

December 13, 2004  
Draft Official Development Plan

**SOUTH EAST FALSE CREEK  
OFFICIAL DEVELOPMENT PLAN  
A Sustainable Urban Neighbourhood**

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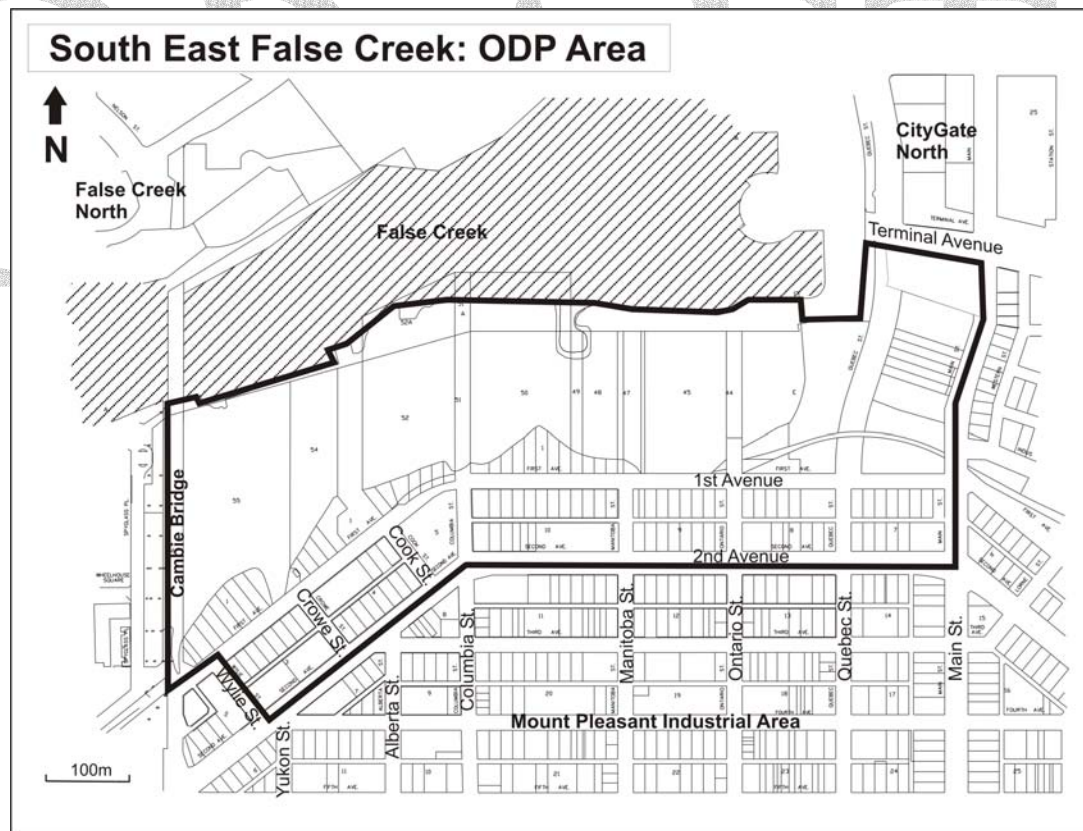
# South East False Creek Official Development Plan

## Section 1 Introduction

### 1.1 Application of the ODP

This Official Development Plan (ODP) for South East False Creek (SEFC) is a by-law to guide the development of SEFC, which is defined within the boundary shown on Figure 1. The area comprises a total of approximately 32 hectares (80 acres) of land historically used for industrial/commercial purposes. SEFC is bounded by the False Creek waterfront and Terminal Avenue to the north, Wylie Street and Cambie Bridge to the west, 2<sup>nd</sup> Avenue to the south, and Main Street to the east. At the time of adoption of this Official Development Plan, approximately 20.2 hectares (50 acres) north of 1<sup>st</sup> Avenue is City-owned, with approximately 12.1 hectares (30 acres) privately owned between 1<sup>st</sup> and 2<sup>nd</sup> Avenues to the south and between Quebec and Main Street from 1<sup>st</sup> to Terminal Avenue.

Figure 1



This ODP sets out the Principles of Sustainable Development for SEFC and is intended to embrace the vision as set out in the *South East False Creek Policy*

*Statement*, 1999 as amended on July 26, 2004. The ODP will guide the preparation of the zoning by-laws, housing programs, community facilities agreements, servicing designs and agreements, treatment and configuration of the shoreline, and all other instruments that implement it. The ODP does not by itself confer any rights to develop.

Council intends this ODP for use in conjunction with all applicable policies and guidelines adopted by Council to provide the necessary guidance for the preparation of a development proposal in SEFC, subject to Council approving the form of development.

This ODP is intended to be a working, evolving tool to assist landowners, their consultants, residents, advisory groups and staff in implementing a precinct recognized for sustainability, and high quality built form and public realm. This ODP will be updated from time-to-time to incorporate lessons learned as the development proceeds.

## 1.2 A Vision for the SEFC Neighbourhood

This ODP for SEFC provides a framework for the environmental, social and economic sustainability objectives, intent, and policies in the South East False Creek Policy Statement. The concerns and objectives of property owners, interest groups, and members of the public have also been taken into account in preparation of this by-law through a public participation process.

SEFC is envisioned as a complete community in which people live, work, play and learn in a neighbourhood that has been designed to maintain and balance the highest possible levels of social equity, livability, ecological health, and economic prosperity, so as to support their choices to live in a sustainable manner.

SEFC will be a mixed-use community on the False Creek waterfront with a focus on residential use. Recognizing its urban context, it will be developed at a high density while still meeting livability and sustainability objectives. It is a community that is intended to move significantly towards sustainable development and in doing so, provide a learning experience that can be applied on a much broader scale. It will be designed as a complete and inclusive community with goods and services within walking distance, and will offer housing well linked by transit to nearby jobs.

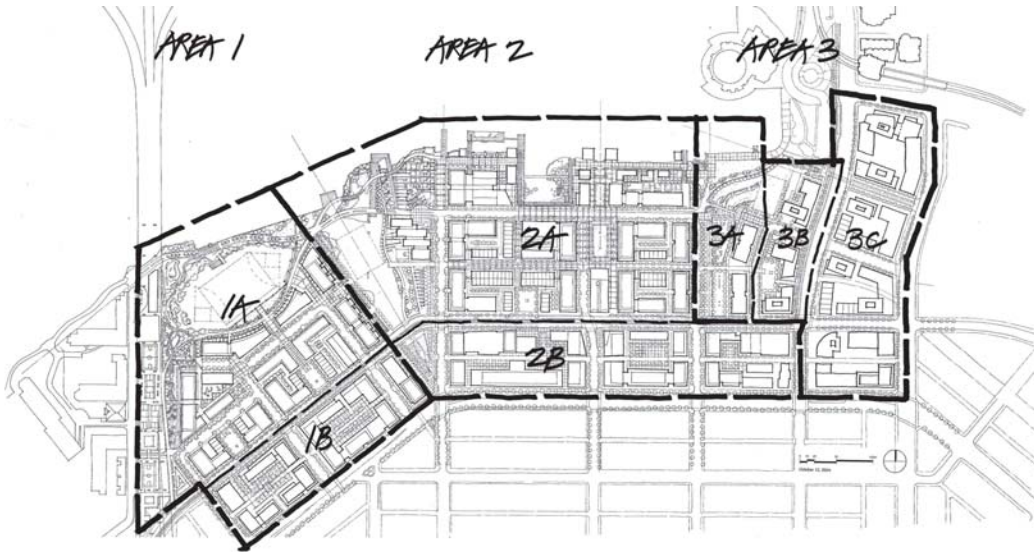
The public realm in SEFC, including open space, parks, streets and pathways will connect all portions of the site and create links to the adjacent neighbourhoods. Movement in SEFC will be accommodated on an integrated network of paths and streets designed to emphasize priority for pedestrians, cyclists and transit.

A wide diversity of housing accommodating all incomes will be planned for the SEFC lands, with family housing as a priority.

### 1.3 ODP Sub-Areas

For future sub-area zoning purposes SEFC has been divided into 3 major sub-areas (see: Figure 1). The lands owned by the City of Vancouver at the time of ODP adoption are Areas 1a, 2a, and 3a. Translink owns 3b. Area 3c is a combination of private and publicly owned lands, most privately owned. Area 1b and 2b is privately owned land.

Figure 2: Sub-areas



### 1.4 Approvals Process

The ODP has been prepared under the authority set out in Section 561 of the Vancouver Charter. Approval of this ODP and any subsequent amendments requires a public hearing in accordance with the provisions set out in the Vancouver Charter.

No actions may be taken contrary to this ODP. In particular, all policy, regulations, and related legal instruments, which implement the ODP, must conform to the ODP.

This ODP provides the framework for the development of SEFC. Development will be permitted as outlined below:

- a. Interim uses will be regulated by section 4.1.6 of this document that permits uses of short-term duration.
- b. Long-term uses will be regulated by zoning by-laws prepared for sub-areas within the ODP boundaries. These by-laws will incrementally supersede this ODP.
- c. Concurrent with the adoption of these sub-area zonings, other instruments may be adopted by the City to achieve long-term development in accordance with the ODP. These may include but not be limited to: design guidelines, forms

of development, subdivision plans, park designs, streets and other public realm designs, servicing agreements, and agreements related to public facilities.

d. Individual developments will require development permits in accordance with normal procedures as set out in the Zoning and Development By-Law No. 3575.

## 1.5 Definitions

This ODP uses the definitions in Section 2 of the Zoning and Development By-Law, No. 3575, except as varied or supplemented below:

**Affordable Housing:** housing designed to be affordable to core need households (e.g. non-profit rental, co-operatives).

**Core-need Household:** a renter household where the combined income of all members of the household is below the core-need income threshold (CNIT) as defined by CMHC. This generally means an income is insufficient to afford the median rent for an adequate and suitable rental unit to meet the basic housing needs of the household, whether that be an individual, a couple or a family.

**Cut:** the removal or excavation of permanent material so as to provide additional useable or open water area adjacent to the existing shoreline.

**Family unit:** a residential unit including two or more bedrooms which is located at the eighth floor or lower from grade or the podium, as defined in *Guidelines for High Density Housing for Families with Children* adopted by City Council May 30, 1989.

**Fill:** any permanent material deposited in the water area that reduces the extent of usable or open water area, but excluding floating docks intended for pedestrian access purposes or marine-related uses.

**Interfaith Spiritual Centre:** use of a premise for religious worship, spiritual learning, and community involvement. Specifically, this concept refers to the idea of a single facility intentionally designed to serve a diversity of faith groups, spiritual communities and interested/non-affiliated individuals.

**Live/work use:** a premise which could contain general office use, and/or residential use. The office and residential uses of the premise are flexible and can change over time.

**Modest Market Housing:** housing designed to be affordable to households in the middle third of regional incomes e.g. market rental ownership housing restricted to size and finish.

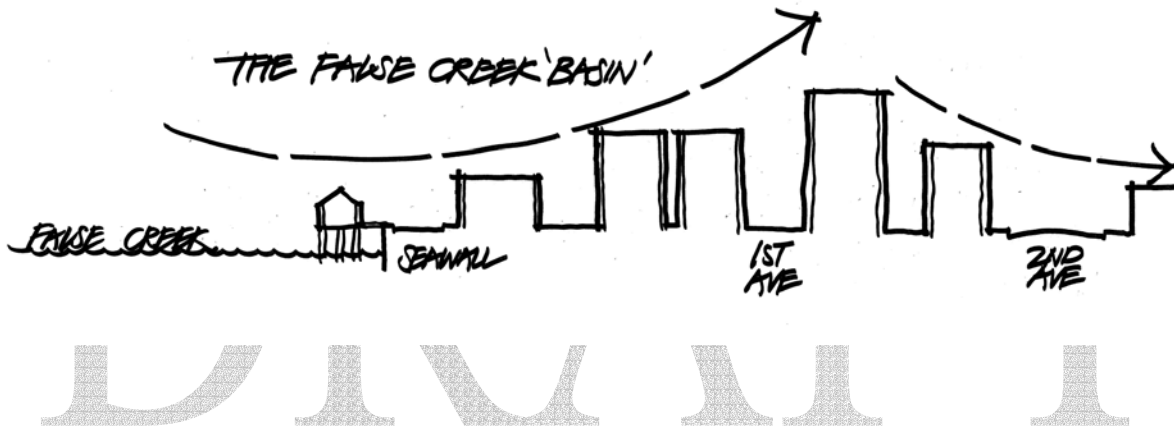
## Section 2 SEFC Organizing Principles

### 2.1 Urban Design Principles

Development in SEFC should respect the twelve major organizing principles set out below. These major concepts deal with the overall structure, urban design, integration and special opportunities of the site.

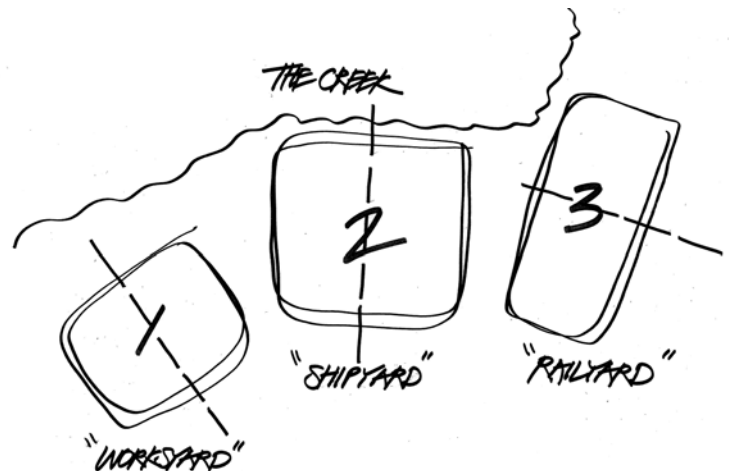
#### 2.1.1 Overall Basin Form Legibility

Develop a legible overall form that reinforces the idea of the False Creek "basin" with lower buildings near the waterfront stepping up to higher buildings between 1<sup>st</sup> and 2<sup>nd</sup> Avenue. Higher buildings will be used to frame significant public park spaces and terminate views through and across the site.



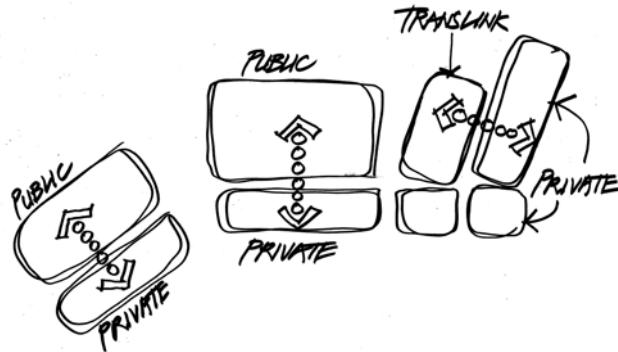
#### 2.1.2 Distinct Neighbourhood Precincts

Develop three neighbourhood precincts that derive their form from the historic patterns and use of the site, the adjacent communities, and False Creek.

