



# LITTLE MOUNTAIN POLICY STATEMENT

JUNE 2012 - DRAFT FOR COUNCIL



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# 1.0 BACKGROUND

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# 1.0 BACKGROUND

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# 1.0 BACKGROUND

## 1.1 INTRODUCTION

A Policy Statement is a planning tool used by the City of Vancouver to describe general planning principles that will guide future development of a large site. In 2007, BC Housing asked Council to endorse a planning program for Little Mountain. At the same time, a Memorandum of Understanding (MOU) between the City and the Province, identifying principles to guide the redevelopment of the site, was signed. Due to unforeseen delays in starting the planning program, a new budget and timeline were adopted in 2009.

A comprehensive and collaborative planning program from 2010 to 2012 identified and evaluated new policy for the redevelopment of Little Mountain. This Policy Statement contains a set of policies to guide consideration of an anticipated rezoning application for the Little Mountain site. These policies are intended to be clear and robust, but also flexible enough to accommodate a variety of detailed plans and options to be refined at the future rezoning stage. Detailed outcomes will be subject to the more in-depth analysis that occurs at the time of rezoning.

The Little Mountain Policy Statement considers the future mix of uses, density & height, building forms and character, public spaces, circulation and movement, and parks and community facilities to service the new and existing community. Most topics in this document are introduced with a Background section that outlines key issues and facts followed by detail on new policy. Unless noted otherwise, it is assumed that existing policy carries forward.

## 1.2 SITE DESCRIPTION

Little Mountain is located east of Queen Elizabeth Park between 33rd and 37th Avenues, and Ontario and Main Streets. The site is 6.2 hectares (15.2 acres) in size and is currently zoned for multi-family residential use (RM-3A).



FIGURE 1. Little Mountain site



### 1.2.1 HISTORY

Little Mountain is located on the traditional territory of the Coast Salish People and was home to Vancouver's first public housing project. The site was originally assembled by the City of Vancouver in the late 1940s. Built in 1954, with the Federal Government (the Canadian Mortgage and Housing Corporation) as the owner and lead developer, Little Mountain was the first large-scale modern social housing project in Vancouver. It contained 224 social housing units most of which were intended for families, in 37 buildings. The units were a mix of three-storey walk-up apartments and three-level rowhouses, and many of the first tenants were veterans and their families. Originally intended to provide low-income housing, challenging project economics resulted in a shift to a more mixed-income community.

For over 50 years, Little Mountain was home to a vibrant, creative and active community. Residents were an important part of the broader Riley Park community, and were directly involved in the creation of the Little Mountain Neighbourhood House and Riley Park Community Centre.

In early 2007, the Federal Government transferred ownership of Little Mountain to the Province under BC Housing, and in July of that year a Memorandum of Understanding (MOU) was signed between BC Housing and the City of Vancouver regarding the future of the site. It confirmed that the 224 social housing units would be replaced on-site, that existing tenants would have first opportunity to move back when the redevelopment was complete, that the City would lead a collaborative planning process to develop new policy for the site, and that BC Housing would invest the net proceeds from the Little Mountain land sale (after social housing is replaced) in supportive housing projects in Vancouver and BC.



*Little Mountain, 1954*  
*Source: City of Vancouver Archives*

### 1.3 LITTLE MOUNTAIN PLANNING PROGRAM

In November 2009, City Council approved a planning program for Little Mountain. At that time, City Council directed staff to:

- Engage in a policy-planning process with the community and Holborn Properties (selected in 2008 by BC Housing as their development partner for the site);
- Actively involve the Riley Park South Cambie residents and former Little Mountain residents in the planning;
- Establish a community advisory group for the project;
- Seek ways to increase the amount of social housing beyond the 224 units of replacement social housing (with a target of 20% of all units as social housing) and to increase the proportion of family units beyond the typical 25% for major projects; and
- Report back to City Council with a Policy Statement for Little Mountain.





## 1.4 APPROVED POLICY

### 1.4.1 CITYPLAN

In June 1995, City Council approved CityPlan: Directions for Vancouver. CityPlan provides a framework for decisions on City funding, programs, and actions. It includes directions on a range of topics from transportation to arts, from housing to community services. Through CityPlan, Vancouver residents and City Council agreed on these directions for the city's future:

- Strengthen neighbourhood centres
- Improve safety and better target community services
- Reduce reliance on the car
- Improve the environment
- Increase the variety and affordability of housing
- Define neighbourhood character
- Diversify parks and public places
- Involve people and redirect resources

In 1997, the Community Visions program was launched to bring CityPlan to the neighbourhood level. City staff worked with communities over a two-year period to create their vision for the future based on CityPlan directions and community needs and aspirations.

### 1.4.2 RILEY PARK SOUTH CAMBIE VISION

In November 2005, Council approved the Riley Park/South Cambie Community Vision (RPSC Vision). The following specific Directions were approved for Little Mountain:

- That the number and mix of social housing units be maintained in any redevelopment of the site, that relocation assistance be provided to the tenants and that existing tenants have priority for the replacement social housing units.
- That development over four storeys not be considered when planning occurs for the site.
- That a mix of uses be considered, including retail and commercial uses along Main Street and limited institutional uses such as a seniors centre or childcare.
- That the privately-owned properties in the northeast quadrant in the area bounded by 37th, Main, 33rd and Ontario be considered for possible zoning changes when planning for Little Mountain takes place.

### 1.4.3 GREEN REZONING POLICIES

In June 2008, Council adopted the EcoDensity Initial Actions, two of which apply to the redevelopment of Little Mountain:

**Green Buildings Policy for Rezonings:** updated in 2010, this policy currently requires that all new buildings resulting from rezonings be LEED® Gold certified, at a minimum.

**Sustainable Large Development Rezoning Policy:** updated in 2012, this policy applies to sites of 2 acres or more, or those containing 500,000 square feet or more of development. It currently requires defined plans or studies on the following:

1. Sustainable Site Design
2. Access to Nature
3. Sustainable Food Systems
4. Green Mobility
5. Rainwater Management
6. Zero Waste Planning
7. Affordable Housing
8. Low Carbon Energy Supply

This policy makes specific reference to Little Mountain as a site where the Community Vision identifies limits on building heights. It states that while the four-storey limit noted in the Vision will be used as the base case when an actual site planning/rezoning process occurs, additional options with increased densities and heights can be created and assessed in the course of the planning work, subject to considerable public consultation

### 1.4.4 GREENEST CITY ACTION PLAN (JULY 2011)

The Greenest City Action Plan, approved by Council in July 2011, outlines action required to achieve a healthy, prosperous and resilient city – with the ultimate goal of becoming the world's greenest city by 2020. It identifies strategies to promote green economic development, eliminate dependence on fossil fuels, promote green transportation options, utilize green building design and ensure everyone has access to nature, clean water and local food. The plan calls for compact, complete communities which promote walking and cycling, and are well-served by services, amenities and green space. Furthermore, the plan promotes the development of neighbourhood-scaled renewable energy systems, green construction and carbon-neutral buildings.

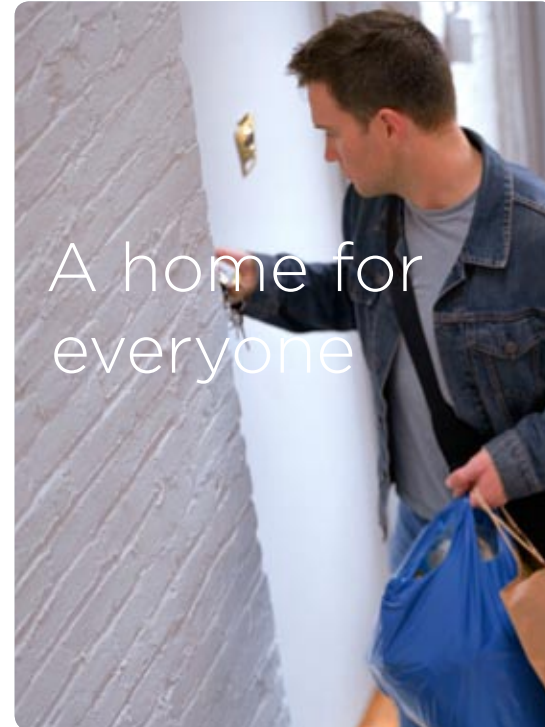


#### 1.4.5 HOUSING AND HOMELESSNESS STRATEGY

Adopted in July 2011, the Housing and Homelessness strategy is a framework for addressing homelessness and increasing the variety of affordable housing options across the entire housing continuum to improve choice and affordability for all residents within the city.

The three strategic directions are:

1. Increase the supply of affordable housing
2. Encourage a housing mix across all neighbourhoods that enhance quality of life
3. Provide strong leadership and support partners to enhance housing stability





## 1.5 ROLE OF THE POLICY STATEMENT

This Policy Statement establishes planning principles that will guide the future development of Little Mountain. It provides new policy regarding:

- land use
- density, building forms and heights, and character
- public benefits, including social housing
- transportation, and
- sustainability.

Created through a collaborative process between the City, the community and the proponent, the Policy Statement provides clarity on the future of the site and guides the rezoning process. It represents the public and private interests that have been articulated in the planning process and ensures that those interests carry forward with the endorsement of City Council.

The policies in this document are intended to clearly articulate the nature, scale and obligations of the Little Mountain redevelopment, while also being flexible enough to accommodate a variety of detailed plans and options to be refined and evaluated during the rezoning stage.



## LITTLE MOUNTAIN COMMUNITY ADVISORY GROUP

The Little Mountain Community Advisory Group, a volunteer body of local residents, played a central role in the creation of this Policy Statement. Formed as a result of a direction from City Council, the Advisory Group was convened by City staff in close consultation with the Riley Park South Cambie Visions Implementation Group. The Advisory Group represented a large cross-section of the community who have an interest in, or would be affected by, the redevelopment of Little Mountain.

As defined by the Groups Terms of Reference, the role of the advisory group was:

1. To provide advice to City staff on the preparation and evaluation of the Policy Statement for the Little Mountain Site.
2. To help identify gaps in information and, where possible, to supply relevant information to support the planning work.
3. To advise staff on community outreach and help ensure that as many people as possible are involved or informed.
4. To engage in workshops and meetings with the developer as representatives of the Little Mountain/Riley Park community.

The Advisory Group met 22 times in the course of the 28 months it took to complete this Policy Statement and will continue to meet in future stages of the redevelopment of Little Mountain. Their contribution was invaluable in the creation of this document.





# 2.0 PRINCIPLES & OBJECTIVES





## 2.0 PRINCIPLES & OBJECTIVES

### 2.1 KEY PLANNING PRINCIPLES

These high-level principles for the development of Little Mountain summarize and integrate the more-detailed policies in chapters to follow. Those policies in turn reflect priorities and aspirations identified in the planning process, as well as existing City policies and objectives.

#### CREATE A COMPLETE COMMUNITY

Little Mountain will be home to people of different incomes, ages and abilities; have good access to transit, jobs and services; and be well served by community amenities such as a neighbourhood house and daycare. These amenities will help create a social heart and meet existing and new needs. There will be more social housing units than previously existed, and these will be similarly targeted towards families.

#### CREATE A CLEAR & ACCESIBLE SYSTEM OF PUBLIC OPEN SPACE

A legible, welcoming and sustainable open space system will be the foundation of Little Mountain's design, reflecting the site's original plan and activating these spaces in new ways.

#### DESIGN FOR GREEN MOBILITY

Little Mountain must give priority to walking, cycling and transit users while also recognizing that accessibility, delivery, emergency access and servicing are necessities. Existing sustainable transportation infrastructure, such as the neighbouring Greenways, will not be negatively impacted by the development.

#### EXCEL IN URBAN DESIGN & BUILT FORM

The redevelopment of Little Mountain will create an attractive and sustainable urban community that is complementary to the surrounding Riley Park neighbourhood. Little Mountain's history will also be celebrated through site design, preservation of mature trees and a public art program.

#### ACHIEVE AN EXCEPTIONAL STANDARD OF SUSTAINABILITY

Architecture, site design, energy, water, food and waste systems will have a high level of green performance, the community will be socially inclusive, and the project will be economically viable.

## 2.2 BROAD OBJECTIVES

Successful redevelopment of Little Mountain will meet the aspirations and objectives of the community, the City, Holborn Properties and BC Housing.

### COMMUNITY OBJECTIVES

- Ensure the social housing is replaced and that former Little Mountain tenants have priority for new units
- Create a socially-mixed community
- Reflect the spaces, people and history of the original Little Mountain development
- Ensure that Little Mountain is integrated in form and character with the surrounding neighbourhoods.

### CITY OF VANCOUVER OBJECTIVES

- Create a new neighbourhood that is environmentally and socially sustainable.
- Ensure that Little Mountain is integrated with the surrounding neighbourhood and compatible in scale, form and use.
- Prioritize pedestrians, cycling and transit use and minimize the impact of automobiles on and around Little Mountain
- Deliver community amenities and social housing to address existing needs and new demand.

### DEVELOPMENT PROPONENT (HOLBORN) OBJECTIVES

- Make Little Mountain the most desirable place to live in the most livable city in the world.
- Ensure that Little Mountain is a first class development in terms of architectural excellence, urban planning and sustainability.
- Create a balanced and sustainable neighbourhood that includes a diverse range of housing options for different income levels in market and non-market housing.

- Create a vibrant village centre with public amenities such as a childcare and a new neighbourhood house as well as retail space that will serve as the heart of the neighborhood and surrounding community.
- Ensure economic viability

### BC HOUSING OBJECTIVES

- Create social housing which meets BC Housing's commitment to build all new social housing to be LEED® Gold Certified and low in GHG emissions.
- Invest all proceeds net of rebuilding the existing housing to create more social housing.

## 3.0 COMPLETE COMMUNITY





## 3.0 COMPLETE COMMUNITY

*This section provides direction on the mix of uses that will make Little Mountain a sustainable and complete community, providing a diversity of housing types and tenures, local services and community amenities.*

### 3.1 BACKGROUND

From the time it was built in 1954 until its demolition in 2009, Little Mountain was exclusively a subsidized social housing development. Its 224 units were designed primarily for families and were either ground-oriented rowhouses or low-rise walk-up apartments. The future Little Mountain will be largely residential, providing housing for a variety of household types and income levels, but will also include vibrant social spaces, local-serving shops and services, and community amenities to meet existing and new needs.

#### SOCIAL HOUSING

For over 50 years, Little Mountain was a community of families living in subsidized social housing. This legacy will endure in the redeveloped Little Mountain. BC Housing has committed to providing 234 social housing units at Little Mountain (1-for-1 replacement of the original housing, plus an additional 10 units for urban Aboriginals). Recognizing that many of the relocated former Little Mountain residents have a strong desire to move back to the neighbourhood as soon as possible, all of the 234 social housing units are to be built in the first phase of development.

The Little Mountain project is unique due to the reinvestment of the proceeds of the land sale by BC Housing in other social housing projects in Vancouver, specifically supportive housing developments which provide housing to those who are homeless or at greatest risk of homelessness. Departure from Council's earlier 20% social housing objective on this site has enabled and will continue to enable delivery of housing for those in greatest need.

#### MIX OF USES

Little Mountain will be a predominantly residential community containing a range of housing types, building forms, unit sizes and including both market and social housing. Other uses will be integrated into the development, providing local commercial opportunities and amenities for area residents, helping make Little Mountain more of a complete community and helping integrate the development into the broader Riley Park neighbourhood.

A retail analysis undertaken as part of the planning process concluded that Little Mountain could support 13,000 square feet of retail floorspace at the residential densities anticipated in this policy statement. This retail should be local-serving in character: smaller pharmacy, café, bakery, deli, restaurant, green grocer/small grocery store. An additional 4,000 to 6,500 square feet of office space (medical, real estate, law and other professionals) would enhance and complement the retail space.

#### COMMUNITY PLAZA

The idea of a community hub first emerged in a "Co-Design" workshop early in the planning process. This would be the primary public social space in Little Mountain. This notion is reflected in the site plan, where a plaza built around existing mature trees and surrounded by community facilities and local retail spaces has been defined.

## COMMUNITY AMENITIES

In 2008, prior to starting the planning program for Little Mountain, an evaluation of community amenities in the broader area was undertaken by City staff. It concluded that generally the area was well-served with community facilities and parks, but the analysis suggested the area was underserved in childcare and that the existing Little Mountain Neighbourhood House was in need of an expanded and upgraded facility. Public consultation during the Little Mountain planning process confirmed the need for these new facilities.

Community facilities are generally funded through the City's Capital Plan and through Financing Growth tools: Development Cost Levies (DCLs) and Community Amenity Contributions (CACs). The DCLs from the Little Mountain development are to be used to support the development of new local facilities, as identified in the 2007 Memorandum of Understanding with the Province:

*"the City will reinvest all of the Development Cost Levies generated by the redevelopment of the site into the development of the public amenities to serve the site and to address any service gaps in the immediate neighbourhood."*

The City also expects to negotiate a Community Amenity Contribution based on the increase in land value ("land lift") that results from the rezoning of the site. This contribution could be in-kind or in cash.

## LITTLE MOUNTAIN NEIGHBOURHOOD HOUSE

The Little Mountain Neighbourhood House (LMNH) has a 30-year history of providing primarily social, cross-cultural and educational services to the Riley Park community. LMNH also provides out-of-school care for children attending McBride and Shaughnessy elementary schools, and operates a 15-space group childcare program for three-to-five year olds.

The LMNH is one of the larger neighbourhood house operations, but operates in very constrained facilities in its current location. The facility has been a City priority for expansion and general upgrade since the early 1990s. In May 2009, Council recommended that a new Little Mountain Neighbourhood House would be an appropriate Community Amenity Contribution for the redevelopment of Little Mountain.

## CHILDCARE

There is significant unmet demand for childcare in the Little Mountain neighbourhood. The Little Mountain area was recently identified as the Vancouver neighbourhood having the highest ratio of young families with children less than six years of age. This combined with high labour force participation rates generates a demand for childcare that is not met by existing facilities.

## 3.2 POLICIES

### 3.2.1 HOUSING

- A minimum of 234 social housing units are to be constructed on site.
- All of the 234 units of social housing are to be provided in the first phase of development.
- A minimum of 184 of the 234 units of replacement social housing will be suitable for families.
- Returning residents of Little Mountain are to be given first right of refusal on units suitable to their needs at rents comparable to what they formerly paid (adjusted for CPI and subject to normal income testing.)
- Replacement social housing units beyond those allocated to returning residents should be set at rents no greater than rents affordable to Housing Income Limits as published by CMHC for metro Vancouver.

### 3.2.2 FAMILY HOUSING

- Provide a minimum of 25% family-oriented units, with a target of 35%, overall in Little Mountain, designed in accordance with the High-density Housing for Families with Children Guidelines

### 3.2.3 INTEGRATED MIX OF HOUSING

- Integrate social housing buildings throughout the site with units in a variety of building types and sizes.
- Market housing should include opportunities for 'flex suites' or 'breakaway suites', as well as units with modest finishes, to improve the variety of unit types, price points and tenure, and provide additional ways to achieve affordability in market housing.
- Explore opportunities to increase affordability through the construction of wood-frame buildings of six storeys and less.



### 3.2.4 RETAIL AND COMMERCIAL USES

- Approximately 17,000 to 20,000 square feet of commercial floorspace should be located on Main Street and adjacent to the community plaza near Main Street at East 36th Avenue, taking maximum advantage of corner and southern exposure, and drawing people into the plaza.
- The majority of the floorspace should be local-serving retail such as a café, a deli, bakery, green grocer/small grocery store, small-scale pharmacy, and so on.
- A non-retail commercial floorspace component of up to 50% of the area of the retail floorspace (approximately 5,000-7,000 square feet) could be included to support retail demand. This component should include locally-oriented office space such as professional offices (medical/dental, law, real estate), a community bank, etc.

### 3.2.5 COMMUNITY HUB & SQUARE

- Create a community hub on or very close to Main Street consisting of a public square, neighbourhood house, childcare, and locally-oriented shops and services, all gathered around a public square. The community hub is to be visible on Main Street and designed to entice people onto the site.
- The square design must be of a size and configuration to accommodate and encourage use by the intended activities.
- The square must incorporate electrical, water and sanitary connections.

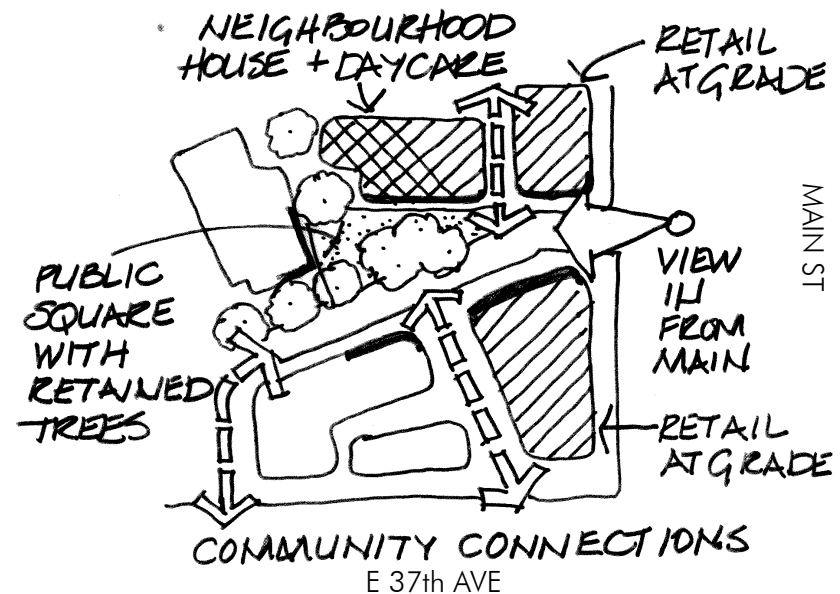


FIGURE 2. Diagram of the community hub & square

### 3.2.6 NEIGHBOURHOOD HOUSE

- Provide a new Little Mountain Neighbourhood House with the following specifications:
  - A minimum of 12,000 sq. ft. of fully-finished and equipped, flexibly-designed space fully accessible by people with the broadest range of ages, abilities and cultures.
  - While an efficient design that anticipates shared uses is required, dedicated areas for seniors and youth to ensure physical safety and comfortable use should be considered.
  - Located to ensure a high degree of visibility and accessibility.
  - A character that is welcoming, emphasizing acceptance, inclusivity and warmth.

Early delivery of the neighbourhood house is encouraged as the existing neighbourhood house is undersized and in poor condition.

### 3.2.7 CHILDCARE

- Provide a 69-space fully-finished and equipped childcare, designed for infants, toddlers, pre-schoolers, and school-aged children
- Locate the childcare within or near the new Little Mountain Neighbourhood House.

### 3.2.8 COMMUNITY AMENITY FUNDING

- Reinvest all of the Development Cost Levies and the Community Amenity Contribution generated by the redevelopment of Little Mountain into the development of the public amenities to serve the site and to address service gaps in the immediate neighbourhood.
- Develop a detailed strategy for the funding and phasing of the community amenities as part of the rezoning stage.





## **4.0 BUILT FORM, DENSITY & HEIGHT**





## 4.0 BUILT FORM, DENSITY & HEIGHT

*This section provides guidance on density, building form, massing, and height for the rezoning of the Little Mountain Housing site.*

### 4.1 BACKGROUND

Little Mountain is a large and centrally-located site in the city and region, in an area with high amenity. Redevelopment could help achieve affordable housing, sustainability and community amenity goals. This was confirmed by Council with the approval of the Rezoning Policy for Greener Larger Sites in 2008 (now called the Sustainable Large Development Rezoning Policy). This policy specifically referenced Little Mountain as a large site whose redevelopment could create a comprehensive new community that is environmentally, socially, economically, and culturally sustainable.

While Little Mountain is a significant opportunity to realize many city goals, the immediate context and location of the site in the city are important considerations in determining appropriate scale, height and density. While on a major arterial, Little Mountain is neither in a neighborhood centre nor on a rapid transit line.

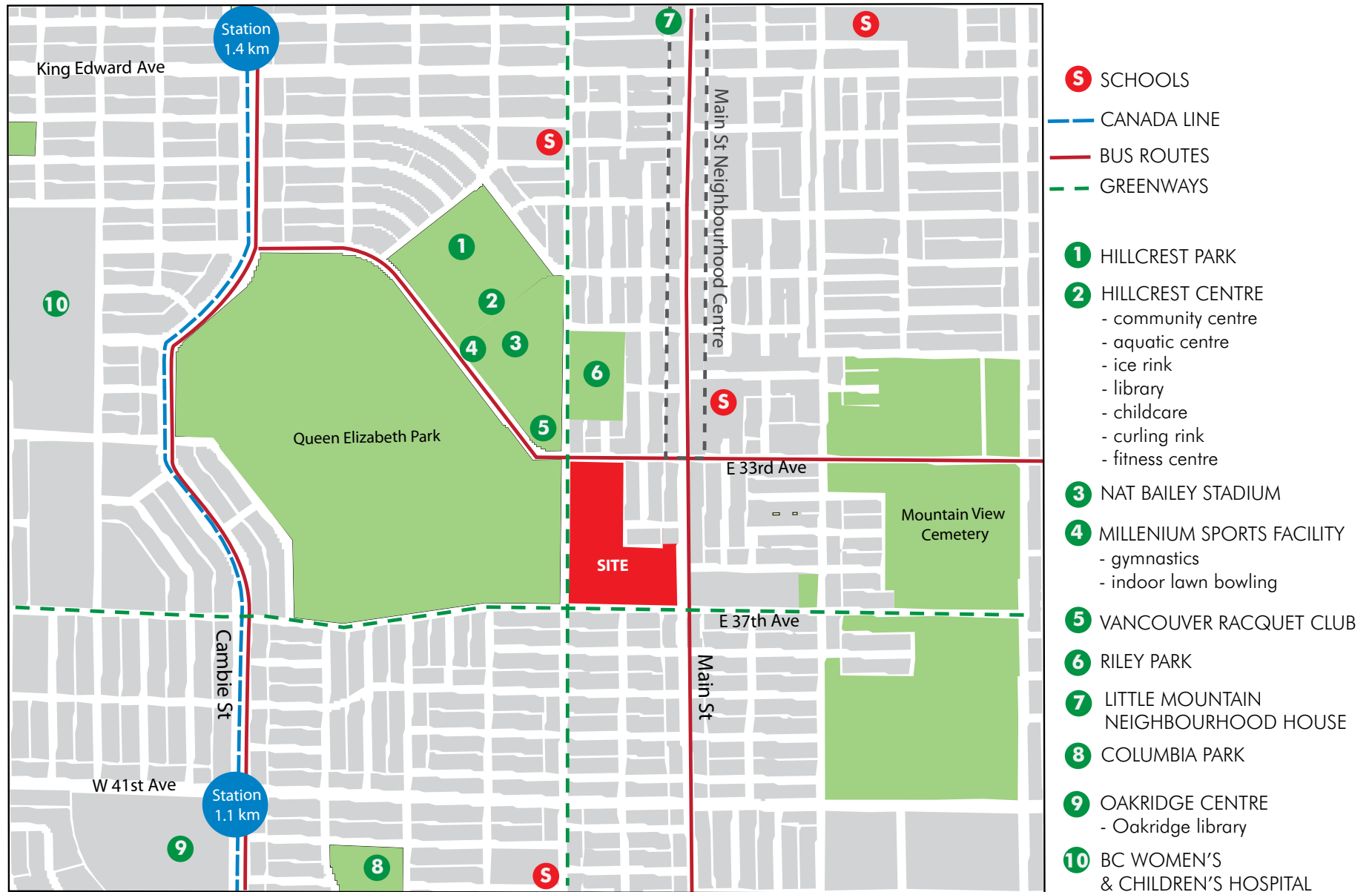
The RPSC Community Vision (approved 2005) contains a direction for no more than 4 storeys on the Little Mountain site. Through a comprehensive process with the community, the proponent, and City staff, a conceptual plan was created that varies from this height. This plan is an effort to balance key objectives around sustainable development, economic viability, amenities, the delivery of replacement and new social housing on site and elsewhere, and an appropriate scale and form of development.

Fundamental to this conceptual plan is the challenge of introducing a new scale and range of building types in a manner that respects the surrounding community. The surrounding neighbourhood is primarily single-family homes and duplexes, with some three- and four-storey apartments on or near Main Street.

Other key factors in establishing heights and building form are overall scale in relation to Little Mountain itself and Queen Elizabeth Park, retention of regional views over the site from Queen Elizabeth Park, and sunlight on public spaces.

In site planning, creating a permeable plan that invites people through and to the site and connects with Queen Elizabeth Park and the amenities at Hillcrest underlies the organization of the site. Fundamental to site patterning is the memory embodied in the retention of existing significant trees and reflection of the angle of placement of former buildings.

FIGURE 3. Surrounding site context



## DENSITY, HEIGHT AND FORM

The density range for Little Mountain is intended to yield a scale of development that can deliver on key objectives (sustainability, social housing, community amenities) while respecting the local context of the site. The predominantly mid-rise form of development proposed for the site evolved from over two years of iterative and collaborative explorations between the City, the community and the proponent.

The density range proposed represents the maximum that can be accomplished within the urban design principles established together with the community and the developer. The building forms proposed have efficiently covered the site with building 'footprint' and courtyards are intimately scaled but livable.

The top of Little Mountain in Queen Elizabeth Park is the highest point in Vancouver, and an important public place to view the city and region. The grade difference from the summit to the site averages about 145'. The development's maximum height limit of 12 storeys (approximately 120') in limited locations means the development would be secondary in scale to Little Mountain itself and the slopes of the park. Viewed from the top, the development would sit below the horizon and uninterrupted views over the region and to Mount Baker will continue to be enjoyed by the public.

Adjacency to single-family neighbourhoods on several sides of the site requires sensitive transitions between the higher-density development at Little Mountain and the low-density single family houses. The form of these buildings is intended to respect the character of their neighbours across the street through fine patterning and scale, appropriate setbacks and respectful design. Should a new rezoning policy for the adjacent area (northeast quadrant) be approved, the transitions should be appropriate for the new scale of development.



## SOLAR ACCESS

Access to sunlight is a fundamental principle which will guide the design of Little Mountain. One of the consequences of the mid-rise building forms proposed (vs. a tower and podium typology) is more extensive shadowing in the immediate surroundings of the buildings. However, optimizing sunlight, particularly on the public spaces identified in Section 5, should be a key consideration in the detailed design and placement of building forms at rezoning.

The key times of year assessed for sunlight on public spaces are at the equinox (March and September 21) at 10:00, 12:00, 2:00, and 4:00. This time of year is most important as it is both the growing season and when most people spend more time outside.

## ANIMATION & VARIATION IN DESIGN

Little Mountain will be inviting, enticing and attractive. The architecture will be characterized by variation in design and scale to create interest. Off-grid angles will reflect the historical pattern of the original Little Mountain; these angles and building setbacks will help preserve the mature trees which characterize the site. The site edges will respond differently to the varying adjacencies: single-family houses, Queen Elizabeth Park, and Main Street.

Public spaces will also articulate this vibrancy. This can be done through architecture, landscape design, placement of active uses on public spaces, and programming.

## PERMEABILITY AND LIVABILITY

Accommodating a viable and appropriate density on the Little Mountain site is a challenging balance between two objectives - keeping the overall height and transitions respectful of the site context, while creating a highly permeable plan with an open space pattern that draws people to and from Queen Elizabeth Park. It is critical that this balance also result in highly livable dwellings



## 4.2 POLICIES

### 4.2.1 DENSITY

- Accommodate an overall gross density (calculated over the whole site area) of 2.3 to 2.5 gross FSR (approximately 1,500,000 to 1,670,000 square feet, gross). This area includes social housing, commercial floorspace, new community facilities, and all typical floorspace exclusions.

### 4.2.2 SCALE IN RELATION TO LITTLE MOUNTAIN

- Establish a maximum height of 12 storeys (or 120', whichever is the lesser) to preserve regional views from the summit of Queen Elizabeth Park, and allow it to continue to read as the dominant natural feature in the area and the high point in Vancouver's topography.

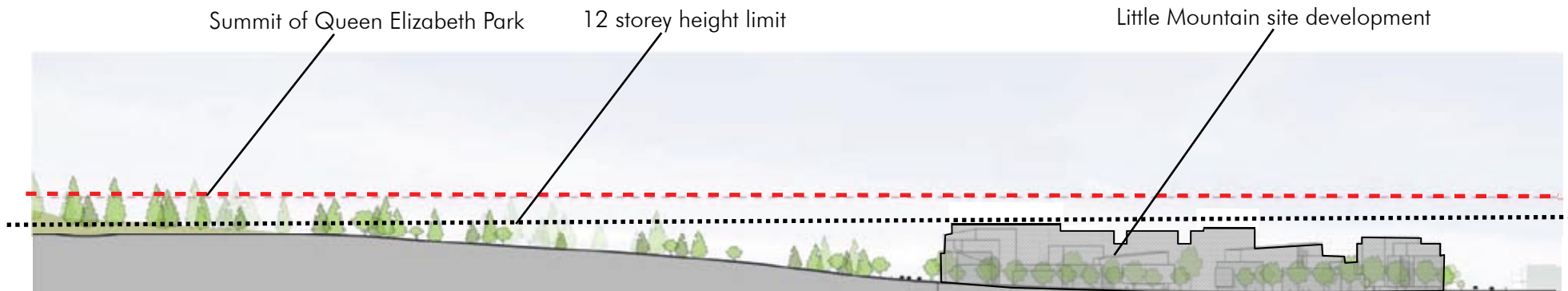


FIGURE 4. Twelve storey height limit in relation to the summit of Queen Elizabeth Park

FIGURE 5. Views from the summit of Queen Elizabeth Park.





#### 4.2.3 TRANSITIONAL EDGES

- Create a respectful relationship with the surrounding community through the scale of buildings along 33rd and 37th Avenues and adjacent to neighbouring lanes.
- Limit building heights in the transitional edges to 6 storeys, stepping down to 3 or 4 storeys approaching the boundaries of the site. Should a rezoning policy be approved for the adjacent area (northeast quadrant), the transition should respect the new scale of development.
- Explore opportunities for 3 and 4 storey townhouses and 'stacked' townhouses on transitional edges that enhance the variety of housing types on site and relate well to surrounding single-family homes.

#### 4.2.4 OPPORTUNITIES FOR HEIGHT

Locate higher buildings centrally on the site, along the Queen Elizabeth Park frontage and on Main Street.

Organize taller buildings as follows:

- Taller mid-rise building forms should be located towards the middle of the site with an expressive and varied skyline.
- Mid-rise buildings should range from 4 to 10 storeys, with building elements up to 12 storeys in the most central portion of the site.
- Building heights on Main Street should not exceed 8 storeys.

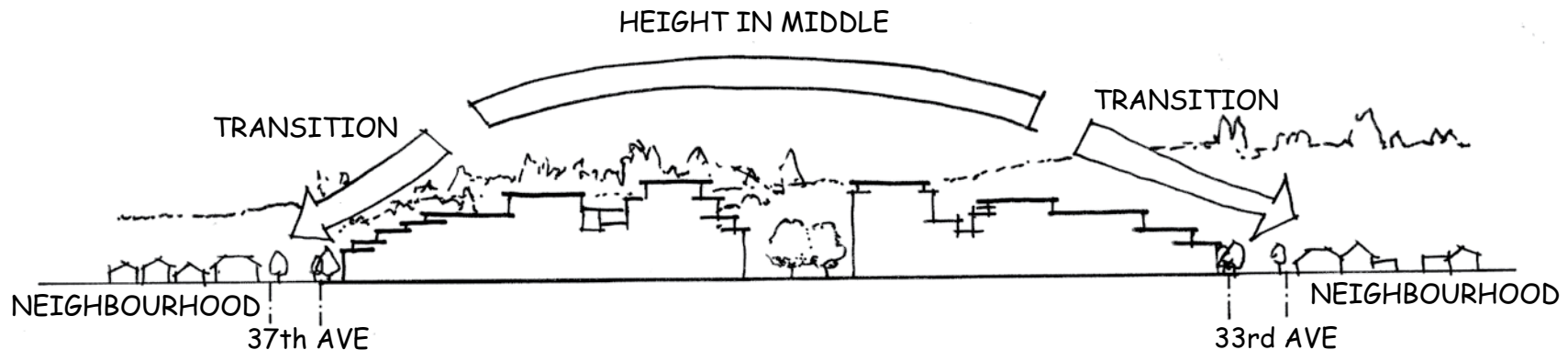


FIGURE 6. Height diagram looking west through the site

FIGURE 7. Summary diagram of key height recommendations



#### 4.2.5 VIEWS

- Locate and scale buildings to preserve regional views and views to Mount Baker from the top of Little Mountain in Queen Elizabeth Park.
- Create a pattern of public open spaces and buildings to create or preserve views to Queen Elizabeth Park and the North Shore mountains from within or across the site.
- Limit buildings to 10 storeys or less in the view corridor from the summit of Queen Elizabeth Park to Mount Baker across the southwest corner of the site as identified and located in plan.
- Create visual and physical connections westwards to Queen Elizabeth Park on east-west mews.
- Consider public views from Quebec Street in the placement, height and massing of taller buildings.
- Design building heights and locations along the north-south mews to focus and frame views to the North Shore Mountains from within the development.
- Prepare a detailed view analysis as part of the rezoning process.

#### 4.2.6 SEQUENTIAL VIEWS

- Create opportunities for sequential views, reinforced by architectural punctuation and expression through the pattern of public ways and open spaces.

Key places and opportunities include:

- the view to the public plaza/hub and background building from Main Street;
- buildings at the 'elbow' of the Little Mountain angled orientation;
- buildings at the transition from north-south to the 'off-grid' Little Mountain angled orientation.

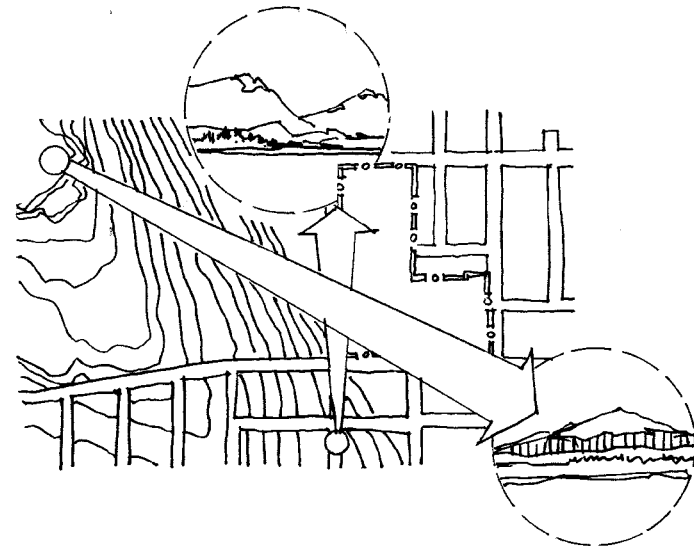


FIGURE 8. Important local and regional views.



#### 4.2.7 SOLAR ACCESS

- Solar access on parks and public spaces should guide the form, height and placement of buildings.
- Place considerable emphasis on solar access in consideration of the following:
  - **Queen Elizabeth Park Edge and Ontario Street:** Ontario is an important bikeway/greenway to be protected and enhanced by the development of Little Mountain. The recently installed sidewalk along the eastern edge of Queen Elizabeth Park is a popular pedestrian route. While 10:00am equinox shadows will be cast across these places, detailed design and placement should limit shadow extension into the park and optimize the opportunity and extent of intermittent sunny spaces along the length of Ontario. A new diagonal path connecting from Ontario to Midlothian would both serve as a shortcut to transit and an alternate sunny route.
  - **The new public square at the Community Plaza/Hub:** Building heights and terraced setbacks on buildings south of the square should be designed to maximize sun on this key public space.
  - **The new Central 'Wedge' Open Space:** As the central area of the site has been identified as the area more appropriate for height there will necessarily be some shadowing through the day on this space, however, sunlight should be continuous on the main pedestrian route at the northern edge of the space. More detailed design of the buildings and of the open space should work together to optimize sunlight and placement of different uses.

- **New street/mews:** The north/south orientation of this street offers excellent solar access from 12:00 to 2:00, but presents more of a challenge at 10:00 am and 4:00 pm. Particular emphasis should be placed on optimizing morning sun on the public walk and the proposed water feature along the western side.

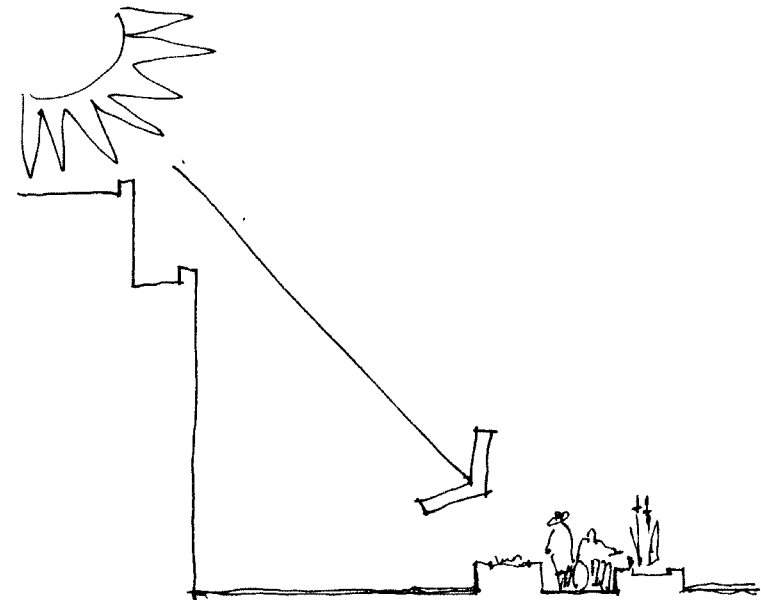


FIGURE 9. Solar access on public spaces

FIGURE 10. Key locations for solar access



#### 4.2.8 VARIATION

- Blocks are to be composed of distinctive buildings, varied in scale, and limited in length.
- Create a rich and varied interface with the adjacent neighbourhood streets and Queen Elizabeth Park through a variety of building setbacks, edge treatments, and retained trees.
- Building forms should reflect and play upon the two key geometries of the site – the surrounding city grid, and the angled geometry of the site plan and building orientation of the original Little Mountain development.
- Varied orientations should be established along street edges, particularly in response to existing trees.
- Building forms along Queen Elizabeth Park should create a variety of spatial relationships and an inviting, permeable and playful edge.
- Upper levels of taller street-wall buildings should be terraced and stepped back to create interest, improve access to light and views, create outdoor opportunities at upper levels, and reduce apparent bulk.
- Long frontages should generally be avoided or expressed as a series of distinct adjacent buildings or building forms. Where a longer building form is proposed, it should demonstrate exceptional architecture.

#### 4.2.9 PERMEABILITY AND LIVABILITY

- Establish an efficient building ‘footprint’ while ensuring livability and site permeability. Massing studies during the policy statement phase indicate that an overall minimum site coverage of 40% is desirable. Demonstrate that an optimum balance is achieved during rezoning.
- Ensure that courtyard configurations and widths provide amenable outlooks and access to sunlight and daylight.
- Ensure that building ‘footprints’ support highly livable dwellings in terms of depth, outlook and daylight access.
- Support the intended permeability of the plan with building form and massing that clearly signals public access where appropriate.



