



REFERRAL REPORT

Report Date: May 3, 2022
Contact: Yardley McNeill
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RTS No.: 15089
VanRIMS No.: 08-2000-20
Meeting Date: May 17, 2022

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: Rezoning: 156-180 West 2nd Avenue

RECOMMENDATION TO REFER

THAT the rezoning application, described below, be referred to Public Hearing together with the recommendations set out below and with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the conditions set out below;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-law(s), in accordance with the recommendations set out below, for consideration at the Public Hearing.

RECOMMENDATION FOR PUBLIC HEARING

- A. THAT the application by Westbank Projects Corp., on behalf of Rogers Media Inc., Inc. No. A0116978 (formerly known as Rogers Broadcasting Limited, Inc. A73421), the registered owner of the lands located at 156 West 2nd Avenue [PID: 009-566-830; Lot F Block 11 District Lot 200A Plan 10116] and 180 West 2nd Avenue [PID: 009-566-716; Lot E Except Part in Explanatory Plan 11440, Block 11 District Lot 200A Plan 10116] to rezone the lands from I-1 (Light Industrial) District to I-1C (Light Industrial) District, be approved in principle;

FURTHER THAT the draft zoning amendment by-law, prepared for the Public Hearing in accordance with Appendix A, be approved in principle;

AND FURTHER THAT the above approvals be subject to the Conditions of Approval contained in Appendix B.

- 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
- (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 156-180 West 2nd Avenue from I-1 (Light Industrial) District to I-1C (Light Industrial) District, per the *Mount Pleasant Employment-Intensive Light Industrial Rezoning Policy and Guidelines*. The application seeks to increase the building height from 18.3 m (60 ft.) to 46.5 m (152.5 ft.) and floor space ratio (FSR) from 3.0 to 6.0 to permit the intensification of light industrial and commercial uses.

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 for Consideration through Vancouver Plan (2020)
- Metro Vancouver Regional Growth Strategy (2011)
- Regional Context Statement Official Development Plan (2013)
- Community Amenity Contributions Policy for Rezoning (1999, amended 2022)
- 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 Rezoning (2010, amended 2019)

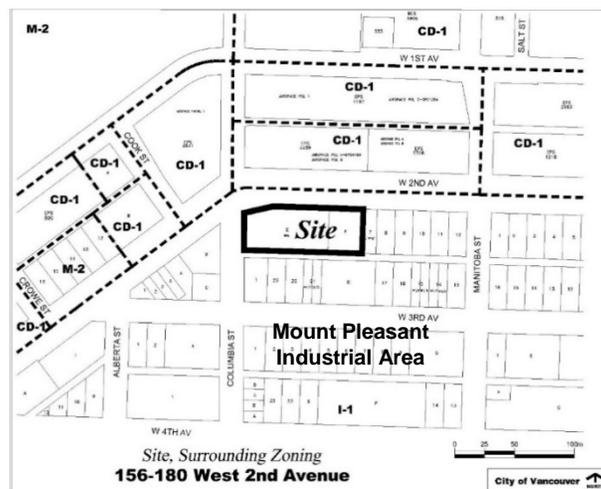
REPORT

Background/Context

1. Site and Context

The subject site consists of two parcels, located on the southeast corner of 2nd Avenue and Columbia Street (Figure 1). The frontage is 99.0 m (324.9 ft.) along 2nd Avenue with a depth of 37.1 m (122 ft.) for a total site area of 3,626.8 sq. m (39,038 sq. ft.).

Figure 1: Site and Context



The properties are zoned I-1 and currently developed with two-storey buildings, constructed in the 1970s. The buildings are owned by Rogers Media Inc. and tenanted by their subsidiaries, including CityTV and OMNI Television, for studio, manufacturing, and commercial space. There are no existing residential tenants.

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 consists of low- and mid-rise industrial and commercial buildings with a small number of older residential buildings. Directly north are mixed-use developments under the *Southeast False Creek (SEFC) Official Development Plan*, permitted for up to 18 storeys.

Neighbourhood Amenities – Cycling networks are located along 1st Avenue, Ontario Street, and the seawall. The Olympic Village Skytrain station is 600 m to the west with bus service along 2nd Avenue and Cambie Street. Hinge Park and Jonathan Rogers Park are 600 m away. Six childcare facilities and the Creekside Community Centre are all within 800 m.

2. Background

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 part of the city as a job centre by prohibiting new residential uses in favour of employment-generating space.

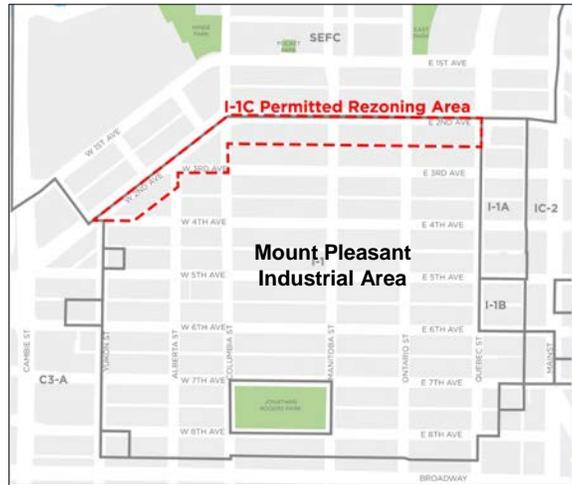
The MPIA was designated as ‘industrial’ under Metro Vancouver’s *Regional Growth Strategy* in 2011, permitting only industrial activities with limited commercial uses. Goals within the *Regional Context Statement* in 2013 have further protected industrial lands in the MPIA and in other key areas of the city. Today, the MPIA draws production, distribution and repair (PDR) activities which serves to strengthen the diversity of Vancouver’s economy.

