

# LATE DISTRIBUTION FOR COUNCIL - JUNE 27, 2006

# P3



## CITY OF VANCOUVER POLICY REPORT DEVELOPMENT AND BUILDING

Date: June 23, 2006  
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Meeting Date: June 27, 2006

TO: Vancouver City Council

FROM: Director of Current Planning

SUBJECT: CD -1 Rezoning: 2 - 88 West 1<sup>st</sup> Avenue, 2 - 26 East 1<sup>st</sup> Avenue and 27 - 99 West 2<sup>nd</sup> Avenue

### RECOMMENDATION

- A. THAT the application by Pinnacle International (West First) Plaza Inc. to rezone 2 - 88 West 1<sup>st</sup> Avenue (E1/2 of Lot1, W1/2 of Lot 1, Lots 2-8, Blk 9, DL 200A, Plan 197), 27 - 99 West 2<sup>nd</sup> Avenue (Lots 11-16, Blk 9, DL 200A, Plan 197) and 2 - 26 East 1<sup>st</sup> Avenue (Lots 1-3, Blk 8, DL 200A, Plan 197) from M-2 to CD-1 (Comprehensive Development District) be referred to a Public Hearing, together with:
- (i) plans prepared by Howard Bingham Hill Architects received March 24, 2006 represented in Appendix F;
  - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
  - (iii) the recommendation of the Director of Current Planning to approve the application, subject to approval of conditions contained in Appendix B;

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

AND FURTHER THAT the Director of Legal Services be instructed to prepare a consequential amendment to the Sign By-law to establish regulations for this CD-1 in accordance with Schedule B (DD) as set out in Appendix C for consideration at the Public Hearing.

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

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

- C. THAT Recommendations A to B be adopted on the following conditions:
- i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
  - ii) THAT any approval that may be granted following the public hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
  - iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

#### GENERAL MANAGER'S COMMENTS

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

#### COUNCIL POLICY

- Central Area Plan
  - adopted by Council on December 31, 1991.
- South East False Creek Policy Statement
  - adopted by Council on October 5, 1999 and amended on July 8, 2004.
- South East False Creek Official Development Plan (SEFC ODP)
  - enacted on July 19, 2005 and amended on March 21, 2006.
- South East False Creek Financial Plan and Strategy
  - adopted by Council on March 1, 2005.
- South East False Creek Green Building Strategy
  - adopted by Council on July 8, 2004.
- Live/Work Use Guidelines
  - adopted by Council on March 21, 2006.
- High-Density Housing for Families with Children Guidelines
  - adopted by Council on March 24, 1992.
- Financing Growth (Community Amenity Contributions)
  - adopted by Council on January 20, 2003 and amended on February 12, 2004.
- Neighbourhood Energy Utility
  - adopted by Council on March 2, 2006.

## PURPOSE AND SUMMARY

This report presents the staff assessment of an application by Pinnacle International to rezone a site addressed at 2 - 88 West 1<sup>st</sup> Avenue (Parcel 1), 27 - 99 West 2<sup>nd</sup> Avenue (Parcel 2) and 2 - 26 East 1<sup>st</sup> Avenue (Parcel 3), from M-2 (Industrial) to CD-1 (Comprehensive Development District). The application refers to “Parcels” rather than “Sub-Areas”, but for the purposes of this Report, Parcel 1 is Sub-Area 1, Parcel 2 is Sub-Area 2, and Parcel 3 is Sub-Area 3.

The rezoning proposal includes six primarily residential mid-rise buildings on the site ranging from 4 to 15 storeys with a maximum height of 47 m (154 ft.). The proposal includes commercial uses at grade along Manitoba Street, live/work uses at grade on 2<sup>nd</sup> Avenue and a total of 404 residential units. The total proposed floor area across the site is 37 487.90 m<sup>2</sup> (403,530 sq. ft.) including 4 041.20 m<sup>2</sup> of heritage floor area to be purchased from donor sites equating to a total of 3.92 FSR provided that the requisite approval of the Development Permit Board is received.

The purpose of the requested rezoning is to undertake a mixed use development on the site which includes three sub-areas as follows. (See Figure 1 below)

### Sub-Area 1 (2 - 88 West 1<sup>st</sup> Avenue)

This Sub-Area spans the entire block from Manitoba to Ontario Street with a gross site area of 4 496.20 m<sup>2</sup> (48,398 sq. ft.). The proposal is for three primarily residential buildings including an eight storey (24.38 m) residential building including one level of commercial uses on the west corner, a 4 storey (12.19 m) mid-block residential building consisting of townhouses and apartments, and a 10 storey (30.48 m) residential building including 2 storey townhouses at grade fronting onto 1<sup>st</sup> Avenue.

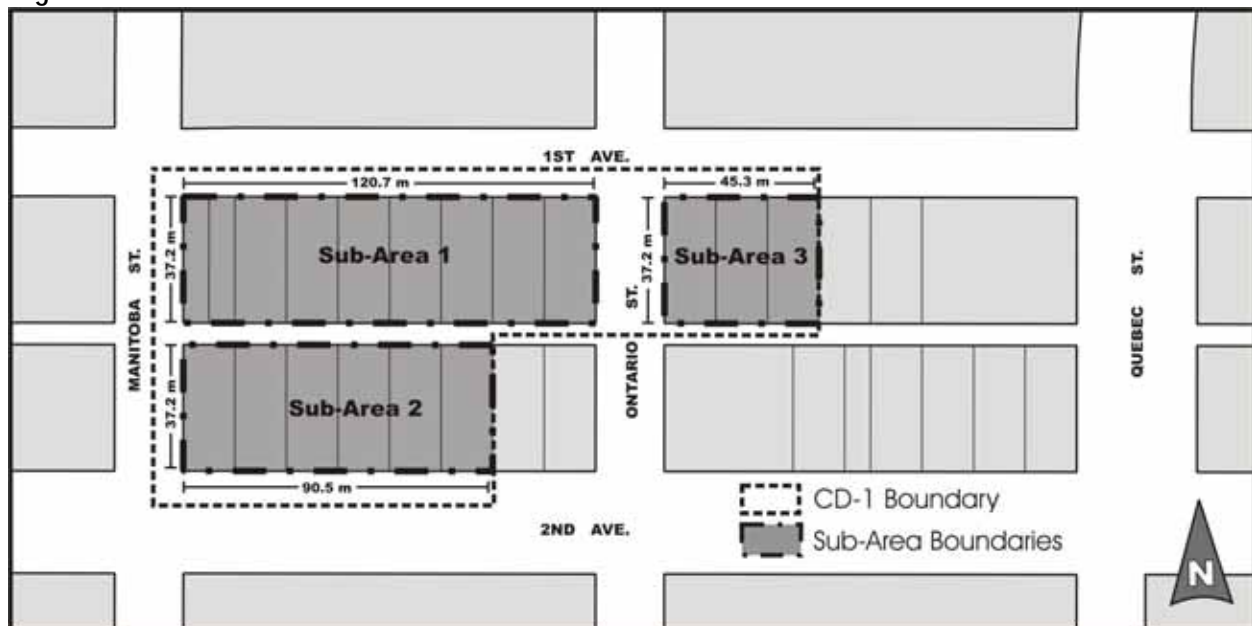
### Sub-Area 2 (27 - 99 West 2<sup>nd</sup> Avenue)

This sub-area consists of approximately 91.44 m (300 ft.) of frontage (two thirds of the block) along 2<sup>nd</sup> Avenue starting from Manitoba Street. An eleven storey (32.58 m) residential building is proposed including one level of commercial uses at grade at the west corner and a 6 storey (19.5 m) mid-block building with live/work units at grade facing onto 2<sup>nd</sup> Avenue and the courtyard to the north.

### Sub-Area 3 (2 - 26 East 1<sup>st</sup> Avenue)

This sub-area is located at the southeast corner of 1<sup>st</sup> Avenue and Ontario Street and includes approximately 45.72 m (150 ft.) of frontage. Proposed is a 15 storey (47 m) residential building including 2 storey townhouses at grade fronting onto 1<sup>st</sup> Avenue, Ontario Street and the lane to the south.

Figure 1



Staff have assessed the application and finds that it generally meets the intent of the South East False Creek (SEFC) Official Development Plan (ODP) and are generally supportive of the proposed land uses, density, and form of development subject to the design development conditions outlined in Appendix B being met at the development permit stage.

Staff have reported to Council on a comprehensive Public Benefits Strategy which outlines the proposed funding and delivery of new public amenities and infrastructure in SEFC. The Strategy aims to ensure that new development pays a fair share towards public benefits to meet the demands created by the new population. The approach includes the use of the city-wide DCL, and an area-specific DCL. In addition, it outlines objectives for possible Community Amenity Contributions (CACs). Staff are currently in discussions with the applicant regarding a possible Community Amenity Contribution (CAC). The proposed contributions will be reported to Council prior to the Public Hearing for this rezoning application.

Staff recommend that the application be referred to a Public Hearing, together with a draft CD-1 By-law with provisions generally as shown in Appendix A and the recommendation of the Director of Current Planning that the application be approved, subject to approval of conditions listed in Appendix B, including approval in principle of the form of development as shown in plans stamped "Received March 24, 2006" and are included in Appendix F.

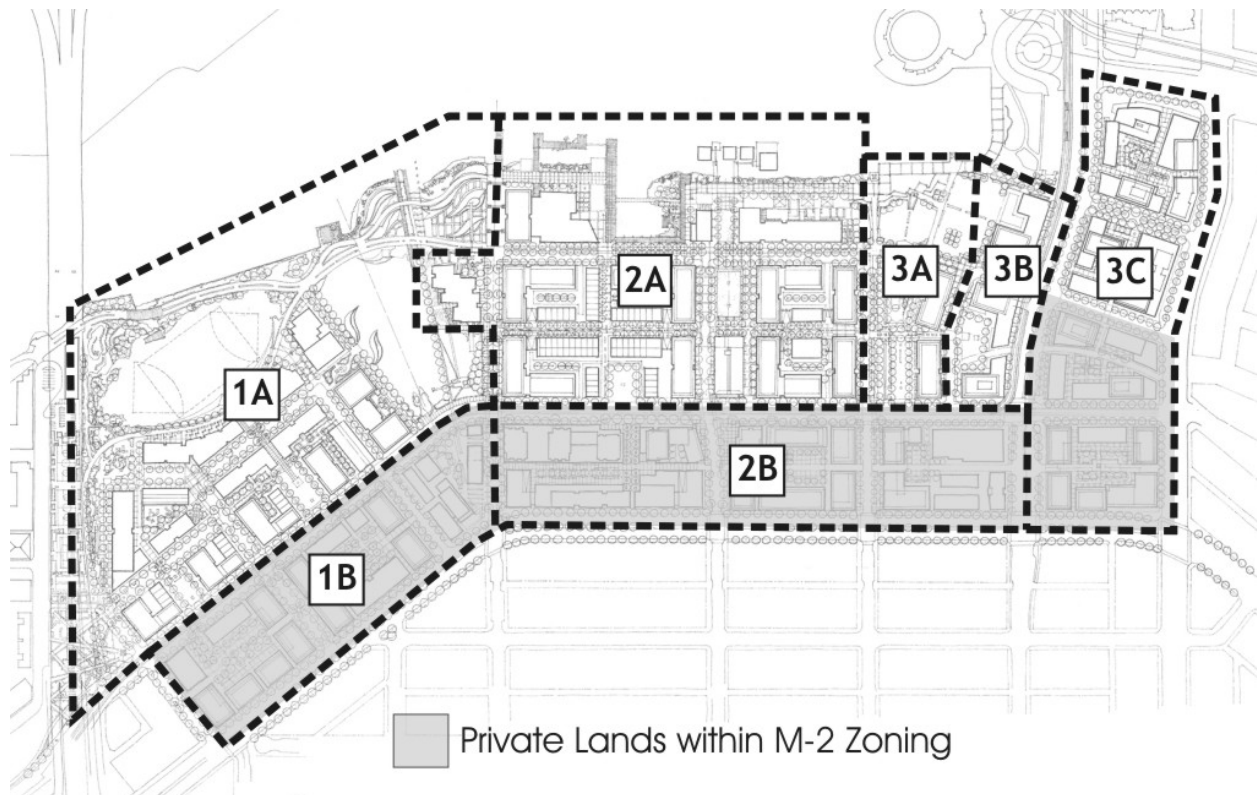
## BACKGROUND

The South East False Creek area is currently occupied by a variety of industrial uses including warehousing, manufacturing, auto repair shops and wholesalers. A number of sites are vacant or underutilized.

The future of South East False Creek is envisioned as a predominantly high density residential neighbourhood intended to move significantly towards more sustainable development practices and in doing so, provide a learning experience which can be applied across the city.

The SEFC ODP provides the framework to create a complete community where goods and services are within walking distance and housing linked by transit to nearby jobs. There will be significant improvements to the transportation network within SEFC which will be designed to accommodate all forms of transportation with particular priority on more sustainable modes to encourage walking, cycling and transit. This is to be achieved incrementally by way of site-specific CD-1 rezonings. Details of the sustainable transportation strategies are outlined in Appendix D.

Out of the 80 acres covered by the SEFC ODP, approximately 30 acres are in private ownership. Sub-areas 1B, 2B and the M-2 portion of 3C are shown in grey on the map below.



Most of the owners of these properties have been involved in the SEFC planning process since the outset leading to some participating in a coordinated cost recovery process to deal simultaneously with eight CD-1 rezonings for private properties within the SEFC ODP. The subject site was included in this process.

The level of community involvement in the development of the SEFC ODP has been extensive, and as part of the coordinated cost recovery process for private land rezonings two well attended open houses were held, where this application was reviewed by the public. The application has also been reviewed by the Urban Design Panel, which voted 5-4 in support. The detailed Public and Design Panel commentary are included in Appendix D.

**DISCUSSION**

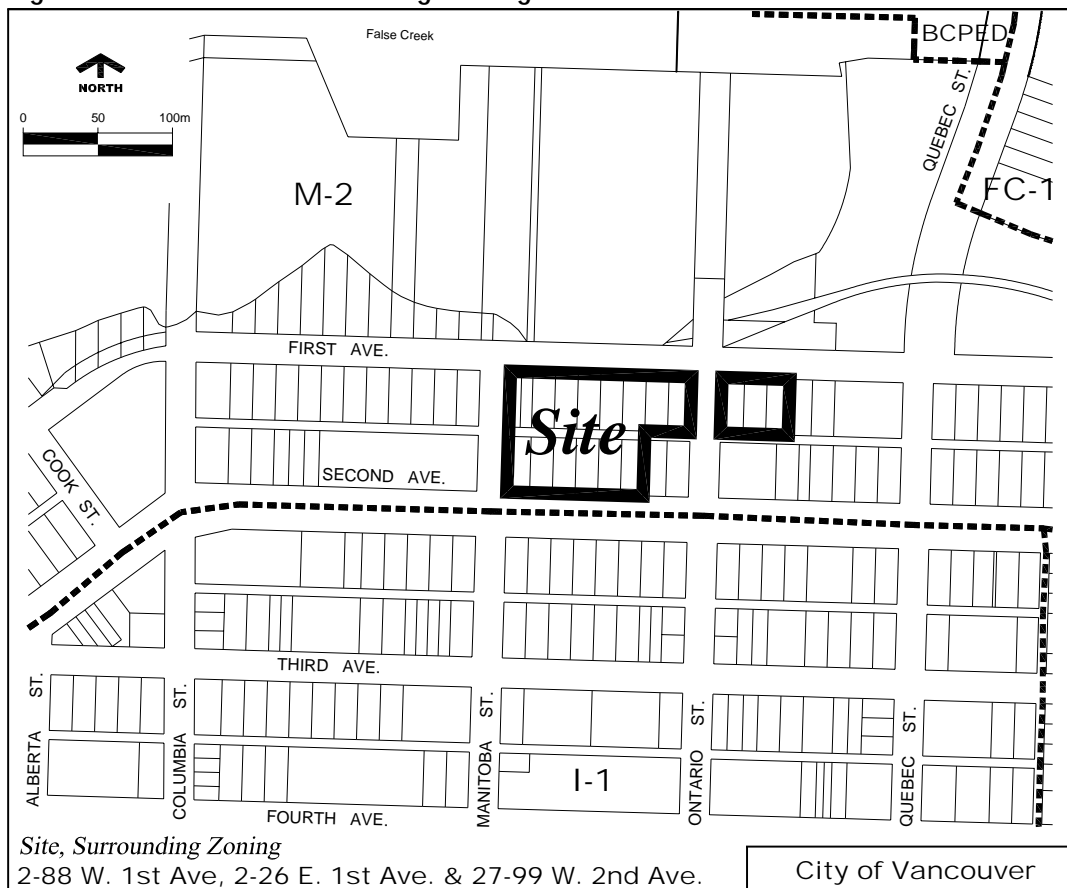
**1. Site:**

The proposed development consists of a site which includes three sub-areas currently zoned M-2. The site in this rezoning application is currently occupied by a mixture of 1 and 2 storey commercial buildings.