## 5.0 PUBLIC PLACES, OPEN SPACES & MEMORY





## 5.0 PUBLIC PLACES, OPEN SPACES & MEMORY

*This section expands on some of the principles outlined in Section 4 and provides further guidance on open spaces, from public to semi-public to private for rezoning of the Little Mountain site.*

### 5.1 BACKGROUND

Ensuring that the redevelopment of Little Mountain is a welcoming, well-integrated part of the larger community and an innovative and unique place was a significant focus of discussion in the Policy Statement public process. It was recognized that the qualities and configuration of the open space network are fundamental to these objectives.

Drawing upon the past character of Little Mountain was seen as an important part of what would make a well-integrated and unique place. The proposed open space network and configuration reflect the notion that it is the angled building orientation and patterning of open space that distinguished Little Mountain. And further, the existing mature trees and the open space relationship to Queen Elizabeth Park embody the memory of the original community.

#### REMAINING ROWHOUSE

A single original rowhouse remained on site following the 2009 demolition of most buildings at Little Mountain. As part of the planning process, City staff analysed the viability of retaining the last rowhouse. The study looked at the heritage value, physical condition, suitability for retention as housing or re-purposing as a community facility, and the impact that preservation would have on the overall site layout. While suitable for housing, the repurposing of the rowhouse as a neighbourhood house or daycare was not recommended, largely due to size constraints, operational challenges and layout. In addition, the location of the rowhouse conflicts with the location of a key public space in the site plan: the community plaza/hub.

Analysis of the public feedback gathered in the course of the planning process found only a limited amount of support for preservation of the rowhouse. This feedback did speak to the importance of recognizing the social history of Little Mountain, and this memory will be celebrated through the new site plan, preservation of mature trees, the public art program, signage and other meaningful ways.



## 5.2 POLICIES

### 5.2.1 PUBLIC SPACE FOCUS

- Create a highly-public open space system that forms the key organizing element and focus of the site: inviting people westwards through to Queen Elizabeth Park, and bringing the park eastwards into the site. This system will include the following connections:
  1. East-west to Queen Elizabeth park at 35th Avenue
  2. North-south from 33rd Avenue at James Street to 37th Avenue at Quebec Street
  3. East-west at 36th Avenue from Main Street to Ontario Street.
- Create three primary open space elements
  1. The Green Wedge at 35th Avenue
  2. The central spine with possible rainwater feature running north-south from Quebec Street to James Street.
  3. The community plaza/hub at 36th Avenue.

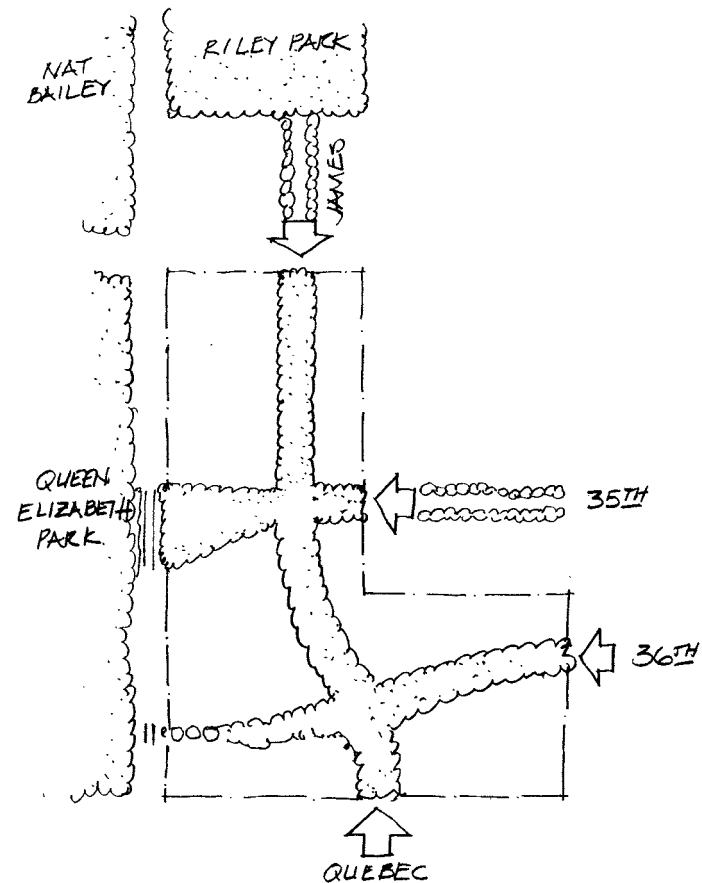


FIGURE 11. Diagram of connections and open space.



### 5.2.2 LEGIBILITY AND ANIMATION OF PUBLIC PLACES

- Create public spaces that are truly public, active, safe, and welcoming through the design of these spaces and the relationship of buildings and activities to them.
  - o Public places are to include many things to attract people and give them reason to stay including places to sit and gather, to enjoy nature, shade and shelter, sunny spots, water, a variety of places to play, urban agriculture, and mature trees.
- Create a comfortable relationship between public and private outdoor space through changes in elevation, urban setbacks and water elements to define spaces and transitions.
- Enliven streets, mews and open spaces with frequent front doors and overlook from dwellings.
- Line the public square at the community hub with shop and café windows and entries, outdoor seating and displays, entries and windows to the neighbourhood house and the daycare

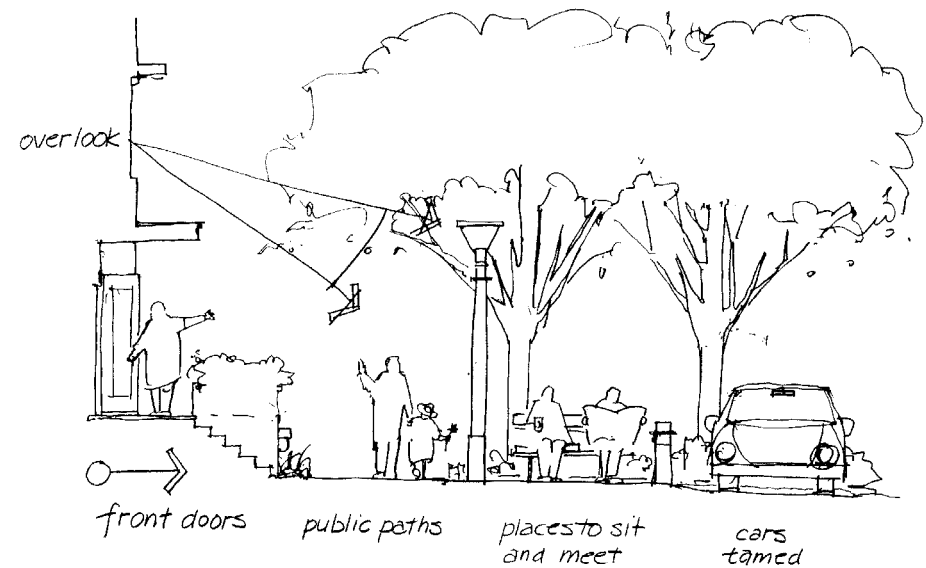


FIGURE 12. Diagram of a active, safe and welcoming public space and comfortable public/private relationships.

### 5.2.3 SUSTAINABLE PUBLIC SPACES

- Create public open spaces that build a complete and sustainable community by meeting the needs of different ages and abilities, and supporting Greenest City objectives through rainwater management, sustainable food systems and urban agriculture, green mobility and access to nature/habitat consideration.
- The Green Wedge, amongst other locations, is to provide opportunities for urban agriculture and children's play and provide appropriate buffers around existing mature trees.
- The proposed central feature of the site, the linear water feature, is to be the centrepiece of an integrated rainwater management system that allows for rainwater storage, infiltration, biofiltration and re-use in public, semi-public and private spaces.
  - The water feature is to be designed to function without potable water supplementation.
  - The water feature should not act as or feel like a barrier between parts of the site.
  - The edges of the water feature should be softer and natural in sections, rather than exclusively hard-edged.
  - Provide opportunities for direct contact with the water feature to improve access to nature.
  - Any proposed water feature is to be located on private development parcels, with public access secured where and as appropriate.
- The Community Plaza/Hub will be the most active social public space. It will be organized around four significant retained trees and will be the focus of activities related to the neighbourhood house, daycare, and local shop and services.
  - The community plaza must be large enough to comfortably accommodate the functions of an active social public open space and to provide appropriate buffers around existing mature trees.

#### 5.2.4 MEMORY

- Reflect the historical patterning, connections, community and places of Little Mountain through site planning, public realm elements, public art, etc.
- The site plan is to reflect the angled orientation of previous buildings in the southern portion of the site and the general patterning of previously existing open spaces.
- A public art plan and public realm plan will be developed at time of rezoning. They will recognize the Musqueam First Nation (on whose traditional territory the site sits) and draw upon the memory of Little Mountain, and the people and places that form part of its history.

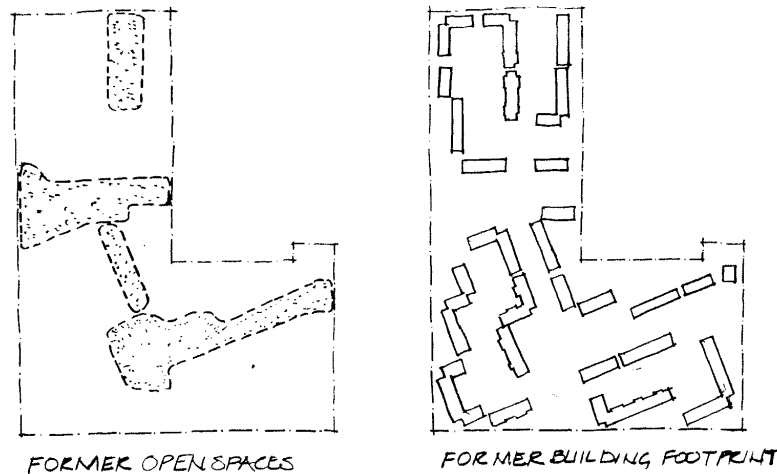


FIGURE 13. Diagram of the historical open spaces and building footprints of the former site.

#### 5.2.5 QUEEN ELIZABETH PARK IMPROVEMENTS

- Provide park improvements and a new neighbourhood park in Queen Elizabeth Park.
- Consider improvement to the trail network in Queen Elizabeth Park to improve non-vehicular access to the park and to transit (a diagonal shortcut from Ontario Street to Midlothian Avenue may be desirable).
- The suggested site for the new neighbourhood park is on existing Queen Elizabeth Park land along Ontario Street between 33rd Avenue and 37th Avenue, with components and configuration subject to public consultation.

### 5.2.6 TREES

- Retain significant trees where possible, and organize buildings, open spaces and public ways around them. Where retention in situ is not possible, relocation on site is to be considered.
- An arborist's report was prepared during the policy planning process identifying viable, marginal, non-viable, and high-risk trees. This report and the viable trees it identified are a significant determinant of the site plan
- A further arborist's report will be required at time of rezoning confirming tree retention and identifying and specifying locations for viable trees to be moved on site.
- Building placement and appropriate setbacks, open space design, surface permeability and soil conditions to ensure retained trees continue to thrive will be important considerations in the rezoning process.
- Provide for future legacy trees at multiple locations.
- Legacy trees are large trees that anchor the public realm, established with optimal growing conditions, intended to flourish for 100+ years. They require ample space for tree canopies, large soil volume for tree roots, and optimal access to nutrients, moisture and oxygen.

FIGURE 14. Existing viable trees





FIGURE 15. Summary diagram of key public spaces



## 6.0 CIRCULATION AND TRANSPORTATION



# 6.0 CIRCULATION AND TRANSPORTATION

*This section expands on some of the urban design principles outlined in Sections 4 and 5, and provides further guidance on pedestrian, cyclist and vehicle movement and parking in the redevelopment of the Little Mountain Housing site.*

## 6.1 BACKGROUND

Green mobility is central to the City of Vancouver's transportation priorities, with an emphasis on facilities for pedestrians, cyclists and transit users. The future Little Mountain will reflect these priorities while also minimizing traffic impacts on the surrounding community. The transportation strategy for Little Mountain also recognizes that accessibility, servicing, delivery and emergency access are necessities.

### CONTEXT

Little Mountain is bordered by two arterial streets: Main Street, a major arterial to the east, and E. 33rd Avenue, a secondary arterial to the north. Ontario Street to the west and E. 37th Avenue to the south are Greenways, part of an established city-wide network which is designed to:

- Make walking more interesting
- Make cycling safer and more convenient
- Reduce the impact of the car
- Be 'greener' in character
- Use public art to make the Greenway more interesting

Other adjacent streets – James Street, Quebec Street, E. 35th Avenue, and E. 36th Avenue – are local streets, intended to serve local access needs.

The Little Mountain site is served by the #3 Main Street bus and the #33 UBC/29th Avenue Station bus. The closest rapid transit stations are the King Edward and Oakridge - 41st Avenue Canada Line stations, both slightly over 1 km away.

A study of traffic impacts from Little Mountain was undertaken as part of the planning process. Looking at historical traffic volumes, it confirmed that traffic volumes on Main Street and 33rd Avenue remained consistent from 1995 to 2010. A 15% increase in volumes on 33rd Avenue was noted in 2011 which was assumed to be a function of traffic generated by the newly-opened Hillcrest Centre.

The study concluded that all existing intersections and new intersections (33rd & James, and 36th & Main) would remain fully functional when Little Mountain was fully built out, based on the density range allowed in this Policy Statement. The 33rd & Main intersection would see a modest decrease in the level of service but would still provide stable flow.

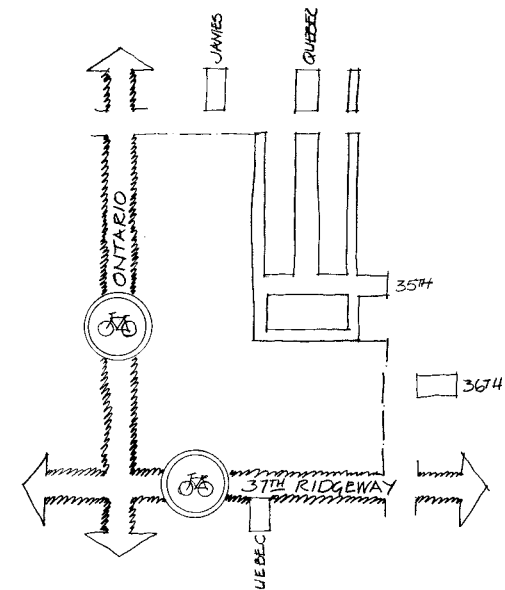


FIGURE 16. Greenways and local streets

## PERMEABILITY & LINKAGES

The Little Mountain site will be connected and integrated with the surrounding community and Queen Elizabeth Park through a network of diverse and interesting public spaces including streets, mews, paths, and open spaces.

The site will be designed around a new, fully-public central street connected to the city grid and containing generous space allocations for pedestrians and cyclists. Designed to a high standard, this street will be traffic-calmed to reduce vehicle speeds and shortcutting, and street furniture, trees and landscaping, art, lighting and signage will attract pedestrians and cyclists.

Non-vehicular links will connect pedestrians and cyclists to the surrounding Greenways and parks while also drawing them into public spaces and amenities in Little Mountain. Smaller public pathways for pedestrians will be secured through courtyards to provide a fine-grained network through the site for pedestrians.

## TRANSPORTATION STRATEGY

Little Mountain will be comprehensively designed to support green mobility by prioritizing pedestrians, cyclists and transit users. The site will remain accessible to vehicles to ensure basic accessibility and servicing, and traffic impacts on surrounding local streets and Greenways will be mitigated through design and monitoring. As part of the rezoning process, a Green Mobility Plan and parking strategy for the site will identify explicit ways to encourage walking, cycling and transit while also minimizing parking and traffic impacts on the surrounding neighbourhood.

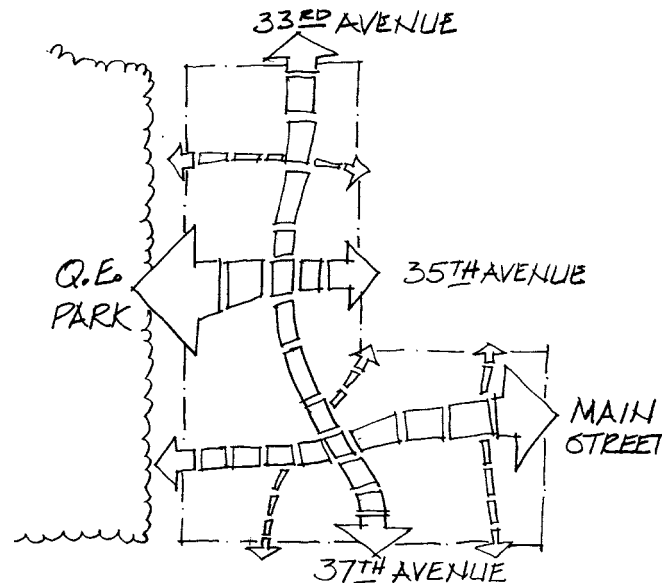


FIGURE 17. Connections through the site



## 6.2 POLICIES

### 6.2.1 PRIMARY CONNECTIONS: CENTRAL STREET & EAST-WEST CONNECTION

- Provide a new street/mews dedicated to the City and connecting to arterial streets at established intersections: Main Street at E. 36th Avenue and E. 33rd Avenue at James Street.
- Employ street design measures on the central street to limit traffic speed and discourage shortcutting across the site. These measures could include:
  - Clear and distinct entries
  - Curving, indirect travel lanes
  - Appropriately sized travel lanes
  - Features that slow traffic and serve residents: benches, landscaping, trees
  - Bollards, street furniture, and varied pavement treatment
  - Intermittent parking spaces
  - Signage, road narrowing, speed tables, striping.
- Provide a non-vehicular pedestrian and cyclist connection from E. 37th Avenue at Quebec Street to the central street. This connection will be dedicated to the City and designed to accommodate emergency access.
- Create a linear east-west connection on the alignment of 35th Avenue for pedestrians and cyclists linking Queen Elizabeth Park, the 'Green Wedge' and Main Street. This connection will be dedicated in the section between the new central street and the existing East 35th Avenue.
- Consider an additional vehicular access on E. 35th Avenue to the central street, conditional on adoption of a multi-family residential rezoning policy for the Adjacent Area (Northeast Quadrant).
- The western portion of this east-west alignment – the 'green wedge' area west of the central street – is to be dedicated to the City or secured by a statutory right-of-way in favour of the City.
- Explore an enhanced pedestrian crossing of Ontario Street at 35th Avenue.
- Include an appropriately-scaled and fully-accessible pedestrian realm on the central street providing a variety of access to public open spaces and the potential linear water feature.
- Provide a high-quality of design of the pedestrian realm and road (materials, lighting, public art, street furniture, street trees and landscaping, and signage).
- Provide safe and visible pedestrian crossings at appropriate intervals.

### 6.2.2 SECONDARY CONNECTIONS: PEDESTRIAN AND CYCLIST LINKS

- Provide pedestrian and cyclist links, secured by statutory rights-of-way to the City, that break down blocks and provide convenient diagonal links from:
  - Ontario to the central street and to the lanes surrounding the Adjacent Area (Northeast Quadrant)
  - 37th Avenue near Main Street to the new public plaza, neighbourhood house and lane south of the NE Quadrant



### 6.2.3 TERTIARY CONNECTIONS: PERMEABLE COURTYARD LINKS

- Provide ungated public paths secured by statutory rights-of-way to the City connecting through the courtyard spaces to the central road and the edge of the site.



#### 6.2.4 GREEN MOBILITY

- Provide a Green Mobility Plan at the time of rezoning, as per the Sustainable Large Development Rezoning Policy. This Plan will identify explicit design and program strategies to encourage walking, cycling and transit use and minimize vehicle usage and impacts.

#### 6.2.5 GREENWAY PROTECTION & IMPROVEMENTS

- Minimize, reduce or eliminate vehicle impacts on the Ontario and 37th Avenue Greenways and on surrounding local streets and lanes.
- Limit vehicle access to the Little Mountain Site to arterial roads (Main Street and E. 33rd Avenue)
- Improve Greenways to create comfort and improve safety for all ages of users, such as adding separated bike paths on Ontario Street and E. 37th Avenue.
- Ensure that development patterns support the possibility of the future removal of vehicular traffic on Ontario Street from 37th to 33rd Avenue.

#### 6.2.6 PEDESTRIAN- & CYCLIST-SUPPORTIVE BUILDING DESIGN

- Design buildings to support walkability by providing ground-oriented units at the lower levels of buildings with convenient 'front doors' to the adjacent public realm.
- Design buildings to encourage, not just accommodate, bicycle use. Measures might include direct access from the lobby to a bike storage room at grade, or providing more than the minimum required bicycle racks in a sheltered place by the front door.
- Provide clear linkages from buildings to adjacent Greenways.



#### 6.2.7 TRAFFIC CALMING

- Assess traffic impacts on local roads and Greenways and implement traffic calming measures if warranted
- Consider measures to reduce traffic speeds on Midlothian/33rd Avenue.

#### 6.2.8 PARKING STRATEGY

- Develop a parking standard that encourages use of other forms of transportation and minimizes traffic impacts as well as parking impacts on the existing community. This parking standard will be established at the time of rezoning and will reflect current best practices
- Provide primarily underground parking with the exception of temporary on-street parking and some drop-off and convenience spaces near the community plaza/hub.
- Locate underground parking access off squares and mews, some from existing lanes, designed to minimize impact on pedestrians and cyclists. Ensure that parking access is designed to not sterilize or negatively impact public open spaces, parks and the pedestrian realm.
- Increase car-share opportunities through parking relaxations for car-share parking stalls.

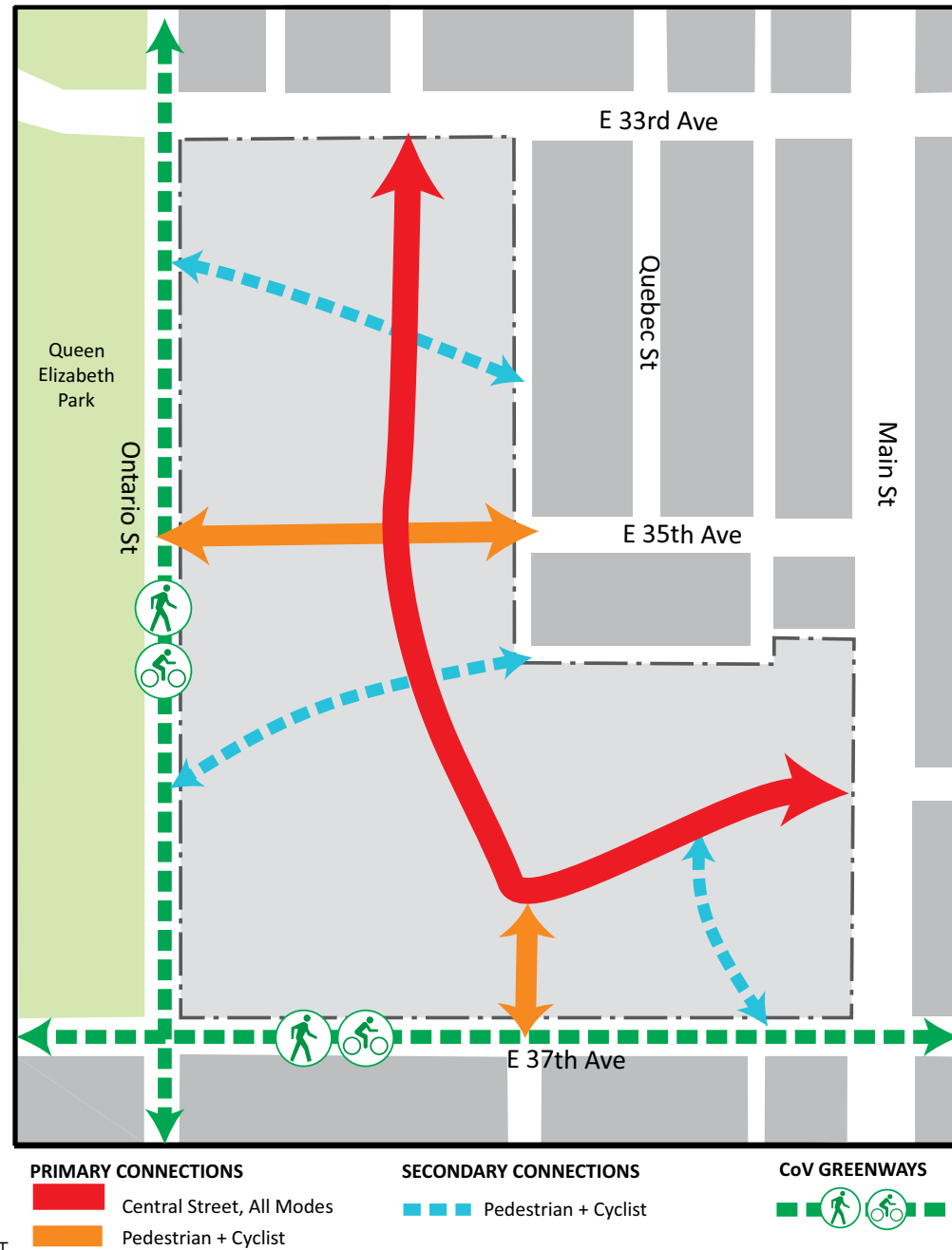
#### 6.2.9 TRANSIT IMPROVEMENTS

- Provide clear & attractive connections to transit stops on Main Street, 33rd Avenue, Midlotian Avenue, and towards rapid transit stations
- Provide well-located, high-quality transit stops.





FIGURE 18. Summary diagram of key site connections





A photograph of a modern, multi-story building with a curved facade. The building features large windows and balconies with glass railings. A significant portion of the building's exterior is covered in a dense, vertical garden of various green plants and small flowers. In the foreground, there is a rooftop garden area with low concrete walls, filled with greenery and small trees. The sky is clear and blue.

## **7.0 SUSTAINABILITY**



# 7.0 SUSTAINABILITY

*This section provides direction on sustainability policies relating to green architecture and sustainable site planning.*

## 7.1 BACKGROUND

Established City of Vancouver policies ensure that all new developments – in particular, large developments - achieve very high levels of sustainability. In 2008, City Council approved the EcoDensity Charter and Initial Actions. Initial Actions A-1 and A-2 require significant green performance in architecture and large site development. These policies were refined and aligned with Greenest City 2020 targets in mid-2012.

Little Mountain is required to meet or exceed the current requirements under the Green Building Policy for Rezoning and the Sustainable Large Development Rezoning Policy at time of rezoning. As part of the rezoning, defined plans or studies on the following are required.



## GREEN BUILDINGS

The Green Building Policy for Rezoning requires that all buildings demonstrate high green performance. Currently, a minimum of LEED® Gold certification (with specific points in energy performance, water efficiency and stormwater) is mandatory for all new buildings where there is a rezoning.

## SUSTAINABLE LARGE DEVELOPMENT PLANNING

The Sustainable Large Development Rezoning Policy mandates that as part of the rezoning process, a series of plans or studies be conducted by the proponent in a range of areas pertaining to environmental and social sustainability. These areas and deliverables are currently:

- 1. Sustainable Site Design** – create a design that considers, and where appropriate, incorporates layout and orientation approaches that reduce energy needs and facilitate passive design solutions
- 2. Access to Nature** – create a plan demonstrating how the project will contribute to improving access to nature
- 3. Sustainable Food Systems** - create a sustainable food system plan that utilizes strategies that allow for an increase in overall community food system assets (food assets are defined as resources, facilities, services or spaces that are available to residents of the city and which are used to support the city's food system).

**4. Green Mobility** - create a green mobility plan, which will provide measures and strategies to prioritize more sustainable travel to and from the site. This will include prioritizing walking, cycling, and public transit over automobile use, and facilitating the incorporation of low carbon vehicles, such as electric vehicles.

**5. Rainwater Management** - create a rainwater management plan that recognizes rainwater as a resource to enhance the community and environment.

**6. Zero Waste Planning** – create a zero waste design and operations plan that considers infrastructure design and post-construction operations, and meets or exceeds the City's Greenest City 2020 goals with respect to waste reduction, increased opportunities for material re-use and recycling, and reduced greenhouse gas (GHG) emissions.

**7. Affordable Housing** – create a study that considers a range of unit types and tenures to enhance the affordability that the market can provide, and explores, in accordance with Council's Affordable Housing Policies.

**8. Low Carbon Energy Supply** - create a low carbon energy supply feasibility screening study to explore the viability of campus or district energy systems. A system is required if the business case is viable.



## 7.2 POLICIES

### 7.2.1 GREEN BUILDINGS

- All new buildings at Little Mountain will meet or exceed the green building standards identified in the Green Building Policy for Rezoning at the time of rezoning.
- Buildings are to visibly express green elements as well as embody green building and passive design: green roofs and terraces, roof top gardens, trees and plantings on upper levels and balconies, green walls, and supports for vertical plant growth.

### 7.2.2 SUSTAINABLE LARGE DEVELOPMENT PLANNING

- Little Mountain will meet or exceed the requirements identified in the Sustainable Large Development Rezoning Policy at the time of rezoning.





An aerial photograph of a suburban neighborhood. The image shows a grid of streets with houses, lawns, and trees. A semi-transparent white box is overlaid on the upper right portion of the image, containing the text '8.0 ADJACENT AREA'.

## 8.0 ADJACENT AREA



## 8.0 ADJACENT AREA

### 8.1 BACKGROUND

Concurrent with the development of the Little Mountain Policy Statement, City of Vancouver planning staff, in consultation with the community, has been developing a rezoning policy for the neighbourhood adjacent to the Little Mountain site; referred to as the 'Adjacent Area'. This work is based on directions given in the 2005 Council - approved Riley Park South Cambie (RPSC) Vision which states in Direction 31.4 that:

"The single family and apartment area (south of 33rd and west of Main) adjacent to Little Mountain Housing should be considered for possible zoning changes when planning for the redevelopment of the Little Mountain Housing Site".

The Adjacent Area is 6.3 acres in size and consists of 33 single family houses zoned RS-1 fronting on Quebec St and E 35th Ave. Fronting on Main St. are 6 multi-family apartments zoned RM-3A (subject to the Rate of Change Bylaw), 3 duplexes zoned RT-2 and 1 commercial mixed use building zoned C-1.

### 8.2 FUTURE REZONING POLICY

A rezoning policy for the area will provide direction on density and height, circulation and movement, public benefits and amenities. It will consider a change in the scale and range of building types to achieve the broader City goals of affordable housing, sustainability and community amenities while providing an appropriate transition from the Little Mountain site to the surrounding residential areas.

Interested parties should refer to the Adjacent Area Rezoning Policy for more detailed planning direction of the area.

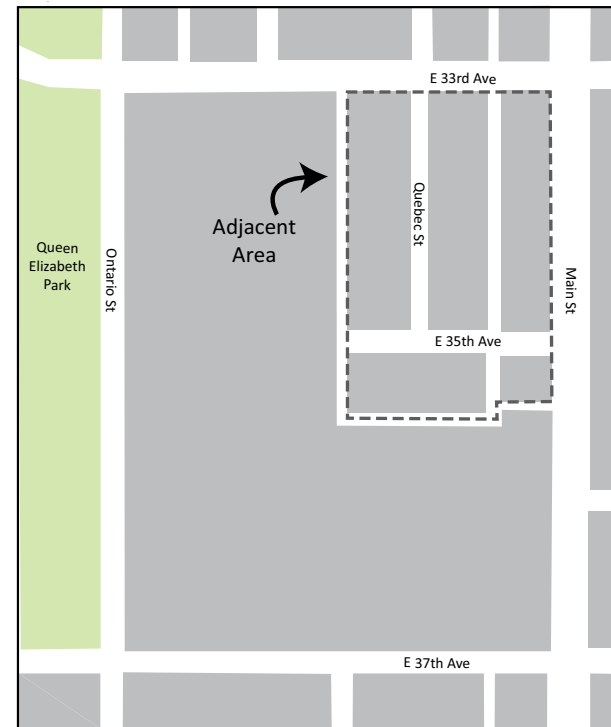


FIGURE 19. The Adjacent Area

## 9.0 ILLUSTRATIVE DEVELOPMENT CONCEPT

These illustrations represent Holborn Properties proposed development concept for the Little Mountain site. Generated in the course of the planning process by James Cheng Architects and Phillips Farevaag Smallenberg, they represent one way in which the policies contained within this Policy Statement document could be expressed.



FIGURE 20. Illustrative site plan concept, James Cheng Architecture and Phillips Farevaag Smallenberg for Holborn Properties



FIGURE 21. Community square concept, James Cheng Architecture and Phillips Farevaag Smallerberg for Holborn Properties



FIGURE 22. Illustrative open space concept, James Cheng Architecture and Phillips Farevaag Smallerberg for Holborn Properties

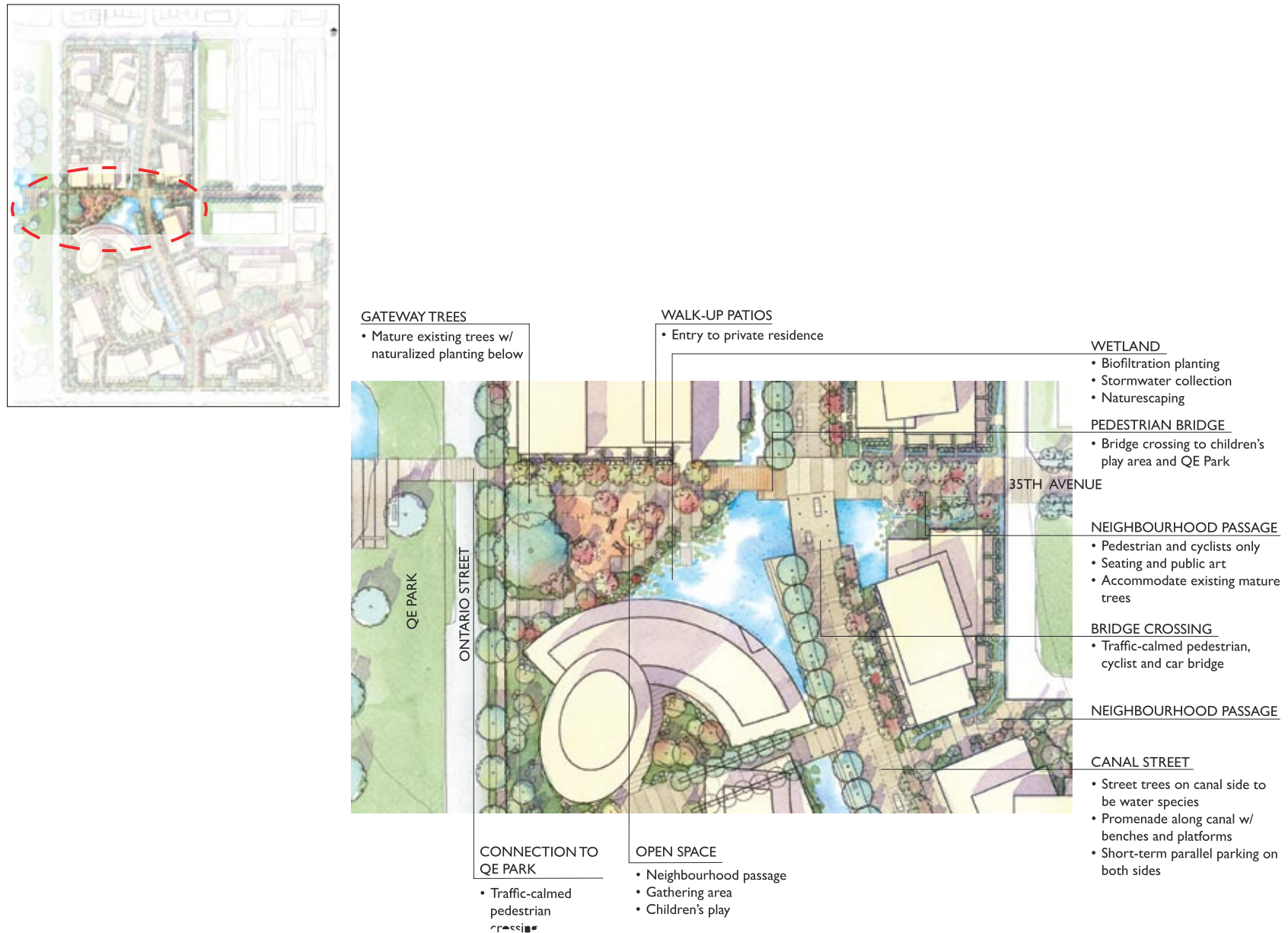
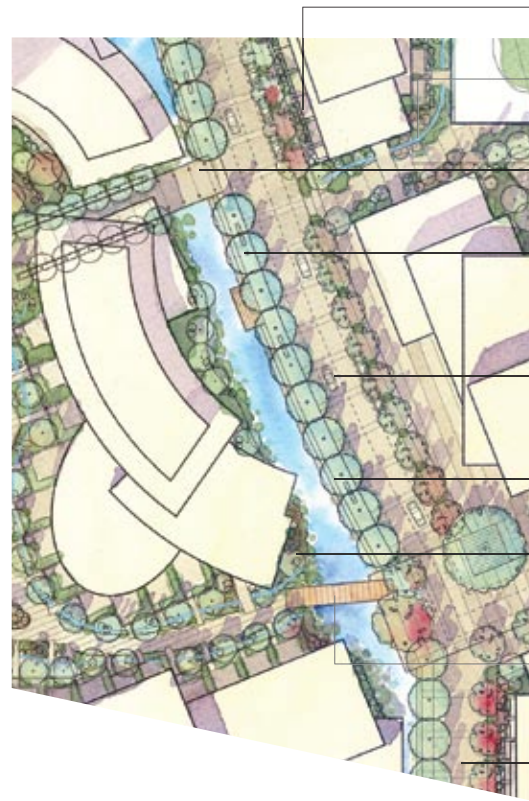
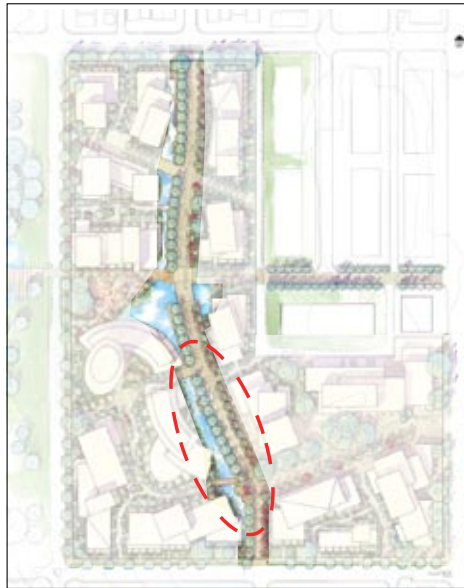


FIGURE 23. Illustrative central street concept, James Cheng Architecture and Phillips Farevaag Smallerberg for Holborn Properties



WALK-UP PATIOS

- Creating neighbourly relationships and 'eyes' on the street

BIOSWALE

- Stormwater collection from rooftops and hard surfaces stored in canal

BRIDGE CROSSING

- Shared by motorists and pedestrians

CANAL SIDE PROMENADE

- Tree-lined pedestrian path
- Bench seating
- Pedestrian platforms

STREETScape

- Two lanes of traffic shared w/ cyclists
- Short term parallel parking on either side

URBAN CANAL EDGE

- Sitting steps along east side of canal

NATURALIZED CANAL EDGE

- Undulating vegetated edge providing, stormwater retention, biofiltration and wildlife habitat

PEDESTRIAN BRIDGE CROSSING

- Neighbourhood connector shared by cyclists and pedestrians

NEIGHBOURHOOD PASSAGE/ POCKET PARK

- Access to site for cyclists and pedestrians from 37th Ave
- Opportunities for seating and public art



FIGURE 24. Illustrative sketch, view from the southwest

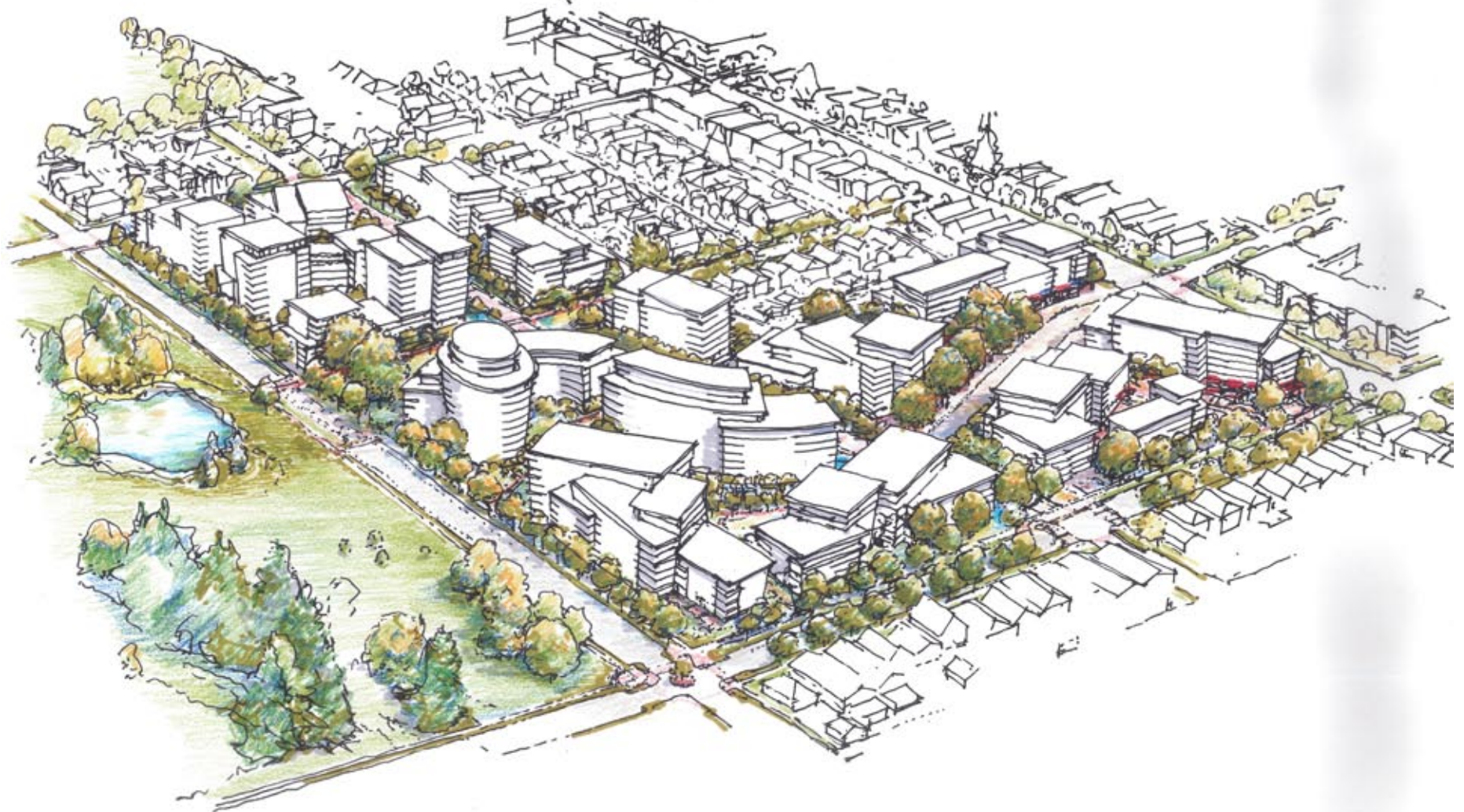
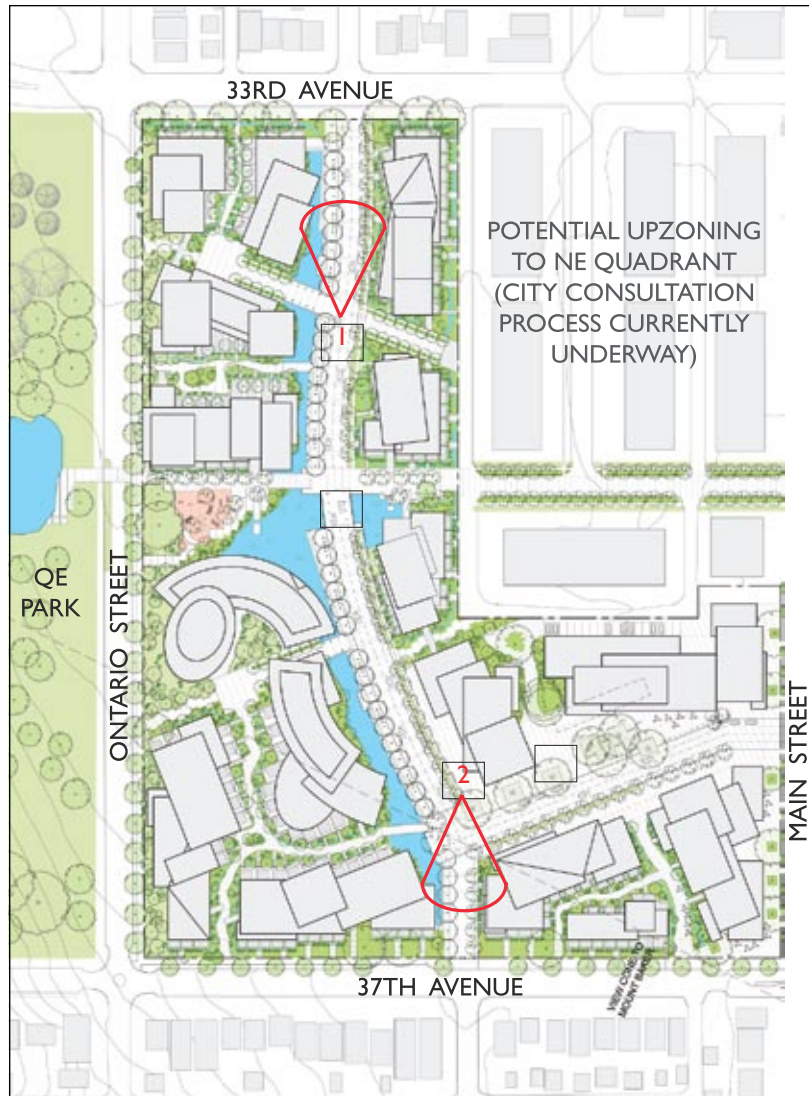




FIGURE 25. Street views of proposed development concept, James Cheng Architecture for Holborn Properties

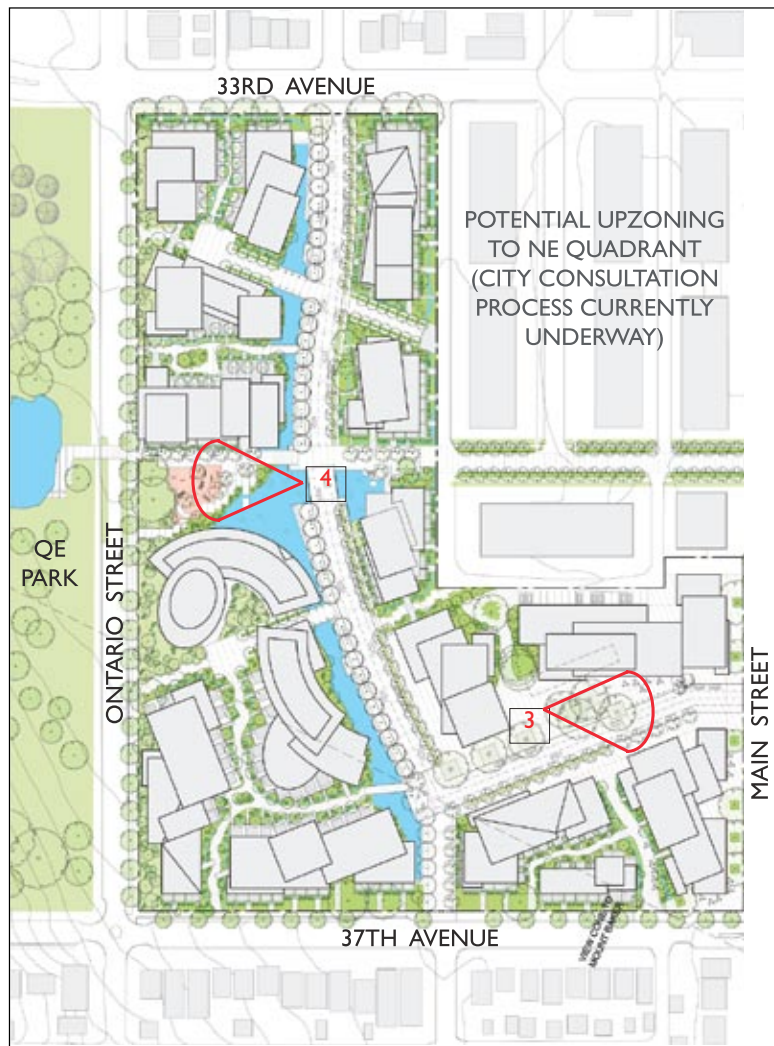


1. VIEW TOWARDS 33RD



2. VIEW TOWARDS 37TH

FIGURE 26. Street views of proposed development concept, James Cheng Architecture for Holborn Properties



3.VIEW TOWARDS MAIN ST.



