average of 215 ft. The funnel's hollowed centre is a ground-to-top atrium that brings daylight into the interior to improve the livability and usability of the offices.

These moves shift the massing northward, as such some views to the Northshore Mountains and open-skies are preserved, especially when viewed from the top of the escarpment. This also pushes the heavy bulk away from Great Northern Way to make it feel less “canyon-like”. This in turn can help make the plazas along Great Northern Way and China-Creek more inviting, without tall wall-faces dwarfing them. Pushing mass northwards also brings some extra swaths of sunlight onto the China Creek right of way during the solstices.

Staff are supportive of the proposed height increase as well as complementary massing to preserve views and daylight to the China Creek right-of-way.

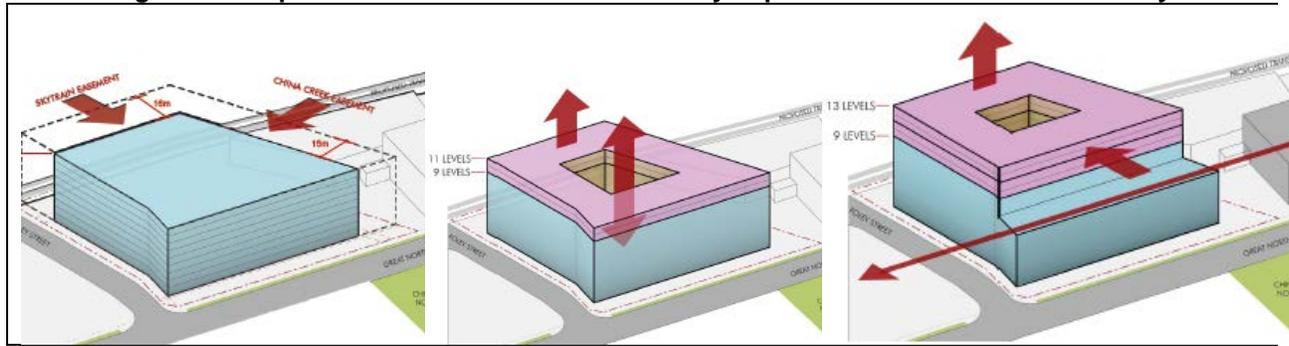
## 6. Form of Development (see drawings in Appendix E)

The intent of this text amendment is to increase the allowable height of the building from 36.3 m (120 ft.) to 65.6 m (215 ft.) to enable a building that may accommodate the existing allowable floorspace given the encumbrances on the site.

The proposed building's design is derived from finding balance between the City's wider urban design objectives (views, context, sustainability, public realm and livability) and Lululemon's spatial requirements for a healthy work environment.

In responding to the *Great Northern Way CD-1 Guidelines* as well as early staff advice, the massing of the upper portion of the proposed building has been shifted northward away from Great Northern Way. This shift helps achieve four objectives:

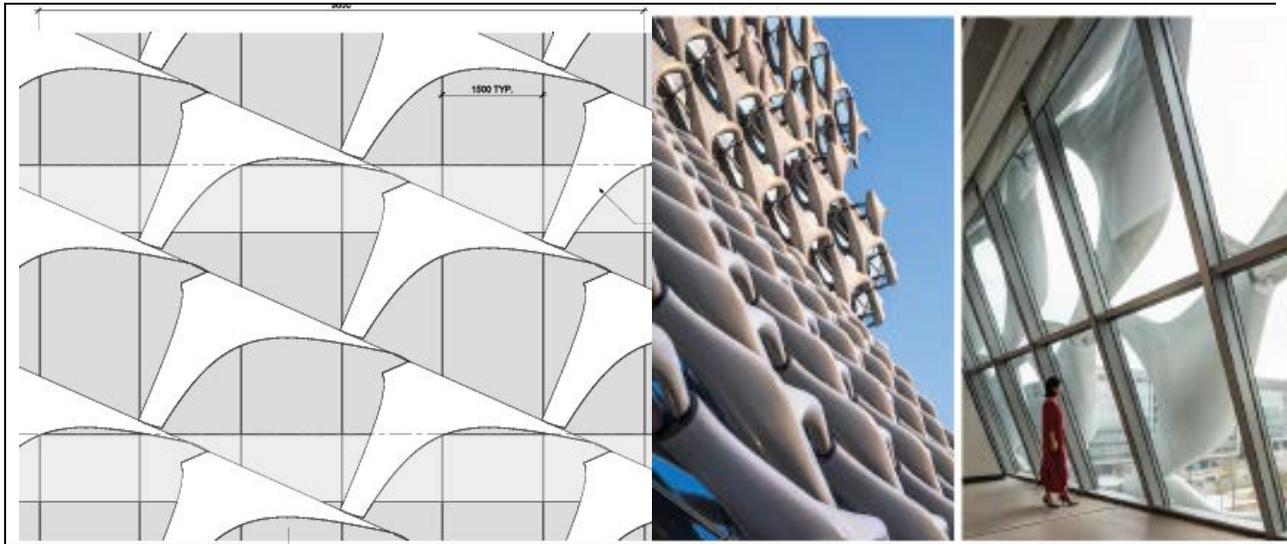
- 1) It preserves some of the views of the North Shore Mountains and open skies, especially when standing at the top of the escarpment on 6th Avenue. In fact, this shift along with angling in the sides of the building can preserve more northward views than if the building was a broader form at 120 ft.
- 2) The six-storey elevation along Great Northern Way is aligned with the six-storey heights that exist to the east and are planned to the west of the site.
- 3) It pushes the bulk of the upper massing away from Great Northern Way helping to avoid a “canyon-effect” and to allow the public spaces along that street to be less dwarfed by tall wall-faces.
- 4) It allows for more sunlight hours on the China Creek right of way.

**Figure 8: Response to constraints and six-storey expression on Great Northern Way**

In addition to shifting the massing away from Great Northern Way, the proposed design also features an atrium allowing light to enter into the building interior, and ensures the floorplates will not be excessively deep. Most office floors will be no deeper than 90 ft. from an exterior window to the atrium, improving the office space usability and general comfort.

Deep recesses are carved into the Great Northern Way and Foley Street elevations of the building to provide entry plazas. There are also access points from these plazas to the atrium which are publicly accessible. With these connections, the interior atrium becomes a semi-public space – a continuation of the exterior public plazas. Landscape treatment is also provided along the east edge to create a space evocative of the historic China Creek that once flowed in the vicinity. The public realm improvements shown here address the *False Creek Flats Area Plan's* recommendations to highlight the area's natural systems and biodiversity.

A key design feature is a brise-soleil skin – comprised of a series of interlocking but discrete shading fins – that floats over the structure on the faces that receive the most sun. The glass walls behind these fins are still visible, thus presenting interplay of surfaces and shadow lines to add visual interest to the streetscape. Part of its green design is a series of planted facades that are interspersed over the building surface, especially in the recessed portions that frame the entry plazas. These planted facades act as a counterpoint to the glass and steel materials elsewhere. Overall, these features address the *Great Northern Way CD-1 Guidelines* and the *False Creek Flats Area Plan's* recommendation for energy-efficient new buildings.

**Figure 9: Proposed Brise-Soleil System**

In conclusion, the form of development presented addressed many of the wider urban design and public realm objectives of the policies and plans relevant to this project. Staff will seek further refinement to:

- The interface between the China Creek right of way and the building;
- The north elevation's visual interest;
- The connection between the atrium and public plazas;
- Landscape treatment at the north end to make provisions for a future walking path;
- The biodiversity and natural systems treatment in the China Creek right of way; and,
- The detail brise-soleil design to ensure it will not add to the building's overall bulk.

Assessment of this application has concluded that the proposed form of development which utilizes the proposed height increase is supportable, subject to the recommended conditions as outlined above and in Appendix B.

## 7. Transportation and Parking

The proposed development must meet the requirements of the *Parking By-law* for parking, loading and bicycle spaces. As the text amendment application entails no increase in floor area, no increase to those by-law requirements is anticipated as a result of its approval.

The site is well served by transit, located between an existing Skytrain station at VCC Clark to the east and a planned future Skytrain station to the west. Frequent bus service is available on Great Northern Way. Bikeways exist on Great Northern Way, including the Central Valley Greenway. Given these proximate services and that the building will house a concentration of workers from one company, alternate approaches to transportation are anticipated to be explored in the Transportation Demand Management (TDM) Plan, required at the development permit stage.

## 8. Environmental Sustainability and Natural Assets

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

This application has opted to satisfy the *Green Buildings Policy for Rezoning* under the low emissions green buildings requirements. The low emissions green buildings pathway represents City priority outcomes, establishing limits on heat loss, energy use, and greenhouse gases, and drawing on industry best practices to create more efficient, healthy and comfortable homes and workplaces. The applicant has submitted preliminary energy modeling analysis detailing building performance strategies to meet the new energy use intensity, greenhouse gas and thermal demand targets.

**Natural Assets** -The Urban Forest Strategy was developed to find ways to help preserve, protect and strengthen Vancouver's urban forest and tree canopy for the future. In April 2014, Council amended the Protection of Trees By-law to maintain a healthy urban forest by requiring permits to remove trees that meet certain conditions. The intent is to retain and protect as many healthy, viable trees as possible, while still meeting the challenges of development, housing priorities and densification. This is in keeping with City goals to achieve resilient and healthy natural systems in our urban areas. A "by-law tree" has a trunk diameter of 20 cm or greater and requires a tree permit when it is proposed to be removed.

Thirty trees were inventoried on the subject site. The trees are a mix of planted species with varying ages from young to mature. Generally, the trees are in good condition except for several younger trees that appear to have 'sun scald' damage on their main stems. Some of the younger healthy trees have potential to be transplanted off-site and may be considered as replacement trees based on Arborist Report.

The proposed development footprint requires all on-site trees (30) to be removed due to conflicts with the building envelope. Due to maximum site coverage by parkade structure, replacement trees of a larger size would not be feasible.

Fourteen trees were identified on the property to the east of the subject site. They are recommended to be retained and protected based on Arborist Report.

Ten City street trees have been identified along Great Northern Way and are recommended to be retained and protected based on Arborist Report.

A proposed planned 15-meter landscaped right of way along east side of the site will commemorate China Creek and will provide usable natural setting for the public. Preservation of the right of way while allowing the application to proceed still allows for future plans to daylight the creek.

