



POLICY REPORT  
DEVELOPMENT AND BUILDING

P5

Report Date: May 4, 2010  
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Meeting Date: May 18, 2010

TO: Vancouver City Council  
FROM: Director of Planning  
SUBJECT: CD-1 Rezoning - 2665 Renfrew Street

**RECOMMENDATION**

- A. THAT the application by Musson Cattell Mackey Partnership, to rezone 2665 Renfrew Street (PID: 011-126-779 - Lot 2, Exc. Pt. in Ex. Plan 20386 and Pt. Now Road LMP46557, South ½ of Section 35, THSL, Plan 21736) from I-2 (Industrial) District to CD-1 (Comprehensive Development) District, be referred to a Public Hearing, together with:
- (i) plans prepared by Musson Cattell Mackey Partnership, received on June 11, 2009;
  - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
  - (iii) the recommendation of the Director of Planning to approve, subject to conditions contained in Appendix B.

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

- B. THAT, if the application is referred to a Public Hearing, the application to amend the Sign By-law to establish regulations for this CD-1 in accordance with Schedule E [assigning Schedule "B" (I-2)] be referred to the same Public Hearing;

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

- C. THAT, subject to approval of the rezoning, the Noise Control By-law be amended to include this CD-1 in Schedule B, generally as set out in Appendix C;

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Noise Control By-law at the time of enactment of the CD-1 By-law.

- D. THAT Recommendations A, B and C be adopted on the following conditions:
- (i) THAT 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.

#### GENERAL MANAGER'S COMMENTS

The General Manager of Community Services RECOMMENDS approval of the foregoing.

#### COUNCIL POLICY

Relevant Council Policies for this site include:

- Grandview Boundary Industrial Area (GBIA) Rezoning and Development Policies and Guidelines (2002)
- Grandview Boundary Industrial Area Plan (2002)
- I-2 District Schedule (1996)
- Metro Core Jobs and Economy Land Use Plan: Issues and Directions Report (2007)
- Industrial Land Policies (1995)
- Community Amenity Contributions - Through Rezonings (1999)
- Renfrew Collingwood Community Vision (2004)
- EcoDensity Initial Actions - A-1 and A-2 (2008) - Greener Buildings and Greener Large Sites

## PURPOSE AND SUMMARY

This report assesses an application to rezone the site addressed as 2665 Renfrew Street, from I-2 (Industrial) District to CD-1 (Comprehensive Development) District. The proposed rezoning will permit retention of the existing office/manufacturing and vocational school buildings on the site for the immediate future, while allowing the ultimate phased development of the site with new buildings containing predominantly general office uses.

## BACKGROUND

In the I-2 District "General Office" is permitted as a "conditional approval use", but does not include the offices of accountants, lawyers and notary publics, or the offices of real estate, advertising, insurance, travel and ticket agencies. In addition, the floor area attributed to General Office use is limited to the greater of 325 m<sup>2</sup> (3,498.40 sq. ft.) or 33 1/3 percent of the total gross floor area for all principal and accessory uses combined on the site.

The rezoning application requests the removal of restrictions on the amount of floor area that can be attributed to General Office use, as a means of providing a broader range of "job space" uses, which would be similar to the range of uses achievable to the east on the Broadway Tech Centre campus, and which would activate the area immediately adjacent to the Renfrew SkyTrain station.

## DISCUSSION

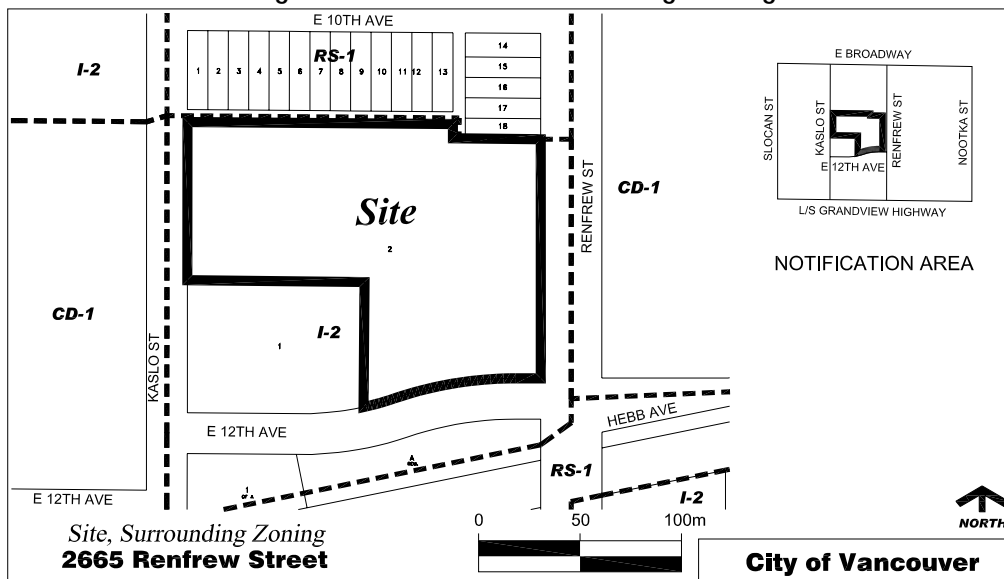
### 1. Site and Context

The site is located at the northwest corner of 12th Avenue and Renfrew Street, as shown on Figure 1, below. The site contains two existing buildings - a small two-storey manufacturing and ancillary office building in the northwest corner of the site, fronting onto Kaslo Street, and a larger two-storey building in the northeast corner, formerly a large wholesale outlet, which has recently undergone extensive renovations to convert it for use by the Art Institute of Vancouver. The remainder of the site is currently used as surface parking.

At the northeast corner of Kaslo Street and 12th Avenue, on a separate legal parcel which is not included in the rezoning site, is a two-storey building occupied by a wholesale plumbing dealer.

To the west of the site is CD-1 (340) (RONA), to the east is CD-1 (470) (Broadway Tech Centre) and to the north a small pocket of one-family residential use, zoned RS-1.

Figure 1: Site and Surrounding Zoning



## 2. Policy Context

The Grandview Boundary Industrial Area Rezoning and Development Policies and Guidelines contemplate significant redevelopment in the vicinity of the Renfrew Station which would incorporate pedestrian-oriented retail and service uses at grade, a major central open space, a transition in the scale of buildings adjacent to the single-family neighbourhood immediately to the north of the site, and “green” contemporary architectural expression, including green roofs. The work involved in the formulation of the Metro Core Jobs and Economy Land Use Plan anticipated that office development would occur outside the core. While not directly applicable, in April 2009, Council adopted the False Creek Flats Rezoning Policy to permit additional office uses in the I-3 and portions of the I-2 District in the Flats, to provide opportunities to intensify employment near existing or potential rapid transit.