**2. Context:**

The historic Domtar Salt Building is located across the street to the northwest of Sub-area 1. First Avenue forms the boundary between the private and public lands and is to be redesigned to accommodate the downtown Streetcar. A future streetcar station has been identified to be built at the intersection of Manitoba Street directly south of the Domtar Salt Building. Manitoba Street has been identified as the commercial “high” street which will be the focus for the emerging community. To the south, 2<sup>nd</sup> Avenue forms the boundary of the SEFC ODP area and will continue to serve as an arterial route to relieve vehicular traffic along 1<sup>st</sup> Avenue. The historic Opsal Steel Building is located further east on 2<sup>nd</sup> Avenue between Ontario and Quebec Street. There is a standard 20 foot wide lane that serves development between 1st and 2<sup>nd</sup> Avenues.

**Figure 2: Site and Surrounding Zoning**



**3. Land Uses:**

The proposed rezoning includes a mix of uses including dwelling units, live work and commercial along Manitoba Street. Staff supports the proposed land uses as they are consistent with the mix of uses that were contemplated in the South East False Creek ODP.

This rezoning application includes 10 units of live work use. This use is permitted by the 2005 SEFC ODP at the ground floor levels in many of the development sites both in the City lands and private lands.

In late 2005, Council considered a referral report for the adoption of “live-work” as a new definition in the Zoning and Development By-law (and replacing the term “general office live-work in the Downtown District ODP); and extending this use into the heritage areas of Gastown, Chinatown, Victory Square and Hastings Street. At that time, noting the assessment and taxation difficulties that live-work uses create for the assessor and for owners, Council passed the staff recommendation that “no further expansion to live-work zoning be approved by Council until after a solution to the property assessment, classification and taxation issues has been implemented.” The Director of Finance, in consultation with the Director of Current Planning, will report back to Council on potential solutions to the issues. However, this moratorium was not intended to apply to the South East False Creek ODP area which had been in process during the live-work discussion.

Based on the current zonings in process in SEFC, the “take-up” on the live-work is small: about 40 out of 1,042 units in the 6 rezonings in process.

#### 4. Density:

The total floor area proposed in the application is 37 487.90 m<sup>2</sup> which would represent 3.92 FSR across the site. The total allowable floor area prescribed in the SEFC ODP is 33 446.70 m<sup>2</sup> which represents 3.5 FSR, however the ODP also provides that a development may be eligible for the benefits of transfers of heritage density.

This rezoning application seeks additional density to be purchased from heritage donor sites located within the SEFC ODP boundary. Staff supports the proposed additional floor area of 4 041.20 m<sup>2</sup> [37 487.90 m<sup>2</sup> minus 33 446.70 m<sup>2</sup>]. An urban design assessment of the form of development resulting from the increase in density concluded that this additional density would be supportable. The owner may acquire the proposed additional floor area in 2 separate amounts, as follows:

##### (a) Heritage Density Transfer of 10 Percent

To facilitate the preservation and restoration of heritage resources throughout SEFC, as permitted by Section 595A of the *Vancouver Charter* the proposed rezoning by-law provides that the Development Permit Board may permit the purchase and allocation for use on this site of up to 3,344.67 m<sup>2</sup> additional density (10 percent of the permitted density for the site, which is 33,446.70 m<sup>2</sup>) from heritage donor sites within South East False Creek where the density is received by the heritage donor site as compensation for the reduction in market value at the time of designation as a heritage property.

##### (b) Residual Amount beyond the Heritage Density Transfer of 10%

If the Development Permit Board approves the 3 344.67 m<sup>2</sup> additional density referred to in paragraph (a) above, this will not be sufficient to achieve the proposed additional floor area of 4 041.20 m<sup>2</sup>. It is necessary for the applicant to purchase an additional 696.53 m<sup>2</sup> of heritage density [4 041.20 m<sup>2</sup> minus 3 344.67 m<sup>2</sup>] from heritage donor sites within SEFC where the density is received by the donor site as compensation for restoration of the heritage site. The total floor area permitted under the proposed rezoning is 34 143.23 m<sup>2</sup> [33 446.70 m<sup>2</sup> plus 696.53 m<sup>2</sup>], however

a condition of the proposed rezoning will be that the applicant may not develop the 696.53 m<sup>2</sup> until such time as it has purchased this additional density.

If the applicant does not purchase the heritage density referred to in paragraphs (a) and (b) above, the Development Permit Board may approve a form of development which reflects an overall floor area that does not exceed 3.5 FSR (33 446.7 m<sup>2</sup>) for the site subject to the general form of development meeting the intent of the SEFC ODP.

The proposed form of development reflects a FSR of 3.32 (14 951 m<sup>2</sup>) in Sub-Area 1, a FSR of 3.5 (11 803.70 m<sup>2</sup>) in Sub-Area 2, and a FSR of 6.36 (10 733.21 m<sup>2</sup>) in Sub-Area 3.

#### 5. Form of Development:

(Note Plan: Appendix F). The SEFC ODP provides a clear direction for built form. While the overall maximum height is 47 m (154 ft.), the illustrative plan of the optimal massing envisions a variety of heights across the ODP area ranging from 3 to 15 storeys. Simple rectilinear forms recall the industrial character in this area and fit into the lower-height context of the south shore of False Creek and the Mount Pleasant industrial area.

A portion of the northwest corner of Sub-Area 1 will be dedicated as road, for use as a triangular (open space) plaza. If deemed necessary, the City could have an option to construct a road through this dedication to provide access to the retail uses on the east side of the Domtar Salt Building which is described in more detail under the “Parking, Loading and Circulation” section of this report. As a result, the mid-rise building on 1<sup>st</sup> Avenue and Manitoba Street has been shifted to the east and has been shaped to respond to the unique geometry of the site resulting from this triangular dedication.

The proposed form of development generally follows the ODP intent. Sub-Area 3 performs an important urban design role at the terminus of the park along Ontario Street. The ODP contemplates a taller form of 47 m (154 ft.) to emphasize this prominent focal point. Given its prominence this building should achieve architectural excellence to support this goal.

In light of the intention to have a taller form within Sub-Area 3, as noted above, staff supports the purchase of heritage density to accommodate this. In the event that the applicant is unsuccessful in purchasing heritage density, a form of development with less floor area within Sub-Area 1 and 2 would allow more floor area within Sub-Area 3, providing that it meets the general form of development in the ODP. Staff are confident that if heritage density is not purchased, that the resulting form of development could still achieve the general intent of the ODP through a reduction in floor plates for the mid-rise buildings.

This proposal follows the form of development illustrated in the SEFC ODP with the exception of the height of the mid-rise building within Sub-Area 2. The height of the mid-rise is proposed at 32.58 m (106 ft.). This building is shown in Figure 10 of the ODP as having 10 storeys. For all the rezoning applications, staff have utilized a 3.05 m (10 ft.) floor-to-floor multiplier to establish the optimum heights that the ODP illustrative plan represents. Based on this formula the optimum height for this sub-area equates to 30.48 m (100 ft.). Staff support the 2.1 metre increase in height as it allows for greater variety of building heights within the area and achieves a more slender building profile.

#### 6. Parking, Loading and Circulation:

The parking and loading provisions outlined in the SEFC Green Building Strategy are intended to lead the City in achieving its sustainable transportation objectives while addressing basic parking demands. Amendments to the Parking By-law based on these standards are



recommended to Council concurrently with the SEFC CD-1 rezoning for a site at 311 West 2<sup>nd</sup> Avenue, and if adopted, will provide regulations for this and all other sites within SEFC. The regulations include both minimum and maximum standards for parking provision in order to ensure a workable amount of parking in support of development while preventing a level of parking that would exceed acceptable amounts. The provision of co-operative vehicles for residential developments throughout the SEFC ODP area will be required through a rezoning condition. The option whereby applicants can provide less than the required parking through provision of a Transportation Management Plan will also be provided.

Staff has reviewed the parking and loading provisions within the application and have provided detailed comments in Appendix D noting that plans do not show the required provision for disability, visitor, co-op and loading spaces as per the SEFC Green Building Strategy (Appendix E).

The laneways between 1<sup>st</sup> and 2<sup>nd</sup> Avenue will continue to function as utility corridors servicing infrastructure and utilities. In addition, lanes are intended to be more walkable while allowing for standard vehicle access and manoeuvring. The proposal includes specialty paving and bench seating at the lane edge where the pedestrian connections occur between Sub-Area 1 and Sub-Area 2. Specialty paving and landscaping should be used to delineate public and private space and denote pedestrian crossing and movement areas as per the SEFC Public Realm Plan which is currently being finalized.

The 6.1 m (20 ft.) commercial lane servicing this block currently has major above grade utilities, including several large utility 'H' poles supporting electrical transformers. There will be a requirement for each development to pay a proportional share of the cost of undergrounding these utilities and laneway public realm enhancement through either a local improvement process or other suitable arrangements. The improvements to the lane south of 1<sup>st</sup> Avenue from Manitoba to Ontario will be designed to meet the anticipated SEFC Public Realm Plan requirements.

As noted previously, there is a large triangular dedication on the northwest side of Sub-Area 1 which provides for an open space (plaza) and the possibility of a future street to access the northeast side of the Domtar Salt Building and plaza. Staff are currently assessing options for providing access to the commercial "neighbourhood centre" immediately north of 1<sup>st</sup> Avenue. This issue will be resolved prior to development permit issuance for this project.

#### 7. Environmental Sustainability:

Environmental sustainability is a key objective of the SEFC Official Development Plan. City Council approved the Draft SEFC Green Building Strategy (GBS) on July 8, 2004 which sets out a minimum baseline of environmental performance in all facets of building design and construction. The SEFC Green Building Strategy is an evolving document which is intended to incorporate the most recent best practices. The current version of the SEFC Green Building Strategy is detailed in Appendix E. As part of the SEFC GBS, all new development within the SEFC Private Lands is required to meet LEED™ Silver equivalency (with a target of 36 points). New development is to comply with the mandatory requirements for Energy Performance, Water Conservation, Parking and Loading and Storm Water Management. In addition, the SEFC Green Building Strategy identifies benchmarks for achieving LEED™ Silver equivalency.

Sustainability is a core concept of the proposed development, and an integrated approach was taken in the design and development of the application. The applicant has submitted a LEED™ scorecard indicating that they intend to achieve 36 points which meets LEED™ Silver equivalency consistent with the objectives of the SEFC Green Building Strategy. More details

on this application's sustainability strategy are provided in Appendix G. The proposal incorporates the following approaches to sustainability:

- Improved Energy Efficiency of approximately 25 percent through building envelope design and increased efficiency and reduction of green house gas (GHG) production through hooking into the Neighbourhood Energy Utility (NEU) and utilization of hot water base board heating;
- Design of green roofs to reduce storm water runoff and heat island effect;
- Reduction in potable water use through high efficiency fixtures and drought resistant landscaping;
- Improved indoor air quality by using low emitting paints, carpets, adhesives and sealants;
- Provision of parking spaces and fuel efficient cars for the car sharing program;
- Provision of fuel efficient cars for Co-op initiatives;
- Undertaking of construction waste management to divert debris from landfill; and
- Promotion of urban agriculture through on-site community gardens.

#### 8. Universal Design:

The ODP states that development in the South East False Creek area is subject to the principles for "universal design" to ensure that maximum access is provided for all persons with varying levels of mobility and sensory ability, noting that alternative solutions may be necessary for differing types of development. Rezoning applicants have been working cooperatively with City staff to address these objectives through reference to "The Safer Home Certification Criteria". A copy of "The Safer Home Certification Criteria" which has been attached in Appendix G lists the items which the applicant intends to achieve through future stages of design development. In addition, staff will ensure that the transportation network and systems in South East False Creek are designed to address the City's recent "measure up" initiative for inclusiveness and accessibility for all members of society.

Council has supported the principle of enhanced accessibility and approved amendments to the Vancouver Building By-Law (VBBL) aimed at improving access to residential units. Apart from a few outstanding items, the VBBL regulates many of the items identified in "The Safer Home Certification Criteria". City staff have conducted a preliminary review of these outstanding items and consider them to be feasible from a cost and building safety perspective. However, compliance with aspects of "The Safer Home Certification Criteria" which are not regulated through the VBBL will be addressed voluntarily by the developer.

#### 9. Public Input:

A rezoning information sign was installed on the site on April 12, 2006 and a notification letter dated April 19, 2006 was mailed to the surrounding property owners in the area including residents of City Gate.

Approximately 150 people attended two public open houses held on April 29, 2006 and May 1, 2006. A total of 49 people signed in at the two Public Open Houses and three comment forms were submitted, all of them providing a variety of opinions and varying levels of support for the application. More details on the public input are provided in Appendix D.

The application has generated very little comment from surrounding property owners and other citizens, and no written communication has been sent to City staff.

## PUBLIC BENEFITS

Council has a long-standing policy in regard to financing growth that ensures that new development contributes to the cost of growth and its impacts.

On March 1, 2005, City Council approved the ODP that included a comprehensive public infrastructure and amenity package to serve the South East False Creek area. This includes parks, public realm and infrastructure improvements, childcare, community centre, library, and affordable housing. At that time, a Financial Plan and Strategy report was brought forward which outlined in a preliminary way the funding strategies to deliver the Plan through sharing of costs between the PEF and private lands. Staff was instructed to report back with further details in the context of the CD-1 rezonings.

Staff has reported to Council on a comprehensive Public Benefits Strategy which outlines the proposed funding and delivery of new public amenities and infrastructure in South East False Creek. The Strategy aims to ensure that new development pays a fair share towards public benefits to meet the demands created by the new population.

The proposed approach includes the use of the city-wide DCL, and area-specific DCL. In addition, it outlines objectives for community amenity contributions (CACs).

Staff are currently in discussions with the applicant regarding the Community Amenity Contribution (CAC). The proposed contributions will be reported to Council prior to the Public Hearing for this rezoning application.

## PUBLIC ART

Council policy requires rezonings that are greater than 14 864 m<sup>2</sup> (160,000 sq. ft.) to contribute \$0.95 per buildable (FSR) foot to public art. City staff are currently working on a public art plan for SEFC. Details of this program will be completed by the summer of 2006.

## FINANCIAL IMPLICATIONS

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

## CONCLUSION

Staff assessment of this application concluded that the proposed use, density, and form of development are generally supportable, and that any revisions that are called for can be made at the development permit stage. The Director of Current Planning recommends that the application be referred to a public hearing, together with a draft CD-1 By-law generally as shown in Appendix A and a recommendation of the Director of Current Planning that it be approved, subject to the conditions of approval listed in Appendix B, including approval in principle of the form of development as shown in revised plans included here as Appendix F.

\* \* \* \* \*

2 - 88 West 1<sup>st</sup> Avenue, 2 - 26 East 1<sup>st</sup> Avenue and 27 - 99 West 2<sup>nd</sup> Avenue  
DRAFT CD-1 BY-LAW PROVISIONS

Note: A draft By-law will be prepared generally in accordance with the provisions listed below, which are subject to change and refinement prior to posting to the satisfaction of the Director of Legal Services.