**PUBLIC INPUT** (refer to Appendix D)

**Pre-Application Community Consultation** – The applicant held a pre-application open house on June 24, 2019, at the Emily Carr University of Art + Design. A total of 4,992 notifications were distributed within a two-block radius of the site. Approximately 30 individuals attended the open house and 25 comment forms were received. The proposal received general support for the

proposal's design, noted the need for retail or restaurants in the area. Concerns were expressed over the proposal's height and size. In addition, respondents acknowledged the need for preserving or creating public open space in the neighbourhood.

**Public Notification** – A rezoning information sign was installed on the property on August 9, 2019. Approximately 3,907 notification postcards were distributed within the neighbouring area on or about August 21, 2019. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage ([vancouver.ca/rezapps](http://vancouver.ca/rezapps)).

**Community Open House** – A City-led community open house was held on September 12, 2019 at the Vancouver Community College, located at 1155 East Broadway, Vancouver. Staff, the applicant team, and 48 members of the public attended.

**Public Response** – Public responses to the proposal have been submitted to the City as follows:

- 13 comment sheets in response to the September 12, 2019 open house
- Approximately 17 emails and online comments were also received

**Figure 10: Notification and Public Response**

Total Notifications		3,907
Open House Attendees		48
Comment Sheets		13
Other Feedback		17

**Note:** Each comment form or online response can include a number of comments which may reference points in support, potential concerns and questions or neutral/general statements. Therefore, staff focus on qualitative theming of comments and overall percentages are not provided.

Some duplication of responses may result where respondents chose to provide feedback to a rezoning application more than once using a number of mediums (open house comment sheet, online feedback, form letter, petition, etc.).

Support for the proposal cited the following:

- Quality urban design aesthetics and features
- fits well in neighbourhood and location
- increased office space in area

Key concerns expressed by respondents included the following:

- inappropriate height, massing, or density
- Loss of recreational green space
- increase of traffic congestion and noise pollution

A detailed summary of public comments in response to the rezoning application may be found in Appendix D.

## **PUBLIC BENEFITS**

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

**Development Cost Levies (DCLs)** – Development Cost Levies (DCLs) 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 site is subject to both City-wide DCLs and City-wide Utilities DCLs on the proposed 518,369 sq. ft. of commercial floor area. Based on rates in effect as of September 30, 2019, total DCLs of approximately \$10,699,263 are anticipated from this development.

DCL rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection from DCL rate increases, provided that an application has been received prior to the rate adjustment. See the City's [DCL Bulletin](#) for details on DCL rate protection.

**Public Art Program** – The *Public Art Policy for Rezoned Developments* requires rezonings having a floor area of 9,290 sq. m (100,000 sq. ft.) or greater to contribute public art or provide 80% cash in lieu as a condition of rezoning.

With floor area of 48,157 sq. m (518,369 sq. ft.), this project will contribute a public art budget of approximately \$1,026,368. Public art budgets are based on a formula (2017) of \$21.3125 per sq. m (\$1.98 per sq. ft.) for areas contributing to the floor area calculation. Please note that the Public Art rate is finalized at the development permit stage and is subject to Council approval of periodic adjustments to address inflation.

As there is no increase in floor area proposed in the text amendment application, no Community Amenity Contribution or Commercial Linkage Target applies.

## **Financial Implications**

The site is subject to both City-wide DCLs and City-wide Utilities DCLs, it is anticipated that the applicant will pay \$10,699,263 in DCLs based on the rate in effect on September 30, 2019.

The project will also be required to provide a public art contribution with an estimated value of \$1,026,368.

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

## **CONCLUSION**

Assessment of this CD-1 text amendment application has concluded that the proposed changes to building height and to land uses are supported and that, if approved, the project will contribute toward Vancouver's job space and economic development objectives. The resultant

form of development, which utilizes the extra building height, has been also reviewed and is likewise supported.

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

\* \* \* \* \*

**1980 Foley Street  
PROPOSED BY-LAW PROVISIONS  
to amend CD-1 (402) By-law No. 8131**

Note: A By-law to amend CD-1 (402), By-law No. 8131 will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

1. In section 5.2, Council strikes out Table 1 and substitutes Table 1 below:

“

**Table 1**

Use	Sub-Areas				Maximum Total Floor Area
	1	2	3A+3B Combined	3B Only	
<ul style="list-style-type: none"> <li>• High-Tech and Light Industrial Uses;</li> <li>• Office Uses, limited to Information Technology, except for Sub-area 1 which is limited to Information Technology, Financial Institution, General Office, Health Care Office, and Health Enhancement Centre;</li> <li>• Service Uses, but limited to Laboratory, Photofinishing or Photography Laboratory, Production or Rehearsal Studio and Work Shop;</li> <li>• Institutional Uses, limited to School - University or College</li> <li>• Accessory uses</li> </ul>	46 945 m <sup>2</sup>	27 999 m <sup>2</sup>	236 881 m <sup>2</sup>	-	311 825 m <sup>2</sup>
<ul style="list-style-type: none"> <li>• Office Uses, but not including the offices of accountants, lawyers and notary publics, nor the offices of real estate, advertising and insurance, nor travel and ticket agencies</li> </ul>	-	5 715 m <sup>2</sup>	50 025 m <sup>2</sup>	-	55 740 m <sup>2</sup>

• Office Uses, but limited to the offices of accountants, lawyers and notary publics, and the offices of real estate, advertising and insurance, and travel and ticket agencies	-	571 m <sup>2</sup>	5 003 m <sup>2</sup>	-	5 574 m <sup>2</sup>
• Retail; • Restaurant; • Service, but not including Hotel and Laboratory	1,213	1 619 m <sup>2</sup>	14 174 m <sup>2</sup>	-	17,006 m <sup>2</sup>
• Live-Work Uses	-	-	-	16 722 m <sup>2</sup>	16 722 m <sup>2</sup>
• Hotel	-	-	-	9 290 m <sup>2</sup>	9 290 m <sup>2</sup>

2. In section 5.4, Council:

(a) in subsection (j), strikes out “March 14, 2000.” and substitutes “March 14, 2000;”;  
and

(b) adds a new subsection (k) as follows:

“(k) enclosed rooftop mechanical space if covered with photovoltaic panels.”.

3. In section 6.1, Council strikes out Table 4 and substitutes Table 4 below:

**“Table 4 – Maximum Building Height**

	<b>Sub Area (from Diagram 2)</b>						
	<b>1</b>	<b>2</b>	<b>3a</b>	<b>3b</b>	<b>4</b>	<b>5</b>	<b>6</b>
Permitted Height	45.72m	18.29m	7.62m	30.48m	18.29m	13.71m	65.60m

\* \* \* \* \*

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**1980 Foley Street  
CONDITIONS OF APPROVAL**

*Note: If the application is referred to a public hearing, these Conditions of Approval will be referenced in the Summary and Recommendations included in the hearing agenda package. Any changes to the conditions approved by Council will be contained in its decision. Applicants are advised to consult the hearing minutes for any changes or additions to these conditions.*

**Part 1: CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT**

*Note: Consideration by Council at the public hearing of the proposed form of development is in reference to plans prepared by Francl Architecture, received July 19, 2019 with revisions received August 2nd, 2019 and provides that the Director of Planning may allow minor alterations to this form of development when considering the detailed scheme of development submitted with the development application.*

THAT, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the Director of Planning who shall have particular regard to the following:

**Urban Design**

- 1.1 Design development to improve the connectivity between the China Creek Greenway and the building interior. The following can be considered to help achieve this:
- (a) introduce a more deliberate entry on the east façade; and/or
  - (b) increase the degree of recess on the east façade.

Note to Applicant: This condition is intended to better integrate the China Creek Greenway with the building design, for the building to integrate better into the landscape. It is also a matter of improving China Creek's usability for future employees of the building. This condition is also a recommendation brought forth at the Urban Design Panel. A more deliberate entry and greater degree of recess, similar to those on Great Northern Way and Foley Street, may result in some reduction and/or redistribution of floor area, as well as adjusting the vertical circulation core and service-shafts location at the east side.

- 1.2 Design development to ensure the access from the public plazas on Great Northern Way and Foley Street remain legible. The following should apply:
- (a) avoid placing heavy columns along the retail and restaurant front; and
  - (b) maintain a high degree of visibility between the interior and exterior with clear glass.

Note to Applicant: A publicly accessible atrium, even if only during office hours, helps to better connect the building to the wider public ground plane.

- 1.3 Design development to ensure the setbacks and angling from level 7 and above are maintained at the Development Permit and Building Permit stages. This includes maintaining a clear six-storey datum-line along the Great Northern Way frontage.

Note to Applicant: This is to ensure views of the North Shore Mountains and open skies are not further compromised. The detail design of the brise-soleil is important so as to not encroach further into this setback.

- 1.4 Design development to ensure the brise-soleil fins do not overlap to the degree that it adds bulk to the building. This may be achieved by providing and considering the following:

- (a) provide design details of the fins on all surfaces of the building;
- (b) vary the fins' sizes, orientation and degree of proximity to each other to allow subtle diversity; and
- (c) ensure the fins do not extend more than 1.2 m beyond the setback line.

Note to Applicant: The degree to which these fins overlap is important; too densely spaced the skin would read not as a floating layer with the play of shadows and surfaces, but becomes added massing. The "Shading Devices and Yard Projections Bulletin" should be consulted in further design of the fins.

- 1.5 Design development to add visual interest to the north elevation. The following can be considered:

- (a) find a logical way to terminate the brise-soleil layer at the north façade;
- (b) introduce more planting; and
- (c) use clear glazing and avoid locating service spaces there.

Note to Applicant: While the north elevation is not the building's front, it is highly visible from the north and forms part of the backdrop of the False Creek Flats when viewed from the north.

- 1.6 Design development to ensure the hanging green façade as shown in the rezoning application can be maintained at the Development Permit and Building Permit stages.

Note to Applicant: Refer to Landscape Comments on this condition.

- 1.7 Design development to further demonstrate how natural systems and biodiversity can be introduced to the China Creek Greenway.

Note to Applicant: Working closely with staff in refining the China Creek Greenway design is recommended. Explorations of how this linear open space can be more integrated into the building entry design along the east elevation is crucial. This condition should be cross-referenced to the urban design condition on improving the interior-exterior connection on the east façade, as well as the corresponding landscape conditions regarding the China Creek Greenway.