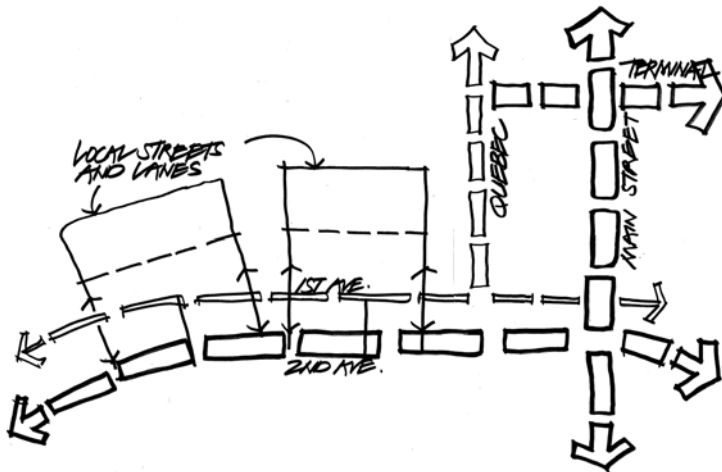


### 2.1.3 Integrated Community

Integrate the public lands (Areas 1a, 2a, and 3a) with the adjacent TransLink site (Area 3b) and privately owned lands (Areas 1b, 2b, and 3c) through street pattern, ground plane design, and overall building form.



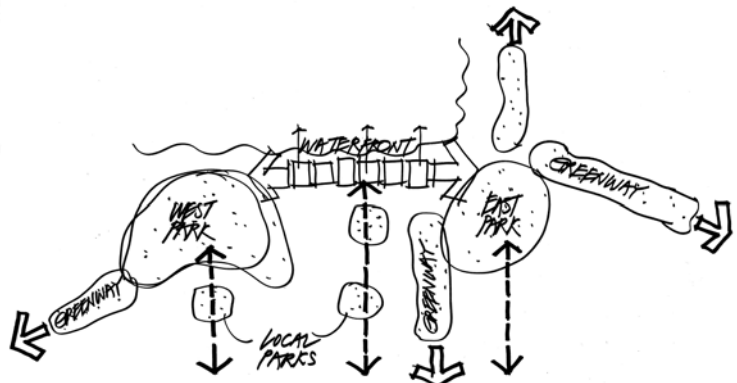
### 2.1.4 Street Hierarchy



Develop a street network that provides access but discourages through traffic circulation.

### 2.1.5 Connected Public Open Spaces and Parks

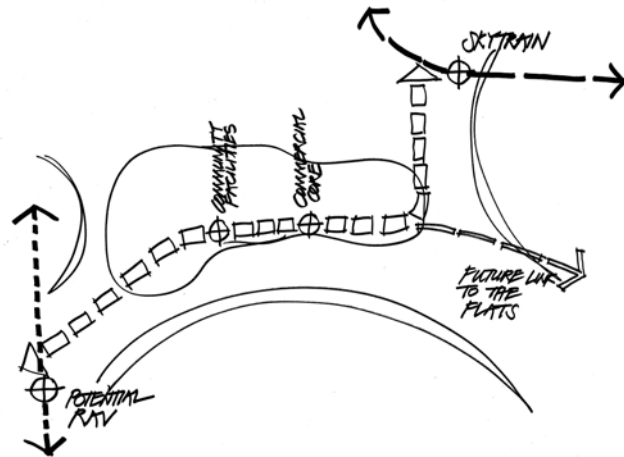
Use parks and public open spaces as central features in organizing the community. Connect open spaces with adjacent neighbourhoods by foot and bicycle paths to create a walkable and cycling friendly neighbourhood.





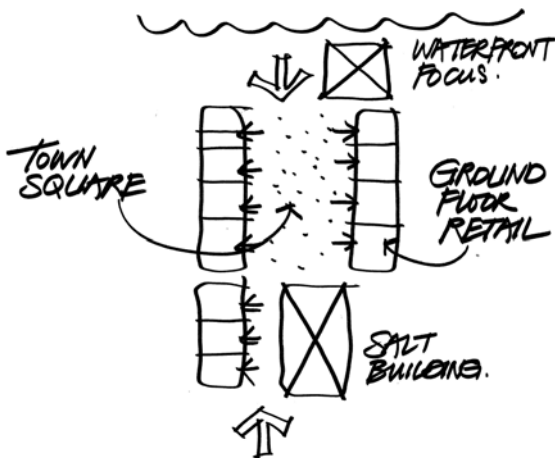
### 2.1.6 Integrated Transit

Make provision for an integrated public transit streetcar system to serve SEFC and adjacent neighbourhoods with stops at community and commercial locations.



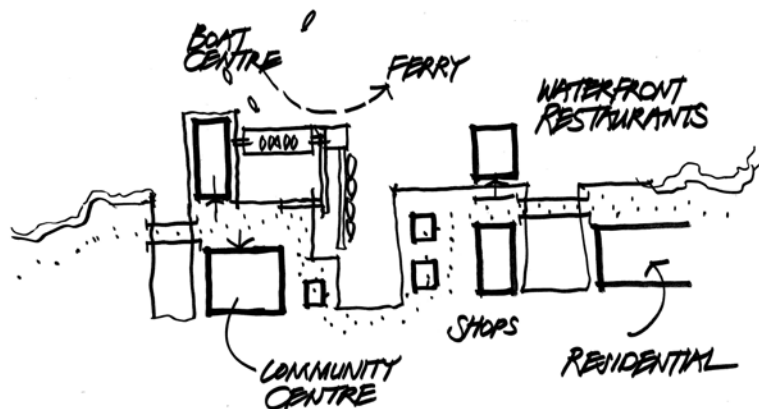
### 2.1.7 Vibrant Commercial Heart

Create a vibrant commercial focus along Manitoba Street from 1<sup>st</sup> Avenue to False Creek that acts as a "heart" for the community, anchored by the Salt Building in its current location on 1<sup>st</sup> Avenue and a community square between the Salt Building and the waterfront.

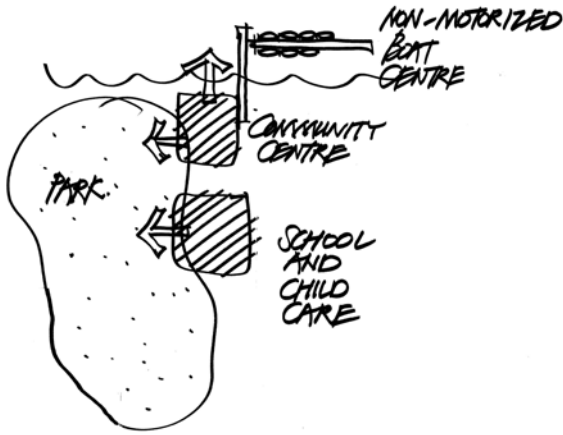


### 2.1.8 Waterfront Animation

Engage and animate the public waterfront through the selection of land uses and the design of the shoreline features.



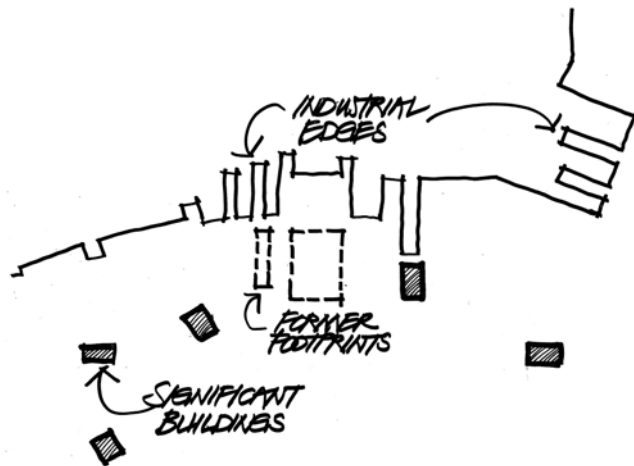
### 2.1.9 Clustered Community Services



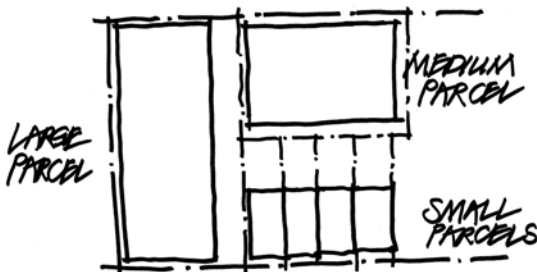
Centrally locate a broad range of community services and amenities with good access to park spaces and the waterfront.

### 2.1.10 Heritage Recognition

Preserve significant older buildings on the site and recognize the historic patterns of the former industrial use.



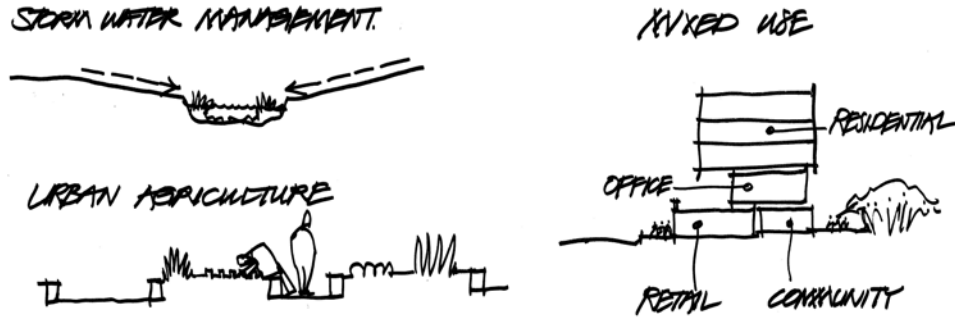
### 2.1.11 Incremental Varied Development



Encourage land parcelling and a parking strategy that allows for incremental development at a variety of scales.

### 2.1.12 Demonstrated Sustainability

Demonstrate a far-reaching approach to sustainability across the site reflected in both open space and building design.



## 2.2 SEFC Sustainability Principles

The sustainability principles in conjunction with the urban design principles set a direction for the development of a sustainable community.

### 2.2.1 Implement Sustainability

Promote the implementation of sustainable development, including environmental, social and economic considerations in an urban setting, and thereby contribute to improving conventional practices of urban development throughout the region.

### 2.2.2 Enhance and Protect Ecosystem Health

Ensure that the development of SEFC works to improve the ecological health of the False Creek basin and the ecological health of the community itself. Recognize the need for conservation, restoration, and management of the local, regional, and global ecosystem, by conserving resources, reducing waste, and restoring habitat in such a way as to satisfy the needs of present and future generations.

### 2.2.3 Integration

Promote integration within the SEFC area, and with the city, through visual connections, street patterns, movement systems, urban design, and through the provision of public amenities and services.

#### **2.2.4 Spirit of Place and Cultural Vitality**

Celebrate and respect the unique natural, social, cultural, and historical context of SEFC and surrounding neighbourhoods of the False Creek basin. Encourage vitality, diversity, and cultural richness in SEFC in a manner that respects the history and context of the site.

#### **2.2.5 Economic Viability and Vitality**

Create a framework for economically viable projects in SEFC, so that the knowledge gained can be transferred to other developments. Create opportunities for employment and investment in SEFC to ensure long-term prosperity.

#### **2.2.6 Housing Diversity and Equity**

Promote opportunities in SEFC for a variety of housing types, which provides for a range of income groups, along with social and physical infrastructure that is accessible and safe to the whole community, especially to children.

#### **2.2.7 A Liveable, Complete Community**

Promote livability and enhance the social and natural environment of SEFC by creating a walkable, safe, active, and complete community which contributes to the well-being of the residents and visitors and enables residents to live, work, play, and learn within a convenient walking, cycling or transit-riding distance.

#### **2.2.8 Open Space**

Integrated open space requires a comprehensive approach to planning, design, public involvement, and resource management to ensure ecological systems, public places and green spaces are an integral part of SEFC.

#### **2.2.9 Accountability and Education**

Promote accountability, learning, and transferability for decisions and actions in SEFC by identifying key environmental, social, and economic indicators and monitoring impacts and outcomes using post-occupancy studies, community consultation and education programs.

#### **2.2.10 Adaptability**

Promote adaptability and housing diversity by ensuring that SEFC is a community that can, over time, renew and adapt itself effectively to new social and economic conditions, policies, programs, legislation and technology.

#### **2.2.11 Participation**

Encourage public and resident involvement in decision-making processes during and after the development of the community.

## Section 3 Sustainability Strategies

This section outlines strategies to achieve sustainability in the environmental, social and economic spheres. Indicators and targets necessary to monitor and implement these strategies will be adopted by resolution of Council and changed as technology and understanding of the community evolves.

### 3.1 Environmental Sustainability

Environmental initiatives at a site-wide level are identified in the following sections, as well as some minimum mandatory environmental criteria for all development sites.

#### 3.1.1 Energy

Energy efficiency will be a key design consideration for all buildings in SEFC. Energy requirements must meet the minimum standards necessary to satisfy the recommendations from the City's *Cool Vancouver Task Force* and as identified in the SEFC Green Buildings Strategy.

The site-wide energy goal for SEFC is to establish a green house gas (GHG) neutral neighbourhood based on renewable resources whenever possible. Energy supply and utilisation concepts remain preliminary and will be identified as development of infrastructure progresses. The basic concept will consist of three inter-related design components. As examples, these strategies may include:

1. **Conservation Strategies:** efficient building envelope, green roofs, building orientation/configuration, unit energy metering, user controls, manual ventilation, daylighting;
2. **Core System Strategies:** heat pumps, green hydro-electric, hydronic slab heating systems, thermal storage/building mass;
3. **Heat Source/System Strategies:** horizontal ground-source loop, district heating, sanitary sewer heat recovery, waste hot water heat recovery, solar hot water, passive solar gain.

These and/or other similar energy concepts will form a baseline of efficiency for the Green Building Strategy adopted by Council for SEFC.

#### 3.1.2 Water

Water efficiency is a key design consideration for internal plumbing fixtures. All water systems shall minimize the use of off-site potable water. SEFC shall implement technologies and strategies to reduce the use of potable water in all types of use, increase the quality of run-off reaching False Creek, increase on-site amenities, reduce the need for irrigation, increase the habitat value of open space, and provide opportunities to learn about the site's ecosystems.

No potable water shall be used for irrigation. Site and rooftop garden irrigation shall be provided through rainwater collection or high-efficiency drip irrigation

systems. All sites should be designed such that irrigation from potable water sources is unnecessary, unless maintained by a collection system on-site.

Water features in the park will use stormwater or other non-potable alternatives.

### **3.1.3 Stormwater**

Stormwater in SEFC will be collected from rooftops, podiums, and other impervious surfaces. It will be retained on-site for irrigation/landscaping purposes whenever possible or transported along the surface in right-of-way bioswales. Where possible, stormwater will be collected in filtration ponds and pools on-site or the park areas before being discharged to False Creek. Specific designs for stormwater management for the development parcels and the street rights of way are to be determined at sub-area zoning.

All roof areas on podiums and low/mid-rise developments shall be encouraged to use green roofs for stormwater management and/or urban agriculture, including provisions for on-site composting and rainwater collection.

### **3.1.4 Solid Waste and Recycling**

Provisions for the separation, collection, and storage of garbage, organics, recyclable materials including (at a minimum) paper, glass, plastics, and metals shall be included within zoning by-laws. Special provisions for on-site organic composting for landscaping needs will be determined at the time of sub-area rezoning.

Provision will be made for a neighbourhood solid waste utility, the details of which will be determined at the sub-area zoning stage.

Provision will be made for management of construction and demolition waste, ensuring a minimum of 50% landfill diversion during the construction process.

### **3.1.5 Landscaping**

Landscaping should be designed and detailed to complement the design of the public realm and building elements. Aspects to consider include, but are not limited to: drought tolerant landscaping; minimized irrigation requirements; edible landscapes; urban agriculture; and green roofs. The landscape character should be unique and distinctly innovative in SEFC.

### **3.1.6 Urban Agriculture**

A community garden will be provided in the park near the community centre and elementary school. The size and location will be confirmed at the sub-area zoning stage.

Space for a farmer's market will be provided with a location to be confirmed at the sub-area zoning stage.