## 3. Use

The applicant has requested that the CD-1 by-law be based on the I-3 District Schedule (rather than the I-2 District Schedule), in order to provide additional flexibility in responding to market conditions, as well as ensuring compatibility with adjoining land uses. All of the uses proposed to be incorporated in the CD-1 by-law are permitted on an either “outright” or “conditional” basis in the I-2 and I-3 Districts. The significant change being requested is to remove the restrictions on the amount of General Office use which may be permitted on this site. Both the I-2 and I-3 Districts restrict General Office use to 33 1/3 percent of the total floor area of all principal and accessory uses combined. The site immediately to the east (Broadway Tech Centre) was formerly zoned I-3 and staff conclude it is appropriate to consider that by-law as the basis for the proposed CD-1.

## 4. Density

The density requested (3.0 FSR) is the maximum achievable in both the I-2 and I-3 Districts. Staff propose that floor area attributed to retail uses be restricted to 1 858 m<sup>2</sup> (20,000 sq. ft.) overall, which is comparable to the restriction included in the CD-1 by-law for the Broadway Tech Centre.

## 5. Form of Development (Note Plans: Appendix D)

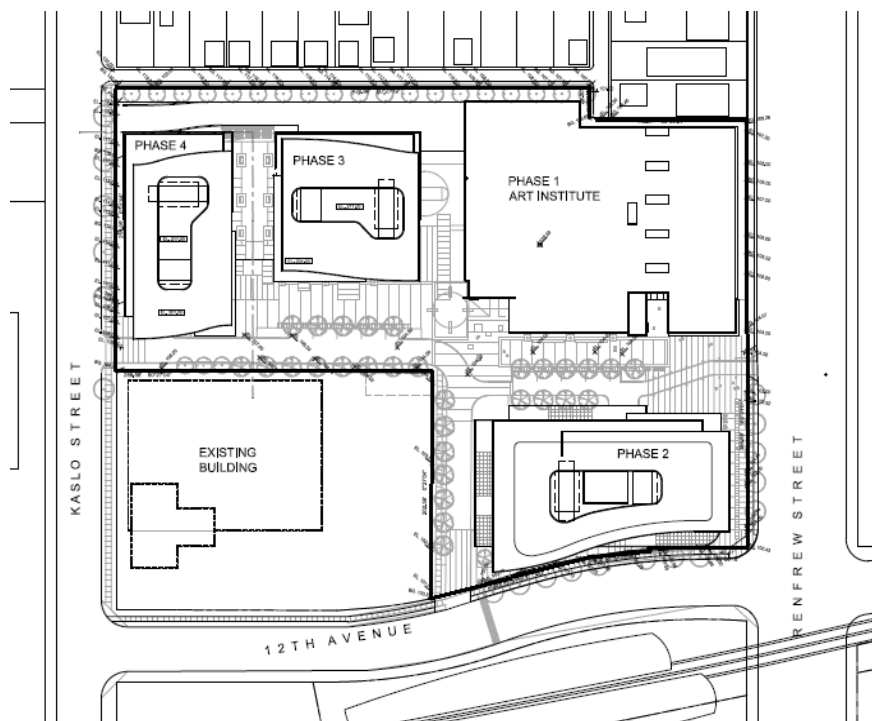
The site is proposed to be developed in phases over several years and depending on market conditions. The site is also currently undergoing subdivision to enable separate financing to be attached to each phase. For this reason, the proposed draft by-law (Appendix A), classifies regulations by sub-areas.

As indicated in Figure 2, below, the existing Art Institute building is referenced as Phase 1. The first new building to be constructed, Phase 2, will be at the corner of Renfrew and 12th Avenue, adjacent to SkyTrain. It will contain a mix of small-scale retail and service uses at grade, with office use on the upper floors. The I-2 District Schedule permits the Director of Planning to consider development up to 30.5 m (100 ft.) in height. The Phase 2 building is proposed at 34.0 m (112 ft.). Staff support the proposed height for the Phase 2 building, being adjacent to the more active commercial area next to Renfrew Station, where the impact of the extra height is minimized.

Phases 3 and 4 may proceed separately, or together, depending on market demands. Although the Phase 3 and 4 buildings respect the I-2 District 100 ft. height limit, staff recommend design development to decrease the height of those two buildings within 27.4 m (90 ft.) of the north property line, to reduce the impact on daylight and shadowing of the residents to the north. In addition, staff recommend that generous rear yard setbacks be maintained, which are far in excess of the setbacks permitted in the I-2 zone.

The application includes a range of open spaces intended for public and semi-private use, consistent with the intent of area policy. Some refinements to the proposal are sought to further improve the urban design performance of these areas, as noted in Appendix B. Portions of the open space will be delivered with each phase of development.

Figure 2: Proposed Development and Phasing



## 6. Parking

All required parking will be provided underground, as each Phase of the project develops. Parking standards proposed in the draft by-law (Appendix A) reflect discussions between staff and the developer which sought to balance the desire for sufficient parking to support the development and yet acknowledge the proximity to transit and the Central Valley Greenway and the opportunities for parking reductions as a result.

## 7. Site Access

Staff and the applicant team have had extensive discussions regarding the optimum way to provide access to, from, and through the site, taking into consideration the concerns of the nearby residents about traffic in the area in general, the provision of a safe and enjoyable pedestrian environment on the site, and the nearby Central Valley Greenway, which is immediately south of 12th Avenue, under the Millennium Line guideway. Staff recommend, in particular, that traffic bulges be installed at the Greenway intersection on Kaslo Street and that movements be restricted on 12th Avenue to minimize conflicts.

Engineering Services staff anticipate that the traffic changes associated with the development may necessitate a signalized intersection at Broadway and Kaslo Street, and recommend that the signal and all associated works be funded by the applicant. While the obligation to fund the signal would be secured as a condition of rezoning, staff would determine within five years of occupancy of the Phase 2 building whether or not the signal is necessitated.