In 2020, the *Employment Lands and Economy Review Phase 2 Report* (“ELER”) identified a segment of the MPIA as suitable for intensification of industrial and office space. The *Broadway Plan*, anticipated for Council decision in May 2022, further reinforces the direction to increase the land capacity for industrial and commercial sectors.

3. Policy Context

Mount Pleasant Employment-Intensive Light Industrial Rezoning Policy and Guidelines (I-1C) (“Rezoning Policy”) – To advance the *ELER* direction to increase employment-intensive opportunities, Council approved the *Rezoning Policy* in 2021. The *Rezoning Policy* governs the northern edge of the MPIA, encompassing the south side of 2nd Avenue, between Yukon and Quebec Streets, shown in Figure 2.

Figure 2: Boundaries of the I-1C District, Outlined in Red Dashes

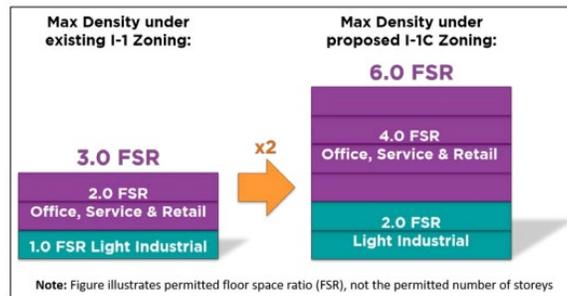


New developments under the policy are expected to provide benefits for the area, including:

- Balancing the streetscape and improving the transition between the taller towers of SEFC to the north and the one- and two-storey industrial forms to the south.
- Establishing 2nd Avenue as a “Great Street” by improving urban design and strengthening the public realm.
- Delivering up to 3,500 new jobs, services, and amenities close to transit.

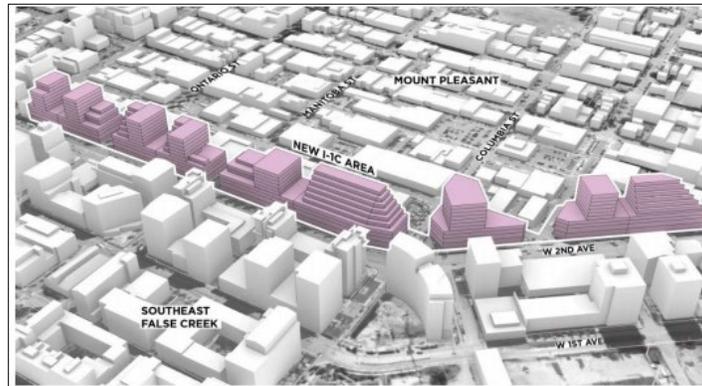
Rezoning from I-1 to I-1C doubles the allowable density and height for industrial and commercial uses, shown in Figure 3. A maximum FSR of 6.0 is permitted, wherein providing 2.0 FSR of industrial allows for an additional 4.0 FSR of commercial uses. Building heights of up to 46.5 m (152.5 ft.) can be achieved.

Figure 3: Comparison of Density and Uses between the I-1 and I-1C Districts



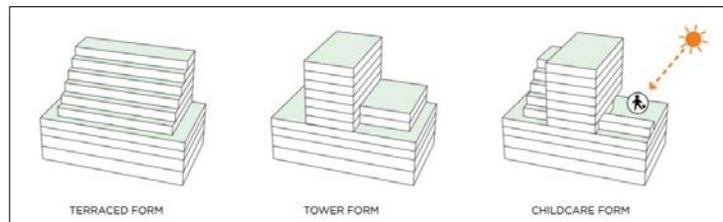
Design Guidelines – The *Rezoning Policy* contains design criteria for new developments in the I-1C District. These guidelines expect new buildings to provide a transition between the taller residential buildings to the north and mid-rise industrial forms to the south (Figure 4).

Figure 4: Conceptual Build Out of the I-1C Area



Form of development expectations provide predictability and certainty for new buildings. Design criteria for the I-1C zone establishes clear direction on tower typologies, setbacks, articulation, access to sunlight and views, and the provision of animated streetscapes. Examples of typical building forms are shown in Figure 5.

Figure 5: Typical Tower Typologies and Form of Development



Strategic Analysis

1. Proposal

The proposed rezoning is from an I-1 to an I-1C District Schedule to permit a light industrial and commercial building. The total FSR is 6.0 and the building height is 46.5 m (152.5 ft.).

2. Simplified Rezoning Process

Rezoning from an I-1 to an I-1C follow a simplified rezoning process. Since the I-1C District Schedule determines the allowable uses, maximum heights and densities, architectural drawings are not required at the rezoning stage. As such, the rezoning review is limited to a plan amendment to the Zoning and Development By-law to designate the subject site from I-1 to I-1C (see Appendix A). Staff review drawings according to the I-1C design guidelines at a future development permit (DP) process that streamlines the rezoning process.

To further simplify the rezoning process, mixed-employment leasehold applications are subject to a fixed-rate community amenity contribution (CAC). This CAC, also referred to as a “Commercial Linkage Target,” is secured as a condition of enactment.

3. Transportation and Parking

The site is eligible for vehicle space reductions given its proximity to transit and cycling networks. A final Transportation Demand Management Plan at the DP stage can maximize sustainable transportation options by increasing bicycle spaces and offering transit subsidies.