4.VIEW TOWARDS QE PARK

# 10.0 APPENDICES

## APPENDIX A: SUMMARY OF LITTLE MOUNTAIN PLANNING PROCESS - PUBLIC ENGAGEMENT

### OPEN HOUSES

December 5 & 8 2009, Riley Park Community Centre

- 250 attendees
- 87 comment forms submitted

June 12 & 15 2010, Riley Park Community Centre

- 230 attendees
- 65 comment forms submitted

July 9 & 12 2011, Riley Park Community Centre

- 370 attendees
- 236 comment forms submitted

January 26 & 28 2012, Brock Elementary School

- 600 attendees
- 469 comment forms submitted (143 on-line)

### LITTLE MOUNTAIN COMMUNITY ADVISORY GROUP MEETINGS

January 26, March 25, April 15, March 4, May 11, May 20, May 25, June 8, September 13 2010

March 30, April 28, May 31, June 5, September 20, December 8 2011

January 23, February 28, March 8, April 3, April 10, April 19, May 15, June 5 2011

### ADDITIONAL PUBLIC CONSULTATION

Co-Design Workshop with community  
February 3 2010

Adjacent Area (Northeast Quadrant) Residents

January 27, May 10, October 19 2010

May 19 2011

January 10 2012

Riley Park South Cambie Visions Implementation Committee

December 8 2010

March 10 2011

January 18 2012

### HOLBORN-INITIATED CONSULTATION

Former Little Mountain Residents

March 3, June 8, December 4 2010

March 30 2011

May 2 2012

Little Mountain Neighbourhood House

January 13, September 8 2010

March 3 2011

Riley Park Community Centre Board

September 23 2010

Drift Arts Group

March 9 2010

May 28 2012

Chinese-speaking Community

February 12 2011

January 10 2012

Main Street Business Community

February 12 2011

Musqueam First Nation

June 10 2010



## APPENDIX B: GUIDING PRINCIPLES

These Guiding Principles were developed during the Little Mountain planning process. The Principles are organized into four themes: Urban Design, Complete Community, Transportation, and Sustainability. They are intended to reflect aspirations for the future of Little Mountain and have been used to evaluate the design options and concepts at various stages in the process. Key themes in the Guiding Principles have formed the basis of the policies in this document.

### 1. Integration and Permeability

Connect and integrate the site with the surrounding community and Queen Elizabeth Park through a network of diverse public spaces including streets, mews, paths, and open spaces.

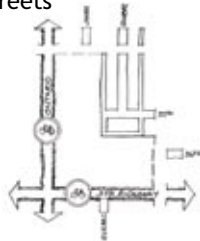
Connections with existing streets and lanes will invite pedestrians and cyclists into and through the site. Movement patterns will reflect new and future desire lines of connection to and from destinations.



### 2. Greenway/Bikeways & Local Streets

Minimize, reduce or eliminate vehicle impacts on the Ontario and 37th Ave greenway/bikeways and on surrounding local streets and lanes.

Where possible, conditions for pedestrians and cyclists will be improved through increased separation from traffic and improved design. Primary street access to the site is to be from 33rd Ave and Main St.



### 3. Streets for People

Design new streets to prioritize pedestrians and cyclists over motorized vehicles. Traffic will be highly calmed, and through movement of vehicles across the site will be discouraged.

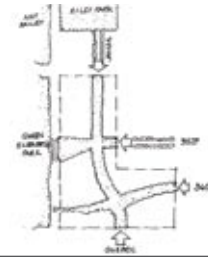
Any vehicles on site have a purpose in being there (e.g. access to homes, shops, services and deliveries) not simply short-cutting across the site.



### 4. Public Space Focus

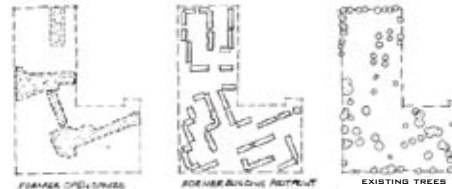
A highly-public open space system will form the key organizing element and focus of the site. The system will include: a primary east/west connection to QE Park at 35th and connections north/south from 33rd to 37th ave and east/west at 36th Ave.

The open space system will invite people westwards through the site to QE Park, and bring the park eastwards into the site.



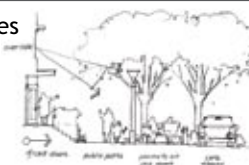
### 5. Memory & Trees

Reflect the historical patterning, connections, community and places of Little Mountain through site planning, public realm elements, public art, etc. Retain significant trees where possible & organize open spaces and public ways around them. Where retention is not possible, relocation should be considered.



### 6. Legibility & Animation of Public Places

Create public spaces that are truly public, active, safe, and welcoming through the design of these spaces and the relationship of buildings and activities to them.



### 7. Sustainable Public Spaces

Create public open spaces that build a complete and sustainable community by meeting the needs of different ages and abilities, and supporting greenest city objectives through rainwater management, urban agriculture and habitat consideration.



### 9. Integrated Social Housing

Integrate social housing buildings throughout the site with units in a variety of building types and sizes.



### 10. Solar Access

Consider solar access on parks, public spaces and neighbouring residences in the form, height, and placement of new buildings.





## APPENDIX B: GUIDING PRINCIPLES cont'd

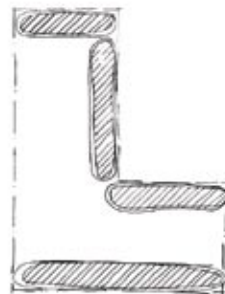
### 11. Distinct Quadrants

Create distinct quadrants linked by public ways and open space, with a unique character and focus for each.



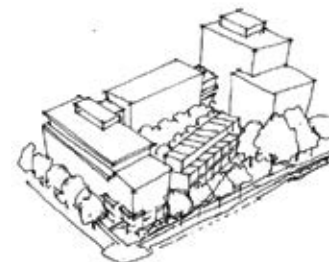
### 14. Transitional Edges

Create a respectful relationship with the surrounding community through a respectful scale of buildings along 33rd and 37th Ave and adjacent to existing neighbourhood lanes.



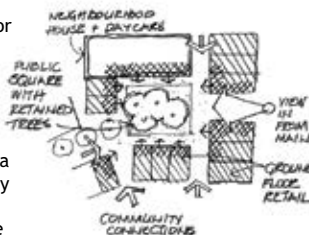
### 17. Variation

Blocks are to be composed of distinctive buildings, varied in scale, and limited in length. Create a rich and varied interface with the adjacent neighbourhood streets through a variety of building setbacks, edge treatments, and retained trees.



### 12. Community Hub

Create a community hub on (or very close to) Main St. consisting of community amenities (neighbourhood house, childcare), locally-oriented shops and services, all gathered around a public square. The community hub is to be visible on Main St and designed to entice people onto the site.



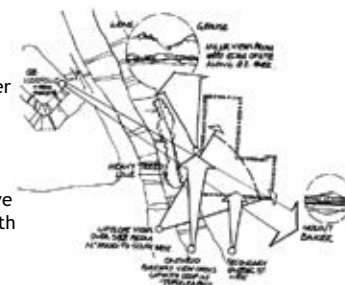
### 15. Opportunities for Height

Locate higher buildings centrally on the site, along the Queen Elizabeth Park frontage and on Main St.



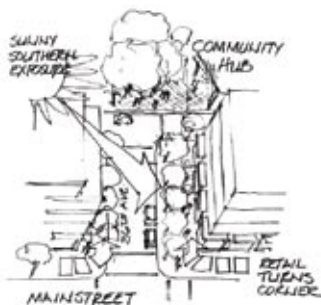
### 18. Views

Locate and scale buildings to preserve views to Mount Baker from the summit of Little Mountain in Queen Elizabeth Park. Create a pattern of public open spaces and buildings to create or preserve views to QE Park and the North Shore mountains from within or across the site.



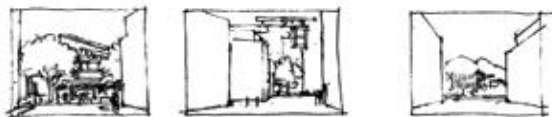
### 13. Main Street

The focus of local retail on Main St. is to be at 36th Ave, taking advantage of corner and southern exposure, and drawing people into the site.



### 16. Sequential Views

Create opportunities for sequential views, reinforced by architectural punctuation and expression through the pattern of public ways and open spaces.



### 19. Visible Green

Buildings are to visibly express green elements as well as embody green building and passive design: green roofs and terraces, rooftop gardens, trees and plantings on upper levels and balconies, green walls, supports for vertical plant growth.



## APPENDIX B: GUIDING PRINCIPLES cont'd

### TRANSPORTATION

#### Green Movement

Prioritize pedestrians and cyclists over cars on site and along the bikeway/greenway edges of Ontario and 37th Ave Ridgeway.

Minimize traffic impacts on adjacent neighbourhoods and bikeways through site design, access and traffic calming.

Adopt a parking standard that encourages walking, cycling and transit use while also minimizing parking impacts on neighbouring streets.

Enhance access to transit and seek opportunities to improve transit service.

### SUSTAINABILITY

#### Environmental Sustainability

Require that all new buildings at Little Mountain meet high green standards.

Incorporate high environmental standards in site design such as urban agriculture, sustainable transportation, rainwater and waste strategies, and, if feasible, a district energy system.

#### Social Sustainability

Introduce a variety of housing types and tenures, land uses, and public spaces to appeal to a diverse range of household sizes, interests, abilities, ages and incomes.

Provide a minimum of 25% family-oriented units.

#### Economic Sustainability

Create a Development Framework which supports an economically-viable and sustainable project, and meets as far as possible the goals and objectives of the community, City and proponent.

### COMPLETE COMMUNITY

#### Affordability

Include low-income social housing and explore opportunities for middle-income housing (such as rental and/or affordable home ownership).

Provide a minimum of 234 replacement social housing units, and seek opportunities to achieve a higher number, with a target of 20% of the total number of units on site.

Include a social housing component in the first phase of development. Integrate social housing and market housing throughout the site.

#### Neighbourhood Shopping and Services

Locate neighbourhood-serving shops and services on Main Street to serve new residents and the local community.

#### Community Amenities

Locate a neighbourhood house with a highly-visible presence on Main Street, or on 33rd near buses and the new Hillcrest Community Centre.

Provide childcare facilities and other community amenities to serve the existing community and new development where possible.

Create flexible spaces and public places that can accommodate a broad range of activities such as opportunities for play, arts and fitness, community gardens and a farmers market.

# 1.0 BACKGROUND

## 1.1 INTRODUCTION

A Policy Statement is a planning tool used by the City of Vancouver to describe general planning principles that will guide future development of a large site. In 2007, BC Housing asked Council to endorse a planning program for Little Mountain. At the same time, a Memorandum of Understanding (MOU) between the City and the Province, identifying principles to guide the redevelopment of the site, was signed. Due to unforeseen delays in starting the planning program, a new budget and timeline were adopted in 2009.

A comprehensive and collaborative planning program from 2010 to 2012 identified and evaluated new policy for the redevelopment of Little Mountain. This Policy Statement contains a set of policies to guide consideration of an anticipated rezoning application for the Little Mountain site. These policies are intended to be clear and robust, but also flexible enough to accommodate a variety of detailed plans and options to be refined at the future rezoning stage. Detailed outcomes will be subject to the more in-depth analysis that occurs at the time of rezoning.

The Little Mountain Policy Statement considers the future mix of uses, density & height, building forms and character, public spaces, circulation and movement, and parks and community facilities to service the new and existing community. Most topics in this document are introduced with a Background section that outlines key issues and facts followed by detail on new policy. Unless noted otherwise, it is assumed that existing policy carries forward.

## 1.2 SITE DESCRIPTION

Little Mountain is located east of Queen Elizabeth Park between 33rd and 37th Avenues, and Ontario and Main Streets. The site is 6.2 hectares (15.2 acres) in size and is currently zoned for multi-family residential use (RM-3A).



FIGURE 1. Little Mountain site

### 1.2.1 HISTORY

Little Mountain is located on the traditional territory of the Coast Salish People and was home to Vancouver's first public housing project. The site was originally assembled by the City of Vancouver in the late 1940s. Built in 1954, with the Federal Government (the Canadian Mortgage and Housing Corporation) as the owner and lead developer, Little Mountain was the first large-scale modern social housing project in Vancouver. It contained 224 social housing units most of which were intended for families, in 37 buildings. The units were a mix of three-storey walk-up apartments and three-level rowhouses, and many of the first tenants were veterans and their families. Originally intended to provide low-income housing, challenging project economics resulted in a shift to a more mixed-income community.

For over 50 years, Little Mountain was home to a vibrant, creative and active community. Residents were an important part of the broader Riley Park community, and were directly involved in the creation of the Little Mountain Neighbourhood House and Riley Park Community Centre.

In early 2007, the Federal Government transferred ownership of Little Mountain to the Province under BC Housing, and in July of that year a Memorandum of Understanding (MOU) was signed between BC Housing and the City of Vancouver regarding the future of the site. It confirmed that the 224 social housing units would be replaced on-site, that existing tenants would have first opportunity to move back when the redevelopment was complete, that the City would lead a collaborative planning process to develop new policy for the site, and that BC Housing would invest the net proceeds from the Little Mountain land sale (after social housing is replaced) in supportive housing projects in Vancouver and BC.



*Little Mountain, 1954*  
*Source: City of Vancouver Archives*



### 1.3 LITTLE MOUNTAIN PLANNING PROGRAM

In November 2009, City Council approved a planning program for Little Mountain. At that time, City Council directed staff to:

- Engage in a policy-planning process with the community and Holborn Properties (selected in 2008 by BC Housing as their development partner for the site);
- Actively involve the Riley Park South Cambie residents and former Little Mountain residents in the planning;
- Establish a community advisory group for the project;
- Seek ways to increase the amount of social housing beyond the 224 units of replacement social housing (with a target of 20% of all units as social housing) and to increase the proportion of family units beyond the typical 25% for major projects; and
- Report back to City Council with a Policy Statement for Little Mountain.



### 1.4.3 GREEN REZONING POLICIES

In June 2008, Council adopted the EcoDensity Initial Actions, two of which apply to the redevelopment of Little Mountain:

**Green Buildings Policy for Rezonings:** updated in 2010, this policy currently requires that all new buildings resulting from rezonings be LEED® Gold certified, at a minimum.

**Sustainable Large Development Rezoning Policy:** updated in 2012, this policy applies to sites of 2 acres or more, or those containing 500,000 square feet or more of development. It currently requires defined plans or studies on the following:

1. Sustainable Site Design
2. Access to Nature
3. Sustainable Food Systems
4. Green Mobility
5. Rainwater Management
6. Zero Waste Planning
7. Affordable Housing
8. Low Carbon Energy Supply

This policy makes specific reference to Little Mountain as a site where the Community Vision identifies limits on building heights. It states that while the four-storey limit noted in the Vision will be used as the base case when an actual site planning/rezoning process occurs, additional options with increased densities and heights can be created and assessed in the course of the planning work, subject to considerable public consultation

### 1.4.4 GREENEST CITY ACTION PLAN (JULY 2011)

The Greenest City Action Plan, approved by Council in July 2011, outlines action required to achieve a healthy, prosperous and resilient city – with the ultimate goal of becoming the world's greenest city by 2020. It identifies strategies to promote green economic development, eliminate dependence on fossil fuels, promote green transportation options, utilize green building design and ensure everyone has access to nature, clean water and local food. The plan calls for compact, complete communities which promote walking and cycling, and are well-served by services, amenities and green space. Furthermore, the plan promotes the development of neighbourhood-scaled renewable energy systems, green construction and carbon-neutral buildings.

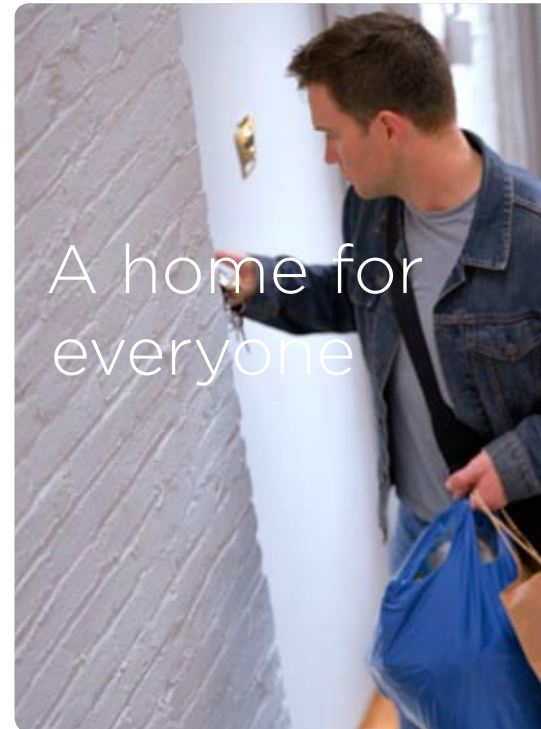


#### 1.4.5 HOUSING AND HOMELESSNESS STRATEGY

Adopted in July 2011, the Housing and Homelessness strategy is a framework for addressing homelessness and increasing the variety of affordable housing options across the entire housing continuum to improve choice and affordability for all residents within the city.

The three strategic directions are:

1. Increase the supply of affordable housing
2. Encourage a housing mix across all neighbourhoods that enhance quality of life
3. Provide strong leadership and support partners to enhance housing stability



## 1.5 ROLE OF THE POLICY STATEMENT

This Policy Statement establishes planning principles that will guide the future development of Little Mountain. It provides new policy regarding:

- land use
- density, building forms and heights, and character
- public benefits, including social housing
- transportation, and
- sustainability.

Created through a collaborative process between the City, the community and the proponent, the Policy Statement provides clarity on the future of the site and guides the rezoning process. It represents the public and private interests that have been articulated in the planning process and ensures that those interests carry forward with the endorsement of City Council.

The policies in this document are intended to clearly articulate the nature, scale and obligations of the Little Mountain redevelopment, while also being flexible enough to accommodate a variety of detailed plans and options to be refined and evaluated during the rezoning stage.





## LITTLE MOUNTAIN COMMUNITY ADVISORY GROUP

The Little Mountain Community Advisory Group, a volunteer body of local residents, played a central role in the creation of this Policy Statement. Formed as a result of a direction from City Council, the Advisory Group was convened by City staff in close consultation with the Riley Park South Cambie Visions Implementation Group. The Advisory Group represented a large cross-section of the community who have an interest in, or would be affected by, the redevelopment of Little Mountain.

As defined by the Groups Terms of Reference, the role of the advisory group was:

1. To provide advice to City staff on the preparation and evaluation of the Policy Statement for the Little Mountain Site.
2. To help identify gaps in information and, where possible, to supply relevant information to support the planning work.
3. To advise staff on community outreach and help ensure that as many people as possible are involved or informed.
4. To engage in workshops and meetings with the developer as representatives of the Little Mountain/Riley Park community.

The Advisory Group met 22 times in the course of the 28 months it took to complete this Policy Statement and will continue to meet in future stages of the redevelopment of Little Mountain. Their contribution was invaluable in the creation of this document.





## 2.0 PRINCIPLES & OBJECTIVES





## 2.0 PRINCIPLES & OBJECTIVES

### 2.1 KEY PLANNING PRINCIPLES

These high-level principles for the development of Little Mountain summarize and integrate the more-detailed policies in chapters to follow. Those policies in turn reflect priorities and aspirations identified in the planning process, as well as existing City policies and objectives.

#### CREATE A COMPLETE COMMUNITY

Little Mountain will be home to people of different incomes, ages and abilities; have good access to transit, jobs and services; and be well served by community amenities such as a neighbourhood house and daycare. These amenities will help create a social heart and meet existing and new needs. There will be more social housing units than previously existed, and these will be similarly targeted towards families.

#### CREATE A CLEAR & ACCESIBLE SYSTEM OF PUBLIC OPEN SPACE

A legible, welcoming and sustainable open space system will be the foundation of Little Mountain's design, reflecting the site's original plan and activating these spaces in new ways.

#### DESIGN FOR GREEN MOBILITY

Little Mountain must give priority to walking, cycling and transit users while also recognizing that accessibility, delivery, emergency access and servicing are necessities. Existing sustainable transportation infrastructure, such as the neighbouring Greenways, will not be negatively impacted by the development.

#### EXCEL IN URBAN DESIGN & BUILT FORM

The redevelopment of Little Mountain will create an attractive and sustainable urban community that is complementary to the surrounding Riley Park neighbourhood. Little Mountain's history will also be celebrated through site design, preservation of mature trees and a public art program.

#### ACHIEVE AN EXCEPTIONAL STANDARD OF SUSTAINABILITY

Architecture, site design, energy, water, food and waste systems will have a high level of green performance, the community will be socially inclusive, and the project will be economically viable.

## 3.0 COMPLETE COMMUNITY





### 3.2.4 RETAIL AND COMMERCIAL USES

- Approximately 17,000 to 20,000 square feet of commercial floorspace should be located on Main Street and adjacent to the community plaza near Main Street at East 36th Avenue, taking maximum advantage of corner and southern exposure, and drawing people into the plaza.
- The majority of the floorspace should be local-serving retail such as a café, a deli, bakery, green grocer/small grocery store, small-scale pharmacy, and so on.
- A non-retail commercial floorspace component of up to 50% of the area of the retail floorspace (approximately 5,000-7,000 square feet) could be included to support retail demand. This component should include locally-oriented office space such as professional offices (medical/dental, law, real estate), a community bank, etc.

### 3.2.5 COMMUNITY HUB & SQUARE

- Create a community hub on or very close to Main Street consisting of a public square, neighbourhood house, childcare, and locally-oriented shops and services, all gathered around a public square. The community hub is to be visible on Main Street and designed to entice people onto the site.
- The square design must be of a size and configuration to accommodate and encourage use by the intended activities.
- The square must incorporate electrical, water and sanitary connections.

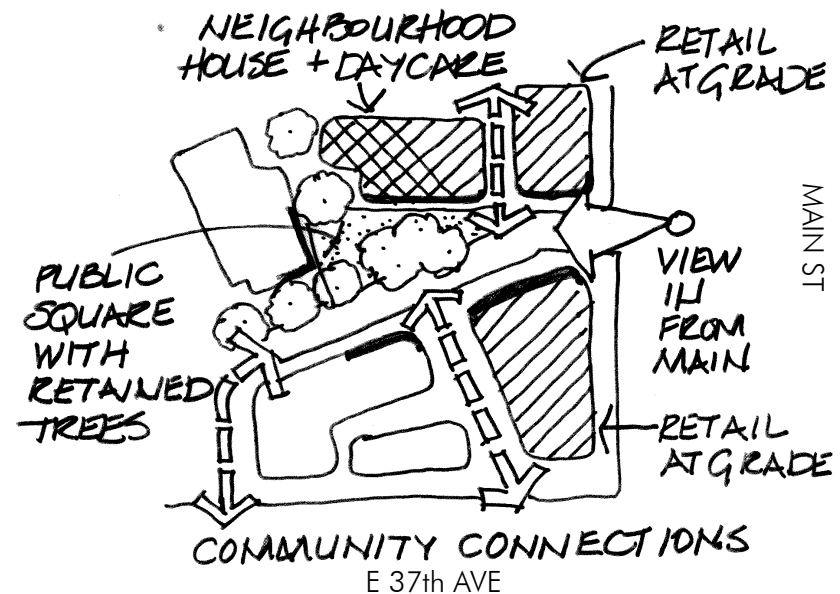


FIGURE 2. Diagram of the community hub & square

### 3.2.6 NEIGHBOURHOOD HOUSE

- Provide a new Little Mountain Neighbourhood House with the following specifications:
  - A minimum of 12,000 sq. ft. of fully-finished and equipped, flexibly-designed space fully accessible by people with the broadest range of ages, abilities and cultures.
  - While an efficient design that anticipates shared uses is required, dedicated areas for seniors and youth to ensure physical safety and comfortable use should be considered.
  - Located to ensure a high degree of visibility and accessibility.
  - A character that is welcoming, emphasizing acceptance, inclusivity and warmth.

Early delivery of the neighbourhood house is encouraged as the existing neighbourhood house is undersized and in poor condition.

### 3.2.7 CHILDCARE

- Provide a 69-space fully-finished and equipped childcare, designed for infants, toddlers, pre-schoolers, and school-aged children
- Locate the childcare within or near the new Little Mountain Neighbourhood House.

### 3.2.8 COMMUNITY AMENITY FUNDING

- Reinvest all of the Development Cost Levies and the Community Amenity Contribution generated by the redevelopment of Little Mountain into the development of the public amenities to serve the site and to address service gaps in the immediate neighbourhood.
- Develop a detailed strategy for the funding and phasing of the community amenities as part of the rezoning stage.



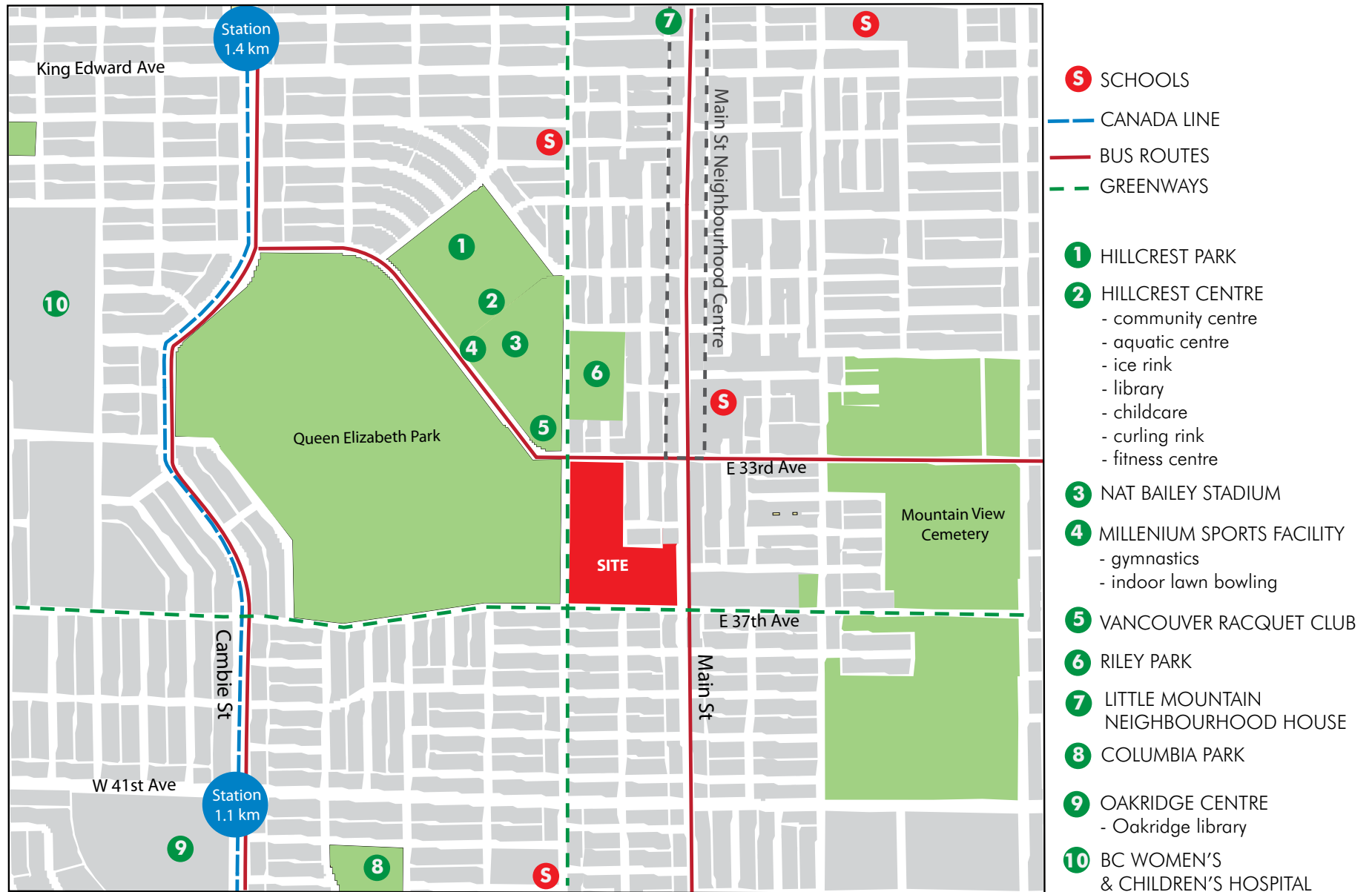


## 4.0 BUILT FORM, DENSITY & HEIGHT





FIGURE 3. Surrounding site context



## SOLAR ACCESS

Access to sunlight is a fundamental principle which will guide the design of Little Mountain. One of the consequences of the mid-rise building forms proposed (vs. a tower and podium typology) is more extensive shadowing in the immediate surroundings of the buildings. However, optimizing sunlight, particularly on the public spaces identified in Section 5, should be a key consideration in the detailed design and placement of building forms at rezoning.

The key times of year assessed for sunlight on public spaces are at the equinox (March and September 21) at 10:00, 12:00, 2:00, and 4:00. This time of year is most important as it is both the growing season and when most people spend more time outside.

## ANIMATION & VARIATION IN DESIGN

Little Mountain will be inviting, enticing and attractive. The architecture will be characterized by variation in design and scale to create interest. Off-grid angles will reflect the historical pattern of the original Little Mountain; these angles and building setbacks will help preserve the mature trees which characterize the site. The site edges will respond differently to the varying adjacencies: single-family houses, Queen Elizabeth Park, and Main Street.

Public spaces will also articulate this vibrancy. This can be done through architecture, landscape design, placement of active uses on public spaces, and programming.

## PERMEABILITY AND LIVABILITY

Accommodating a viable and appropriate density on the Little Mountain site is a challenging balance between two objectives - keeping the overall height and transitions respectful of the site context, while creating a highly permeable plan with an open space pattern that draws people to and from Queen Elizabeth Park. It is critical that this balance also result in highly livable dwellings



## 4.2 POLICIES

### 4.2.1 DENSITY

- Accommodate an overall gross density (calculated over the whole site area) of 2.3 to 2.5 gross FSR (approximately 1,500,000 to 1,670,000 square feet, gross). This area includes social housing, commercial floorspace, new community facilities, and all typical floorspace exclusions.

### 4.2.2 SCALE IN RELATION TO LITTLE MOUNTAIN

- Establish a maximum height of 12 storeys (or 120', whichever is the lesser) to preserve regional views from the summit of Queen Elizabeth Park, and allow it to continue to read as the dominant natural feature in the area and the high point in Vancouver's topography.

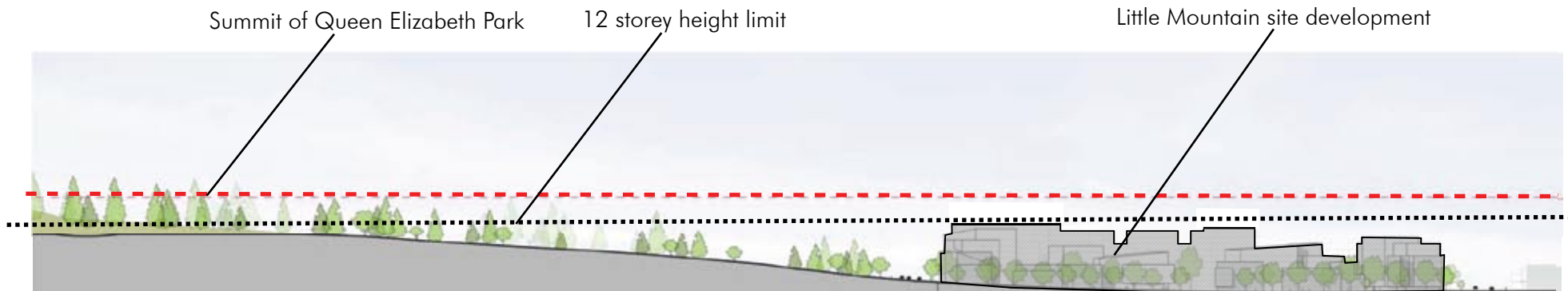


FIGURE 4. Twelve storey height limit in relation to the summit of Queen Elizabeth Park



FIGURE 5. Views from the summit of Queen Elizabeth Park.



#### 4.2.3 TRANSITIONAL EDGES

- Create a respectful relationship with the surrounding community through the scale of buildings along 33rd and 37th Avenues and adjacent to neighbouring lanes.
- Limit building heights in the transitional edges to 6 storeys, stepping down to 3 or 4 storeys approaching the boundaries of the site. Should a rezoning policy be approved for the adjacent area (northeast quadrant), the transition should respect the new scale of development.
- Explore opportunities for 3 and 4 storey townhouses and 'stacked' townhouses on transitional edges that enhance the variety of housing types on site and relate well to surrounding single-family homes.

#### 4.2.4 OPPORTUNITIES FOR HEIGHT

Locate higher buildings centrally on the site, along the Queen Elizabeth Park frontage and on Main Street.

Organize taller buildings as follows:

- Taller mid-rise building forms should be located towards the middle of the site with an expressive and varied skyline.
- Mid-rise buildings should range from 4 to 10 storeys, with building elements up to 12 storeys in the most central portion of the site.
- Building heights on Main Street should not exceed 8 storeys.

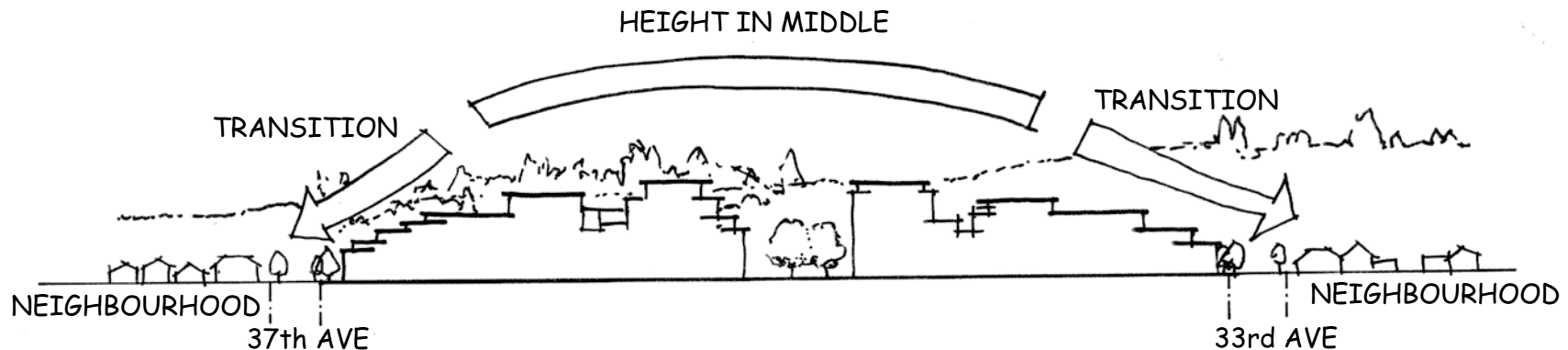


FIGURE 6. Height diagram looking west through the site

FIGURE 7. Summary diagram of key height recommendations





#### 4.2.7 SOLAR ACCESS

- Solar access on parks and public spaces should guide the form, height and placement of buildings.
- Place considerable emphasis on solar access in consideration of the following:

- **Queen Elizabeth Park Edge and Ontario Street:** Ontario is an important bikeway/greenway to be protected and enhanced by the development of Little Mountain. The recently installed sidewalk along the eastern edge of Queen Elizabeth Park is a popular pedestrian route. While 10:00am equinox shadows will be cast across these places, detailed design and placement should limit shadow extension into the park and optimize the opportunity and extent of intermittent sunny spaces along the length of Ontario. A new diagonal path connecting from Ontario to Midlothian would both serve as a shortcut to transit and an alternate sunny route.

- **The new public square at the Community Plaza/Hub:** Building heights and terraced setbacks on buildings south of the square should be designed to maximize sun on this key public space.

- **The new Central 'Wedge' Open Space:** As the central area of the site has been identified as the area more appropriate for height there will necessarily be some shadowing through the day on this space, however, sunlight should be continuous on the main pedestrian route at the northern edge of the space. More detailed design of the buildings and of the open space should work together to optimize sunlight and placement of different uses.

- **New street/mews:** The north/south orientation of this street offers excellent solar access from 12:00 to 2:00, but presents more of a challenge at 10:00 am and 4:00 pm. Particular emphasis should be placed on optimizing morning sun on the public walk and the proposed water feature along the western side.

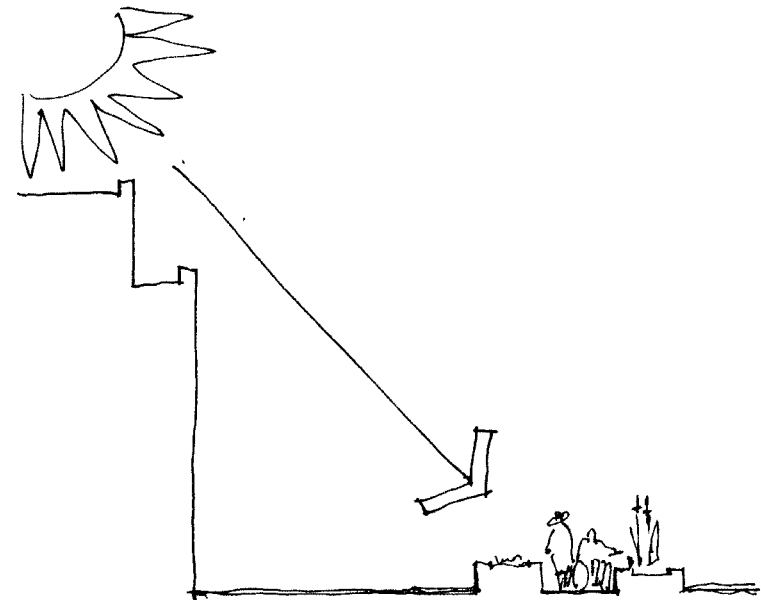


FIGURE 9. Solar access on public spaces

FIGURE 10. Key locations for solar access





## 5.0 PUBLIC PLACES, OPEN SPACES & MEMORY





## 5.0 PUBLIC PLACES, OPEN SPACES & MEMORY

*This section expands on some of the principles outlined in Section 4 and provides further guidance on open spaces, from public to semi-public to private for rezoning of the Little Mountain site.*

### 5.1 BACKGROUND

Ensuring that the redevelopment of Little Mountain is a welcoming, well-integrated part of the larger community and an innovative and unique place was a significant focus of discussion in the Policy Statement public process. It was recognized that the qualities and configuration of the open space network are fundamental to these objectives.