All roofs on podiums and low/mid-rise concrete developments shall be encouraged to accommodate green roofs for stormwater management and/or urban agriculture, including provisions for on-site composting and rainwater collection. All green roofs should be designed to allow sufficient soil depths and load bearing capacity to be utilised in an intensive manner, allowing human occupancy, gardening, and significant landscaping. Total percentage coverage on rooftops will be to LEED standards.

Wood frame structures will be assessed on an individual basis, but extensive roofs should be considered to meet LEED standards whenever possible. (SEFC Green Building Strategy)

An independent citywide “green” roof strategy will be developed in 2005. When it is endorsed as City policy, this ODP may need to be amended to ensure that all SEFC development sub-areas meet the highest environmental goals for green roofs.

Edible landscaping within the street right-of-ways and within park areas will also be determined in specified locations at sub-area zoning. Other opportunities for garden plots within the development sites will be explored in sub-area zoning through design guidelines.

### **3.1.7 Habitat/Eco-systems**

Bio-diversity and habitat corridors will be created and encouraged in the park space. Particular attention should be paid to integrating ecological needs into areas planned for recreation and amenity.

Use of native plantings and/or landscaping materials that have high habitat benefits will also be encouraged in parks, private open spaces, stormwater green roofs, and other landscaped areas

### **3.1.8 Movement**

The movement system of SEFC will reflect Council’s transportation priorities of pedestrians, bikes, transit, goods movement, and the automobile in descending order of importance. Dedicated space for bike lanes, greenways, and tramways will be included where possible to encourage transportation alternatives to using vehicles. Parking demand management and the proactive provision of car-sharing vehicles will be provided to encourage limited car ownership.

### **3.1.9 SEFC Green Buildings**

All buildings in SEFC must achieve a minimum baseline of environmental performance in all facets of building design and construction, and comply with the SEFC Green Building Strategy as approved by Council in July, 2004, or as amended from time to time.

## 3.2 Social Sustainability

SEFC must have a high level of social sustainability. This will be accomplished by considering equity, social inclusion, security and adaptability in all decisions and addressing the following components: (1) meeting basic needs, (2) maintaining and enhancing human capacity and (3) maintaining and enhancing social capacity.

### 3.2.1 Meeting Basic Needs

- **Provide Appropriate, Affordable Housing**

The goal for household income mix is one-third low income, one-third middle income (or 'affordable' housing) and one-third market in the public lands (Areas 1a, 2a and 3a), with the thirds defined by the regional income profile. This mix will ensure a balanced community with a broad social mix and access to housing by all income groups. The low income third will be primarily accommodated in affordable housing developed through government funded programs; the middle third by market housing that is designed and structured to be more affordable than the unrestricted market that will accommodate the upper third of the income mix.

The goal for household mix is 35% for families within the public lands and Translink lands (Areas 1a, 2a, 3a and 3b), and 25% in the private lands (Areas 1b, 2b, and 3c). Families are seen to be the least able of all household groups to achieve affordable accommodation within the city. While specific goals for other households such as seniors and those with disabilities will not be set, the intent is that SEFC accommodate a full range of age and social groups, household types and needs for achieving a balanced mix.

- **Provide Appropriate, Affordable Health Care in the community.**

The general local-serving offices in Area 1b, 2a and b, and 3c will provide opportunity for health care clinics, primary health care access centres, and family practice networks in the SEFC area.

- **Provide Locally Produced, Nutritious Food**

Appropriate open space has been located in the 'town square' north of the Salt Building in Area 2a for a farmer's market. Urban agriculture will be supported per Section 3.1.6 Urban Agriculture.

- **Provide a Safe Community**

CPTED (Crime Prevention through Environmental Design) principles should be used in the planning of SEFC to deter crime. Buildings will be designed to ensure 'eyes-on-the-street' to achieve a safer neighbourhood. Special attention will be paid to lighting and the detailed design of the park and other open spaces in the sub-area zoning stage.



- **Provide Quality, Affordable Childcare**

Provide for the development of a number of childcare facilities, out-of-school programs, and licensed family childcare spaces. Where possible out-of-school programs will be co-located in public facilities (e.g. school, community centre) or in family childcares.

### 3.2.2 Enhancing Human Capacity

- **Promote Local Employment Opportunities**

Although a primarily residential community, jobs will be created in SEFC by the operation of the community centre, school and childcare centres. Commercial uses are designated in this ODP, to ensure that a grocery store, retail shops, local-serving offices, restaurants, and a host of other businesses will create jobs for local residents, or those living outside of SEFC. In addition, live/work can provide opportunities for people to work where they live.

- **Promote Creativity and Artistic Expression**

Promote opportunities for resident involvement in the selection and/or production of public art, artist's live/work space and community centre programming with a focus on the arts.

- **Promote Life-Long Learning**

Life-long learning begins with early childhood development. The provision of quality childcare, a learning garden in the park, and a neighbourhood school provide for this start to education.

- **Provide Recreation and Cultural Facilities**

Provide public open space and parks, and a combined community centre and non-motorized boating facility.

### 3.2.3 Enhancing Social Capacity

- **Encourage Community Identity**

The designation of SEFC as a precinct recognized for livability and sustainability will provide a unique community identity. Also, the identification and accentuation of unique existing characteristics (e.g. heritage buildings) of each sub-area will contribute to community identity.

- **Encourage Involvement in Public Processes**

Public involvement and education will be promoted by a broad-based Stewardship Group and its eventually evolving into a neighbourhood advisory association made up of those who live and work in the community.

- **Encourage Social Interaction**

Places for social interaction will be developed throughout the community including: large and small parks, the town square, a farmers market, community gardens, community services, plazas, streetcar stations, and waterfront walkways/bikeways. Amenity rooms, common roof decks, play areas and other activity spaces in buildings, as well as semi-private spaces can be designed to facilitate casual interaction.

- **Encourage Community Networks and Organizations**

Community organizations should be encouraged. They may include: a Community Centre Association in partnership with the Park Board, a Parent Advisory Committee, Strata Councils, Resident Boards from Co-operative Buildings and childcare centres.

### **3.3 Economic Sustainability**

- **Promote Community Economic Development (CED)**

Create opportunities for community enterprises and other community economic development ventures, through community partnerships to locate in SEFC.

#### **3.3.1 A Different Financial Approach in This Community**

In SEFC, economic sustainability is determined not only by a standard financial model, but also by one which also values social and environmental measures, and recognizes the long-term economic viability of the community.

The values of environmental and social measures are to be factored into the cost equation by the means of a Multiple Accounts Evaluation (MAE) approach. MAE evaluation lists different 'accounts' which value financial, economic, social, and environmental measures or performance. Wherever possible, the MAE will incorporate key sustainability indicators.

#### **3.3.2 Develop Economic Security**

Job creation will be promoted through the construction of local commercial retail space, an active commercial waterfront, the continuation of commercial and light industrial activities along 2nd Avenue, live/work opportunities throughout the community, and the development of office use in association with the Skytrain station at Terminal Avenue. An aim is to provide a range of jobs to support various types of people and stages in life. The provision of quality, licensed childcare will allow parents to participate in the labour force. During construction, efforts will be made to promote equitable hiring practices, and ensure that unemployed members of low-income communities are represented.

#### **3.3.3 Encourage Local Self-Reliance**

All efforts will be made to develop a complete community where residents are able to purchase items needed for daily life without use of an automobile.

Local products will be encouraged, including the development of a farmer's market for local produce. Environmentally friendly methods will be encouraged for local delivery. Affordable goods and services accessible to low and modest income households will be encouraged.

#### **3.3.4 Develop an Ecological Economy.**

Environmentally sensitive businesses and technologies will be encouraged. Where possible products sold on this site will be purchased from areas that are not in conflict and employ workers at a reasonable wage. Industries and businesses will be considered which build on the practices employed in this community, for example recycling.

#### **3.3.5 Create an Economic Advantage**

Create an economic advantage in this community by focussing on the economic gains that can be made through conserving energy, reducing waste, living close to work and play, building pride and identity in the community, and supporting local economic enterprise.

### **3.4 Maintaining the Vision**

Making SEFC sustainable is about the will and understanding to move forward from where we are now to new commitments. From the outset, there will be a need to catch and manage the daily life of the SEFC neighbourhood as it seeks a path toward sustainability. Community development operating within the framework of sustainability is a hands-on community-based approach that helps individuals in communities take more responsibility for their neighbours, the environment, and future generations.

A priority for SEFC is to begin to prepare a plan for creating a neighbourhood association that will guide SEFC. The fledgling neighbourhood association will help with strategies for monitoring and fine-tuning of the neighbourhood's social, economic, and environmental performance during and after development is complete. In the early stages, participants should represent a range of interests and expertise that includes residents, property owners, and businesses from the neighbourhood, as well as community advisors knowledgeable in the practical issues of sustainable development and community issues.

## Section 4 Land Use and Patterning

### 4.1 Land Use

The major land use objective of this ODP is to encourage a change from a “brownfield” industrial area into a highly livable, sustainable, mixed-use environment. Emphasis is on family residential use with supporting services for a complete community, including major waterfront parks.

The basic allowance for all uses within SEFC ODP area shall not exceed 525,409 square metres.

Land use will be generally located as illustrated in **Figure 3**. Sub-area zonings will more specifically delineate uses within each sub area.

All buildings will be subject to the SEFC Green Building Strategy and other baseline strategies, approved by Council in July 2004, and which may be amended as need arises. All buildings are also subject to the policy for universal design to provide high levels of accessibility with possible exceptions for rowhouses or low-rise multi-storey residential buildings. Investigation of accessibility issues will be further explored at the sub-area rezoning stage. In addition, density bonuses and transfers for heritage, cultural use and other public amenities will be considered at the sub-area rezoning stage.

#### 4.1.1 Residential

SEFC should be developed as a predominantly residential area with a diverse housing mix and a focus on housing families with children, to achieve regional and City objectives, recognising the special amenity of the area as a place to live.

The basic residential allowance shall not exceed a maximum of 487,035 square metres. Within this allowance sub-area maximums are as follows (see **Figure 14**):

- a) **Public Waterfront Lands** (Areas 1a, 2a and 3a) the residential allowance shall not exceed 189,808 square metres. Of this allowance a minimum of 63,269 square metres shall be made available for affordable housing. Of this allowance 67 percent of the units shall be designed to be suitable for families with children. The sites for affordable housing shall be integrated throughout the area. In addition, it is intended that 63,269 square metres be set aside for restricted market housing.
- b) **TransLink site** (Area 3b) the residential allowance shall not exceed 40,181 square metres.
- c) **Private Lands** (Areas 1B and 2B) the residential allowance shall not exceed 157,508 square metres.
- d) **Private Lands** (area 3c) the residential allowance shall not exceed 99,537 square metres.

The floor areas permitted above are maximums and are subject to the satisfactory resolution of:

- a) Livability for various household types; and
- b) Compatibility with adjacent development as determined prior to the enactment of each sub-area zoning.

**Families:** Thirty-five percent of the residential units on the Public Lands and Translink site (Areas 1a, 2a, 3a and 3b) and twenty-five percent of the residential units on the Private Lands (Areas 1b, 2b and 3c) shall be suitable for families with small children, in accordance with the City's Guidelines for High Density Housing for Families, adopted by Council May 30, 1989 (as amended).

Of the affordable housing units on Public Lands (Areas 1a, 2a and 3a) priority will be placed on family housing, with sixty-seven percent of the non-market units to be suitable for families with small children. The affordable units shall be integrated into each residential area.

Twenty percent of the market and moderate-income housing units, on the Public Lands (Areas 1a, 2a, and 3a) shall be suitable for families with small children.

The City will further investigate appropriate ways to achieve a compatible housing strategy on the Translink site and privately owned lands (Areas 1b, 2b, 3b, and 3c) in these areas.

#### 4.1.2 Retail and Service

Retail and service uses shall be permitted to serve the needs of the projected population and provide specialized shopping opportunities that are compatible with the sustainable goals of the community. It is also intended that these uses link, reinforce, and extend, where appropriate, existing street-related retail patterns.

Retail and service uses, including restaurants, shall also be permitted in the waterfront area north of Front Street so as to pursue an active water's edge as a lively destination.

In addition to retail and service uses, other uses, including residential entries, may be permitted at grade within retail/service areas.

To accomplish the above intentions, retail and service uses shall be allowed in Areas 1a, 1b, 2a, 2b, 3b and 3c. Grade-level retail uses shall be required within Areas 1a, 2a, 2b and 3c as shown on **Figure 13**. Provision will be made for a grocery store with a minimum floor area of approximately 1,858 square metres and a maximum of 2,787 square metres at a location in Area 2a.

#### 4.1.3 Office

General office use shall be permitted in Areas 1b, 2b and 3c, subject to the following criteria:

- a) Be developed to enhance the prosperity, livability, and attractiveness of the area;
- b) Have good transit access;
- c) Be developed as General Office Live/Work whenever possible if at grade level;
- d) Be developed as part of a larger mixed-use development.

Local-serving offices will be permitted anywhere general office use is permitted and also in Area 2a.

#### 4.1.4 Storage, Wholesale, and Communications

Light industrial uses compatible with residential and mixed-use development may be permitted in locations to be determined at the sub-area rezoning stage.

#### 4.1.5 Cultural, Recreational, and Institutional

Cultural, recreational, and institutional uses are permitted throughout the area, where they best serve the projected population and complement adjacent uses. While there are no floor area limits prescribed for these uses, provision will be made for the following facilities:

One K-7 community elementary school with a minimum of 3,700 square metres including a gymnasium in Area 2a;

A Community Centre with a minimum floor area of 2,787 square metres, including a non-motorized boating facility in the waterfront vicinity of Area 2a which shall be to the satisfaction of the General Manager of Parks and Recreation. The non-motorized facility will be integrated into the community centre and provide a meeting room, washrooms, and boat storage space for non-power recreational boating users (e.g. kayaks, canoes, dragon boats, and small sailboats);

Five 69-space licensed childcare facilities, having a combined minimum indoor area of 3820 square metres and a combined minimum outdoor area of 3075 square metres, depending on location, configuration, and meeting Community Care Facilities Licensing requirements and the City's Childcare Design Guidelines;

Two 30-space out-of-school care centres, the location will be determined at sub-area zoning;

Twelve 7-space Family daycare in ground-oriented affordable housing developments or units throughout the site and secured at the sub-area rezoning stage.

Provision will be made for an Inter-spiritual centre, the location of which will be determined at the sub-area zoning stage.

The general locations for community facilities are shown in **Figure 12** and will be confirmed at the sub-area zoning stage. Three major childcare centres and one out-of-school childcare centre will be located generally as illustrated on **Figure 12** in Areas 1a, 2a, and 3a. Two 69-space childcare centres and one out-of-school childcare centre will be sought in Area 1b, 2b and 3c.

Where facilities for these uses are owned by the City or are secured for the life of the building for the purposes of public use, the area required for these facilities shall be excluded from any floor area and site coverage limitations. Additional cultural, recreational, and institutional facilities which are owned by the City or are secured for the life of the building for the purposes of public use may also be excluded up to maximums to be determined with each rezoning.

Additional cultural, recreational and institutional facilities may also be excluded to a maximum to be determined with each sub-area zoning.

#### 4.1.6 Interim and Existing Uses

The development of SEFC is expected to occur over many years. Existing uses may be retained until such a time as development occurs.

Interim uses will include temporary structures and any uses or buildings for the 2010 Olympic Athletes Village and its associated housing and supporting facilities that are compatible with future uses.