## 8. Sustainability

This application was submitted under the EcoDensity Action Item A-1, adopted by Council in June 2008. For all rezonings for buildings that meet the minimum requirements to participate in the LEED® building rating program, Action Item A-1 requires that developments establish a design that would achieve a level of LEED® Silver at a minimum, with specific targets, or an equivalent achievement in green design. The applicant has submitted a checklist showing the required points in the categories of optimizing energy performance, water efficiency and storm water, and has confirmed that the project will have a minimum rating of LEED® Silver. The building will be rated under the "Core and Shell" system, which can be applied to office buildings where the future tenants are responsible for the ultimate fit-out of their space.

The area of the rezoning site is greater than 2 acres and therefore, staff have reviewed Action Item A-2 for "Greener Larger Sites" in relation to this application. Action A-2 requires consideration of a wider range of sustainability goals, including submission of a business case analysis exploring the viability of a campus or district energy system (DES). In response to these requirements, the applicant has provided a business case indicating that any technically viable DES options for the site will not provide significant energy saving or GHG reduction benefits and concluding that a DES is not suitable for the development. Other goals in the Action Item have been addressed through the proposed landscape design, a multi-modal transportation plan, a rainwater management plan, and an overall recycling program.

## PUBLIC BENEFITS

1. **Development Cost Levies:** Development Cost Levies (DCLs) collected from development help pay for facilities made necessary by growth, including parks, child care facilities, replacement housing (social/non-profit housing) and various engineering

infrastructure. The Grandview Boundary Industrial Area (GBIA) is subject to two Development Cost Levy By-laws, both the city-wide by-law and a by-law specific to the GBIA which will be payable at Building Permit issuance for each phase of development. Based on the floor area proposed, DCLs in excess of \$4.7 million based on current rates, or \$6.4 million based on the rates proposed to be effective September 30, 2010, are anticipated.

**2. Community Amenity Contribution:** The City's Financing Growth Policy anticipates community amenity contributions from rezoning applicants to mitigate the impacts of rezoning. Such offers are generally made feasible by the increase in land value which results from rezoning approval of additional height and/or floor area. In this instance, there is no additional floor area being requested over what could be developed under the I-2 District and the economics of the proposed office development indicate that a CAC is not economically feasible.

## PUBLIC INPUT

Two rezoning information signs were installed on the site and a notification postcard and invitation to an open house was mailed to property owners on June 17, 2009. The open house was held on the rezoning site on July 7, 2009 and 32 local residents and business owners signed-in. Eight comment sheets were completed by the participants. In addition, two residents responded by completing an online comment sheet and one resident submitted a letter to staff, following the open house. In total, eleven comment sheets/responses have been received.

Of the written responses, five were in support of the rezoning, stating that further commercial development would be a positive addition to the neighbourhood and would create additional public open space.

The other six written responses and the majority of verbal comments expressed at the open house were opposed to the rezoning. Many attendees prefaced their comments expressing their concerns with existing traffic, parking and development issues, related to existing developments surrounding their residential neighbourhood. Residents in the small enclave of single-family homes immediately north of the site in particular felt at a disadvantage being surrounded by industrial and commercial developments, which have resulted in an increase in traffic to and through the neighbourhood, as well as a decrease in the availability of parking on 10th Avenue.

In terms of specific concerns related to the proposed rezoning, comments regarding building height (particularly the Phase 3 and 4 buildings), loss of views, overlook, privacy and shadowing of the homes on the south side of 10th Avenue, additional traffic and parking concerns, and noise were received.

## FINANCIAL IMPLICATIONS

Approval of the report recommendations will have no financial implications with respect to the City's operating expenditures, fees or staffing.

## CONCLUSION

Staff have reviewed the application to rezone this site from I-2 to CD-1 to remove the restriction on the amount of floor area that can be designated as General Office use and conclude that it is consistent with the area policies and with the recent directions set by council for office development near transit. The Director of Planning recommends that the application be referred to a public hearing, together with the draft by-law contained in Appendix A, and that it be approved, subject to conditions provided in Appendix B.

\* \* \* \* \*

2665 Renfrew Street  
DRAFT CD-1 BY-LAW PROVISIONS

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

#### Definitions

- In this by-law:
  - “Desktop Publishing” means the creation of page layouts with text, graphic, photos and other visual elements using computer software.

