CITY OF VANCOUVER

REFERRAL REPORT

Report Date: September 7, 2021
Contact: Yardley McNeill
Contact No.: 604-873-7582
RTS No.: 14636
VanRIMS No.: 08-2000-20
Meeting Date: September 21, 2021

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: Rezoning: 328-360 West 2nd Avenue

RECOMMENDATION

A. THAT the application by 1057300 B.C. Ltd.[1], the registered owner of the land located at 328-360 West 2nd Avenue [*PID: 031-065-007; Lot 1 Block 7 District Lot 302 Group 1 New Westminster District Plan EPP99820*], to rezone the lands from I-1 (Light and Medium Intensity Industry) District to I-1C (Light and Medium Intensity Industry) District, be referred to a Public Hearing, together with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application in principle, subject to the Conditions of Approval contained in Appendix B;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-law to amend the Zoning and Development By-law, generally as set out in Appendix A, 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 by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and

[1] Beneficially owned and controlled by Strand Development.

(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 assesses an application to rezone a site located at 360 West 2nd Avenue from I-1 (Light and Medium Intensity Industry) District to I-1C (Light and Medium Intensity Industry) District in accordance with the *Mount Pleasant Employment-Intensive Light Industrial Rezoning Policy and Guidelines*. The rezoning would allow for an intensification of light industrial and commercial uses, increase the permitted building height from 18.3 m (60 ft.) to 46.5 m (152.5 ft.), and the floor space ratio (FSR) from 3.0 to 6.0.

Staff recommend the application be referred to a Public Hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it in principle, subject to the Public Hearing, and conditions in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

- Mount Pleasant Employment-Intensive Light Industrial Rezoning Policy and Guidelines (I-1C) (2021)
- I-1C District Schedule (2021)
- Employment Lands and Economy Review Phase 2 Report: Emerging Directions and Consideration through Vancouver Plan (2020)
- Metro Vancouver Regional Growth Strategy (2011)
- Regional Context Statement Development Plan (2013)
- Community Amenity Contributions Policy for Rezonings (1999, amended 2020)
- Vancouver Development Cost Levy By-law No. 9755
- Vancouver Utilities Development Cost Levy By-Law No. 12183
- Public Art Policy and Procedures for Rezoned Developments (2008, amended 2014)
- Green Buildings Policy for Rezonings (2010, amended 2019)

REPORT

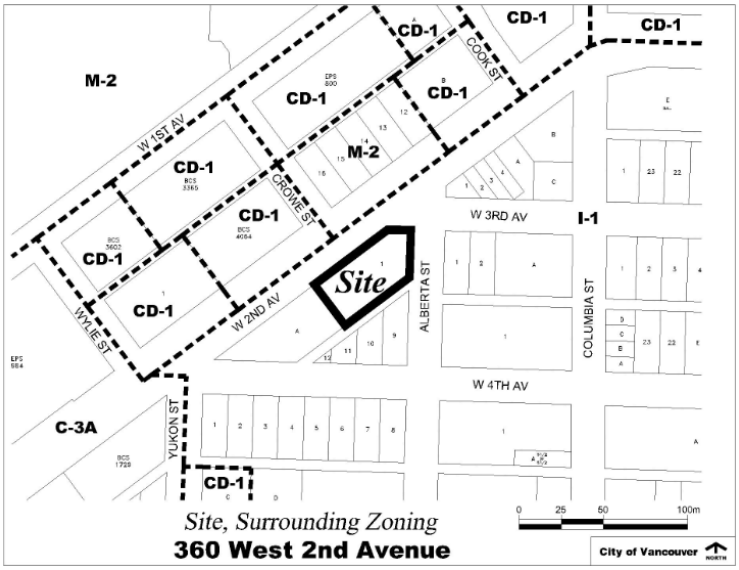
Background/Context

1. Site and Context

The subject site is irregularly shaped on the southwest corner of 2nd Avenue and Alberta Street, shown in Figure 1. The property is comprised of one parcel with a frontage of 56.1 m (184 ft.) along 2nd Avenue and a depth of 28.9 m (95 ft.). The total site area is approximately 1,744 sq. m (18,772 sq. ft.).

The existing zoning is I-1 and the property is currently developed with one- and two-storey buildings, constructed in 1966. The buildings are tenanted with local businesses, including an electric vehicle store and a motorcycle shop.

Figure 1: Site and context



The site is located within the boundaries of the Mount Pleasant Industrial Area (MPIA). The MPIA extends from 2nd Avenue to 8th Avenue, between Yukon and Quebec Streets. The MPIA primarily consists of industrial and commercial buildings with a number of older residential buildings. The zoning districts in the MPIA generally permit a maximum floor space ratio (FSR) of 3.0 to accommodate light industrial uses with limited commercial uses. Buildings are small- and medium-scale with heights of up to 38 m (125 ft.). The site is also within the *Mount Pleasant Employment-Intensive Light Industrial Rezoning Policy and Guidelines* (see Figure 2), where additional development potential can be considered through a rezoning.

Directly north are sites under the *Southeast False Creek (SEFC) Official Development Plan*, zoned M-2 or CD-1. Buildings on the north side of 2nd Avenue range from one-storey commercial buildings to 16-storey residential buildings with ground-floor commercial uses.