The *Rezoning Policy* expects new developments to strengthen the public realm. Street enhancements in Appendix B require a raised bicycle lane along Columbia Street, new intersection lighting, and new curbs along 2nd Avenue.

Additional rezoning conditions seek improvements to the site to enhance pedestrian access and circulation. One statutory right-of-way (SRW) requires public use of a plaza on the northeast corner, consistent with policy. Further, a 1.5 m (5.0 ft.) dedication along 2nd Avenue and a 1.5 m (5.0 ft.) setback along Columbia Street are to accommodate widened pedestrian connections.

4. Environmental Sustainability and Natural Assets

Green Buildings – The *Green Buildings Policy for Rezoning*s require applications to satisfy either the near zero emission or low-emissions green buildings requirements. The applicant has submitted a letter of commitment to meet the low-emissions requirements with further documentation required at the development permit stage. Conditions for low emissions requirements are contained in Appendix B.

Neighbourhood Energy Utility (NEU) – The False Creek NEU system provides low-carbon, thermal energy service for buildings in the adjacent False Creek area. Should the NEU boundaries expand to include the I-1C zone, all new developments within the new area would be required to connect to the NEU system. Conditions of approval require the owner to accommodate a future connection, should the NEU boundaries extend to encompass this site.

Green Assets – The *Urban Forest Strategy* seeks to protect and strengthen Vancouver's urban forest and tree canopy. The Protection of Trees By-law requires that permission be granted to remove trees to protect viable trees while supporting a healthy urban forest. While there are no existing on-site trees, there are seven City trees along 2nd Avenue. A landscape plan at the DP stage allows staff to apply conditions to enhance green assets in and around the site.

For additional biodiversity opportunities, the *Rezoning Policy* expects new developments to strengthen the city's network of blue-green systems, which aligns with Columbia Street. To increase impermeable surfaces along this network, conditions require a new boulevard with street trees, storm water tree trenches, and a catch basin along Columbia Street.

5. Public Input

A rezoning sign was installed on the site on December 16, 2021. Notification, project information, and an online comment form was provided on the Shape Your City website (<https://shapeyourcity.ca/>). Nine public comments were received. Comments of support appreciated the increased density for job space, treatment of the public realm, and for a simplified rezoning. Comments of concerns were related to excessive height and loss of views.

An open house during the rezoning process is not required since architectural drawings are submitted at a future development permit stage. Additional opportunities for public input will be available during that DP process.

PUBLIC BENEFITS

Community Amenity Contribution (CAC) – Per the City’s financing growth framework, a public benefit contribution to address the impact of growth is anticipated. The *Community Amenity Contribution (CAC) Policy for Rezonings* applies a commercial linkage contribution to the net additional floor area of leasehold space. The applicant will be required to sign a Section 219 non-stratification covenant in Appendix B prohibiting the separate sale and subdivision of the property as a condition of by-law enactment.

In accordance with the CAC policy, the applicant has offered a cash contribution of \$1,236,724. This contribution is based on a target rate of \$113.63 sq. m (\$10.56 per sq. ft.) applied to the net increase in allowable floor area of 10,880.3 sq. m (117,114 sq. ft.).

Development Cost Levies (DCLs) – This development is subject to the City-wide DCL and the Utilities DCL which will be calculated on the floor area specified in the development permit and would be payable at building permit issuance. Based on mixed-employment rates as of September 30, 2021, DCLs of approximately \$3,642,245 would be anticipated from the project should it achieve its maximum allowable of 6.0 FSR. DCL bylaws are subject to adjustment by Council including annual inflationary adjustments, refer to the [DCL Bulletin](#).

Public Art Program – Rezoning applications with a floor area of 9,290 sq. m (100,000 sq. ft.) or greater are to provide on-site public art or cash in lieu as a condition of rezoning. Based on an expected floor area of 21,760.5 sq. m (234,228 sq. ft.), a public art budget of approximately \$463,771 is anticipated.

A summary of the public benefits for this application are provided in Appendix C.

FINANCIAL IMPLICATIONS

Rezoning the site from I-1 to I-1C from 3.0 to 6.0 FSR generates a commercial linkage contribution of \$1,236,724. Should it achieve the maximum allowable density total DCLs of \$3,642,245 would be anticipated from the project, based on the rates in effect as at September 30, 2021. A public art contribution of \$463,771 is also expected. Approval and timing of projects to be funded from these contributions will be brought forward as part of the capital planning process.

CONCLUSION

The application to rezone 156-180 West 2nd Avenue from I-1 to I-1C to permit an industrial and commercial development complies with the *Mount Pleasant Employment-Intensive Light Industrial Rezoning Policy and Guidelines (I-1C)* to retain and intensify industrial space with commercial uses.

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.

* * * * *

156-180 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



* * * * *

**156-180 West 2nd Avenue
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:

Urban Design

- 1.1 Design development to respond to crime prevention through environmental design (CPTED) principles, having particular regards for:
 - (a) Defensibility and reducing opportunities for loitering;
 - (b) Theft in the underground parking;
 - (c) Break and enter;
 - (d) Mail theft; and
 - (e) Mischief in alcoves and vandalism, such as graffiti.

Engineering

- 1.2 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>.

- 1.3 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.
- 1.4 Provision of construction details to determine the 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. Contact Engineering for details.