Other interim uses may be permitted, provided that they are compatible with nearby uses and no permanent structures will be needed and any approval will be limited in time to a maximum of three (3) years. Renewal of such approvals will be dependent on the progress of long-term permanent uses.

#### 4.1.7 Parks and Public Open Spaces

**Parks:** A minimum of 10.46 hectares (25.85 acres) of park shall be provided in Areas 1a, 2a, 3a and 3b, in order to meet the needs of the residents and workers in SEFC and to complement the park amenity of adjacent communities. Of this total, a minimum of 10.28 (25.40 acres) of park shall be provided in Areas 1a, 2a and 3a, and a minimum of 0.18 hectares (0.45 acres) of park shall be provided in Area 3b. The parks shall be generally located as illustrated in **Figure 5**, with the exact location, size and shape of each park to be determined at the rezoning stage.

The following shall be included in the calculation of the park area: a) the Seaside Walkway/Bikeway, except if located on street right-of-way; b) park uses located under Cambie Bridge; and c) water areas that are directly

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associated with the operation of a non-motorized boating facility. The following shall be excluded from the calculation of the park area: a) foreshore lands below the high-water mark; b) the site for the elementary school; and c) land that is required to provide access/egress or servicing to non-park related buildings.

The parks shall be designed and programmed to meet a number of objectives, including active and passive recreation, environmental sustainability and environmental learning. In terms of environmental sustainability and learning, the parks are part of the working infrastructure for SEFC that will be able to deal with stormwater, food production, and potential alternative energy applications. Park features will include such elements as stormwater retention and remediation, a community garden in close proximity to the school and community centre, and habitat restoration.

A preliminary concept plan for the parks shall be prepared and approved by the Park Board. More detailed concept plans shall be prepared for each park, or portion thereof, in consultation with the Director of Planning, City Engineer, and Superintendent of Schools where relevant at the sub-area rezoning stage, and approved by the Park Board prior to enactment of each sub-area zoning bylaw. The General Manager of Parks and Recreation, and the City Engineer shall determine construction specifications where appropriate.

Utility corridors and emergency access routes will be permitted in the parks, subject to arrangements acceptable to the General Manager of Parks and Recreation and the General Manager of Engineering Services.

In locations where a proposed park abuts a development parcel, the Director of Planning, the General Manager of Engineering Services and the General Manager of Parks and Recreation shall jointly establish the elevations along the property line.

**Public Open Spaces:** A public open space or town square shall be provided north of the Salt Building in Area 2a, anchored by the Salt Building and with retail uses along its edges. At the time of sub-area rezoning, a more detailed concept plan will be prepared for this open space, including programming which may include the farmer's market and performance space. The concept plan may also consider the historical relationship between the Salt Building and False Creek and consider using water, possibly stormwater, to recall this relationship.

In Area 2b, an open space will be provided at the corner of 2<sup>nd</sup> Avenue and Columbia Street to mark this entrance to SEFC and provide connection to the park space in Area 2a. The final design of this open space will be established in sub-area or site re-zoning.

An alternative to the Manitoba Street terminus as shown on the illustrative plan (Figure 22), would be to create a plaza space in front of the Salt Building on the south side of 1<sup>st</sup> Avenue and will be considered in future planning stages.



**Seaside Walkway/Bikeway and Other Greenways:** A continuous Seaside Walkway/Bikeway shall be provided, connecting the existing paths west of Cambie Bridge to the existing paths in Creekside Park, generally as depicted in Figure 9. In addition, the Ontario Street and Central Valley Greenways provide important landscaped pedestrian and bike connections from SEFC to adjacent areas. See Section 4.5.1 Under Movement.

#### 4.1.8 Phasing of Parks and Community Facilities

Phasing for the parks, elementary school, community centre and non-motorized boating centre, and other community facilities will be determined at the sub-area zoning stage.

The City will maintain and upgrade the temporary Seaside Walkway/Bikeway between Cambie Bridge and Science World. The location, width, and quality of the walkway shall be to the satisfaction of the Director of Planning, General Manager of the Park Board, and City Engineer. Phasing of the final design for the Seaside Walkway/Bikeway will be determined at the sub-area zoning stage.

#### 4.1.9 Shoreline

The existing shoreline configuration will generally be maintained, with the exception of the inlet area, which will be reconfigured to provide enhanced fish habitat, public access to the water, views, private ferry docking, and recreational possibilities. Other shoreline improvements that respond to the needs of public access, natural character of the park, views of the water, fish habitat requirements, and safety and health objectives may be necessary. The existing shoreline and proposed changes are subject to approval by Department of Fisheries and the BC Ministry of the Environment.

No permanent habitable structures shall be constructed within 30 metres of the top edge of the bank. Sub-area zoning stages of planning will explore the possibility of temporary commercial structures in the central portion of the SEFC waterfront. The proposed patterning of landscape and decking structures will be refined in the concept park plan so as to recall historical patterns of boat 'slip-ways'.

The City will undertake the detailed design and construct the shoreline and walkway in phases, which will be specified at the sub-area rezoning stage.

### 4.2 Development Patterns

#### 4.2.1 Building Height

A legible, overall form for the SEFC, will reinforce the idea of the False Creek "basin" with building heights from 2<sup>nd</sup> Avenue and Main Street generally stepping down to the water's edge. The "basin" form is not rigidly prescribed however and all neighbourhood precincts contain some variety of building heights. This will contribute to a wide range of unit types including rowhouses, townhouses, stacked townhouses, back-to-back townhouses, low-rise

apartments, dual orientation apartments, mid rise apartments and terrace apartments buildings.

Opportunities to maximize natural light and ventilation should be found with units having dual orientation (through units) towards streets, lanes, and courtyards.

Maximum building heights will be as shown on **Figure 15**. A variety of heights will be encouraged as shown on **Figure 16** and will be confirmed at the sub-area rezoning stage. A substantial street wall height will be required along 2<sup>nd</sup> Avenue and 1<sup>st</sup> Avenue with minimum heights to be determined at the sub-area stage.

Roof projections may be permitted to extend above these building height limitations, provided that they do not contain habitable space and are designed as capping elements or shading devices/light shelves complementary to the design of the building. Structures such as sheds or pergolas for green roof gardens and access stairs will also be permitted to extend above these building height limitations provided they do not contain habitable space and are designed in accordance with design guidelines to be specified.

Building heights for specific locations will be confirmed with each sub-area zoning having regard for:

- a) Public and private views, including views created by the development,
- b) Shadowing of public and private open spaces and streets,
- c) Privacy,
- d) Effects on the scale and character of open spaces,
- e) Sustainability considerations, such as energy performance, and
- f) Relationships created with nearby buildings.

#### 4.2.2 Building Orientation

Buildings should be located so as to optimize their solar orientation whenever possible. An east/west orientation is generally best suited to all building types, while north/south orientation is acceptable for single loaded or dual orientation (through units) or for higher buildings with smaller floorplates. North/south built form should be broken mid-block if possible so as to maximise east/west building face, create additional corner units for cross ventilation, and ensure adequate access to natural light and mitigate in-unit heat gain.

#### 4.2.3 Size of Development

The size of development increments or “grain” should relate to that of the area south of 2<sup>nd</sup> Avenue in Mt. Pleasant. This may be achieved by creating parcel sizes similar to or smaller than the size of development parcels south of

2<sup>nd</sup> Avenue, or by the individualized massing and architectural treatment of building elements within larger parcels.

The urban structure allows for parcels to be divided and development to occur at a variety of scales incrementally. Such a variety of scales could allow participation by many developers and designers and allow for innovation on a smaller scale of development that could produce models more relevant to the city and region.

#### 4.2.4 Relationship to Public Realm

Buildings and semi-public and semi-private open spaces should be designed and detailed to complement the design of the public realm. Aspects to consider include, but are not limited to, paving, lighting, planting, driveway crossings, pedestrian entrances and walks, seating, display windows, weather protection, garbage storage, recycling, and loading facilities. Some areas of the public realm should be designed to encourage storm-water treatment or other aspects of sustainability.

#### 4.2.5 Views

The development of SEFC shall preserve views and also create views, including views of specific focal points. Views are to be assessed with each sub-area zoning. Developments must respect Council's adopted View Corridor Policy with corresponding height restrictions.

**Public Street End Views:** Views along the north-south streets to the water, park, and North Shore mountains will be generally maintained. Intrusions shall be permitted only on Manitoba Street and Cook Street to retain historic buildings (e.g. Salt Building at Manitoba Street and Wilkinson Building at Cook Street). Front Street creates a street end view to the west and the False Creek water body and no intrusions will be permitted.

##### **Upland Views:**

Other public open space and landmark views will be confirmed at the sub-area zoning stage. Additional important public views may be identified as a result of sub-area zoning analysis.

#### 4.3 Movement

Access and mobility within SEFC shall provide for all modes of transportation reflecting City Council's priorities of pedestrians, bikes, transit, goods movement, and the automobile in descending order of importance. In general, the movement system will reflect a north-south street orientation via extensions of the city street and block pattern. It will allow for pedestrian focused lanes, mews, and courtyards that promote movement towards the waterfront. The proposed Downtown Streetcar as well as three important Greenways run through or intersect the site.

#### 4.3.1 Pedestrians, Bikes, and Greenways

SEFC will be structured around a highly walkable street and block pattern. The neighbourhood will have many pedestrian routes into and throughout the park and development areas. (See **Figure 9: Pedestrian Routes**). Pedestrian friendly sidewalks with landscaping and trees will be provided on both sides of street right-of-ways and driveways interrupting pedestrian routes shall be minimized. Building heights to street right-of-way ratios will allow for adequate street-level sunshine.

Cycling is planned to be an important form of transportation for residents and workers in SEFC. Wherever possible, priority for bikes will be provided on off-street bike pathways, separate from automobiles, or in dedicated bike lanes. Bikes and other non-motorized wheel routes will also be connected to cycling routes located outside of SEFC. See **Figure 10: Cycling Routes**

There are two important east-west bike routes through SEFC: one along the waterfront (the Seaside Walkway/Bikeway) and one along 1<sup>st</sup> Avenue. There will be one important north-south bike route, the Ontario Greenway, and the Central Valley Greenway on the east extends into the False Creek Flats. A separated bikeway/walkway on the west side of the site adjacent to Cambie Bridge will also be provided.

The Seaside Walkway/Bikeway will be located close to the water's edge. Pedestrian, cyclist and other non-motorized mode users will move past a park at the east and west ends of SEFC and a commercial/residential/institutional area in the centre. In this central portion, walkers and cyclists will be able to choose between a faster moving by-pass on the north side of Front Street or a slower multi-use pathway on the water's edge.

While the Central Valley Greenway connection will provide cycling connectivity with the False Creek Flats, the primary East-West commuting cyclist route within SEFC will be 1<sup>st</sup> Avenue in bike lanes. The Ontario Greenway will be located off-street north of 1<sup>st</sup> Avenue in a continuous pathway and connect directly with the other greenways. Between 2<sup>nd</sup> and 1<sup>st</sup> Avenues, special attention will be paid at the sub-area zoning stage to minimizing vehicular traffic and conflicts with users of the greenway.

All sections of the Walkways/Bikeways shall be designed and built to the highest standards for universal design. Where private or public buildings are located adjacent to a Walkway/Bikeway, a minimum setback shall be provided, although minor relaxations may be permitted by the Director of Planning in consultation with the General Manager of Engineering Services and the General Manager of Parks and Recreation.

#### 4.3.2 Transit

The provision of a quality public transit system within SEFC is essential in providing its residents with adequate access and mobility choices and offering them an attractive alternative to the automobile. Accessible, convenient, and reliable transit service will support the residential population and community

facilities as a transit-oriented development and decrease vehicular usage and automobile ownership.

As SEFC's primary transit corridor, 1<sup>st</sup> Avenue will provide space for the proposed double-track segregated streetcar operation and infrastructure. The streetcar tracks will be located in a permeable and greened dedicated tramway with enough stations to adequately serve the community.

In addition to the existing Main Street SkyTrain station and the Downtown Streetcar, other transit services shall be developed for SEFC. Provisions will be made for accommodating a bus route along 2<sup>nd</sup> Avenue, transit improvements along Main Street, and a dock for the False Creek ferry operators along the SEFC waterfront. See **Figure 11: Transit Routes**

#### 4.3.3 Internal Street Network

The internal street network of SEFC is conceived as local-serving residential streets with only moving lane per direction. Wherever possible, nearby arterials will accommodate vehicular traffic generated to/from SEFC. (See **Figure 8: Street Hierarchy**). While maintaining their respective access and circulation function, the redesign and construction of the street environments for the SEFC neighborhood will provide opportunities to achieve a high quality public realm and pedestrian environment. Specific streetscape design, public realm, and traffic calming intentions will be expanded later as part of the SEFC Design Guidelines.

**North/South Residential Streets:** The north/south residential streets are extensions of the existing city grid and a street connecting Quebec Street to First Avenue will be introduced to provide local access for the TransLink lands (Area 3b). The north/south streets will provide where possible the primary access to underground parking to minimize vehicular circulation and usage within SEFC.

**East/West Residential Streets:** Front Street will be SEFC's waterfront street that provides access to developments, the school, the community centre, the village and the park. 'O' Avenue 'Boilermaker's' mews will be a narrow street for service access and will showcase stormwater management techniques.

1<sup>st</sup> Avenue will be a local collector street and provide space for a dedicated Streetcar tramway and stations, bike lanes, and some provision for loading or parking. Sidewalks will provide for pedestrian movement and street lighting and furniture. No driveways will be permitted along 1<sup>st</sup> Avenue as access to developments will be permitted via the lanes or internal SEFC streets. Future stages of planning will explore continuing the tramway and bike lanes east into the False Creek Flats and extending 1<sup>st</sup> Avenue west to Ash Street.

Between Quebec Street and Main Street, two new local-serving east/west streets will be included to create a finer grained street and block pattern that provides access and driveways for the commercial and residential precinct and transition into the False Creek Flats.

#### 4.3.4 Arterials

2nd Avenue, Main Street and Quebec Street are existing arterials and designated truck routes within the City's overall transportation network (see Figure 6: Street Hierarchy). Each of these arterials will also continue to develop as transit routes of growing importance (see section 4.5.2). To increase pedestrian comfort and the public realm on arterials, no driveways will be permitted a minimum 1.5-metre (5 foot) setback will be required along 2<sup>nd</sup> Avenue and Main Street. Traffic signals at every arterial intersection will facilitate safe crossing opportunities for pedestrians.

To prevent short-cutting traffic on SEFC's east/west residential streets, 2<sup>nd</sup> Avenue will provide a 6-lane cross section from Cambie Bridge to Main Street. As redevelopment occurs, widening and new left turn bays at Columbia and Manitoba will be required. Minor street widening to Main Street's existing 6-lane cross section will be required to achieve more consistent road alignment. Quebec Street will maintain its 4-lane cross section and accommodate a dedicated double streetcar tramway. A southbound right-turn bay will be located at 2<sup>nd</sup> Avenue to keep traffic on the arterial network.

In the stage of sub-area zoning, a design for 2<sup>nd</sup> Avenue will be prepared so as to create a more livable and pedestrian-friendly and transit-oriented street while respecting its noted development and functional needs. Similarly, a design for Quebec Street will be prepared as part of the Downtown Streetcar design and layout study. Given that dedicated facilities will be provided immediately adjacent to both 2<sup>nd</sup> Avenue and Quebec Street, minimum arterial curb lane widths will be considered to provide more opportunities for enhanced public realm spaces in medians or sidewalks.