Nearby amenities include parks, cycling routes, and frequent transit service. Located 500 m to the north is the False Creek seawall which connects to Hinge Park and the Creekside Community Centre. The Olympic Village Canada Line Skytrain station is 400 m to the west with frequent bus service along 2nd Avenue and Cambie Street. Cycling networks are close by, along 2nd Avenue, Yukon Street, and the seawall.

2. Policy Context

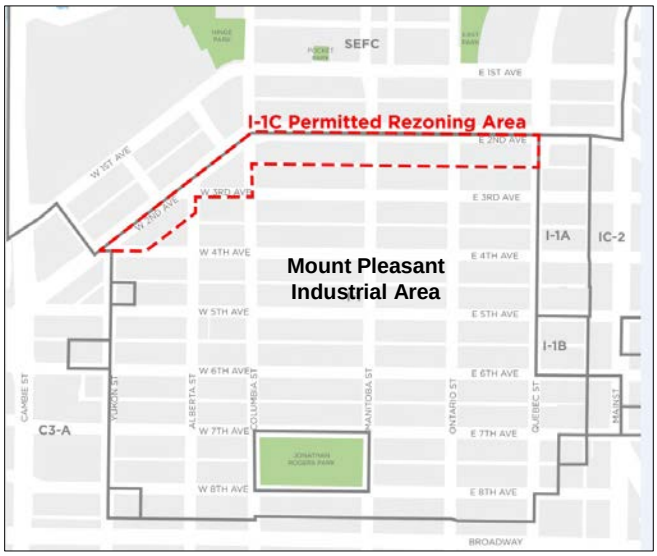
Mount Pleasant Industrial Area ("MPIA") – The MPIA was primarily a residential neighbourhood until it transformed into an industrial area in the 1940s. Policies have since reinforced this area as a job centre by prohibiting new residential uses in favour of employment-generating space. The area is governed by the I-1, I-1A, I-1B District Schedules, prioritizing industrial uses with limited commercial uses.

In 2011, the MPIA was given an 'industrial' land use designation under Metro Vancouver's *Regional Growth Strategy*, permitting only industrial activities and limited commercial uses. Goals and strategies within the *Regional Context Statement* in 2013 have further ensured the protection of industrial lands in the MPIA and for other key locations in the city.

Today, the MPIA draws capital investment as a land base for industrial activities, specifically production, distribution and repair (PDR) businesses. The area has emerged as a unique cluster of employment spaces, strengthening the diversity of Vancouver's economy.

Mount Pleasant Employment-Intensive Light Industrial Rezoning Policy and Guidelines (I-1C) ("Rezoning Policy") – The policy governs the area along the south side of 2nd Avenue between Yukon and Quebec Streets in the MPIA (Figure 2). I-1C is bound by Southeast False Creek (SEFC), Central Broadway (C-3A), and the Mount Pleasant Industrial Area.

Figure 2: Boundaries of the I-1C district (outlined in red dashes)

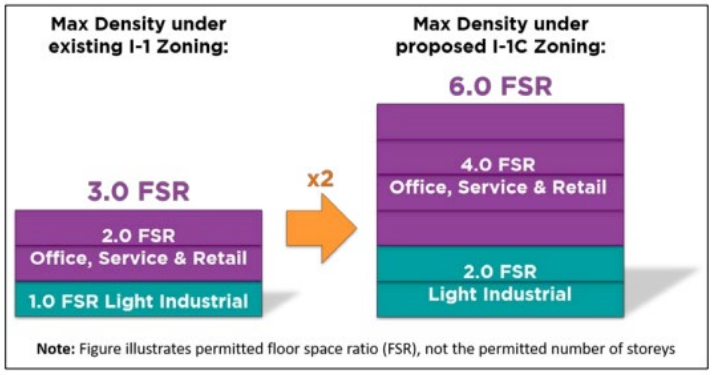


The Broadway Planning process and the Employment Lands and Economy Review (ELER) identified this location as an opportunity to deliver new, intensified industrial and office job space in close proximity to two rapid transit stations: Olympic Village and Broadway-City Hall. Rezonings in this area provide the opportunity to:

- Balance the streetscape and create a better transition between the taller residential towers of SEFC to the north and the one- and two-storey industrial forms to the south.
- Improve urban design and walkability to establish 2nd Avenue as a Great Street.
- Deliver thousands of new jobs close to transit, services and amenities to help create a more complete community.

These policies and guidelines inform the consideration of rezoning applications for sites to rezone from I-1 to I-1C, within the sub-area of the MPIA. Rezoning from I-1 to I-1C doubles the permitted height and density for industrial and commercial uses, including office, service, and retail uses (Figure 3). A maximum FSR of 6.0 is permitted, wherein providing 2.0 FSR of industrial use allows for an additional 4.0 FSR of commercial uses. A maximum building height of 46.5 m (152.5 ft.) is permitted.