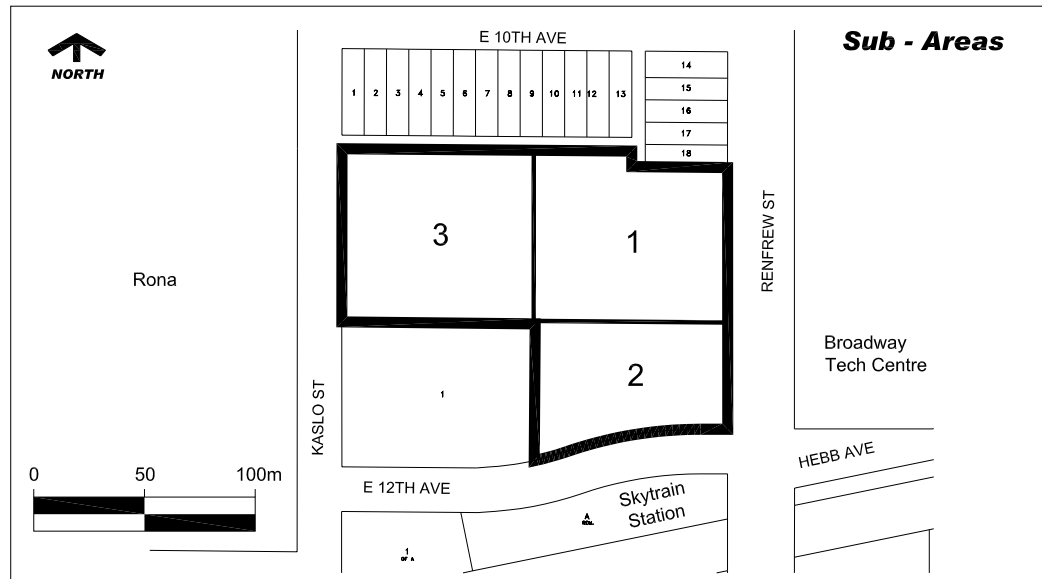
#### Use

- Cultural and Recreational Uses, limited to artist studio - Class B, personal training centre, fitness centre;
- Institutional Uses, limited to ambulance station, child day care facility, public authority use, school - elementary or secondary, school - university or college, social service centre;
- Manufacturing Uses, limited to bakery products manufacturing, clothing manufacturing, electrical products or appliance manufacturing, food or beverage products manufacturing - class B, furniture or fixtures manufacturing, jewelry manufacturing, leather products manufacturing, machinery or equipment manufacturing, miscellaneous products manufacturing - class B, non-metallic mineral products manufacturing - class B, paper products manufacturing, plastic products manufacturing, printing or publishing, shoes or boots manufacturing, software manufacturing, textiles or knit goods manufacturing;
- Office Uses, limited to financial institution, general office, health care office, health enhancement centre, information technology and desktop publishing;
- Parking Uses;
- Retail Uses, limited to limited service food establishment and retail store, except that retail uses are only permitted in sub-area 2;
- Service Uses, limited to animal clinic, barber shop or beauty salon, beauty and wellness centre, catering establishment, laboratory, laundry or cleaning plant, photofinishing or photography studio, photofinishing or photography laboratory, production or rehearsal studio, print shop, repair shop - class A, repair shop - class B, restaurant - class 1, school - arts or self-improvement, school - business, school - vocational or trade, sign painting shop, work shop;
- Transportation and Storage Uses, limited to cold storage plant, mini-storage warehouse, packaging plant, storage warehouse;
- Utility and Communication Uses, limited to public utility and radiocommunication station;
- Wholesale Uses, limited to wholesaling - class A and wholesaling - class B; and
- Accessory Uses customarily ancillary to the above uses.

#### Sub-Areas

- The site is to consist of sub-areas 1, 2 and 3, approximately as illustrated in Figure 1, below.

Figure 1: Sub-areas



### Density

- In sub-area 1, the total floor area for all uses combined must not exceed 16 914 m<sup>2</sup>;
- In sub-area 2, the total floor area for all uses combined must not exceed 16 665 m<sup>2</sup>;
- In sub-area 3, the total floor area for all uses combined must not exceed 19 767 m<sup>2</sup>;
- All retail uses, including accessory retail, must not exceed 1 858 m<sup>2</sup> [20,000 sq. ft.];
- Computation of floor space ratio must include:
  - (a) all floors of all buildings, having a minimum ceiling height of 1.2 m, including earthen floors and accessory buildings, both above and below ground level, to be measured to the extreme outer limits of the building;
- Computation of floor space ratio and floor area in each sub-area must exclude:
  - (a) patios and roof gardens, provided that the Director of Planning first approves the design of sunroofs and walls;
  - (b) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which:
    - (i) are at or below the base surface, provided that the maximum exclusion or a parking space shall not exceed 7.3 m in length; or
    - (ii) are above the base surface and where developed as off-street parking are located in an accessory building situated in the rear yard, provided that the maximum exclusion for a parking space shall not exceed 7.3 m in length;
  - (c) storage space associated with an Artist Studio - Class B where the space is provided below the base surface and subject to a maximum exclusion of 20 m<sup>2</sup> for each Artist Studio - Class B;
  - (d) amenity areas for the social and recreational enjoyment of employees, or providing a service to the public, including facilities for general fitness, general recreation and child day care provided that:
    - (i) the total area being excluded shall not exceed the lesser of 20 percent of the permitted floor area or 100 m<sup>2</sup>; and

- (ii) in the case of a child day care centre, the Director of Planning, on the advice of the Director of Social Planning, is satisfied that there is a need for a day care facility in the building or in the immediate neighbourhood;
- (e) where exterior walls greater than 152 mm in thickness have been recommended by a Building Envelope Professional as defined in the Building By-law, the area of the walls exceeding 152 mm, but to a maximum exclusion of 152 mm thickness, except that this clause shall not apply to walls in existence prior to March 14, 2000; and
- (f) with respect to exterior:
  - (i) wood frame construction walls greater than 152 mm thick that accommodate RSI 3.85 (R-22) insulation, or
  - (ii) walls other than wood frame construction greater than 152 mm thick that meet the standard RSI 2.67 (R-15), the area of such walls that exceeds 152 mm to a maximum exclusion of 51 mm of thickness for wood frame construction walls and 127 mm of thickness for other walls, except that this clause is not to apply to walls in existence before January 20, 2009.

A registered professional must verify that any exterior wall referred to in subsection (ii) of this section meets the standards set out therein.

#### Height

- The building height, measured from base surface must not exceed:
  - (a) In sub-area 1, the building height, measured from base surface must not exceed 30.5 m [100 ft.] except that no portion of the building within 27.4 m [90 ft.] of the north property line shall exceed 27.4 m [90 ft.];
  - (b) In sub-area 2, the building height, measured from base surface, must not exceed 34.2 m [112 ft.];
  - (c) In sub-area 3, the building height, measured from base surface, must not exceed 30.5 m [100 ft.], except that no portion of the building within 27.4 m [90 ft.] of the north property line shall exceed 27.4 m [90 ft.];

#### Parking

- Any development or use of the site requires the provision, development, and maintenance, in accordance with the requirements of, and relaxations, exemptions and mixed use reductions in, the Parking By-law, of off-street parking, loading, and bicycle spaces, except that:
  - (a) any use, except for School - Elementary or Secondary, School - University or College, School - Arts or Self-Improvement, School - Business, and School - Vocational or Trade, must have at least one parking space for each 70 m<sup>2</sup> of gross floor area and not more than one parking space for each 37 m<sup>2</sup> of gross floor area;
  - (b) each School - Elementary or Secondary, School - University or College, School - Arts or Self-Improvement, School - Business, and School - Vocational or Trade must have at least one parking space for each 70 m<sup>2</sup> of gross floor area and not more than one parking space for each 31 m<sup>2</sup> of gross floor area;

- (c) up to 0.35% of parking spaces must be designated as “Shared Vehicle Parking” spaces;
- (d) there must be at least one Bicycle Space, Class A for each 250 m<sup>2</sup> of gross floor area;
- (e) there must be at least one Bicycle Space, Class B for each 1 000 m<sup>2</sup> of gross floor area;
- (f) there must be one Disability Parking Space for the first 500 m<sup>2</sup> of gross floor area, and 0.4 spaces for each subsequent 1 000 m<sup>2</sup> of gross floor area;
- (g) Loading Spaces, Class A must be provided in accordance with columns 1 and 2 of Table 1:

Table 1

| Column 1<br>Gross Floor Area                      | Column 2<br>Loading Space, Class A   |
|---|--|
| Up to 1 000 m <sup>2</sup>                        | At least one space   |
| From 1 000 m <sup>2</sup> to 2 000 m <sup>2</sup> | At least two spaces  |
| From 2 000 m <sup>2</sup> to 5 000 m <sup>2</sup> | At least three spaces  |
| Greater than 5 000 m <sup>2</sup>                 | At least three spaces plus one space for any portion of each additional 5 000 m <sup>2</sup> |

- (h) Loading Spaces, Class B must be provided in accordance with columns 1 and 2 of Table 2:

Table 2

| Column 1<br>Gross Floor Area                      | Column 2<br>Loading Space, Class A  |
|---|---|
| Up to 100 m <sup>2</sup>                          | At least one space  |
| From 100 m <sup>2</sup> to 500 m <sup>2</sup>     | At least two spaces   |
| From 500 m <sup>2</sup> to 1 000 m <sup>2</sup>   | At least three spaces   |
| From 1 000 m <sup>2</sup> to 2 000 m <sup>2</sup> | At least four spaces  |
| From 2 000 m <sup>2</sup> to 4 000 m <sup>2</sup> | At least five spaces  |
| Greater than 4 000 m <sup>2</sup>                 | At least five spaces plus one space for any portion of each additional 4 000 m <sup>2</sup> |

\* \* \* \* \*

2665 Renfrew Street  
PROPOSED CONDITIONS OF APPROVAL

Note: Recommended approval conditions will be prepared generally in accordance with the draft conditions listed below, subject to change and refinement prior to finalization of the agenda for the Public Hearing.

PROPOSED CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by Musson Cattell Mackey Partnership, and stamped "Received City Planning Department, June 11, 2009", provided that the Director of Planning may allow minor alterations to this form of development when approving the detailed scheme of development as outlined in (b) below.
- (b) That, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the Director of Planning, who shall have particular regard to the following:

**Design Development**

- (i) design development to the mass of Phase 3 and 4 buildings, to substantially reduce the shadow cast on residential properties as measured at the equinox;
- (ii) design development to improve the amenity of the open spaces for pedestrians to provide:
  - a) at least 75% transparency in the building walls at grade where they face significant open spaces;
  - b) continuous weather protection along main pedestrian routes;
  - c) better separation from Renfrew Street of the open area located to the south and east of the Art Institute entrance;
  - d) more pedestrian fixtures such as benches, low walls, art work and trees to the area in c);
  - e) extension of small scale commercial uses along the north side of Phase 2 at grade;
  - f) separation of at least 70 ft. between Phase 2 and the Art Institute;
  - g) removal of the parkade access from the north side of Phase 2;
  - h) consideration to provide balconies and roof decks facing the main open spaces of Phases 3 to 5; and
  - i) consideration to better constrain vehicle travel with vertical features such as curbs and bollards, and to better mark their extents through surface treatments readily perceived by road users;

Note to Applicant: As a part of meeting conditions (ii) a) and (ii) e), the solid walls on the north elevation should be replaced with glazing which provides a view to active uses inside. Item (ii) b) should include a protected route from Renfrew Station to the Art Institute. Where feasible, weather protection should provide

horizontal protection comparable with its height above grade. For example, the café canopy on sheet L2.01 is about 12 feet wide and 12 feet above grade. Condition (ii) d) can be accomplished by reference to the spaces further west and south. The intent of condition (ii) h) is to encourage more 'eyes on the street.' Condition (ii) i) is intended to reduce vehicle-pedestrian conflicts and should be reviewed in consultation with Engineering Services staff. See also Landscape conditions.

- (iii) design development to provide setbacks as follows:
  - a) minimum 4.9 m [16 ft.] from east property line measured to the face of the building, for the first three storeys and a minimum 7.3 m [24 ft.] for the remaining storeys, except that the Director of Planning may permit limited portions of the Phase 2 building to reduce the setback to 2 m [6.6 ft.];
  - b) minimum 2.4 m [8 ft.] from west property line;
  - c) minimum 12.2 m [40 ft.] from north property line, except that for new development in sub-area 1 the minimum shall be 10.4 m [34 ft.];

- (iv) design development to the north façade of the Phase 2 building to break up the horizontality of the storeys nearest to grade;

Note to Applicant: The intent is to create a more pedestrian scale. This can be accomplished by varying the façade with indentations or projections in plan and in elevation.

- (v) design development to provide a maximum 50% site coverage, except that for the life of the Arts Institute building, the site coverage may be 60%;

Note to Applicant: Canopies and sunshades may be excluded from the calculation of site coverage at the discretion of the Director of Planning.

- (vi) design development to provide a east-west public open space with the following minimum dimensions:
  - a) 9.4 m [30 ft.] within 30.5 m [100 ft.] of the west property line;
  - b) 24.4 m [80 ft.] for the remainder of the site, except that it may be reduced to 21.4 m [70 ft.] in sub-area 1 for the life of the Art Institute building;

- (vii) design development to the mechanical penthouses of all buildings to minimize their effects on views and daylight to the north;

Note to Applicant: Consider re-orienting the enclosures in a north-south direction and the use of translucent materials.

- (viii) confirmation and notation on the plans that all new electric transformers to be located indoors;

## Landscape Design

- (ix) design development to increase pedestrian safety by paving the parkade entrance driveways in a distinct paving pattern from the street curb-cut to the building façade;

Note to Applicant: All other surfaces could feature special paving.

- (x) design development to step the lane-edge planter, adjacent to the north property line, down as the grade decreases from west to east, in order to keep the visual screening provided by the trees at the same level as the adjacent residential rear yards;

Note to Applicant: The north elevation of Phases 3 and 4 [Dwg. A331] shows the lane-edge planter raised on the northeast corner of the Phase 4 building to a height of 8 ft. Unless there is a parking garage below, the lane-edge planter should follow the grade down the slope of the lane.

- (xi) provision of adequate growing conditions for site trees, in order to achieve the LEED® point for reducing the heat island effect by providing tree shade cover within five years of construction;

Note to Applicant: Trees planted in paved plazas are often stunted by lack of water and growing space. The development permit documents and plans should provide a written discussion and cross-sections to illustrate and describe strategies such as adequate soil volumes, continuous trenching, soil cells and low water use irrigation.

- (xii) provision of a phasing plan indicating which sections of the public realm will be constructed with each stage of development;

- (xiii) provision of a continuous paving treatment for the public sidewalk;

Note to Applicant: Remove the specialty paving shown beyond the property line at the Renfrew Street and 12th Avenue corner and replace it with standard city treatment.