Drawing upon the past character of Little Mountain was seen as an important part of what would make a well-integrated and unique place. The proposed open space network and configuration reflect the notion that it is the angled building orientation and patterning of open space that distinguished Little Mountain. And further, the existing mature trees and the open space relationship to Queen Elizabeth Park embody the memory of the original community.

#### REMAINING ROWHOUSE

A single original rowhouse remained on site following the 2009 demolition of most buildings at Little Mountain. As part of the planning process, City staff analysed the viability of retaining the last rowhouse. The study looked at the heritage value, physical condition, suitability for retention as housing or re-purposing as a community facility, and the impact that preservation would have on the overall site layout. While suitable for housing, the repurposing of the rowhouse as a neighbourhood house or daycare was not recommended, largely due to size constraints, operational challenges and layout. In addition, the location of the rowhouse conflicts with the location of a key public space in the site plan: the community plaza/hub.

Analysis of the public feedback gathered in the course of the planning process found only a limited amount of support for preservation of the rowhouse. This feedback did speak to the importance of recognizing the social history of Little Mountain, and this memory will be celebrated through the new site plan, preservation of mature trees, the public art program, signage and other meaningful ways.



## 5.2 POLICIES

### 5.2.1 PUBLIC SPACE FOCUS

- Create a highly-public open space system that forms the key organizing element and focus of the site: inviting people westwards through to Queen Elizabeth Park, and bringing the park eastwards into the site. This system will include the following connections:
  1. East-west to Queen Elizabeth park at 35th Avenue
  2. North-south from 33rd Avenue at James Street to 37th Avenue at Quebec Street
  3. East-west at 36th Avenue from Main Street to Ontario Street.
- Create three primary open space elements
  1. The Green Wedge at 35th Avenue
  2. The central spine with possible rainwater feature running north-south from Quebec Street to James Street.
  3. The community plaza/hub at 36th Avenue.

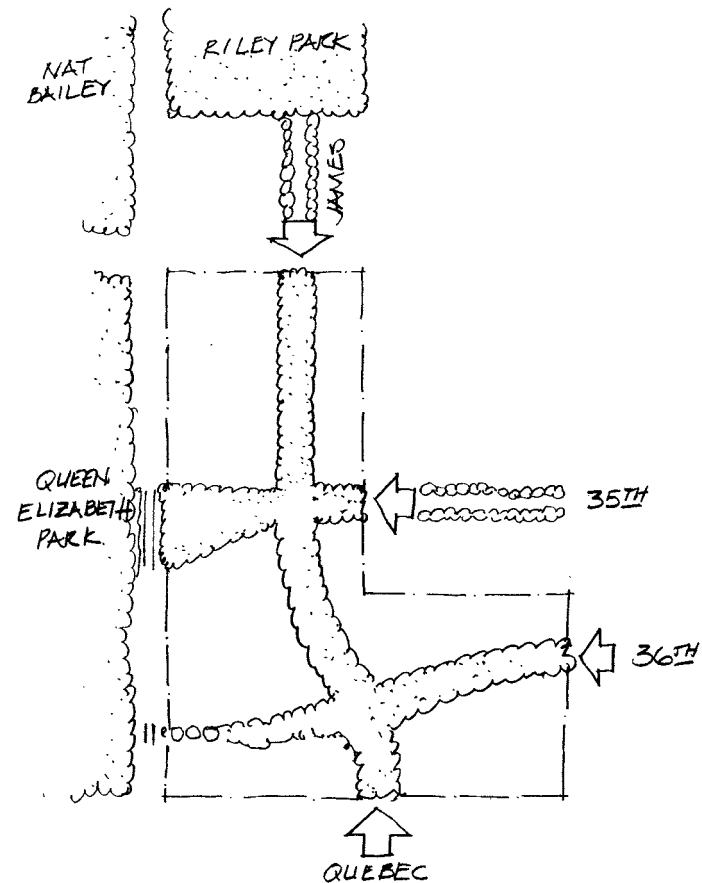


FIGURE 11. Diagram of connections and open space.

### 5.2.2 LEGIBILITY AND ANIMATION OF PUBLIC PLACES

- Create public spaces that are truly public, active, safe, and welcoming through the design of these spaces and the relationship of buildings and activities to them.
  - o Public places are to include many things to attract people and give them reason to stay including places to sit and gather, to enjoy nature, shade and shelter, sunny spots, water, a variety of places to play, urban agriculture, and mature trees.
- Create a comfortable relationship between public and private outdoor space through changes in elevation, urban setbacks and water elements to define spaces and transitions.
- Enliven streets, mews and open spaces with frequent front doors and overlook from dwellings.
- Line the public square at the community hub with shop and café windows and entries, outdoor seating and displays, entries and windows to the neighbourhood house and the daycare

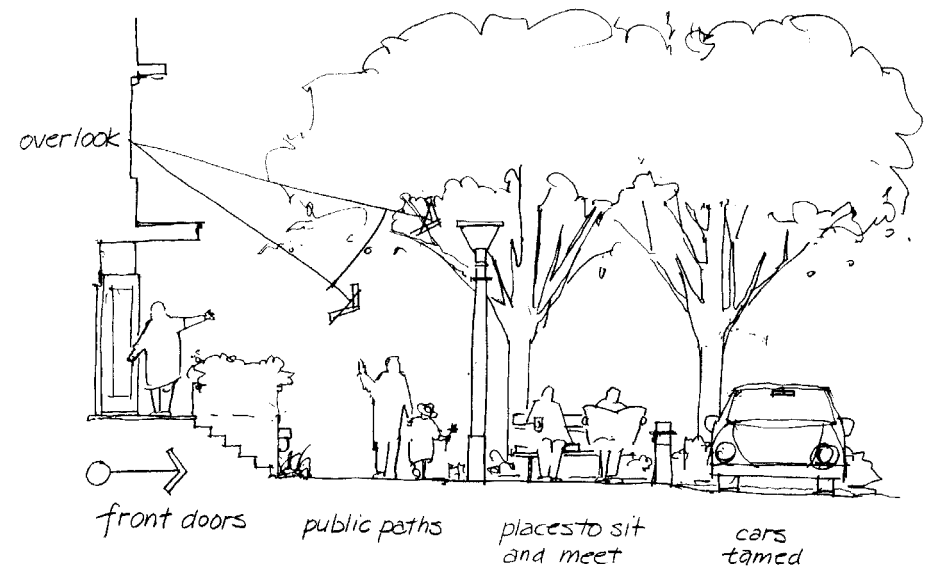


FIGURE 12. Diagram of a active, safe and welcoming public space and comfortable public/private relationships.



#### 5.2.4 MEMORY

- Reflect the historical patterning, connections, community and places of Little Mountain through site planning, public realm elements, public art, etc.
- The site plan is to reflect the angled orientation of previous buildings in the southern portion of the site and the general patterning of previously existing open spaces.
- A public art plan and public realm plan will be developed at time of rezoning. They will recognize the Musqueam First Nation (on whose traditional territory the site sits) and draw upon the memory of Little Mountain, and the people and places that form part of its history.

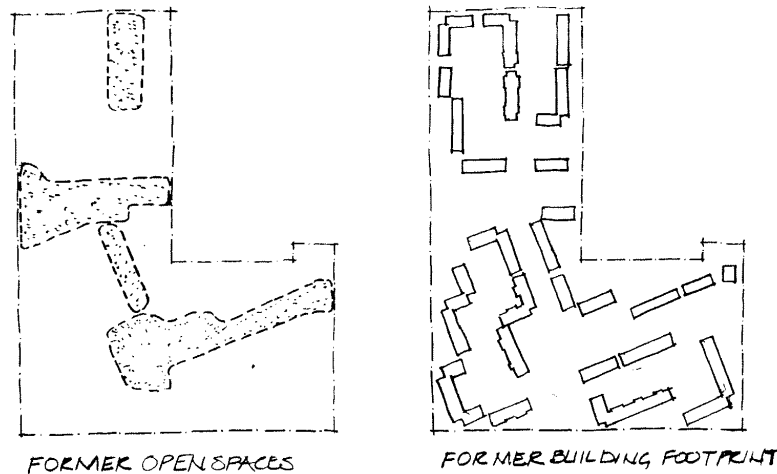


FIGURE 13. Diagram of the historical open spaces and building footprints of the former site.

#### 5.2.5 QUEEN ELIZABETH PARK IMPROVEMENTS

- Provide park improvements and a new neighbourhood park in Queen Elizabeth Park.
- Consider improvement to the trail network in Queen Elizabeth Park to improve non-vehicular access to the park and to transit (a diagonal shortcut from Ontario Street to Midlothian Avenue may be desirable).
- The suggested site for the new neighbourhood park is on existing Queen Elizabeth Park land along Ontario Street between 33rd Avenue and 37th Avenue, with components and configuration subject to public consultation.

### 5.2.6 TREES

- Retain significant trees where possible, and organize buildings, open spaces and public ways around them. Where retention in situ is not possible, relocation on site is to be considered.
- An arborist's report was prepared during the policy planning process identifying viable, marginal, non-viable, and high-risk trees. This report and the viable trees it identified are a significant determinant of the site plan
- A further arborist's report will be required at time of rezoning confirming tree retention and identifying and specifying locations for viable trees to be moved on site.
- Building placement and appropriate setbacks, open space design, surface permeability and soil conditions to ensure retained trees continue to thrive will be important considerations in the rezoning process.
- Provide for future legacy trees at multiple locations.
- Legacy trees are large trees that anchor the public realm, established with optimal growing conditions, intended to flourish for 100+ years. They require ample space for tree canopies, large soil volume for tree roots, and optimal access to nutrients, moisture and oxygen.

FIGURE 14. Existing viable trees

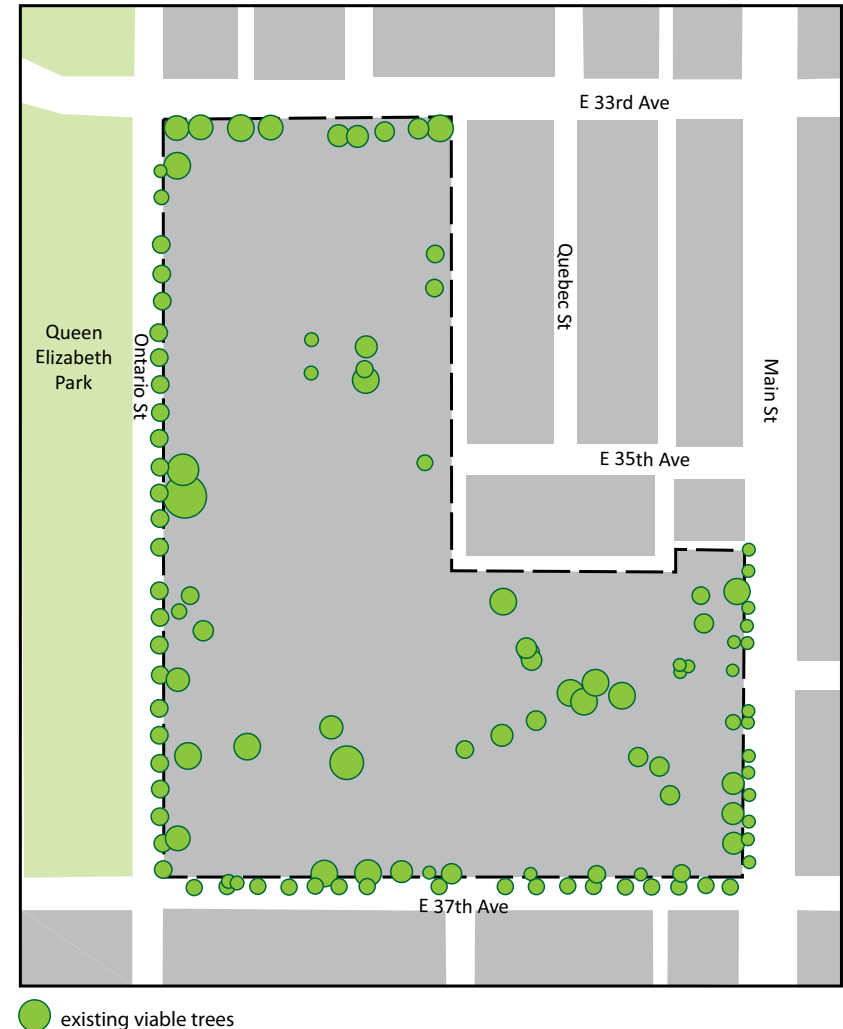


FIGURE 15. Summary diagram of key public spaces





## 6.0 CIRCULATION AND TRANSPORTATION



# 6.0 CIRCULATION AND TRANSPORTATION

*This section expands on some of the urban design principles outlined in Sections 4 and 5, and provides further guidance on pedestrian, cyclist and vehicle movement and parking in the redevelopment of the Little Mountain Housing site.*

## 6.1 BACKGROUND

Green mobility is central to the City of Vancouver's transportation priorities, with an emphasis on facilities for pedestrians, cyclists and transit users. The future Little Mountain will reflect these priorities while also minimizing traffic impacts on the surrounding community. The transportation strategy for Little Mountain also recognizes that accessibility, servicing, delivery and emergency access are necessities.

### CONTEXT

Little Mountain is bordered by two arterial streets: Main Street, a major arterial to the east, and E. 33rd Avenue, a secondary arterial to the north. Ontario Street to the west and E. 37th Avenue to the south are Greenways, part of an established city-wide network which is designed to:

- Make walking more interesting
- Make cycling safer and more convenient
- Reduce the impact of the car
- Be 'greener' in character
- Use public art to make the Greenway more interesting

Other adjacent streets – James Street, Quebec Street, E. 35th Avenue, and E. 36th Avenue – are local streets, intended to serve local access needs.

The Little Mountain site is served by the #3 Main Street bus and the #33 UBC/29th Avenue Station bus. The closest rapid transit stations are the King Edward and Oakridge - 41st Avenue Canada Line stations, both slightly over 1 km away.

A study of traffic impacts from Little Mountain was undertaken as part of the planning process. Looking at historical traffic volumes, it confirmed that traffic volumes on Main Street and 33rd Avenue remained consistent from 1995 to 2010. A 15% increase in volumes on 33rd Avenue was noted in 2011 which was assumed to be a function of traffic generated by the newly-opened Hillcrest Centre.

The study concluded that all existing intersections and new intersections (33rd & James, and 36th & Main) would remain fully functional when Little Mountain was fully built out, based on the density range allowed in this Policy Statement. The 33rd & Main intersection would see a modest decrease in the level of service but would still provide stable flow.

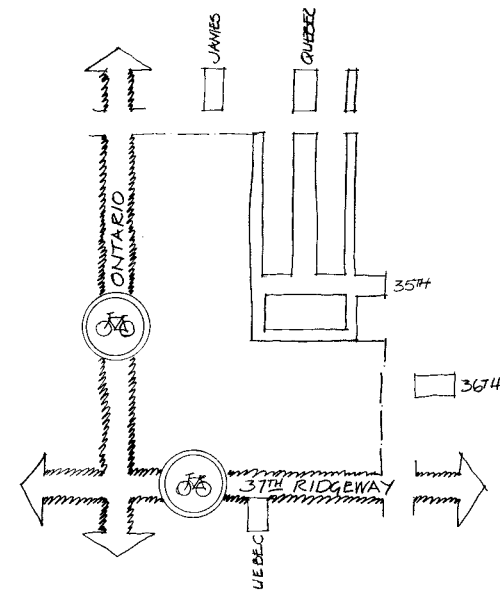


FIGURE 16. Greenways and local streets

## PERMEABILITY & LINKAGES

The Little Mountain site will be connected and integrated with the surrounding community and Queen Elizabeth Park through a network of diverse and interesting public spaces including streets, mews, paths, and open spaces.

The site will be designed around a new, fully-public central street connected to the city grid and containing generous space allocations for pedestrians and cyclists. Designed to a high standard, this street will be traffic-calmed to reduce vehicle speeds and shortcutting, and street furniture, trees and landscaping, art, lighting and signage will attract pedestrians and cyclists.

Non-vehicular links will connect pedestrians and cyclists to the surrounding Greenways and parks while also drawing them into public spaces and amenities in Little Mountain. Smaller public pathways for pedestrians will be secured through courtyards to provide a fine-grained network through the site for pedestrians.

## TRANSPORTATION STRATEGY

Little Mountain will be comprehensively designed to support green mobility by prioritizing pedestrians, cyclists and transit users. The site will remain accessible to vehicles to ensure basic accessibility and servicing, and traffic impacts on surrounding local streets and Greenways will be mitigated through design and monitoring. As part of the rezoning process, a Green Mobility Plan and parking strategy for the site will identify explicit ways to encourage walking, cycling and transit while also minimizing parking and traffic impacts on the surrounding neighbourhood.

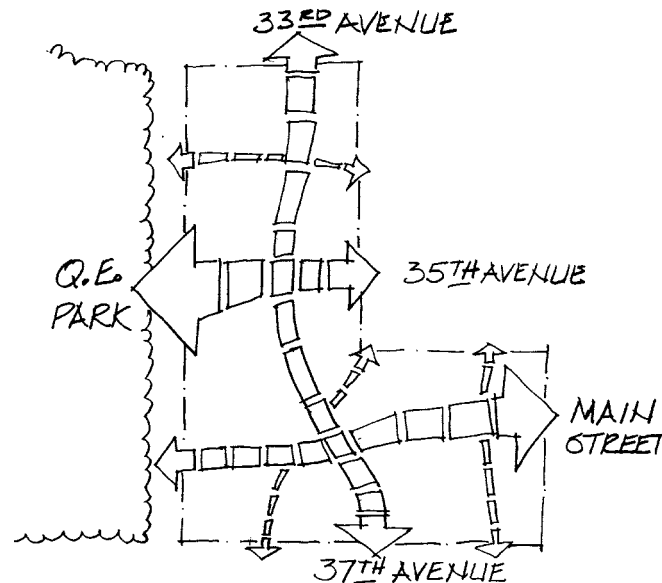


FIGURE 17. Connections through the site

### 6.2.2 SECONDARY CONNECTIONS: PEDESTRIAN AND CYCLIST LINKS

- Provide pedestrian and cyclist links, secured by statutory rights-of-way to the City, that break down blocks and provide convenient diagonal links from:
  - Ontario to the central street and to the lanes surrounding the Adjacent Area (Northeast Quadrant)
  - 37th Avenue near Main Street to the new public plaza, neighbourhood house and lane south of the NE Quadrant



### 6.2.3 TERTIARY CONNECTIONS: PERMEABLE COURTYARD LINKS

- Provide ungated public paths secured by statutory rights-of-way to the City connecting through the courtyard spaces to the central road and the edge of the site.





#### 6.2.4 GREEN MOBILITY

- Provide a Green Mobility Plan at the time of rezoning, as per the Sustainable Large Development Rezoning Policy. This Plan will identify explicit design and program strategies to encourage walking, cycling and transit use and minimize vehicle usage and impacts.

#### 6.2.5 GREENWAY PROTECTION & IMPROVEMENTS

- Minimize, reduce or eliminate vehicle impacts on the Ontario and 37th Avenue Greenways and on surrounding local streets and lanes.
- Limit vehicle access to the Little Mountain Site to arterial roads (Main Street and E. 33rd Avenue)
- Improve Greenways to create comfort and improve safety for all ages of users, such as adding separated bike paths on Ontario Street and E. 37th Avenue.
- Ensure that development patterns support the possibility of the future removal of vehicular traffic on Ontario Street from 37th to 33rd Avenue.

#### 6.2.6 PEDESTRIAN- & CYCLIST-SUPPORTIVE BUILDING DESIGN

- Design buildings to support walkability by providing ground-oriented units at the lower levels of buildings with convenient 'front doors' to the adjacent public realm.
- Design buildings to encourage, not just accommodate, bicycle use. Measures might include direct access from the lobby to a bike storage room at grade, or providing more than the minimum required bicycle racks in a sheltered place by the front door.
- Provide clear linkages from buildings to adjacent Greenways.



#### 6.2.7 TRAFFIC CALMING

- Assess traffic impacts on local roads and Greenways and implement traffic calming measures if warranted
- Consider measures to reduce traffic speeds on Midlothian/33rd Avenue.

#### 6.2.8 PARKING STRATEGY

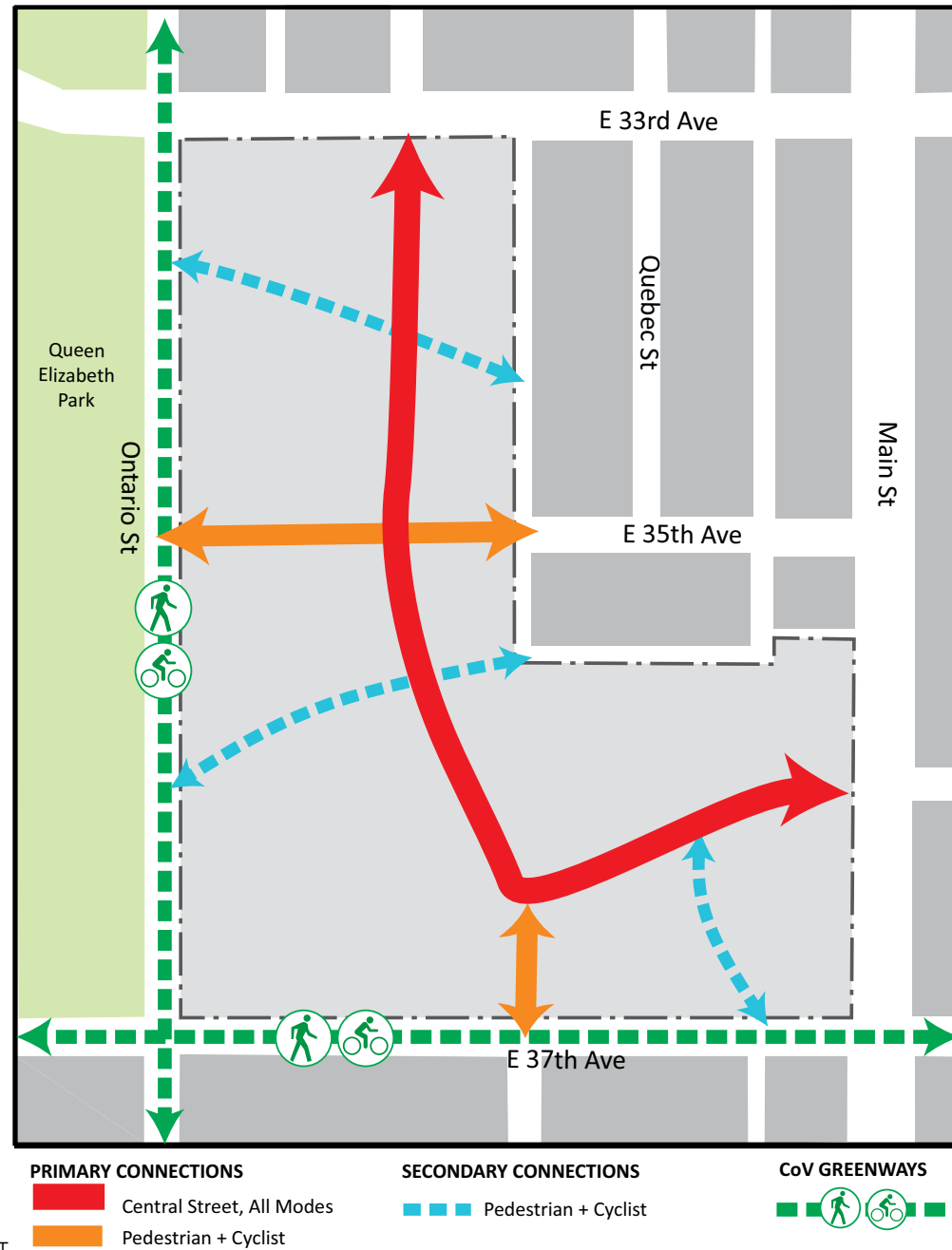
- Develop a parking standard that encourages use of other forms of transportation and minimizes traffic impacts as well as parking impacts on the existing community. This parking standard will be established at the time of rezoning and will reflect current best practices
- Provide primarily underground parking with the exception of temporary on-street parking and some drop-off and convenience spaces near the community plaza/hub.
- Locate underground parking access off squares and mews, some from existing lanes, designed to minimize impact on pedestrians and cyclists. Ensure that parking access is designed to not sterilize or negatively impact public open spaces, parks and the pedestrian realm.
- Increase car-share opportunities through parking relaxations for car-share parking stalls.

#### 6.2.9 TRANSIT IMPROVEMENTS

- Provide clear & attractive connections to transit stops on Main Street, 33rd Avenue, Midlotian Avenue, and towards rapid transit stations
- Provide well-located, high-quality transit stops.



FIGURE 18. Summary diagram of key site connections





A photograph of a modern, multi-story building with a curved facade. The building features large windows and balconies with glass railings. A significant portion of the building's exterior is covered in a dense, vertical garden of various green plants and small red flowers. In the foreground, there is a rooftop garden area with low concrete walls, filled with green plants and a small tree. The sky is clear and blue.

## **7.0 SUSTAINABILITY**



# 7.0 SUSTAINABILITY

*This section provides direction on sustainability policies relating to green architecture and sustainable site planning.*

## 7.1 BACKGROUND

Established City of Vancouver policies ensure that all new developments – in particular, large developments - achieve very high levels of sustainability. In 2008, City Council approved the EcoDensity Charter and Initial Actions. Initial Actions A-1 and A-2 require significant green performance in architecture and large site development. These policies were refined and aligned with Greenest City 2020 targets in mid-2012.

Little Mountain is required to meet or exceed the current requirements under the Green Building Policy for Rezoning and the Sustainable Large Development Rezoning Policy at time of rezoning. As part of the rezoning, defined plans or studies on the following are required.



## 7.2 POLICIES

### 7.2.1 GREEN BUILDINGS

- All new buildings at Little Mountain will meet or exceed the green building standards identified in the Green Building Policy for Rezoning at the time of rezoning.
- Buildings are to visibly express green elements as well as embody green building and passive design: green roofs and terraces, roof top gardens, trees and plantings on upper levels and balconies, green walls, and supports for vertical plant growth.

### 7.2.2 SUSTAINABLE LARGE DEVELOPMENT PLANNING

- Little Mountain will meet or exceed the requirements identified in the Sustainable Large Development Rezoning Policy at the time of rezoning.





An aerial photograph of a suburban neighborhood. The image shows a grid of streets with houses, lawns, and trees. A semi-transparent white rectangular box is overlaid on the upper right portion of the image, containing the text '8.0 ADJACENT AREA'.

## 8.0 ADJACENT AREA



## 8.0 ADJACENT AREA

### 8.1 BACKGROUND

Concurrent with the development of the Little Mountain Policy Statement, City of Vancouver planning staff, in consultation with the community, has been developing a rezoning policy for the neighbourhood adjacent to the Little Mountain site; referred to as the 'Adjacent Area'. This work is based on directions given in the 2005 Council - approved Riley Park South Cambie (RPSC) Vision which states in Direction 31.4 that:

"The single family and apartment area (south of 33rd and west of Main) adjacent to Little Mountain Housing should be considered for possible zoning changes when planning for the redevelopment of the Little Mountain Housing Site".

The Adjacent Area is 6.3 acres in size and consists of 33 single family houses zoned RS-1 fronting on Quebec St and E 35th Ave. Fronting on Main St. are 6 multi-family apartments zoned RM-3A (subject to the Rate of Change Bylaw), 3 duplexes zoned RT-2 and 1 commercial mixed use building zoned C-1.

### 8.2 FUTURE REZONING POLICY

A rezoning policy for the area will provide direction on density and height, circulation and movement, public benefits and amenities. It will consider a change in the scale and range of building types to achieve the broader City goals of affordable housing, sustainability and community amenities while providing an appropriate transition from the Little Mountain site to the surrounding residential areas.

Interested parties should refer to the Adjacent Area Rezoning Policy for more detailed planning direction of the area.

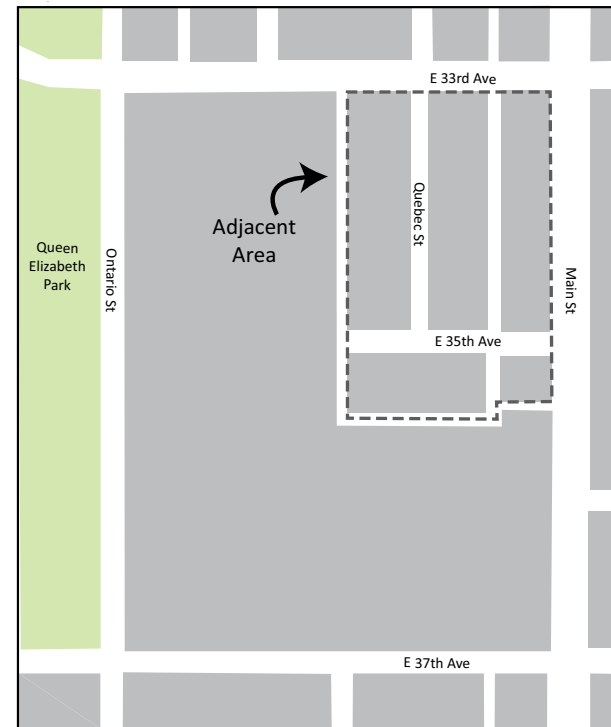


FIGURE 19. The Adjacent Area



## 9.0 ILLUSTRATIVE DEVELOPMENT CONCEPT

These illustrations represent Holborn Properties proposed development concept for the Little Mountain site. Generated in the course of the planning process by James Cheng Architects and Phillips Farevaag Smallenberg, they represent one way in which the policies contained within this Policy Statement document could be expressed.



FIGURE 20. Illustrative site plan concept, James Cheng Architecture and Phillips Farevaag Smallenberg for Holborn Properties

FIGURE 21. Community square concept, James Cheng Architecture and Phillips Farevaag Smallerberg for Holborn Properties



FIGURE 22. Illustrative open space concept, James Cheng Architecture and Phillips Farevaag Smallerberg for Holborn Properties

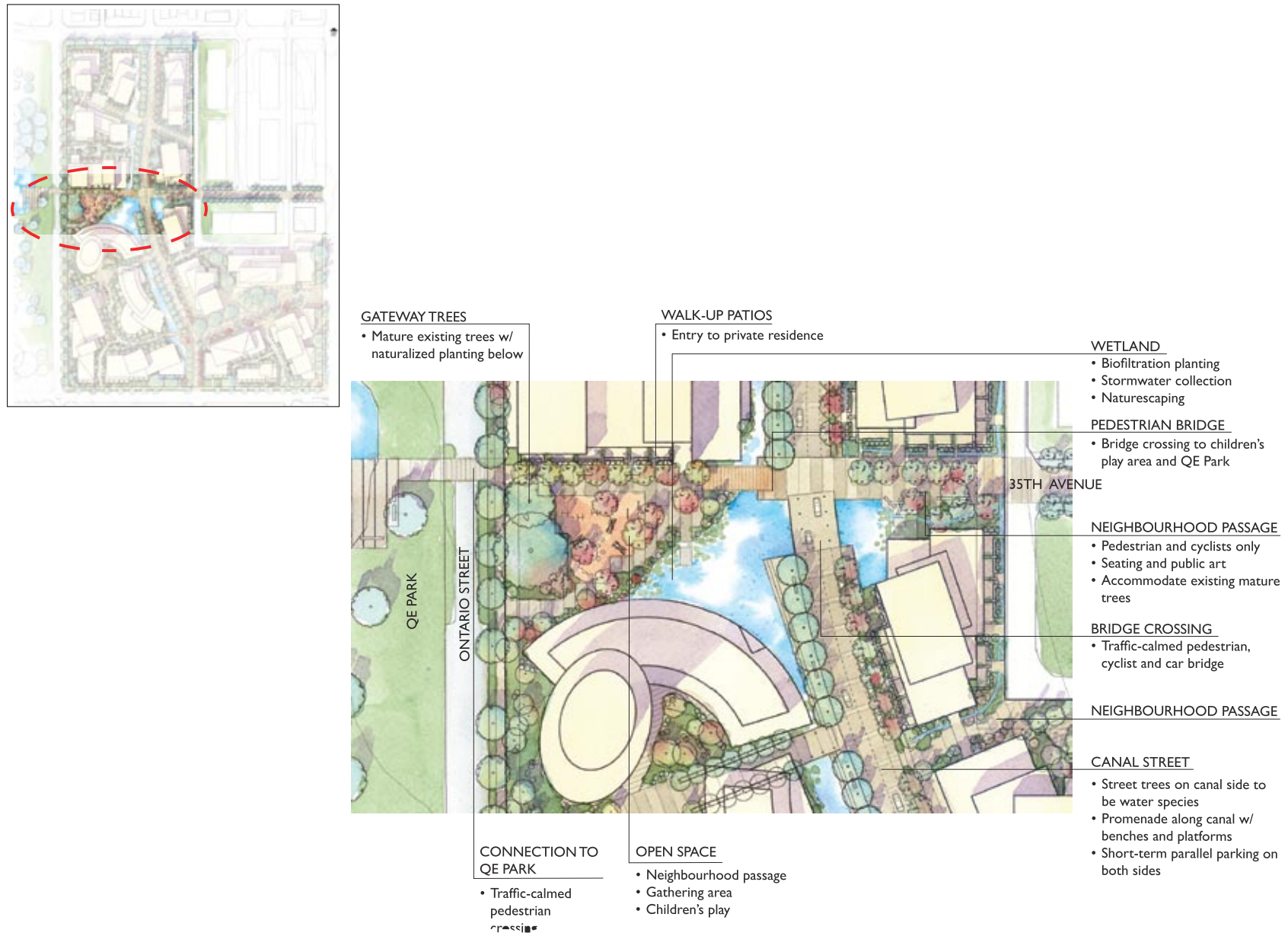
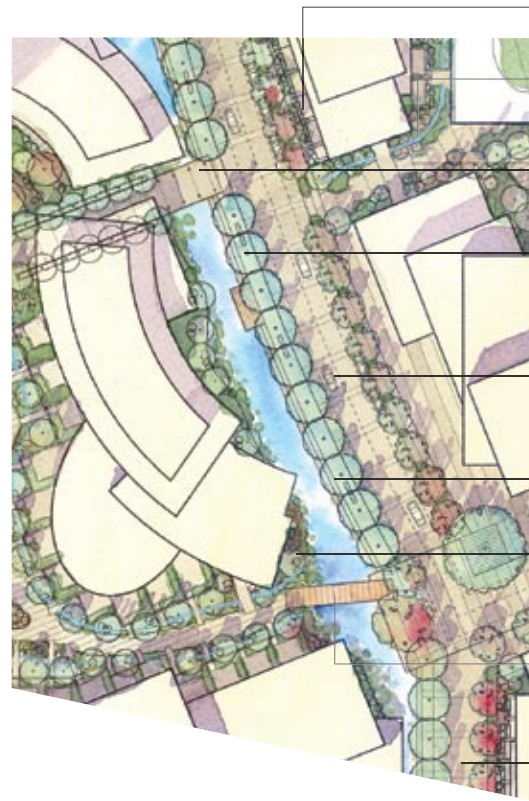
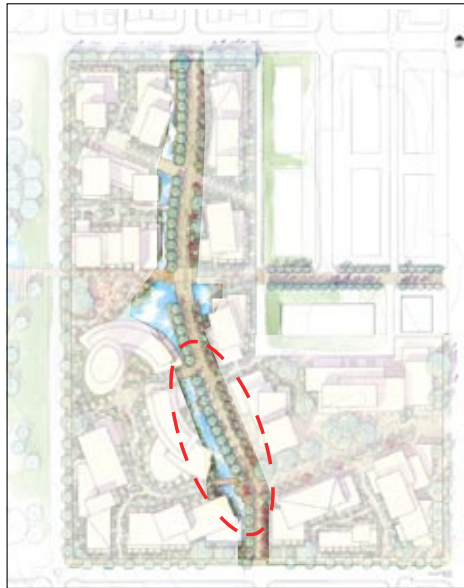




FIGURE 23. Illustrative central street concept, James Cheng Architecture and Phillips Farevaag Smallerberg for Holborn Properties



WALK-UP PATIOS

- Creating neighbourly relationships and 'eyes' on the street

BIOSWALE

- Stormwater collection from rooftops and hard surfaces stored in canal

BRIDGE CROSSING

- Shared by motorists and pedestrians

CANAL SIDE PROMENADE

- Tree-lined pedestrian path
- Bench seating
- Pedestrian platforms

STREETSCAPE

- Two lanes of traffic shared w/ cyclists
- Short term parallel parking on either side

URBAN CANAL EDGE

- Sitting steps along east side of canal

NATURALIZED CANAL EDGE

- Undulating vegetated edge providing, stormwater retention, biofiltration and wildlife habitat

PEDESTRIAN BRIDGE CROSSING

- Neighbourhood connector shared by cyclists and pedestrians

NEIGHBOURHOOD PASSAGE/ POCKET PARK

- Access to site for cyclists and pedestrians from 37th Ave
- Opportunities for seating and public art

FIGURE 24. Illustrative sketch, view from the southwest

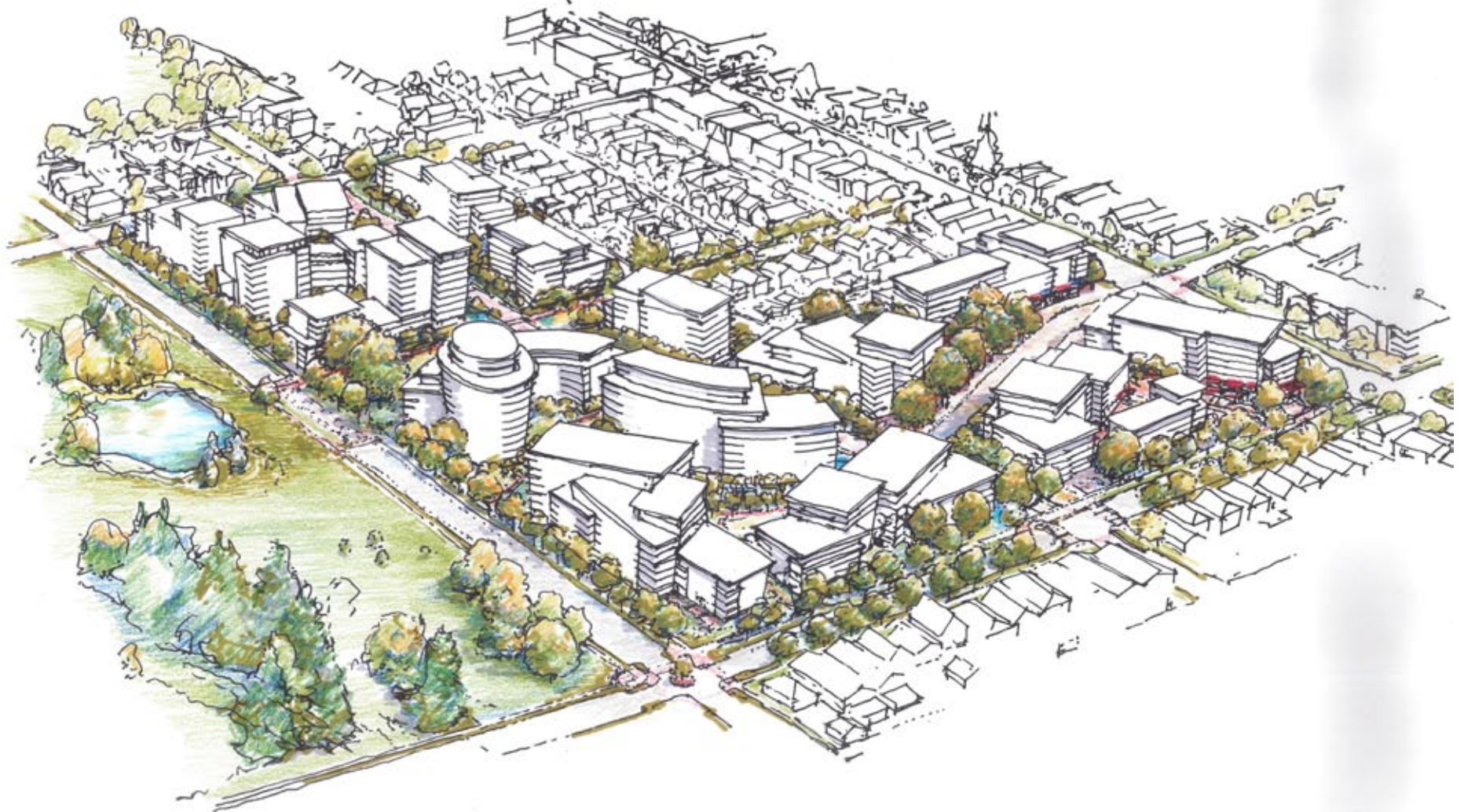
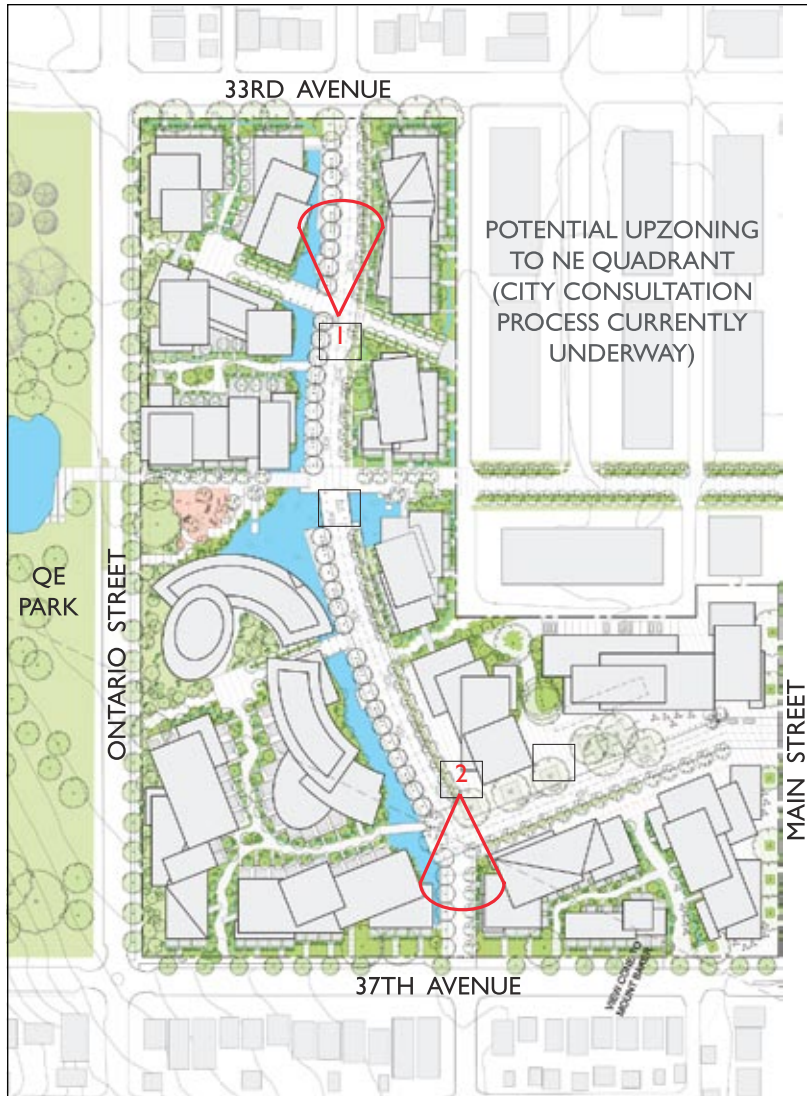




FIGURE 25. Street views of proposed development concept, James Cheng Architecture for Holborn Properties



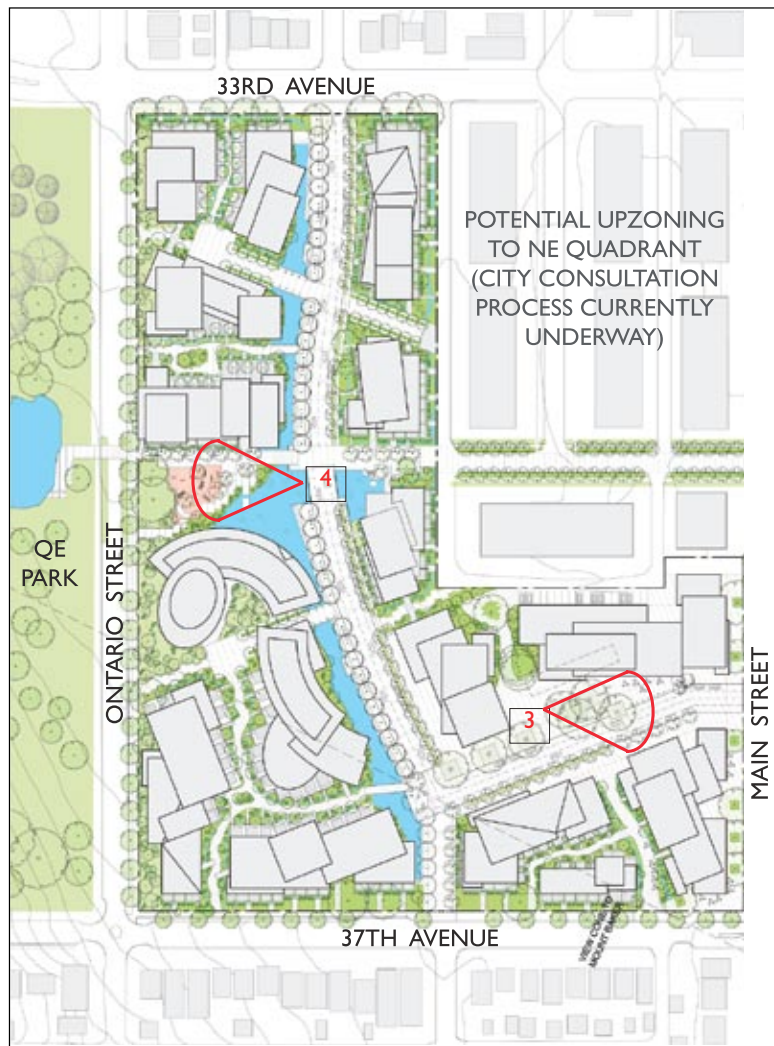
1. VIEW TOWARDS 33RD



2. VIEW TOWARDS 37TH



FIGURE 26. Street views of proposed development concept, James Cheng Architecture for Holborn Properties



3.VIEW TOWARDS MAIN ST.