- 1.8 Design development to reduce the amenity space to conform to Bylaw CD-1(402).

- 1.9 Design development to further refine the landscape treatment at the north edge.

Note to Applicant: Coordination with Translink and City Engineering is recommended to advance this.

### Crime Prevention Through Environmental Design (CPTED)

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

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

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

### Landscape

1.11 Design development to explore retention of as many healthy and viable existing trees as possible.

Note to Applicant: Explore options to retain trees to the greatest extent possible. In the event that tree retention and change of building layout impose a significant hardship, a detailed written rationale should be provided to describe development constraints.

1.12 Design development to enhance the public realm by:

- (a) improving the interface between the building and the plazas and eastside interior-exterior connection; and
- (b) enhancing wayfinding strategies.

1.13 Design development to enable the planting of larger, more significant replacement trees, preferably with most trees planted on grade (not over parkade structure).

1.14 Design development to introduce small trees for provision of shade on the upper levels.

Note to Applicant: Provide detailed dimensioned section to verify soil volume.

1.15 Design development to the landscape treatment to provide adequate soil volumes for all planting areas over structures, especially for tree planting areas.

Note to Applicant: Soil depths should exceed Canadian Landscape Standards, specifically, a minimum of 3 feet of growing medium depth should be provided for all tree plantings. Structural slab should be sloped or lowered where possible.

1.16 Design development to the landscape treatment to provide smooth grades for the tree canopy planting on slab, by lowering the slab for proposed planting on the main level to the greatest extent possible, rather than planting in raised planters.

Note to Applicant: Wherever possible, planted landscapes on slab should be designed to maximize soil depths. This will require integration of the landscape design and the structural plan. Soil depths should exceed CSLA Landscape Standard. At the perimeter

of the building, the slab can be angled downward (1.0 m across and 1.2 m down) to maximize contiguous soil volumes.

1.17 Design development to improve the sustainability strategy, by the following:

- (a) explore providing intensive and extensive green roofs on all available flat rooftops, to be commonly accessible and usable and to provide open spaces with improved solar orientation;

Note to Applicant: This could include urban agriculture plots, in keeping with City of Vancouver guidelines.

- (b) provide layered planting at entry areas, to accent and soften them;
- (c) add planters with overarching shrubs to common upper-level decks, to be visually accessible from below, softening the edges and consisting of woody evergreen plant material for year-round presence;
- (d) add edible plants, which can be used as ornamentals as part of the landscape design, and
- (e) provide urban agriculture plots where space permits.

1.18 Provision of a final Rainwater Management Plan (RWMP), which includes a written report, supporting calculations, computer models and drawings to the satisfaction of Engineering Services prior to Building Permit Stage 2 issuance. It is acknowledged that not all design components are advanced prior to the Development Permit issuance and are therefore required prior to Building Permit Stage 2 issuance.

Note to Applicant: The applicant is requested to schedule a meeting with the Integrated Water Management Branch at Marine Gateway prior to moving forward with the RWMP. To schedule the meeting, contact Torben Ruddock, P.Eng., 604-829-9792 ([Torben.ruddock@vancouver.ca](mailto:Torben.ruddock@vancouver.ca)). The Rainwater Harvesting system shall conform to Section 2.7 Non-Potable Water Systems of the Vancouver Building By-law. An expression of the historic False Creek Estuary shall be explored along the China Creek Greenway. Preference would be given to an engineered linear wetland.

1.19 Design development to the Integrated Rainwater Management Strategy to explore opportunities for on-site rainwater infiltration and soil absorption, as follows:

- (a) maximize natural landscape best management practises;
- (b) minimize the necessity for hidden mechanical water storage;
- (c) increase the amount of planting to the rooftop areas, where possible;
- (d) consider linear infiltration bio-swales along property lines, at lower site areas;
- (e) use permeable paving;

- (f) employ treatment chain systems (gravity fed, wherever possible); and
- (g) use grading methods to direct water to soil and storage areas.

Note to Applicant: Refer to the City of Vancouver Integrated Rainwater Management Plan (I.R.M.P), Vol.1 & 2 for further information. A consulting engineer (subject matter expert) will need to be engaged and early-phase soil analysis will be needed. Further comments may be outstanding at the Development Permit stage.

1.20 Provision of plans, plan details and documentation/calculations that support integrated rainwater management, including absorbent landscapes, soil volumes and detention systems, as follows:

- (a) detailed storm water report with calculations describing how the various best management practices contribute to the quality and quantity targets;
- (b) a separate soil volume overlay plan with schematic grading indicating intent to direct rainwater to infiltration zones; and
- (c) an overlay plan that shows amount and ratio of vegetative cover (green roof), permeable/impermeable hardscaping and notations describing the storage location of rainwater falling on each surface, including roofs.

Note to Applicant: The sustainable summary water balance calculations assume soil volumes are capable of receiving rainwater and are only valid if water is directed from hard surfaces to infiltration zones.

1.21 Provision of a detailed Landscape Plan illustrating soft and hard landscaping;

Note to Applicant: The plans should be at 1/8": 1 ft. scale minimum. The Plant list should include the common and botanical name, size and quantity of all existing and proposed plant material. Plant material should be clearly illustrated on the Plan and keyed to the Plant List. The landscape plan should include the public realm treatment (to the curb) and all existing or proposed street trees, adjoining walkways, surface materials, PMT/Vista transformers and public utilities, such as lamp posts, hydro poles, and fire hydrants.

1.22 Provide detailed architectural and landscape cross-sections (minimum 1/4" scale) through common open spaces, semi-private patio areas and the public realm.

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

1.23 Provide a "Tree Management Plan".

Note to Applicant: It is preferred that the arborist's Tree Management Plan become the primary document for tree removal/ protection related matters.

- 1.24 Provide an arborist “letter of undertaking” to include signatures by the owner, contractor and arborist.

Note to Applicant: The signatures confirm that all parties are aware of the roles and responsibilities and that the project is on track to satisfy the steps and recommendations outlined by the arborist. For example, advanced planning will be needed to ensure that certain works, such as site supervision checkpoints, are coordinated.

- 1.25 Coordinate the provision of new street trees or any proposed City-owned tree removals adjacent to the development site, where applicable.

Note to Applicant: New street trees are to be shown and confirmed on the development permit plans. Contact Engineering Services (Streets Design Branch) at 604-871-6131 to confirm tree planting locations, and the Park Board staff at 3-1-1 for tree species selection and planting requirements. Provide a notation on the plan as follows, "*Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6 cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches in. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion*".

- 1.26 Provide high efficiency irrigation for all planted areas and hose bibs for all patios and common areas greater than 100 sq. ft.

Note to Applicant: On the plan, illustrate irrigation connection points and hose bib symbols accurately and provide a highlighted note to verify the irrigation is to be designed and constructed. Hose bibs are requested to encourage patio gardening and hand watering on private patio and amenity decks.

- 1.27 Provide an outdoor Lighting Plan.

### **Engineering Services**

- 1.28 Design development to provide a lit pedestrian connection along the north end of the property within the 13.1 m public access and utility SRW.

- 1.29 Parking, loading, bicycle, and passenger loading spaces must be provided and maintained in accordance with the requirements of the Parking By-law and shown accordingly at the time of development permit application.

Note to Applicant: Proposed reductions in accordance with the Parking By-law may be considered at the Development Permit stage with an acceptable Transportation Demand Management (TDM) Plan, a detailed Parking and Loading Study, and a Loading Management Plan.

- 1.30 Provide a letter confirming acknowledgement of the limitations on street use during the Broadway Subway Project and that the applicant has contacted the Rapid Transit Office for more detailed information.

Note to Applicant: This application falls within the area with potential impacts due to the Broadway Subway Project construction. From 2019 to 2025, street use along Broadway

and adjacent arterial roads will be significantly restricted; please contact the City of Vancouver Rapid Transit Office <[rapidtransitoffice@vancouver.ca](mailto:rapidtransitoffice@vancouver.ca)> for more information on potential impacts to access and street use for your project. Priority for street use will be given to the Province for the construction of the Broadway Subway Project and construction activities may be restricted to on site only.

- 1.31 The owner or representative is advised to contact Engineering Services to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation and construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time is required for any major crane erection/removal or slab pour that requires additional street use beyond the already identified project street use permissions.
- 1.32 Provide any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.
- 1.33 Provide construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent the development site. Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. Detailed confirmations of these commitments will be sought at the building permit stage, with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to building occupancy. Provide written acknowledgement of this condition. Please contact Engineering Services for details.
- 1.34 Delete portions of gates/doors swinging more than 0.3 m (1'-0") over the property lines or into SRW areas with the exception of the temporary Broadway Subway construction SRW into which no swing encroachments will be permitted.
- 1.35 Delete all building structure from Statutory Right of Way 459460M (as shown on Explanatory Plan 9483). This 3.048 m wide SRW adjacent to the south property line is for an electrical transformer system and prohibits building structures.

Note to applicant: Underground parkade is proposed within the Great Northern Way sidewalk SRW. The SRW agreement (BR180945-6) indicates that underground structures may be constructed within the SRW subject to design approval by the City Engineer.

- 1.36 Show City of Vancouver approved building grades on architectural drawings
- 1.37 Provide a landscape and site plan that generally reflect the improvements to be provided as part of the Services Agreement.
- 1.38 Show statutory rights of way on landscape drawings.
- 1.39 When submitting Landscape plans, please place the following statement on the landscape plan: *This plan is "NOT FOR CONSTRUCTION" and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until*

*such plans receive "For Construction" approval and related permits are issued. Please contact Engineering, Development Services and/or the project's Engineering, Building Site Inspector for details.*

- 1.40 Provide a finalized Transportation Assessment and Management Study (TAMS), to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: The City will provide detailed comments on the rezoning level TAMS for response at the development permit stage.

- 1.41 Provide a finalized Transportation Demand Management (TDM) Plan to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: Provide TDM Plan as a separate package with complete information on TDM measures proposed.