- (xiv) provision of a complete Landscape Plan;

Note to Applicant: The Landscape Plan should illustrate the proposed plant materials (with common and botanical names, plant sizes and quantities), paving, walls, fences, light fixtures, site grading and other landscape features. Plant materials should be listed in a Plant List that is clearly keyed to the Landscape Plan. The Landscape Plan should be a minimum 1:100 or 1/8" scale.

- (xv) provision of a Lighting Plan;

## Engineering

- (xvi) Arrangements to be made, to the satisfaction of the General Manager of Engineering Services for the following:
- a) design development to reflect the following vehicular access requirements:
    - no outbound vehicle movements permitted onto Renfrew Street (in-only permitted);
    - all vehicle movements permitted to and from the site via Kaslo Street; and
    - no left-out vehicle movements are permitted onto 12th Avenue (right-in, right-out and left-in only are permitted);
  - b) submission of a revised Traffic Demand Management Plan which includes data for the Art Institute of Vancouver.

## PROPOSED CONDITIONS OF BY-LAW ENACTMENT

- (c) That, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services and to the Director of Planning, the General Manager of Engineering Services and Approving Officer as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

### Engineering

- (i) upgrading of the existing sanitary sewer main from the site to the Nootka pump station;

Note to applicant: The existing downstream sewer mains are currently at capacity. All sewer connections will be directed to 12th Avenue. The estimated cost of this sites' proportion of the upgrade is \$360,000.

- (ii) provision of adequate water service to meet the fire flow demands of the project;

Note to Applicant: The rezoning application lacks the level of detail needed to determine if water main upgrading is required. Please supply project details including projected fire flow demands for each and all phases. Should upgrading be necessary, arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure the works.

- (iii) modification of the existing public utility right-of-way at the northeast corner of the site;

Note to Applicant: The right-of-way need not be amended if the proposed stairs/exit shown encroaching into that area is deleted.

- (iv) provision of traffic claming measures on 10th Avenue, from Kaslo Street to Renfrew Street to ensure that traffic travelling to and from the site does not negatively impact the neighbourhood;

Note to Applicant: The measures could include bulges, traffic circles, diverters and speed humps or other measures deemed appropriate.

- (v) provision of Resident Permit Parking (RPP) for the 2800 block of 10th Avenue, between Kaslo Street and Renfrew Street;

Note to Applicant: All fees for the installation and ongoing operation of the RPP on this block are to be fully funded by the development for a period of ten years. The obligation must be fully secured prior to occupancy of the Phase 2 development and would be subject to approval by City Council.

- (vi) provision of pedestrian bulges on both sides of Kaslo Street at the Central Valley Greenway, prior to occupancy of the Phase 2 development;
- (vii) provision of traffic features on 12th Avenue to prevent left-out vehicle movements and to facilitate right-in, right-out and left-in vehicle movements;

Note to Applicant: A small traffic island and/or traffic signage and paint markings may be necessary to achieve this access configuration.

- (viii) provision of a semi-actuated traffic signal at the Broadway and Kaslo Street intersection, including all street/road/utility modifications necessary to accommodate the signal installation;

Note to Applicant: The necessity of installing the traffic signal will be determined within five years of occupancy of the Phase 2 building. The applicant will provide and updated transportation study in advance of the five-year window, in order for staff to analyze the data and to determine the need for the signal.

- (ix) undergrounding of all new utility services from the closest existing suitable service point;

Note to Applicant: All services and in particular electrical transformers to accommodate a primary service must be located on private property. The development site is not to rely on secondary voltage from the existing overhead network. Any alterations to the existing underground/overhead utility network to accommodate the development will require review and approval by the Utilities Management Branch. Early contact with the Branch is recommended.

- (x) provision of concrete sidewalks on Kaslo Street, adjacent to the site, as part of development of Phase 3;
- (xi) provision of a standard concrete lane entry at the lane south of 10th Avenue, on Kaslo Street;
- (xii) provision of street trees adjacent to the site, where space permits;

## Planning

- (xiii) registration of a subdivision plan to create three parcels in accordance with the sub-areas illustrated in the draft CD-1 by-law;
- (xiv) registration of a Section 219 Covenant providing for the design and construction, and thereafter the repair, maintenance and insurance, of the public open spaces as illustrated on Drawing A102, and detailing the extent of the open space system to be delivered at each phase of development; and
- (xv) registration of a statutory right of way to secure public access, both pedestrian and vehicular, over the entirety of the internal road system and over the public open spaces as illustrated on Drawing A102.

Note: 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 covenants pursuant to Section 219 of 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 are 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.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, and letters of credit, and provide for the withholding of permits, as deemed appropriate by, and in the form and content satisfactory to, the Director of Legal Services.

\* \* \* \*

2665 Renfrew Street

DRAFT AMENDMENT TO THE SIGN BY-LAW NO. 6510

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

"2665 Renfrew Street                      [CD-1 #]                      [By-law #]                      B (I-2)"

DRAFT AMENDMENTS TO THE NOISE CONTROL BY-LAW NO. 6555

Amend Schedule A (Activity Zone) by adding the following:

"[CD-1 #]                                      [By-law #]                                      2665 Renfrew Street