#### 4.3.5 Parking and Loading

Parking and loading shall be the minimum required to serve all uses to encourage sustainable transportation choices and overall trip reduction. Visitor parking shall be provided and clearly identified. Some on-street parking, loading, drop-off will be required to support the commercial/institutional needs of the community. Efforts will be made for unbundling parking from residential units to support reduced parking standards and making housing more affordable. Proactive provision of car-sharing vehicles will be included to encourage limited car ownership. Parking and loading requirements will be determined with each sub-area rezoning, consistent with the SEFC Green Building Strategy as approved by Council in July 2004.

#### 4.3.6 Neighbourhood Transportation Demand Management

Measures to encourage better use of the movement system in SEFC, including more use of the pedestrian, cycling, and transit facilities, will decrease automobile dependency, minimize parking demand, and reduce greenhouse gas (GHG) transportation emissions. The implementation and ongoing monitoring of SEFC neighbourhood transportation demand management (TDM) program will provide a consistent and coordinated approach to TDM planning in SEFC. Programs or strategies that further promote walking, biking, and transit over

cars will be reviewed by staff as build out of SEFC progresses either upon a rezoning or as part of individual developments. Further aspects of neighbourhood TDM, such as community transit passes or further reductions to the parking standards, will be reported back to Council upon provision of new local transit service to SEFC.

#### **4.4 Sub-areas**

As outlined in Section 1.3, the long-term development of SEFC will be implemented by sub-area zonings, legal agreements and related development controls. Public realm plans will be prepared with each sub-area rezoning.

##### **4.4.1 Area 1A- The Western “Works Yard” Neighbourhood**

This primarily residential area will be framed by a major waterfront park and urban park area under the Cambie Bridge and a central ‘hinge’ park extending to 1<sup>st</sup> Avenue. Focal points in this neighbourhood will include the former industrial buildings of heritage value - including the ‘Sawtooth’ building (former city machine shop) and the Wilkinson Steel building, a former industrial shed for steel production located at the foot of Cook Street. These buildings will be kept in or near their current locations. At least one major childcare facility with an outdoor play area will be located in the Western neighbourhood, possibly in the converted machine shop building, to be confirmed at the sub-area zoning stage.

Future stages of planning will proceed with the intent to keep the Wilkinson Building very close to its existing location, shifted slightly to the north and possibly straddling the extension of the Crowe Street ROW, with commercial uses integrated on one side. Further technical analysis of the feasibility and costs of retaining this building and safely designing the street to go through it will be explored, including consideration of emergency access, CPTED, movement, and setback issues.

This neighbourhood will be characterized by quiet residential streets, small pocket parks that will be used by residents on both sides of 1<sup>st</sup> Avenue, and a permeable development fabric that includes many pedestrian pathways running through from 1<sup>st</sup> Avenue (and potentially 2<sup>nd</sup> Avenue) to the waterfront park. A range of housing from stacked townhouses to 4 - 8 storey apartment buildings will characterize this neighbourhood, with mid-rise buildings (up to 10-12 storeys) located on the edges of the waterfront and hinge park to define open space and maximize units fronting on open space.

##### **4.4.2 Area 2A - The Central “Shipyards” Neighbourhood**

This residential and commercial area is to be the focus of SEFC. Parks on the west and east sides, a vibrant waterfront area will define the central neighbourhood precinct with commercial and recreational uses to the north, and 1<sup>st</sup> Avenue and a future streetcar station to the south. The vibrant heart of the community is located in the central neighbourhood beginning along Manitoba Street (anchored by the Salt building in its present location at Manitoba and 1<sup>st</sup> Avenue) and extending north to the waterfront area.

Manitoba Street will extend around both sides of Salt Building in a configuration to be determined at the sub-area zoning stage, and will be pedestrian-oriented with local ground level retail shops along both sides of Manitoba Street. A medium size grocery store will also be included at a location to be confirmed in the sub-area zoning stage. An open public space north of the Salt Building of approximately 0.2 hectares will provide area for community activities, a farmer's market, and other programming. The sub-area stage of planning will also consider ways by which the historical relationship between the Salt Building and False Creek can be acknowledged and may use storm water, in close proximity to the Salt Building.

The waterfront area north of Front Street will transition from local-serving evening commercial uses such as restaurants, a pub, cafes, and space for a night market. The public waterfront will be engaged with new development and animated through the selection of land uses and design of shoreline features. This may include wharfs, boardwalks, and pedestrian bridges that recall the site's historical pattern of boat 'slip-ways'. A new dock for the False Creek ferry system will also be pursued along the SEFC waterfront.

The community heart will be connected to a cluster of community services via Front Street and the Waterfront walkway/bikeway. These include, a community centre combined with a non-motorized recreational boating facility to animate the waterfront, an elementary school, along with a daycare and an after-school care, will be located within easy walking distance of the community centre/boating facility, beside the park that will be large enough for a playfield. The waterfront park between the community centre and school is proposed as a community garden to provide garden plots and sustainability lessons for children and adults. The central 'hinge' park has been identified as an opportunity to demonstrate storm water retention features.

Heights in the central neighbourhood are generally lower along the waterfront. Higher buildings will define the edge of the hinge park, terracing back from low heights at the waterfront to higher building forms to 1<sup>st</sup> Avenue (10-12 stories) as well as on the edge of the eastern park. Generally, heights will range from 4-8 stories within the central neighbourhood, with heights of 6 stories around the Salt Building.

#### **4.4.3 Area 3A, 3B, 3C - The Eastern "Rail Yard" Neighbourhood**

The major focus of this neighbourhood will be a large waterfront park that extends south to 1<sup>st</sup> Avenue and the Ontario Street greenway, and east to the Central Valley Greenway connection with the Seaside Walkway/Bikeway. A variety of building types will be located in the residential area east of Quebec Street. This will include some modest-height towers in selected locations, with predominately low and mid-rise and terraced apartment buildings. Residential buildings of up to 10 stories shall be located near the park edge to provide strong definition to the open space.

The mixed commercial and residential precinct between Main Street and Quebec Street should provide a transition between SEFC and the higher



buildings forms of City Gate to the north of Terminal. A tower can be considered immediately south of VanCity to create a landmark terminus to Terminal Avenue and frame Science World. Commercial uses will be considered along the ground floor of Main Street to continue its commercial shopping street character. Particular attention needs to be paid at the sub-area zoning stage to the design of frontages along Main Street and Quebec Street so as to provide a buffer from traffic and noise on these busy streets.

Generally, building heights will step down from the VanCity building height of 60 m to transition to the lower and mid-rise heights predominant throughout SEFC.

#### 4.4.4 Area 1B and 2B - The Private Lands

This mixed commercial and residential precinct should form a transition between the industrial uses of the south to the primarily residential quality of Areas 1a, 2a, 3a, and 3b. The building frontages on 2<sup>nd</sup> Avenue and Main should reflect their role as front 'face' of the SEFC development.

Commercial uses will be encouraged in the ground floor area along Second Avenue, with residential permitted above. A substantial streetwall of 5-7 stories will be required. A streetwall of 3-5 storeys will be required along 1<sup>st</sup> Avenue. Commercial, live/work and institutional uses will be encouraged on the ground floor at street level.

Unique east-west lane environments between 1<sup>st</sup> and 2<sup>nd</sup> Avenues, with landscaped courtyards will be encouraged as an amenity to the residential buildings within blocks, while respecting the typical access and servicing needs of lanes. In addition, pedestrian walkways will be encouraged north-south on the edge and through development blocks to shadow with walkways in Areas 1a, 2a and 3a leading to the waterfront, parks, and commercial areas, noting that mid-block crossings on 1<sup>st</sup> Avenue may not be feasible across the dedicated streetcar right-of-way.

The building forms will draw upon the industrial legacy of the area with a robust character that will contribute to diversity as the central theme for neighbourhood character while allowing flexibility at the ground floor.

Higher building forms will define landmark locations in four locations (as indicated on Figure X), such as at the corner of Columbia and 2<sup>nd</sup> Avenue where the grid of 2<sup>nd</sup> Avenue shifts, and also as a major entrance to the site.

Section 6 Illustrative Plans

Figure 3: Land Use Plan

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Figure 4: Conceptual Strategy

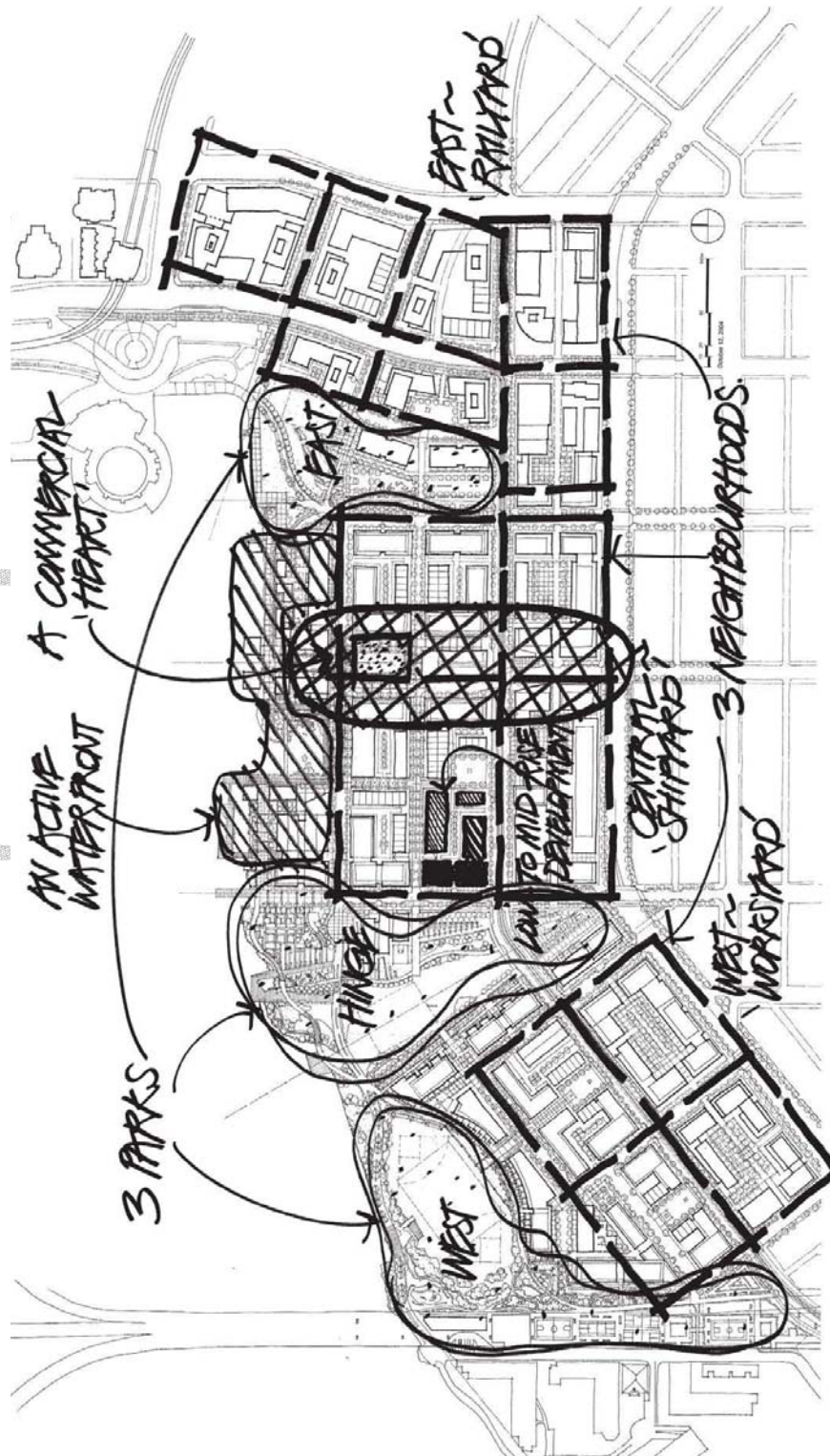


Figure 5: Park & Open Space

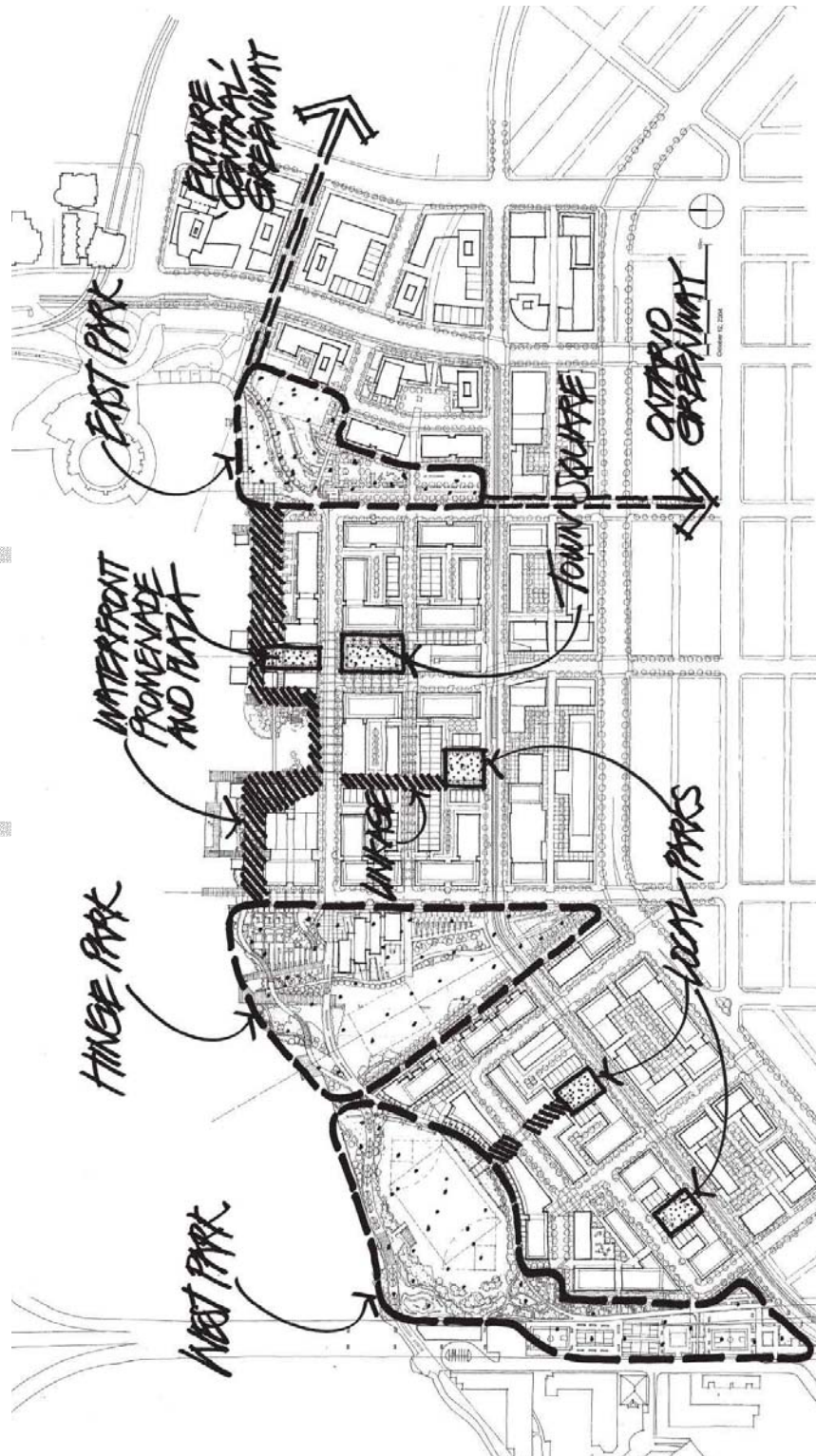


Figure 6: Shoreline Concept



Figure 7: Views  
(to be inserted)