The following information would be required at the Development Permit stage to support the proposed measures from the draft TAMS:

- (a) COM-02 – Car Share Spaces:
- (i) Identify/note/dimension car share spaces on plans; and
  - (ii) Spaces to be located with convenient, public access at-grade, or on P1.
- (b) ACT-01 – Additional Class A Bicycle Parking:
- (i) Identify the number and location of the additional Class A bicycle parking on plans. Additional Class A bicycle parking spaces must meet the standards and minimums identified in the Parking By-law, and/or applicable Design Guidelines.
- (c) ACT-05 – Bike Maintenance Facilities:
- (i) Note and dimension location of facilities on plans;
  - (ii) Bicycle maintenance facilities to be located with convenient access to from Class A bicycle spaces; and
  - (iii) Provision of an operational plan detailing:
    - A description of the amenities to be provided;
    - A means of providing access to all commercial tenants, and the public (if applicable);
    - Plan for maintaining these amenities; and
    - If available, provision of any additional information regarding this measure (e.g. tool receipts, instructions for using an online sign-up portal, or marketing/ instructional materials) that demonstrates how the property owner will operate, administer, and maintain this common facility.
- (d) ACT-06 – Improved End-of-Trip Amenities:
- (i) Provision of concept design for improved end-of-trip amenities; and

- (ii) Identify the location, number and type of end-of-trip amenities being provided on plans.
- (e) ACT-07 – Public Bike Share Space:
  - (i) Illustrate the size and location of the PBS space being provided, and how the development project is meeting the requirements as specified by City staff on plans.
- (f) SUP-01 – Transportation Marketing Services:
  - (i) Provision of a description of the services to be provided; and
  - (ii) If available, provision of any additional information regarding this measure (e.g., online signup portals or additional marketing materials) that demonstrates how the property owner will offer this service.

The City's preference is to accommodate a Public Bike-share Station (PBS) into the design of the Central Valley Greenway on City road right-of-way. The applicant is encouraged to explore other TDM measures in support of the site development. However, should the applicant wish to pursue PBS space on site as part of the TDM Plan (ACT-07), as proposed in the draft TDM plan, this would also be acceptable provided the space meets PBS requirements for size (minimum 19 m x 4 m SRW and pad), location (near the corner of Great Northern Way and Foley Street completely on private property), access, surface treatment, grades, sun exposure and provision of electrical power.

1.42 Design Development to improve access and design of loading spaces and to comply with the Parking and Loading Design Supplement, including the following:

- (a) Provision of convenient, internal, stair-free loading access to/from all site uses;
- (b) Provision of a clear unloading area or raised rear dock, minimum 1.8 m wide, with suitable access to facilitate goods loading/unloading; and
- (c) Relocation of the Class B loading spaces to reduce or eliminate maneuvering within the public access and utility SRW area.

Note to Applicant: Sufficient area within the SRW area is required to accommodate future public access and utility purposes, in addition to transit operations. Some maneuvering within this space may be permitted subject to design development of the SRW area and approval by the Province.

1.43 Design development to provide an improved interface between the parkade access and the street to the satisfaction of the General Manager of Engineering Services.

Note to applicant: This condition seeks resolution of concerns with intersection sightlines and the driveway's proximity to the bend in the road, including exploration of consolidation of the proposed loading and parkade accesses into a single access onto Foley Street. This may require reconstruction of a portion of Foley Street and/or Earl Finning Way at the applicant's expense.

- 1.44 Design development to improve two way traffic flow along the curves on the main parking ramp.

Note to applicant: A minimum clearance of 0.5 m to the edge of travelled way, and 0.3 m to the ramp centerline is desired. An updated swept path analysis should be provided including minimum clearances.

Note to Applicant: All permanent at-grade encumbrances such as planters and seating must be deleted from the existing SRW areas on both Foley Street and Great Northern Way.

Note to Applicant: The following information is required for drawing submission at the development permit stage to facilitate a complete Transportation review:

- (a) A complete technical table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided.
- (b) All types of parking and loading spaces individually numbered, and labelled on the drawings.
- (c) Dimensions for typical parking spaces.
- (d) Dimension of column encroachments into parking stalls.
- (e) Dimensions of additional setbacks for parking spaces due to columns and walls.
- (f) Dimensions of manoeuver aisles and the drive aisles at the parkade entrance and all gates.
- (g) Section drawings showing profile elevations and minimum vertical clearances for the following:
  - (i) parking levels;
  - (ii) loading bays (Class A and B) ;
  - (iii) accessible parking spaces;
  - (iv) parkade ramps; and
  - (v) security gates.

These clearances must consider mechanical projections and built obstructions.

- (h) Areas of minimum vertical clearances labelled on parking levels.
- (i) Design elevations on both sides of the ramps and drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances. The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings.
- (j) The proposed stair-free access route from the Class A bicycle spaces to reach the outside should be shown on plans.
- (k) The proposed internal access routes between the Class B loading spaces and

on-site land uses should be shown on plans.

- (l) Existing street furniture including bus stops, benches etc. to be shown on plans.
  - (m) Locations of all existing utilities (e.g. poles, guy wires, street lights, etc.) are to be shown on the site plan.
- 1.45 Construction dewatering is a “Water Use Purpose” under the Water Sustainability Act requiring a provincial Approval or Licence. Applications for provincial Approvals or Licences can be completed online. The application will be received and accepted into the Province’s online system, and the provincial authorizations team strives for 140 days to get the approval to the applicant. The approval holder must be able to produce their approval on site so that it may be shown to a government official upon request. Dewatering before this approval is granted is not in compliance with the provincial Water Sustainability Act. Provide a letter confirming acknowledgement of the condition.

#### *Neighbourhood Energy Utility*

- 1.46 The *Energy Utility System By-law No. 9552* requires all new developments within the designated service area to connect to the False Creek Neighbourhood Energy Utility (NEU), if connection is deemed feasible by the General Manager of Engineering Services at time of Development Permit issuance.
- 1.47 The building(s) heating and domestic hot-water system shall be designed to be compatible with the NEU system to supply all heating and domestic hot water requirements, if connection is deemed feasible by the General Manager of Engineering Services at the time of Development Permit issuance. If connection is determined to be feasible, the applicant must adhere to the following design provisions related to NEU compatibility, all to the satisfaction of the General Manager of Engineering Services:

Note to Applicant: The applicant shall refer to the *Energy Utility System By-law No. 9552* and *Neighbourhood Energy Utility Building Connection Guideline* (2016 or later as amended) for specific design requirements. The applicant is encouraged to work closely with City staff to ensure adequate provisions for NEU compatibility.

- a) The building’s mechanical system must utilize the NEU system for all the space heating and domestic hot-water requirements for the development and must not incorporate any prohibited heat production equipment in accordance with *Energy Utility System By-law No. 9552* Section 5.2.
- b) The proposed plan for site heating and cooling, developed in consultation with the City, shall be provided prior to the issuance of development permit.

Note to Applicant: The Applicant is encouraged to work close with City staff to explore opportunities to export waste heat recovered from building cooling processes to the NEU network, and to contact NEU staff in early design stages to determine feasibility of such a design. Additional space, access and service agreements may be necessary depending on the design approved by the General Manager of Engineering Services.

- c) The applicant must provide for an adequate and appropriate dedicated Energy

Transfer Station (ETS) room (6 m x 4 m) for connection to the NEU, prior to the issuance of development permit.

Note to Applicant: This site will be serviced by the NEU at the southwest corner of the building. The ETS room must be located on P1 to align with the NEU service location. If the ETS room cannot be located at the above NEU service location, the Owner will be responsible for the cost of pipe and installation from the NEU service location to the alternate location, as approved by the General Manager of Engineering Services. The Applicant must coordinate with City staff to ensure proposed ETS room location is acceptable.

Note to Applicant: To accommodate installation of the skid mounted ETS, the applicant must ensure a 1.8 m wide clearance continuous pathway from the exterior of the development to the NEU room and any doorways must be double-door entry to facilitate ETS passage.

- d) Prior to the issuance of building permit, a detailed design review of the building HVAC and mechanical heating system must be completed to ensure compliance with NEU design and technical requirements.

*Hydrogeological*

- 1.48 Prior to Development Permit issuance, provide an updated Hydrogeological Study report which addresses the following:
- (a) Per the Study dated July 4, 2019, provide additional measured water table depth(s) based on the results of the continuous groundwater monitoring for a 3 to 6 month period.
  - (b) Confirm site details, including the number of storeys of the building, and number of levels of parkade, etc.
  - (c) Table 1 on page 3 of the Study indicates that manual water levels were taken on June 20, 2019 and ranged from 0.53 to 2.50 m bgs. The paragraph above this table states that perched groundwater levels were determined to be between 1.07 and 1.87 m bgs as of January 8, 2018. Please clarify this and confirm the expected groundwater level(s) (or range thereof) for the site.
  - (d) Provide excavation depth, foundation depth, and water level(s) in both metres below ground surface as well as geodetic elevations.
  - (e) Provide further explanation as to why cut-off walls are suggested for the north, east and west sides of the property, but not for the south side.
  - (f) Provide a plan to assess the effectiveness of the cut-off walls to prevent subsidence at adjacent properties.
  - (g) The report indicates that with cut-off walls in place, groundwater inflows will be reduced to less than 30 L/min. Clarify whether this flow rate is related to dewatering during construction, ongoing post-construction drainage, or both.

- (h) If the < 30 L/min estimate that is provided is related to dewatering during construction, provide a numerical estimate of the ongoing post-construction flow from the proposed perimeter drainage system.
- (i) If the <30 L/min estimate that is provided is related to ongoing post-construction drainage, indicate where this water will be discharged.
- (j) Provide a plan for managing any groundwater encountered (e.g. perched or other aquifers) that is acceptable to the General Manager of Engineering Services, and demonstrates that the two conditions in the Groundwater Management Bulletin will be met. Include details about short- and long-term groundwater management methods, as well as a statement to confirm that there will be no long-term (>2 years) groundwater discharge to the City's sewer system.
- (k) Provide one visual concept model in the form of a profile or cross-section schematic which includes wells/test hole locations and screens, interpreted site stratigraphy, topography, static water level(s) (perched aquifers or otherwise), planned excavation depth, elevator shafts, parkades, etc.
- (l) In the impact assessment section, comment on the potential for the development or any planned or unanticipated groundwater pumping to impact transportation or other infrastructure which may be built next to the site.
- (m) The site is located within the area historically occupied by the False Creek inlet. Comment on the potential for any saturated fill material located at the site to contribute to long-term groundwater dewatering and/or drainage.
- (n) Provide water levels from within the layers of fill that were encountered above the glaciomarine deposits.
- (o) In the impact assessment section, provide an assessment of the impacts of an increased groundwater level elevation, due to sea-level rise, on dewatering and drainage rates, and on any other applicable issue.
- (p) Provide a plan for monitoring and reporting on the flow discharged to the sewer during the construction dewatering period. The reported flow monitoring must include daily peak and average flow measurements (or more frequent measurements as requested) and can be submitted to [utilities.servicing@vancouver.ca](mailto:utilities.servicing@vancouver.ca).