4.VIEW TOWARDS QE PARK

## APPENDIX B: GUIDING PRINCIPLES

These Guiding Principles were developed during the Little Mountain planning process. The Principles are organized into four themes: Urban Design, Complete Community, Transportation, and Sustainability. They are intended to reflect aspirations for the future of Little Mountain and have been used to evaluate the design options and concepts at various stages in the process. Key themes in the Guiding Principles have formed the basis of the policies in this document.

### 1. Integration and Permeability

Connect and integrate the site with the surrounding community and Queen Elizabeth Park through a network of diverse public spaces including streets, mews, paths, and open spaces.

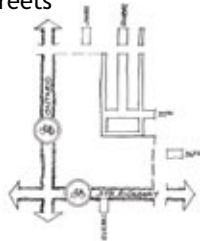
Connections with existing streets and lanes will invite pedestrians and cyclists into and through the site. Movement patterns will reflect new and future desire lines of connection to and from destinations.



### 2. Greenway/Bikeways & Local Streets

Minimize, reduce or eliminate vehicle impacts on the Ontario and 37th Ave greenway/bikeways and on surrounding local streets and lanes.

Where possible, conditions for pedestrians and cyclists will be improved through increased separation from traffic and improved design. Primary street access to the site is to be from 33rd Ave and Main St.



### 3. Streets for People

Design new streets to prioritize pedestrians and cyclists over motorized vehicles. Traffic will be highly calmed, and through movement of vehicles across the site will be discouraged.

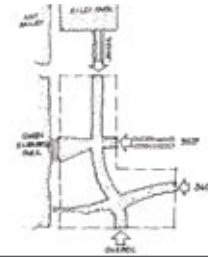
Any vehicles on site have a purpose in being there (e.g. access to homes, shops, services and deliveries) not simply short-cutting across the site.



### 4. Public Space Focus

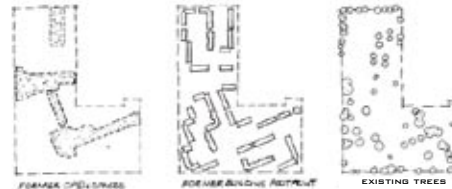
A highly-public open space system will form the key organizing element and focus of the site. The system will include: a primary east/west connection to QE Park at 35th and connections north/south from 33rd to 37th ave and east/west at 36th Ave.

The open space system will invite people westwards through the site to QE Park, and bring the park eastwards into the site.



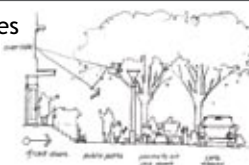
### 5. Memory & Trees

Reflect the historical patterning, connections, community and places of Little Mountain through site planning, public realm elements, public art, etc. Retain significant trees where possible & organize open spaces and public ways around them. Where retention is not possible, relocation should be considered.



### 6. Legibility & Animation of Public Places

Create public spaces that are truly public, active, safe, and welcoming through the design of these spaces and the relationship of buildings and activities to them.



### 7. Sustainable Public Spaces

Create public open spaces that build a complete and sustainable community by meeting the needs of different ages and abilities, and supporting greenest city objectives through rainwater management, urban agriculture and habitat consideration.



### 9. Integrated Social Housing

Integrate social housing buildings throughout the site with units in a variety of building types and sizes.



### 10. Solar Access

Consider solar access on parks, public spaces and neighbouring residences in the form, height, and placement of new buildings.



## APPENDIX B: GUIDING PRINCIPLES cont'd

### 11. Distinct Quadrants

Create distinct quadrants linked by public ways and open space, with a unique character and focus for each.



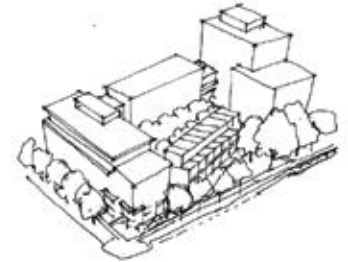
### 14. Transitional Edges

Create a respectful relationship with the surrounding community through a respectful scale of buildings along 33rd and 37th Ave and adjacent to existing neighbourhood lanes.



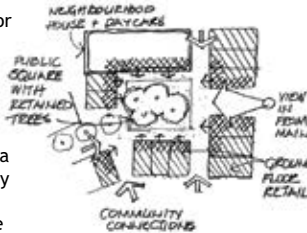
### 17. Variation

Blocks are to be composed of distinctive buildings, varied in scale, and limited in length. Create a rich and varied interface with the adjacent neighbourhood streets through a variety of building setbacks, edge treatments, and retained trees.



### 12. Community Hub

Create a community hub on (or very close to) Main St. consisting of community amenities (neighbourhood house, childcare), locally-oriented shops and services, all gathered around a public square. The community hub is to be visible on Main St and designed to entice people onto the site.



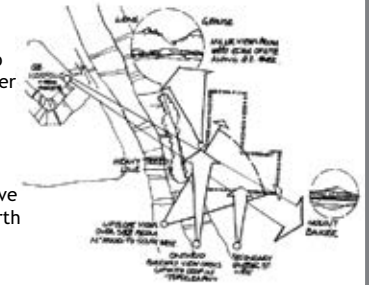
### 15. Opportunities for Height

Locate higher buildings centrally on the site, along the Queen Elizabeth Park frontage and on Main St.



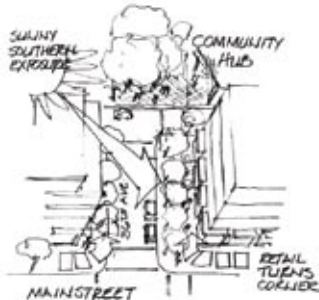
### 18. Views

Locate and scale buildings to preserve views to Mount Baker from the summit of Little Mountain in Queen Elizabeth Park. Create a pattern of public open spaces and buildings to create or preserve views to QE Park and the North Shore mountains from within or across the site.



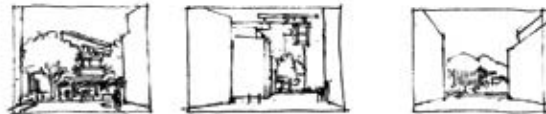
### 13. Main Street

The focus of local retail on Main St. is to be at 36th Ave, taking advantage of corner and southern exposure, and drawing people into the site.



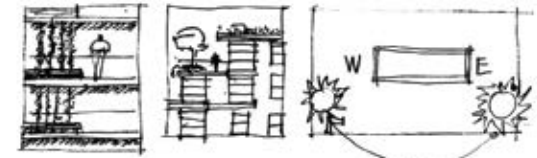
### 16. Sequential Views

Create opportunities for sequential views, reinforced by architectural punctuation and expression through the pattern of public ways and open spaces.



### 19. Visible Green

Buildings are to visibly express green elements as well as embody green building and passive design: green roofs and terraces, rooftop gardens, trees and plantings on upper levels and balconies, green walls, supports for vertical plant growth.





## APPENDIX B: GUIDING PRINCIPLES cont'd

### TRANSPORTATION

#### Green Movement

Prioritize pedestrians and cyclists over cars on site and along the bikeway/greenway edges of Ontario and 37th Ave Ridgeway.

Minimize traffic impacts on adjacent neighbourhoods and bikeways through site design, access and traffic calming.

Adopt a parking standard that encourages walking, cycling and transit use while also minimizing parking impacts on neighbouring streets.

Enhance access to transit and seek opportunities to improve transit service.

### SUSTAINABILITY

#### Environmental Sustainability

Require that all new buildings at Little Mountain meet high green standards.

Incorporate high environmental standards in site design such as urban agriculture, sustainable transportation, rainwater and waste strategies, and, if feasible, a district energy system.

#### Social Sustainability

Introduce a variety of housing types and tenures, land uses, and public spaces to appeal to a diverse range of household sizes, interests, abilities, ages and incomes.

Provide a minimum of 25% family-oriented units.

#### Economic Sustainability

Create a Development Framework which supports an economically-viable and sustainable project, and meets as far as possible the goals and objectives of the community, City and proponent.

### COMPLETE COMMUNITY

#### Affordability

Include low-income social housing and explore opportunities for middle-income housing (such as rental and/or affordable home ownership).

Provide a minimum of 234 replacement social housing units, and seek opportunities to achieve a higher number, with a target of 20% of the total number of units on site.

Include a social housing component in the first phase of development. Integrate social housing and market housing throughout the site.

#### Neighbourhood Shopping and Services

Locate neighbourhood-serving shops and services on Main Street to serve new residents and the local community.

#### Community Amenities

Locate a neighbourhood house with a highly-visible presence on Main Street, or on 33rd near buses and the new Hillcrest Community Centre.

Provide childcare facilities and other community amenities to serve the existing community and new development where possible.

Create flexible spaces and public places that can accommodate a broad range of activities such as opportunities for play, arts and fitness, community gardens and a farmers market.

# 1.0 BACKGROUND

◀ 5195 - 5255 JAMES WALK

◀ 5165 - 5115 JAMES WALK  
5186 - 5114

110 - 195 GROUSE WALK ▶

# 1.0 BACKGROUND

## 1.1 INTRODUCTION

A Policy Statement is a planning tool used by the City of Vancouver to describe general planning principles that will guide future development of a large site. In 2007, BC Housing asked Council to endorse a planning program for Little Mountain. At the same time, a Memorandum of Understanding (MOU) between the City and the Province, identifying principles to guide the redevelopment of the site, was signed. Due to unforeseen delays in starting the planning program, a new budget and timeline were adopted in 2009.

A comprehensive and collaborative planning program from 2010 to 2012 identified and evaluated new policy for the redevelopment of Little Mountain. This Policy Statement contains a set of policies to guide consideration of an anticipated rezoning application for the Little Mountain site. These policies are intended to be clear and robust, but also flexible enough to accommodate a variety of detailed plans and options to be refined at the future rezoning stage. Detailed outcomes will be subject to the more in-depth analysis that occurs at the time of rezoning.

The Little Mountain Policy Statement considers the future mix of uses, density & height, building forms and character, public spaces, circulation and movement, and parks and community facilities to service the new and existing community. Most topics in this document are introduced with a Background section that outlines key issues and facts followed by detail on new policy. Unless noted otherwise, it is assumed that existing policy carries forward.

## 1.2 SITE DESCRIPTION

Little Mountain is located east of Queen Elizabeth Park between 33rd and 37th Avenues, and Ontario and Main Streets. The site is 6.2 hectares (15.2 acres) in size and is currently zoned for multi-family residential use (RM-3A).



FIGURE 1. Little Mountain site



### 1.2.1 HISTORY

Little Mountain is located on the traditional territory of the Coast Salish People and was home to Vancouver's first public housing project. The site was originally assembled by the City of Vancouver in the late 1940s. Built in 1954, with the Federal Government (the Canadian Mortgage and Housing Corporation) as the owner and lead developer, Little Mountain was the first large-scale modern social housing project in Vancouver. It contained 224 social housing units most of which were intended for families, in 37 buildings. The units were a mix of three-storey walk-up apartments and three-level rowhouses, and many of the first tenants were veterans and their families. Originally intended to provide low-income housing, challenging project economics resulted in a shift to a more mixed-income community.

For over 50 years, Little Mountain was home to a vibrant, creative and active community. Residents were an important part of the broader Riley Park community, and were directly involved in the creation of the Little Mountain Neighbourhood House and Riley Park Community Centre.

In early 2007, the Federal Government transferred ownership of Little Mountain to the Province under BC Housing, and in July of that year a Memorandum of Understanding (MOU) was signed between BC Housing and the City of Vancouver regarding the future of the site. It confirmed that the 224 social housing units would be replaced on-site, that existing tenants would have first opportunity to move back when the redevelopment was complete, that the City would lead a collaborative planning process to develop new policy for the site, and that BC Housing would invest the net proceeds from the Little Mountain land sale (after social housing is replaced) in supportive housing projects in Vancouver and BC.



*Little Mountain, 1954*  
*Source: City of Vancouver Archives*

### 1.3 LITTLE MOUNTAIN PLANNING PROGRAM

In November 2009, City Council approved a planning program for Little Mountain. At that time, City Council directed staff to:

- Engage in a policy-planning process with the community and Holborn Properties (selected in 2008 by BC Housing as their development partner for the site);
- Actively involve the Riley Park South Cambie residents and former Little Mountain residents in the planning;
- Establish a community advisory group for the project;
- Seek ways to increase the amount of social housing beyond the 224 units of replacement social housing (with a target of 20% of all units as social housing) and to increase the proportion of family units beyond the typical 25% for major projects; and
- Report back to City Council with a Policy Statement for Little Mountain.



### 1.4.3 GREEN REZONING POLICIES

In June 2008, Council adopted the EcoDensity Initial Actions, two of which apply to the redevelopment of Little Mountain:

**Green Buildings Policy for Rezonings:** updated in 2010, this policy currently requires that all new buildings resulting from rezonings be LEED® Gold certified, at a minimum.

**Sustainable Large Development Rezoning Policy:** updated in 2012, this policy applies to sites of 2 acres or more, or those containing 500,000 square feet or more of development. It currently requires defined plans or studies on the following:

1. Sustainable Site Design
2. Access to Nature
3. Sustainable Food Systems
4. Green Mobility
5. Rainwater Management
6. Zero Waste Planning
7. Affordable Housing
8. Low Carbon Energy Supply

This policy makes specific reference to Little Mountain as a site where the Community Vision identifies limits on building heights. It states that while the four-storey limit noted in the Vision will be used as the base case when an actual site planning/rezoning process occurs, additional options with increased densities and heights can be created and assessed in the course of the planning work, subject to considerable public consultation

### 1.4.4 GREENEST CITY ACTION PLAN (JULY 2011)

The Greenest City Action Plan, approved by Council in July 2011, outlines action required to achieve a healthy, prosperous and resilient city – with the ultimate goal of becoming the world's greenest city by 2020. It identifies strategies to promote green economic development, eliminate dependence on fossil fuels, promote green transportation options, utilize green building design and ensure everyone has access to nature, clean water and local food. The plan calls for compact, complete communities which promote walking and cycling, and are well-served by services, amenities and green space. Furthermore, the plan promotes the development of neighbourhood-scaled renewable energy systems, green construction and carbon-neutral buildings.



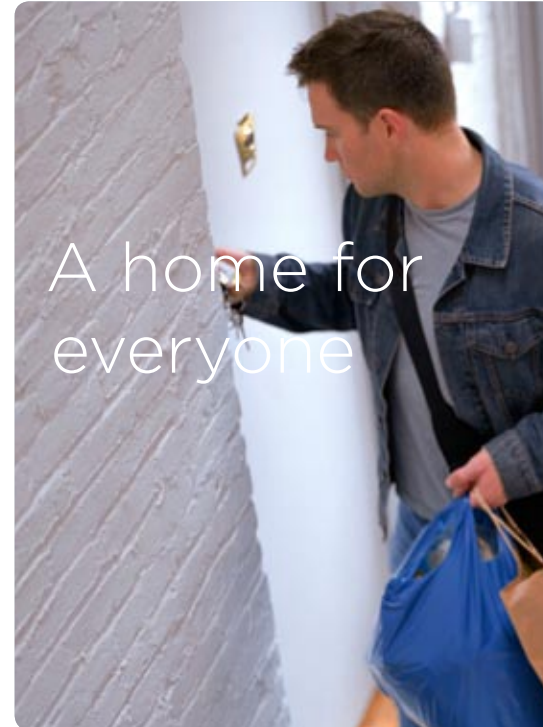


#### 1.4.5 HOUSING AND HOMELESSNESS STRATEGY

Adopted in July 2011, the Housing and Homelessness strategy is a framework for addressing homelessness and increasing the variety of affordable housing options across the entire housing continuum to improve choice and affordability for all residents within the city.

The three strategic directions are:

1. Increase the supply of affordable housing
2. Encourage a housing mix across all neighbourhoods that enhance quality of life
3. Provide strong leadership and support partners to enhance housing stability



## 1.5 ROLE OF THE POLICY STATEMENT

This Policy Statement establishes planning principles that will guide the future development of Little Mountain. It provides new policy regarding:

- land use
- density, building forms and heights, and character
- public benefits, including social housing
- transportation, and
- sustainability.

Created through a collaborative process between the City, the community and the proponent, the Policy Statement provides clarity on the future of the site and guides the rezoning process. It represents the public and private interests that have been articulated in the planning process and ensures that those interests carry forward with the endorsement of City Council.

The policies in this document are intended to clearly articulate the nature, scale and obligations of the Little Mountain redevelopment, while also being flexible enough to accommodate a variety of detailed plans and options to be refined and evaluated during the rezoning stage.



## LITTLE MOUNTAIN COMMUNITY ADVISORY GROUP

The Little Mountain Community Advisory Group, a volunteer body of local residents, played a central role in the creation of this Policy Statement. Formed as a result of a direction from City Council, the Advisory Group was convened by City staff in close consultation with the Riley Park South Cambie Visions Implementation Group. The Advisory Group represented a large cross-section of the community who have an interest in, or would be affected by, the redevelopment of Little Mountain.

As defined by the Groups Terms of Reference, the role of the advisory group was:

1. To provide advice to City staff on the preparation and evaluation of the Policy Statement for the Little Mountain Site.
2. To help identify gaps in information and, where possible, to supply relevant information to support the planning work.
3. To advise staff on community outreach and help ensure that as many people as possible are involved or informed.
4. To engage in workshops and meetings with the developer as representatives of the Little Mountain/Riley Park community.

The Advisory Group met 22 times in the course of the 28 months it took to complete this Policy Statement and will continue to meet in future stages of the redevelopment of Little Mountain. Their contribution was invaluable in the creation of this document.





## 2.0 PRINCIPLES & OBJECTIVES





## 2.0 PRINCIPLES & OBJECTIVES

### 2.1 KEY PLANNING PRINCIPLES

These high-level principles for the development of Little Mountain summarize and integrate the more-detailed policies in chapters to follow. Those policies in turn reflect priorities and aspirations identified in the planning process, as well as existing City policies and objectives.

#### CREATE A COMPLETE COMMUNITY

Little Mountain will be home to people of different incomes, ages and abilities; have good access to transit, jobs and services; and be well served by community amenities such as a neighbourhood house and daycare. These amenities will help create a social heart and meet existing and new needs. There will be more social housing units than previously existed, and these will be similarly targeted towards families.

#### CREATE A CLEAR & ACCESIBLE SYSTEM OF PUBLIC OPEN SPACE

A legible, welcoming and sustainable open space system will be the foundation of Little Mountain's design, reflecting the site's original plan and activating these spaces in new ways.

#### DESIGN FOR GREEN MOBILITY

Little Mountain must give priority to walking, cycling and transit users while also recognizing that accessibility, delivery, emergency access and servicing are necessities. Existing sustainable transportation infrastructure, such as the neighbouring Greenways, will not be negatively impacted by the development.

#### EXCEL IN URBAN DESIGN & BUILT FORM

The redevelopment of Little Mountain will create an attractive and sustainable urban community that is complementary to the surrounding Riley Park neighbourhood. Little Mountain's history will also be celebrated through site design, preservation of mature trees and a public art program.

#### ACHIEVE AN EXCEPTIONAL STANDARD OF SUSTAINABILITY

Architecture, site design, energy, water, food and waste systems will have a high level of green performance, the community will be socially inclusive, and the project will be economically viable.

## 3.0 COMPLETE COMMUNITY





### 3.2.4 RETAIL AND COMMERCIAL USES

- Approximately 17,000 to 20,000 square feet of commercial floorspace should be located on Main Street and adjacent to the community plaza near Main Street at East 36th Avenue, taking maximum advantage of corner and southern exposure, and drawing people into the plaza.
- The majority of the floorspace should be local-serving retail such as a café, a deli, bakery, green grocer/small grocery store, small-scale pharmacy, and so on.
- A non-retail commercial floorspace component of up to 50% of the area of the retail floorspace (approximately 5,000-7,000 square feet) could be included to support retail demand. This component should include locally-oriented office space such as professional offices (medical/dental, law, real estate), a community bank, etc.

### 3.2.5 COMMUNITY HUB & SQUARE

- Create a community hub on or very close to Main Street consisting of a public square, neighbourhood house, childcare, and locally-oriented shops and services, all gathered around a public square. The community hub is to be visible on Main Street and designed to entice people onto the site.
- The square design must be of a size and configuration to accommodate and encourage use by the intended activities.
- The square must incorporate electrical, water and sanitary connections.

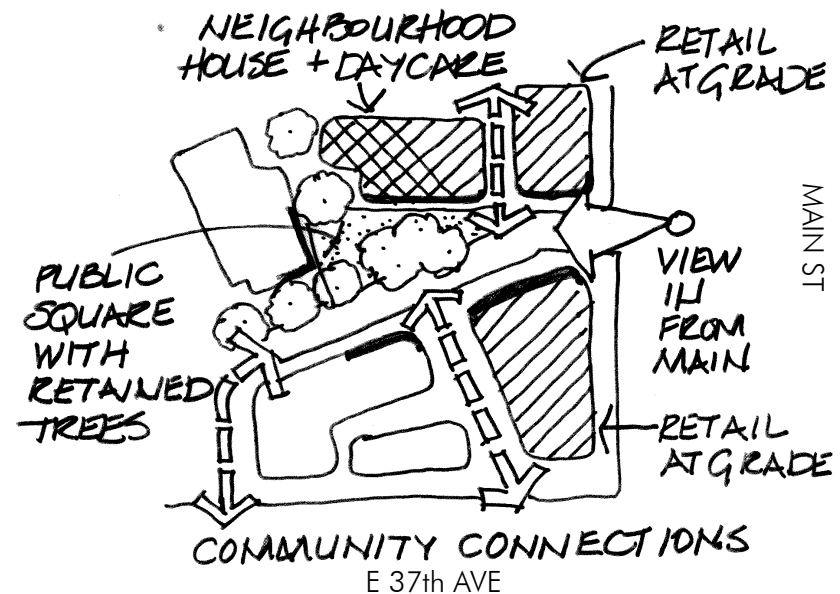


FIGURE 2. Diagram of the community hub & square

### 3.2.6 NEIGHBOURHOOD HOUSE

- Provide a new Little Mountain Neighbourhood House with the following specifications:
  - A minimum of 12,000 sq. ft. of fully-finished and equipped, flexibly-designed space fully accessible by people with the broadest range of ages, abilities and cultures.
  - While an efficient design that anticipates shared uses is required, dedicated areas for seniors and youth to ensure physical safety and comfortable use should be considered.
  - Located to ensure a high degree of visibility and accessibility.
  - A character that is welcoming, emphasizing acceptance, inclusivity and warmth.

Early delivery of the neighbourhood house is encouraged as the existing neighbourhood house is undersized and in poor condition.

### 3.2.7 CHILDCARE

- Provide a 69-space fully-finished and equipped childcare, designed for infants, toddlers, pre-schoolers, and school-aged children
- Locate the childcare within or near the new Little Mountain Neighbourhood House.

### 3.2.8 COMMUNITY AMENITY FUNDING

- Reinvest all of the Development Cost Levies and the Community Amenity Contribution generated by the redevelopment of Little Mountain into the development of the public amenities to serve the site and to address service gaps in the immediate neighbourhood.
- Develop a detailed strategy for the funding and phasing of the community amenities as part of the rezoning stage.



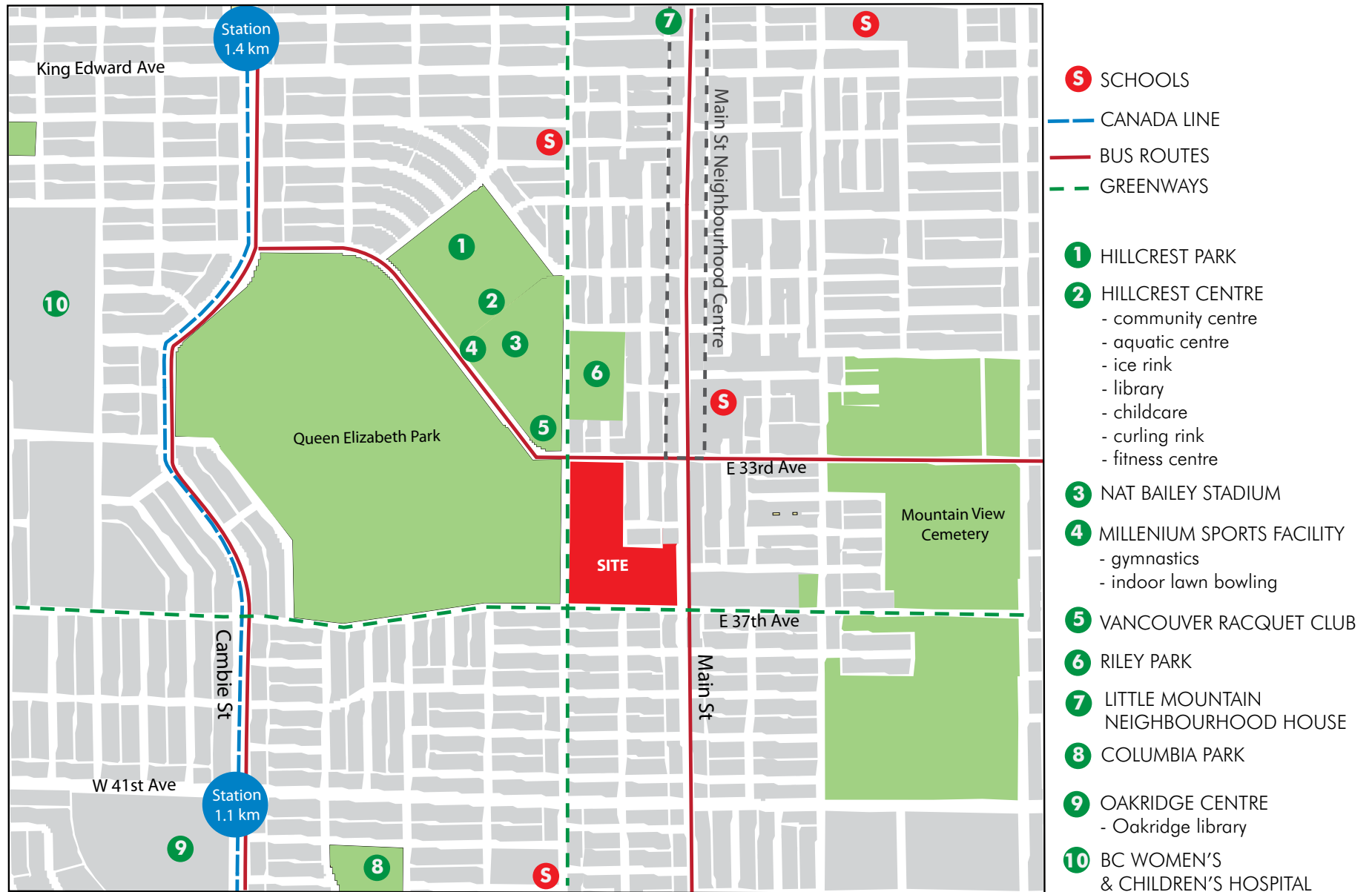


## 4.0 BUILT FORM, DENSITY & HEIGHT





FIGURE 3. Surrounding site context



## SOLAR ACCESS

Access to sunlight is a fundamental principle which will guide the design of Little Mountain. One of the consequences of the mid-rise building forms proposed (vs. a tower and podium typology) is more extensive shadowing in the immediate surroundings of the buildings. However, optimizing sunlight, particularly on the public spaces identified in Section 5, should be a key consideration in the detailed design and placement of building forms at rezoning.

The key times of year assessed for sunlight on public spaces are at the equinox (March and September 21) at 10:00, 12:00, 2:00, and 4:00. This time of year is most important as it is both the growing season and when most people spend more time outside.

## ANIMATION & VARIATION IN DESIGN

Little Mountain will be inviting, enticing and attractive. The architecture will be characterized by variation in design and scale to create interest. Off-grid angles will reflect the historical pattern of the original Little Mountain; these angles and building setbacks will help preserve the mature trees which characterize the site. The site edges will respond differently to the varying adjacencies: single-family houses, Queen Elizabeth Park, and Main Street.

Public spaces will also articulate this vibrancy. This can be done through architecture, landscape design, placement of active uses on public spaces, and programming.

## PERMEABILITY AND LIVABILITY

Accommodating a viable and appropriate density on the Little Mountain site is a challenging balance between two objectives - keeping the overall height and transitions respectful of the site context, while creating a highly permeable plan with an open space pattern that draws people to and from Queen Elizabeth Park. It is critical that this balance also result in highly livable dwellings



## 4.2 POLICIES

### 4.2.1 DENSITY

- Accommodate an overall gross density (calculated over the whole site area) of 2.3 to 2.5 gross FSR (approximately 1,500,000 to 1,670,000 square feet, gross). This area includes social housing, commercial floorspace, new community facilities, and all typical floorspace exclusions.

### 4.2.2 SCALE IN RELATION TO LITTLE MOUNTAIN

- Establish a maximum height of 12 storeys (or 120', whichever is the lesser) to preserve regional views from the summit of Queen Elizabeth Park, and allow it to continue to read as the dominant natural feature in the area and the high point in Vancouver's topography.

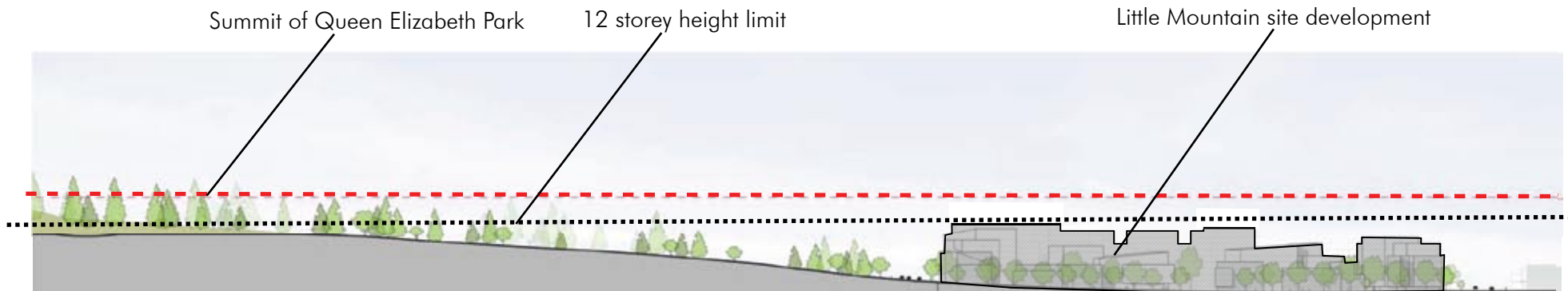


FIGURE 4. Twelve storey height limit in relation to the summit of Queen Elizabeth Park



FIGURE 5. Views from the summit of Queen Elizabeth Park.



#### 4.2.3 TRANSITIONAL EDGES

- Create a respectful relationship with the surrounding community through the scale of buildings along 33rd and 37th Avenues and adjacent to neighbouring lanes.
- Limit building heights in the transitional edges to 6 storeys, stepping down to 3 or 4 storeys approaching the boundaries of the site. Should a rezoning policy be approved for the adjacent area (northeast quadrant), the transition should respect the new scale of development.
- Explore opportunities for 3 and 4 storey townhouses and 'stacked' townhouses on transitional edges that enhance the variety of housing types on site and relate well to surrounding single-family homes.

#### 4.2.4 OPPORTUNITIES FOR HEIGHT

Locate higher buildings centrally on the site, along the Queen Elizabeth Park frontage and on Main Street.

Organize taller buildings as follows:

- Taller mid-rise building forms should be located towards the middle of the site with an expressive and varied skyline.
- Mid-rise buildings should range from 4 to 10 storeys, with building elements up to 12 storeys in the most central portion of the site.
- Building heights on Main Street should not exceed 8 storeys.

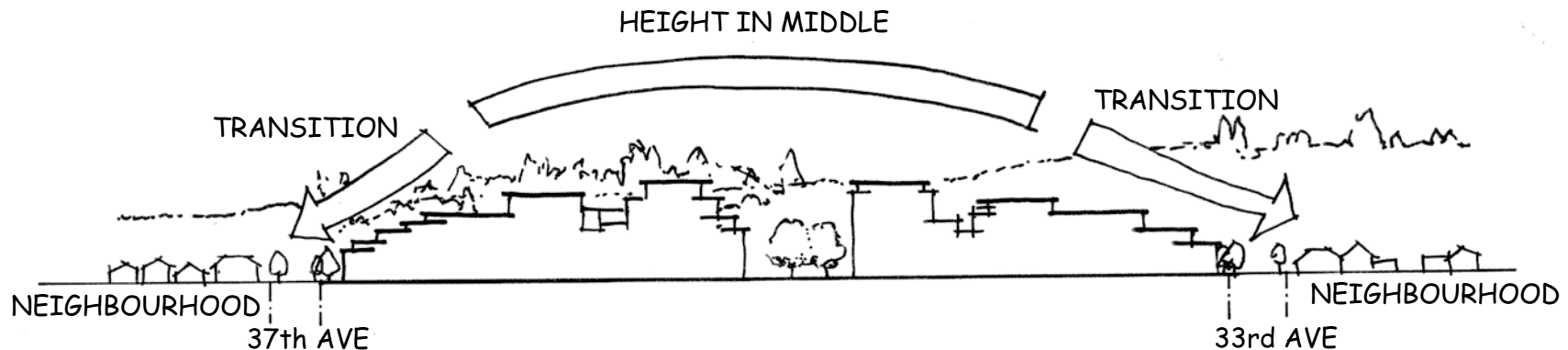


FIGURE 6. Height diagram looking west through the site

FIGURE 7. Summary diagram of key height recommendations





#### 4.2.7 SOLAR ACCESS

- Solar access on parks and public spaces should guide the form, height and placement of buildings.
- Place considerable emphasis on solar access in consideration of the following:
  - **Queen Elizabeth Park Edge and Ontario Street:** Ontario is an important bikeway/greenway to be protected and enhanced by the development of Little Mountain. The recently installed sidewalk along the eastern edge of Queen Elizabeth Park is a popular pedestrian route. While 10:00am equinox shadows will be cast across these places, detailed design and placement should limit shadow extension into the park and optimize the opportunity and extent of intermittent sunny spaces along the length of Ontario. A new diagonal path connecting from Ontario to Midlothian would both serve as a shortcut to transit and an alternate sunny route.
  - **The new public square at the Community Plaza/Hub:** Building heights and terraced setbacks on buildings south of the square should be designed to maximize sun on this key public space.
  - **The new Central 'Wedge' Open Space:** As the central area of the site has been identified as the area more appropriate for height there will necessarily be some shadowing through the day on this space, however, sunlight should be continuous on the main pedestrian route at the northern edge of the space. More detailed design of the buildings and of the open space should work together to optimize sunlight and placement of different uses.

- **New street/mews:** The north/south orientation of this street offers excellent solar access from 12:00 to 2:00, but presents more of a challenge at 10:00 am and 4:00 pm. Particular emphasis should be placed on optimizing morning sun on the public walk and the proposed water feature along the western side.

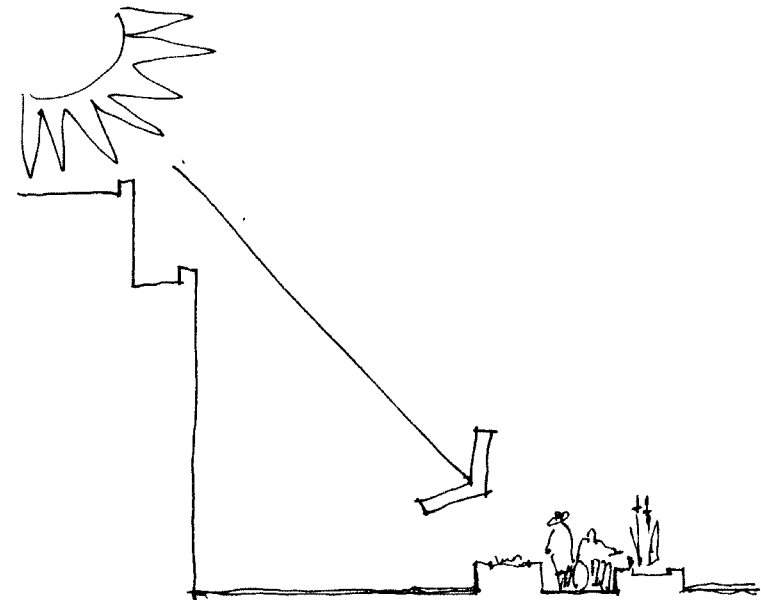


FIGURE 9. Solar access on public spaces

FIGURE 10. Key locations for solar access





## 5.0 PUBLIC PLACES, OPEN SPACES & MEMORY





## 5.0 PUBLIC PLACES, OPEN SPACES & MEMORY

*This section expands on some of the principles outlined in Section 4 and provides further guidance on open spaces, from public to semi-public to private for rezoning of the Little Mountain site.*

### 5.1 BACKGROUND

Ensuring that the redevelopment of Little Mountain is a welcoming, well-integrated part of the larger community and an innovative and unique place was a significant focus of discussion in the Policy Statement public process. It was recognized that the qualities and configuration of the open space network are fundamental to these objectives.

Drawing upon the past character of Little Mountain was seen as an important part of what would make a well-integrated and unique place. The proposed open space network and configuration reflect the notion that it is the angled building orientation and patterning of open space that distinguished Little Mountain. And further, the existing mature trees and the open space relationship to Queen Elizabeth Park embody the memory of the original community.

#### REMAINING ROWHOUSE

A single original rowhouse remained on site following the 2009 demolition of most buildings at Little Mountain. As part of the planning process, City staff analysed the viability of retaining the last rowhouse. The study looked at the heritage value, physical condition, suitability for retention as housing or re-purposing as a community facility, and the impact that preservation would have on the overall site layout. While suitable for housing, the repurposing of the rowhouse as a neighbourhood house or daycare was not recommended, largely due to size constraints, operational challenges and layout. In addition, the location of the rowhouse conflicts with the location of a key public space in the site plan: the community plaza/hub.

Analysis of the public feedback gathered in the course of the planning process found only a limited amount of support for preservation of the rowhouse. This feedback did speak to the importance of recognizing the social history of Little Mountain, and this memory will be celebrated through the new site plan, preservation of mature trees, the public art program, signage and other meaningful ways.



## 5.2 POLICIES

### 5.2.1 PUBLIC SPACE FOCUS

- Create a highly-public open space system that forms the key organizing element and focus of the site: inviting people westwards through to Queen Elizabeth Park, and bringing the park eastwards into the site. This system will include the following connections:
  1. East-west to Queen Elizabeth park at 35th Avenue
  2. North-south from 33rd Avenue at James Street to 37th Avenue at Quebec Street
  3. East-west at 36th Avenue from Main Street to Ontario Street.
- Create three primary open space elements
  1. The Green Wedge at 35th Avenue
  2. The central spine with possible rainwater feature running north-south from Quebec Street to James Street.
  3. The community plaza/hub at 36th Avenue.

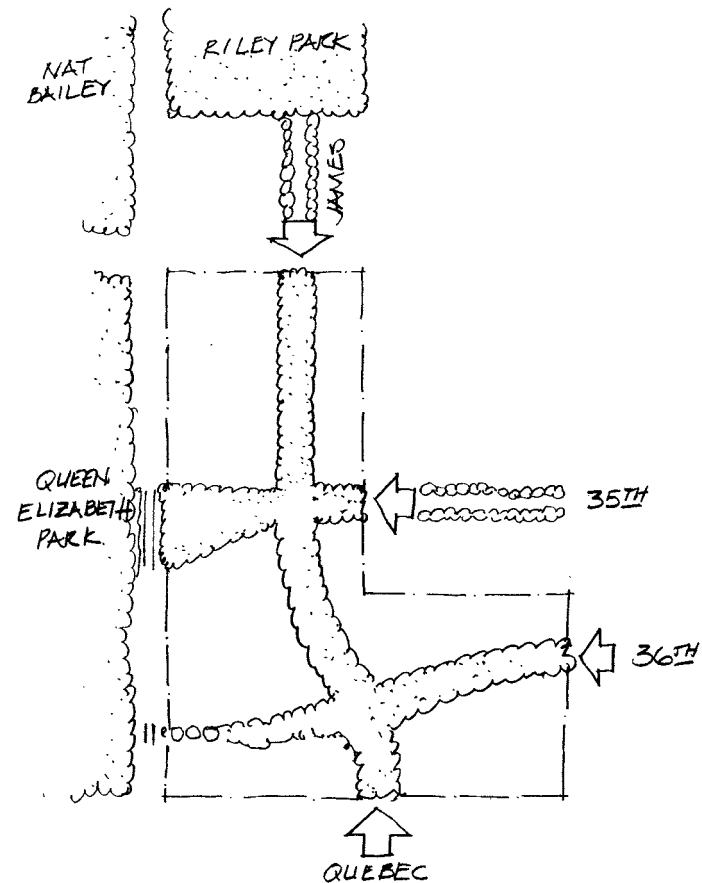


FIGURE 11. Diagram of connections and open space.