Figure 3: Comparison between density and uses for I-1 and I-1C districts

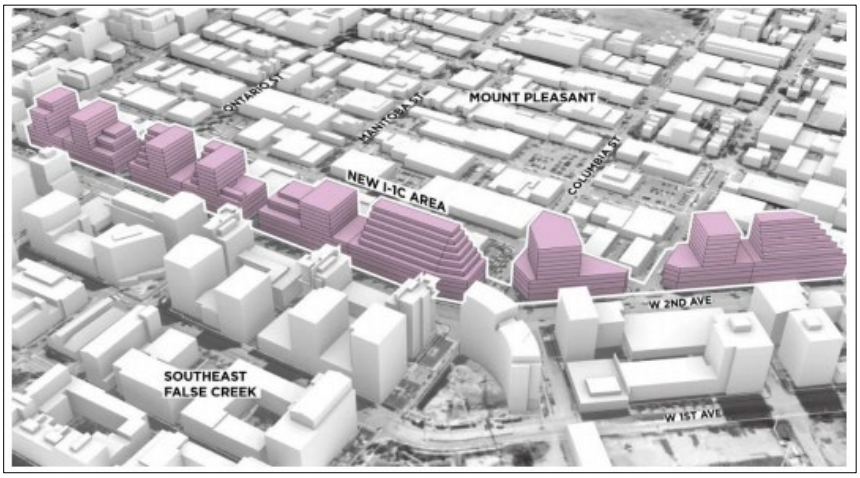


As described, the *Rezoning Policy* is designed to unlock the area's economic potential while preserving the industrial land base and permitting commercial uses, all for a diversified economy.

Design Guidelines – The *Rezoning Policy* contains urban design guidelines for new development in the I-1C district. These guidelines provide for an improved streetscape transition between the low-rise industrial buildings to the south and the taller residential buildings to the north.

Direction is provided for setbacks, massing, building articulation, access to sunlight, animated streetscapes, and open space. The guidelines provide examples of anticipated tower typologies with a minimum frontage, all of which inform the areas form of development (Figure 4). Applications are expected to align with the guidelines at the development permit stage.

Figure 4: Conceptual build of the I-1C area, per the district schedule and guidelines



Strategic Analysis

1. Proposal

Rezoning to the I-1C District Schedule aligns with the objectives of the *Rezoning Policy* to deliver employment-intensive job space with commercial uses above light industrial space.

Simplified Rezoning Process

Rezoning from an I-1 district to an I-1C district follows a simplified rezoning process. All new development is to adhere to the I-1C District Schedule and be designed in accordance with the form of development guidelines in the *Rezoning Policy*. As such, architectural drawings are not required at the rezoning application stage. Should Council approve the rezoning, a development permit process will assess the development against the I-1C District Schedule and design guidelines, including a review by the Urban Design Panel.

The rezoning review is limited to a plan amendment to the Zoning and Development By-law to designate 328-360 West 2nd Avenue as I-1C zoning, shown in Appendix A. A community amenity contribution (CAC), detailed in the City's CAC Policy (see "Commercial Linkage Target"), will be secured as a condition of by-law enactment.

2. Tenants

Existing Residential Tenants – There are no existing residential tenants on the site.

3. Transportation and Parking

The applicant provided a Transportation Assessment Management Study (TAMS) to detail how the anticipated modes of transportation would impact the on-site design and surrounding street network. The TAMS proposes mitigation measures based on how the proposed transportation patterns would impact the existing transportation infrastructure. The applicant is expected to meet transportation demand reduction requirements, including through options such as bicycle parking and end-of-trip facilities, at the development permit process.

Staff have provided conditions of approval that include funding for the future street improvements along Alberta Street, 2nd Avenue, and 3rd Avenue. These requirements aim to advance walking and cycling objectives. A services agreement will also secure servicing requirements.

4. Environmental Sustainability and Natural Assets

Green Buildings – The *Green Buildings Policy for Rezonings* requires that applications satisfy either the near zero emission buildings or low emissions green buildings conditions within the policy. The applicant has submitted a letter of commitment to meet the policy and to provide further documentation at the development permit stage. Conditions to secure sustainability requirements are in Appendix B.

5. Neighbourhood Energy Utility

The City-owned and operated False Creek Neighbourhood Energy Utility (NEU) provides a low carbon thermal energy service to the adjacent False Creek area. As identified in the *Rezoning Policy*, staff are currently evaluating the NEU service area to include the I-1C district. Should this expansion be approved, the City will update the *Energy Utility System By-law*, which requires all new developments within the designated service area to connect. Conditions are set out in Appendix B to accommodate a connection, if required.

6. Public Input

A rezoning sign was installed on the site on April 19, 2021. Notification, project information, and an online comment form was provided on the Shape Your City website (https://shapeyourcity.ca/) and on the Rezoning Centre webpage. Staff received six comments from the public. Three comments of support included suggestions for additional retail and for additional density for the MPIA. Concerns were expressed that new development would increase property values and would create noise and traffic impacts for residents of Southeast False Creek.

An open house is not required during the rezoning process since the form of development and architectural drawings are not submitted until the development permit stage. Opportunities for public input regarding building design will be at the development permit stage.

7. Public Benefits

Development Cost Levies (DCLs) – This site is subject to the City-wide DCL and the Utilities DCL which will be calculated on the floor area specified in the development permit. Based on mixed employment rates in effect as of September 30, 2020 for the I-1C district, a maximum development, DCLs of approximately $1,730,027, is anticipated from this development. DCL are payable at building permit issuance, rates are subject to future adjustment by Council including annual inflationary adjustments. See the City's DCL Bulletin for additional details.