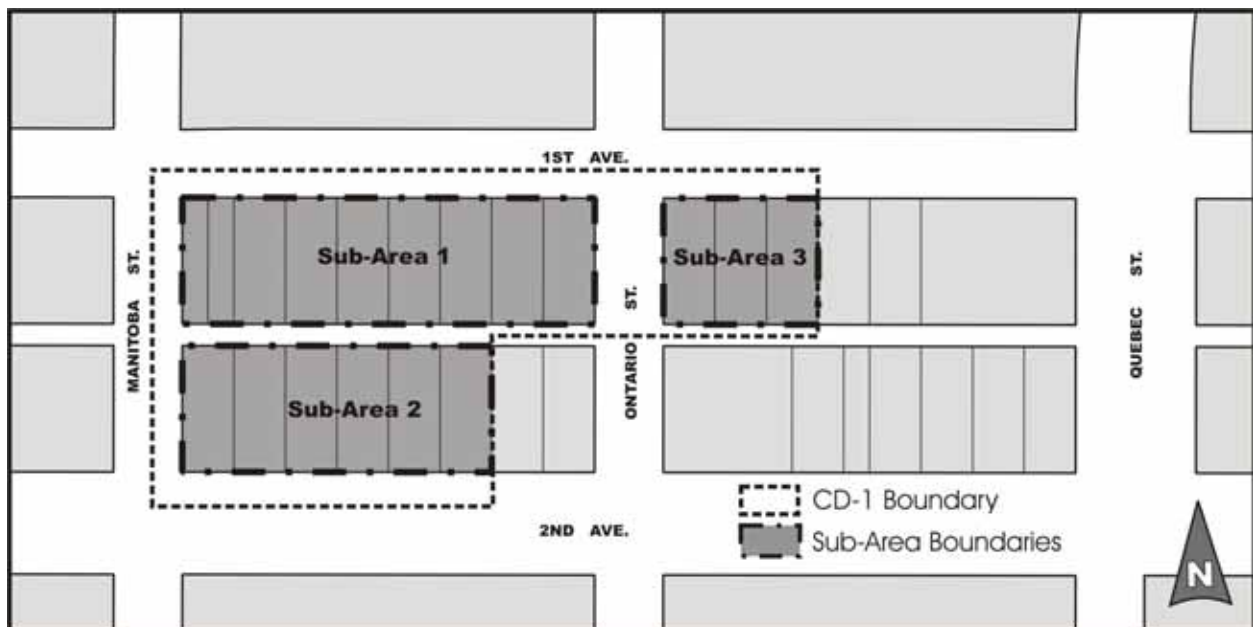
1. Definitions

Words in this by-law shall have the meaning assigned to them in the Zoning and Development By-law, except as provided below:

“Base Surface” means the base surface calculated from the official established building grades.

2. Sub-Areas

The district shall comprise of three sub-areas generally illustrated in Diagram 1 below.



3. Land Uses

Subject to approval by Council of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 (\*\*\*) and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:

- (a) Dwelling Uses, limited to Multiple Dwelling;
- (b) Institutional Uses, limited to Child Day Care Facility, Social Service Centre, and Special Needs Residential Facility;

- (c) Live-Work Use;
- (d) Manufacturing Uses, limited to Bakery Products Manufacturing, Batteries Manufacturing, Clothing Manufacturing, Dairy Products Manufacturing, Electrical Products or Appliances Manufacturing, Food or Beverage Products Manufacturing - Class B, Furniture or Fixtures Manufacturing, Ice Manufacturing, Jewellery Manufacturing, Leather Products Manufacturing, Miscellaneous Products Manufacturing - Class B, Non-metallic Mineral Products Manufacturing - Class B, Plastic Products Manufacturing, Printing or Publishing, Rubber Products Manufacturing, Shoes or Boots Manufacturing, Software Manufacturing, Textiles or Knit Goods Manufacturing, Tobacco Products Manufacturing, and Wood Products Manufacturing - Class B;
- (e) Office Uses;
- (f) Parking Uses;
- (g) Retail Uses, excluding Gasoline Station - Full Service, Gasoline Station - Split Island, Liquor Store and Vehicle Dealer;
- (h) Service Uses, limited to Animal Clinic, Barber Shop or Beauty Salon, Bed and Breakfast Accommodation, Catering Establishment, Photofinishing or Photography Laboratory, Photofinishing or Photography Studio, Print Shop, Restaurant - Class 1, Restaurant - Class 2, Neighbourhood Public House, School - Arts or Self-Improvement, and School - Business;
- (i) Accessory Uses customarily ancillary to the above uses; and
- (j) Interim Uses not listed in this section 3, and accessory uses customarily ancillary to them, provided that:
  - (i) the Director of Planning or Development Permit Board considers that the interim use will be compatible with and not adversely affect adjacent development that either exists or that this By-law permits;
  - (ii) the Director of Planning or Development Permit Board is satisfied that the use can be easily removed and is of low intensity or low in capital investment;
  - (iii) the Director of Planning or Development Permit Board is satisfied that there is no risk to the public from contaminated soils either on or adjacent to the subject site; and
  - (iv) development permits are limited in time to periods not exceeding three years;

#### 4. Conditions of Use

4.1 Dwelling units are in an “intermediate zone” as defined in the Noise Control By-law, and, as a result, are subject to noise from surrounding land uses and street activities at levels permitted in industrial and downtown districts.

- 4.2 The design and lay-out of at least 25% of the dwelling units must:
- (a) be suitable for family housing;
  - (b) include two or more bedrooms; and
  - (c) comply with Council's "High Density Housing for Families with Children Guidelines".
- 4.3 All uses except dwelling uses must have direct access to grade.
- 4.4 Any development permit issued for live-work use must stipulate as permitted uses:
- (a) dwelling unit;
  - (b) general office, health care office, barber shop or beauty salon, photofinishing or photography studio, or artist studio - class A; and
  - (c) dwelling unit combined with any use set out in subsection (b).
5. Floor Area and Density
- 5.1 The total floor area for all permitted uses must not exceed 34 143.23 m<sup>2</sup>.
- 5.2 Despite section 5.1, the Development Permit Board may permit an increase in floor space where the increase results from a transfer of heritage floor area from a designated heritage property in SEFC in relation to which the increase was received as compensation for the reduction in market value at the time of designation, to a maximum of 3 344.67 m<sup>2</sup>.
- 5.3 For the purpose of computing floor space ratio, the site consists of all sub-areas covered by this By-law, and Council deems the site size to be 9 556 m<sup>2</sup>, being the site size at the time of the rezoning application and before dedication of any part of the site.
- 5.4 Computation of floor space ratio must include all floors having a minimum ceiling height of 1.2 m, including earthen floor, both above and below ground level, to be measured to the extreme outer limits of the building.
- 5.5 Computation of floor area must exclude:
- (a) open residential balconies or sundecks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, provided that the total area of all exclusions does not exceed 8 percent of the residential floor area being provided;
  - (b) patios and roof gardens, provided that the Director of Planning first approves the design of sunroofs and walls;
  - (c) the floors or portions of floors used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses which, in the opinion of the Director of Planning, are similar

to the foregoing, that, for each area, is at or below the base surface, provided that the maximum exclusion for a parking space shall not exceed 7.3 m in length;

- (d) undeveloped floor area located above the highest storey or half-storey with a ceiling height of less than 1.2 m and to which there is no permanent means of access other than a hatch;
- (e) residential storage space above or below base surface, except that if the residential storage space above base surface exceeds 3.7 m<sup>2</sup> per dwelling unit, there will be no exclusion for any of the residential storage space above base surface for that unit;
- (f) amenity areas, including day care facilities, recreation facilities, and meeting rooms, provided that the total area excluded does not exceed 1 000 m<sup>2</sup>; and
- (g) where a Building Envelope Professional as defined in the Building By-law has recommended exterior walls greater than 152 mm in thickness, the area of the walls exceeding 152 mm, but to a maximum exclusion of 152 mm thickness.

5.6 Computation of area may exclude, at the discretion of the Director of Planning or Development Permit Board:

- (a) enclosed residential balconies provided that the Director of Planning first considers all applicable policies and guidelines adopted by Council and approve the design of any balcony enclosure subject to the following:
  - (i) the total area of all open and enclosed balcony or sundeck exclusions does not exceed 8 percent of the residential floor area being provided; and
  - (ii) no more than 50 percent of the excluded balcony floor area may be enclosed;
- (b) windows recessed into the building face to a maximum depth of 160 mm, except that the Director of Planning may allow a greater depth in cases where it improves building character;
- (c) unenclosed outdoor areas at grade level underneath building overhangs, provided that the Director of Planning first considers all applicable policies and guidelines adopted by Council and approves the design of any overhangs, and provided that the total area of all overhang exclusions does not exceed 1 percent of the residential floor area being provided;
- (d) open to below spaces or double height volumes can be excluded on the second storey units where the first floor is located within 2 m of grade to a maximum of 15 percent of the floor area of the first floor of that unit for residential and live/work units;
- (e) passive solar appurtenances on buildings that help mitigate solar gain which may be in the form of balconies and/or light shelves;

- (f) cultural, recreational, and institutional uses secured to the city's satisfaction for public use and benefit, can be exempt from the calculation of floor space ratio or site coverage; and
- (g) trellises and other garden structures which support the use of intensive green roofs and or urban agriculture.

5.7 The use of floor space excluded under section 5.5 or 5.6 must not include any purpose other than that which justified the exclusion.

## 6. Height

### 6.1 Sub-Areas

#### SUB-AREA 1

The maximum building height, measured above the base surface and to the top of the roof slab above the uppermost habitable floor must not exceed 30.48 m (100 ft.).

#### SUB-AREA 2

The maximum building height, measured above the base surface and to the top of the roof slab above the uppermost habitable floor must not exceed 32.58 m (106.9 ft.).

#### SUB-AREA 3

The maximum building height, measured above the base surface must not exceed 47 m (154 ft.).

6.2 A mechanical penthouse, trellises and other garden structures which support the use of intensive green roofs and or urban agriculture are to be excluded from the maximum building height as provided by Section 10.11 of the Zoning and Development By-law.

## 7. Setbacks

7.1 Minimum building and landscape setback of 1.5 m from the rear property line on the lane.

7.2 Minimum residential townhouse building setback of 1.6 m from the property line on 1<sup>st</sup> Avenue.

7.3 Minimum residential townhouse building setback of 3.9 m from the east property line on Ontario Street for Sub-Area 1.

7.4 Minimum residential townhouse building setback of 2.4 m from the west property line on the Ontario Street for Sub-Area 3.

## 8. Horizontal Angle of Daylight

8.1 All habitable rooms should have at least 1 window on an exterior wall which complies with the following:



- (a) the window shall be located so that a plane or planes extending from the window and formed by an angle of 50 degrees, or 2 angles with a sum of 70 degrees, shall be unobstructed over a distance of 80 ft.; and
- (b) the plane or planes shall be measured horizontally from the centre of the bottom of the window.

8.2 The Development Permit Board or the Director of Planning, as the case may be, may relax the horizontal angle of daylight requirement of section 7.1 provided he first considers all the applicable policies and guidelines adopted by Council and providing that a minimum distance of 3.7 m of unobstructed view is maintained.

8.3 For the purpose of calculation of the horizontal angle of daylight, the following are considered as obstructions:

- (a) the largest building permitted under the zoning on any adjoining sites; and
- (b) part of the same building including permitted projections.

8.4 For the purpose of Section 8.1, the following should not be considered as habitable rooms:

- (a) bathrooms; and
- (b) kitchens, unless the floor area is greater than 10 percent of the total floor area of the dwelling unit, or 100 sq. ft., whichever is the greater.

## 9. Parking, Loading and Bicycle Parking

Off-street parking, loading, and bicycle spaces shall be provided and maintained according to the applicable provisions of the Vancouver Parking By-law, including those for relaxation and exemptions.

## 10. Acoustics

All development permit applications require evidence in the form of a report and recommendations prepared by a person trained in acoustics and current techniques of noise measurement, demonstrating that the noise levels in those portions of dwelling units listed below do not exceed the noise level set opposite such portions. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq) sound level and is defined simply as noise level in decibels.

Portions of dwelling units	Noise levels (Decibels)
Bedrooms	35
Living, dining, recreation rooms	40
Kitchen, bathrooms, hallways	45

\* \* \* \*

2 - 88 West 1<sup>st</sup> Avenue, 2 - 26 East 1<sup>st</sup> Avenue and 27 - 99 West 2<sup>nd</sup> Avenue  
PROPOSED CONDITIONS OF APPROVAL

Note: These are draft conditions which are subject to change and refinement by staff prior to the finalization of the agenda for the public hearing to the satisfaction of the Director of Legal Services.

FORM OF DEVELOPMENT

- (a) THAT the proposed form of development be approved by Council in principle, generally as prepared by Howard Bingham Hill Architects, and stamped "Received Planning Department, March 24, 2006", provided that the Director of Planning or the Development Permit Board, as the case may be, may allow minor alterations to this form of development when approving the detailed scheme of development as outlined in (b) below.
- (b) THAT, prior to final approval by Council of the form of development, the applicant shall obtain approval of a development application by the Director of Planning, or Development Permit Board, who shall consider the following conditions:

DESIGN DEVELOPMENT - GENERAL

- (i) design development to achieve an architectural response to the tower on Sub-Area 3 which emphasizes the landmark focus as seen from points north;
- (ii) design development to provide improved daylight access and privacy to residential units;

Note to Applicant: The objective is to maintain approximately 24.4 m separation between main living spaces facing each other above the 2<sup>nd</sup> floor across Ontario and Manitoba Streets. Primary living spaces for units adjacent to the lane should be oriented east or west;

- (iii) provide high quality, durable architectural materials and detailing including rain protection overhangs;
- (iv) consideration to provide a shared roof amenity on the roof of the mid-rises;

CPTED (Crime Prevention through Environmental Design)

- (v) design development to take into consideration the principles of CPTED (Crime Prevention Through Environmental Design) having particular regard to reducing opportunities for:
  - theft in the underground parking areas,
  - providing full secure separation for residential uses and parking,
  - residential break and enter,
  - mischief such as graffiti and alcove areas, and
  - increasing the defensibility of the ground level pathway,

## LANDSCAPE DESIGN

### Public, Semi-Public Realm Treatment

- (vi) provision of semi-public and semi-private spaces that are consistent with the South East False Creek Public Realm Plan. Aspects to consider include special paving, lighting, planting, driveway crossings, pedestrian entrances, walkways, permanent site furniture, weather protection, garbage storage, recycling and loading facilities;
- (vii) design development to provide a more public lane interface with the ground level open space on site;

Note to Applicant: A fully public setback to be provided adjacent to the lane including walking area with specialty paving, bench seating, lighting and landscaping. The remainder of the open space should transition from public, semi-private to private open spaces striving not to use fencing or gating.

### Technical

- (viii) provision at time of development permit application of a full Landscape Plan illustrating propose plant materials (common and botanical names), sizes and quantities; notation of existing trees to be retained, paving, walls, fences, light fixtures and other landscape elements; and site grading. Proposed plant material should be clearly illustrated on the Landscape Plan. The landscape plan should be at 1:100 (1/8" = 1'-0") minimum scale;
- (ix) provision of large scale (1/4"=1' or 1:50) partial plans, elevations and sections illustrating the detailed treatment of the project's public realm interface at the streets and lanes; including planter walls, stairs, landscaping, soil depth (indicated by underground structures), semi-private patios, and privacy screens;

Note to Applicant: Grades, retaining walls, walkways and structural elements, such as underground parking, to be designed to provide maximum plant growing depth (exceed BCLNA Landscape Standard). Underground parking roofs may need to be reconfigured to increase soil depth. Underground parking to angle downward at the corner (3 ft. across and 4 ft. down) to increase planting depth for inner boulevard trees and planters. Continuous soil troughs for street and lane trees and climbing plants for walls should be provided wherever possible.)

- (x) provision at the time of development permit application of a Lighting Plan for each site;
- (xi) provision of hose bibs for all patios that cannot be serviced by at grade non-potable water;

### Specific Landscape Conditions

- (xii) provision of a landscape plan for the two intensive green roofs for Building B in Sub-area 1 and Building B in Sub-area 2. Page 11 of the design rational describes these roofs as amenity spaces for the residents. These intensive green roofs spaces should contain common space for use by all the building occupants as well as private patios. Their design should incorporate the collection and passage of water to areas of water storage;

**Note to Applicant:** A detailed program and a landscape plan for these intensive green roofs will ensure clear functionality and good design. For instance, gardening plots may require special watering facilities, storage of tools, and compost areas nearby, or risk being non-viable. Rooftop gardens may have special access or have safety requirements. Many spaces will have a multi-functional component with passive and active uses combined.