### 5.2.2 LEGIBILITY AND ANIMATION OF PUBLIC PLACES

- Create public spaces that are truly public, active, safe, and welcoming through the design of these spaces and the relationship of buildings and activities to them.
  - o Public places are to include many things to attract people and give them reason to stay including places to sit and gather, to enjoy nature, shade and shelter, sunny spots, water, a variety of places to play, urban agriculture, and mature trees.
- Create a comfortable relationship between public and private outdoor space through changes in elevation, urban setbacks and water elements to define spaces and transitions.
- Enliven streets, mews and open spaces with frequent front doors and overlook from dwellings.
- Line the public square at the community hub with shop and café windows and entries, outdoor seating and displays, entries and windows to the neighbourhood house and the daycare

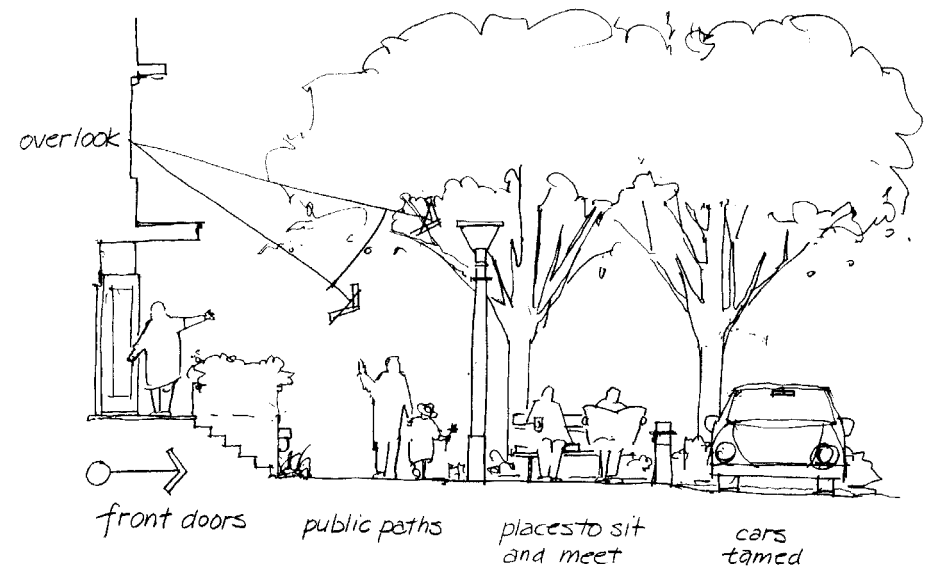


FIGURE 12. Diagram of a active, safe and welcoming public space and comfortable public/private relationships.



#### 5.2.4 MEMORY

- Reflect the historical patterning, connections, community and places of Little Mountain through site planning, public realm elements, public art, etc.
- The site plan is to reflect the angled orientation of previous buildings in the southern portion of the site and the general patterning of previously existing open spaces.
- A public art plan and public realm plan will be developed at time of rezoning. They will recognize the Musqueam First Nation (on whose traditional territory the site sits) and draw upon the memory of Little Mountain, and the people and places that form part of its history.

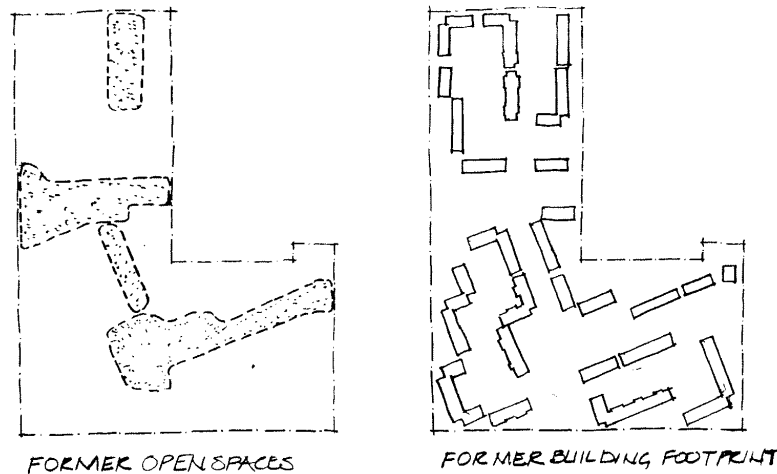


FIGURE 13. Diagram of the historical open spaces and building footprints of the former site.

#### 5.2.5 QUEEN ELIZABETH PARK IMPROVEMENTS

- Provide park improvements and a new neighbourhood park in Queen Elizabeth Park.
- Consider improvement to the trail network in Queen Elizabeth Park to improve non-vehicular access to the park and to transit (a diagonal shortcut from Ontario Street to Midlothian Avenue may be desirable).
- The suggested site for the new neighbourhood park is on existing Queen Elizabeth Park land along Ontario Street between 33rd Avenue and 37th Avenue, with components and configuration subject to public consultation.

### 5.2.6 TREES

- Retain significant trees where possible, and organize buildings, open spaces and public ways around them. Where retention in situ is not possible, relocation on site is to be considered.
- An arborist's report was prepared during the policy planning process identifying viable, marginal, non-viable, and high-risk trees. This report and the viable trees it identified are a significant determinant of the site plan
- A further arborist's report will be required at time of rezoning confirming tree retention and identifying and specifying locations for viable trees to be moved on site.
- Building placement and appropriate setbacks, open space design, surface permeability and soil conditions to ensure retained trees continue to thrive will be important considerations in the rezoning process.
- Provide for future legacy trees at multiple locations.
- Legacy trees are large trees that anchor the public realm, established with optimal growing conditions, intended to flourish for 100+ years. They require ample space for tree canopies, large soil volume for tree roots, and optimal access to nutrients, moisture and oxygen.

FIGURE 14. Existing viable trees

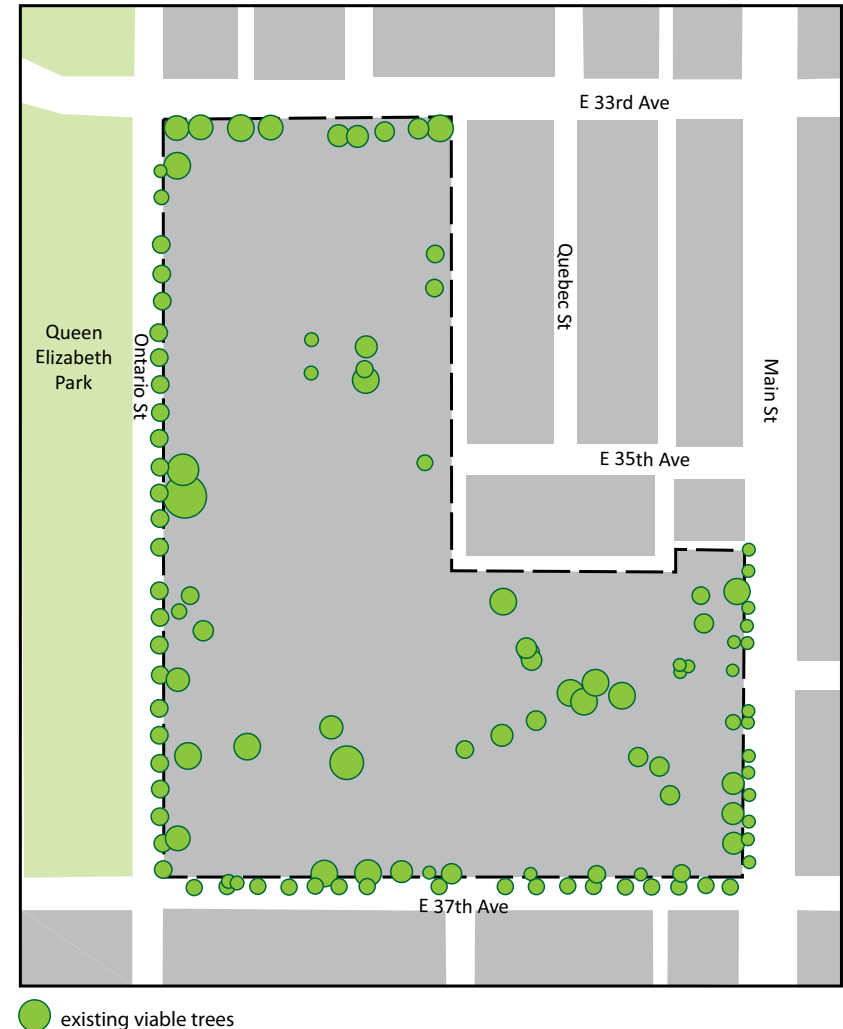


FIGURE 15. Summary diagram of key public spaces





## 6.0 CIRCULATION AND TRANSPORTATION



# 6.0 CIRCULATION AND TRANSPORTATION

*This section expands on some of the urban design principles outlined in Sections 4 and 5, and provides further guidance on pedestrian, cyclist and vehicle movement and parking in the redevelopment of the Little Mountain Housing site.*

## 6.1 BACKGROUND

Green mobility is central to the City of Vancouver's transportation priorities, with an emphasis on facilities for pedestrians, cyclists and transit users. The future Little Mountain will reflect these priorities while also minimizing traffic impacts on the surrounding community. The transportation strategy for Little Mountain also recognizes that accessibility, servicing, delivery and emergency access are necessities.

### CONTEXT

Little Mountain is bordered by two arterial streets: Main Street, a major arterial to the east, and E. 33rd Avenue, a secondary arterial to the north. Ontario Street to the west and E. 37th Avenue to the south are Greenways, part of an established city-wide network which is designed to:

- Make walking more interesting
- Make cycling safer and more convenient
- Reduce the impact of the car
- Be 'greener' in character
- Use public art to make the Greenway more interesting

Other adjacent streets – James Street, Quebec Street, E. 35th Avenue, and E. 36th Avenue – are local streets, intended to serve local access needs.

The Little Mountain site is served by the #3 Main Street bus and the #33 UBC/29th Avenue Station bus. The closest rapid transit stations are the King Edward and Oakridge - 41st Avenue Canada Line stations, both slightly over 1 km away.

A study of traffic impacts from Little Mountain was undertaken as part of the planning process. Looking at historical traffic volumes, it confirmed that traffic volumes on Main Street and 33rd Avenue remained consistent from 1995 to 2010. A 15% increase in volumes on 33rd Avenue was noted in 2011 which was assumed to be a function of traffic generated by the newly-opened Hillcrest Centre.

The study concluded that all existing intersections and new intersections (33rd & James, and 36th & Main) would remain fully functional when Little Mountain was fully built out, based on the density range allowed in this Policy Statement. The 33rd & Main intersection would see a modest decrease in the level of service but would still provide stable flow.

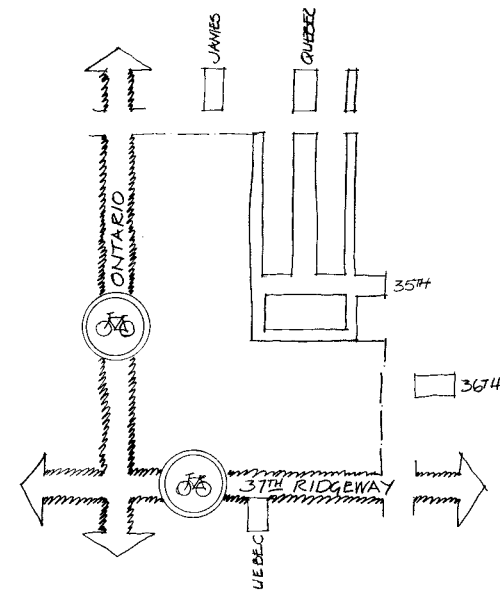


FIGURE 16. Greenways and local streets

## PERMEABILITY & LINKAGES

The Little Mountain site will be connected and integrated with the surrounding community and Queen Elizabeth Park through a network of diverse and interesting public spaces including streets, mews, paths, and open spaces.

The site will be designed around a new, fully-public central street connected to the city grid and containing generous space allocations for pedestrians and cyclists. Designed to a high standard, this street will be traffic-calmed to reduce vehicle speeds and shortcutting, and street furniture, trees and landscaping, art, lighting and signage will attract pedestrians and cyclists.

Non-vehicular links will connect pedestrians and cyclists to the surrounding Greenways and parks while also drawing them into public spaces and amenities in Little Mountain. Smaller public pathways for pedestrians will be secured through courtyards to provide a fine-grained network through the site for pedestrians.

## TRANSPORTATION STRATEGY

Little Mountain will be comprehensively designed to support green mobility by prioritizing pedestrians, cyclists and transit users. The site will remain accessible to vehicles to ensure basic accessibility and servicing, and traffic impacts on surrounding local streets and Greenways will be mitigated through design and monitoring. As part of the rezoning process, a Green Mobility Plan and parking strategy for the site will identify explicit ways to encourage walking, cycling and transit while also minimizing parking and traffic impacts on the surrounding neighbourhood.

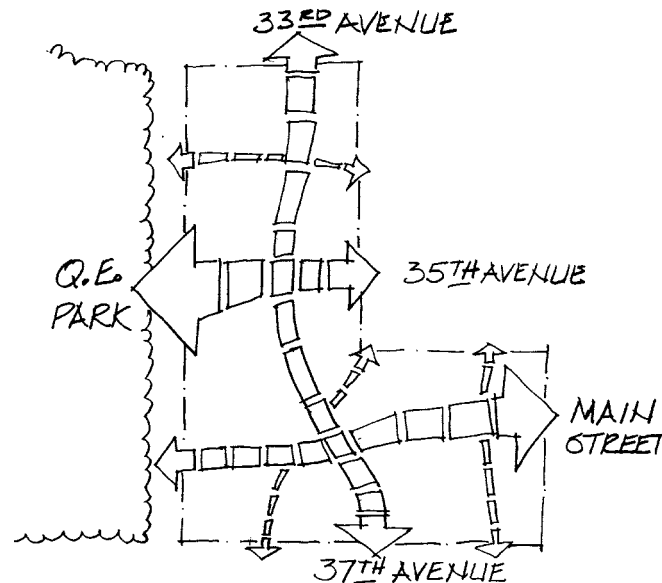


FIGURE 17. Connections through the site



### 6.2.2 SECONDARY CONNECTIONS: PEDESTRIAN AND CYCLIST LINKS

- Provide pedestrian and cyclist links, secured by statutory rights-of-way to the City, that break down blocks and provide convenient diagonal links from:
  - Ontario to the central street and to the lanes surrounding the Adjacent Area (Northeast Quadrant)
  - 37th Avenue near Main Street to the new public plaza, neighbourhood house and lane south of the NE Quadrant



### 6.2.3 TERTIARY CONNECTIONS: PERMEABLE COURTYARD LINKS

- Provide ungated public paths secured by statutory rights-of-way to the City connecting through the courtyard spaces to the central road and the edge of the site.



#### 6.2.4 GREEN MOBILITY

- Provide a Green Mobility Plan at the time of rezoning, as per the Sustainable Large Development Rezoning Policy. This Plan will identify explicit design and program strategies to encourage walking, cycling and transit use and minimize vehicle usage and impacts.

#### 6.2.5 GREENWAY PROTECTION & IMPROVEMENTS

- Minimize, reduce or eliminate vehicle impacts on the Ontario and 37th Avenue Greenways and on surrounding local streets and lanes.
- Limit vehicle access to the Little Mountain Site to arterial roads (Main Street and E. 33rd Avenue)
- Improve Greenways to create comfort and improve safety for all ages of users, such as adding separated bike paths on Ontario Street and E. 37th Avenue.
- Ensure that development patterns support the possibility of the future removal of vehicular traffic on Ontario Street from 37th to 33rd Avenue.

#### 6.2.6 PEDESTRIAN- & CYCLIST-SUPPORTIVE BUILDING DESIGN

- Design buildings to support walkability by providing ground-oriented units at the lower levels of buildings with convenient 'front doors' to the adjacent public realm.
- Design buildings to encourage, not just accommodate, bicycle use. Measures might include direct access from the lobby to a bike storage room at grade, or providing more than the minimum required bicycle racks in a sheltered place by the front door.
- Provide clear linkages from buildings to adjacent Greenways.



### 6.2.7 TRAFFIC CALMING

- Assess traffic impacts on local roads and Greenways and implement traffic calming measures if warranted
- Consider measures to reduce traffic speeds on Midlothian/33rd Avenue.

### 6.2.8 PARKING STRATEGY

- Develop a parking standard that encourages use of other forms of transportation and minimizes traffic impacts as well as parking impacts on the existing community. This parking standard will be established at the time of rezoning and will reflect current best practices
- Provide primarily underground parking with the exception of temporary on-street parking and some drop-off and convenience spaces near the community plaza/hub.
- Locate underground parking access off squares and mews, some from existing lanes, designed to minimize impact on pedestrians and cyclists. Ensure that parking access is designed to not sterilize or negatively impact public open spaces, parks and the pedestrian realm.
- Increase car-share opportunities through parking relaxations for car-share parking stalls.

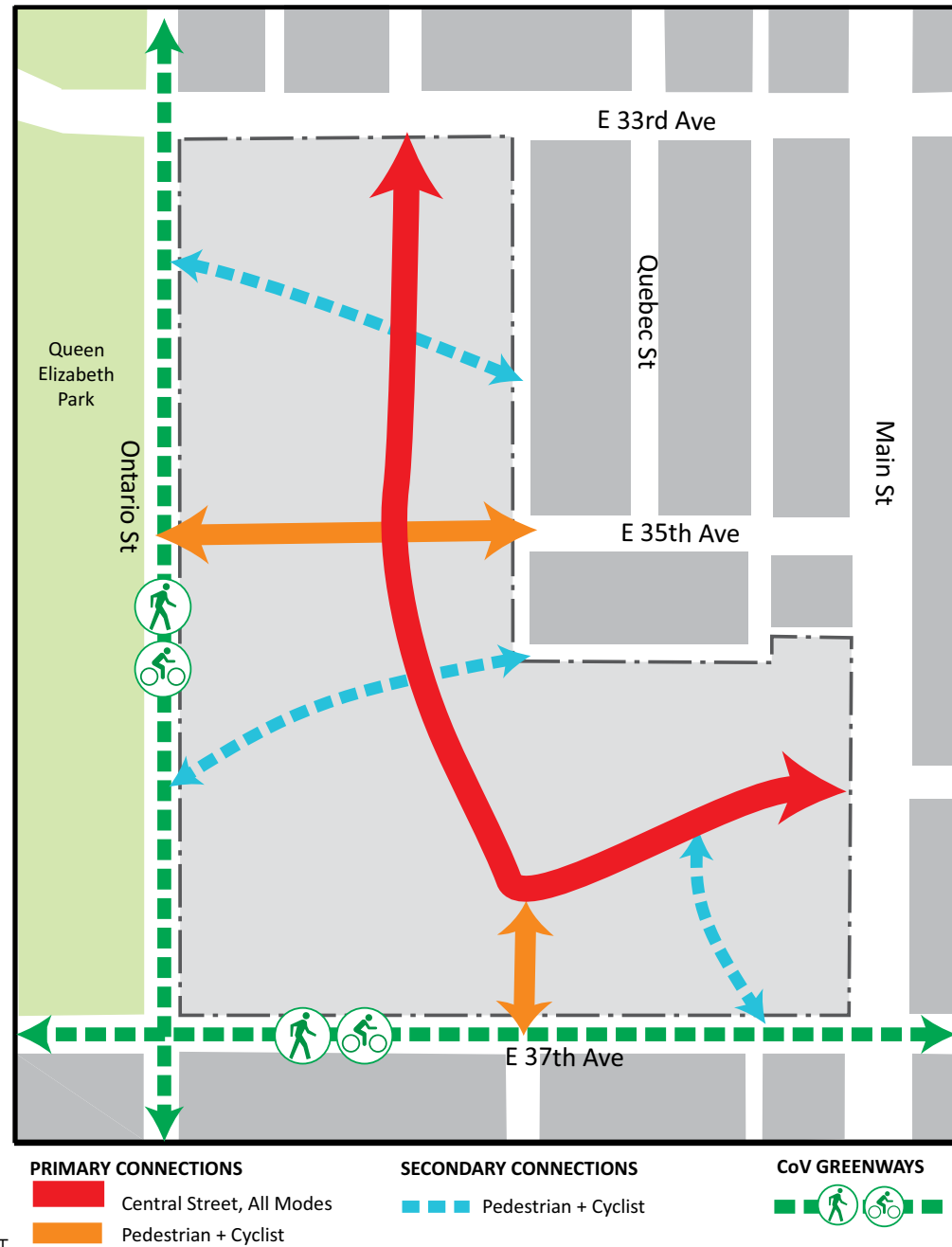
### 6.2.9 TRANSIT IMPROVEMENTS

- Provide clear & attractive connections to transit stops on Main Street, 33rd Avenue, Midlotian Avenue, and towards rapid transit stations
- Provide well-located, high-quality transit stops.





FIGURE 18. Summary diagram of key site connections





A photograph of a modern, multi-story building with a curved facade. The building features large windows and balconies with glass railings. A significant portion of the building's exterior is covered in a dense, vertical garden of various green plants and small flowers. In the foreground, there is a rooftop garden area with low concrete walls, filled with greenery and small trees. The sky is clear and blue.

## **7.0 SUSTAINABILITY**



# 7.0 SUSTAINABILITY

*This section provides direction on sustainability policies relating to green architecture and sustainable site planning.*

## 7.1 BACKGROUND

Established City of Vancouver policies ensure that all new developments – in particular, large developments - achieve very high levels of sustainability. In 2008, City Council approved the EcoDensity Charter and Initial Actions. Initial Actions A-1 and A-2 require significant green performance in architecture and large site development. These policies were refined and aligned with Greenest City 2020 targets in mid-2012.

Little Mountain is required to meet or exceed the current requirements under the Green Building Policy for Rezoning and the Sustainable Large Development Rezoning Policy at time of rezoning. As part of the rezoning, defined plans or studies on the following are required.





## 7.2 POLICIES

### 7.2.1 GREEN BUILDINGS

- All new buildings at Little Mountain will meet or exceed the green building standards identified in the Green Building Policy for Rezoning at the time of rezoning.
- Buildings are to visibly express green elements as well as embody green building and passive design: green roofs and terraces, roof top gardens, trees and plantings on upper levels and balconies, green walls, and supports for vertical plant growth.

### 7.2.2 SUSTAINABLE LARGE DEVELOPMENT PLANNING

- Little Mountain will meet or exceed the requirements identified in the Sustainable Large Development Rezoning Policy at the time of rezoning.





An aerial photograph of a suburban neighborhood. The image shows a grid of streets with houses, lawns, and trees. A semi-transparent white rectangular box is overlaid on the upper right portion of the image, containing the text '8.0 ADJACENT AREA'.

## 8.0 ADJACENT AREA



## 8.0 ADJACENT AREA

### 8.1 BACKGROUND

Concurrent with the development of the Little Mountain Policy Statement, City of Vancouver planning staff, in consultation with the community, has been developing a rezoning policy for the neighbourhood adjacent to the Little Mountain site; referred to as the 'Adjacent Area'. This work is based on directions given in the 2005 Council - approved Riley Park South Cambie (RPSC) Vision which states in Direction 31.4 that:

"The single family and apartment area (south of 33rd and west of Main) adjacent to Little Mountain Housing should be considered for possible zoning changes when planning for the redevelopment of the Little Mountain Housing Site".

The Adjacent Area is 6.3 acres in size and consists of 33 single family houses zoned RS-1 fronting on Quebec St and E 35th Ave. Fronting on Main St. are 6 multi-family apartments zoned RM-3A (subject to the Rate of Change Bylaw), 3 duplexes zoned RT-2 and 1 commercial mixed use building zoned C-1.

### 8.2 FUTURE REZONING POLICY

A rezoning policy for the area will provide direction on density and height, circulation and movement, public benefits and amenities. It will consider a change in the scale and range of building types to achieve the broader City goals of affordable housing, sustainability and community amenities while providing an appropriate transition from the Little Mountain site to the surrounding residential areas.

Interested parties should refer to the Adjacent Area Rezoning Policy for more detailed planning direction of the area.

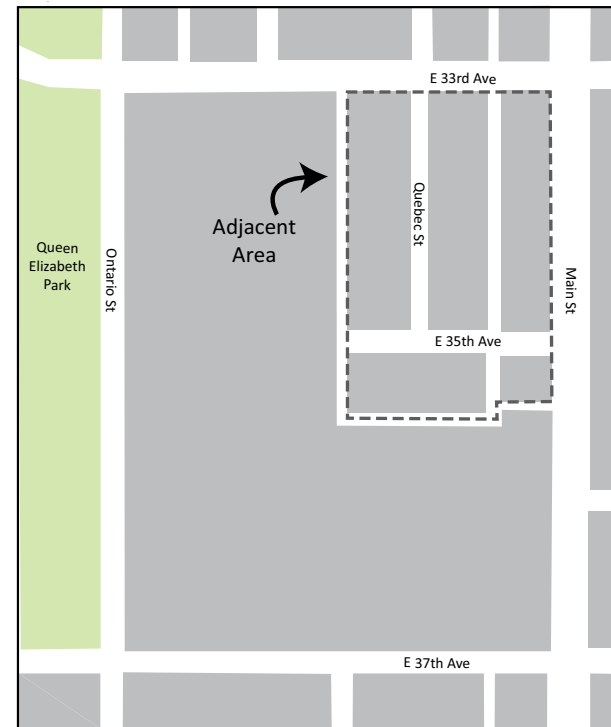


FIGURE 19. The Adjacent Area



## 9.0 ILLUSTRATIVE DEVELOPMENT CONCEPT

These illustrations represent Holborn Properties proposed development concept for the Little Mountain site. Generated in the course of the planning process by James Cheng Architects and Phillips Farevaag Smallerberg, they represent one way in which the policies contained within this Policy Statement document could be expressed.



FIGURE 20. Illustrative site plan concept, James Cheng Architecture and Phillips Farevaag Smallerberg for Holborn Properties

FIGURE 21. Community square concept, James Cheng Architecture and Phillips Farevaag Smallerberg for Holborn Properties



FIGURE 22. Illustrative open space concept, James Cheng Architecture and Phillips Farevaag Smallerberg for Holborn Properties

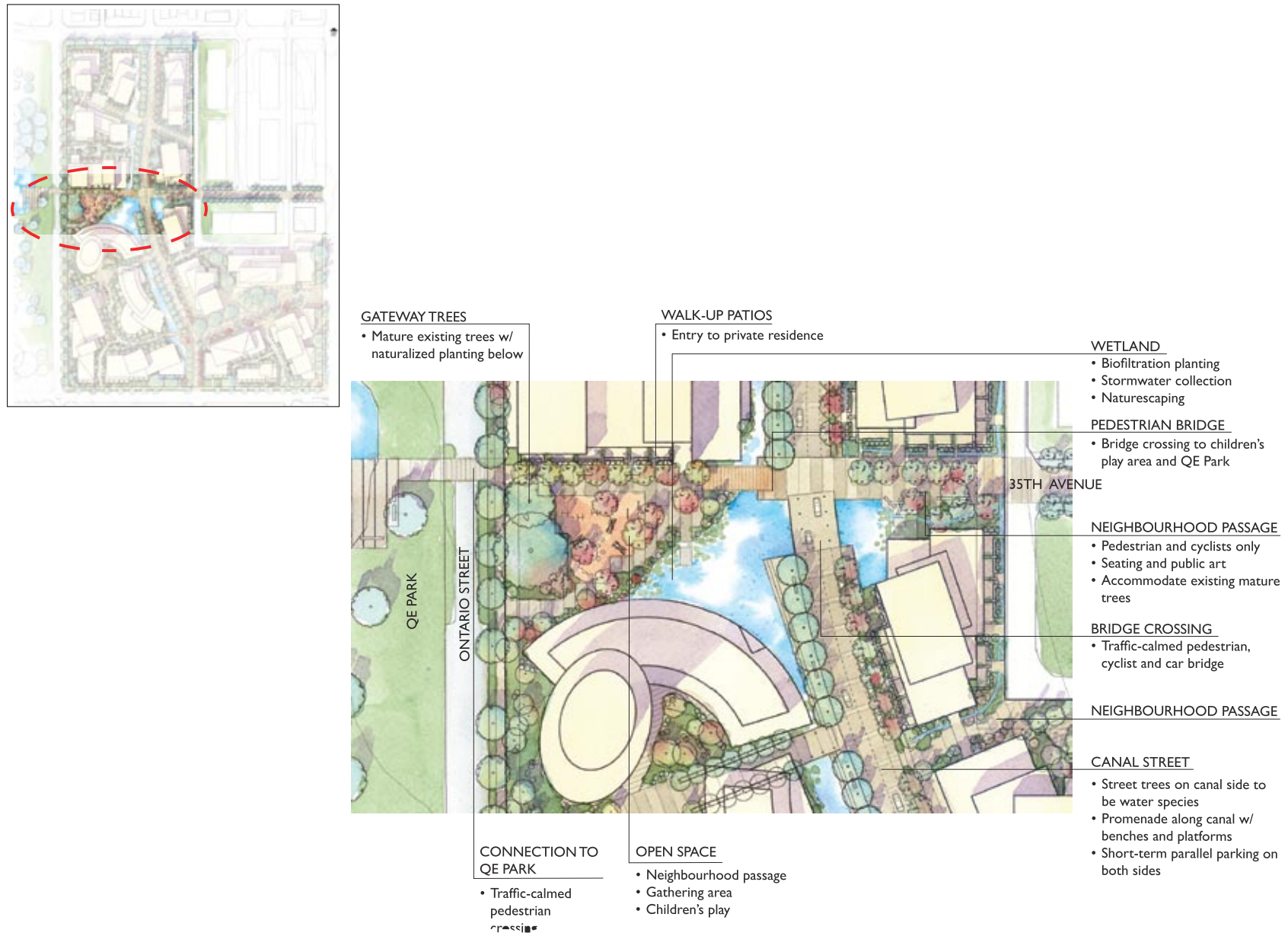
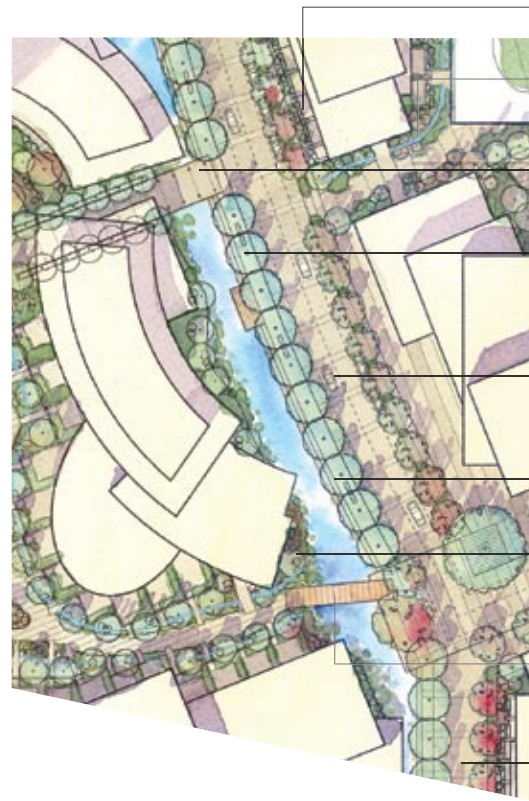
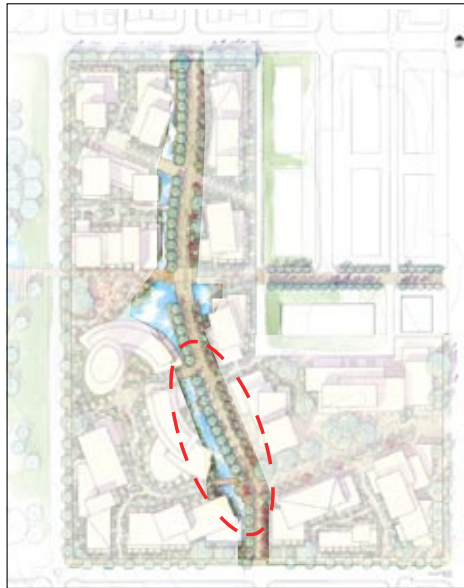




FIGURE 23. Illustrative central street concept, James Cheng Architecture and Phillips Farevaag Smallerberg for Holborn Properties



WALK-UP PATIOS

- Creating neighbourly relationships and 'eyes' on the street

BIOSWALE

- Stormwater collection from rooftops and hard surfaces stored in canal

BRIDGE CROSSING

- Shared by motorists and pedestrians

CANAL SIDE PROMENADE

- Tree-lined pedestrian path
- Bench seating
- Pedestrian platforms

STREETScape

- Two lanes of traffic shared w/ cyclists
- Short term parallel parking on either side

URBAN CANAL EDGE

- Sitting steps along east side of canal

NATURALIZED CANAL EDGE

- Undulating vegetated edge providing, stormwater retention, biofiltration and wildlife habitat

PEDESTRIAN BRIDGE CROSSING

- Neighbourhood connector shared by cyclists and pedestrians

NEIGHBOURHOOD PASSAGE/ POCKET PARK

- Access to site for cyclists and pedestrians from 37th Ave
- Opportunities for seating and public art

FIGURE 24. Illustrative sketch, view from the southwest

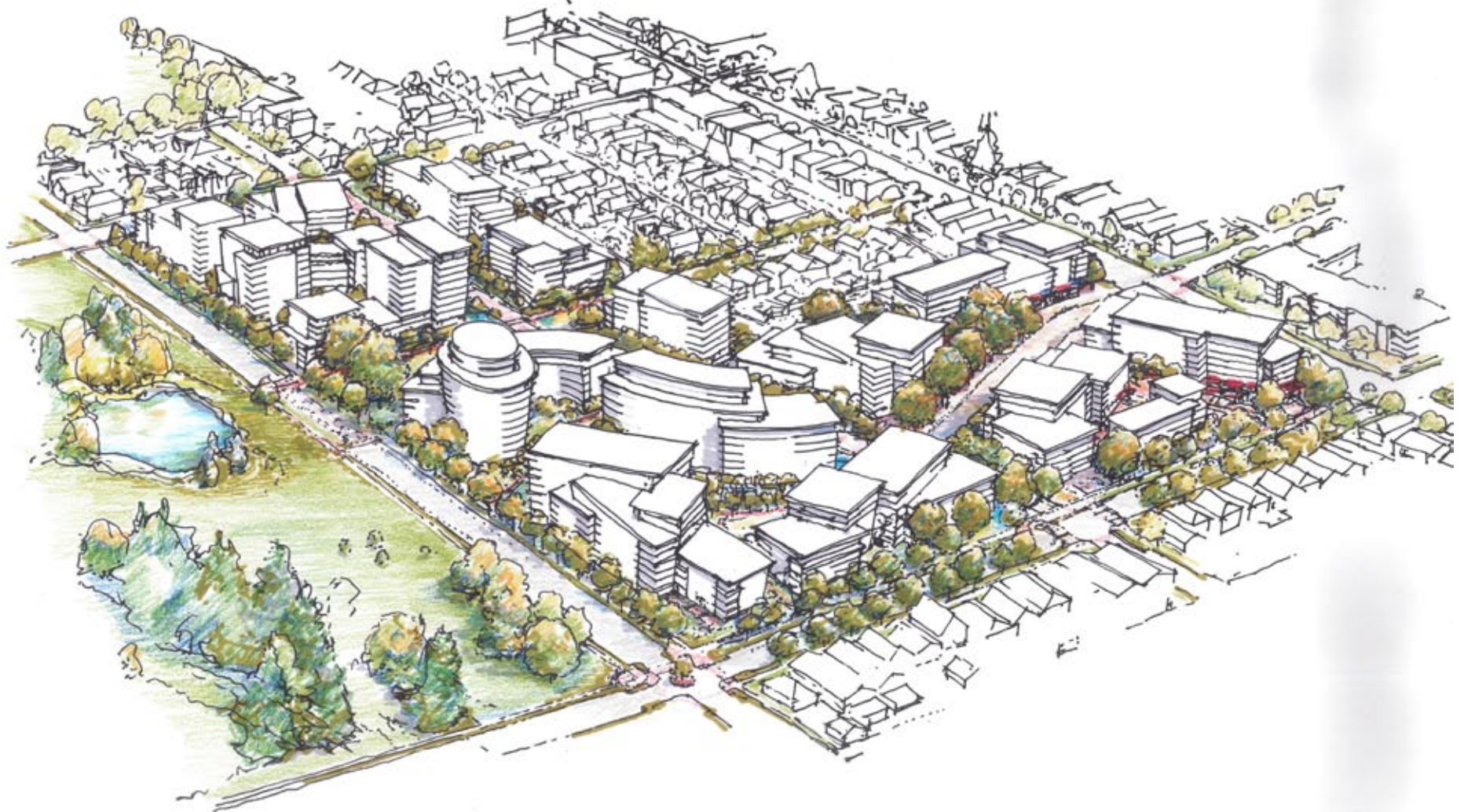
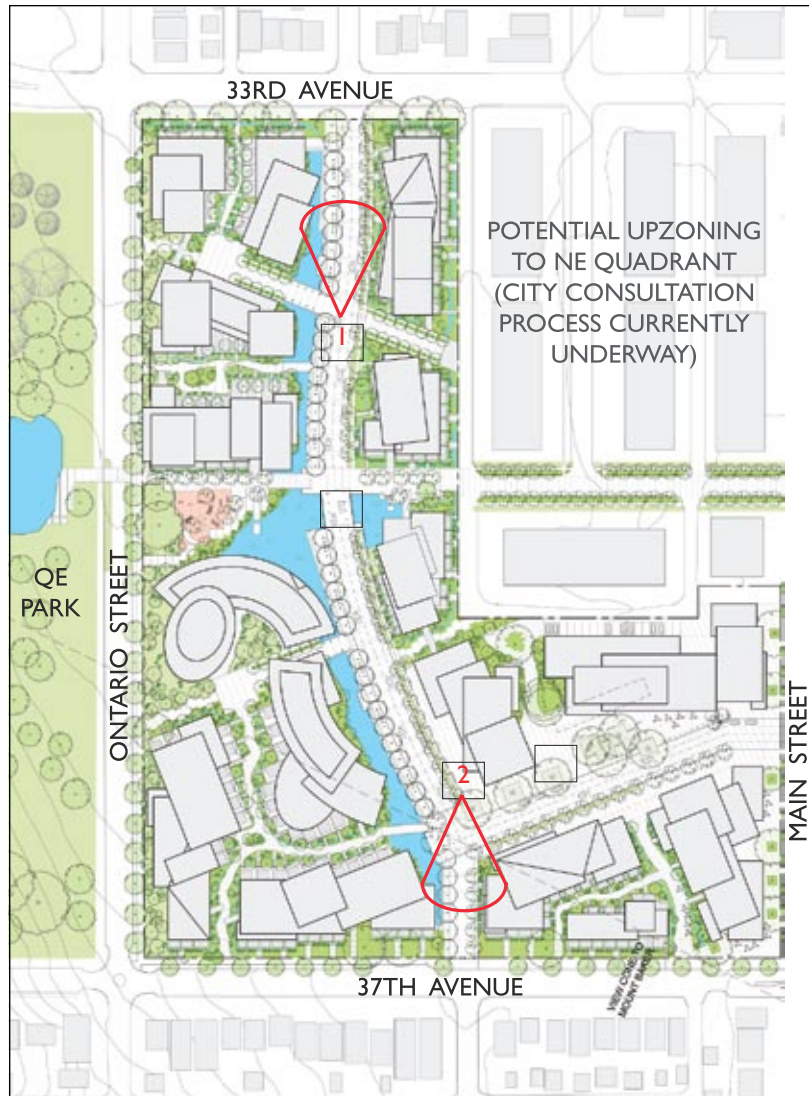




FIGURE 25. Street views of proposed development concept, James Cheng Architecture for Holborn Properties



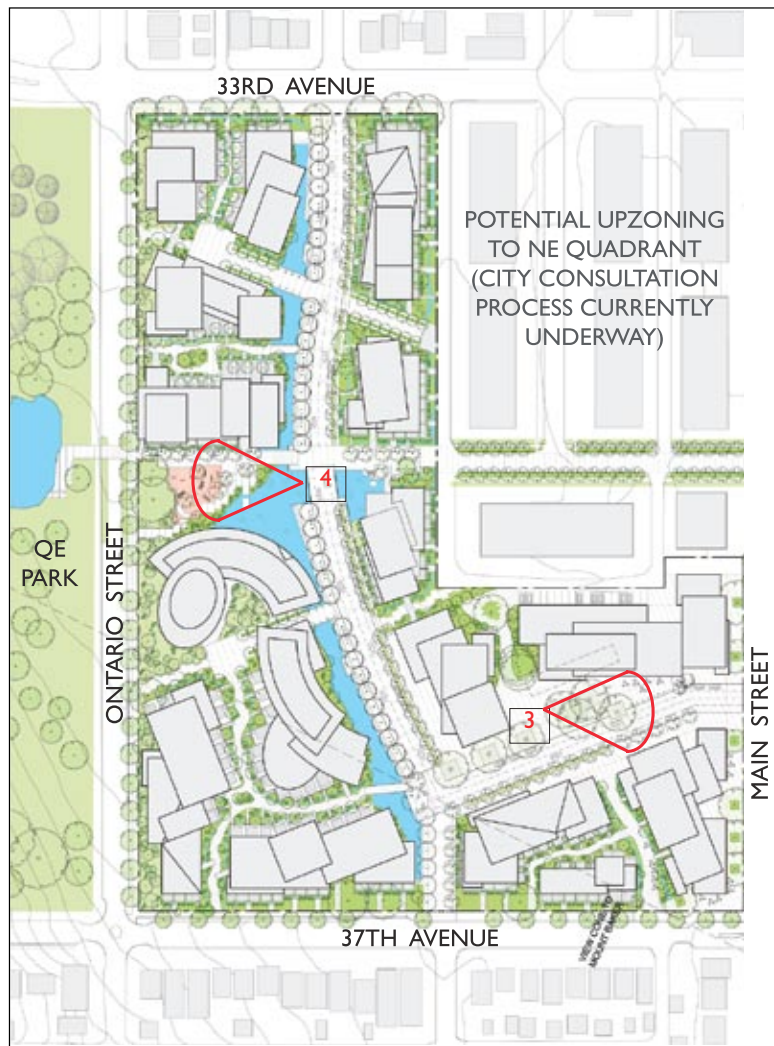
1. VIEW TOWARDS 33RD



2. VIEW TOWARDS 37TH



FIGURE 26. Street views of proposed development concept, James Cheng Architecture for Holborn Properties



3.VIEW TOWARDS MAIN ST.



4.VIEW TOWARDS QE PARK

## APPENDIX B: GUIDING PRINCIPLES

These Guiding Principles were developed during the Little Mountain planning process. The Principles are organized into four themes: Urban Design, Complete Community, Transportation, and Sustainability. They are intended to reflect aspirations for the future of Little Mountain and have been used to evaluate the design options and concepts at various stages in the process. Key themes in the Guiding Principles have formed the basis of the policies in this document.

### 1. Integration and Permeability

Connect and integrate the site with the surrounding community and Queen Elizabeth Park through a network of diverse public spaces including streets, mews, paths, and open spaces.