Public Art Policy – Rezoning applications with a floor area of 9,290 sq. m (100,000 sq. ft.) or more are to provide on-site public art or cash in lieu as a condition of rezoning. Public art budgets are based on $21.31 per sq. m ($1.98 per sq. ft.) of floor area. The rezoning will deliver a floor area of 10,464.0 sq. m. (112,632 sq. ft.) and generate a public art budget of approximately $212,988.

Community Amenity Contribution – Per the City's financing growth framework, a public benefit contribution to address the impacts of growth is anticipated. The *Community Amenity Contribution (CAC) Policy* applies a commercial linkage contribution on the net additional floor area for leasehold commercial space, allocated to affordable housing and childcare in the Metro Core area. The applicant will be required to sign a Section 219 – Non-Stratification Covenant secured as a condition of by-law enactment.

The applicant has offered a cash contribution of $592,444 based on the net increase in leasehold commercial floor area of 56,316 sq. ft. and the target rate of $10.52 per sq. ft. applicable to non-strata commercial developments in the Metro Core area outside Downtown. The linkage contribution is to be allocated towards childcare and/or affordable housing in and around the Metro Core area, per the *CAC Policy*. A summary of the public benefits for this application is provided in Appendix D.

FINANCIAL IMPLICATIONS

The rezoning of the site to I-1C would generate commercial linkage contribution of $592,444. Should it achieve the maximum density of 6.0 FSR a public art contribution of $212,988 would be anticipated and $1,730,027 of DCL would be expected from the project based on the rates in effect as of September 30, 2020.

Approval and timing of specific projects to be funded from these contributions will be brought forward as part of the capital planning budget process.

CONCLUSION

Staff have reviewed the application to rezone the site at 360 West 2nd Avenue from I-1 to I-1C to facilitate an industrial and commercial development that complies with the provisions set out in the I-1C District Schedule. Staff conclude that the rezoning application is consistent with the *Mount Pleasant Employment-Intensive Light Industrial Rezoning Policy and Guidelines*.

The General Manager of Planning, Urban Design and Sustainability recommends that the rezoning application be referred to a Public Hearing with a recommendation that, subject to the Public Hearing, the rezoning application be approved in principle, subject to the applicant fulfilling the Conditions of Approval in Appendix B.

* * * * *

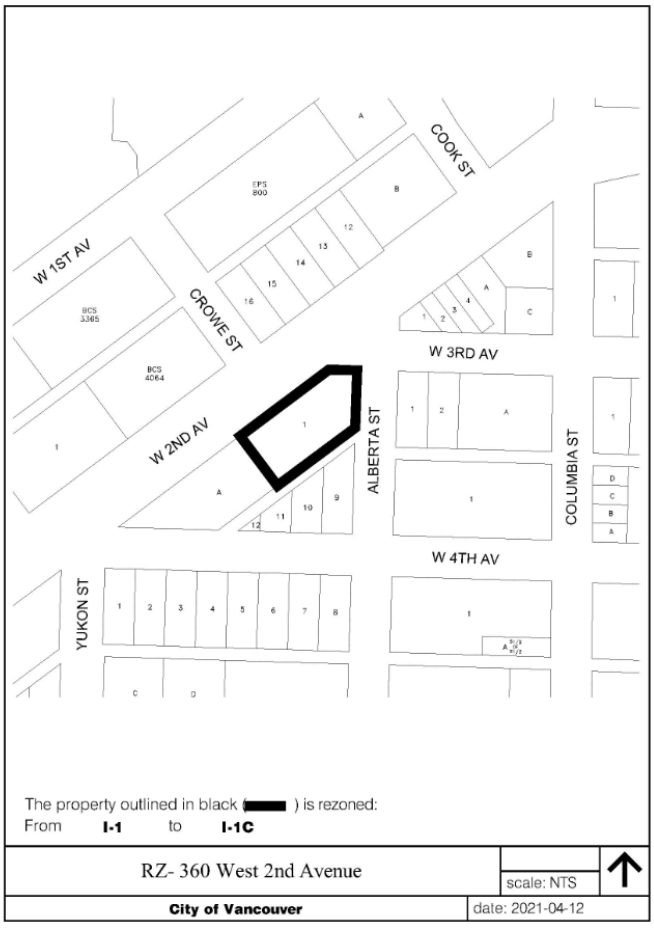
328-360 West 2nd Avenue
PROPOSED BY-LAW AMENDMENTS

Note: A By-law to rezone an area to I-1C will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D of By-law No. 3575.

2. The area shown within the heavy black outline on Schedule A is rezoned and moved from the I-1 District Schedule to the I-1C District Schedule.

Schedule A



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328-360 West 2nd Avenue
PROPOSED 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 public hearing minutes for any changes or additions to these conditions.

PART 1: CONDITIONS OF APPROVAL OF THE DEVELOPMENT APPLICATION

THAT, in reviewing a development application for the site, the Director of Planning shall have particular regard for the following:

Engineering

1.1 Water Sustainability Act: Construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a provincial Approval or License. Applications for provincial Approvals or Licenses 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.