- (xiii) provision of landscape elevations illustrating the buildings with the proposed landscape treatment at the lane edge;

### Bicycle Parking

- (xiv) design development to provide bicycle parking spaces meeting Parking By-law requirements;

### ENVIRONMENTAL SUSTAINABILITY

- (xv) applicant to achieve the SEFC Green Building Strategy and meet a minimum LEED™ Silver Canada Certified standard (with a target of 36 points), including City of Vancouver prerequisites (with full LEED™ registration and documentation) or equivalency;

### Energy

- (xvi) provide energy efficient design and modelling results to meet or exceed the CBIP (Commercial Buildings Incentive Program) standard for energy efficiency;
- (xvii) provide full building design to meet ASHRAE 90.1 2004 in its entirety (with the exception of outright energy efficiency, which is covered under provision “xvii”, above) including:
- improved envelope options such as “continuous insulation”, increased r-values, and thermal breaks for balconies and slab extensions
  - energy efficient lighting
  - air exchange effectiveness
  - full best practice building systems commissioning
  - daylighting
  - provision of vestibules where necessary;

**Note to Applicant:** A letter from a professional engineer trained in building commissioning outlining provision for this service to be submitted at the time of application for Building Permit.

- (xviii) provide compatible, energy efficient design and details of the heating and domestic hot water for the referenced connection to the “district heating system” proposed for the area;
- (xix) provide vertical glazing to a maximum of 40 percent or provide additional thermal measure such as low-e glass to compensate for the additional heat loss;
- (xx) provide roughed-in capacity for future individual metering for energy and water supplies;
- (xxi) provide climate zone control for residential and live-work units;
- (xxii) provision of fireplaces listed as a heating appliance with a minimum combustion efficiency to meet or exceed ASHRAE/IESNA Standard 90.1 - 2001 heating appliance standards. No continuous pilot lights; interrupted power ignition is preferred;

**Note to Applicant:** A letter from a professional engineer outlining provision for these features to be submitted at the time of application for Building Permit.

#### Stormwater Management and Green Roofs

- (xxiii) provision of a green roof (including a useable, intensive roof and/or inaccessible, extensive roof) on principle building roofs;
- (xxiv) provision of effective impervious area of no more than 60 percent of total site area with 30 percent of useable intensive green roof area in soft landscape (this includes drop off areas, walkways rooftops and plazas);
- (xxv) provision of best current practices for managing water conservation including high efficiency irrigation, aspects of xeriscaping including drought-tolerant plant selection and mulching;
- (xxvi) design development to reduce the use of potable water for irrigation through the provision of a stormwater retention system (i.e., cistern, on-site pond, infiltration galleries, etc.);

**Note to Applicant:** Provide a stormwater retention system separated from the potable water system (dual system) for the irrigation of the ground level semi-private open spaces and public realm landscaping to be sized for the summer drought periods. In addition, water storage for the roof top shared open space to be considered. All hose bibs to be served with potable water unless clearly indicated otherwise. This system to be designed in coordination with Building - Processing.

- (xxvii) provide details and arrangements for connection and flow rates to meet the SEFC Stormwater Management Plan (see engineering condition “c iii”);
- (xxviii) provision of green roof design to meet structural load, soil depths, and access & egress conditions necessary for an intensive green roof/urban agriculture (regardless of initial roof design - intensive or extensive);

**Note to Applicant:** A letter from a professional engineer outlining provision for these features to be submitted at the time of application for Building Permit.

#### In-Building Water Efficiency

- (xxix) provide low water use plumbing fixtures at or below 1.8 gpm for faucets and showerheads and 6L/3L dual flush toilets;

**Note to Applicant:** A letter from a professional engineer outlining provision for these features to be submitted at the time of application for Building Permit.

#### Urban Agriculture

- (xxx) Design development to incorporate the objectives of urban agriculture including provision of garden plots of an adequate size and number to be productive and viable. The total amount of gardening spaces should be appropriate for the size of development. Locate gardening plots to maximize sunlight and respond to programming requirements such as providing an area for composting, non-potable water/irrigation systems, and suitable soil volumes;

**Note to Applicant:** Explore opportunities to expand the area designated for garden plots, e.g. by using the green roof panels on the tower roof, so that a minimum of 30 percent of the units without private garden space (not balconies) have access to a private garden plot. Note that the existing garden plots of approximately 4 by 12 ft. can be counted as 2 plots if need to reach the 30 percent goal. Regarding the relationship between the proposed play areas and the proposed garden plots on Landscape level 1, explore opportunities to further integrate these areas in order to facilitate children's involvement in gardening and to support parent's ability to garden and monitor children's activities.

#### Building Durability

- (xxxiii) provide high quality, durable architectural materials and detailing including rain protection overhangs to meet or exceed CSA Guidelines on Durability in Buildings;

### Waste Management

- (xxxiv) provide a Construction and Demolition Waste Management Plan at the time of application for Building Permit ensuring that a minimum of 75 percent landfill diversion through the construction process;

### UNIVERSAL DESIGN

- (xxxv) Applicant to work with a Universal Design consultant to achieve the objectives for Universal Design in reference to “The Safer Home Certification Criteria” as outlined in Appendix F.

### AGREEMENTS

- (c) THAT, prior to enactment of the CD-1 By-law, each of the registered owners shall, at no cost to the City make arrangements for the following, on terms and conditions satisfactory to the Director of Legal Services:

### ENGINEERING

Arrangements are to be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for:

- i make arrangements to the satisfaction of the General Manager of Engineering Services, in consultation with the Director of Planning, for:
  - a. the provision, operation, and maintenance of two Co-operative Vehicles and provision and maintenance of two Co-operative Parking Spaces for the use exclusively by such cooperative vehicles, such parking spaces to be in addition to the minimum parking spaces required by the Parking Bylaw; and
  - b. designation of four visitor or surplus parking spaces which are to be publicly accessible for future use by cooperative vehicles.

### Sub-Area 1- W½ and E½ of Lot 1 & Lots 2-8, Blk 9, DL 200A, Plan 197

- ii Consolidation of all lots comprising sub-area 1 into a single lot.
- iii Dedication as road of a triangular portion of the site at the northwest corner for open space (plaza) purposes with the potential option of a portion for road.
- iv Dedication of the north 0.8 m of proposed site for road purposes. Delete all encroachments and structures shown beyond the proposed property line.
- v Dedication or other arrangements for the east 5 ft. of proposed sub-area 1 for road purposes. Delete all encroachments and structures shown beyond the proposed property line. (Should the parkade design require use of this proposed dedication area to achieve an approvable parkade design then Engineering may support this area as a surface right of way for public use in lieu of full dedication.)
- vi Provision of a 1.5 m right of way along the south property line of the site (adjacent the lane) for pedestrian purposes.
- vii Provision of appropriate rights of way for public use of the plaza area with access to, from and within the “plaza area with water feature”.

- viii Discharge of any crossing agreement made unnecessary by the development, prior to occupancy of the building.
- ix Resolution of annexed easement No. 221860M (over portions of lot 10).
- x Provision of new sidewalks, curb, pavement, concrete lane crossings, lamp standards, street trees and street furniture adjacent the site in keeping with the final SEFC public realm design requirements.
- xi Improvements to the lane south of 1<sup>st</sup> Avenue from Manitoba Street to Ontario Street in keeping with the final SEFC public realm design approvals.
- xii Provision of water system upgrading to service the proposed development. Note: Water system designs must be completed for the area to determine the need and extent of required system upgrading including pre-servicing needs. Further clarification regarding community gardens servicing is also required before extent of upgrading can be determined.
- xiii Abandonment of the existing 1953 sewer in the lane south of 1<sup>st</sup> Avenue between Manitoba and Ontario streets. This will require that all storm water flows towards Manitoba Street. Lane grading and design will need development to ensure City drainage needs are met for sewer abandonment.
- xiv Provision of storm system design to meet the development's storm water management plan. (Stantec's plans dated December 6, 2005.) Drawings indicate the inclusion of storm water runoff from sub-area 1 & 2 in this development to Hinge Park wetland. To implement this plan a storm sewer will have to be built at the developers sole expense in the lane south of 1<sup>st</sup> Avenue from Columbia Street to east of Manitoba Street. Note: Alternatively, storm water from development sites on First and Second avenues at Crowe Street could be substituted.
- xv Undergrounding of all *existing* and *new* utility services from the closest existing suitable service point. All services, and in particular electrical transformers to accommodate a primary service, must be located on private property. The development site is not to rely on secondary voltage from the existing overhead network. Any alterations to the existing underground/overhead utility network to accommodate the development will require review and approval by the Utilities Management Branch. Early contact with the Utilities Management Branch is encouraged.
- xvi Provision of 3 streams of waste removal for the development (regular garbage, recyclable materials and organics). The development site is to provide adequate space to accommodate 3 streams of waste removal including fully outfitted areas that can be made active upon implementation of organics collection system.
- xvii Building design is to include provision for connections to and be compatible with the "district heating system" proposed for the area.

Sub-Area 2 - Lots 11-16, Blk 9, DL 200A, Plan 197

- xviii Consolidation of all lots comprising sub-area 2 into a single lot.
- xix Dedication of the south 5 ft. of proposed sub-area 2 is required for road purposes. (Should the parkade design require use of this proposed dedication area to achieve an approvable parkade design, then Engineering may support this area as a surface right of way for public use in lieu of full dedication.)
- xx Provision of a 1.5 m right of way along the north property line of the site (the lane) for pedestrian purposes.



- xxi Discharge of any crossing agreement made unnecessary by the development, prior to occupancy of the building.
- xxii Provision of new sidewalks, curb, pavement, concrete lane crossings, lamp standards, street trees and street furniture adjacent the site in keeping with the final SEFC public realm design requirements.
- xxiii Improvements to the lane south of 1<sup>st</sup> Avenue from Manitoba Street to the east property line of the site in keeping with the final SEFC public realm design approvals.
- xxiv Provision of water system upgrading to service the proposed development. Note: Water system designs must be completed for the area to determine the need and extent of required system upgrading including pre-servicing needs. Further clarification regarding community gardens servicing is also required.
- xxv Abandonment of the existing 1953 sewer is in the lane south of 1<sup>st</sup> Avenue between Manitoba and Ontario streets. This will require that all storm water flows towards Manitoba Street. Lane grading and design will need development to ensure City drainage needs are met.
- xxvi Provision of storm system design to meet the development's storm water management plan. (Stantec's plans dated December 6, 2005.) Drawings indicate the inclusion of storm water runoff from sub-area 1 & 2 in this development to Hinge Park wetland. To implement this plan a storm sewer will have to be built fully at the developers expense in the lane south of 1<sup>st</sup> Avenue from Columbia to east of Manitoba streets. Note: Alternatively, storm water from development sites on First and Second avenues at Crowe Street could be substituted.
- xxvii Undergrounding of all *existing* and *new* utility services from the closest existing suitable service point. All services, and in particular electrical transformers to accommodate a primary service, must be located on private property. The development site is not to rely on secondary voltage from the existing overhead network. Any alterations to the existing underground/overhead utility network to accommodate the development will require review and approval by the Utilities Management Branch. Early contact with the Utilities Management Branch is encouraged.
- xxviii Provision of 3 streams of waste removal for the development (regular garbage, recyclable materials and organics). The development site is to provide adequate space to accommodate 3 streams of waste removal include fully outfitted areas that can be made active upon implementation of organics collection system.
- xxix Building design is to include provision for connections to and be compatible with the "district heating system" proposed for the area.

Sub-Area 3- Lots 1-3, Blk 8, DL 200A, Plan 197

- xxx Consolidation of all lots comprising sub-area 3 into a single lot.
- xxxi Dedication of the north 0.8 m of proposed site for road purposes. Delete all encroachments and structures shown beyond the proposed property line.
- xxxii Dedication or other arrangements for the west 5 ft. of proposed site for road purposes. Delete all encroachments and structures shown beyond the proposed property line. (Should the parkade design require use of this proposed dedication area to achieve an approvable parkade design then Engineering

- would support this area as a surface right of way for public use in lieu of full dedication.)
- xxxiii Provision of a 1.5 m right of way along the south property line of the site (adjacent the lane) for pedestrian purposes.
  - xxxiv Discharge of any crossing agreement made unnecessary by the development, prior to occupancy of the building.
  - xxxv Provision of new sidewalks, curb, pavement, concrete lane crossings, lamp standards, street trees and street furniture adjacent the site in keeping with the final SEFC public realm design requirements.
  - xxxvi Improvements to the lane south of 1<sup>st</sup> Avenue from Ontario Street to the east property line of the site in keeping with the final SEFC public realm design approvals.
  - xxxvii Provision of water system upgrading to service the proposed development. Note: Water system designs must be completed for the area to determine the need and extent of required system upgrading including pre-servicing needs. Further clarification regarding community gardens servicing is also required.
  - xxxviii Provision of a storm sewer extension in the lane south of 1<sup>st</sup> Avenue between Ontario and Quebec streets to provide drainage for the west end of the lane. This condition could be reduced or eliminated upon completion of detailed road designs that do not require the provision of catch basins for this lane.
  - xxxix Undergrounding of all *existing* and *new* utility services from the closest existing suitable service point. All services, and in particular electrical transformers to accommodate a primary service, must be located on private property. The development site is not to rely on secondary voltage from the existing overhead network. Any alterations to the existing underground/overhead utility network to accommodate the development will require review and approval by the Utilities Management Branch. Early contact with the Utilities Management Branch is encouraged.
  - xl Provision of 3 streams of waste removal for the development (regular garbage, recyclable materials and organics). The development site is to provide adequate space to accommodate 3 streams of waste removal include fully outfitted areas that can be made active upon implementation of organics collection system.
  - xli Building design is to include provision for connections to and be compatible with the “district heating system” proposed for the area.
  - xliv Provision of a shared vehicle ramp with knock-out panel for future access to underground parking and services for adjacent site.

#### SOILS

- xliv The property owner shall, as required by the Manager of Environmental Protection and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter.
- xlv Execute a Section 219 Covenant, as required by the Manager of Environmental Protection and the Director of Legal Services in their discretion, that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning, until Certificates of Compliance have been provided to the City by the Ministry of Water, Land and Air Protection.