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Figure 8: Street Hierarchy

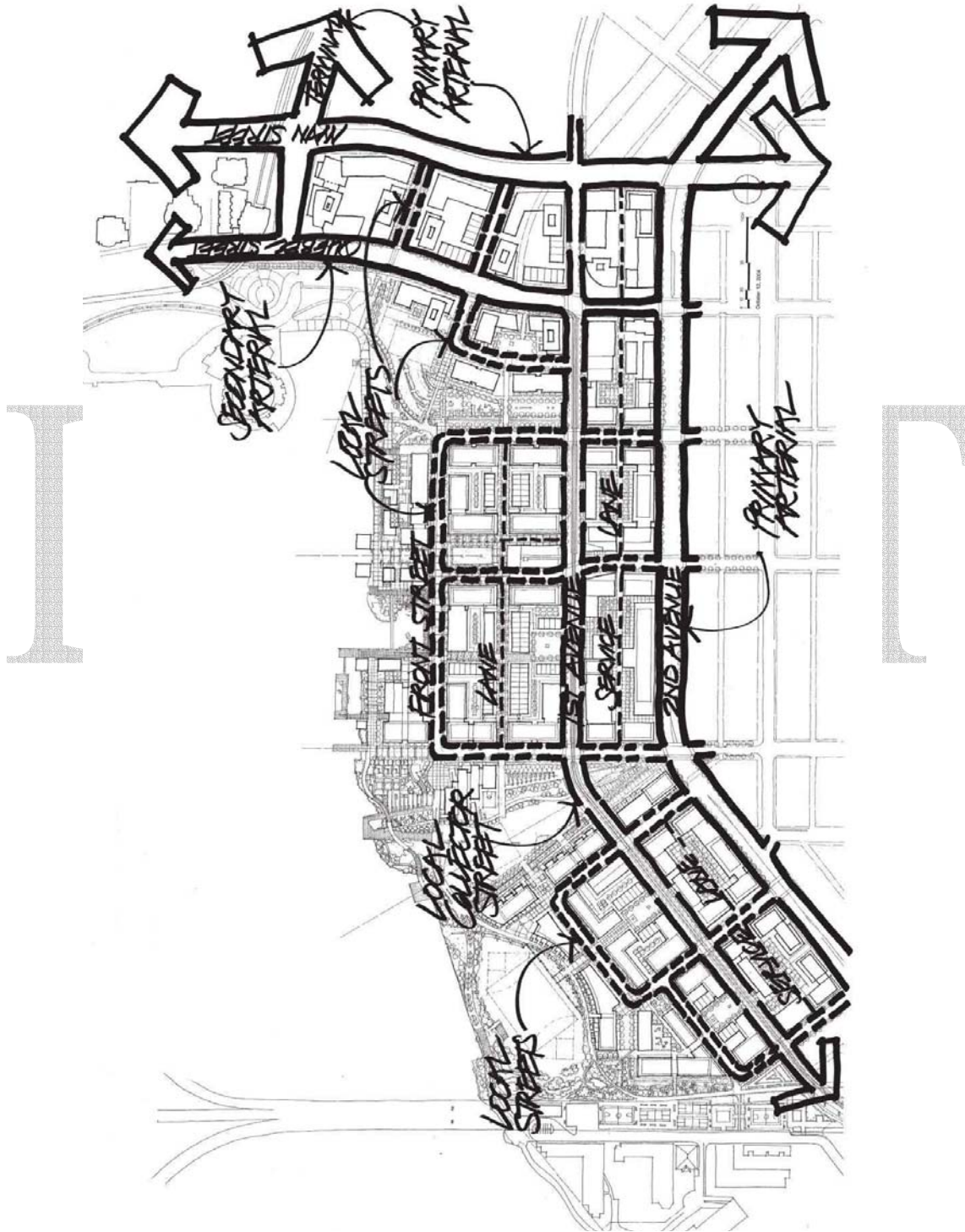


Figure 9: Pedestrian Routes

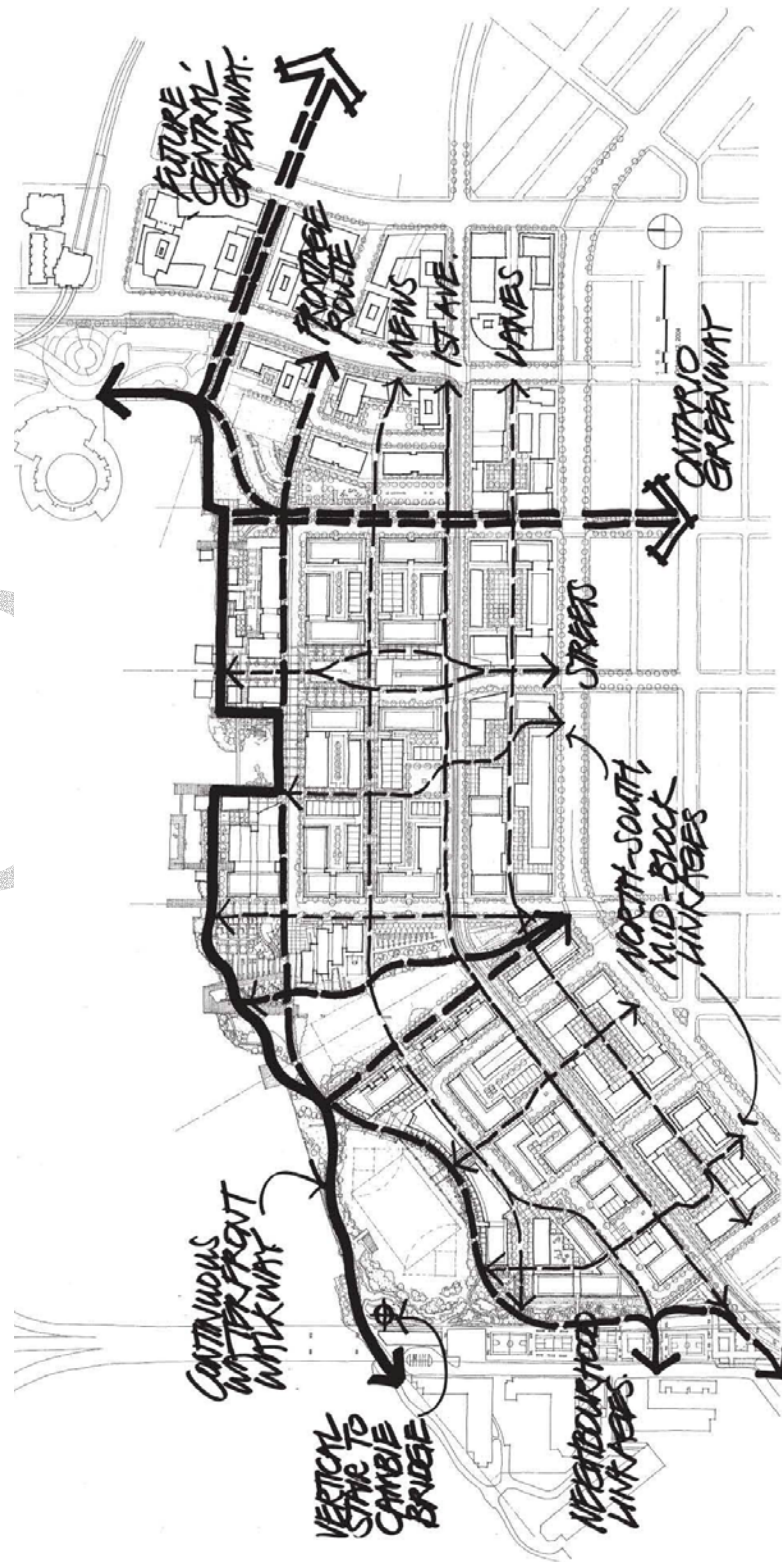




Figure 10: Cycling Routes

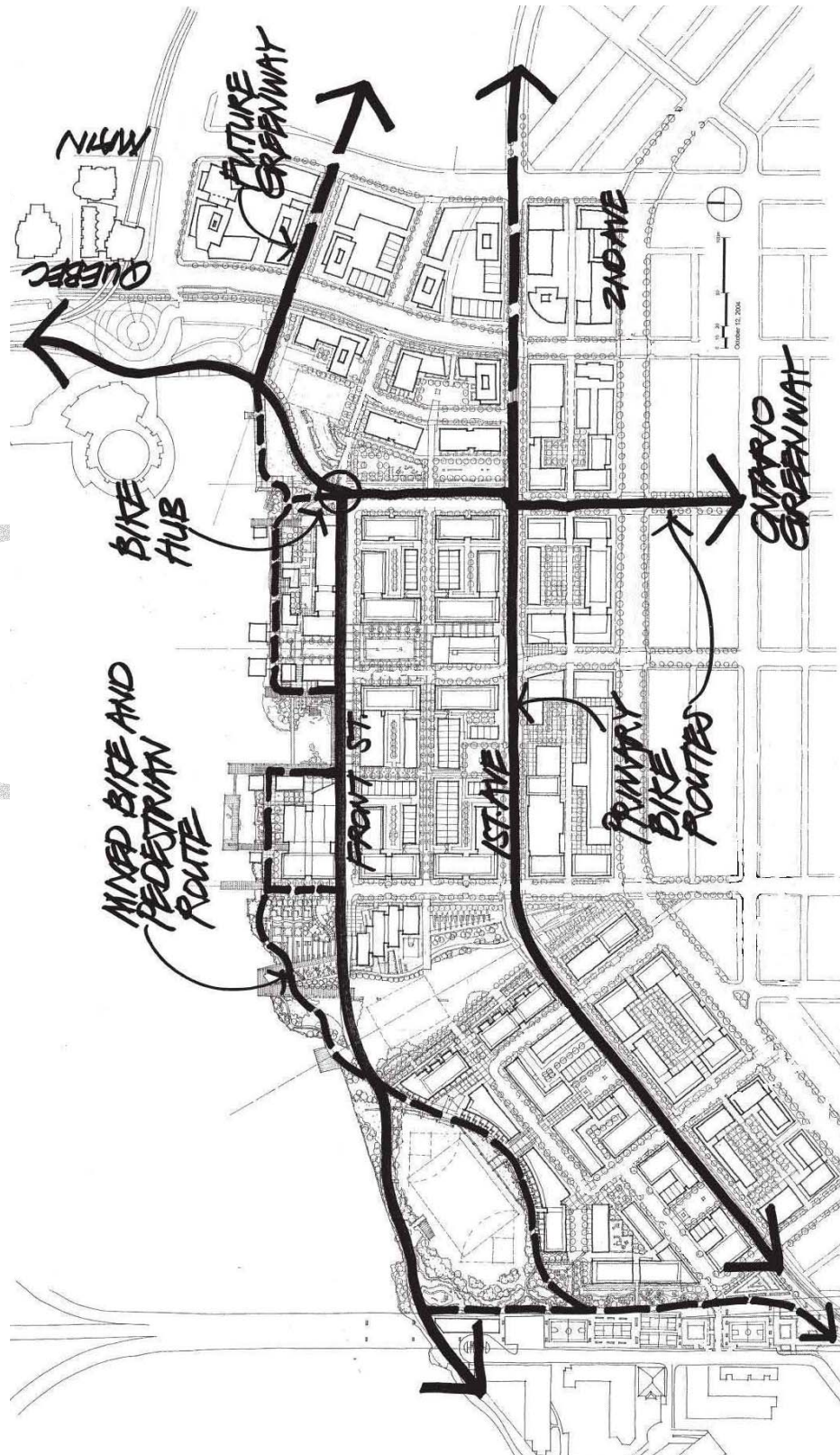


Figure 11: Transit Routes

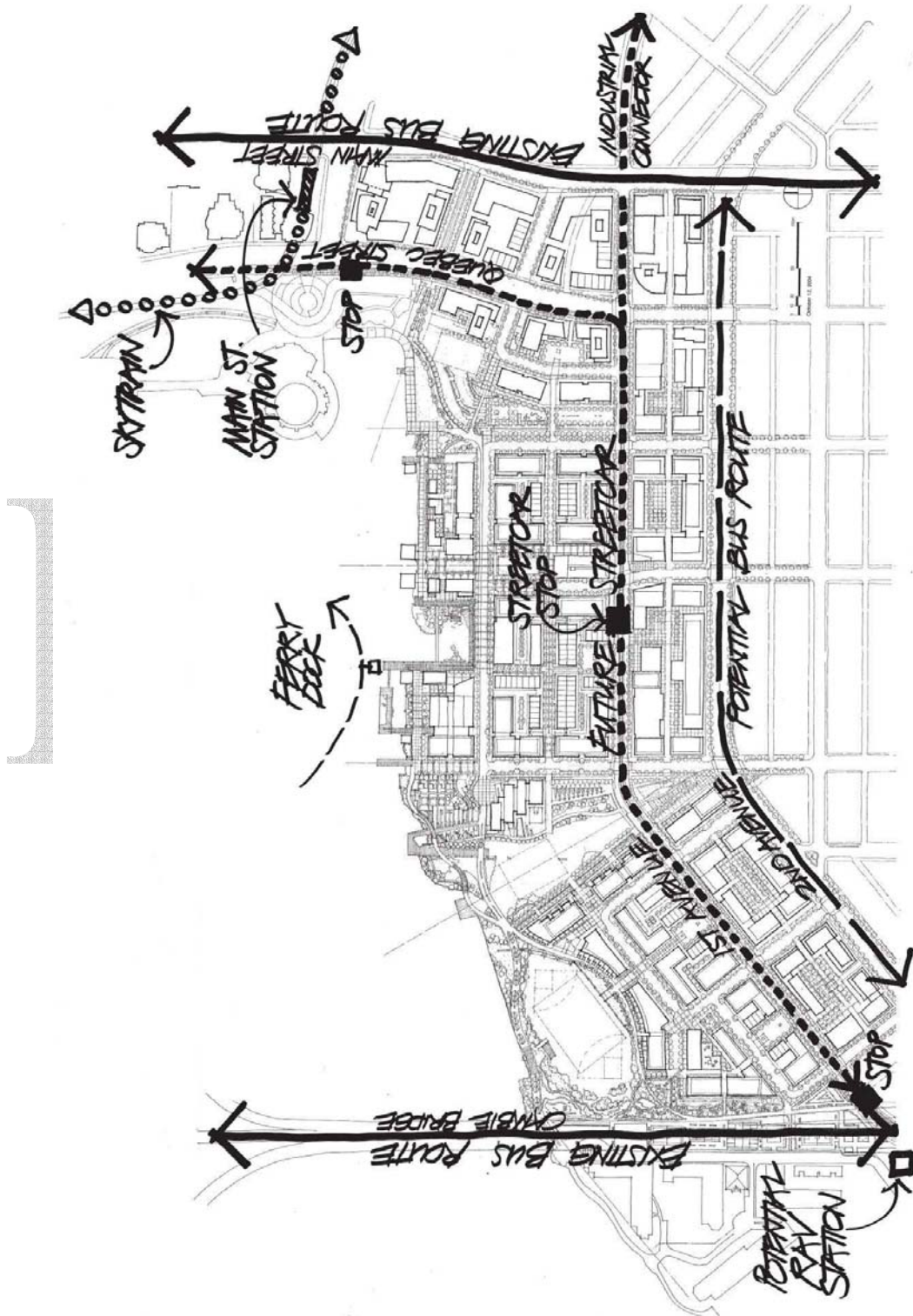


Figure 12: Recreation and Institutional

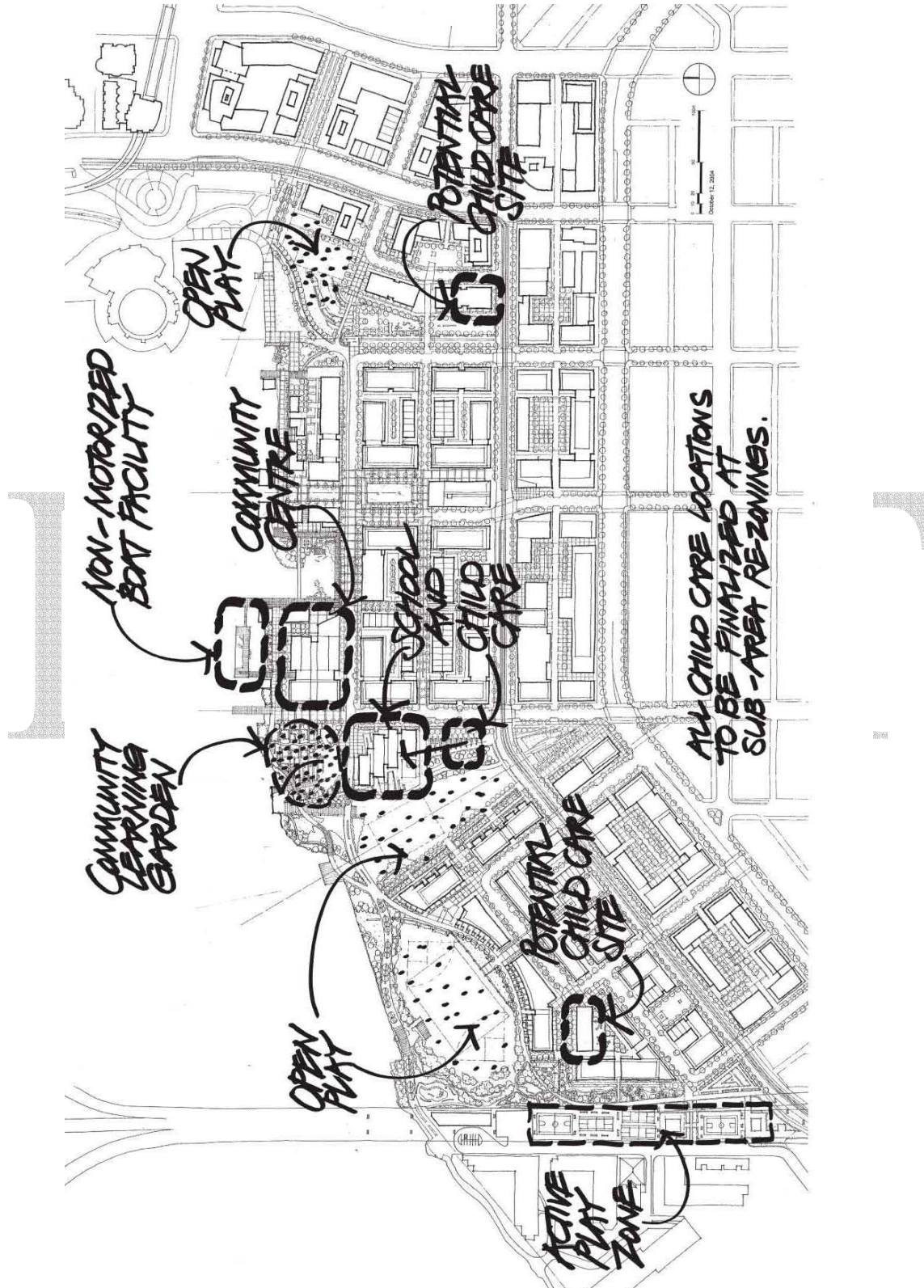


Figure 13: Retail and Service Uses  
(to be inserted)