For more information: https://www2.gov.bc.ca/gov/content/environment/air-land-water/water/water-licensing-rights/water-licences-approvals.

1.2 Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right-of-way.

1.3 Provision of 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 your 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. Provision of written acknowledgement of this condition is required. Please contact Engineering Services for details.

1.4 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation and construction (e.g., consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.

1.5 Submission of letter confirming acknowledgement that this application falls within the

area with potential impacts due to the Broadway Subway Project construction and that you have contacted the Rapid Transit Office for more detailed information;

Note to applicant: Contact the Rapid Transit Office (rapidtansitoffice@vancouver.ca) regarding impacts to access and street use for your project.

1.6 Provision of a finalized Transportation Assessment and Management Study (TAMS), to the satisfaction of the General Manager of Engineering Services, including:

(a) Updates to the TAMS as a result of any changes required to the site at development permit stage.

(b) Review of the parking and loading design considering truck turning movements and to show vehicle turning swaths considering:

(i) Class C Loading to and from the lane at both Alberta Street and West 4th Avenue. Including any proposed changes to existing parking regulations that may need to be required to accommodate Class C turning movements.

1.7 Provision of a finalized Transportation Demand Management (TDM) Plan to the satisfaction of the General Manager of Engineering Services.

Note to applicant: A TDM Plan with a minimum of 24 points is required to achieve the proposed vehicle parking reduction. The proposed plan appears to be eligible for 22 points. Refer to Schedule B of the TDM policy for detailed requirements for each measure. Provide TDM Plan as a separate package with complete information on TDM measures proposed, including the following clarifications:

(a) 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.

Note to applicant: A total of 8 points appear achievable for this measure.

(b) ACT-02 – Improved Access to Class A bicycle parking

(i) Provision of concept design for excellent design of lighting, finishes, grades, convenience.

Note to applicant: The proposed measure is not acceptable as a TDM measure. Points are not awarded for base Parking Bylaw requirements, including to locate Class A bicycle spaces indoors with adequate lighting. Provide additional information on excellent design and finishes for a potential 2 points toward this measure.

(c) ACT-03 – Enhanced Class B bicycle parking

(i) Provision of concept design for enhanced Class B bicycle parking.

(ii) Identify the number, location and characteristics of the enhanced Class B bicycle parking on plans.

Note to applicant: The proposed measure is not acceptable as a TDM measure. Class B bicycle spaces are to be located at grade to provide convenient short-term transient parking for persons who are not employees of the building. Design development to relocate these spaces at grade and provide the above noted information for a potential 2 points toward this measure.

(d) ACT-05 – Bicycle 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.

(iii) Provision of an operational plan detailing:

a. A description of the amenities to be provided.

b. A means of providing access to all residents, commercial tenants, and the public (if applicable).

c. Plan for maintaining these amenities.

(iv) 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.

Note to applicant: A total of 2 points appear achievable for this measure.

(e) ACT-06 – Improved End-of-Trip Amenities

(i) Provision of concept design for improved end-of-trip amenities.

(ii) Identify the location, number and type of end-of-trip amenities being provided on plans.

Note to applicant: A total of 2 points appear achievable for this measure.

(f) COM-03 – Additional Pick-Up/Drop-off Spaces

Note to applicant: The proposed measure is subject to a formal technical check. Points are only awarded for spaces provided above and beyond minimum requirements. Reference Section 7 of the Parking Bylaw for the commercial

uses.

(g) SUP-01 – Transportation Marketing Services

(i) Provision of a description of the services to be provided.

(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.

Note to applicant: A total of 2 points appear achievable for this measure.

(h) SUP-02 – Real-Time Information

(i) Show and/or note the general location(s) for proposed displays on plans.

(ii) Provide description of the content (e.g. transit lines, walk time to transit locations, availability of on-site car share vehicles, availability of nearby shared bicycles, etc.) to be displayed, and service provider.

Note to applicant: A total of 2 points appear achievable for this measure.

(i) SUP-03 – Multimodal Wayfinding Signage

(i) Identify the general locations for proposed displays on plans.

(ii) Provide conceptual design of the content (e.g. transit lines, walk time to transit locations, availability of on-site car share vehicles, availability of nearby shared bicycles, etc.) to be displayed.

Note to applicant: A total of 2 points appear achievable for this measure.

1.8 Subject to the acceptance of an approved TDM Plan, entry into a TDM agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, which:

(a) Secures provision of funding towards long-term TDM monitoring fund in the amount of $280 per parking space waived.

(b) Secures the provision of TDM measures on the site:

(i) ACT-01: Additional Class A Bicycle Parking
(ii) ACT-02: Improved Access to Class A Bicycle Parking
(iii) ACT-03: Enhanced Class B Bicycle Parking
(iv) ACT-05: Bicycle Maintenance Facilities
(v) ACT-06: Improved End-of-Trip Amenities
(vi) COM-03: Additional Passenger Loading Spaces
(vii) SUP-01: Transportation Marketing Services
(viii) SUP-02: Real-Time Information
(ix) SUP-03: Multimodal Wayfinding Signage

(c) Permits the City to access and undertake post occupancy monitoring of the Transportation Demand Management (TDM) measures proposed.