- 1.5 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.
- 1.6 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: The Broadway Subway construction has begun with an anticipated completion date by 2025. During construction, street use (above and below grade) along Broadway, 2nd Avenue/Great Northern Way and intercepting north-south streets (e.g. Manitoba Street, Columbia Street) will be highly restricted in order to facilitate Broadway Subway construction and maintaining movement along the corridor. As such, we are providing advance notice to any future development to bare this in mind during planning for any construction activities within the area.

Note to Applicant: Contact the rapidtransitoffice@vancouver.ca for more information.

- 1.7 Provision of a canopy application may be required should the encroaching structure(s) meet the specifications set out in Section 1.8.8 of the Vancouver Building By-Law.
- 1.8 Provision of a signed, sealed and finalized Transportation Assessment and Management Study (TAMS), to the satisfaction of the General Manager of Engineering Services, including:
 - (a) Updates to the review as a result of any changes to the development plan as part of the development permit (DP) application, as well as any required analysis.
 - (b) Updated Loading Demand review to address the following:
 - (i) Collect loading demand data from similar sites. Specific data collection requirements are as follows:
 - A minimum of (3) proxy sites should be observed. The consultant must provide supporting evidence that the survey sites are similar to the proposed development in terms of land uses, business type, geographic location, comparable development density, and loading provision. The selected proxy sites shall be approved by Engineering.
 - The selected proxy site should be observed three (3) times at the minimum.
 - If no suitable proxy sites are available and historical data is used, the

temporal accuracy of the data is to be confirmed by other recent data sources and shall approved by Engineering. Data older than 5 years will not be accepted.

- Provide data as part of report (this may be included as part of an Appendix, and need not necessarily be incorporated into the main body). Data shall include:
 - a. Addresses, land use, and floor area of comparable sites.
 - b. Dates and times of counts.
 - c. Loading vehicle demand over time and by vehicle classification.
 - d. Methodology/derivation of the proposed loading rates.
- (ii) Present the temporal loading demand graphically and summarize the observed loading demand rate in the body of the report with raw data attached in an appendix.
- (iii) Estimate the loading demand of the proposed land use using the observed rate. The estimated loading demand for each individual land use must be rounded to the next higher integer.
- (iv) Compare the estimated loading demand and the proposed supply.

Note to Applicant: Presentation of a loading analysis and LMP does not necessarily guarantee that a loading relaxation will be approved.

Note to Applicant: Refer to the current Transportation Assessment and Management Strategy (TAMS) Consultant Design Guidelines.

1.9 Provision of a Loading Management Plan (LMP), including the following:

- (a) Clarification of how the loading facility will operate.
- (b) Management of the facility, including on-site loading manager.
- (c) Size of the largest delivery vehicle delivering to the site and the expected frequency of all of the deliveries.
- (d) Specification of the routing of trucks from the arterial streets to and from the loading space.
- (e) Clarification of the largest truck that the loading space(s) are designed to accommodate and provision of all vehicle dimensions.
- (f) An expected Schedule of Loading Activity table for all uses.
- (g) Identification of loading bays that can be used for unscheduled loading deliveries.
- (h) Loading Management and Communications Protocol for all tenants.
- (i) Details of wayfinding and signage used for the Class A Loading and Class A Passenger Loading proposed in the underground parking.

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

Note to Applicant: Subject to the acceptance and approval of the finalized TDM Plan, the development is eligible for the following reductions to minimum vehicle parking requirements:

- (a) Non-residential land uses – 25% reduction (including transit proximity).

A TDM Plan with a minimum of 24 points is required to achieve the proposed vehicle parking reduction. Subject to provision and acceptance of the following, the proposed plan achieves 24 points. A single TDM measure may count towards multiple land uses if it is usable by each land use. Refer to [Schedule B](#) of the TDM policy for detailed requirements for each measure. Provide TDM Plan as a separate package. The following additional information and clarifications are required to accept the TDM measures proposed:

- (a) FIN-02 – Public Transit Passes:

- (i) Provision of an operational plan detailing the level of contribution, how subsidies will be offered, and how it will be delivered; and
- (ii) If available, provision of any additional information regarding this measure (e.g., online sign-up portals or additional marketing materials) that demonstrates how the property owner will offer transit subsidies.

- (b) ACT-01 – Additional Class A bicycle parking:

- (i) Identify of the number and location of the additional Class A bicycle spaces in architectural plans and tech tables.

Note to Applicant: 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-02 – Improved Access to Class A bicycle Parking:

- (i) Update architectural plans to identify the number and location of Class A bicycle parking provided at and/or above-grade, as well as show and note the access route to reach Class A bicycle parking from the outside.
- (ii) Provision of concept design for excellent design of lighting, finishes, grades, and convenience.
- (iii) The elevator is to have doors on both ends to allow bicycles to easily roll in from one end and roll out the other. The elevator shall be a freight style elevator with durable finishes to comfortably accommodate two people with two bicycles and provide minimum interior dimensions of 1.7 m (5.5 ft.) x 2.0 m (6.7 ft.), and 1.1 m (3.5 ft.) wide doors. Accommodation of

oversized bicycles within this elevator may increase requirements.