\* \* \* \* \*



- △ EXISTING UTILITIES
- △ EXISTING ROADS/DRIVEWAYS
- △ EXISTING BUILDINGS/STRUCTURES
- △ EXISTING TREES

**MUSSON  
CATTELL  
MACKAY  
PARTNERSHIP**  
ARCHITECTS & INTERIOR PLANNERS

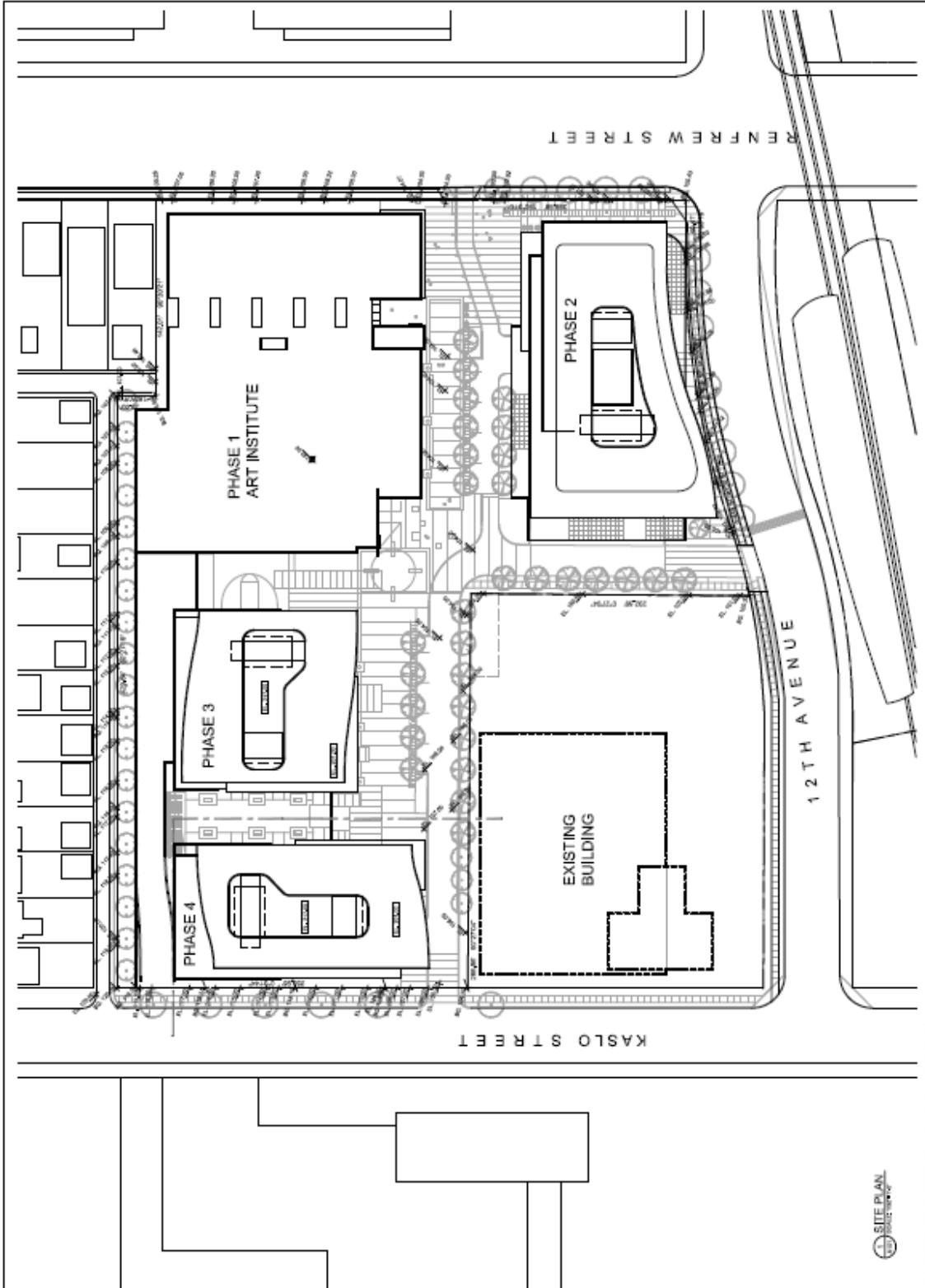
100 TOWNHILL DRIVE  
SUITE 1000  
VANCOUVER, BC V6C 1T1  
TEL: 604.681.1111  
WWW.MCM-PARTNERSHIP.COM

**RENFREW  
BUSINESS CENTRE**

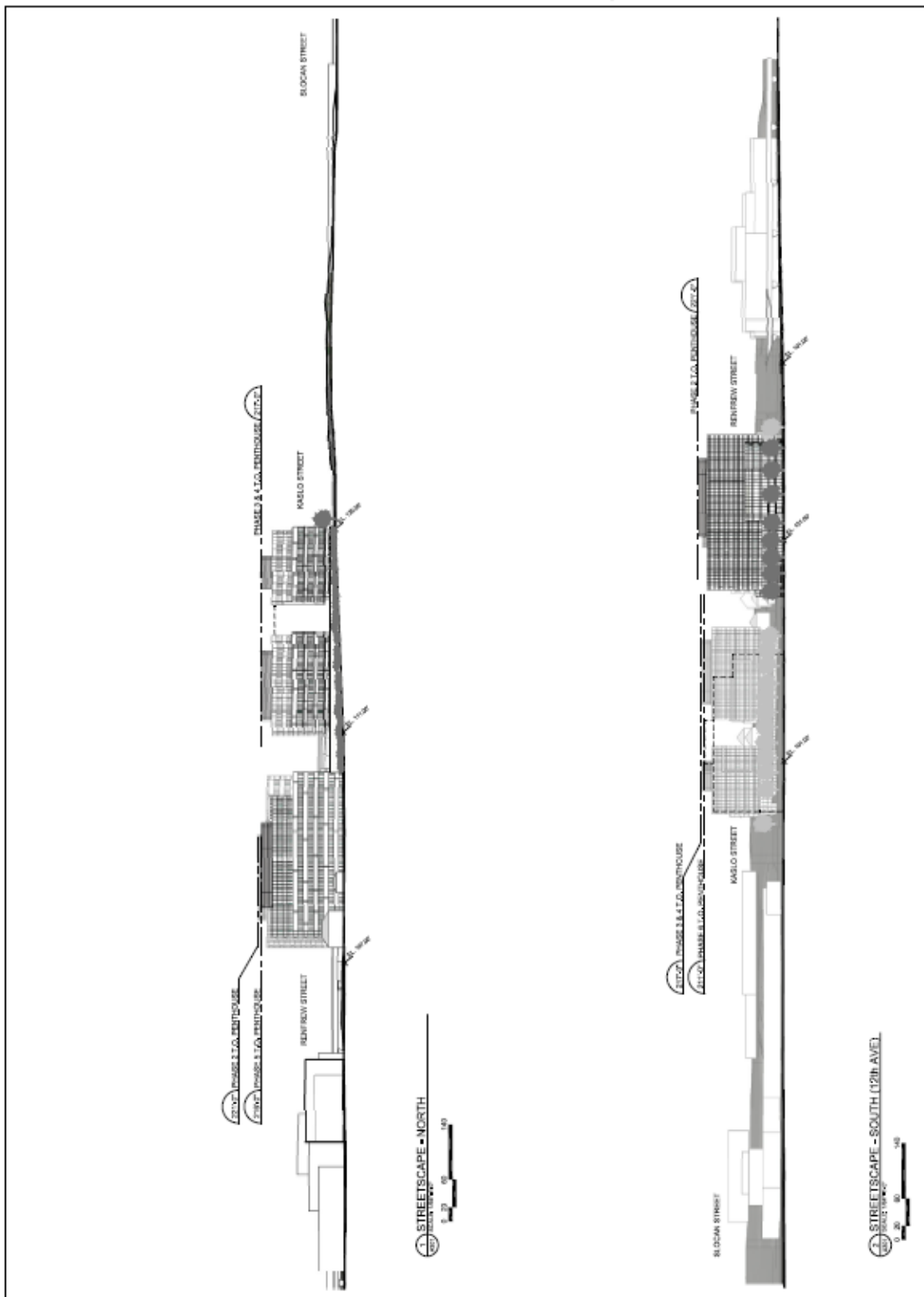
RENFREW & TAYLOR  
INCORPORATED, ETC.