(d) Agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.

1.9 Design development to improve access and design of bicycle parking and comply with the Bicycle Parking Design Supplement.

(a) Provision of automatic door openers for all doors providing access to Class A bicycle storage.

(b) Provision of a minimum 1.5 m (5 ft.) wide access aisle for oversized Class A bicycle spaces.

Note to applicant: Bicycle rooms currently appear to provide 1.2 m (4 ft.) access aisles for oversized bicycle spaces.

(c) Provision of design specifications for stacked bicycle racks including dimensions, vertical and aisle clearances.

Note to applicant: Racks must be usable for all ages and abilities.

(d) Design development to relocate Class B bike parking to grade.

Note to applicant: Class B bicycle parking is intended to serve as convenient short-term transient parking for persons who are not employees of the building.

1.10 Design development to improve access and design of loading spaces and comply with the Parking and Loading Design Supplement.

(a) Provision of convenient, internal, stair-free loading access to/from all site uses.

1.11 Design development to improve the parkade layout and access design and comply with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services, including the following:

(a) Modification of grades on the ramp and in parking areas.

(i) Ramp slopes must not exceed 12.5% after the first 20 ft. from the (property line/back of sidewalk). 15% slopes may be acceptable if a 7.5% to 10% transition ramp is provided at the bottom for at least 4 m in length.

(b) Provision of minimum 6.6 m (21 ft. 8 inches) maneuver aisles for standard vehicle parking spaces.

1.12 Gates/doors are not to swing more than 1 ft. 0 inches over the property lines or into the SRW area.

1.13 Provision of generous and continuous weather protection on all frontages.

1.14 Prior to development permit, provide a Final Hydrogeological Study which meets the requirements of the Groundwater Management Bulletin (https://bylaws.vancouver.ca/bulletin/bulletin-groundwater-management.pdf).

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

(a) A complete tech table is required showing the calculations for the minimum required parking, loading, passenger, bicycle spaces and end-of-trip amenities and the number of spaces being provided.

(b) All types of parking and loading spaces individually numbered, and labelled on the drawings.

(c) Dimension of column encroachments into parking stalls.

(d) Dimensions for typical parking spaces.

(e) Dimensions of manoeuver aisles and the drive aisles at the parkade entrance and all gates.

(f) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates. These clearances must consider mechanical projections and built obstructions.

(g) Areas of minimum vertical clearances labelled on parking levels.

(h) 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.

(i) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Not use of the parking ramp if required.

(j) Existing street furniture including bus stops, benches, etc. to be shown on plans.

(k) The location of all poles and guy wires to be shown on the site plan.

1.16 Submission of a Key Plan to the City for review and approval prior to submission of any third party utility drawings is required. The review of third party utility service drawings will not be initiated until the Key Plan is defined and achieves the following objectives:

(a) The Key Plan shall meet the specifications in the City's Engineering Design Manual Section 2.4.4 Key Plan https://vancouver.ca/files/cov/engineering-design-manual.PDF.

(b) All third party service lines to the development is to be shown on the plan (e.g., BC Hydro, Telus, Shaw, etc.) and the applicant is to provide documented

acceptance from the third party utilities prior to submitting to the City.

Note to applicant: Use of street for temporary power (e.g., temporary pole, pole mounted transformer or ducting) is to be coordinated with the city well in advanced of construction. Requests will be reviewed on a case by case basis with justification provided substantiating need of street space against other alternatives. If street use for temporary power is not approved, alternate means of providing power will need to be proposed. An electrical permit will be required.

Neighbourhood Energy Utility

1.17 The False Creek Neighbourhood Energy Utility (NEU) is evaluating expansion of its low carbon thermal energy service area to include I-1C Zoning District and may subsequently update Energy Utility System By-law No. 9552, which requires all new developments within the designated service area to connect. If, prior to development permit issuance, By-law No. 9552 has been updated to include the I-1C Zoning District, and connection is deemed feasible by the General Manager of Engineering Services, the applicant must adhere to the following, all to the satisfaction of the General Manager of Engineering Services:

(a) The proposed plan for site heating and cooling, developed in consultation with the City, shall be provided prior to the issuance of development permit.

(b) 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 prior to issuance of development permit (refer to the Neighbourhood Energy Utility Building Connectivity Guidelines and Requirements for specific design requirements).

(c) Provide for an adequate and appropriate dedicated Energy Transfer Station (ETS) prior to the issuance of development permit.

(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.

(e) In accordance with Energy Utility System By-law No. 9552 Section 8.2 and Schedule C, the Owner must pay the Connection Levy prior to issuance of building permit.

1.18 Submit architectural and landscape drawings for review. Ensure elevations along property line match City supplied building grades.

1.19 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 your Engineering, Building Site Inspector for details.”

Sustainability

1.20 All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezonings* (amended May 2, 2018), including all requirements for Near Zero Emissions Buildings (e.g., Passive House certified or alternate near zero emissions standard approved by the Director of Sustainability) or Low Emissions Green Buildings. The requirements 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 Rezonings – Process and Requirements* (amended April 28, 2017 or later)."