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Figure 14: Residential Area, by Sub-Area  
(to be inserted)

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Figure 15: Maximum Building Heights

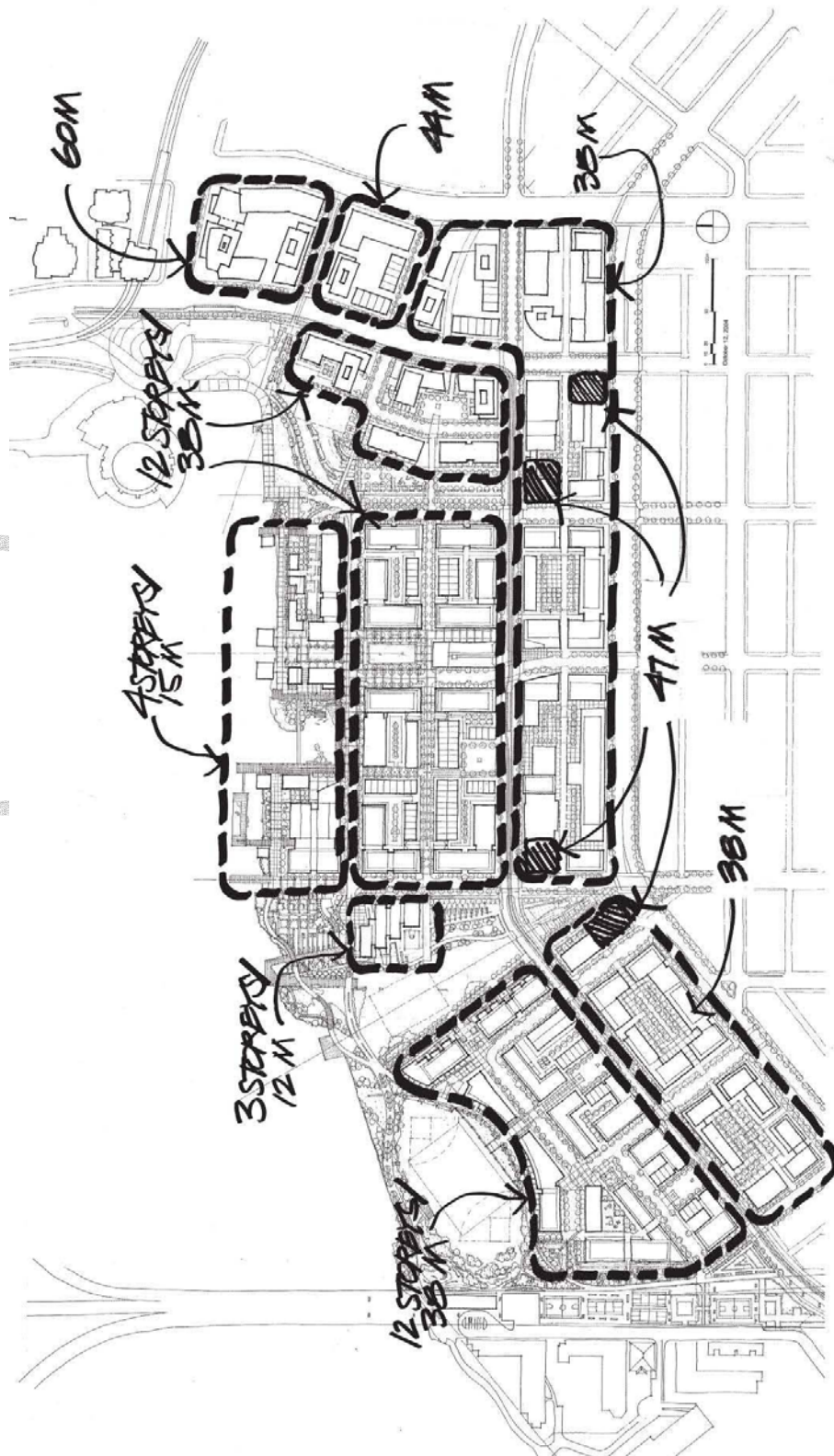


Figure 16: Illustrative Plan Building Heights



Figure 17: Transportation Sustainability Concept

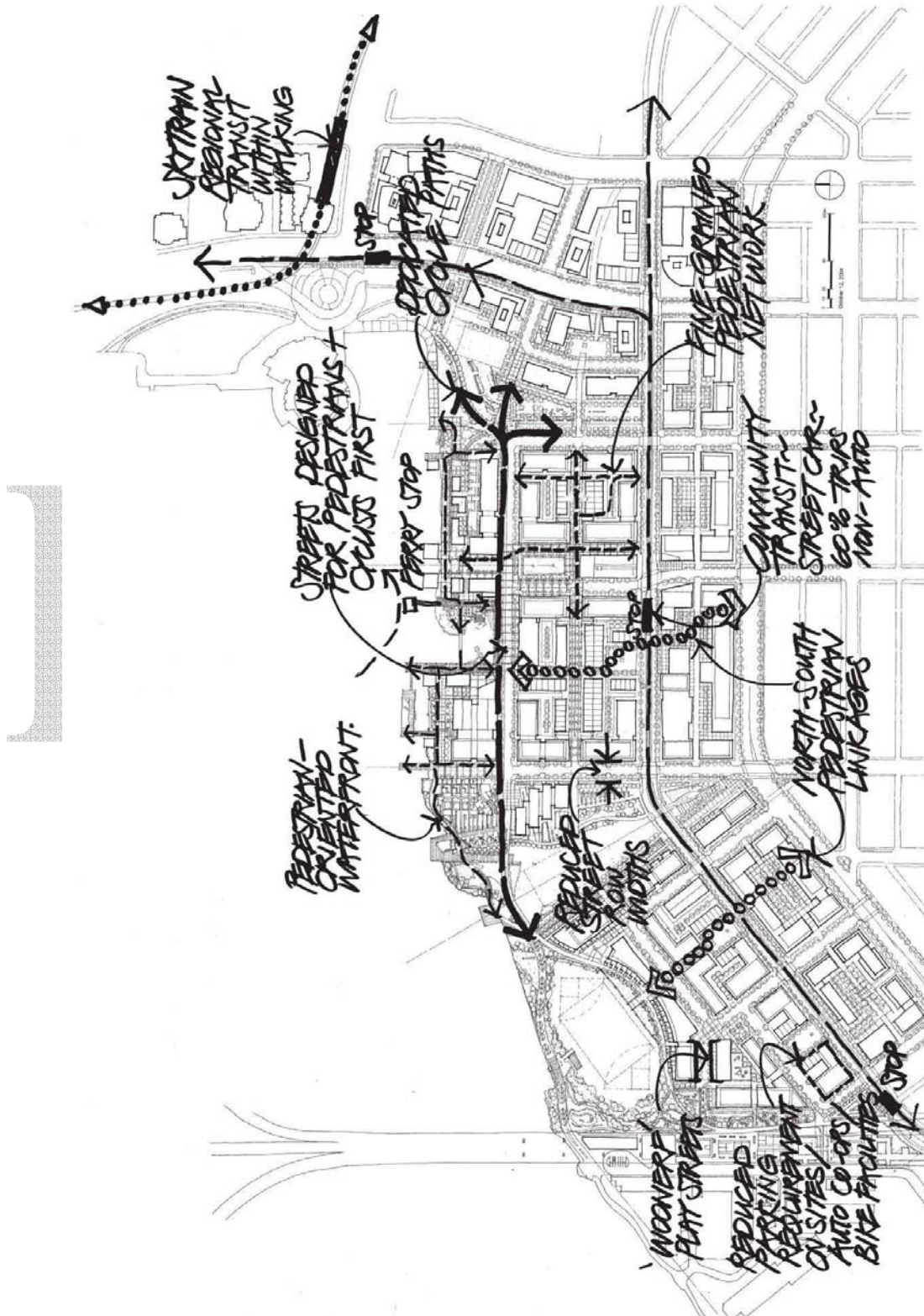




Figure 18: Landscape Sustainability Concept  
(to be inserted)

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Figure 19: Built Form Sustainability Concept