- (d) ACT-05 – Bicycle Maintenance Facilities:
- (i) Note and dimension the location of facilities on architectural plans.
 - (ii) Bicycle maintenance facilities to be located with convenient access to from Class A bicycle spaces.
 - (iii) Provision of an operational plan detailing the following:
 - A description of the amenities to be provided.
 - A means of providing access to all commercial tenants, employees, and the public (if applicable).
 - A 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.
- (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 architectural plans and tech tables. The number of EOT amenities are to be provided in accordance with the Parking Bylaw for all Class A bicycle spaces provided, including those used for TDM.
- (f) ACT-08 – Shared Bicycle Fleet:
- (i) Provision of additional details of the cycles and equipment to be provided.
 - (ii) Identify the number and location of Class A bicycle spaces designated for the shared fleet on the architectural plans and tech tables.
 - (iii) Provision of an operational plan including the following:
 - (a) Ownership of equipment.
 - (b) Equipment maintenance for: storage, locking, charging (if applicable), user limitations (ride time, number of bicycles, etc.), administration, terms and conditions of use, and capital replacement of cycles and parts.
 - (c) Plan for providing ongoing monitoring and reporting standards set

out below.

- (d) If available, any additional information regarding this measure (e.g., online sign-up portals or additional marketing materials) that demonstrates how the property owner will deliver this service.
 - (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 sign-up portals or additional marketing materials) that demonstrates how the property owner will offer this service.
 - (h) SUP-02 – Real-Time Information:
 - (i) Identify the general location(s) for proposed displays on architectural plans.
 - (ii) Provision of 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.
 - (i) SUP-03 – Multimodal Wayfinding Signage:
 - (i) Identify the general location(s) for proposed displays on architectural plans.
 - (ii) Provision of 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.
- 1.11 Subject to the approval and acceptance of the TDM Plan, entry into a TDM agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, which identifies the following:
- (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) FIN-02 – Public Transit Passes
 - (ii) ACT-01 – Additional Class A bicycle parking
 - (iii) ACT-02 – Improved Access to Class A bicycle Parking
 - (iv) ACT-05 – Bicycle Maintenance Facilities
 - (v) ACT-06 – Improved End-of-Trip Amenities
 - (vi) ACT-08 – Shared Bicycle Fleet
 - (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.
- 1.12 Ensure the parkade layout and access design demonstrate compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services:
- (a) Improved two-way flow for vehicles on the ramp and in the parking areas through provision of the following:
 - (i) Provision of 6.6 m (21 ft. 8 in.)-wide maneuvering aisles are required throughout for vehicle parking space access.

Note to Applicant: Alternatively, the maneuvering aisle width may be reduced 6.1 m (20 ft.) for small car stalls, or where the minimum width of the standard parking stall accessed is 2.75 m (9 ft.).
 - (b) Confirmation that column encroachments, setbacks and parking space widths comply with the Parking and Loading Design Supplement.

Note to Applicant: Any column encroachment on a 2.5 m (8 ft. 2 in.) wide parking stall must be set back from the maneuvering aisle no more than 1.2 m (4 ft.) maximum limit from the end of the stall. If a parking stall is adjacent to a wall, or if a column is located more than 1.2 m (4 ft.) from either end of the stall, then the required stall width is 2.7 m (8 ft. 10 in.) for a standard vehicle, and 2.6 m (8 ft. 6 in.) for a small car.
 - (c) Confirmation that vertical clearance of overhead projections into vehicle parking spaces are not less than 1.2 m (4.0 ft.) and projection into the space is no more than 1.2 m (4.0 ft.).

Note to Applicant: Overhead projections into accessible spaces are not permitted.
- 1.13 Ensure access and design of loading spaces demonstrate compliance with the Parking and Loading Design Supplement by performing the following:
- (a) Explore provision of at least one (1) of the Class A Passenger loading space at grade.
 - (b) Provision of convenient, internal, stair-free loading access to/from all site uses.
 - (c) Confirmation that the slope of the loading bay does not exceed 5%.
- 1.14 Ensure access and design of bicycle parking demonstrate compliance with the Bicycle Parking Design Supplement by performing the following:

- (a) Design development of the dedicated bicycle elevator proposed for the TDM Plan.

Note to Applicant: The elevator is to have doors on both ends to allow bicycles to easily roll in from one end and roll out the other. The elevator to be a freight style elevator with durable finishes to comfortably accommodate two people with two bicycles and provide minimum interior dimensions of 1.7 m (5.5 ft.) x 2.0 m (6.7 ft.). A separate bicycle call button is to be provided on all floors requiring bicycle access to allow users to call the bicycle elevator directly. Accommodation of oversized bicycles within this elevator may increase requirements.

- (b) Provision of Class B bicycle parking spaces fully on private property. Identify number and location on architectural plans and tech tables.
- (c) Provision of a minimum 1.2 m (4 ft.)-wide access route between the bicycle parking spaces and the outside. 1.5 m (5 ft.) required for oversized Class A bicycle spaces.

1.15 Provision of the following information as part of the 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, bicycle spaces and the number of spaces being provided.
- (b) All types of parking and loading spaces individually numbered and labelled.
- (c) Dimension of any/all column encroachments into parking stalls.
- (d) Identification of all columns in the parking layouts.
- (e) Dimensions for typical parking spaces.
- (f) Dimensions of additional setbacks for parking spaces due to columns and walls.
- (g) Dimensions of manoeuvring aisles and the drive aisles at the parkade entrance and all gates.
- (h) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates.

Note to Applicant: These clearances must consider mechanical projections and built obstructions.

- (i) Areas of minimum vertical clearances labelled on parking levels.
- (j) Design elevations on both sides of the ramps and drive aisles at all breakpoints, loading bays, accessible spaces, and at all entrances.

Note to Applicant: The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings.