PART 2: CONDITIONS OF BY-LAW ENACTMENT

THAT, prior to enactment of the amending By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning, Urban Design and Sustainability, General Manager of Arts, Culture and Community Service, and the General Manager of Engineering Services (or successors in function), as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

2.1 Arrangements are to be made to the satisfaction of the General Manager of Engineering Services, the Approving Officer and the Director of Legal Services for the dedication of the northerly 5 feet (adjacent to West 2nd Avenue) for road purposes.

Note to Applicant: This condition has been fulfilled by registration of Plan EPP99820 filed in furtherance of Development Permit Application Number DP-2019-00178.

2.2 Arrangements are to be made for the release of 212932M and 303397M (commercial crossings), prior to building occupancy.

2.3 Arrangements are to be made for the modification of CA8104082-89 and associated plan EPP99820 (building setback SRW), which was registered in furtherance of Development Permit Application Number DP-2019-00178 to remove the portion of SRW area comprising the 4.5 m setback from West 3rd Avenue, prior to building occupancy.

2.4 Provision of a building setback and a surface Statutory Right of Way (SRW) for public pedestrian use of an expanded sidewalk over the area of the site adjacent to the property line along Alberta Street to achieve a 4.5 m distance measured from the back of the existing City curb.

Note to Applicant: SRW CA8104082-89 and associated plan EPP99820 currently provide for this SRW, but require modification to address condition 2.3 above.

2.5 Encroachment Agreement CA8104096, including Easement and Indemnity Agreement (BB1537063) is a temporary agreement for portions of the existing building that

encroach into newly dedicated portions of West 2nd Avenue, until such time that the building in question is demolished. Once demolition is confirmed: Arrangements are to be made for the release BB1537063, prior to building occupancy.

2.6 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.

Note to Applicant: If, prior to Development Permit issuance By-law No. 9552 is not updated to include the I-1C Zoning District, and/or connection is not deemed feasible by the General Manager of Engineering Services, then the applicant is not required to make provision to connect to the NEU or provide for the access required under this condition 2.6.

2.7 Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the Rezoning 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 all to the satisfaction of the General Manager of Engineering Services. No development permit for the Rezoning Site, or any portion thereof, or for any building or improvements thereon will be issued until the letter of credit, as security for the Services, is provided. The timing for the delivery of the Services shall be determined by the General Manager of Engineering Services in his sole discretion and holds shall be placed on such permits as deemed necessary in his sole discretion. Except as explicitly provided for in Condition 2.8 (a), the Services are not excess and/or extended services and the applicant is not entitled to a Latecomer Agreement.

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

(i) Based on the confirmed Fire Underwriter's Survey Required Fire Flows and domestic flows submitted by G.W. Lee P. Eng dated February 25, 2021, no water main upgrades are required to service the development.

Note to Applicant: The main servicing the proposed development is 200mm along Alberta Street or 200mm along West 2nd Ave. Should the development require water service connections larger than 200mm, the developer shall upsize the existing main to the satisfaction of the General Manager of Engineering Services. The developer is responsible for 100% of the cost of the upgrading.

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's 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.

(i) Implementation of development(s) at 360 West 2nd Avenue does not require any sewer upgrades.

(ii) 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.

(iii) Note to Applicant: Development to be serviced to the 200 mm SAN and 300 STM in lane south of West 2nd Avenue.

(c) Provision of improvements at the intersection of Crowe Street and West 2nd Avenue including:

(i) Upgrades to the existing traffic signal including accessible pedestrian signals (APS).

(ii) Entire intersection lighting upgrade to current City standards and IESNA recommendations.

(d) Provision of street improvements along Alberta St adjacent to the site and appropriate transitions including the following:

(i) Minimum 1.22 m (4 ft.) wide front boulevard with street trees where space permits;

(ii) Minimum 2.44 m (8 ft.) wide broom finish saw-cut concrete sidewalk.

(iii) Install street trees in stormwater tree trenches to capture and retain 90% of average annual rainfall or a 48 mm-24 hr event from the right-of-way frontage to the crown of the road to the greatest extent practical.

(iv) Curb and gutter, including any required road re-construction to current standards.

(v) Curb ramps.

(vi) Removal of the existing driveway crossing and reconstruction of the boulevard, sidewalk, and curb to current standards.

(e) Street improvements along West 2nd Avenue adjacent to the site and appropriate transitions including the following:

(i) Minimum 1.22 m (4 ft.)-wide front boulevard with street trees where space permits.

(ii) Install street trees in storm water tree trenches to capture and retain 90% of average annual rainfall or a 48 mm-24 hr event from the right-of-way frontage to the crown of the road to the greatest extent practical.

Note to Applicant: For further information, contact Green Infrastructure Implementation Branch, ESRGGIIDL@vancouver.ca.

(iii) Broom-finish saw-cut concrete sidewalk from the edge of the front boulevard to the property line.

(iv) Curb and gutter, including any required road re-construction to current standards.

(v) Curb ramps.

(vi) Relocation of the existing catch basin, utility poles, traffic signal poles, and associated infrastructure as required to accommodate the new curb alignment.

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

(f) Provision of street improvements along W 3rd Ave adjacent to the site and appropriate transitions including the following:

(i) Minimum 2.44 m (8 ft.) broom-finish saw-cut concrete sidewalk.