## Sustainability

- 1.49 All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezoning* (amended February 2, 2018), including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or alternate near zero emissions standard approved by the Director of Sustainability), or Low Emissions Green Buildings. The requirements for Low Emissions Green Buildings are summarized at <http://guidelines.vancouver.ca/G015.pdf>

Note to Applicant: The applicant will be required to demonstrate that the development is on track to achieve the above requirements at each stage of permit. For more detail on

the above requirements and what must be submitted at each stage, refer to the most recent bulletin *Green Buildings Policy for Rezoning – Process and Requirements* (amended April 28, 2017 or later).

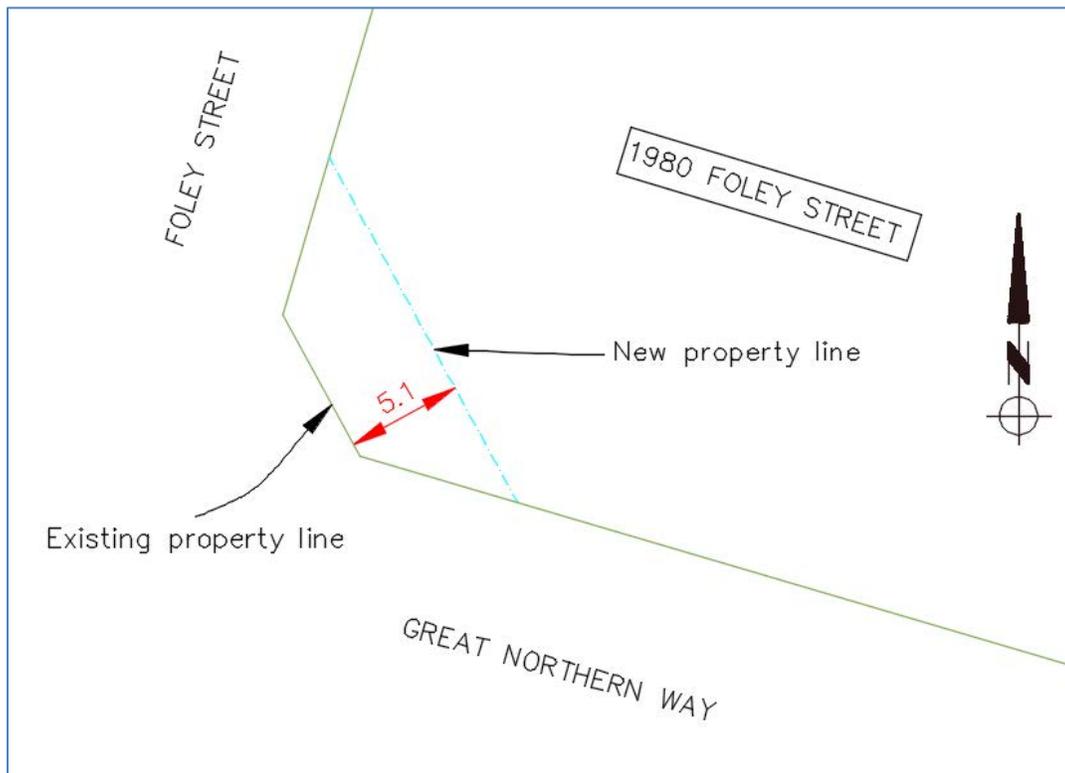
## Part 2: CONDITIONS OF BY-LAW ENACTMENT

THAT, prior to enactment of the CD-1 By-law amendment, the registered owner (the 'Applicant') shall on terms and conditions satisfactory to the Director of Legal Services and to the General Manager of Planning and Development, the General Manager of Arts, Culture and Community Services, the General Manager of Engineering Services, the Director of Facility Design and Management and the Approving Officer, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

### Engineering

- 2.1 Provide a 5.1 m corner-cut measured from the existing property line at the corner of Foley Street and Great Northern Way adjacent to the site to be achieved through dedication and subdivision.

Note to Applicant: All portions of the building above and below grade are to be deleted from the dedication area. A sketch of the required road dedication is shown below:



- 2.2 Provide a 3.048 m dedication for road purposes measured from the existing south property line of the site, to be achieved through subdivision.

Note to Applicant: All portions of the building above and below grade are to be deleted from the dedication area. This dedication covers the same area as the existing utility SRW.

- 2.3 Provide no less than 60 days after the date Council has granted approval in principle after Public Hearing, unless further extended by the Director of Planning in his sole discretion, a permanent statutory right of way (SRW) of a uniform width (distance measured at the same offset distance from each leg of the north property line) provisionally set at 13.1 m, with the final width to be determined by the Province, in favour of BC Transportation Finance Authority (BCTFA) on its standard terms, for Skytrain transportation purposes above and below grade. The SRW area is to be free of all building structure.

Note to Applicant: No building construction activities may take place within the SRW area during Broadway Subway Project (BSP) construction.

- 2.4 Provide no later than 60 days after the date Council has granted approval in principle after Public Hearing, unless further extended by the Director of Planning in his sole discretion, a 5 m temporary statutory right of way, with distance measured from the southern boundary of the 13.1 m SRW area provided for BCTFA, in favour of BCTFA on its standard terms for construction staging purposes to be discharged once the Skytrain construction and warranty period has completed.

Note to Applicant: No building construction activities may take place within the SRW area during BSP construction without prior approval of the BCTFA. The SRW may be released subject to coordination with the BCTFA after the completion of the Broadway Subway Project. The SRW will be free of any encumbrance such as structures, stairs, bicycle parking, parkade and plantings at grade.

Note to Applicant: Applicant is advised to contact TransLink with regard to Limits of Approach and construction activities adjacent TransLink infrastructure at <http://www.translink.ca/en/About-Us/Doing-Business-with-TransLink/Real-Estate/Adjacent-and-Integrated-Developments.aspx>

- 2.5 Provide no later than 60 days after the date Council has granted approval in principle after Public Hearing, unless further extended by the Director of Planning in his sole discretion, a 3 m permanent statutory right of way, with distance measured from the southern boundary of the 13.1 m SRW area provided for BCTFA, in favour of BCTFA on its standard terms, for transportation maintenance purposes. The SRW area will be free of any encumbrance such as structures, stairs, bicycle parking, and plantings at grade.
- 2.6 Provide a permanent statutory right of way (SRW) over the same area as the 13.1 m wide SRW provided for BCTFA, in favour of the City for public access and utility purposes. The SRW area is to be free of any encumbrance such as building structure, mechanical vents, stairs, planter walls, benches, bicycle parking and plantings.
- 2.7 Provide an amended or replacement China Creek Open Space Agreement (BV108681-4) including a 15 m offset distance measured perpendicularly from the east property line secured through a statutory right-of-way, to the satisfaction of the General Manager of Engineering and Director of Legal Services to achieve public access, 'daylighting' of China Creek and water management features.

2.8 Provide a Section 219 Covenant to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services restricting the issuance of a Building Permit - Stage 2 until such time as the developer delivers a final Rainwater Management Plan (RWMP) acceptable to the City and has entered into an agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services providing for the construction or modification of a rainwater management system and attached the RWMP

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

(a) Provision of adequate water service to meet the fire flow demands of the project.

Based on the confirmed Fire Underwriter’s Survey Required Fire Flows submitted by Aplin & Martin Consultants Ltd. on July 5, 2019, no water main upgrades are expected to be required to service the development.

Note to Applicant: The site can be serviced by either the 450mm main along Great Northern Way, or by the 200mm main along Foley Street.

Note to Applicant: Should the development’s Fire Underwriter’s Survey Required Fire Flow calculation change as the building design progresses, a resubmission to the City of Vancouver Waterworks Engineer is required for re-evaluation of the Water System.

(b) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project.

Note to Applicant: Implementation of development at 1980 Foley Street will require the following in order to maintain acceptable sewer flow conditions:

(i) The post-development 10-year flow rate discharged to the storm sewer shall be no greater than the 10-year pre-development flow rate. The pre-development estimate shall utilize the 2014 IDF curves, whereas the post-development estimate shall utilize the 2100 IDF curves to account for climate change.

(ii) Development to be serviced to the 300mm SAN and 450mm STM sewers on Foley Street.

(c) Street improvements along Foley Street adjacent to the site and appropriate transitions including the following:

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

(ii) Broom-finish saw-cut concrete sidewalk;

(iii) Curb ramps;

(iv) Removal of the existing driveway crossing and reconstruction of the

- (v) sidewalks and curb to current standards;
  - (v) Adjustment to all existing infrastructure to accommodate the proposed street improvements including any transitions from protected bike lanes to adjacent street network; and
  - (vi) Street lighting to current standards
- (d) Provision of street improvements along Great Northern Way adjacent to the site and appropriate transitions including the following:
- (i) Boulevards with street trees where space permits;
  - (ii) Asphalt protected bike lane;
  - (iii) Broom-finish saw-cut concrete sidewalk;
  - (iv) Curb and gutter, including any required road re-construction to current standards;
  - (v) Improved street and pedestrian LED lighting; and
  - (vi) Adjustment to all existing infrastructure to accommodate the proposed street improvements including any transitions from protected bike lanes to adjacent street network.
- (e) Intersection improvements at Great Northern Way and Foley Street and appropriate transitions to existing infrastructure including the following:
- (i) Protected intersection corners to accommodate cycling facilities;
  - (ii) Curb ramps;
  - (iii) Lighting to current standards
  - (iv) Geometric changes to provide an eastbound left-turn bay and a westbound right-turn bay;
- (f) Signal improvements including the design and installation of a modified traffic signal to accommodate the geometric changes adjacent to the site including the following:
- Left and right turn phasing to accommodate the new geometric design;
  - Accessible pedestrian signals (APS) and uninterruptible power supply (UPS);
  - All associated enabling works to modify or relocate existing infrastructure.