**SITE PLAN**

|          |                         |
|----------|-------------------------|
| SCALE:   | 1/8" = 1'-0"            |
| DATE:    | FEBRUARY 14, 2009       |
| DRAWN:   |                         |
| CHECKED: |                         |
| PROJECT: | RENFREW BUSINESS CENTRE |
| SHEET:   | A101                    |



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1. DESIGN: ARCHITECTURE  
 2. DESIGN: INTERIORS/MECHANICAL/ELECTRICAL  
 3. DESIGN: EXTERIOR/PAVING  
 4. DESIGN: LANDSCAPE

**MUSSON  
 CATELL  
 MACKEY  
 PARTNERSHIP**  
 ARCHITECTS & INTERIORS  
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 VANCOUVER, BC V6H 3G9  
 TEL: 604.681.1111  
 WWW.MCM.PARTNERSHIP.COM

**RENFREW  
 BUSINESS CENTRE**  
 1175  
 VANCOUVER, B.C.

**STREETSCAPE -  
 ELEVATIONS**

SCALE: 1/8" = 1'-0"  
 DATE: FEBRUARY 16, 2009  
 DRAWN: [Name]  
 CHECKED: MAY 27, 2009  
 PROJECT: [Name]  
 SHEET: **A301**

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DANGER - LIFT RIGGING  
 DANGER - OVERHEAD POWER LINES  
 DANGER - FALLING OBJECTS  
 DANGER - ELECTRICAL WIRING  
 DANGER - UNSTABLE SURFACE

**MUSSON  
 CATTELL  
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**RENEW  
 BUSINESS CENTRE**  
 100 PENNY & 10TH  
 VANCOUVER, BC

**STREETSCAPE -  
 ELEVATIONS**

SHEET: 18/10/10  
 DATE: FEBRUARY 16, 2018  
 DRAWN: [Name]  
 REVIEW: MAY 27, 2018  
 PROJECT: 201804.1  
 SHEET: **A302**





## ADDITIONAL INFORMATION

**Site, Surrounding Zoning and Development:** This 1.778 ha (4.39 ac.) site is comprised of a single parcel at the northwest corner of 12th Avenue and Renfrew Street. The site has frontages on Renfrew Street, 12th Avenue and Kaslo Street. The site is developed with a two-storey manufacturing/office building on the Kaslo Street frontage and a two-storey vocational school (Art Institute of Vancouver) on the Renfrew Street frontage. To the east of the site is Broadway Tech Centre, zoned CD-1. To the west is a RONA home improvement store, also zoned CD-1.

**Public Input:** A notification postcard was sent to nearby property owners on June 17, 2009, and rezoning information signs were posted on the site at the same time. An Open House was held on site on July 7, 2009 and 32 persons signed in. Eight (8) comment forms were completed at the Open House, three (3) online feedback forms were completed and one individual letter was received. Of the eleven respondents, five supported the project and noted that the proposed development would create a positive space for the neighbourhood and be a good location for additional commercial development. The six respondents, who did not support the project, noted the following concerns:

- Increased traffic to the neighbourhood as a result of this development;
- Exacerbation of the parking problems existing in the residential neighbourhood immediately to the north of the site;
- Height of the buildings, especially Phases 3 and 4, in terms of overlook and privacy issues and loss of views; and
- Noise from the development.

**Comments of the General Manager of Engineering Services:** The General Manager of Engineering Services has no objection to the proposed rezoning, provided that the applicant complies with conditions as shown in Appendix B.

**Urban Design Panel Comment:** The Urban Design Panel reviewed this proposal on June 3, 2009, and supported the proposed uses, density and form of development.

**Environmental Implications:** Nearby access to transit may reduce dependence on use of automobiles.

**Comments of the Applicant:** The applicant has been provided with a copy of this report and concurs with the content and recommended conditions of approval.

APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

|                   |   |
|-------------------|---|
| Street Address    | 2665 Renfrew Street   |
| Legal Description | Lot 2, Exc. Pt. in Ex. Plan 20386; and Pt. Now Road Plan LMP46557, South ½ Section 35, Town of Hastings Suburban Lands, Plan 21736 (PID: 011-126-779) |
| Applicant         | Musson Cattell Mackey Partnership   |
| Architect         | As above  |
| Property Owner    | Renfrew Business Centre Ltd.  |
| Developer         | Pacific Capital Real Estate Group   |

SITE STATISTICS

|           |                      |
|-----------|----------------------|
| SITE AREA | 4.394 ac. (1.778 ha) |
|-----------|----------------------|

DEVELOPMENT STATISTICS

|                        | DEVELOPMENT PERMITTED UNDER EXISTING ZONING  | PROPOSED DEVELOPMENT  |
|------------------------|--|---|
| ZONING                 | I-2  | CD-1  |
| USES                   | Manufacturing, Limited Retail, Service, Cultural and Recreational, Institutional, General Office, Parking, Transportation and Storage, Utility and Communication, Wholesale Uses | All uses permitted in the I-3 District, with the removal of restrictions which require that General Office use be "limited to Information Technology" and also removing the exclusion of office of "accountants, lawyers and notary publics, real estate, advertising, insurance travel and ticket agencies." |
| MAX. FLOOR SPACE RATIO | 3.0<br>General Office to not exceed the greater of 235 m <sup>2</sup> or 33 1/3 percent of the total gross floor area of all principal and accessory uses combined.              | 3.0<br>No limit on the amount of General Office floor space within the maximum permitted 3.0.<br>Limit on Retail and food service, consistent with nearby developments  |
| MAXIMUM HEIGHT         | 18.3 m (60.00 ft.) with discretion to go to 30.5 m (100.00 ft.)  | 34 m (112 ft.) in sub-area 2; 27.4 m (90 ft.) in sub-area 1 and 3.  |