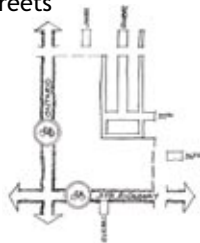
Connections with existing streets and lanes will invite pedestrians and cyclists into and through the site. Movement patterns will reflect new and future desire lines of connection to and from destinations.



### 2. Greenway/Bikeways & Local Streets

Minimize, reduce or eliminate vehicle impacts on the Ontario and 37th Ave greenway/bikeways and on surrounding local streets and lanes.

Where possible, conditions for pedestrians and cyclists will be improved through increased separation from traffic and improved design. Primary street access to the site is to be from 33rd Ave and Main St.



### 3. Streets for People

Design new streets to prioritize pedestrians and cyclists over motorized vehicles. Traffic will be highly calmed, and through movement of vehicles across the site will be discouraged.

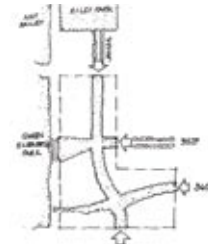
Any vehicles on site have a purpose in being there (e.g. access to homes, shops, services and deliveries) not simply short-cutting across the site.



### 4. Public Space Focus

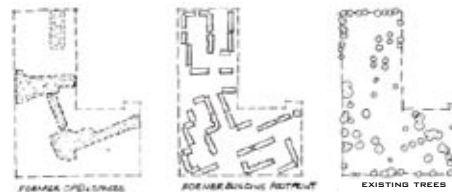
A highly-public open space system will form the key organizing element and focus of the site. The system will include: a primary east/west connection to QE Park at 35th and connections north/south from 33rd to 37th ave and east/west at 36th Ave.

The open space system will invite people westwards through the site to QE Park, and bring the park eastwards into the site.



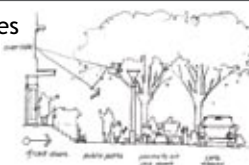
### 5. Memory & Trees

Reflect the historical patterning, connections, community and places of Little Mountain through site planning, public realm elements, public art, etc. Retain significant trees where possible & organize open spaces and public ways around them. Where retention is not possible, relocation should be considered.



### 6. Legibility & Animation of Public Places

Create public spaces that are truly public, active, safe, and welcoming through the design of these spaces and the relationship of buildings and activities to them.



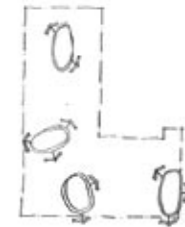
### 7. Sustainable Public Spaces

Create public open spaces that build a complete and sustainable community by meeting the needs of different ages and abilities, and supporting greenest city objectives through rainwater management, urban agriculture and habitat consideration.



### 9. Integrated Social Housing

Integrate social housing buildings throughout the site with units in a variety of building types and sizes.



### 10. Solar Access

Consider solar access on parks, public spaces and neighbouring residences in the form, height, and placement of new buildings.



## APPENDIX B: GUIDING PRINCIPLES cont'd

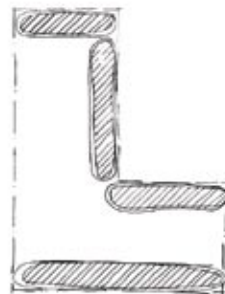
### 11. Distinct Quadrants

Create distinct quadrants linked by public ways and open space, with a unique character and focus for each.



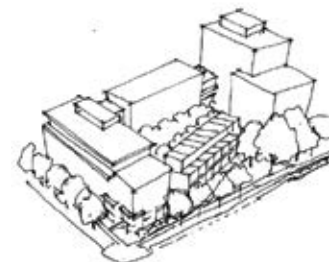
### 14. Transitional Edges

Create a respectful relationship with the surrounding community through a respectful scale of buildings along 33rd and 37th Ave and adjacent to existing neighbourhood lanes.



### 17. Variation

Blocks are to be composed of distinctive buildings, varied in scale, and limited in length. Create a rich and varied interface with the adjacent neighbourhood streets through a variety of building setbacks, edge treatments, and retained trees.



### 12. Community Hub

Create a community hub on (or very close to) Main St. consisting of community amenities (neighbourhood house, childcare), locally-oriented shops and services, all gathered around a public square. The community hub is to be visible on Main St and designed to entice people onto the site.



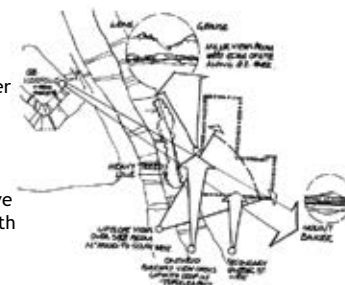
### 15. Opportunities for Height

Locate higher buildings centrally on the site, along the Queen Elizabeth Park frontage and on Main St.



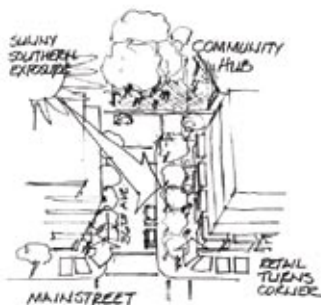
### 18. Views

Locate and scale buildings to preserve views to Mount Baker from the summit of Little Mountain in Queen Elizabeth Park. Create a pattern of public open spaces and buildings to create or preserve views to QE Park and the North Shore mountains from within or across the site.



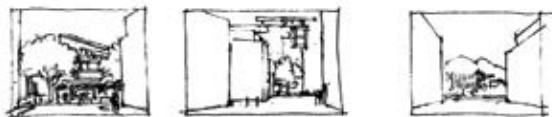
### 13. Main Street

The focus of local retail on Main St. is to be at 36th Ave, taking advantage of corner and southern exposure, and drawing people into the site.



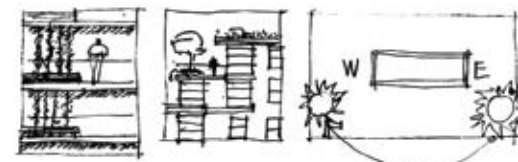
### 16. Sequential Views

Create opportunities for sequential views, reinforced by architectural punctuation and expression through the pattern of public ways and open spaces.



### 19. Visible Green

Buildings are to visibly express green elements as well as embody green building and passive design: green roofs and terraces, rooftop gardens, trees and plantings on upper levels and balconies, green walls, supports for vertical plant growth.





## APPENDIX B: GUIDING PRINCIPLES cont'd

### TRANSPORTATION

#### Green Movement

Prioritize pedestrians and cyclists over cars on site and along the bikeway/greenway edges of Ontario and 37th Ave Ridgeway.

Minimize traffic impacts on adjacent neighbourhoods and bikeways through site design, access and traffic calming.

Adopt a parking standard that encourages walking, cycling and transit use while also minimizing parking impacts on neighbouring streets.

Enhance access to transit and seek opportunities to improve transit service.

### SUSTAINABILITY

#### Environmental Sustainability

Require that all new buildings at Little Mountain meet high green standards.

Incorporate high environmental standards in site design such as urban agriculture, sustainable transportation, rainwater and waste strategies, and, if feasible, a district energy system.

#### Social Sustainability

Introduce a variety of housing types and tenures, land uses, and public spaces to appeal to a diverse range of household sizes, interests, abilities, ages and incomes.

Provide a minimum of 25% family-oriented units.

#### Economic Sustainability

Create a Development Framework which supports an economically-viable and sustainable project, and meets as far as possible the goals and objectives of the community, City and proponent.

### COMPLETE COMMUNITY

#### Affordability

Include low-income social housing and explore opportunities for middle-income housing (such as rental and/or affordable home ownership).

Provide a minimum of 234 replacement social housing units, and seek opportunities to achieve a higher number, with a target of 20% of the total number of units on site.

Include a social housing component in the first phase of development. Integrate social housing and market housing throughout the site.

#### Neighbourhood Shopping and Services

Locate neighbourhood-serving shops and services on Main Street to serve new residents and the local community.

#### Community Amenities

Locate a neighbourhood house with a highly-visible presence on Main Street, or on 33rd near buses and the new Hillcrest Community Centre.

Provide childcare facilities and other community amenities to serve the existing community and new development where possible.

Create flexible spaces and public places that can accommodate a broad range of activities such as opportunities for play, arts and fitness, community gardens and a farmers market.

# 1.0 BACKGROUND

## 1.1 INTRODUCTION

A Policy Statement is a planning tool used by the City of Vancouver to describe general planning principles that will guide future development of a large site. In 2007, BC Housing asked Council to endorse a planning program for Little Mountain. At the same time, a Memorandum of Understanding (MOU) between the City and the Province, identifying principles to guide the redevelopment of the site, was signed. Due to unforeseen delays in starting the planning program, a new budget and timeline were adopted in 2009.

A comprehensive and collaborative planning program from 2010 to 2012 identified and evaluated new policy for the redevelopment of Little Mountain. This Policy Statement contains a set of policies to guide consideration of an anticipated rezoning application for the Little Mountain site. These policies are intended to be clear and robust, but also flexible enough to accommodate a variety of detailed plans and options to be refined at the future rezoning stage. Detailed outcomes will be subject to the more in-depth analysis that occurs at the time of rezoning.

The Little Mountain Policy Statement considers the future mix of uses, density & height, building forms and character, public spaces, circulation and movement, and parks and community facilities to service the new and existing community. Most topics in this document are introduced with a Background section that outlines key issues and facts followed by detail on new policy. Unless noted otherwise, it is assumed that existing policy carries forward.

## 1.2 SITE DESCRIPTION

Little Mountain is located east of Queen Elizabeth Park between 33rd and 37th Avenues, and Ontario and Main Streets. The site is 6.2 hectares (15.2 acres) in size and is currently zoned for multi-family residential use (RM-3A).



FIGURE 1. Little Mountain site

### 1.2.1 HISTORY

Little Mountain is located on the traditional territory of the Coast Salish People and was home to Vancouver's first public housing project. The site was originally assembled by the City of Vancouver in the late 1940s. Built in 1954, with the Federal Government (the Canadian Mortgage and Housing Corporation) as the owner and lead developer, Little Mountain was the first large-scale modern social housing project in Vancouver. It contained 224 social housing units most of which were intended for families, in 37 buildings. The units were a mix of three-storey walk-up apartments and three-level rowhouses, and many of the first tenants were veterans and their families. Originally intended to provide low-income housing, challenging project economics resulted in a shift to a more mixed-income community.

For over 50 years, Little Mountain was home to a vibrant, creative and active community. Residents were an important part of the broader Riley Park community, and were directly involved in the creation of the Little Mountain Neighbourhood House and Riley Park Community Centre.

In early 2007, the Federal Government transferred ownership of Little Mountain to the Province under BC Housing, and in July of that year a Memorandum of Understanding (MOU) was signed between BC Housing and the City of Vancouver regarding the future of the site. It confirmed that the 224 social housing units would be replaced on-site, that existing tenants would have first opportunity to move back when the redevelopment was complete, that the City would lead a collaborative planning process to develop new policy for the site, and that BC Housing would invest the net proceeds from the Little Mountain land sale (after social housing is replaced) in supportive housing projects in Vancouver and BC.



*Little Mountain, 1954*  
*Source: City of Vancouver Archives*



### 1.3 LITTLE MOUNTAIN PLANNING PROGRAM

In November 2009, City Council approved a planning program for Little Mountain. At that time, City Council directed staff to:

- Engage in a policy-planning process with the community and Holborn Properties (selected in 2008 by BC Housing as their development partner for the site);
- Actively involve the Riley Park South Cambie residents and former Little Mountain residents in the planning;
- Establish a community advisory group for the project;
- Seek ways to increase the amount of social housing beyond the 224 units of replacement social housing (with a target of 20% of all units as social housing) and to increase the proportion of family units beyond the typical 25% for major projects; and
- Report back to City Council with a Policy Statement for Little Mountain.



### 1.4.3 GREEN REZONING POLICIES

In June 2008, Council adopted the EcoDensity Initial Actions, two of which apply to the redevelopment of Little Mountain:

**Green Buildings Policy for Rezonings:** updated in 2010, this policy currently requires that all new buildings resulting from rezonings be LEED® Gold certified, at a minimum.

**Sustainable Large Development Rezoning Policy:** updated in 2012, this policy applies to sites of 2 acres or more, or those containing 500,000 square feet or more of development. It currently requires defined plans or studies on the following:

1. Sustainable Site Design
2. Access to Nature
3. Sustainable Food Systems
4. Green Mobility
5. Rainwater Management
6. Zero Waste Planning
7. Affordable Housing
8. Low Carbon Energy Supply

This policy makes specific reference to Little Mountain as a site where the Community Vision identifies limits on building heights. It states that while the four-storey limit noted in the Vision will be used as the base case when an actual site planning/rezoning process occurs, additional options with increased densities and heights can be created and assessed in the course of the planning work, subject to considerable public consultation

### 1.4.4 GREENEST CITY ACTION PLAN (JULY 2011)

The Greenest City Action Plan, approved by Council in July 2011, outlines action required to achieve a healthy, prosperous and resilient city – with the ultimate goal of becoming the world's greenest city by 2020. It identifies strategies to promote green economic development, eliminate dependence on fossil fuels, promote green transportation options, utilize green building design and ensure everyone has access to nature, clean water and local food. The plan calls for compact, complete communities which promote walking and cycling, and are well-served by services, amenities and green space. Furthermore, the plan promotes the development of neighbourhood-scaled renewable energy systems, green construction and carbon-neutral buildings.

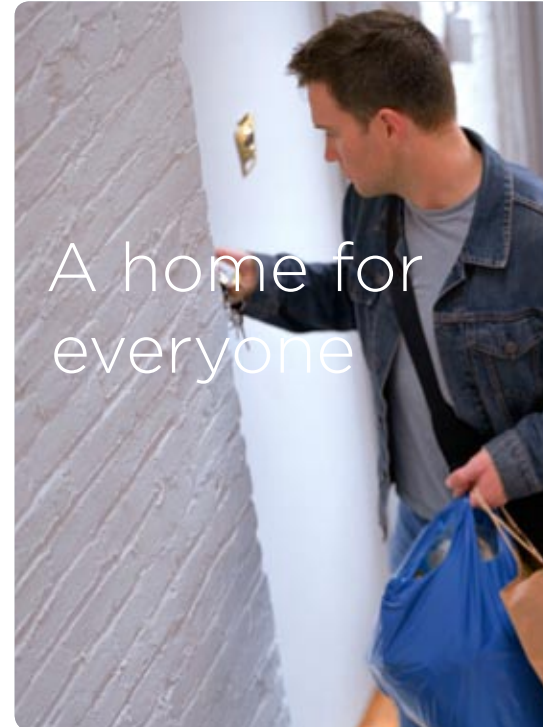


#### 1.4.5 HOUSING AND HOMELESSNESS STRATEGY

Adopted in July 2011, the Housing and Homelessness strategy is a framework for addressing homelessness and increasing the variety of affordable housing options across the entire housing continuum to improve choice and affordability for all residents within the city.

The three strategic directions are:

1. Increase the supply of affordable housing
2. Encourage a housing mix across all neighbourhoods that enhance quality of life
3. Provide strong leadership and support partners to enhance housing stability





## 1.5 ROLE OF THE POLICY STATEMENT

This Policy Statement establishes planning principles that will guide the future development of Little Mountain. It provides new policy regarding:

- land use
- density, building forms and heights, and character
- public benefits, including social housing
- transportation, and
- sustainability.

Created through a collaborative process between the City, the community and the proponent, the Policy Statement provides clarity on the future of the site and guides the rezoning process. It represents the public and private interests that have been articulated in the planning process and ensures that those interests carry forward with the endorsement of City Council.

The policies in this document are intended to clearly articulate the nature, scale and obligations of the Little Mountain redevelopment, while also being flexible enough to accommodate a variety of detailed plans and options to be refined and evaluated during the rezoning stage.



## LITTLE MOUNTAIN COMMUNITY ADVISORY GROUP

The Little Mountain Community Advisory Group, a volunteer body of local residents, played a central role in the creation of this Policy Statement. Formed as a result of a direction from City Council, the Advisory Group was convened by City staff in close consultation with the Riley Park South Cambie Visions Implementation Group. The Advisory Group represented a large cross-section of the community who have an interest in, or would be affected by, the redevelopment of Little Mountain.

As defined by the Groups Terms of Reference, the role of the advisory group was:

1. To provide advice to City staff on the preparation and evaluation of the Policy Statement for the Little Mountain Site.
2. To help identify gaps in information and, where possible, to supply relevant information to support the planning work.
3. To advise staff on community outreach and help ensure that as many people as possible are involved or informed.
4. To engage in workshops and meetings with the developer as representatives of the Little Mountain/Riley Park community.

The Advisory Group met 22 times in the course of the 28 months it took to complete this Policy Statement and will continue to meet in future stages of the redevelopment of Little Mountain. Their contribution was invaluable in the creation of this document.



## 2.0 PRINCIPLES & OBJECTIVES

### 2.1 KEY PLANNING PRINCIPLES

These high-level principles for the development of Little Mountain summarize and integrate the more-detailed policies in chapters to follow. Those policies in turn reflect priorities and aspirations identified in the planning process, as well as existing City policies and objectives.

#### CREATE A COMPLETE COMMUNITY

Little Mountain will be home to people of different incomes, ages and abilities; have good access to transit, jobs and services; and be well served by community amenities such as a neighbourhood house and daycare. These amenities will help create a social heart and meet existing and new needs. There will be more social housing units than previously existed, and these will be similarly targeted towards families.

#### CREATE A CLEAR & ACCESIBLE SYSTEM OF PUBLIC OPEN SPACE

A legible, welcoming and sustainable open space system will be the foundation of Little Mountain's design, reflecting the site's original plan and activating these spaces in new ways.

#### DESIGN FOR GREEN MOBILITY

Little Mountain must give priority to walking, cycling and transit users while also recognizing that accessibility, delivery, emergency access and servicing are necessities. Existing sustainable transportation infrastructure, such as the neighbouring Greenways, will not be negatively impacted by the development.

#### EXCEL IN URBAN DESIGN & BUILT FORM

The redevelopment of Little Mountain will create an attractive and sustainable urban community that is complementary to the surrounding Riley Park neighbourhood. Little Mountain's history will also be celebrated through site design, preservation of mature trees and a public art program.

#### ACHIEVE AN EXCEPTIONAL STANDARD OF SUSTAINABILITY

Architecture, site design, energy, water, food and waste systems will have a high level of green performance, the community will be socially inclusive, and the project will be economically viable.



## 3.0 COMPLETE COMMUNITY



### 3.2.4 RETAIL AND COMMERCIAL USES

- Approximately 17,000 to 20,000 square feet of commercial floorspace should be located on Main Street and adjacent to the community plaza near Main Street at East 36th Avenue, taking maximum advantage of corner and southern exposure, and drawing people into the plaza.
- The majority of the floorspace should be local-serving retail such as a café, a deli, bakery, green grocer/small grocery store, small-scale pharmacy, and so on.
- A non-retail commercial floorspace component of up to 50% of the area of the retail floorspace (approximately 5,000-7,000 square feet) could be included to support retail demand. This component should include locally-oriented office space such as professional offices (medical/dental, law, real estate), a community bank, etc.

### 3.2.5 COMMUNITY HUB & SQUARE

- Create a community hub on or very close to Main Street consisting of a public square, neighbourhood house, childcare, and locally-oriented shops and services, all gathered around a public square. The community hub is to be visible on Main Street and designed to entice people onto the site.
- The square design must be of a size and configuration to accommodate and encourage use by the intended activities.
- The square must incorporate electrical, water and sanitary connections.

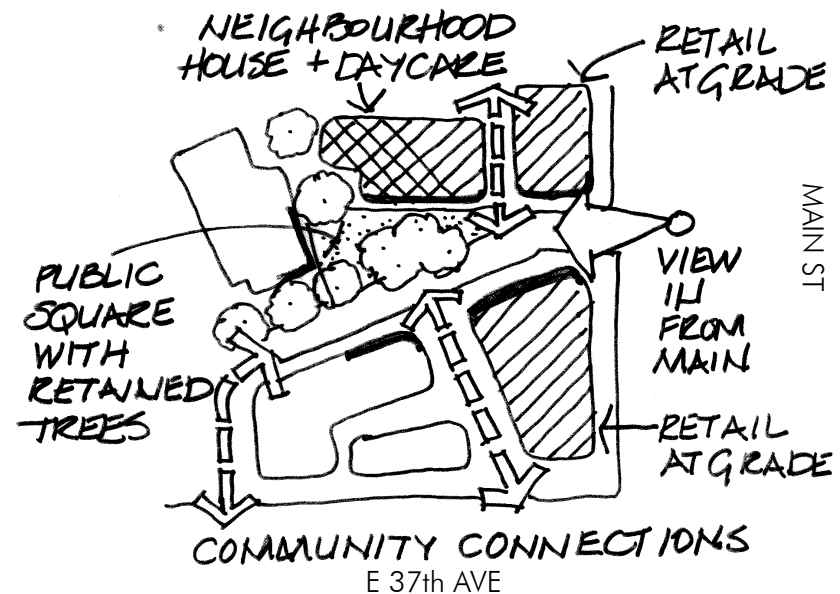


FIGURE 2. Diagram of the community hub & square



### 3.2.6 NEIGHBOURHOOD HOUSE

- Provide a new Little Mountain Neighbourhood House with the following specifications:
  - A minimum of 12,000 sq. ft. of fully-finished and equipped, flexibly-designed space fully accessible by people with the broadest range of ages, abilities and cultures.
  - While an efficient design that anticipates shared uses is required, dedicated areas for seniors and youth to ensure physical safety and comfortable use should be considered.
  - Located to ensure a high degree of visibility and accessibility.
  - A character that is welcoming, emphasizing acceptance, inclusivity and warmth.

Early delivery of the neighbourhood house is encouraged as the existing neighbourhood house is undersized and in poor condition.

### 3.2.7 CHILDCARE

- Provide a 69-space fully-finished and equipped childcare, designed for infants, toddlers, pre-schoolers, and school-aged children
- Locate the childcare within or near the new Little Mountain Neighbourhood House.

### 3.2.8 COMMUNITY AMENITY FUNDING

- Reinvest all of the Development Cost Levies and the Community Amenity Contribution generated by the redevelopment of Little Mountain into the development of the public amenities to serve the site and to address service gaps in the immediate neighbourhood.
- Develop a detailed strategy for the funding and phasing of the community amenities as part of the rezoning stage.

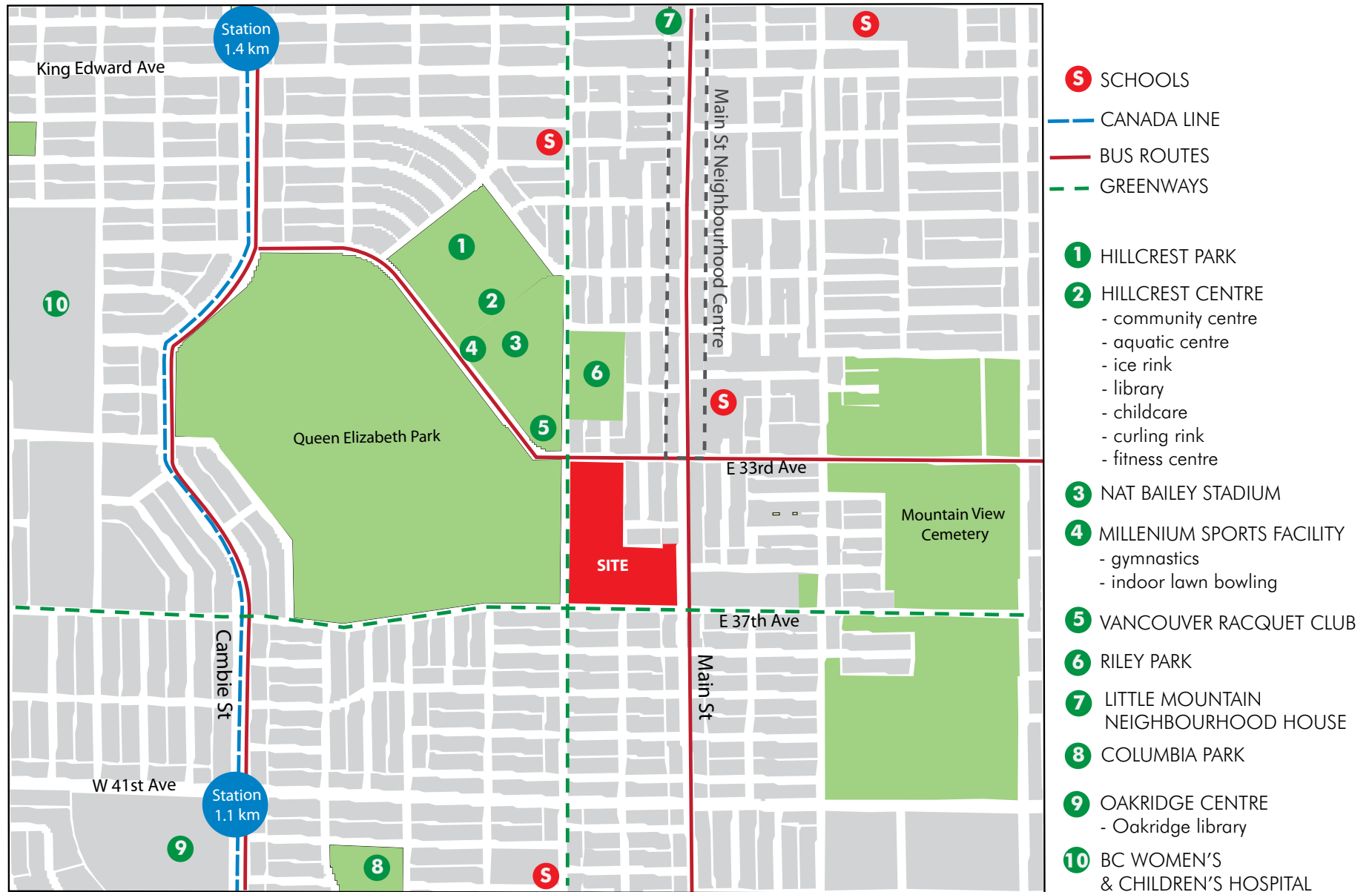




## 4.0 BUILT FORM, DENSITY & HEIGHT



FIGURE 3. Surrounding site context





## SOLAR ACCESS

Access to sunlight is a fundamental principle which will guide the design of Little Mountain. One of the consequences of the mid-rise building forms proposed (vs. a tower and podium typology) is more extensive shadowing in the immediate surroundings of the buildings. However, optimizing sunlight, particularly on the public spaces identified in Section 5, should be a key consideration in the detailed design and placement of building forms at rezoning.

The key times of year assessed for sunlight on public spaces are at the equinox (March and September 21) at 10:00, 12:00, 2:00, and 4:00. This time of year is most important as it is both the growing season and when most people spend more time outside.

## ANIMATION & VARIATION IN DESIGN

Little Mountain will be inviting, enticing and attractive. The architecture will be characterized by variation in design and scale to create interest. Off-grid angles will reflect the historical pattern of the original Little Mountain; these angles and building setbacks will help preserve the mature trees which characterize the site. The site edges will respond differently to the varying adjacencies: single-family houses, Queen Elizabeth Park, and Main Street.

Public spaces will also articulate this vibrancy. This can be done through architecture, landscape design, placement of active uses on public spaces, and programming.

## PERMEABILITY AND LIVABILITY

Accommodating a viable and appropriate density on the Little Mountain site is a challenging balance between two objectives - keeping the overall height and transitions respectful of the site context, while creating a highly permeable plan with an open space pattern that draws people to and from Queen Elizabeth Park. It is critical that this balance also result in highly livable dwellings





## 4.2 POLICIES

### 4.2.1 DENSITY

- Accommodate an overall gross density (calculated over the whole site area) of 2.3 to 2.5 gross FSR (approximately 1,500,000 to 1,670,000 square feet, gross). This area includes social housing, commercial floorspace, new community facilities, and all typical floorspace exclusions.

### 4.2.2 SCALE IN RELATION TO LITTLE MOUNTAIN

- Establish a maximum height of 12 storeys (or 120', whichever is the lesser) to preserve regional views from the summit of Queen Elizabeth Park, and allow it to continue to read as the dominant natural feature in the area and the high point in Vancouver's topography.

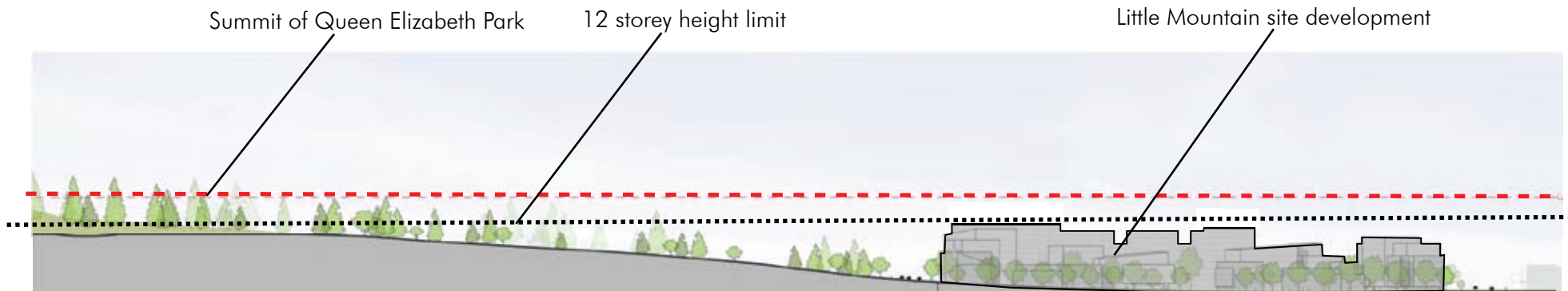


FIGURE 4. Twelve storey height limit in relation to the summit of Queen Elizabeth Park

FIGURE 5. Views from the summit of Queen Elizabeth Park.



#### 4.2.3 TRANSITIONAL EDGES

- Create a respectful relationship with the surrounding community through the scale of buildings along 33rd and 37th Avenues and adjacent to neighbouring lanes.
- Limit building heights in the transitional edges to 6 storeys, stepping down to 3 or 4 storeys approaching the boundaries of the site. Should a rezoning policy be approved for the adjacent area (northeast quadrant), the transition should respect the new scale of development.
- Explore opportunities for 3 and 4 storey townhouses and 'stacked' townhouses on transitional edges that enhance the variety of housing types on site and relate well to surrounding single-family homes.

#### 4.2.4 OPPORTUNITIES FOR HEIGHT

Locate higher buildings centrally on the site, along the Queen Elizabeth Park frontage and on Main Street.

Organize taller buildings as follows:

- Taller mid-rise building forms should be located towards the middle of the site with an expressive and varied skyline.
- Mid-rise buildings should range from 4 to 10 storeys, with building elements up to 12 storeys in the most central portion of the site.
- Building heights on Main Street should not exceed 8 storeys.

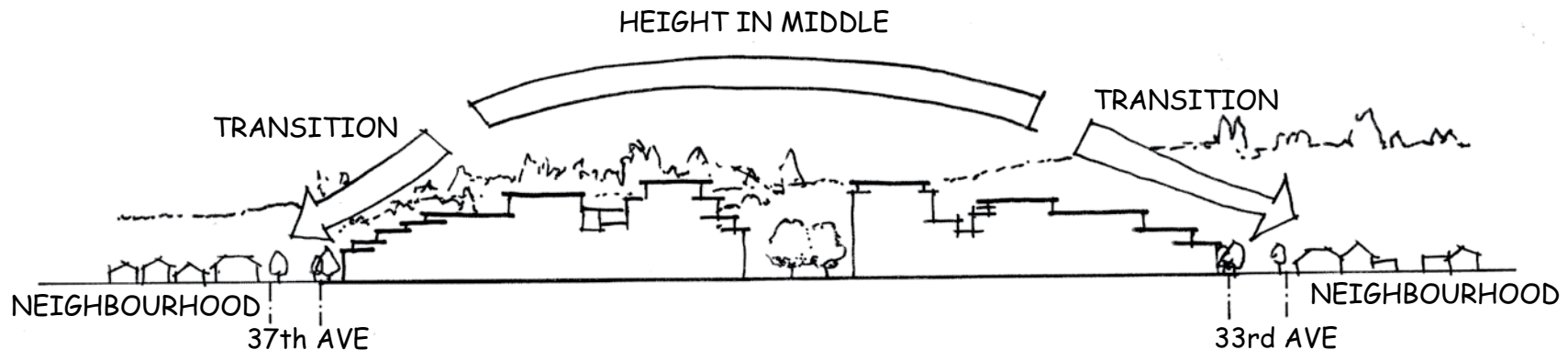


FIGURE 6. Height diagram looking west through the site



FIGURE 7. Summary diagram of key height recommendations



#### 4.2.7 SOLAR ACCESS

- Solar access on parks and public spaces should guide the form, height and placement of buildings.
- Place considerable emphasis on solar access in consideration of the following:
  - **Queen Elizabeth Park Edge and Ontario Street:** Ontario is an important bikeway/greenway to be protected and enhanced by the development of Little Mountain. The recently installed sidewalk along the eastern edge of Queen Elizabeth Park is a popular pedestrian route. While 10:00am equinox shadows will be cast across these places, detailed design and placement should limit shadow extension into the park and optimize the opportunity and extent of intermittent sunny spaces along the length of Ontario. A new diagonal path connecting from Ontario to Midlothian would both serve as a shortcut to transit and an alternate sunny route.
  - **The new public square at the Community Plaza/Hub:** Building heights and terraced setbacks on buildings south of the square should be designed to maximize sun on this key public space.
  - **The new Central 'Wedge' Open Space:** As the central area of the site has been identified as the area more appropriate for height there will necessarily be some shadowing through the day on this space, however, sunlight should be continuous on the main pedestrian route at the northern edge of the space. More detailed design of the buildings and of the open space should work together to optimize sunlight and placement of different uses.

- **New street/mews:** The north/south orientation of this street offers excellent solar access from 12:00 to 2:00, but presents more of a challenge at 10:00 am and 4:00 pm. Particular emphasis should be placed on optimizing morning sun on the public walk and the proposed water feature along the western side.

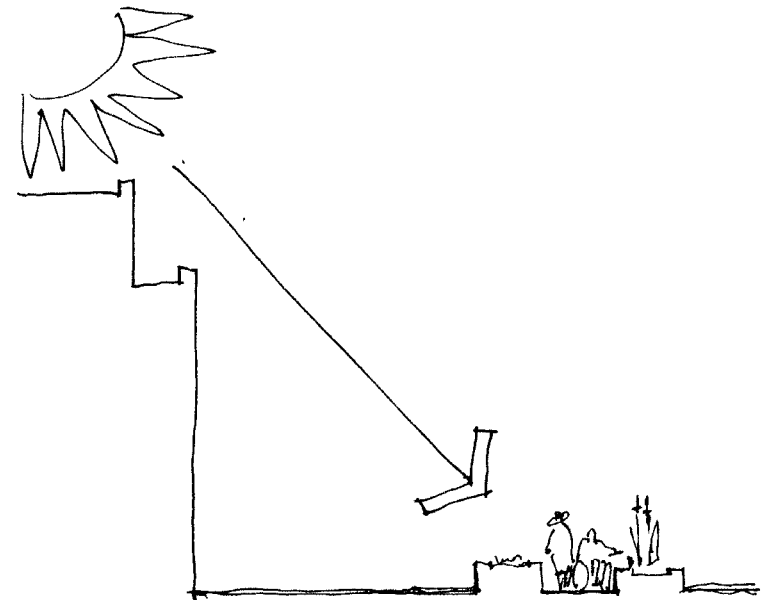


FIGURE 9. Solar access on public spaces

FIGURE 10. Key locations for solar access





## 5.0 PUBLIC PLACES, OPEN SPACES & MEMORY





## 5.0 PUBLIC PLACES, OPEN SPACES & MEMORY

*This section expands on some of the principles outlined in Section 4 and provides further guidance on open spaces, from public to semi-public to private for rezoning of the Little Mountain site.*

### 5.1 BACKGROUND

Ensuring that the redevelopment of Little Mountain is a welcoming, well-integrated part of the larger community and an innovative and unique place was a significant focus of discussion in the Policy Statement public process. It was recognized that the qualities and configuration of the open space network are fundamental to these objectives.

Drawing upon the past character of Little Mountain was seen as an important part of what would make a well-integrated and unique place. The proposed open space network and configuration reflect the notion that it is the angled building orientation and patterning of open space that distinguished Little Mountain. And further, the existing mature trees and the open space relationship to Queen Elizabeth Park embody the memory of the original community.

#### REMAINING ROWHOUSE

A single original rowhouse remained on site following the 2009 demolition of most buildings at Little Mountain. As part of the planning process, City staff analysed the viability of retaining the last rowhouse. The study looked at the heritage value, physical condition, suitability for retention as housing or re-purposing as a community facility, and the impact that preservation would have on the overall site layout. While suitable for housing, the repurposing of the rowhouse as a neighbourhood house or daycare was not recommended, largely due to size constraints, operational challenges and layout. In addition, the location of the rowhouse conflicts with the location of a key public space in the site plan: the community plaza/hub.

Analysis of the public feedback gathered in the course of the planning process found only a limited amount of support for preservation of the rowhouse. This feedback did speak to the importance of recognizing the social history of Little Mountain, and this memory will be celebrated through the new site plan, preservation of mature trees, the public art program, signage and other meaningful ways.



## 5.2 POLICIES

### 5.2.1 PUBLIC SPACE FOCUS

- Create a highly-public open space system that forms the key organizing element and focus of the site: inviting people westwards through to Queen Elizabeth Park, and bringing the park eastwards into the site. This system will include the following connections:
  1. East-west to Queen Elizabeth park at 35th Avenue
  2. North-south from 33rd Avenue at James Street to 37th Avenue at Quebec Street
  3. East-west at 36th Avenue from Main Street to Ontario Street.
- Create three primary open space elements
  1. The Green Wedge at 35th Avenue
  2. The central spine with possible rainwater feature running north-south from Quebec Street to James Street.
  3. The community plaza/hub at 36th Avenue.

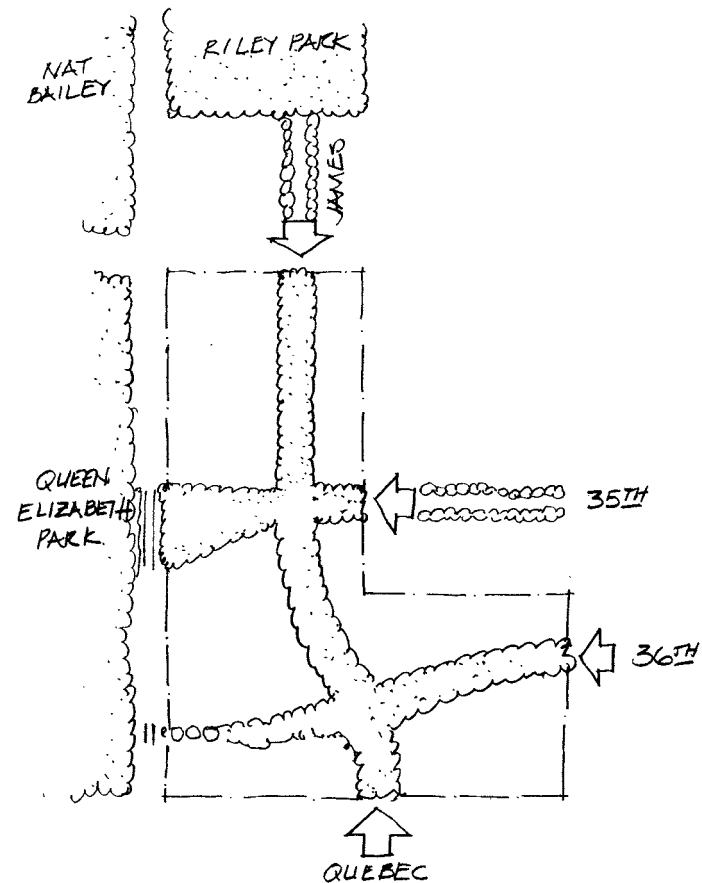


FIGURE 11. Diagram of connections and open space.



### 5.2.2 LEGIBILITY AND ANIMATION OF PUBLIC PLACES

- Create public spaces that are truly public, active, safe, and welcoming through the design of these spaces and the relationship of buildings and activities to them.
  - o Public places are to include many things to attract people and give them reason to stay including places to sit and gather, to enjoy nature, shade and shelter, sunny spots, water, a variety of places to play, urban agriculture, and mature trees.
- Create a comfortable relationship between public and private outdoor space through changes in elevation, urban setbacks and water elements to define spaces and transitions.
- Enliven streets, mews and open spaces with frequent front doors and overlook from dwellings.
- Line the public square at the community hub with shop and café windows and entries, outdoor seating and displays, entries and windows to the neighbourhood house and the daycare

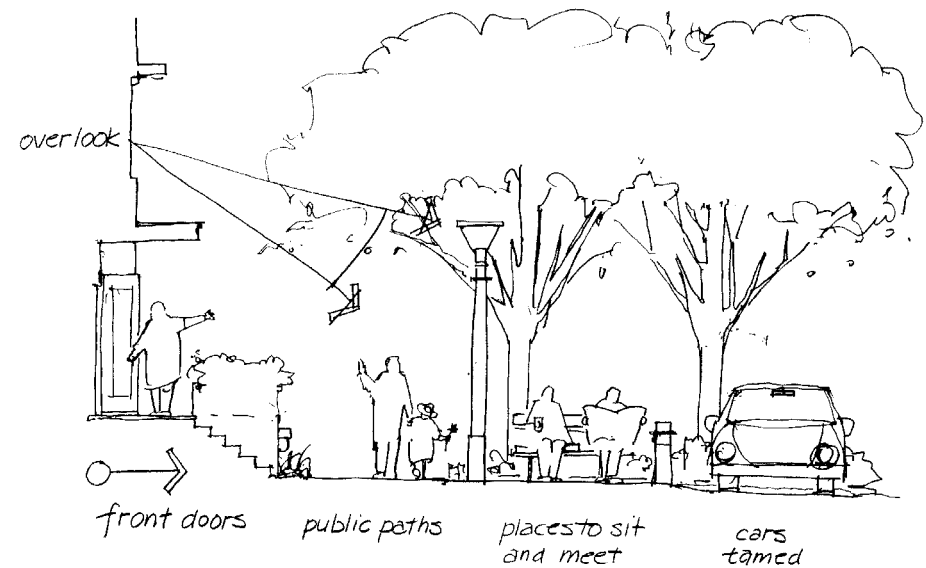


FIGURE 12. Diagram of a active, safe and welcoming public space and comfortable public/private relationships.

#### 5.2.4 MEMORY

- Reflect the historical patterning, connections, community and places of Little Mountain through site planning, public realm elements, public art, etc.
- The site plan is to reflect the angled orientation of previous buildings in the southern portion of the site and the general patterning of previously existing open spaces.
- A public art plan and public realm plan will be developed at time of rezoning. They will recognize the Musqueam First Nation (on whose traditional territory the site sits) and draw upon the memory of Little Mountain, and the people and places that form part of its history.