Note to Applicant: The City will provide a geometric design for the above street improvements.

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

Note to Applicant: as-constructed documentation will be required that includes photographic and measured evidence of the installed number of conduits, their

final locations and depths.

- (i) Provision for the installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: Design details of off-site improvements to be finalized at the development permit stage.

- 2.10 Provide all utility services underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but not limited to System Vista, Vista switchgear, pad-mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features.

In addition, 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.

Note to Applicant: Please ensure that in your consultation with BC Hydro that an area has been defined within the development footprint to accommodate such electrical plant. Please confirm that this space has been allocated and agreement between both parties has been met.

- 2.11 Arrange for the execution and registration of agreements necessary to provide a Transportation Demand Management Plan, meeting the requirements as described in the Transportation Demand Management for Developments in Vancouver Administrative Bulletin. Without limiting the discretion of the General Manager of Engineering Services and the Director of Legal Services, this agreement shall include the following provisions:

- (a) Enter into such agreements as the General Manager of Engineering Services and the Director of Legal Services determine are necessary to require the owner to prepare a detailed Transportation Demand Management (TDM) Plan for the approval of the General Manager of Engineering Services prior to Development Permit issuance, including a requirement to enter into a further legal agreement to ensure that the owner of the lands will construct, install, operate and continuously maintain the TDM measures in the approved TDM Plan;
- (b) Secures the provision of TDM measures on the site;
- (c) Permits the City to access and undertake post-occupancy monitoring of the Transportation Demand Management (TDM) measures proposed; and
- (d) Secures the property owner's agreement to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.

- 2.12 Enter into such agreements as the General Manager of Engineering Services and the Director of Legal Services determine are necessary for connecting to and securing adequate space for the Neighbourhood Energy Utility (NEU), which may include but are not limited to agreements which:

- (a) Grant the City Engineer, and other employees of the City, access to the building mechanical system, thermal energy system-related infrastructure, and suitable space required for the Energy Transfer Station within the development for the purpose of enabling NEU connection and operation.

### **Sustainability**

- 2.13 Enter into an agreement with the City, on terms and conditions acceptable to the Director of Sustainability and the Director of Legal Services, that requires the future owner of the building to report energy use data, on an aggregated basis, for the building as a whole and certain common areas and building systems. Such an agreement will further provide for the hiring of a qualified service provider to assist the building owner for a minimum of three years in collecting and submitting energy use data to the City.

### **Public Art**

- 2.14 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 development details to the satisfaction of the Public Art Program Manager (a checklist will be provided).

Note to Applicant: Please contact [Karen.Henry@vancouver.ca](mailto:Karen.Henry@vancouver.ca), Public Art Planner, 604.673.8282, to discuss your application.

### **Environmental Contamination**

- 2.15 If applicable:
  - (a) Submit a site profile to Environmental Services (Environmental Protection);
  - (b) As required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and
  - (c) If required by the Manager of Environmental Services and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Services, the General Manager of Engineering Services and the Director of Legal Services, including a Section 219 covenant that there will be no occupancy of any buildings or improvements on this site constructed pursuant to this rezoning until separate Certificates of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, have been issued to the City

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 registerable charges pursuant to 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 and at no cost to the City.

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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**1980 Foley Street  
ADDITIONAL INFORMATION**

**1. Urban Design Panel**

The Urban Design Panel (UDP) reviewed this rezoning application on February 6, 2019. The application was supported with recommendations.

**EVALUATION: Support 8:0 with Recommendations**

**Introduction:**

Rezoning Planner, Leifka Vissers, began by noting that 1980 Foley St, is within the Great Northern Way Campus under the False Creek Flats Area Plan.

The application proposes a text amendment to an existing CD-1 district (CD-1-402) to permit a 13-storey office building to include:

- 48,157 square meters or 518,369 square feet of floorspace
- Building height of 215 feet
- Ground-floor retail and restaurant space
- 840 vehicle parking spaces, 338 bicycle parking spaces

Vissers spoke to the policy context under which this application is being considered, after development planner Patrick Chan spoke to the form of development of the application.

The site area is 10,561 square meters (113,648 square feet) and currently contains a walking path, basketball hoop and surface parking lot.

The Great Northern Way Campus, which includes the 1980 Foley Street site, was rezoned CD-1 in 1999 setting density, use and height restrictions for each sub-area of the campus. This policy set a floor-area limit of 48,158 m<sup>2</sup> for the subject site, as well as a height limit of 36.6m or 120 feet.

The planned Broadway Skytrain extension is to run along the North side of the site, necessitating a right of way. A planned 15-meter landscaped right of way along the East side of the site will commemorate China Creek and rights of way along Great Northern Way to the South and Foley Street to the West for walking and cycling connections also limit the site.

Plans and Policies: Under the False Creek Flats Area Plan, approved in 2017, no major changes were made to the height and density limits of the Great Northern Way Campus given the existing CD-1 zone already in place.

In July of 2018 Council approved the terms of reference for the Broadway Planning Program and a complementary interim rezoning policy requiring council approval for consideration of rezoning applications within the study area, including this site, while the Broadway Planning Process is underway.

Council, at their April 23, 2019 meeting, directed staff to consider a rezoning text amendment application for 1980 Foley St. in advance of the completion of the Broadway Planning Process.

The Green Building Policy (2009, updated in 2017) requires that all rezoning projects achieve either near zero emissions buildings or low emissions green building standards.

Development Planner Pat Chan began by describing the site – it is relatively flat and adjacent to lots with current height allowances of six-storey. The Canadian Pacific Railways to the north is also mentioned. Chan then listed some relevant policies and guidelines that may affect the subject site. The CD-1 (402) caps the height at 120 ft. There is also the Great Northern Way Design Guidelines, which although is crafted specifically for the Emily Carr University site to the west, contain elements that can be referenced for this project given the similar site conditions and relations to adjacent buildings. In particular, those guidelines speak to referencing the area's industrial history and arts activities in the architecture, preserving views, improving pedestrian movement, and breaking up excessively horizontal buildings to smaller sections to enhance visual interest. The buildings should also maintain a degree of transparency to activate the ground-plane. Lastly attention to energy efficiency should be observed.

Constraints overlaid onto the site were then discussed. Mostly, this involves additional Statutory-Right-of-Way and setbacks for the Great Northern Way bike lane, China-Creek daylighting and the Skytrain extension. The SRWs and setbacks reduced the buildable footprint. However, the CD-1 had no corresponding changes to the allowed-height and density. This means the same 583,000 sq-ft floor-area had to be squeezed into a smaller footprint. Containing all the floor-area within the reduced parameters would make for deep floor-plates of around 67,000 sq-ft; this in turn produces inhospitable working environment due to lack of natural light.

Chan then noted this rezoning proposal is in part an architectural response to these constraints. And that it is a matter of finding balance between Lululemon's programmatic needs and the City's wider urban design objectivities to preserve views, improve public realm, and express formal continuity with the surrounding built fabric.

The proposed key design gesture is this gathering of the north-half of the building upwards into a funnel which is shifted away from Great Northern Way. This funnel brings the building to an average of 215 ft. The funnel's hollowed centre is a ground-to-top atrium that brings daylight into the interior to improve the livability and usability of the offices. Lastly, a series of interlocking but not continuous shading-fins floats over the structure.

The abovementioned moves generally address the recommendations in the Great Northern Way Design Guidelines. By shifting the massing northward, some views to the Northshore Mountains and open-skies are preserved, especially when viewed from the top of the escarpment. This also pushes the heavy bulk away from Great Northern Way to make it feel less "canyon-like". This in turn can help make the plazas along Great Northern Way and China-Creek more inviting, without tall wall-faces dwarfing them. Pushing mass northwards also brings some extra swaths of sunlight onto the China Creek right of way during the solstices.

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

Massing and Urban Design:

- Its height and massing (including negative volumes like the atrium and recessed-plazas) in responding to adjacent buildings and topography.

- The sculpting, especially along Great Northern Way, in preserving views of the mountains and open skies.

Public Realm:

- The interface between the plazas and the building and general interior-exterior connection.
- The wayfinding strategies.

Sustainability:

- The atrium's and solar fins' role in providing sustainable comfortable working spaces.

**Applicant's Introductory Comments:**

The applicant started by noting that the goal of the project was to unite all Vancouver Lululemon Office staff to one location. The proposed building enables a 24/7 work and life balance of office space and amenities for staff. The project was to embrace Lululemon's values and vision to develop connectivity between the building and the surrounding environment and other community elements.

There are many green spaces and terraces on the ground level of the development as well as strong landscaping on the sides of the building.

To protect pedestrians and staff from fast moving traffic noise, there is a double row of street trees as well as seating benches scattered around the site. Furthermore, the project embraces the current bike lane and overall cycling network and culture by locating end-of-trip facilities for employees who cycle to work.

The applicant utilized an atrium opening in the middle of the building to bring daylight into the building; this helps reduce energy usage as well as provide quality light and ventilation to the working environment

The applicant added that on the ground floor there are retail, café, and yoga spaces. And these spaces are accessible to the public and employees. These spaces will also help animate Great Northern Way.

The applicant team then took questions from the panel.

**Panel Consensus on Key Aspects Needing Improvement:**

Having reviewed the project it was moved by Mr. Neale and Ms. Stamp and was the decision of the Urban Design Panel:

THAT the Panel **SUPPORT** the project with the following recommendations to be reviewed by City Staff:

- Consider increasing the proximity from the interior to the exterior on the ground-plane on the east façade.
- Consideration of the introduction of a child care

**Related Commentary:**

There was general support for the project, including height, massing and density.

Panel member supported the design of the proposed project as it will become a precedent landmark to buildings around the area.

Many panel members supported the atrium opening in the building.

Many panel members supported the public realm available to the neighborhood.

Panel members supported the sustainability elements that the project provides.

Many panel members recommended an introduction of a child care facility.

Some panel members recommended a connecting element could be made for the southern and western plaza.

Some panel members recommended further enhancement towards the bike lanes and building entrances.

**Applicant's Response:**

The applicant team thanked the panel for their comments.