## OLYMPIC SECURITY REQUIREMENTS

*For Sub-Area 1 and Sub-Area 3 the following condition shall apply:*

- xlv enter into a legal agreement, on terms and conditions acceptable to the City's Director of Legal Services and the City's General Manager of Olympic Operations (the "Security Agreement") which shall, inter alia, provide for the following:
- (A) the Owner may make application for a development permit and a building permit pursuant to the Rezoning at any time, provided however that if the Owner commences construction of the improvements permitted pursuant to the Rezoning (the "Improvements"), the Improvements shall be completed, at a minimum, to "lock down" (including, without limitation, completion of all doors and windows to the satisfaction of the City's Chief Building Official) on or before January 12, 2010;
  - (B) prior to issuance of any building permit for the Improvements, the Owner shall be required to lodge a letter of credit with the City, on terms acceptable to the Director of Legal Services, in an amount deemed adequate by the Chief Building Official, in his sole opinion, to secure completion of the Improvements to lock down prior to January 12, 2010;
  - (C) the Owner acknowledges and agrees that the Chief Building Official shall inspect the Improvements on or before October 12, 2009 and shall determine whether or not, in his opinion, the Improvements will be completed to lock down prior to January 12, 2010. If the Chief Building Official is not satisfied that lock down will be achieved by January 12, 2010, the Chief Building Official may order that the Owner take all necessary steps to ensure that lock down can be achieved by January 12, 2010 and the Owner shall take all necessary steps to do so at the Owner's cost. Alternatively, the Chief Building Official may, in his sole discretion, permit the City, or its permittees or licensees to complete the Improvements to lock down, at the cost and risk of the Owner;
  - (D) the Owner acknowledges and agrees that notwithstanding that the Owner may construct the Improvements, the Owner may not occupy, or permit occupation of the Improvements, other than for site servicing, construction, maintenance and security purposes, prior to January 12, 2010;
  - (E) the Owner shall not access or use the Lands for any purpose other than maintenance of and security for the Improvements during the period between January 12, 2010 and p.m. March 12, 2010. The Owner and the Owner's personnel shall comply with any security protocols established by the City during such access or use;
  - (F) the Owner shall permit the City and its permittees and licensees, including without limitation the Vancouver Organizing Committee for the

2010 Olympic and Paralympic Winter Games (“VANOC”) and any security organizations responsible for security for the 2010 Olympic Winter Games, to enter the Lands and any buildings and improvements located thereon at any time, and from to time, from December 1, 2009 to January 11, 2010 for security planning purposes and from January 12, 2010 to March 12, 2010 for any security purposes they deem necessary or desirable for the purpose of providing security protection for the Vancouver Olympic Village;

- (G) the Owner shall, during the period January 12, 2010 through March 12, 2010, permit the City and any permittee or licensee of the City including, without limitation, VANOC, access to the Lands and any buildings and improvements located thereon, to erect any fences, security barriers, screens, drapes or other security or pageantry materials or equipment on the Lands deemed necessary by the City or any permittee or licensee for the purpose of facilitating the security and decoration of the Vancouver Olympic Athlete’s Village (the “Security Fencing”). The Security Fencing will be at the cost of the City, or its permittee or licensee, as the case may be, and shall be at no cost to the Owner; and
- (H) the Owner shall release the City and its officials, officers, employees, contractors and agents (“City Personnel”) from any costs, damages (including special, indirect and consequential damages), injuries or liabilities of any kind suffered or incurred by the Owner and/or the Owner’s officers, employees, contractors and agents (“Owner’s Personnel”) which arise due to the use or occupation of the Lands by the City and/or City Personnel and/or any restrictions placed on the Owner’s use, occupation and development of the Lands, as set out in the Security Agreement. The Owner shall indemnify and hold harmless the City and City Personnel for any costs, damages (including special, indirect and consequential damages), injuries or liabilities of any kind suffered or incurred by the City or City Personnel due to the breach of any term or condition of the Security Agreement by the Owner and/or the Owner’s Personnel;

the Security Agreement shall be fully registered against title to the Lands in the applicable Land Title Office, to the satisfaction of the Director of Legal Services, prior to the enactment of the CD-1 By-law.

*For Sub-Area 2 the following condition shall apply:*

- xlvi enter into a legal agreement, on terms and conditions acceptable to the City’s Director of Legal Services and the City’s General Manager of Olympic Operations (the “Security Agreement”) which shall, inter alia, provide for the following:
  - (A) the Owner may make application for all applicable permits to construct and occupy the improvements permitted pursuant to the Rezoning (the “Improvements) at any time and may construct and occupy the Improvements in accordance with any development permits, building

permits and occupancy permits issued in respect of the Improvements. However, if all construction of the Improvements is not fully completed on or before January 12, 2010, the Owner shall, during the period between January 12, 2010 and March 12, 2010:

- 1) cease, or cause to cease, all servicing and/or construction activities on the Lands; and
  - 2) not access or use the Lands for any purpose other than for maintenance of and security for the Improvements. The Owner and the Owner's personnel shall comply with any security protocols established by the City during such access or use;
- (B) the Owner shall, during the period January 12, 2010 through March 12, 2010, permit the City and any permittee or licensee of the City including, without limitation, VANOC, access to the Lands and any buildings and improvements located thereon, to erect any fences, security barriers, screens, drapes or other security or pageantry materials or equipment on the Lands deemed necessary by the City or any permittee or licensee for the purpose of facilitating the security and decoration of the Vancouver Olympic Athlete's Village (the "Security Fencing"). The Security Fencing will be at the cost of the City, or its permittee or licensee, as the case may be, and shall be at no cost to the Owner;
- (C) the Owner acknowledges and agrees that vehicular and/or pedestrian access to the Lands from Quebec Street may be restricted or unavailable for a period of time before, during and after the 2010 Olympic Winter Games, at the sole discretion of the City Engineer; and
- (D) the Owner shall release the City and its officials, officers, employees, contractors and agents ("City Personnel") from any costs, damages (including special, indirect and consequential damages), injuries or liabilities of any kind suffered or incurred by the Owner and/or the Owner's officers, employees, contractors and agents ("Owner's Personnel") which arise due to the use or occupation of the Lands by the City and/or City Personnel and/or any restrictions placed on the Owner's use, occupation and development of the Lands, as set out in the Security Agreement. The Owner shall indemnify and hold harmless the City and City Personnel for any costs, damages (including special, indirect and consequential damages), injuries or liabilities of any kind suffered or incurred by the City or City Personnel due to the breach of any term or condition of the Security Agreement by the Owner and/or the Owner's Personnel;

the Security Agreement shall be fully registered in the applicable Land Title Office, to the satisfaction of the Director of Legal Services, prior to the enactment of the CD-1 By-law.

## PUBLIC ART

- xlvi Execute an agreement, satisfactory to the Directors of Legal Services and the Office of Cultural Affairs for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials;
- xlvi Submit a preliminary public art plan to the satisfaction of the Director, Office of Cultural Affairs setting out the proposed public art program aims, artist terms of reference, site and artist selection methods, project budget, implementation plan and a schedule; and

## HERITAGE DENSITY

- (xlix) execute a Section 219 Covenant to the satisfaction of the Directors of Current Planning and Legal Services limiting development on the site to a maximum floor area of 33 446.70 m<sup>2</sup>, such covenant to be released from title when the floor area of 696.53 m<sup>2</sup> has been transferred from a designated heritage property within the South East False Creek Official Development Plan area in relation to which the heritage floor area was received as compensation for the restoration of the heritage site.

Note: Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as Covenants pursuant to Section 219 of the Land Title Act.

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-law; provided however the Director of Legal Services may, in her sole discretion and on terms she considers advisable, accept tendering of the preceding agreements for registration in the appropriate Land Title Office, to the satisfaction of the Director of Legal Services, prior to enactment of the by-law.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, letters of credit and withholding of permits, as deemed necessary by and in a form satisfactory to the Director of Legal Services. The timing of all required payments, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

\* \* \* \*

DRAFT AMENDMENTS TO BY-LAWS

DRAFT AMENDMENTS TO THE SIGN BY-LAW NO. 6510

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

“2 - 88 West 1<sup>st</sup> Avenue, 2 - 26 East 1<sup>st</sup> Avenue                      [CD-1 #] [By-law #] B (DD)”  
and 27 - 998 West 2<sup>nd</sup> Avenue

DRAFT AMENDMENTS TO THE NOISE BY-LAW NO. 6555

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

“[CD-1 #]            [By-law #]        2 - 88 West 1<sup>st</sup> Avenue, 2 - 26 East 1<sup>st</sup> Avenue and  
27 - 99 West 2<sup>nd</sup> Avenue”

\* \* \* \* \*

## ADDITIONAL INFORMATION

### 1. Integrated Site Servicing

The SEFC Project Office, staff, and a team of consultants are working to finalize the Integrated Site Servicing plans for the Olympic Village Site and 1<sup>st</sup> Avenue between Wylie Street and Ontario Street. This work includes the design and construction of utilities, roads, waterfront, a portion of Hinge Park, and the Neighbourhood Energy Utility (NEU). Some of this work has already been tendered for construction. The proposed utility and NEU work along 1<sup>st</sup> Avenue, and the development of the waterfront and a portion of Hinge Park will be important amenities for the Private Lands in the SEFC ODP area, including this site.

As reported to Council previously, the NEU is a district energy system that will provide space heating and domestic hot water to all buildings in the SEFC ODP area. The first phase of the NEU will include a central plant, underground pipes supplying hot water, and energy transfer stations to provide thermal heat to the Olympic Village and Private Lands. The central plant is expected to use sewer heat recovery as its primary base heat source. It has not yet been determined if the City of Vancouver or a private utility will own and operate the NEU.

As the NEU provides reduced energy costs and fossil fuel and electricity consumption by incorporating a renewable energy source and high efficiency equipment, it will be easier for developers to design buildings that meet the SEFC Green Building Strategy. In addition, the NEU is safer and more reliable than traditional mechanical systems and will save space in the buildings by eliminating the need for hot-water boilers.

### 2. Sustainable Transportation Strategies

The transportation network in SEFC is designed to accommodate all modes but with a focus on higher priority sustainable transportation modes - walking, cycling and transit.

#### Pedestrians/Cyclists

- Highly walkable streets and with pedestrian friendly sidewalks with trees and landscaping
- many pedestrian routes and connections through parks and along the waterfront
- minimal number of driveways interrupting pedestrian routes
- off-street bicycle pathways along the waterfront street and the Ontario Greenway
- dedicated bicycle lanes along 1st Avenue.

#### Transit

- SEFC is close to two regional rapid transit lines - the Main Street station at the Expo Line to the east and the future Olympic Village Station at the Canada Line
- along 1st Avenue, the Downtown Streetcar will run along double-track segregated system in a permeable, greened centre median
- as soon as feasible, the Downtown Streetcar will operate between Science World to Granville Island, linking the two rapid transit stations
- a new ferry dock in the SEFC waterfront will provide ferry service between False Creek and downtown Vancouver



- a new cross-town bus route is now operating along 2nd Avenue connecting the Millennium Line to UBC
- transit priority improvements are being completed along the Main Street corridor.

#### Vehicles

- the proposed revisions to the parking by-law will limit parking spaces in SEFC to reduce automobile dependency
- 2nd Avenue will be redesigned to improve the public realm and channel cross-town traffic away from 1st Avenue
- neighbourhood streets will include traffic calming such as traffic circles and pedestrian bulges wherever possible.

### 3. Parking

Parking and loading provisions for SEFC have been designed to be functional, flexible, and sustainable. Staff believe that these provisions achieve an appropriate balance of achieving a leading edge sustainable transportation plan while still allowing developers to market their projects. Outlined below is an overview of standards proposed for SEFC which depart from the existing parking and loading standards of the Parking By-law.

**Residential Parking** - The starting point for parking standards was the level of vehicle ownership observed for dwelling units of various sizes in the surrounding precincts, namely City Gate, Brewery Creek, and False Creek South, just west of the Cambie Bridge. To ensure sustainability, i.e. prevention of excess parking provision, while allowing for developable projects, staff set the maximum permissible parking at the level observed in the surrounding areas. This would ensure that parking provision in SEFC would not support a level of vehicle ownership higher than observed nearby. At the low end of the size range, market units are to be allowed no more than one parking space, and at the high end no more than two spaces. The minimum required parking was set at a low level, as low as half a space per unit for small units and one space per unit for large units. For dwelling units in the middle of the spectrum, the requirement assumes that which Council recently adopted for transit-oriented areas of the city, such as Central Broadway, Marpole, the Canada Line Corridor and eastward to Boundary Road. To promote livability for residents and guests, a distinct visitor component is required, which may be allowed at centralized locations at another site if preferred. In unprecedented support of carsharing, co-operative vehicles and spaces are required [for sites with 50 or more dwelling units], and among visitor parking there must be spaces identified which would host additional co-op vehicles should parking for these become needed in future. To allow flexibility to drop beneath the minimum parking prescribed, the regulations include provisions for such in connection with working out a Transportation Demand Management [TDM] Plan with staff on a site-specific basis. A typical TDM Plan might include guaranteed unbundling of parking assignment [such that no parking space automatically is sold with a unit], subsidy of transit passes for residents, shared usage of parking on a mixed-use site, and/or other measures to reduce reliance on motor vehicles.

For non-market housing, minimum and maximum parking standards are tailored to the target resident group, whether it is to be for families, seniors, or others. Provisions

for visitor parking, co-op vehicles, and loading would apply to these sites, same as for market sites.

*Transportation Management Plan* - A Transportation Management Plan [TMP] may be required, to the satisfaction of the Director of Planning and General Manager of Engineering Services, where a site is a centre of employment, and/or where a relaxation of the minimum amount of parking required is sought. The TMP should emphasize elements in the development of the site which can be incorporated or established prior to occupancy to reduce automobile dependency and facilitate other modes of transportation consistent with the objectives of the South East False Creek Official Development Plan. These elements may include shared-use of parking, subsidized transit or ferry passes, bicycle facilities in excess of minimum requirements, loaner bikes, carpool and/or vanpool promotion, employee transportation allowance with pay parking, incentive and communication programs, full unbundling of residential parking (all dwelling unit owners must elect to purchase each and every parking space as a distinct option, when buying the dwelling unit) and other measures. A professional transportation consultant's report may be required before the TMP is approved.

**Live-Work Parking and Loading** - Generally these standards are the same as for live-work developments in the recently-approved policies for live-work use in Historic Areas and Victory Square. For new developments, one space is required up to 250 m<sup>2</sup> for SEFC, which allows for greater size in such units for a single space; however, should a live-work unit get very large [250 m<sup>2</sup> or more], then it should be treated as if it were "office use" to avoid a parking shortfall. To prevent excess provision, here a maximum permissible parking is proposed at 10 percent above the minimum requirement. Provisions for visitor parking, co-op vehicles, and loading would apply to live-work sites, same as for multiple residential use.

**Non-Residential Parking and Loading** - To allow for flexibility in changing use, while lowering the parking required similar to what was done in the Broadway Station Precinct, the minimum parking standard for office, retail [except grocery/liquor/drug store use], cultural/recreational, and small restaurant [under 250 m<sup>2</sup> gfa] uses is proposed at 1 space per 100 m<sup>2</sup> gfa up to 300 m<sup>2</sup> gfa, then 1 space per 70 m<sup>2</sup> gfa above 300 m<sup>2</sup> gfa. This would net a reduction of nearly 30 percent in the parking required for floor space over the initial 300 m<sup>2</sup> gfa compared with typical requirements elsewhere. Such discount is expected in consideration of the complete community being developed, with increased multi-purpose trip-making and use of modes other than cars. The maximum permitted parking would compare with the current minimum required elsewhere - 1 space per 50 m<sup>2</sup> gfa being proposed. For destination restaurants [250 m<sup>2</sup> gfa or greater] the normal By-law minimum standard is proposed to prevent a significant shortfall; however, to avoid excessive parking provision, a maximum is also recommended that is 10 percent greater than the minimum. For grocery, drug, or liquor stores, the By-law's general retail requirement is proposed. This would result in a reduction in the minimum requirement of up to 50 percent or greater for a typically-sized store, and is consistent with observations of reduced vehicle reliance at urban stores in Downtown South and Yaletown, where there are large numbers of residents within convenient walking distance. Again, a maximum 10 percent above the minimum is proposed to constrain parking.

The loading requirements proposed are generally the same as for other areas in the city. The lone exception is that for theatre use, the first Class B loading space required would be increased in size to a Class C space in order to accommodate the semi-trailers typically serving theatres.

4. Comments of the General Manager of Engineering Services

Engineering Services in a memo dated May 11, 2006 (on file), has reviewed the application and provides the following comments:

“Although Engineering Services supports dedication of the triangular portion of Sub-area 1 at the north west corner as street and intends it for use as public open space it does not support the provision of the “new road” connection between 1<sup>st</sup> Avenue and Manitoba Street should the proposed “new road” be removed from the application then Engineering Services would have no objection to the proposed rezoning provided the conditions are addressed prior to by-law enactment.”

5. Comments from Processing Centre- Development Services

Staff have reviewed the proposed rezoning proposal for the above noted project in conjunction with the site statistics sheet titled "Supplement to Rezoning Application", sent out as an attachment received March 24, 2006 and the subsequent site statistic sheet addendum received on April 26, 2006, and offer the following comments based on numbers presented.

The data presented on the March 24th sheet is generally correct with the addendum changes to the Proposed Total Building Area now at 3.92 or 37 487.9 m<sup>2</sup> in conjunction with the addendum statistics of April 26th. The Heritage Density Transfer amount is now as per the addendum statistic of 4 041.20 m<sup>2</sup>.

In addition, I find the following:

Commercial loading is deficient.