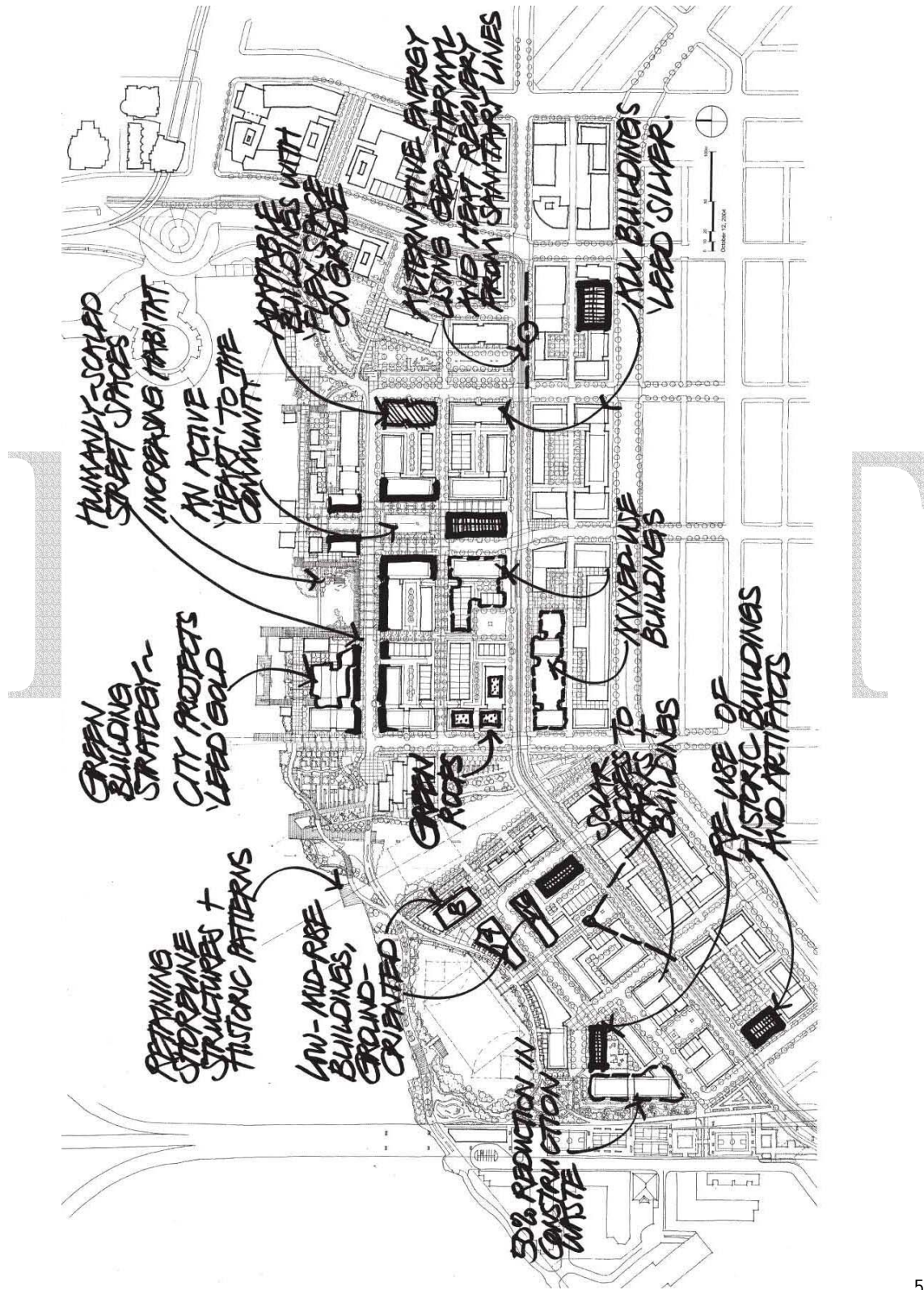


Figure 20: Social and Economic Sustainability Concept

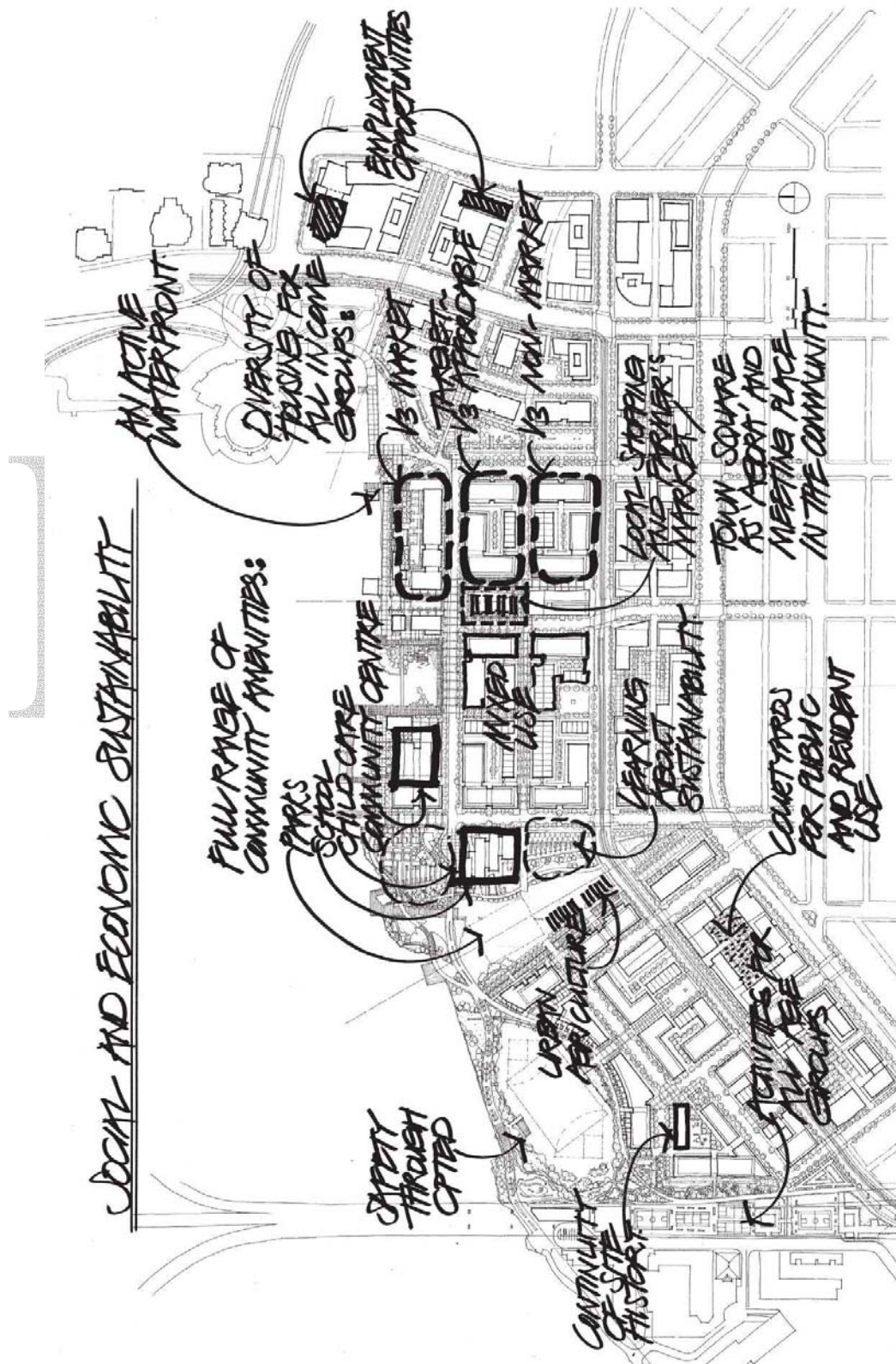


Figure 21: Illustrative Plan



Figure 21: Illustrative Plan (Alternative Entrance to Manitoba Street)

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## Annex A - Environmental/Social/Economic Indicators and Targets (Draft)

The following section outlines environmental, social and economic indicators and targets for on-going monitoring and evaluation of the performance of the SEFC community. These indicators and targets were developed as a baseline for this ODP, and Council may revise and update these in the future in a regular Council Meeting rather than requiring a formal public hearing.

### ENVIRONMENTAL

#### 1. ENERGY

**Indicator** - Total annual building energy consumption (residential and commercial), GJ/sq m gross floor area

**Target** - 0.69 GJ/sq m based on the expectation that SEFC buildings will achieve an actual improvement of 15% better than ASHRAE 90.1-2001 from the policy objective of "LEED Silver with 20% better performance than ASHRAE 90.1-2001". The 2001 standard is expected to be on average 13% better than the City's previous energy by-law standard (ASHRAE 90.1-1989), from which average building performance was measured at about 0.94 GJ/sq m.

**Exception** - Municipal Buildings - 0.31 GJ/sq meter based on 25% performance improvement from a policy objective of "LEED Gold with 30% better performance than ASHRAE 90.1 -2001".

#### 2. WATER

**Indicator** - Water Consumption (residential), litres/capita/day

**Target** - 190 lpcd based on achieving 15% reductions for dual-flush toilets and other conservation initiatives, compared to recent multi-family dwellings elsewhere in Vancouver. Assumes no use of alternate supplies for toilets, but no increase in consumption due to on-site urban agriculture.

#### 3. STORMWATER

**Indicator** - Stormwater Management (sitewide, including parks, City & Private lands), Effective impervious area (EIA), as % of total site area. EIA is the percentage of the drainage area that is directly connected to a storm drainage system. It therefore allows for impervious surfaces that are used to collect rainwater for alternate uses (irrigation, toilets etc.) or for biotreatment and infiltration.

**Target** - 40% EIA based on Keen Engineering's "SEFC Water & Waste Management Plan", approach 2. Note- this target may only apply to the City lands (Areas 1a, 2a, and 3a).

#### 4. SOLID WASTE & RECYCLING

**Indicator** - Municipal Solid Waste (residential and commercial), kg/capita/year disposed off-site

**Target** - 200 kg/cap/yr based on diversion through aggressive recycling, and 3-stream waste separation with limited on-site composting for local gardens. Assumes 90% residential floor space, 10% commercial. This does not include demolition waste.

#### 5. URBAN AGRICULTURE

**Indicators:** Total area designated for a farmers market; number of standard size (200 sq. ft.) community garden plots per 1000 population

**Targets:** Minimum ½ acre for the farmers' market; 6.5 community garden plots (18.5 square metres) per 1,000 population.

#### 6. HABITAT/ECO-SYSTEMS

**Indicator:** Habitat/biomass of urban areas (?)

#### 7. TRANSPORTATION

**Indicator** - Transportation - by residents % trips non-auto. This is an initial indicator, which captures most sustainable transportation modes, such as walking, cycling, all forms of transit, etc. Although less useful for estimating environmental impacts than specific data such as automobile km/person/yr., mode split data is available for the City and some specific neighbourhoods, whereas auto usage is not. Additional work is required to determine whether a reasonable estimate of # of trips and average trip distance is possible, in order to estimate Green House Gas (GHG) benefits. The mode-split indicator can be upgraded if data becomes available.

**Target** - 60% of all daily trips by non-auto modes.

#### 8. SEFC GREEN BUILDINGS

**Indicator** - Overall Environmental Performance of Buildings (LEED points). LEED points represent a cumulative total of credits for building performance with regard to site impacts, energy efficiency, transportation & parking management, water management (drinking water & storm water), and indoor air quality.

**Target** - 33 points or better, based on Council's policy direction that all non-Municipal buildings in SEFC should achieve at least LEED Silver. LEED Gold status is required for all City-owned buildings.

## SOCIAL

### Under Basic Needs:

1. APPROPRIATE, AFFORDABLE HOUSING with flexibility to meet changing needs

**Indicators:** Percentage of units in the Public lands (Areas 1a, 2a, and 3a) in each of the three (low, middle, and high) income categories; percentage of units for families by income categories, and range of households accommodated e.g. seniors, disabled, those in need of support.

2. APPROPRIATE, AFFORDABLE HEALTH CARE available in the community

**Indicators:** number of doctors in SEFC providing local health care services/total population.

3. LOCALLY PRODUCED, NUTRITIOUS FOOD

**Indicators:** total area designated for a farmers market; number of standard size (200 sq. ft.) community garden plots per 1000 population

**Targets:** minimum ½ acre for the farmers' market; 6.5 community garden plots (18.5 square metres) per 1,000 population.

4. SAFE COMMUNITY

**Indicators:** real and perceived crime rates and activity; vehicle/pedestrian accidents

5. QUALITY, AFFORDABLE CHILDCARE

**Indicators:** number of licensed spaces; number of spaces as a percentage of the number of children (by age group) living in the community

### Under Enhancing Human Capacity:

6. LOCAL EMPLOYMENT OPPORTUNITIES

**Indicators:** % of jobs created in SEFC that are filled by local residents, or conversely, % of residents (in the labour force) who need to commute to their jobs outside the community; % of residents who walk or cycle to work; childcare spaces filled by children whose working parents live in SEFC

7. CREATIVITY AND ARTISTIC EXPRESSION

**Indicators:** arts and cultural "vibrancy index" based on a number of indicators, to be developed.



8. LIFE LONG LEARNING

**Indicators:** # of childcare spaces/# of children needing childcare; % of children living in SEFC attending the school

9. RECREATION, LEISURE AND CULTURAL FACILITIES

**Indicators:** the total area (in hectares) of public open space and parks; the total area (in sq. ft) of the community/boat centre facility

**Targets:** 10.5 hectares of public open space and parks; 30,000 sq. ft. of the community/boat centre facility

Under Enhancing Social Capacity

10. COMMUNITY ECONOMIC DEVELOPMENT

**Indicators:** % of local businesses created through a CED process

11. COMMUNITY IDENTITY

**Indicators:** degree of resident agreement on the character/nature of the community they live in

12. INVOLVEMENT IN PUBLIC PROCESSES

**Indicators:** to be developed

13. SOCIAL INTERACTION

**Indicators:** the proportion of public open and built space that is amenable to social interactions, and then the # of people actually using these spaces; the number of residents involved in local community garden activities;

14. COMMUNITY NETWORKS AND ORGANIZATIONS

**Indicators:** the number of residents active in local organizations such as sports teams, business groups, the community centre association, strata councils, the school's Parent Advisory Committee, etc.

**ECONOMIC**

1. ECONOMIC SECURITY

**Indicators:** # of jobs - number of jobs per 1,000 sq. ft. of commercial development (e.g. businesses) and community centre, school, childcare facilities; also the number of jobs created for inner-city residents during the construction of the Olympic Village; Affordable housing responding to the need to provide housing for

those in service and other low-paying occupations. The provision of quality childcare will make it easier for parents to hold full time employment.

2. LOCAL SELF-RELIANCE

**Indicator:** Complete Community Design - Range of services available in the community to meet daily needs.

3. ECOLOGICAL ECONOMY

**Indicator:** to be developed

4. ECONOMIC ADVANTAGE

**Indicator:** to be developed

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## Annex B: Glossary of Key Terms and Sustainable Definitions

**Accessibility:** Provide housing opportunities for a range of income groups, and a social and physical infrastructure that is accessible to the whole community. A model sustainable community should be a 'complete' community in terms of who can visit and live in the neighbourhood.

**Accountability:** Assume responsibility for decisions and actions through monitoring their impacts and outcomes. Accountability means recognizing limits to the infrastructure and ecology. It means setting targets and establishing monitoring systems. It means making a special effort to feedback results, and to raise awareness about what works.

**Adaptability and Diversity:** Ensure that SEFC is a community that can easily adapt to changes in policies, programs, and imperatives. One method of enhancing adaptability is to design the buildings, parks, infrastructure and roadway in ways that facilitate low-cost changes (for example, designing buildings for adaptive re-use). Another method is to plan for optimum levels of diversity, including economic social and cultural diversity, biodiversity, and a diversity of land uses and built form.

**Adaptive Management:** Evaluating the performance of new management approaches and changing practices over time as experience is gained.

**Brownfield:** Previously developed and occupied industrial land.

**Cut:** the removal or excavation of permanent material so as to provide additional useable or open water area adjacent to the existing shoreline.

**Economic Viability:** Provide employment opportunities and economic vitality. Economic viability means that SEFC must offer a reasonable 'Total cost' financial return to property owners and developers.

**Equity:** Ensure a fair allocation of limited resources between all the competing users, including the many social groups within Vancouver. Equity also means sharing between present and future generations, and between Vancouver and other parts of the world. Equity means that everyone is entitled to a minimum quantity of the planet's resources, and that those who benefit from pollution should pay the costs.

**Evaluate:** Assess, appraise, find or state number or amount of.

**Indicators:** "indicate" performance based on established targets. An indicator is a quantitative or qualitative measure of a trend or condition.

**Integration:** Promote optimum solutions by facilitating a collaborative process of design and decision-making. Examine the unintended and indirect impacts of decisions to enhance performance of the neighbourhood in all three spheres of sustainability.

**Livability:** Maintain an environment that contributes to an individual's physical, social and mental well-being and personal development. Livability means that the processes

of planning and design allow for effective participation in decision-making by a broad range of groups.

**Local-serving Retail:**

**Mews:** Non-vehicular pathways through development sites to facilitate pedestrian or bicycle movement through the site.

**Multiple Accounts Evaluation:**

**Targets:** Establish the desired level of performance for the neighbourhood. Targets are intended to function as guides rather than final standards.

**Temporary Structure:** definition forthcoming.

**Through Apartments:** An apartment designed to have access to sunlight on two sides (north-south) or (east-west). Through apartments provide opportunity for natural ventilation, which helps to reduce the need for air-cooling systems.

**Stewardship:** Accept responsibility for the conservation, restoration and management of resources so as to satisfy present and future uses. Stewardship means living within the limits imposed by ecosystems, locally and globally. It means recognizing that the market may only partially provide stewardship in a number of areas, and that public policy may be needed to ensure full stewardship is achieved.

**Strategy:** Long range policy designed for a particular purpose.

**Sustainable Urban Development:** Integrates the three spheres of sustainability (social, ecological and economic) into a practical approach to planning communities. To create, at the community level, a neighbourhood with diverse economic opportunities, environmentally sensitive buildings and landscapes, and promotes a safe, equitable, healthy and participatory society.

**Universal Design:** Ensures that SEFC community be planned and built to equitably meet the needs of all people at varying levels of mobility and sensory ability.

**Family unit:** A residential unit including two or more bedrooms which is located at the eighth floor or lower from grade or the podium, as defined in *Guidelines for High Density Housing for Families with Children* adopted by City Council May 30, 1989.

**Fill:** any permanent material deposited in the water area that reduces the extent of usable or open water area, but excluding floating docks intended for pedestrian access purposes or marine-related uses.

**Flex Use:** floor area that can be developed with residential, retail, service, office or live/work uses to be determined at the sub-area rezoning stage.

**Interfaith Spiritual Centre:** use of a premise for religious worship, spiritual learning, and community involvement. Specifically, this concept refers to the idea of a single facility intentionally designed to serve a diversity of faith groups, spiritual communities and interested/non-affiliated individuals.

**Live/work use:** combined residential use with general office use in conjunction with one another in the same premise.

**Non-motorized Boating Facility:** space integrated into the community centre that will provide a meeting room, washrooms, and boat storage space for non-power recreational boating users (e.g. kayaks, canoes, dragon boats, and small sailboats).

**Transportation Demand Management:**

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