**2. PUBLIC CONSULTATION SUMMARY**

**Pre-Application Community Consultation** – The applicant held a pre-application open house on June 24, 2019, at the Emily Carr University of Art + Design located at 520 East 1<sup>st</sup> Avenue. A total of 4,992 notifications were distributed within a two block radius of the site. Approximately 30 individuals attended the open house and 25 comment forms were received. The proposal received general support for the proposal's design, as well as the need for retail or restaurants in the area. Concerns were given over the proposal's height and size as it would block views. In addition, respondents acknowledged the need for preserving or creating public open space in the neighbourhood.

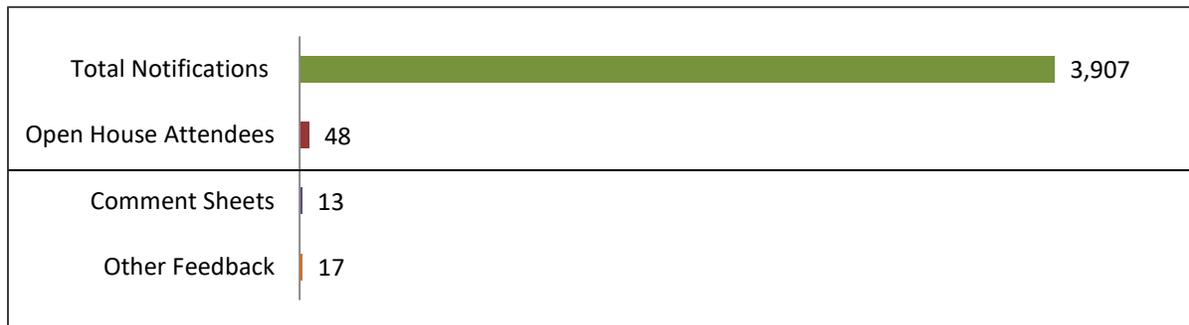
**Public Notification** – A rezoning information sign was installed on the property on August 9, 2019. Approximately 3,907 notification postcards were distributed within the neighbouring area on or about August 21, 2019. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage ([vancouver.ca/rezapps](http://vancouver.ca/rezapps)).

**Community Open House** – A community open house was held on September 12, 2019 at the Vancouver Community College, located at 1155 East Broadway, Vancouver. Staff, the applicant team, and 48 members of the public attended the open house.

**Public Response** – Public responses to the proposal have been submitted to the City as follows:

- In response to the September 12, 2019 open house, a total of 13 comment sheets were received from the public
- Approximately 17 emails and online comments were also received

**Notification and Public Response**



Support for the proposal cited the following:

- **quality urban design aesthetics and features**
- **fits well in neighbourhood and location**
- **increased office space in area**

Key concerns expressed by respondents included the following:

- **inappropriate height, massing, or density**
- **loss of recreational green space**
- **increase to traffic congestion and noise pollution**

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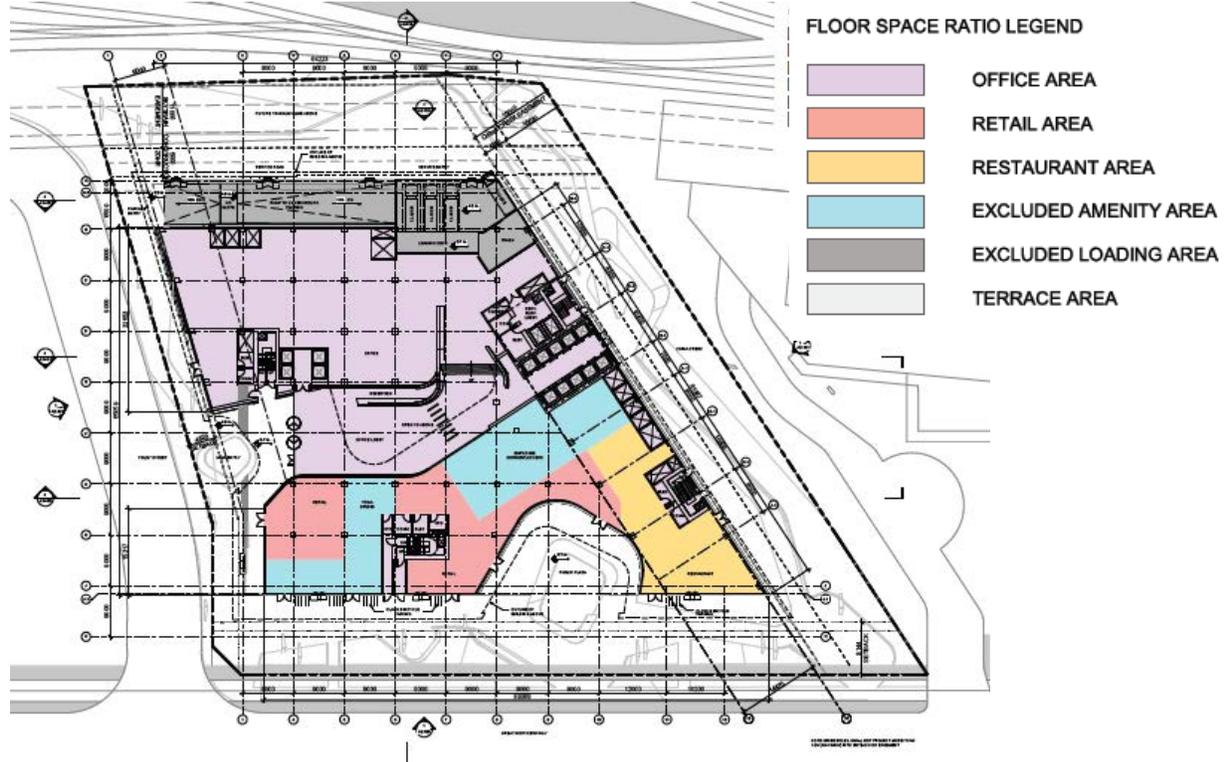
## 1980 Foley Street FORM OF DEVELOPMENT DRAWINGS