(ii) Removal of the existing road surface and associated infrastructure and relocation of the catch basin as required to accommodate the new curb alignment.

(g) Provision of entire intersections lighting upgrade to current City standards and IESNA recommendations at Alberta Street and West 3rd Ave.

(h) Provision of upgraded street lighting (roadway and sidewalk) adjacent to the site to current City standards and IESNA recommendations.

(i) 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.

(j) Provision of lane lighting on standalone poles with underground ducts. The ducts must be connected to the existing City Street lighting infrastructure.

(k) Provision of a new standard concrete lane crossing, new curb returns and curb ramps at the existing lane crossing on Alberta Street adjacent to the site.

(l) Provision to remove existing asphalt from the laneway and replace with minimum 125 mm of super pave asphalt as per City "Higher Zoned Laneway" specification.

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

2.8 Provision of one or more Latecomer Agreements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following works, which constitute excess and/or extended services:

(a) Intersection improvement at Crowe Street and West 2nd Avenue per condition 2.7(c).

Note to Applicant: The benefiting area for these works is defined in the sketch below

Note to Applicant: An administrative recovery charge will be required from the applicant in order to settle the latecomer agreement. The amount, which will be commensurate with the costs incurred by the City to administer the latecomer scheme, will be provided by the City and specified in the latecomer agreement.

2.9 Provision of all third party utility services (e.g., BC Hydro, Telus and Shaw) to be underground. BC Hydro service to the site shall be primary.

BC Hydro System Vista, Vista switchgear, pad mounted transformers, low profile transformers and kiosks as well as telecommunications kiosks are to be located on private property with no reliance on public property for placement of these features. Submission of a written confirmation from BC Hydro that all these items will be located on the development property.

For questions on this requirement, please contact Utilities Management Branch at

604-829-9447 or at umb@vancouver.ca.

Sustainability

2.10 The applicant will 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

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

Note to Applicant: Contact Eric Frederickson at 604-871-6002 to discuss your application.

Non-Stratification Covenant

2.12 Enter into a Covenant pursuant to Section 219 of the Land Title Act prohibiting both the separate sale and the strata subdivision of the property.

Community Amenity Contribution

2.13 Pay to the City a contribution of $592,444, to be allocated toward childcare facilities and/or affordable housing in and around the Metro Core area, which the applicant has offered to the City. Payment is to be made prior to enactment of the zoning by-law, at no cost to the City, and in a form and on terms and conditions satisfactory to the Director of Legal Services.

Environmental Contamination

2.14 As applicable:

(a) Submit a site disclosure statement 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 Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until separate Certificates of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the BC Ministry of Environment and Climate Change Strategy, have been provided to the City.

Note to Applicant: Provided that the obligations contained in Remediation Agreement CA8104090 - CA8104095 registered in furtherance of Development Permit Application Number DP-2019-00178 will be combined with those set out in Condition 2.14 above in a new remediation agreement then the existing Agreement CA8104090 - CA8104095 may be discharged concurrent with registration of the new remediation agreement.

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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328-360 West 2nd Avenue
PUBLIC BENEFITS SUMMARY

Project Summary

Rezoning to I-1C district to allow for a light industrial and commercial building.

	Existing Zoning	Proposed Zoning
Zoning District	I-1	I-1C
Floor Space Ratio (FSR)	3.0	6.0
Buildable Floor Area (sq. ft.)	56,316 sq. ft.	112,632 sq. ft.
Land Use	Industrial/ Commercial	Industrial/ Commercial

Summary of development contributions expected under proposed zoning[1]

City-wide DCL	$1,285,131
Utilities DCL	$444,896
Commercial Linkage Contribution	$592,444
Public Art Contribution	212,988
TOTAL VALUE OF PUBLIC BENEFITS	**$2,535,459**

[1] Assumes development maximizes allowable density. Based on rates in effect as at September 30, 2020. Rates are subject to future adjustment by Council, including annual inflationary adjustments.

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328-360 West 2nd Avenue
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Property Information

Address	Property Identifier (PID)	Legal Description
360 West 2nd Avenue	031-065-007	Lot 1 Block 7 District Lot 302 Group 1 New Westminster District Plan EPP99820

Applicant Information

Architect/Applicant	Strand Development
Property Owner	1057300 B.C. Ltd., No. BC1057300

Site Statistics

Site Area	1744.0 sq. m. (18,772 sq. ft.)

Development Statistics

	Permitted Under Existing Zoning	Development Permitted Under Proposed Zoning
Zoning	I-1	I-1C
Uses	Industrial and Commercial	Industrial and Commercial
Maximum Density	3.0 FSR in which a minimum FSR of 1.0 for industrial is required to allow for an additional 2.0 FSR of commercial	6.0 FSR, in which a minimum FSR of 2.0 for industrial is required to allow for an additional 4.0 FSR of commercial
Floor Area	5,232.0 sq. m. (56,316 sq. ft.)	10,464.0 sq. m. (112,632 sq. ft.)
Height	18.3 m (60 ft.)	46.5 m (152.5 ft.)
Parking, Loading and Bicycle Spaces	As per Parking By-law	As per Parking By-law
Natural Assets	N/A	Assessed at the development permit stage

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