- (k) Indication of the stair-free access route from the Class A bicycle spaces to reach the outside.
- (l) Existing street furniture including bus stops, benches, etc., to be shown on plans.
- (m) The location of all poles and guy wires to be shown on the site plan.
- (n) Confirmation that doors are not to swing more than 0.3 m (1.0 ft.) over the property lines or into the SRW area.
- (o) Provision of a landscape and site plan that reflect the improvements to be provided as part of the Services Agreement.

Note to Applicant: Drawings must indicate that the off-site designs submitted as part of the DP application are preliminary, and that a final off-site geometric design will be provided by the City through the DP process.

1.16 Provision of a Final Hydrogeological Study which addresses the requirements outlined in the Groundwater Management Bulletin and includes:

(a) Provision of a Groundwater Management Plan which includes:

- (i) Anticipated groundwater discharge rates for City approval.

Note to Applicant: The City does not support the long-term discharge of groundwater to our drainage system. Every effort should be made to prevent or limit this discharge.

(b) Provision of an Impact Assessment which includes:

- (i) Analysis to confirm that there are no significant risks from groundwater extraction/diversion.

Note to Applicant: The City does not accept the de-watering of peat due to associated risk of offsite settlement.

Note to Applicant: Construction-related discharge to the sewer must be measured and reported to the City. This monitoring must include daily average flow rates, and be submitted monthly to groundwater@vancouver.ca. A hold will be placed on the building permit. To lift the hold, provide an anticipated start date for excavation, and the contact details for the professional services that have been retained to conduct this monitoring, to groundwater@vancouver.ca.

1.17 Provision of a draft final Rainwater Management Plan (RWMP) to be submitted to clearly indicate how the onsite system achieves the following:

- (a) General Requirements

- (i) Provision of a pre-development site plan showing orthophoto, existing drainage areas, and onsite and downstream offsite drainage appurtenances.
 - (ii) Provision of post-development site plan(s) that includes the following:
 - Building location/footprint;
 - Underground parking extent;
 - Proposed service connections to the municipal sewer system;
 - Location and labels for all proposed rainwater management practices;
 - Area measurements for all the different land use surface types within the site limits; and
 - Delineated catchments to demonstrate best management practices (detention tank(s), green infrastructure, etc.) are appropriately sized.
 - (iii) Provide a summary of all catchment areas in a tabular form which includes the required capture and treatment, any direct capture and treatment achieved from adjacent surfaces, and storage capacities for that catchment. Catchments must be shown in a proposed site plan drawing or figure as part of the Final Rainwater Management Plan Report.
 - (iv) Provide the landscape plan that supports the use of the landscape area or feature as a rainwater management practice.
 - (v) Ensure best management practice and requirements are adhered to for the design of the proposed rainwater management system which includes drainage by gravity to the receiving system for flow attenuation and overflow purposes.
- (b) Volume Reduction
- (i) Provision of design specifics and details of all best management practices (BMP) to support the design claim for meeting target requirements. Coordinate with the landscape architect on the details specific to the landscape portion, such as proposed growing medium depth and grading of hardscapes into adjacent landscaping.
 - (ii) Prioritize methods of capture by Tier 1 and 2 with Tier 3 only as a last resort.

Note to Applicant: For this proposed industrial-commercial development with over 234,228 sq. ft. gross floor area and with projected increases to sewer and water utility rates, the feasibility of a rainwater harvesting and reuse system to meet non-potable water demands was not at all described and should be thoroughly evaluated and considered. Detailed justification and rationale for exclusion is necessary if not pursued. An example Rainwater Harvesting Water Budget Spreadsheet may be

provided for reference upon request.

- (iii) Demonstrate how the provided detention system storage volume will be utilized on an average annual basis through supporting calculations such as a breakdown of the irrigation demands vs. rainwater supply for the landscaping that will be passively irrigated from the detention system

Note to Applicant: Detention may only be considered a Tier 2 practice if the proposed storage volume is fully utilized (drawn down to empty) on an average annual basis. Storage volume should be sized for up to the first 24 mm rainfall captured from contributing surfaces. Excess storage may be provided but will not contribute to the Volume Reduction requirement. Coordination with the Landscape Architect is encouraged to select appropriate species for the system.

Note to Applicant: Should the proposed routing and passive irrigation strategy prove to be unfeasible, then the total amount of Tier 2 practices proposed onsite would only account for 8% of the total Volume Reduction requirement and would be unacceptable for DP issuance.

- (iv) Calculate the detention tank volume equal the greater of either the pre-development peak flow storage volume or the amount of the 24 mm rainfall not captured in Tier 1 and Tier 2 practices.

(c) Water Quality Target

- (i) Provide information on how the water quality requirement will be achieved on this site, as water quality treatment is required for the first 24 mm (~70% annual average rainfall) of all rainfall from the site that is not captured in Tier 1 or Tier 2 practices and 48 mm (~90% annual average rainfall) of treatment is required for high traffic areas. For the DP submission, the following should be included for all proprietary devices:

- Product name and manufacturer/supplier.
- Total area and % impervious being treated.
- Treatment flow rate.
- Supporting calculations to demonstrate adequate sizing system based on the contributing drainage area.
- Include discussion of the specified treatment device's % Turbidity, Total Suspended Solids (TSS) removal efficiency certification by Technology Assessment Protocol (TAPE) or Environmental Technology Verification (ETV).
- Location of device in drawing or figure in the report.

Note to Applicant: If a substantial proportion of the site (the roof area) can capture precipitation for rainwater reuse purposes, then a treatment system for runoff discharged offsite may not be necessary or a "pre-treatment" unit as categorized and certified by Washington State's TAPE program may be permitted.