### Site Plan

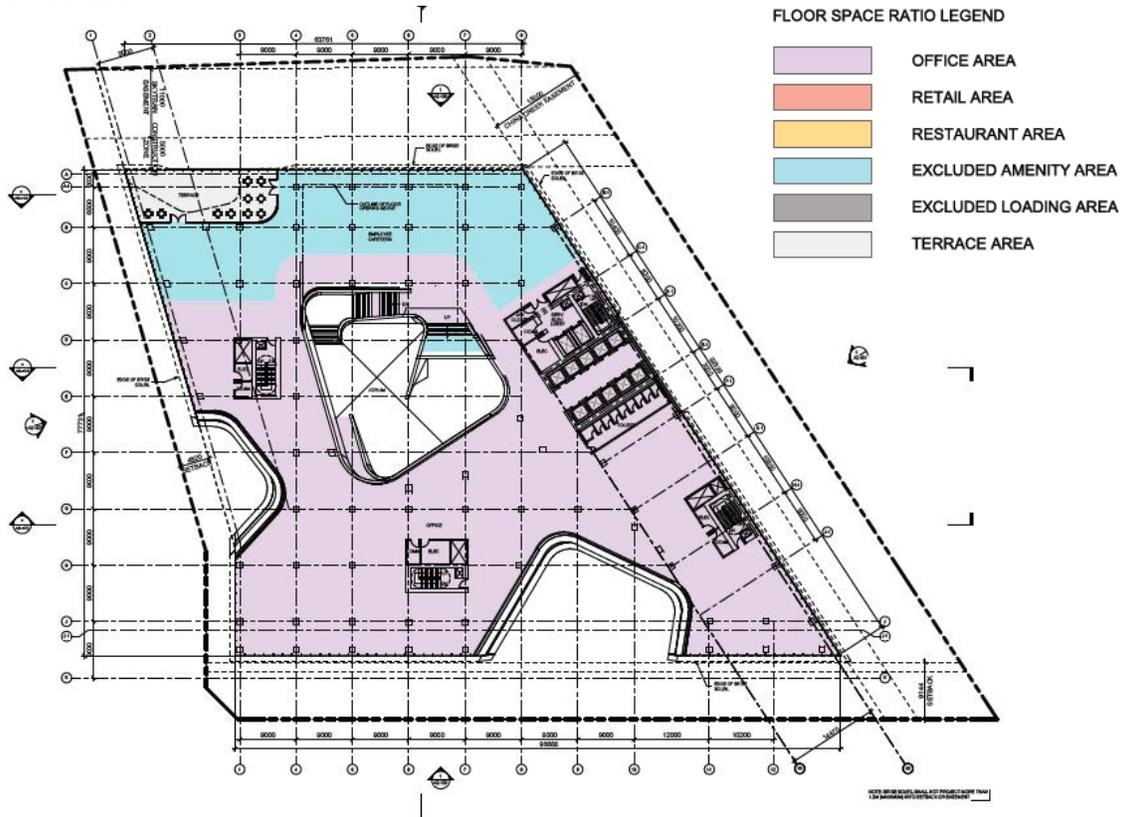


### Typical Floor Plans

#### Ground-level Floor Plan



4th Floor Plan



7th Floor Plan

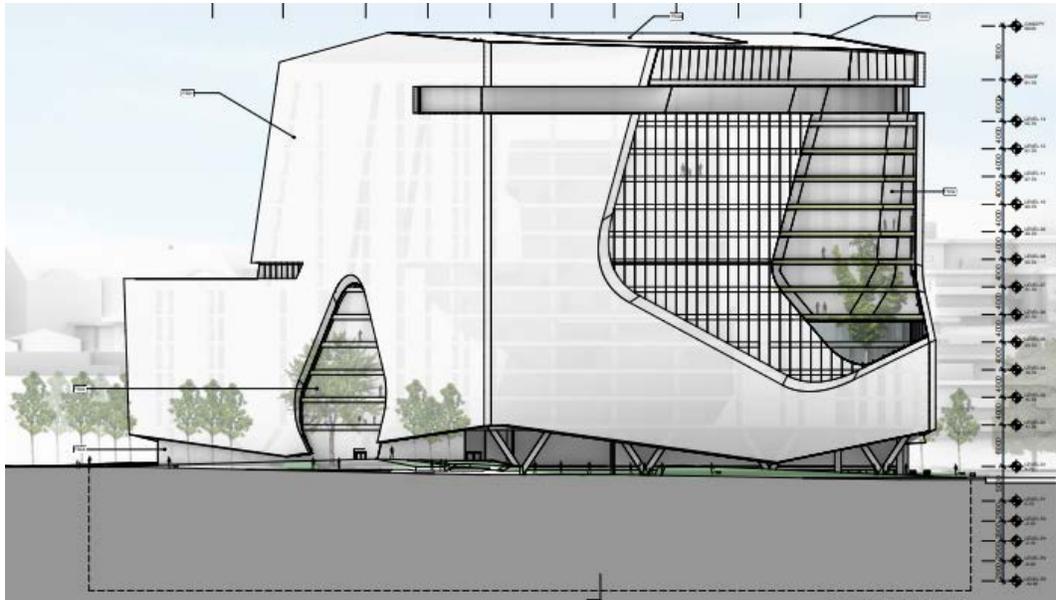


### 11<sup>th</sup> Floor Plan

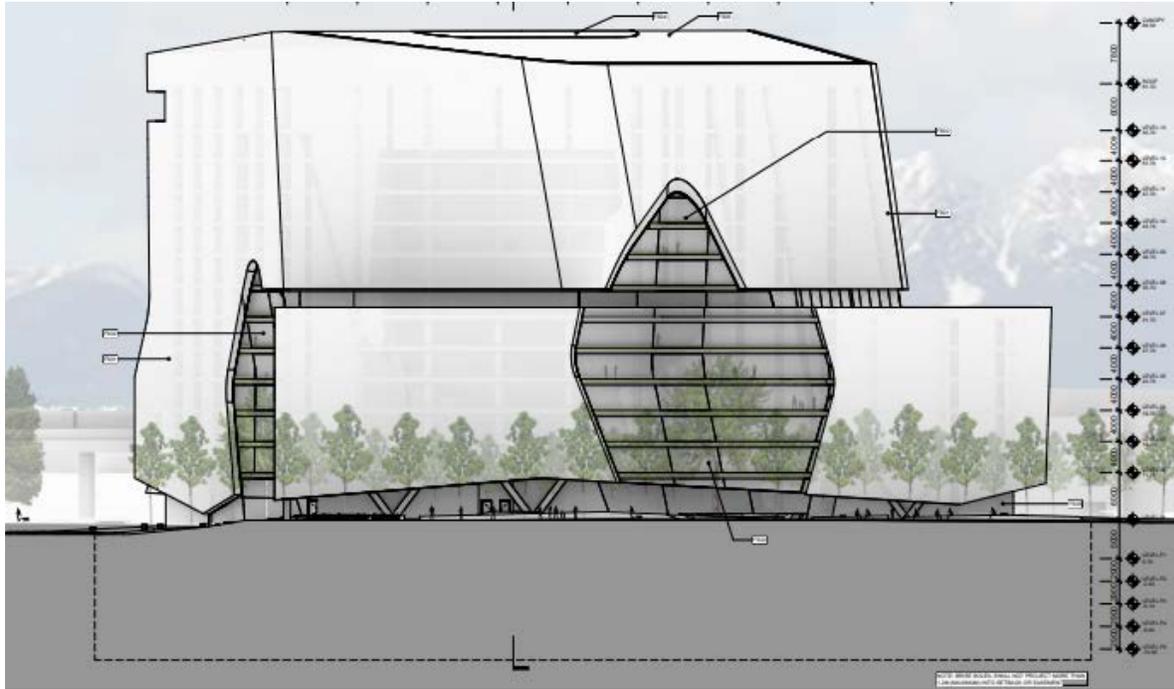


### Elevations

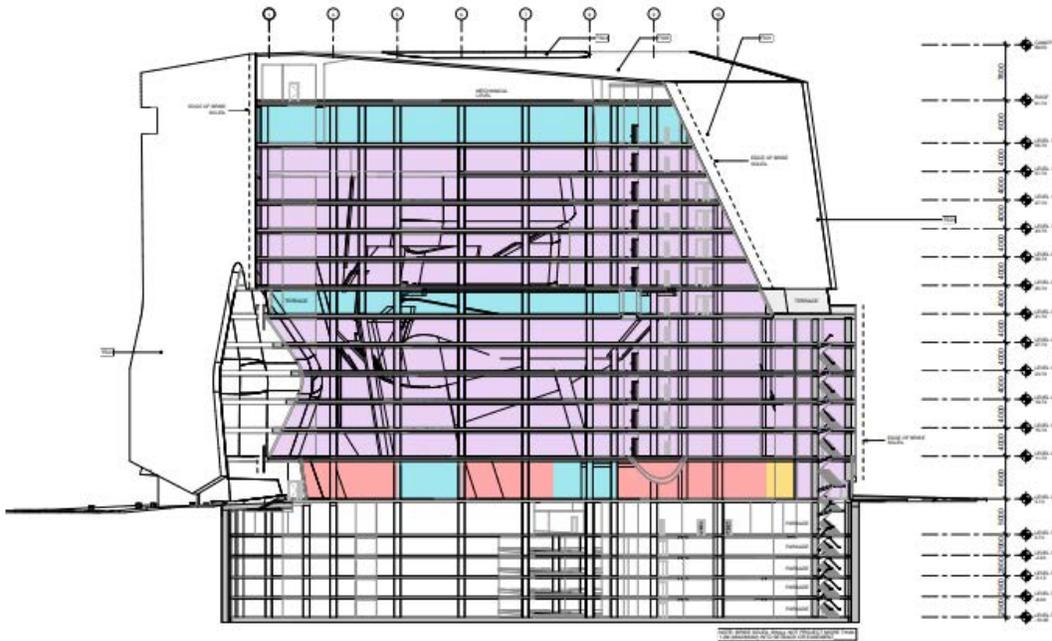
#### North Elevation

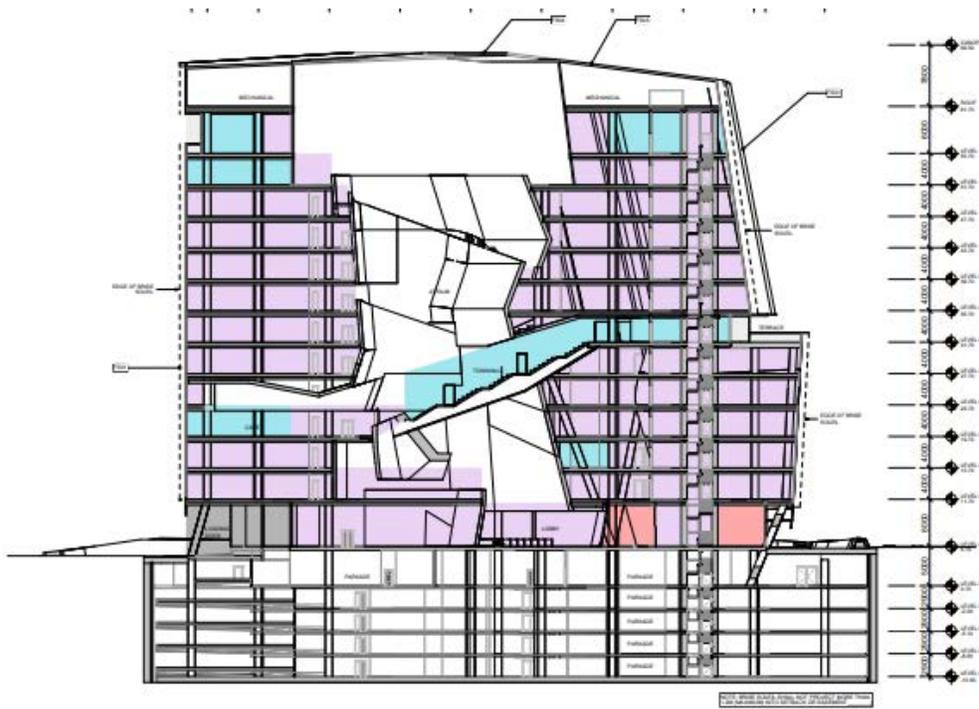


South Elevation



Sections





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**1980 Foley Street  
PUBLIC BENEFITS SUMMARY**

**Project Summary:**

Text amendment to increase the permitted height for a 13-storey office building with retail and service uses at grade.

**Public Benefit Summary:**

DCL Contribution, Public Art Contribution

	Current Zoning	Proposed Zoning
Zoning District	CD-1 (402)	Amended CD-1 (4002)
Floor Area (48,158 m2, 518,369 sq. ft.)	48,158 m2, 518,369 sq. ft.	48,158 m2, 518,369 sq. ft.
Land Use	office	office, retail, restaurant

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	Citywide DCL <sup>1</sup>	7,951,849	7,951,849
	City-wide Utilities DCL <sup>1</sup>	2,747,414	2,747,414
	Public Art	1,026,368	1,026,368
	20% Social Housing	n/a	n/a
Other Public Benefits Offered	Heritage	n/a	n/a
	Childcare Facilities		
	Cultural Facilities		
	Green Transportation/Public Realm		
	Housing (e.g. supportive, seniors)		
	Parks and Public Spaces		
	Social, Community and Civic Facilities		
	Unallocated		
<b>TOTAL VALUE OF PUBLIC BENEFITS</b>		<b>11,725,631</b>	<b>11,725,631</b>

**Other Benefits** (non-quantified components):

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<sup>1</sup>Based on rates in effect as at September 30, 2019; rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection, see the City's [DCL Bulletin](#) for details.

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**1980 Foley Street**  
**APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION**

**Property Information**

<b>Street Address</b>	<b>Property Identifier</b>	<b>Legal Description</b>
1980 Foley Street	PID 025-102-419	Lot 1, District Lots 264A and 2037, Group 1, Plan LMP50588

**Applicant Information**

<b>Architect</b>	Francl Architecture
<b>Developer/Property Owner</b>	630321 B.C. Ltd Lululemon Athletica

**SITE STATISTICS**

<b>Site Area</b>	10561.6sq. m (113,684sq ft.)
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**DEVELOPMENT STATISTICS**

	<b>Permitted Under Existing Zoning</b>	<b>Proposed</b>
<b>Zoning</b>	CD-1 (402)	Amended CD-1 (402)
<b>Uses</b>	Office	Office, Retail, Restaurant
<b>Max. Floor Area</b>	48,158m <sup>2</sup>	48,158m <sup>2</sup> (518,369 sq. ft.)
<b>Maximum Height</b>	36.6m m (120 ft.)	65.6 m (215 ft.)
<b>Natural Assets</b>	30 site trees, 10 City trees	Landscaped public right-of-way to commemorate China Creek, 10 City trees

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