Required: 1 class B  
Proposed: 2 class A (possibly 3 class A)

Residential Loading is sufficient; however, it appears that 2 class A spaces are possibly being shared by the commercial in residential in Parcel 3.

At least 5 Coop spaces need to be provided, with 3 of the 5 spaces being reserved for "future car sharing". No spaces have been designated on the submitted plans.

Without individual suite areas, the total parking requirement could not be accurately calculated. Further, no visitor parking spaces have been provided nor identified. At least 40 spaces must be provided amongst the 3 sub-areas.

Commercial parking spaces have not been identified in the Statistics; however, 12 spaces are shown on the drawings, and 12 spaces are required.

No handicap parking spaces have been identified on the statistics or the plans. Ten spaces are required.

Bicycle rooms are shown on the plans, however, no numbers are provided in the statistics sheet.

At least 505 Residential Class A and 18 Class B spaces (should be) required.  
One class A commercial space is required. None is shown.

Overall building height cannot be accurately determined, however, building heights are shown on the statistic sheet.

The floor to floor height for Sub-area 2, Building A is over 10 ft. (at 10.66 ft.).  
The floor to floor height for Sub-area 3 is over 10 ft. (at 10.28 ft.).

In order to provide a greater level of detail for the height calculations, elevations of top of parapets and top of mechanical rooms will be required, building grades plans will be required as well.

Further, individual suite sizes will be required for an accurate determination of the required parking. Assumptions were made by the applicant regarding the amount of storage and enclosed balconies. Further assumptions were made regarding building envelope exclusions. Details of these amounts will be required in order to calculate a more accurate floor area.

## 6. Building Code Specialist's Comments

The following comments are based on the preliminary drawings prepared by Howard Bingham Hill Architects for the proposed REZONING application. This is a preliminary review in order to identify issues which do not comply with the VBBL No.8057.

- a) Sub-area 3, P3 requires 2 exits.
- b) Level 2 (typical of other floors), SW core, Sub-area 2. Min. 9 m remoteness is required between exits.

The applicant may wish to retain the services of a qualified Building Code consultant in case of difficulty in comprehending the comments and their potential impact on the proposal. Failure to address these issues may jeopardize the ability to obtain a Building Permit or delay the issuance of a Building Permit for the proposal.

## 7. Fire Protection Engineer's Comments

The City of Vancouver's Fire Protection Engineer undertook a review of the rezoning application and provided comments which are outlined below.

### Sub-area 1

Principal entrance/address (fire department response point) for:

- 8 storey mixed-use building is ~20 m from 1st Avenue curb. Maximum distance permitted is 15 m,

- also, principal entrance is 'tucked-back' in from street and may be difficult for firefighters to recognize/find (especially at night). Access to above & below grade levels is via scissor stair behind elevator core,
- distance to access door for above grade levels ~7 m from front entry doors. For below grade levels,
- distance to access door is ~38 m from Manitoba Street. This door is an exterior door and is only accessible from the lane. Note: Building response is from 1st Avenue. The below grade access door would be extremely difficult to find (even in a non-emergency situation) and distance is well beyond what has been accepted in the past. Access to below grade levels must be from fire dept response point (i.e., 1st Avenue),
- review addressing for commercial units (i.e., principal entrance/fire dept response is to 1st Avenue),
- 4 storey residential building (between 2 towers) to be identified. Note: fire department response to Level 3 & Level 4,
- For six 2 storey Townhouse Units that do not face 1st Avenue, identify fire department response point. Note: Maximum travel distance to each townhouse unit entrance is 45 m from street curb,
- 10 storey residential tower: Refer to comments for 8 storey mixed-use above.

#### Sub-area 2

Principal entrance/address (fire department response point)

- Refer to comments above for Sub-area 1. For 7 storey live/work, review building for high building requirements.

#### Sub-area 3

Principal entrance/address (fire department response point)

- Refer to comments above for Sub-area 1.

For ALL of the above 'buildings', review hose and standpipe coverage per Building By-law.

### 8. Public Benefits

On March 1, 2005, City Council approved a comprehensive public infrastructure and amenity package that would serve the South East False Creek ODP area as well as a Financial Plan and Strategy which outlined the funding strategies to help in its delivery.

Council has a long-standing policy in regard to financing growth that ensures that new development contributes to the cost of growth and its impacts (i.e., Development Cost Levies). The Financial Plan and Strategy states that the costs of delivering the required public infrastructure and amenity package would be shared between the Property Endowment Fund and the private lands within the ODP area.

Staff are currently in discussions with the applicant regarding the area-specific Development Cost Levy (DCL) and Community Amenity Contribution (CAC). The

outcomes of these negotiations will be reported to Council prior to the Public Hearing for this rezoning application.

## 9. Public Input

**Notification:** A rezoning information sign was installed on the site on April 12, 2006 and notification letter dated April 19, 2006 was mailed to the surrounding property owners including residents of City Gate.

Approximately 150 people signed in at over the course of two Public Open Houses held Saturday, April 29, 2006 and Monday, May 1, 2006 to review and discuss five rezoning applications that were being processed within the SEFC private lands. Three comment forms were submitted for this proposal, indicating a variety of opinions and level of support on the proposal. Many of the attendees offered their opinions on the proposal verbally.

In general, the public generally supported the Pinnacle rezoning proposal. The public is encouraged by the proposal's creative response to environmental sustainability, which includes good transit accessibility as well as the provision of extensive landscaping, green roofs, and opportunities for urban agriculture. Positive commentary also makes mention of good pedestrian accessibility through the development as well as the attractiveness of the courtyards and rooftop amenity spaces, although some question the potential semi-private nature of these spaces. Some members of the public are pleased with the provision of live-work space along 2<sup>nd</sup> Avenue and retail uses along Manitoba Street, which they feel contributes to a sense of variety and opportunity in such a large development parcel. The angled mid-rise building on the corner of Manitoba Street and 1<sup>st</sup> Avenue and the public plaza it creates are also identified as positive, unique features of this proposal.

There is concern that the large size of the development parcel will contribute to a lack of architectural variety, creating a large-scale, monotonous and predictable development. To address this, the public feels that the applicant should pay close attention to the variety of materials and details, as well as make efforts to incorporate elements of the historic industrial heritage of the area. Some had concern with the low building height found across the South East False Creek area as a whole, feeling that greater heights would better reflect the community's proximity to downtown while presenting an opportunity to provide more park and recreation space.

## 10. Comments from the Urban Design Panel

The Urban Design Panel reviewed this proposal on April 12, 2006 and supported (5-4) the use, density and form of development and offered the following comments:

Evaluation: Support (5-4)

Panel's Consensus on Key Aspects Needing Improvement:

- Panel members were somewhat ambivalent about how the density is distributed over the site, in particular with respect to the tallest tower and its location;

- Strong recommendations to open up as much as possible the realm of the lanes into the semi private space and not restrain the public component to the 20 ft. right-of-way down the centre of the property;
- Greater permeability through the site is recommended; north-south routes through the site should be reinforced and be public;
- The size of this development presents challenges for the applicant for creating sufficient differentiation and making it seem less like a project. Orientation of buildings and addressing solar heat gain are opportunities for providing some differentiation in character;
- The angled building is a special piece and should be much more prominent than shown.

#### Related Commentary:

The Panel supported this application and found the basic rezoning issues of use, form and density supportable, including the additional height and density, although there were some comments that it feels larger in scale than was envisioned for this neighbourhood.

Some Panel members questioned locating the residential lobbies off the mews which make them remote and giving no sense of address, although other members found this approach adventurous noting it breaks up the scale from the street and helps to animate the mews. It was also noted that while some of the mews work quite well, others seem a bit meagre and in need of further design development to ensure they are inviting spaces.

With respect to the treatment of the roofs, some Panel members thought it was a lost opportunity that they are not accessible for uses such as communal gardens. Another Panel member acknowledged the challenge of encouraging residents to use rooftop spaces although agreed gardens and plots might work. Portland was cited as a good example for providing accessible roofs and it was thought this neighbourhood should do likewise if it is to be a model for sustainability. Accessible green roofs also offer a great educational opportunity that should not be ignored.

The Panel acknowledged that architectural expression will be developed at the next stage but there were concerns expressed about the lack of architectural interest, including the lack of differentiation between the retail base and the residential or live/work uses above and the commercial appearance of the third and fourth floors in the 1st Avenue mid-block. One Panel member was troubled by a sense of traditional ordinariness about the scheme that must not persist at the development permit stage. There was an observation made that, if it is fundamentally the same family of materials for all the projects, there is a risk that the sheer size of it will work against the grain potential for South East False Creek and it could start to look like a project as opposed to a series of buildings that talk to each other. This was seen as a critical challenge for this whole area. It was noted the model and the elevations suggest different directions for architectural expression. In general, the Panel preferred to the direction indicated on the elevations.

The loading and parking access was considered to be well located, under the towers and away from the open space. This allows for enhancing the open space between the buildings, including the lane, to be quite a rich and attractive environment.

One Panel member had a concern about the mews between the 7 storey building to the east and the live/work units. While CPTED issues need to be taken into account, this is one area where public access to the lane would be beneficial. Noting the future development of the neighbouring property is currently unknown, having this as semi private space essentially forces the neighbouring property to do the same.

Concern was expressed about the lane interface and how it has to be integrated into the community. While the CPTED issues need to be addressed there are some creative solutions that can be explored.

The environmental and sustainability features look very exciting and the Panel looks forward to seeing them developed in greater detail at the next stage of development. It was noted that the sustainability features could be used as a springboard for producing an iconic building that expresses the sustainable character of this neighbourhood.

Other comments and suggestions included:

- the amenity space in the 2nd Avenue building overlooks the penthouse open spaces and should be reviewed to address privacy issues;
- the towers should be reversed noting the taller tower on Ontario Street is shadowing the park;
- the north-south mews offers a great opportunity to follow through on the ODP concept for north-south penetration through the site; there is opportunity for three mid block routes through the mews; there should be no enter phones and gating;
- although affordability is no longer mandated, it should still be considered because to be fully sustainable the neighbourhood must accommodate mixed incomes;
- the live/work units should be at grade to encourage this use on the busy street;
- the angle piece was thought to be a very good opportunity for providing a truly iconic building;
- there seems to be a rigid adherence to symmetrical buildings, e.g., the elevator in the midblock building does not have to be down the middle;
- the formality of the roof landscaping seems out of the spirit of this neighbourhood.

The Panel had serious questions about the street right-of-way and corner public plaza, albeit they do not form part of this application. The proposed new road cuts off the plaza and compromises its use. It separates the retail from the plaza whereas if it



was tied together with the site the CRUs could animate and activate the space. Staff was strongly encouraged to delete the proposed new road which seems heavy handed and unnecessary.

- Applicant's Response: Mr. Bingham said they did not wish to present a more refined scheme in order to draw out some of the issues to work on and move forward. He assured the Panel the architectural expression will be much clearer at the next stage of the design.

#### Applicant's Comment

"We have read the report and are in general agreement with the majority of its content.

We do however have a few serious concerns that need to be resolved and addressed, these are:

- The concept of the security zone that limits the ability of receiving an occupancy permit on parcels 1 and 3. This effectively delays the start of these parcels for 12 to 14 months. We could likely be in the ground on all parcels in mid 2007 for delivery in late 2008 or early 2009. The security requirement will delay parcel 1 and 3 start to mid 2008 for completion in January 2010. Parcel 2 may be subject to screening or draping during the security period, a measure that affects the occupancy and likely delays the development of this parcel as well.
- The single rezoning affects the calculation of public art fees and the timing of the CAC payment. In the event that we were to proceed with parcel 2, I expect we would be required to make payment for CAC's for all 3 parcels, a condition that is clearly unfair.
- DCL/CAC; given the restrictions on our parcels 1, 2 and 3 and the timing of the delivery of the amenities, it would seem appropriate for some relaxation for the amount of these fees to reflect the additional holding cost and the deferral of the payment dates for these fees to occupancy."

\* \* \* \* \*

SEFC GREEN BUILDING STRATEGY  
JUNE 2006

General:

A green building strategy for the privately owned lands in South East False Creek must achieve a minimum baseline of environmental performance in all facets of building design and construction. This strategy applies to all medium and high density residential, mixed-use, commercial, institutional, and industrial developments in the privately owned lands in SEFC. This strategy is founded on the principles of the LEED™ green building assessment program, which provides a robust tool to guide development of a variety of green building types. To ensure that City of Vancouver objectives are fully met, specific points are required, as well as elements not specifically included in LEED™. Each building must be designed and perform according to a minimum LEED™ Silver certification (36 or more points) including implementation of all the LEED™ prerequisites and City requirements listed below. While registration and completion of the LEED™ program is not mandatory at this time, the City encourages certification.

If a project is formally registered through the CAGBC to achieve a minimum LEED™ Silver level, and registration is submitted with the development permit application and approved as condition of the development permit, then Part 2 (the LEED™-based portion) of the City's green building strategy will be waived. Part 1, mandatory requirements, must still be met.

All projects not formally registering with the CAGBC will follow the proposed green building strategy, with firm commitment taken through the City of Vancouver regulatory process. A draft working regulatory review and permitting process is being developed and will undergo continued refinement:

Submission on behalf of the proponent by a Green Building Consultant (LEED™ AP or demonstrated experience):

1. Rezoning Application: Green Building Consultant (GBC) submits overall rationale for achievement of Green Building Strategy objectives, including draft LEED™ scorecard.
2. Development Application: Green Building Consultant submits preliminary LEED™ scorecard - possible verification of formal CAGBC registration if pursued.
3. Development Permit: GBC submits detailed criteria of how Mandatory Measures will be achieved along with updated pre-development LEED™ scorecard as a condition of issuance
4. Building Permit: GBC submits final building plans and final pre-development LEED™ scorecard as a condition of issuance.
5. Occupancy Permit: GBC provides final LEED™ scorecard and detailed report of specifications and contract for full best practice building commissioning as a condition of issuance.

The Strategy:

The strategy assumes that all prerequisites can be met and an integrated design process (IDP) with a LEED™ Accredited professional is undertaken from the outset.

Items *in italics* with a “\*\*\*” indicate preferred/exceptional strategies that provide additional points to any project for innovation and the encouragement of GHG reduction.

## PART 1: MANDATORY BASE LINE STRATEGY REQUIREMENTS

### Energy

- 1.0 Minimum energy efficiency to meet CBIP. *\*\*\*Participation in the False Creek Neighborhood Energy Utility is encouraged to be undertaken in order to facilitate achievement of this LEED™ intent.*
- 1.1 Full best practice building commissioning.
- 1.2 Specify energy efficient appliances -- EnergyStar rated appliances, except for laundry dryer.
- 1.3 Energy efficient lighting to follow ASHRAE 90.1 2001 including user metering, smart controls, and occupancy sensors for public spaces.
- 1.4 Specify fireplaces listed as a heating appliance with a minimum combustion efficiency to meet or exceed ASHRAE/IESNA Standard 90.1 - 2001 heating appliance standards. No continuous pilot lights; interrupted power ignition is preferred. *\*\*\* fireplaces are not encouraged, but where fireplaces are specified, the proponent is encouraged to work with the False Creek Neighborhood Energy Utility to properly balance the unit's space heating load.*
- 1.5 If supplemental heating of domestic hot water is necessary (e.g. in the case of the building not being hooked into the Neighbourhood Energy Utility) it is to be done with high efficiency condensing boilers *\*\*\*investigate opportunities for possible supplement by solar hot water where appropriate.*

### Parking

Parking, loading, and bicycle spaces shall be provided and maintained according to the provisions of the Parking By-law, including those concerning exemption, relaxation, and mixed-use reduction, except for the following:

#### Multiple dwellings

- The minimum required parking shall be as follows:

Total m <sup>2</sup> GFA	Number of spaces
<50 m <sup>2</sup>	0.5 space/dwelling unit
50-90 m <sup>2</sup>	0.25 space/dwelling unit, plus 1 space/120 m <sup>2</sup> GFA
>90 m <sup>2</sup>	1 space/dwelling unit

- The maximum permitted parking shall be as follows:

Total m <sup>2</sup> GFA	Number of spaces
<50 m <sup>2</sup>	1 space/dwelling unit
50-189 m <sup>2</sup>	0.65 space/dwelling unit, plus 1 space/140 m <sup>2</sup> GFA
>189 m <sup>2</sup>	2 spaces/dwelling unit

- Designated visitor parking shall be separately required at a minimum rate of 0.1 space per dwelling unit and a maximum rate of 0.2 space per dwelling unit.
  - *Required visitor parking may be permitted off-site at a suitable location to the satisfaction of the Director of Planning and the General Manager of Engineering Services.*
- Co-op vehicles and spaces shall be provided as follows: One vehicle and designated space should the site include 50 to 149 dwelling units, or two vehicles and designated spaces should the site include 150 or more dwelling units. For future car-sharing, at least one additional designated co-op parking space must be provided per 100 dwelling units (but no less than one for the site).