Note to Applicant: If the majority of the site ($\geq 60\%$) is routed to appropriately sized landscape areas prior to draining to a water quality treatment unit, then a “pretreatment” unit certified by Washington State’s TAPE program may be proposed since cumulatively, the site will achieve the required 80% TSS removal by mass through a treatment train approach.

Note to Applicant: The target treatment volume may be reduced to the first 24 mm of all rainfall from the site (70% average annual volume) for low pollutant surfaces.

Note to Applicant: Ensure consistency between proposed water quality unit model numbers provided throughout the report and appendices.

(d) Release Rate

- (i) Update the peak flow calculations to use the 1:10 year return period with a minimum inlet time of 5 minutes. Travel time to be estimated by applicant. Ensure that the pre-development calculation uses the 2014 IDF curve values and the post-development calculation uses the 2100 IDF curve values.

Note to Applicant: Include peak flow estimate in post-development conditions for both with and without release rate controls.

Note to Applicant: Rainwater retained for rainwater reuse and harvesting may contribute to meeting the volume reduction requirement.

Note to Applicant: As it is acknowledged that not all design components are advanced fully at this stage, placeholders will be accepted in this resubmission with the expectation the final RWMP will include all relevant details.

Please contact the Rainwater Management Review group for questions related to the conditions prior to resubmission with the DP application. A meeting may be scheduled upon request by contacting rainwater@vancouver.ca.

- 1.18 Provision of a Rainwater Management Agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services registered prior to issuance of a development permit.
- 1.19 Provision of a final signed and sealed RWMP, which includes a written report, supporting calculations, computer models and drawings to the satisfaction of the General Manager of Engineering Services and the City Engineer prior to the issuance of any building permit.
- 1.20 Provision of a final signed and sealed Operations and Maintenance (O&M) Manual for the rainwater management system to be included as an appendix in the RWMP Legal Agreement, to the satisfaction of the General Manager of Engineering Services and the City Engineer prior to the issuance of any building permit.

Neighbourhood Energy Utility (NEU)

- 1.21 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 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.
- 1.22 The building grade application for this site has not been started yet. Building grades are required to be finalized prior to DP application.
- 1.23 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 of Vancouver 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.

- 1.24 The following statement is to be placed 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 and Major Projects and/or your Engineering, Building Site Inspector for details.”

Sustainability

- 1.25 All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezoning* (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 Rezoning – 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 consolidation of Lot E, Except Part in Explanatory Plan 11440, and Lot F, Both of Block 11, District Lot 200A, Plan 10116 to create a single parcel and subdivision of that site to result in the dedication of the northerly 5 ft. (1.524 m) of the site (offset from the full length of the West 2nd Avenue frontage) for road purposes.

A subdivision plan and application to the Subdivision and Strata Group is required. See <http://vancouver.ca/home-property-development/apply-to-subdivide-or-join-properties.aspx>.

- 2.2 Arrangements are to be made to the satisfaction of the GMES and the DLS for release of Easement and Indemnity Agreement BT433166, Statutory Right of Way BT433167 and Equitable Charge BT433168 (all pertaining to a current building encroachment) prior

to building occupancy.

Note to Applicant: Arrangements are to be secured prior to zoning enactment, with release to occur prior to issuance of an occupancy permit for the site. Provision of a letter of commitment will satisfactorily address this condition for zoning enactment.

Note to Applicant: An application for a Permit to Use City Property must be submitted to Engineering Development Services for the proposed canopy encroaching onto City Street. Canopies must be fully demountable and comply with all applicable requirements of the Vancouver Building By-law (Section 1.8.8).

- 2.3 Provision of a Statutory Right-of-Way (SRW) for public use of a plaza of approximately 300 sq. m at the corner of Columbia Street and West 2nd Avenue.

Note to Applicant: The SRW will be free of any permanent obstruction such as structures, mechanical vents, stairs, and planter walls at grade and is to accommodate the underground parking structure within the SRW agreement.

- 2.4 Provision of a building setback and SRW for public pedestrian use over a portion of the site, along Columbia Street to achieve a 1.5 m offset distance measured from the property line to the building face for widened sidewalks.

Note to Applicant: The SRW will be free of any permanent obstruction such as structures, mechanical vents, stairs, and planter walls at grade and is to accommodate the underground parking structure within the SRW agreement.

- 2.5 Provision of 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 Development Permit until such time as the owner delivers a detailed Transportation Demand Management (TDM) Plan to the City to the satisfaction of the General Manager of Engineering Services, 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.

- 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.

- 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 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. 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. The Services are not excess and/or extended services and the applicant is not entitled to a Latecomer Agreement.

Note to Applicant: For Latecomer Policy information, see <https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect>.

(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 R.F. Binnie & Associates Ltd. dated November 23, 2021, no water main upgrades are required to service the development.

Note to Applicant: The main servicing the proposed development is 200 mm along West 2nd Avenue, or 200 mm along Columbia Street. Should the development require water service connections larger than 200 mm, 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.

Note to Applicant: As per the City of Vancouver Building By-law, the principle entrance must be within 90 m of a fire hydrant. Should the final design of the building change such that this requirement is no longer satisfied, provision of a new hydrant to be installed in accordance to the aforementioned bylaw will be required. The developer is responsible for 100% of the cost of this upgrade.

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

- (i) Implementation of development(s) at 156 West 2nd Avenue does not require any sewer upgrades.