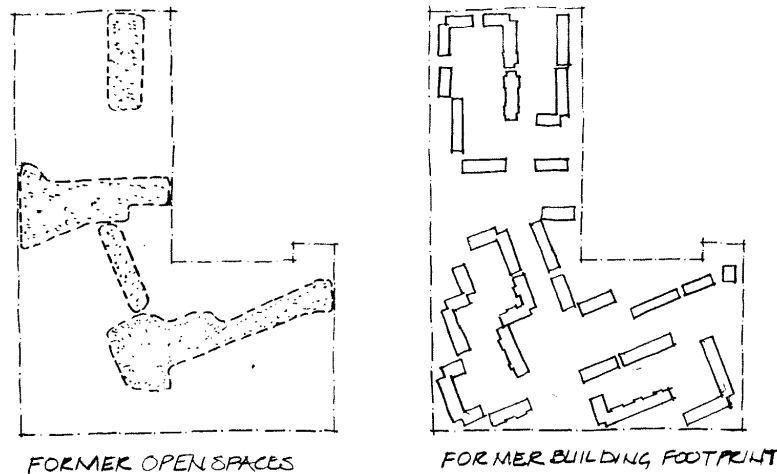


FIGURE 13. Diagram of the historical open spaces and building footprints of the former site.

#### 5.2.5 QUEEN ELIZABETH PARK IMPROVEMENTS

- Provide park improvements and a new neighbourhood park in Queen Elizabeth Park.
- Consider improvement to the trail network in Queen Elizabeth Park to improve non-vehicular access to the park and to transit (a diagonal shortcut from Ontario Street to Midlothian Avenue may be desirable).
- The suggested site for the new neighbourhood park is on existing Queen Elizabeth Park land along Ontario Street between 33rd Avenue and 37th Avenue, with components and configuration subject to public consultation.

### 5.2.6 TREES

- Retain significant trees where possible, and organize buildings, open spaces and public ways around them. Where retention in situ is not possible, relocation on site is to be considered.
- An arborist's report was prepared during the policy planning process identifying viable, marginal, non-viable, and high-risk trees. This report and the viable trees it identified are a significant determinant of the site plan
- A further arborist's report will be required at time of rezoning confirming tree retention and identifying and specifying locations for viable trees to be moved on site.
- Building placement and appropriate setbacks, open space design, surface permeability and soil conditions to ensure retained trees continue to thrive will be important considerations in the rezoning process.
- Provide for future legacy trees at multiple locations.
- Legacy trees are large trees that anchor the public realm, established with optimal growing conditions, intended to flourish for 100+ years. They require ample space for tree canopies, large soil volume for tree roots, and optimal access to nutrients, moisture and oxygen.

FIGURE 14. Existing viable trees





FIGURE 15. Summary diagram of key public spaces



## 6.0 CIRCULATION AND TRANSPORTATION



# 6.0 CIRCULATION AND TRANSPORTATION

*This section expands on some of the urban design principles outlined in Sections 4 and 5, and provides further guidance on pedestrian, cyclist and vehicle movement and parking in the redevelopment of the Little Mountain Housing site.*

## 6.1 BACKGROUND

Green mobility is central to the City of Vancouver's transportation priorities, with an emphasis on facilities for pedestrians, cyclists and transit users. The future Little Mountain will reflect these priorities while also minimizing traffic impacts on the surrounding community. The transportation strategy for Little Mountain also recognizes that accessibility, servicing, delivery and emergency access are necessities.

### CONTEXT

Little Mountain is bordered by two arterial streets: Main Street, a major arterial to the east, and E. 33rd Avenue, a secondary arterial to the north. Ontario Street to the west and E. 37th Avenue to the south are Greenways, part of an established city-wide network which is designed to:

- Make walking more interesting
- Make cycling safer and more convenient
- Reduce the impact of the car
- Be 'greener' in character
- Use public art to make the Greenway more interesting

Other adjacent streets – James Street, Quebec Street, E. 35th Avenue, and E. 36th Avenue – are local streets, intended to serve local access needs.

The Little Mountain site is served by the #3 Main Street bus and the #33 UBC/29th Avenue Station bus. The closest rapid transit stations are the King Edward and Oakridge - 41st Avenue Canada Line stations, both slightly over 1 km away.

A study of traffic impacts from Little Mountain was undertaken as part of the planning process. Looking at historical traffic volumes, it confirmed that traffic volumes on Main Street and 33rd Avenue remained consistent from 1995 to 2010. A 15% increase in volumes on 33rd Avenue was noted in 2011 which was assumed to be a function of traffic generated by the newly-opened Hillcrest Centre.

The study concluded that all existing intersections and new intersections (33rd & James, and 36th & Main) would remain fully functional when Little Mountain was fully built out, based on the density range allowed in this Policy Statement. The 33rd & Main intersection would see a modest decrease in the level of service but would still provide stable flow.

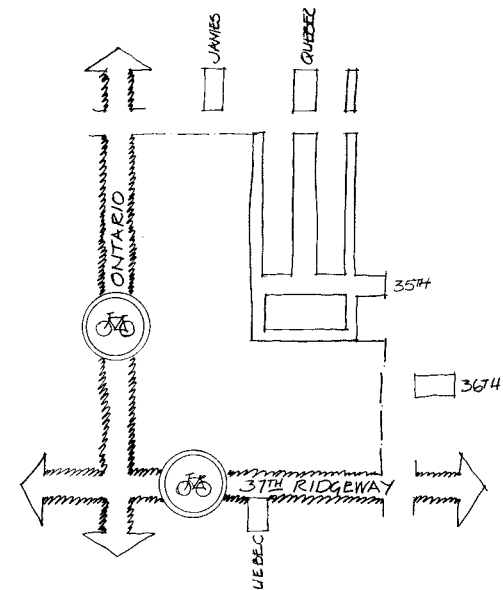


FIGURE 16. Greenways and local streets



## PERMEABILITY & LINKAGES

The Little Mountain site will be connected and integrated with the surrounding community and Queen Elizabeth Park through a network of diverse and interesting public spaces including streets, mews, paths, and open spaces.

The site will be designed around a new, fully-public central street connected to the city grid and containing generous space allocations for pedestrians and cyclists. Designed to a high standard, this street will be traffic-calmed to reduce vehicle speeds and shortcutting, and street furniture, trees and landscaping, art, lighting and signage will attract pedestrians and cyclists.

Non-vehicular links will connect pedestrians and cyclists to the surrounding Greenways and parks while also drawing them into public spaces and amenities in Little Mountain. Smaller public pathways for pedestrians will be secured through courtyards to provide a fine-grained network through the site for pedestrians.

## TRANSPORTATION STRATEGY

Little Mountain will be comprehensively designed to support green mobility by prioritizing pedestrians, cyclists and transit users. The site will remain accessible to vehicles to ensure basic accessibility and servicing, and traffic impacts on surrounding local streets and Greenways will be mitigated through design and monitoring. As part of the rezoning process, a Green Mobility Plan and parking strategy for the site will identify explicit ways to encourage walking, cycling and transit while also minimizing parking and traffic impacts on the surrounding neighbourhood.

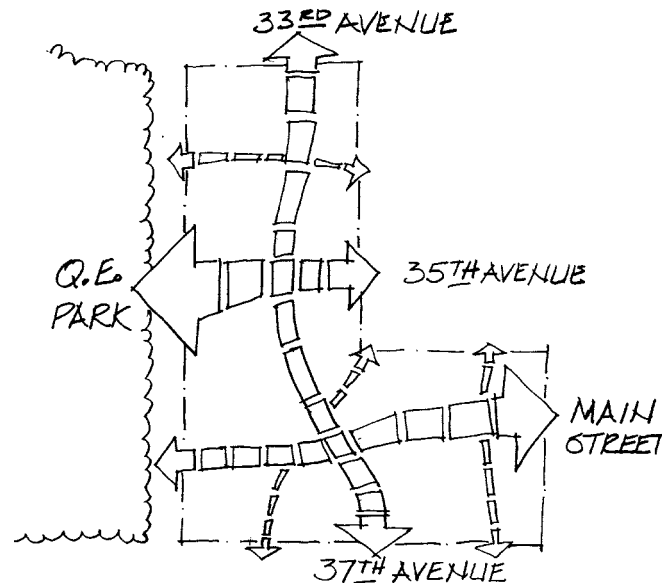


FIGURE 17. Connections through the site

### 6.2.2 SECONDARY CONNECTIONS: PEDESTRIAN AND CYCLIST LINKS

- Provide pedestrian and cyclist links, secured by statutory rights-of-way to the City, that break down blocks and provide convenient diagonal links from:
  - Ontario to the central street and to the lanes surrounding the Adjacent Area (Northeast Quadrant)
  - 37th Avenue near Main Street to the new public plaza, neighbourhood house and lane south of the NE Quadrant



### 6.2.3 TERTIARY CONNECTIONS: PERMEABLE COURTYARD LINKS

- Provide ungated public paths secured by statutory rights-of-way to the City connecting through the courtyard spaces to the central road and the edge of the site.



#### 6.2.4 GREEN MOBILITY

- Provide a Green Mobility Plan at the time of rezoning, as per the Sustainable Large Development Rezoning Policy. This Plan will identify explicit design and program strategies to encourage walking, cycling and transit use and minimize vehicle usage and impacts.

#### 6.2.5 GREENWAY PROTECTION & IMPROVEMENTS

- Minimize, reduce or eliminate vehicle impacts on the Ontario and 37th Avenue Greenways and on surrounding local streets and lanes.
- Limit vehicle access to the Little Mountain Site to arterial roads (Main Street and E. 33rd Avenue)
- Improve Greenways to create comfort and improve safety for all ages of users, such as adding separated bike paths on Ontario Street and E. 37th Avenue.
- Ensure that development patterns support the possibility of the future removal of vehicular traffic on Ontario Street from 37th to 33rd Avenue.

#### 6.2.6 PEDESTRIAN- & CYCLIST-SUPPORTIVE BUILDING DESIGN

- Design buildings to support walkability by providing ground-oriented units at the lower levels of buildings with convenient 'front doors' to the adjacent public realm.
- Design buildings to encourage, not just accommodate, bicycle use. Measures might include direct access from the lobby to a bike storage room at grade, or providing more than the minimum required bicycle racks in a sheltered place by the front door.
- Provide clear linkages from buildings to adjacent Greenways.





#### 6.2.7 TRAFFIC CALMING

- Assess traffic impacts on local roads and Greenways and implement traffic calming measures if warranted
- Consider measures to reduce traffic speeds on Midlothian/33rd Avenue.

#### 6.2.8 PARKING STRATEGY

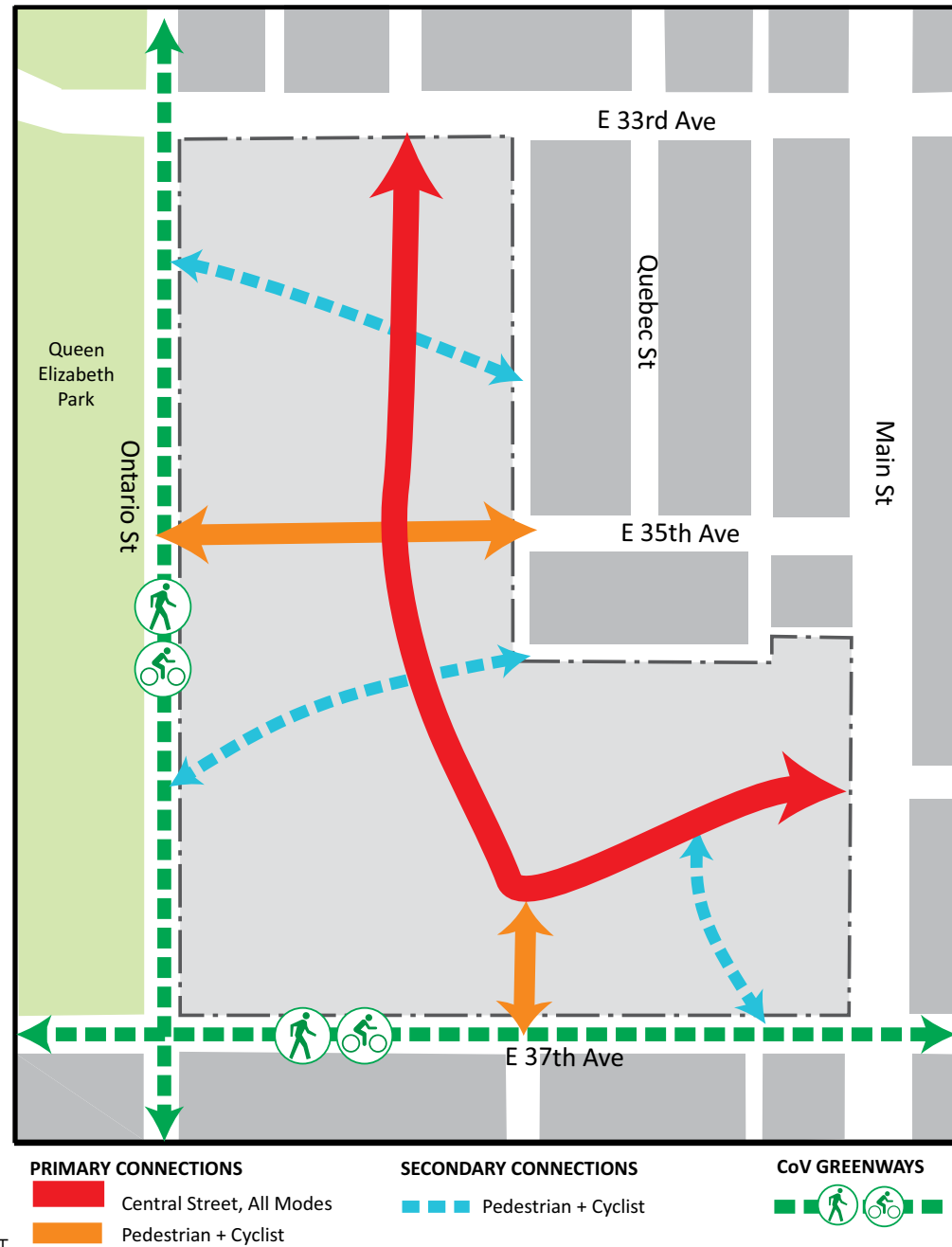
- Develop a parking standard that encourages use of other forms of transportation and minimizes traffic impacts as well as parking impacts on the existing community. This parking standard will be established at the time of rezoning and will reflect current best practices
- Provide primarily underground parking with the exception of temporary on-street parking and some drop-off and convenience spaces near the community plaza/hub.
- Locate underground parking access off squares and mews, some from existing lanes, designed to minimize impact on pedestrians and cyclists. Ensure that parking access is designed to not sterilize or negatively impact public open spaces, parks and the pedestrian realm.
- Increase car-share opportunities through parking relaxations for car-share parking stalls.

#### 6.2.9 TRANSIT IMPROVEMENTS

- Provide clear & attractive connections to transit stops on Main Street, 33rd Avenue, Midlotian Avenue, and towards rapid transit stations
- Provide well-located, high-quality transit stops.



FIGURE 18. Summary diagram of key site connections





A photograph of a modern, multi-story building with a curved facade. The building features large windows and balconies with glass railings. A significant portion of the building's exterior is covered in a dense, vertical garden of various green plants and small flowers. In the foreground, there is a rooftop garden area with low concrete walls, filled with greenery and small trees. The sky is clear and blue.

## **7.0 SUSTAINABILITY**



# 7.0 SUSTAINABILITY

*This section provides direction on sustainability policies relating to green architecture and sustainable site planning.*

## 7.1 BACKGROUND

Established City of Vancouver policies ensure that all new developments – in particular, large developments - achieve very high levels of sustainability. In 2008, City Council approved the EcoDensity Charter and Initial Actions. Initial Actions A-1 and A-2 require significant green performance in architecture and large site development. These policies were refined and aligned with Greenest City 2020 targets in mid-2012.

Little Mountain is required to meet or exceed the current requirements under the Green Building Policy for Rezoning and the Sustainable Large Development Rezoning Policy at time of rezoning. As part of the rezoning, defined plans or studies on the following are required.



## 7.2 POLICIES

### 7.2.1 GREEN BUILDINGS

- All new buildings at Little Mountain will meet or exceed the green building standards identified in the Green Building Policy for Rezoning at the time of rezoning.
- Buildings are to visibly express green elements as well as embody green building and passive design: green roofs and terraces, roof top gardens, trees and plantings on upper levels and balconies, green walls, and supports for vertical plant growth.

### 7.2.2 SUSTAINABLE LARGE DEVELOPMENT PLANNING

- Little Mountain will meet or exceed the requirements identified in the Sustainable Large Development Rezoning Policy at the time of rezoning.





An aerial photograph of a suburban neighborhood. The image shows a grid of streets with houses, lawns, and trees. A semi-transparent white box is overlaid on the upper right portion of the image, containing the text '8.0 ADJACENT AREA'.

## 8.0 ADJACENT AREA



## 8.0 ADJACENT AREA

### 8.1 BACKGROUND

Concurrent with the development of the Little Mountain Policy Statement, City of Vancouver planning staff, in consultation with the community, has been developing a rezoning policy for the neighbourhood adjacent to the Little Mountain site; referred to as the 'Adjacent Area'. This work is based on directions given in the 2005 Council - approved Riley Park South Cambie (RPSC) Vision which states in Direction 31.4 that:

"The single family and apartment area (south of 33rd and west of Main) adjacent to Little Mountain Housing should be considered for possible zoning changes when planning for the redevelopment of the Little Mountain Housing Site".

The Adjacent Area is 6.3 acres in size and consists of 33 single family houses zoned RS-1 fronting on Quebec St and E 35th Ave. Fronting on Main St. are 6 multi-family apartments zoned RM-3A (subject to the Rate of Change Bylaw), 3 duplexes zoned RT-2 and 1 commercial mixed use building zoned C-1.

### 8.2 FUTURE REZONING POLICY

A rezoning policy for the area will provide direction on density and height, circulation and movement, public benefits and amenities. It will consider a change in the scale and range of building types to achieve the broader City goals of affordable housing, sustainability and community amenities while providing an appropriate transition from the Little Mountain site to the surrounding residential areas.

Interested parties should refer to the Adjacent Area Rezoning Policy for more detailed planning direction of the area.

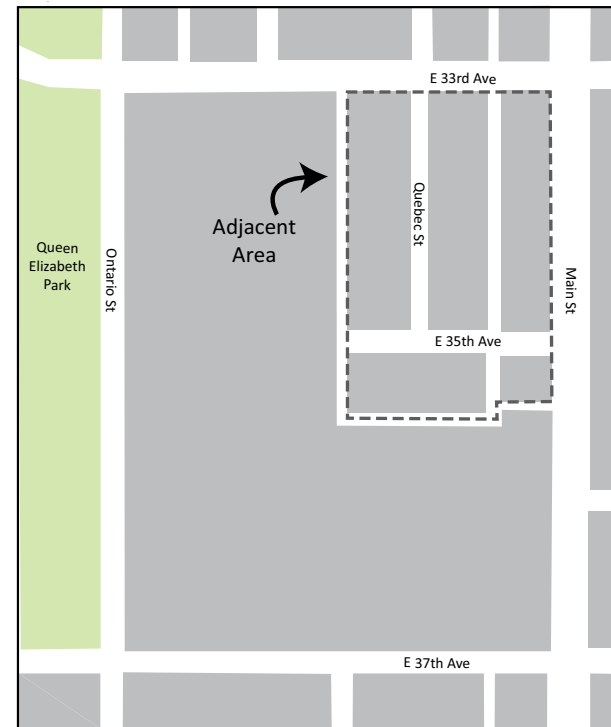


FIGURE 19. The Adjacent Area

## 9.0 ILLUSTRATIVE DEVELOPMENT CONCEPT

These illustrations represent Holborn Properties proposed development concept for the Little Mountain site. Generated in the course of the planning process by James Cheng Architects and Phillips Farevaag Smallerberg, they represent one way in which the policies contained within this Policy Statement document could be expressed.



FIGURE 20. Illustrative site plan concept, James Cheng Architecture and Phillips Farevaag Smallerberg for Holborn Properties

FIGURE 21. Community square concept, James Cheng Architecture and Phillips Farevaag Smallerberg for Holborn Properties





FIGURE 22. Illustrative open space concept, James Cheng Architecture and Phillips Farevaag Smallerberg for Holborn Properties

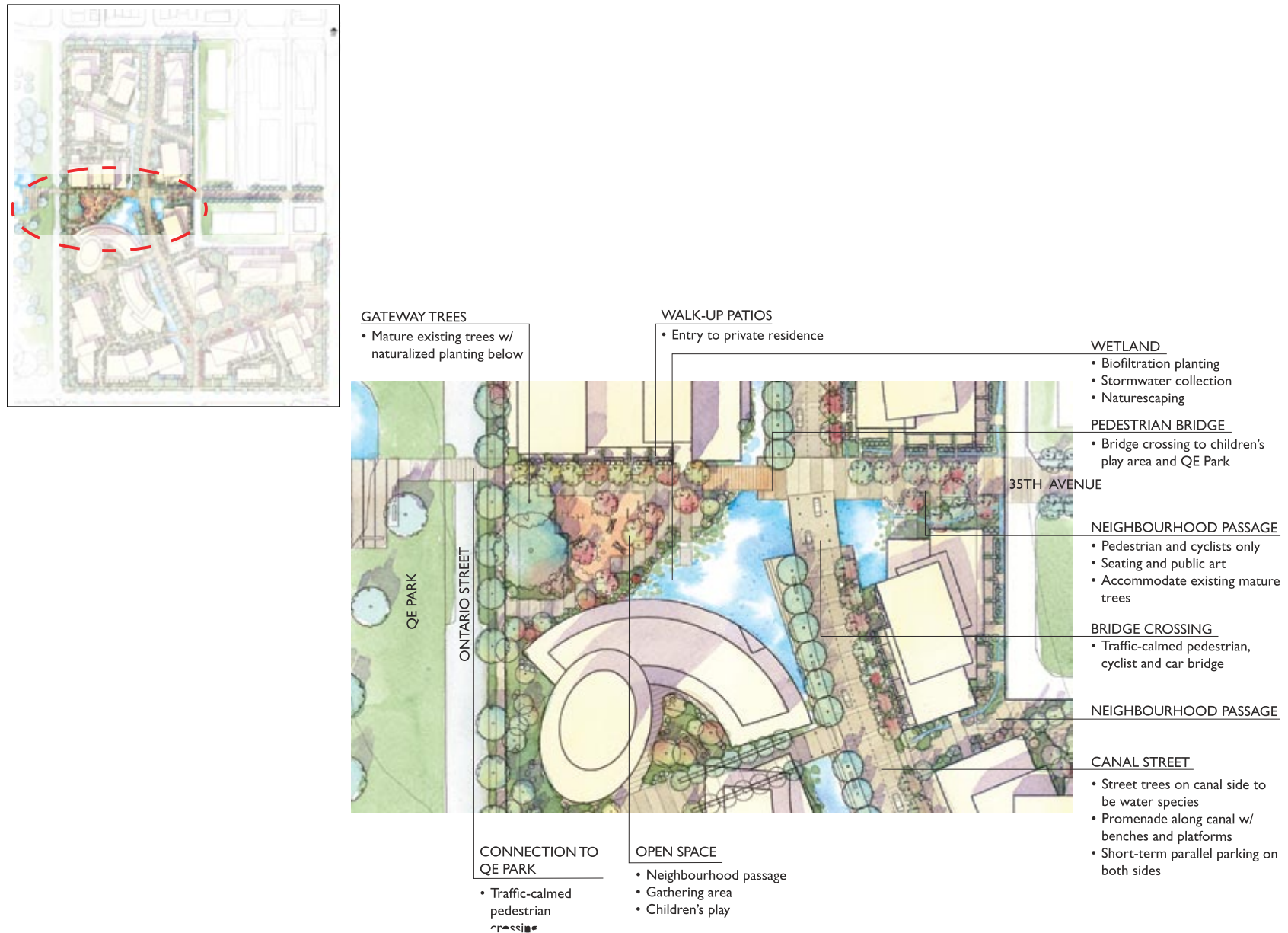
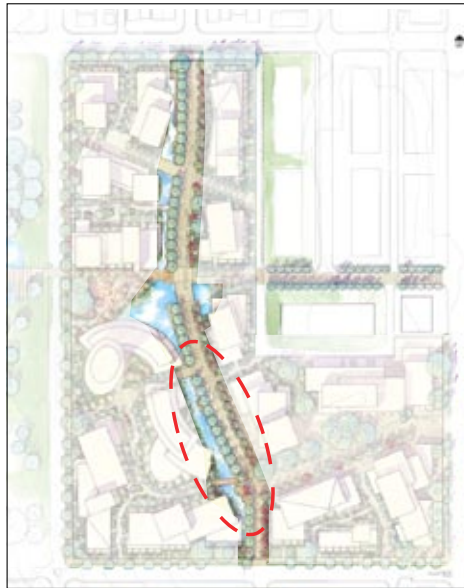


FIGURE 23. Illustrative central street concept, James Cheng Architecture and Phillips Farevaag Smallerberg for Holborn Properties



WALK-UP PATIOS

- Creating neighbourly relationships and 'eyes' on the street

BIOSWALE

- Stormwater collection from rooftops and hard surfaces stored in canal

BRIDGE CROSSING

- Shared by motorists and pedestrians

CANAL SIDE PROMENADE

- Tree-lined pedestrian path
- Bench seating
- Pedestrian platforms

STREETSCAPE

- Two lanes of traffic shared w/ cyclists
- Short term parallel parking on either side

URBAN CANAL EDGE

- Sitting steps along east side of canal

NATURALIZED CANAL EDGE

- Undulating vegetated edge providing, stormwater retention, biofiltration and wildlife habitat

PEDESTRIAN BRIDGE CROSSING

- Neighbourhood connector shared by cyclists and pedestrians

NEIGHBOURHOOD PASSAGE/ POCKET PARK

- Access to site for cyclists and pedestrians from 37th Ave
- Opportunities for seating and public art



FIGURE 24. Illustrative sketch, view from the southwest

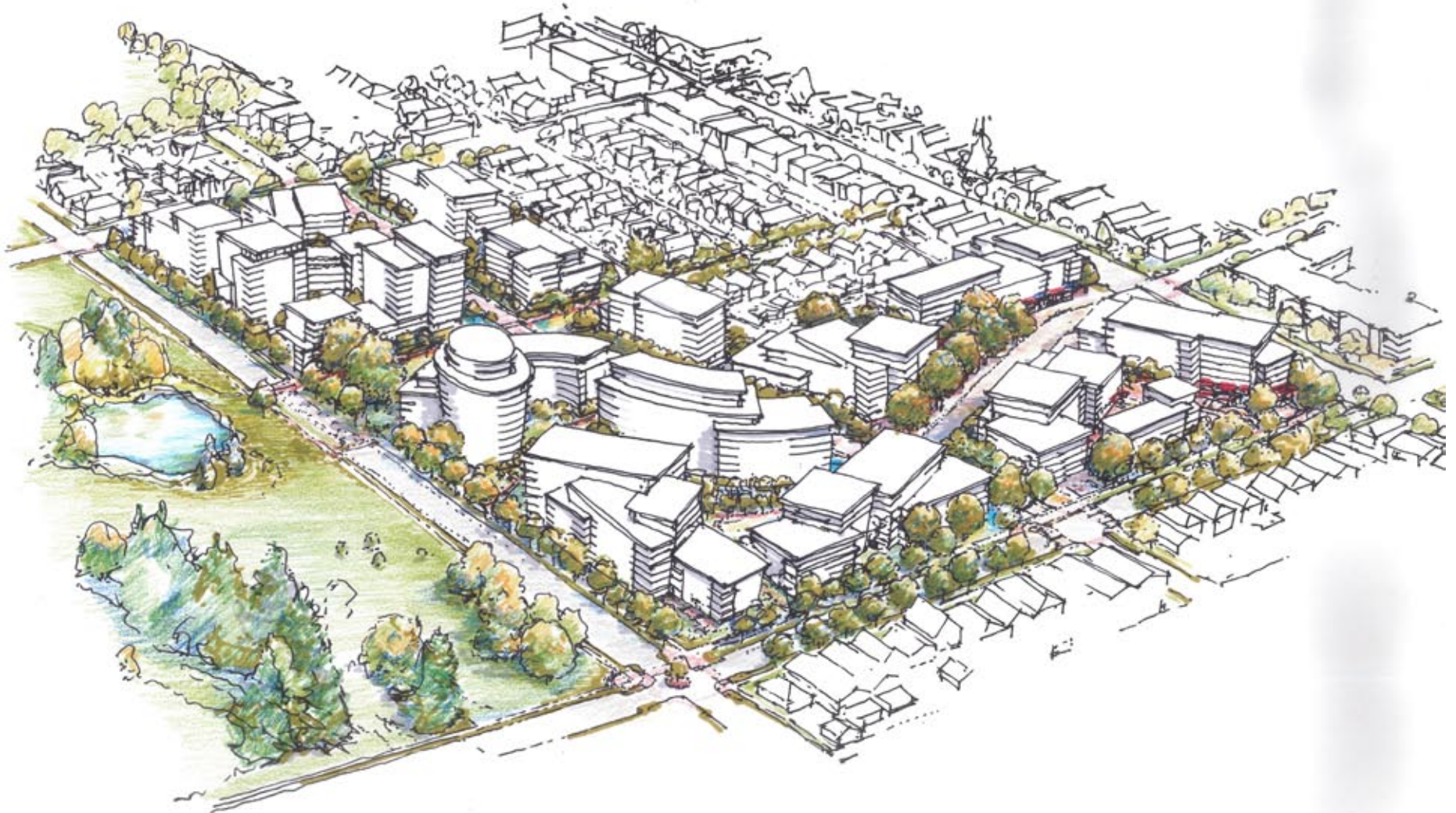
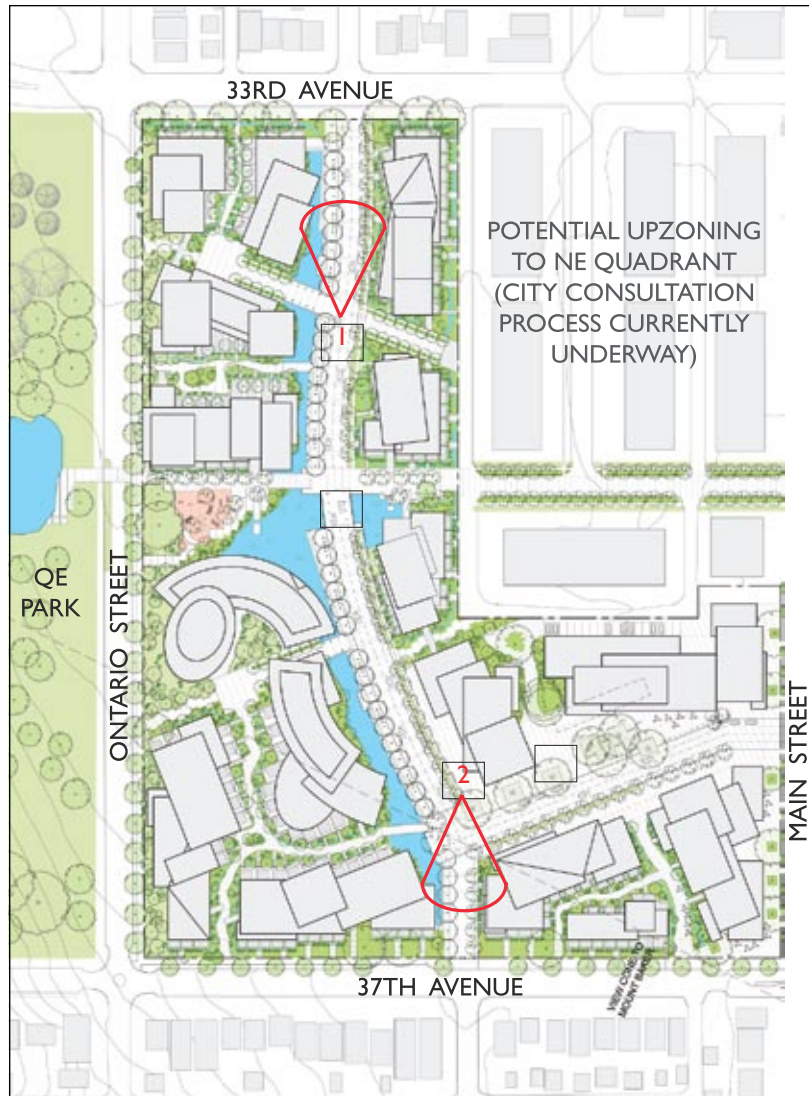




FIGURE 25. Street views of proposed development concept, James Cheng Architecture for Holborn Properties

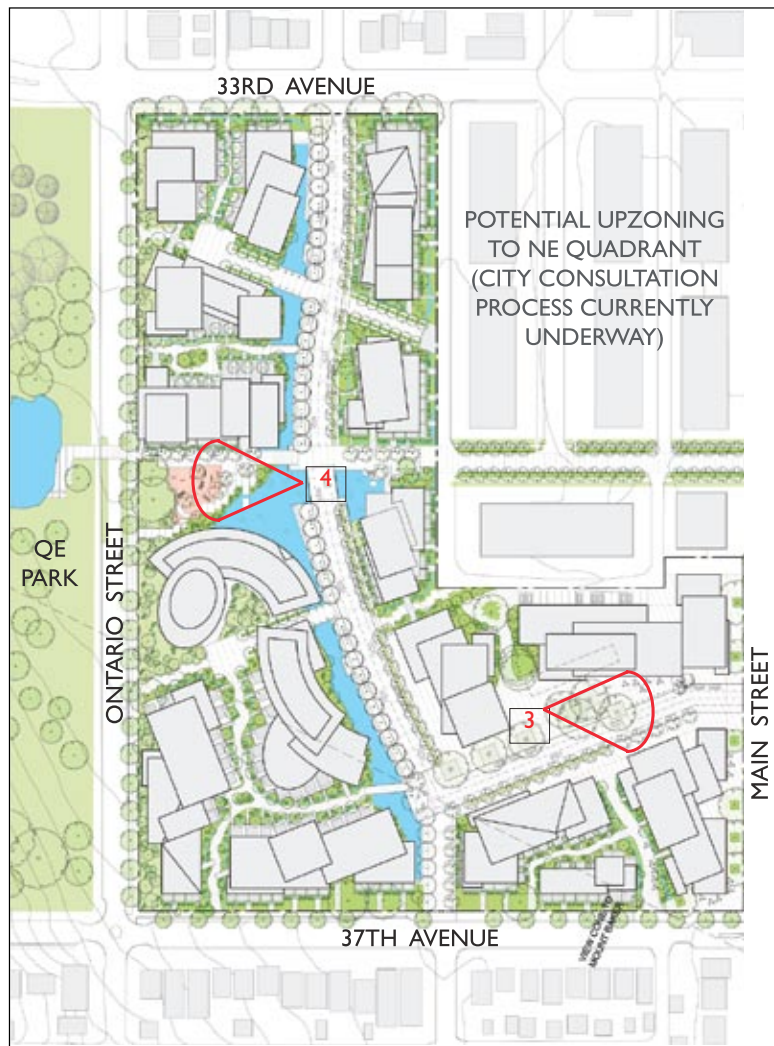


1. VIEW TOWARDS 33RD



2. VIEW TOWARDS 37TH

FIGURE 26. Street views of proposed development concept, James Cheng Architecture for Holborn Properties



3.VIEW TOWARDS MAIN ST.



4.VIEW TOWARDS QE PARK



## APPENDIX B: GUIDING PRINCIPLES

These Guiding Principles were developed during the Little Mountain planning process. The Principles are organized into four themes: Urban Design, Complete Community, Transportation, and Sustainability. They are intended to reflect aspirations for the future of Little Mountain and have been used to evaluate the design options and concepts at various stages in the process. Key themes in the Guiding Principles have formed the basis of the policies in this document.

### 1. Integration and Permeability

Connect and integrate the site with the surrounding community and Queen Elizabeth Park through a network of diverse public spaces including streets, mews, paths, and open spaces.

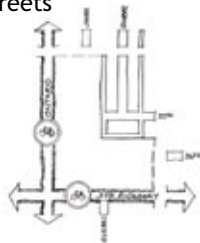
Connections with existing streets and lanes will invite pedestrians and cyclists into and through the site. Movement patterns will reflect new and future desire lines of connection to and from destinations.



### 2. Greenway/Bikeways & Local Streets

Minimize, reduce or eliminate vehicle impacts on the Ontario and 37th Ave greenway/bikeways and on surrounding local streets and lanes.

Where possible, conditions for pedestrians and cyclists will be improved through increased separation from traffic and improved design. Primary street access to the site is to be from 33rd Ave and Main St.



### 3. Streets for People

Design new streets to prioritize pedestrians and cyclists over motorized vehicles. Traffic will be highly calmed, and through movement of vehicles across the site will be discouraged.

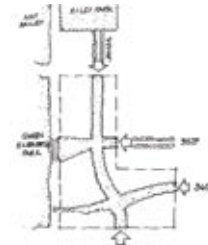
Any vehicles on site have a purpose in being there (e.g. access to homes, shops, services and deliveries) not simply short-cutting across the site.



### 4. Public Space Focus

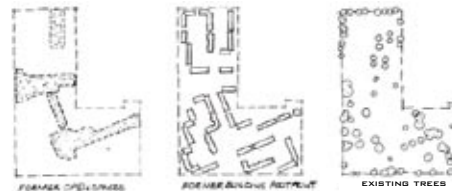
A highly-public open space system will form the key organizing element and focus of the site. The system will include: a primary east/west connection to QE Park at 35th and connections north/south from 33rd to 37th ave and east/west at 36th Ave.

The open space system will invite people westwards through the site to QE Park, and bring the park eastwards into the site.



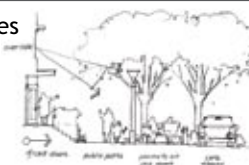
### 5. Memory & Trees

Reflect the historical patterning, connections, community and places of Little Mountain through site planning, public realm elements, public art, etc. Retain significant trees where possible & organize open spaces and public ways around them. Where retention is not possible, relocation should be considered.



### 6. Legibility & Animation of Public Places

Create public spaces that are truly public, active, safe, and welcoming through the design of these spaces and the relationship of buildings and activities to them.



### 7. Sustainable Public Spaces

Create public open spaces that build a complete and sustainable community by meeting the needs of different ages and abilities, and supporting greenest city objectives through rainwater management, urban agriculture and habitat consideration.



### 9. Integrated Social Housing

Integrate social housing buildings throughout the site with units in a variety of building types and sizes.



### 10. Solar Access

Consider solar access on parks, public spaces and neighbouring residences in the form, height, and placement of new buildings.





## APPENDIX B: GUIDING PRINCIPLES cont'd

### 11. Distinct Quadrants

Create distinct quadrants linked by public ways and open space, with a unique character and focus for each.



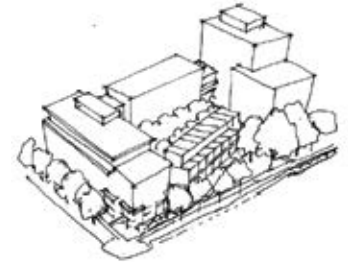
### 14. Transitional Edges

Create a respectful relationship with the surrounding community through a respectful scale of buildings along 33rd and 37th Ave and adjacent to existing neighbourhood lanes.



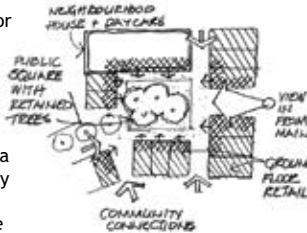
### 17. Variation

Blocks are to be composed of distinctive buildings, varied in scale, and limited in length. Create a rich and varied interface with the adjacent neighbourhood streets through a variety of building setbacks, edge treatments, and retained trees.



### 12. Community Hub

Create a community hub on (or very close to) Main St. consisting of community amenities (neighbourhood house, childcare), locally-oriented shops and services, all gathered around a public square. The community hub is to be visible on Main St and designed to entice people onto the site.



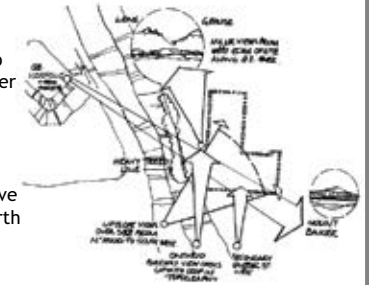
### 15. Opportunities for Height

Locate higher buildings centrally on the site, along the Queen Elizabeth Park frontage and on Main St.



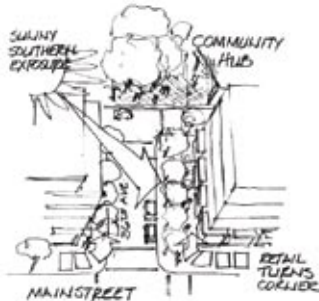
### 18. Views

Locate and scale buildings to preserve views to Mount Baker from the summit of Little Mountain in Queen Elizabeth Park. Create a pattern of public open spaces and buildings to create or preserve views to QE Park and the North Shore mountains from within or across the site.



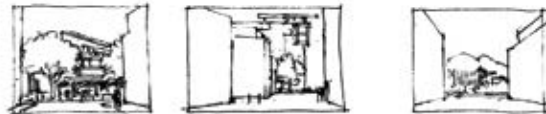
### 13. Main Street

The focus of local retail on Main St. is to be at 36th Ave, taking advantage of corner and southern exposure, and drawing people into the site.



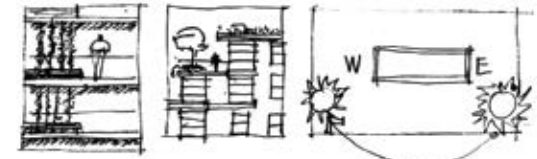
### 16. Sequential Views

Create opportunities for sequential views, reinforced by architectural punctuation and expression through the pattern of public ways and open spaces.



### 19. Visible Green

Buildings are to visibly express green elements as well as embody green building and passive design: green roofs and terraces, rooftop gardens, trees and plantings on upper levels and balconies, green walls, supports for vertical plant growth.



## APPENDIX B: GUIDING PRINCIPLES cont'd

### TRANSPORTATION

#### Green Movement

Prioritize pedestrians and cyclists over cars on site and along the bikeway/greenway edges of Ontario and 37th Ave Ridgeway.

Minimize traffic impacts on adjacent neighbourhoods and bikeways through site design, access and traffic calming.

Adopt a parking standard that encourages walking, cycling and transit use while also minimizing parking impacts on neighbouring streets.

Enhance access to transit and seek opportunities to improve transit service.

### SUSTAINABILITY

#### Environmental Sustainability

Require that all new buildings at Little Mountain meet high green standards.

Incorporate high environmental standards in site design such as urban agriculture, sustainable transportation, rainwater and waste strategies, and, if feasible, a district energy system.

#### Social Sustainability

Introduce a variety of housing types and tenures, land uses, and public spaces to appeal to a diverse range of household sizes, interests, abilities, ages and incomes.

Provide a minimum of 25% family-oriented units.

#### Economic Sustainability

Create a Development Framework which supports an economically-viable and sustainable project, and meets as far as possible the goals and objectives of the community, City and proponent.

### COMPLETE COMMUNITY

#### Affordability

Include low-income social housing and explore opportunities for middle-income housing (such as rental and/or affordable home ownership).

Provide a minimum of 234 replacement social housing units, and seek opportunities to achieve a higher number, with a target of 20% of the total number of units on site.

Include a social housing component in the first phase of development. Integrate social housing and market housing throughout the site.

#### Neighbourhood Shopping and Services

Locate neighbourhood-serving shops and services on Main Street to serve new residents and the local community.

#### Community Amenities

Locate a neighbourhood house with a highly-visible presence on Main Street, or on 33rd near buses and the new Hillcrest Community Centre.

Provide childcare facilities and other community amenities to serve the existing community and new development where possible.

Create flexible spaces and public places that can accommodate a broad range of activities such as opportunities for play, arts and fitness, community gardens and a farmers market.