Co-op spaces must be provided in an area with 24-hour accessibility (e.g. within visitor parking or outside the building at the lane or ‘mews’).

- The provision of less than the minimum parking may occur, subject to approval by the General Manager of Engineering Services and Director of Planning of a site-specific Transportation Management Plan (TMP) that emphasizes elements in the development of the site which can be incorporated or established prior to occupancy to reduce automobile dependency and facilitate other modes of transportation consistent with the objectives of the ODP. Guarantee of zero-based unbundled parking assignment (all dwelling unit owners must elect to purchase each and every parking space as a distinct option when buying the dwelling unit) shall result in a 10 percent reduction in the minimum requirement.

Cultural/Recreational, *restaurant [under 250 m<sup>2</sup> GFA]*, office, and retail use

- The minimum required parking shall be 1 space for each 100 m<sup>2</sup> GFA up to 300 m<sup>2</sup> GFA, and one additional space for each additional 70 m<sup>2</sup> GFA. The maximum permitted parking shall be 1 space per 50 m<sup>2</sup> GFA.

Live-Work

- Required parking shall be as follows:

Total m <sup>2</sup> GFA	Minimum Number of spaces
<250 m <sup>2</sup>	1 space/unit
>=250 m <sup>2</sup>	A minimum of 1 space for each 100 m <sup>2</sup> GFA up to 300 m <sup>2</sup> GFA, and one additional space for each additional 70 m <sup>2</sup> GFA

- Maximum permitted parking shall be equal to the minimum required + 10 percent.
- Loading is required as per Section 5.2.9 of the Parking By-law.

Note: The total number of Live-Work units is to be included in the total number of residential units when calculating co-op vehicle & vehicle space, visitor parking and loading requirements.

	Minimum	Maximum
1) Seniors	1/6units	1/3 units
2) Families	0.5/unit	1/unit
3) Other ( <i>calculated by total GFA</i> )		
<b>Total m<sup>2</sup> GFA</b>		
<37 m <sup>2</sup>	none required	1/6 units
>=37 m <sup>2</sup>	1/6 units	1/3 units

Note: The total number of Social Housing units is to be included in the total number of residential units when calculating co-op vehicle & vehicle space, visitor parking and loading requirements.

Restaurants >= 250 m<sup>2</sup>

Parking requirement:

As per Section 4.2.5.10 of Parking By-law -- Restaurant or Drive-in Restaurant:

A minimum of 1 space for each 50 m<sup>2</sup> GFA up to 100 m<sup>2</sup> GFA, one additional space for each additional 10 m<sup>2</sup> GFA up to 500 m<sup>2</sup>, and 1 additional space for each 20 m<sup>2</sup> of gross floor area over 500 m<sup>2</sup>. The maximum allowed = minimum + 10 percent

GROCERY STORE OR DRUG STORE, excluding Neighbourhood Grocery Store

(Equivalent to retail use):

As per Section 4.2.5.1 of Parking By-law -- Grocery Store or Drug Store, excluding Neighbourhood Grocery Store but including Small-scale Pharmacy, or Liquor Store:

A minimum of 1 space for each 100 m<sup>2</sup> GFA up to 300 m<sup>2</sup> GFA, and one additional space for each additional 50 m<sup>2</sup> GFA. The maximum allowed = minimum +10 percent

Attached is the URL for easy COV website access to the Parking By-law, Parking and Loading Design Supplement and the Bicycle Parking Design Supplement:

<http://www.vancouver.ca/engsvcs/parking/admin/developers.htm>

## Landscape and Water

- 1.6 Dual flush toilets that meet or exceed 6/3 dual flush toilets.
- 1.7 Low flow faucets and showerheads to meet or exceed flow rates of 1.8gpm.
- 1.8 Specify drought resistant and/or native indigenous planting species to ensure reduced irrigation demands; where ornamental landscapes are chosen for specific applications, specify high efficiency irrigation system (drip irrigation) or stormwater reuse. *\*\*pursue zero potable water for site irrigation in conjunction with rain water reuse. \*\*landscaped space designed for urban agriculture for building occupants is encouraged.*

- 1.9 Green roof designed to meet structural load, soil depths, and access & egress conditions necessary for an intensive green roof/urban agriculture on a minimum of 50 percent of all roof surfaces. *\*\*full development of intensive green roofs for occupant use is encouraged, with urban agriculture being a priority.*
- 1.10 Rain water beyond landscaping irrigation, green roof retention, and other on-site water management systems shall be transmitted to neighbouring off-site rain water management systems as specified at the time of development and in a rate and quantity to be determined by the City Engineer on a site by site basis.

#### Waste Management

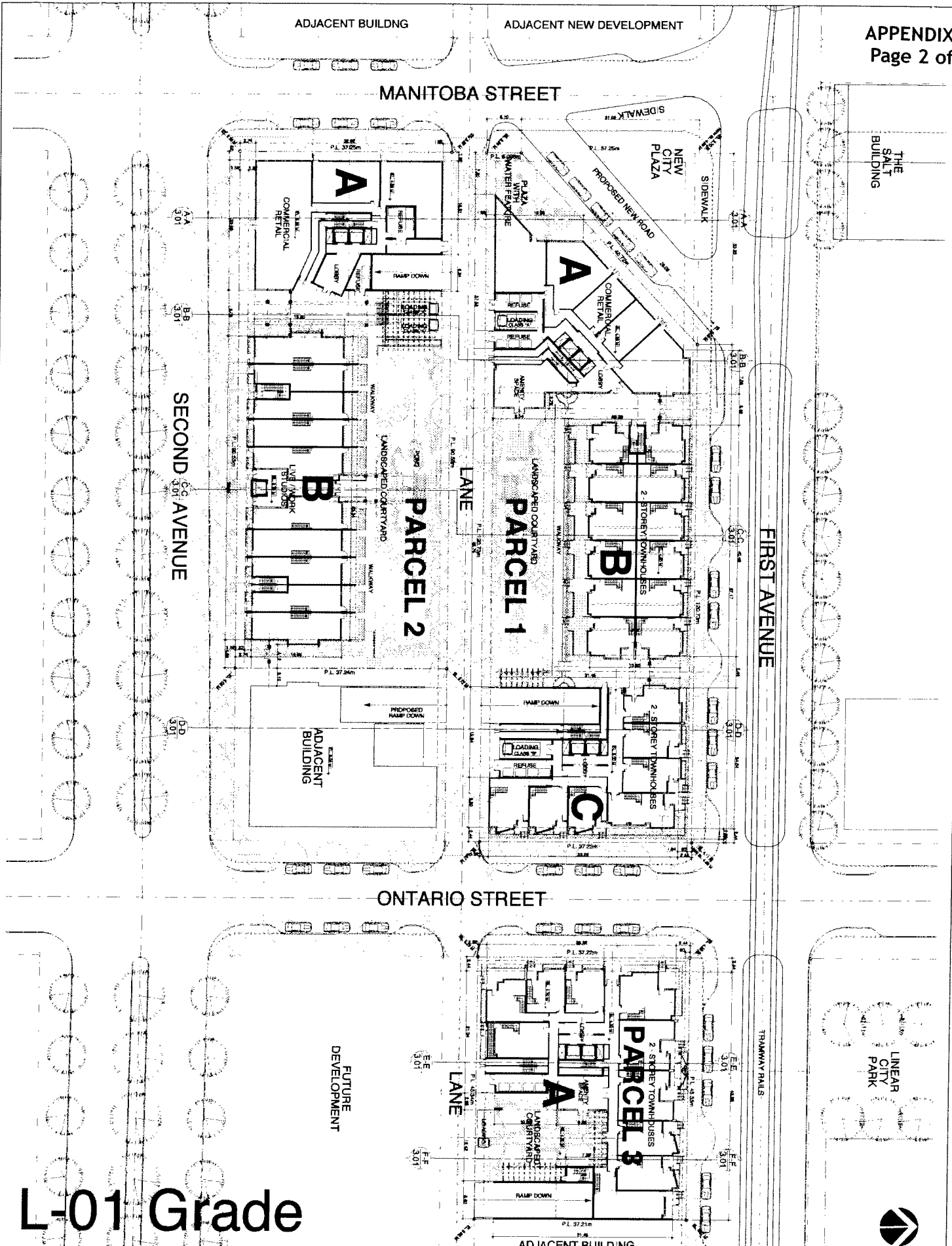
- 1.11 Composting for on-site gardens and/or landscaping.
- 1.12 Provision for 3 streams of waste collection (on-site infrastructure should be provided for organic pick-up for future implementation if no organic pick-up is available at time of sub-area rezoning).
- 1.13 Management of construction and demolition waste, ensuring a minimum of 75 percent landfill diversion through construction process.

#### PART 2: THE STEPS TOWARDS A LEED™ CERTIFIABLE BUILDING

Submission and verification according to the prescribed City of Vancouver regulatory review process of LEED™ Silver with a minimum target of 36 points is necessary to ensure full compliance with the SEFC baseline green building strategy.

\* \* \* \* \*





# L-01 Grade

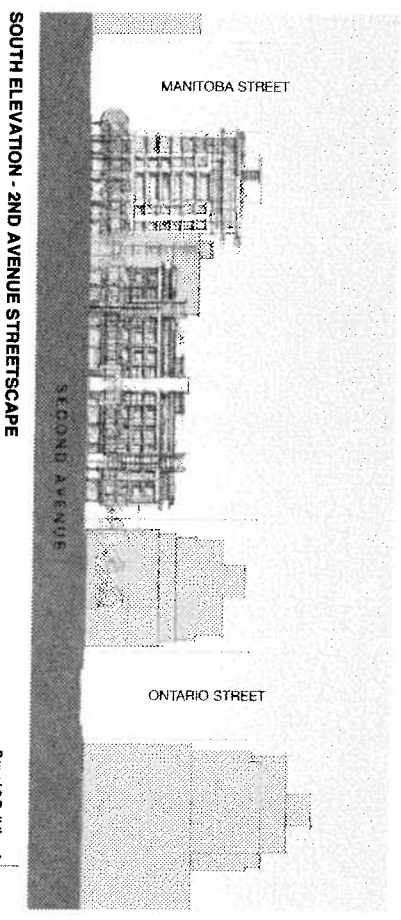
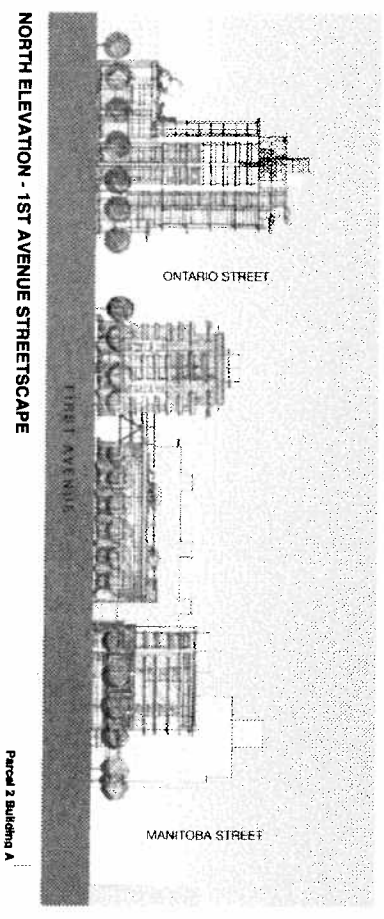
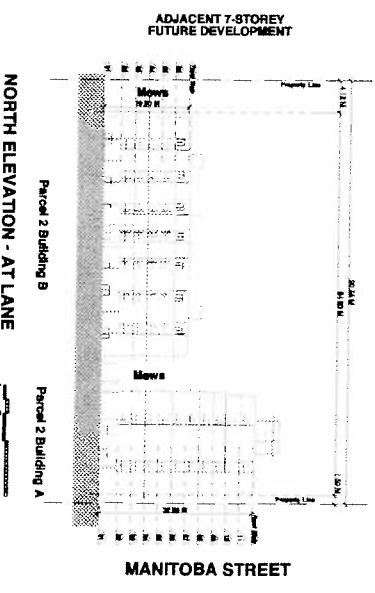
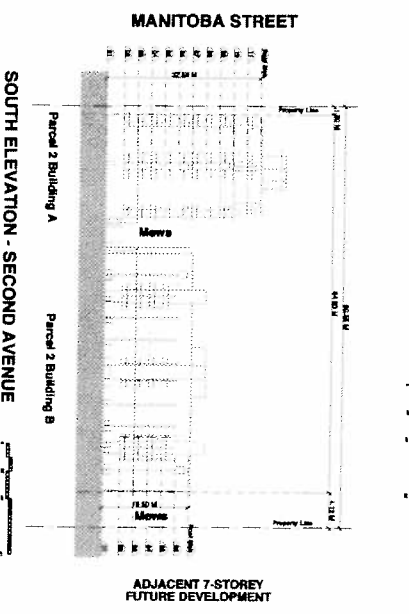
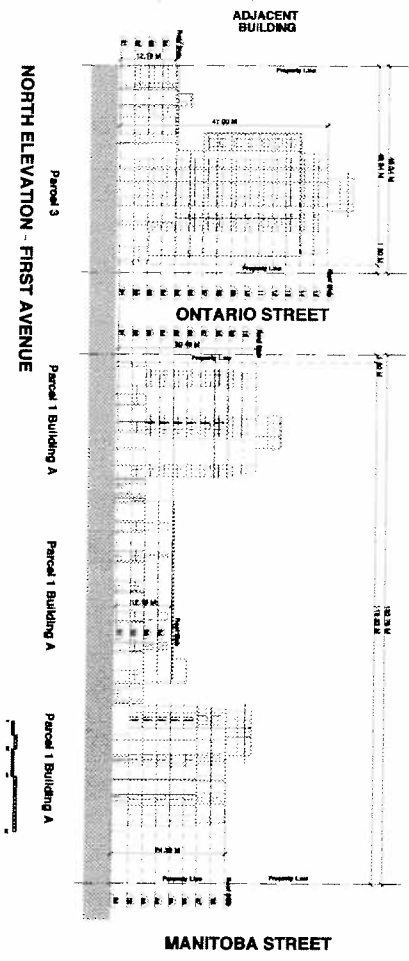
## SOUTH-EAST FALSE CREEK - SHIP YARDS

2-88 West 1<sup>st</sup> Avenue, 2-26 East 1<sup>st</sup> Avenue and 27-99 West 2<sup>nd</sup> Avenue

PINNACLE INTERNATIONAL (WEST FIRST) PLAZA INC.