Developer's Engineer to submit a sewer abandonment plan to the City that details the following:

- The abandonment or removal of all existing storm, sanitary, and combined connections to the development site; and
- The abandonment plan is required to be reviewed and accepted by the City Engineer prior to issuance of the Sewer Permit.

Note to Applicant: Development to be serviced to the existing 900 mm SAN and 1200 mm STM sewers in West 2nd Avenue.

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. This shall be demonstrated by preparation of a Rainwater Management Plan with all necessary supporting calculations and drawings prior to the issuance of the development permit.

- (c) Provision for the construction of, or full funding for, future street improvements from the centerline of West 2nd Avenue adjacent to the site including any transition areas to connect existing and new curb alignments, all to the satisfaction of the General Manager of Engineering Services. These improvements will generally include the following: New concrete curb and gutter, concrete center median, front boulevard with street trees, concrete sidewalk, curb ramps, including adjustment to all existing infrastructure and road reconstruction as required to accommodate the proposed street improvements.
- (d) Provision for the construction of, or full funding for, green infrastructure rainwater management of runoff from adjacent right-of-way, West 2nd Ave, to the satisfaction of the General Manager of Engineering Services including the following:
 - (i) Installation of street trees in stormwater tree trenches to capture and retain 90% of average annual rainfall or a 48 mm - 24 hr event from the West 2nd Avenue right-of-way frontage to the crown of the road to the greatest extent practical. The stormwater tree trench must also be designed to provide the minimum soil volume storage for street trees as per the Engineering Design Manual.
- (e) Provision of street improvements along Columbia Street adjacent to the site and appropriate transitions including the following:
 - (i) Minimum 1.22 m (4.0 ft.)-wide front boulevard with street trees where space permits.
 - (ii) Broom-finish saw-cut concrete sidewalk from the edge of the front boulevard to the property line.
 - (iii) Hard surface treatment within the SRW area.
 - (iv) Raised asphalt protected bicycle lane, including curb and gutter, relocation or replacement of the existing catch basin, and any required road reconstruction to current standards.
 - (v) Curb ramps.
 - (vi) Relocation of the existing above ground utility kiosk to outside of the future sidewalk.

- (vii) Relocation of the existing above ground utility pole, fire hydrant, and/or traffic signal push button pole if/as required to accommodate the protected bicycle lane.

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

- (f) Provision of upgraded street lighting (roadway and sidewalk) adjacent to the site to current City standards and Illuminated Engineering Society of North America (IESNA) recommendations.
- (g) Provision of entire intersection lighting upgrades at Columbia Street and West 2nd Avenue and Columbia Street and West 3rd Avenue to current City standards and IESNA recommendations.
- (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 of new pad mounted service cabinet/kiosk on Columbia Street.
- (j) Provision of lane lighting on standalone poles with underground ducts. The ducts should be connected to the existing City street lighting infrastructure.
- (k) Provision for the reconstruction of the laneway along the development site's frontage per City centre valley "Higher Zoned Laneway" pavement structure.
- (l) Provision of a new standard concrete lane crossing, new curb returns and curb ramps at the existing lane crossing on Columbia Street adjacent to the site.
- (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.

Note to Applicant: Existing wood pole in lane may conflict with access. Arrangements to the satisfaction of the General Manager of Engineering Services and the appropriate public utility companies for pole relocation are required, if the (driveway, loading bay, walkway, etc.) cannot be relocated.

- 2.8 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, contact Utilities Management at 604-829-9447 or at umb@vancouver.ca.

Sustainability

- 2.9 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

- 2.10 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: Please contact Eric Frederickson at 604-871-6002 to discuss.

Non-Stratification Covenant

- 2.11 Enter into a Covenant pursuant to Section 219 of the Land Title Act prohibiting both the strata subdivision of the property and any separate sale of such subdivided parcels.

Community Amenity Contribution

- 2.12 Pay to the City a contribution of \$1,236,724 for 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

- 2.13 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 571B 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.

Agreements

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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**156-180 West 2nd Avenue
PUBLIC BENEFITS SUMMARY**

	Existing Zoning	Proposed Zoning
Zoning District	I-1	I-1C
Floor Space Ratio (FSR)	3.0	6.0
Buildable Floor Area (sq. ft.)	117,114 sq. ft.	234,228 sq. ft.
Land Use	Industrial/Commercial	Industrial/Commercial

Summary of development contributions expected under proposed zoning

City-wide DCL ¹	\$2,705,333
Utilities DCL ¹	\$936,912
Commercial Linkage Contribution ¹	\$1,236,724
Public Art Contribution ²	\$463,771
TOTAL VALUE OF PUBLIC BENEFITS	\$5,342,740

¹ Assumes that the proposal maximizes the allowable density. Based on rates in effect as of September 31, 2021. Rates are subject to future adjustment by Council, including annual inflationary adjustments.

² Based on 2016 public art rates, subject to future adjustment by Council.

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**156-180 West 2nd Avenue
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION**

Property Information

Address	Property Identifier (PID)	Legal Description
156 West 2nd Avenue	009-566-830	Lot F Block 11 District Lot 200A Plan 10116
180 West 2nd Avenue	009-566-716	Lot E Except Part in Explanatory Plan 11440, Block 11 District Lot 200A Plan 10116

Applicant Information

Applicant	Westbank Corp.
Property Owner	Rogers Media Inc.

Site Statistics

Site Area	3,626.8 sq. m (39,038 sq. ft.)
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Development Statistics

	Permitted Under Existing Zoning	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	10,880.3 sq. m (117,114 sq. ft.)	21,760.5 sq. m (234,228 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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