

# Rezoning Enquiry Responses

The following is a written response to the City of Vancouver's letter regarding Rezoning Enquiry - 339 East 1st Avenue - February 26 2016. Original letter can be found in Appendix I of this document.

## Land Use and Form of Development

### Policy

Comment - The enquiry site is within the False Creek Flats, and has been submitted during the False Creek Flats Planning Process which will develop a land use plan for the area including, 339 East 1st Avenue. We encourage that you continue to participate in the False Creek Flats Planning Process.

### Response - Noted

### Land use and Density

Comment - The False Creek Flats Rezoning Policy permits consideration of rezonings in areas zoned for high technology in the False Creek Flats, to allow for general office use up to the maximum overall density of 3.0 FSR, where the form of development reflects the urban design parameters and the height and massing specifications in the I-3 District Guidelines. Furthermore, modest increases in density may be considered.

**Response - We have modified the design to accommodate for a 3.0 FSR. The project will now propose a 6-storey building with an overall maximum height of 30.5 m (100 ft.) with a typical floor to floor height of 4.5m.**

Comment - Staff are supportive of a proposal for change of use to general office; however, the form of development will require substantial design development as discussed below. Staff also support the inclusion of local serving retail and service uses that meet the needs of area employees.

**Response - The design proposes 5 levels of unrestricted general office use and a partial level of retail use at grade.**

### Height and Massing

Comment - The proposal must comply with the maximum permitted height of 30.5 m (100 ft.) above base surface. Items compliant with Section 10.11.1, Height Increases for Buildings, may be excluded as stated in the Zoning and Development By-law.

**Response - The proposal complies with the maximum permitted height of 30.5 m (100 ft.) above the base surface.**

Comment - Staff have concluded that the form of development is not strong enough to support an increase in density of up to 10 per cent. The building design development should better adhere to the I-3 District Guidelines and, in particular, the massing should incorporate the criteria set out in Section 4.16, Building Depth (and Width). If you are not able to physically separate the buildings in excess of 30.5 m (100 ft.) then the design needs to find ways for the design to appear as so. Along these lines, this may include providing lightwell(s) and/or courtyard(s) that will break up the bulk of the building while also providing daylighting to office spaces.

**Response - The massing of the project is now divided by triangular cutouts in the floor plate to allow the splitting of the previous monolithic appearance of the facade. Cutouts now provide additional daylighting into the office spaces, while at the same time breaking up the bulk of the building.**

Comment - To further reduce the bulk of the building, above-grade parking areas, to the extent possible, should be relocated so they are principally below-grade. The open to below spaces related to the parking areas-above grade needs to be removed and programmed with uses better suited for an above-grade location. The design of the proposal should integrate and conceal any above-grade parking for vehicles or bicycles behind spaces with active uses (see section 4.9, Off-street Parking and Loading, of the I-3 District Guidelines). A focus should be on bike facilities on this site due to its situation on a bike route and in close proximity to the future Emily Carr University of Art and Design.

**Response - The revised proposal no longer includes above grade parking beyond Level 1.**

### Designated Flood Plain

Comment - This site is partially situated on a designated flood plain. For sites within this area, the Building By-law No. 10908 requires that the underside of a floor system (wood or steel) or the top of a concrete slab of any building used for habitation, business or storage of goods not be lower than 4.6 m from Greater Vancouver Regional District (GVRD) datum.

**Response - The top of all concrete slabs present in the project used for habitation, business, and or storage of goods will not be lower than 4.6 m from the Greater Vancouver Regional District datum.**

## Engineering

### Parking

Comment - The proposed Class A and Class B loading spaces appear to overlap in the proposal. All loading spaces must be designed such that they can be accessed independently. Additionally, loading spaces must include throats and additional widths to facilitate truck maneuvering as described in Appendix A of the Parking and Loading Design Supplement.

**Response - The revision of the loading spaces now shows Class A and Class B stalls as standalone.**

Comment - As part of the rezoning application, a travel mode analysis and parking occupancy study is required, to determine if a reduced parking standard can be considered.

**Response - We are no longer requesting a reduction parking.**

Comment - Staff anticipate that a unidirectional protected bike lane facility will be implemented east-west along 1st Avenue in the future. This facility will replace existing on-street parking.

**Response - Noted.**

## Sustainability

Comment - For all rezoning buildings that meet the minimum requirements to participate in the LEED® New Construction (NC) program, the City's Green Buildings Policy for Rezoning applies. Rezoning applications are required to commit to achieving a minimum of 63 points (LEED® Gold) with 1 water efficiency point, and 1 storm water point and a 22 per cent reduction in energy cost as compared to ASHRAE 90.1 2010, as well as being required to register with the LEED® program and provide proof of application for LEED® certification. An equivalent system may be considered provided it meets or exceeds the requirement of LEED® Gold.

**Response - We will meet the LEED® Gold Standard as required.**

Comment - This site is located within the Southeast False Creek Neighbourhood Energy Utility ("NEU") service area, and like other developments in the service area it is expected to utilize the NEU for heat and hot water. Additionally, the developer should work with NEU staff to investigate the potential provision of additional mechanical space to be used to facilitate the recovery of waste heat from cooling and/or providing additional heat generating capacity to the NEU system.

**Response - We will work with NEU staff regarding issues surrounding additional mechanical space as required.**

## Public Benefits

Comment - The City's Community Amenity Contributions (CAC) through Rezoning policy applies to your proposal. The CACs offered through rezoning help address growth costs, neighbourhood deficiencies, and other community needs and impacts in the area. Sites within this area are subject to a negotiated approach to determining the CAC. As part of the negotiation, the applicant is required to submit a financial proforma for review by the City's Real Estate Services department. CACs are payable prior to zoning enactment.

**Response - Noted.**

Comment - The Public Art Policy and Procedures for Rezoned Developments requires that rezoning involving a floor area of 9,290.0 m<sup>2</sup> (100,000 sq. ft.) or greater allocate a portion of their construction budgets to public art as a condition of rezoning. The current (2014) rate is \$1.81 sq. ft./19.48 m<sup>2</sup>. Public art fees are payable at development permit issuance and are subject to an annual inflationary adjustment in September of each year.

**Response - Noted.**

## Next Steps

### Proposal Development

Comment - Further design development of the proposal is required to address the identified issues and staff advice in this letter. Once this is complete, please contact staff to set up a review of the revisions to discuss public engagement, and submission requirements.

**Response - Please see attached revised design.**

## Submission Requirements

Comment - A copy of the application submission requirements will be provided to you by your Rezoning Planner during the pre-application process. The 2016 rezoning application fee to create a new CD-1 District on a site of this size outside of the Downtown area, effective January 1, 2016, is \$44,525 per Schedule 2, Section 3(a) of the Zoning and Development Fee By-law. The 2016 fee for the Sign By-law amendment is \$166 per Section 13.5.1 (c) (i) of the Sign By-law.

**Response - Noted.**

### Timeframe

Comment - Typically the length of a rezoning process is a minimum of ten months from date of rezoning application to a Public Hearing, but may vary depending on a number of factors including any issues that are encountered during the process and the volume of rezoning applications in review at the time of your application.

**Response - Although the new area plan policy will be adopted July 2017, our original enquiry submission was made in December 23, 2015. We believe this proposal should be considered under the existing I-3 (Industrial District) zoning guidelines.**