<p>LEVEL 1 PLAN/ SITE PLAN A1.04</p>	<p>DATE: 10/20/2011</p>
	<p>SCALE: AS SHOWN</p>
<p>DESIGNED BY: [Signature]</p>	
<p>CHECKED BY: [Signature]</p>	
<p>PROJECT NO. 11-0000</p>	
<p>CLIENT: PINNACLE INTERNATIONAL (WEST FIRST) PLAZA INC.</p>	
<p>ARCHITECT: <b>Howe &amp; Bingham Hill Architects</b></p>	
<p>1100 WEST 1ST AVENUE, SUITE 200, CALGARY, ALBERTA T2P 0K1</p>	



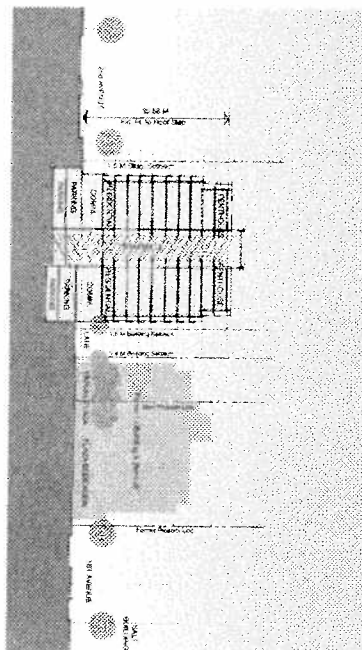


Pinnacle International Inc.  
 2700 West 1st Avenue, Suite 100  
 Vancouver, BC V6K 3K3  
 Tel: 604.681.1111  
 Fax: 604.681.1112  
 Email: info@pinacle.com  
 Website: www.pinacle.com  
 Project No. 2011-011  
 Drawing No. A2.01  
 Date: 11/11/11  
 Scale: As Shown  
 Author: [Signature]  
 Checker: [Signature]  
 Approver: [Signature]

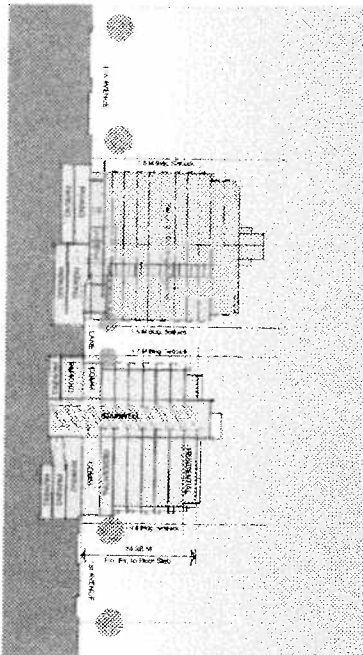
## SOUTH-EAST FALSE CREEK - SHIPYARDS

2-88 West 1<sup>st</sup> Avenue, 2-26 East 1<sup>st</sup> Avenue and 27-99 West 2<sup>nd</sup> Avenue

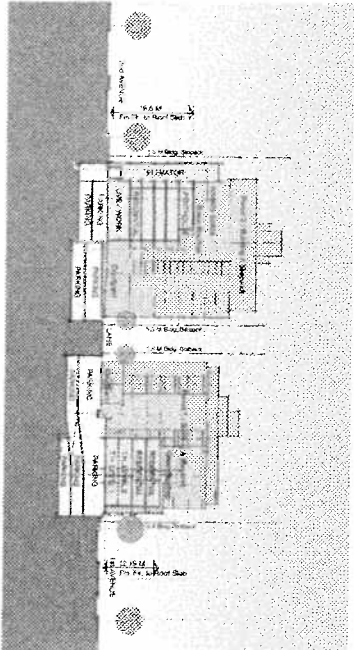
PINNACLE INTERNATIONAL (WEST FIRST) PLAZA INC.



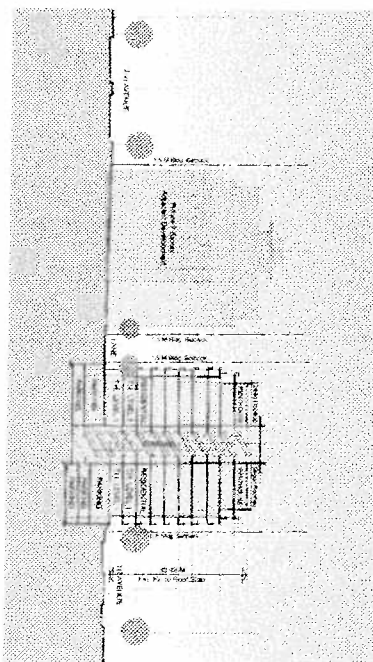
SECTION A-A



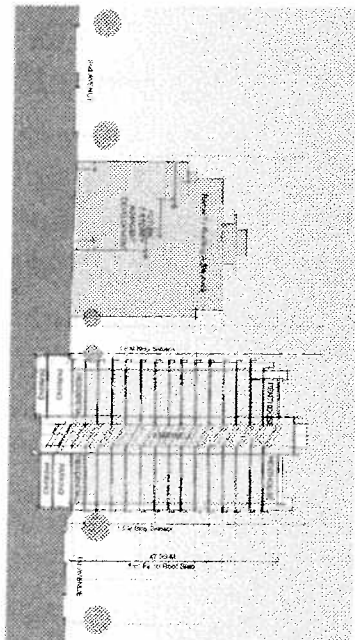
SECTION B-B



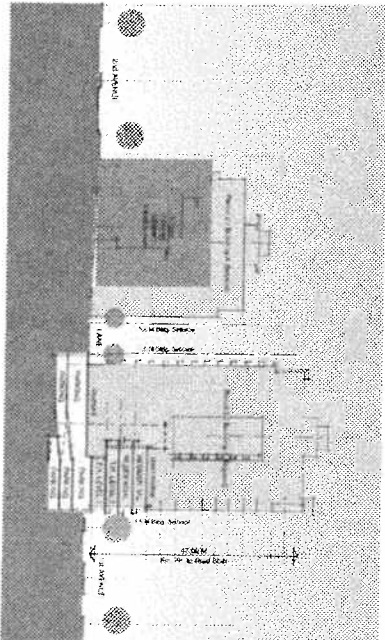
SECTION C-C



SECTION D-D



SECTION E-E



SECTION F-F

**SOUTH-EAST FALSE CREEK - SHIP YARDS**

2-88 West 1<sup>st</sup> Avenue, 2-26 East 1<sup>st</sup> Avenue and 27-99 West 2<sup>nd</sup> Avenue

PINNACLE INTERNATIONAL (WEST FIRST) PLAZA INC.

SECTIONS  
 A3.01  
 Pinnacle International (West First) Plaza Inc.  
 Architectural Services  
 1111 West 1st Avenue, Suite 100  
 Anchorage, Alaska 99501  
 Phone: (907) 562-1111  
 Fax: (907) 562-1112  
 Email: info@pinacledesign.com  
 Website: www.pinacledesign.com

## APPROACHES TO SUSTAINABILITY AND UNIVERSAL DESIGN

South East False Creek is envisioned as a 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.

The development of South East False Creek presents a unique opportunity to explore new ideas about how we live in the city. The opportunity is considered to be an on-going experiment to achieve an optimal balance between environmental, social and economic needs. As such, new development is expected to challenge conventional thinking about sustainability while integrating sufficient flexibility to incorporate new ideas and systems later.

### PROPOSED SUSTAINABILITY STRATEGIES

The proposal includes the following strategies to address sustainability:

Conservation Strategy	
ENERGY	
Building Envelope	<ul style="list-style-type: none"><li>• Higher performance walls to minimize heat loss</li></ul>
Roofs	<ul style="list-style-type: none"><li>• Over parkade - landscaped</li><li>• Over low-rise insulated, accessible land areas</li><li>• 75 percent of surface area to be soft landscape required</li><li>• At high level, insulated and landscaped accessible</li></ul>
Orientation	<ul style="list-style-type: none"><li>• Each building façade considered separate heat gain/loss and solar comfort</li></ul>
Ventilation	<ul style="list-style-type: none"><li>• Introduce high and low level operable encourage cross ventilation</li></ul>
User Controls	<ul style="list-style-type: none"><li>• Individual temperature control for each</li></ul>
Core Systems	<ul style="list-style-type: none"><li>• Use thermal mass of building to adjust/night time heat cycle</li><li>• Heating provided by district heating system</li><li>• All habitable areas within sight of external</li></ul>
Heat Source	<ul style="list-style-type: none"><li>• District energy system/hydronic heating either fan coil units or perimeter radiant</li></ul>
Irrigation	<ul style="list-style-type: none"><li>• High efficiency irrigation system</li></ul>

WATER

- Storm Water
  - Excess storm water directed to the City infiltration trenches on First Avenue
  - Excess storm water directed to infiltrate trenches in the lane
  - Water gardens, water features that only when it rains
  - Green roofs to manage flow of water in system
- Solid Waste + Recycling
  - Management of construction waste
  - On site waste and recycling of domestic
  - On site organic recycling for use in garden
- Landscaping
  - Drought tolerant planting
- Urban Agriculture
  - Opportunities on site with planned local urban agriculture at grade and at roof

SOCIAL

- 25 percent of accommodation for families (i.e., more suites)

ECONOMIC

- Live work suites along 2<sup>nd</sup> Avenue
- Commercial uses along Manitoba Street

LEED™

- Project to achieve a score equal to the Silver

LEED™ CHECKLIST

The application included the following LEED™ BC checklist:



LEED BC Registered Project Checklist

South East False Creek, 1st and 2nd Avenue Manitoba and Ontario Street

Vancouver, B.C.

Yes		?		No						
<b>10</b>						<b>Sustainable Sites</b>		<b>14 Points</b>		<b>COMMENTS</b>
<input checked="" type="checkbox"/>						Prereq 1	<b>Erosion &amp; Sedimentation Control</b>			Required
<input checked="" type="checkbox"/>						Prereq 2	<b>Riparian-Wetland Protection</b>			Required
<input checked="" type="checkbox"/>						Credit 1	<b>Site Selection</b>			1
<input checked="" type="checkbox"/>						Credit 2	<b>Development Density</b>			1
<input checked="" type="checkbox"/>						Credit 3	<b>Redevelopment of Contaminated Site</b>			1
<input checked="" type="checkbox"/>						Credit 4.1	<b>Alternative Transportation, Public Transportation Access</b>			1
<input checked="" type="checkbox"/>						Credit 4.2	<b>Alternative Transportation, Bicycle Storage &amp; Changing Rooms</b>			1
<input checked="" type="checkbox"/>						Credit 4.3	<b>Alternative Transportation, Alternative Fuel Vehicles</b>			1
<input checked="" type="checkbox"/>						Credit 4.4	<b>Alternative Transportation, Parking Capacity</b>			1
						Credit 5.1	<b>Reduced Site Disturbance, Protect or Restore Open Space</b>			1
						Credit 5.2	<b>Reduced Site Disturbance, Development Footprint</b>			1
<input checked="" type="checkbox"/>						Credit 6.1	<b>Stormwater Management, Rate and Quantity</b>			1
						Credit 6.2	<b>Stormwater Management, Treatment</b>			1
<input checked="" type="checkbox"/>						Credit 7.1	<b>Heat Island Effect, Non-Roof</b>			1
<input checked="" type="checkbox"/>						Credit 7.2	<b>Heat Island Effect, Roof</b>			1
						Credit 8	<b>Light Pollution Reduction</b>			1
<b>2</b>						<b>Water Efficiency</b>		<b>5 Points</b>		
<input checked="" type="checkbox"/>						Credit 1.1	<b>Water Efficient Landscaping, Reduce by 50%</b>			1
						Credit 1.2	<b>Water Efficient Landscaping, No Potable Use or No Irrigation</b>			1
						Credit 2	<b>Innovative Wastewater Technologies</b>			1
<input checked="" type="checkbox"/>						Credit 3.1	<b>Water Use Reduction, 20% Reduction</b>			1
						Credit 3.2	<b>Water Use Reduction, 30% Reduction</b>			1
<b>A</b>						<b>Energy &amp; Atmosphere</b>		<b>17 Points</b>		
<input checked="" type="checkbox"/>						Prereq 1	<b>Fundamental Building Systems Commissioning</b>			Required
<input checked="" type="checkbox"/>						Prereq 2	<b>Minimum Energy Performance</b>			Required
<input checked="" type="checkbox"/>						Prereq 3	<b>CFC Reduction in HVAC&amp;R Equipment</b>			Required
<input checked="" type="checkbox"/>						Credit 1	<b>Optimize Energy Performance</b>			1 to 10
						Credit 2.1	<b>Renewable Energy, 5%</b>			1
						Credit 2.2	<b>Renewable Energy, 10%</b>			1
						Credit 2.3	<b>Renewable Energy, 20%</b>			1
<input checked="" type="checkbox"/>						Credit 3	<b>Best Practice Commissioning</b>			1
<input checked="" type="checkbox"/>						Credit 4	<b>Elimination of HCFCs and Halons</b>			1
						Credit 5	<b>Measurement &amp; Verification</b>			1
						Credit 6	<b>Green Power</b>			1

8    **Materials & Resources** 13 Points

Yes	?	No			Required
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Prereq 1	<b>Storage &amp; Collection of Recyclables</b>	1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 1.1	<b>Building Reuse, Maintain 75% of Existing Walls, Floors and Roof</b>	1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 1.2	<b>Building Reuse, Maintain 95% of Existing Walls, Floors and Roof</b>	1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 1.3	<b>Building Reuse, Maintain 95% shell and 50% non-shell</b>	1
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 2.1	<b>Construction Waste Management, Divert 50%</b>	1
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 2.2	<b>Construction Waste Management, Divert 75%</b>	1
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 3.1	<b>Resource Reuse, Specify 5%</b>	1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 3.2	<b>Resource Reuse, Specify 10%</b>	1
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 4.1	<b>Recycled Content, Specify 5% (post-consumer + _ post-industrial)</b>	1
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 4.2	<b>Recycled Content, Specify 10% (post-consumer + _ post-industrial)</b>	1
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 5.1	<b>Local/Regional Materials, 20% Manufactured Regionally</b>	1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 5.2	<b>Local/Regional Materials, of 20% Above, 50% Extracted Regionally</b>	1
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 6	<b>Rapidly Renewable Materials</b>	1
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 7	<b>Certified Wood</b>	1

11    **Indoor Environmental Quality** 15 Points

Yes	?	No			Required
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Prereq 1	<b>Minimum IAQ Performance</b>	Required
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Prereq 2	<b>Environmental Tobacco Smoke (ETS) Control</b>	Required
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 1	<b>Carbon Dioxide (CO<sub>2</sub>) Monitoring</b>	1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 2	<b>Increase Ventilation Effectiveness</b>	1
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 3.1	<b>Construction IAQ Management Plan, During Construction</b>	1
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 3.2	<b>Construction IAQ Management Plan, Flushout/Testing</b>	1
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 4.1	<b>Low-Emitting Materials, Adhesives &amp; Sealants</b>	1
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 4.2	<b>Low-Emitting Materials, Paints</b>	1
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 4.3	<b>Low-Emitting Materials, Carpets</b>	1
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 4.4	<b>Low-Emitting Materials, Composite Wood</b>	1
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 5	<b>Indoor Chemical &amp; Pollutant Source Control</b>	1
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 6.1	<b>Controllability of Systems, Perimeter</b>	1
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 6.2	<b>Controllability of Systems, Non-Perimeter</b>	1
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 7.1	<b>Thermal Comfort, Comply with ASHRAE 55-1992</b>	1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 7.2	<b>Thermal Comfort, Permanent Monitoring System</b>	1
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 8.1	<b>Daylight &amp; Views, Daylight 75% of Spaces</b>	1
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 8.2	<b>Daylight &amp; Views, Views for 90% of Spaces</b>	1

1    **Innovation & Design Process** 5 Points

Yes	?	No			Required
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 1.1	<b>Innovation in Design: Provide Specific Title</b>	1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 1.2	<b>Innovation in Design: Provide Specific Title</b>	1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 1.3	<b>Innovation in Design: Provide Specific Title</b>	1
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 1.4	<b>Innovation in Design: Provide Specific Title</b>	1
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Credit 2	<b>LEED™ Accredited Professional</b>	1

36    **Project Totals (pre-certification estimates)** 69 Points

Certified 26-32 points Silver 33-38 points Gold 39-51 points Platinum 52-69 points

UNIVERSAL DESIGN

Appendices

Appendix A

# The SAFER Home™ Certification Criteria



The next page gives you the same checklist laid out as a contract you can show to your builder to help ensure your new home is built the way you want it to be.

The next page gives you the same checklist laid out as a contract you can show to your builder. We recommend having all parties sign to help ensure your new home is built the way you want it to be — that's SAFER, of course.

- All exterior thresholds are flush  $-\frac{1}{2}''$  as per recommendations or as reqd by envelope consultant
- Interior thresholds meet minimal code constraints
- Bath and shower controls off set from centre
- Pressure/temperature control valves on all shower faucets — will review — typical is pressure control.
- 2"x12" blocking lumber in all washrooms tub, shower, and toilet locations
- Waste pipes brought in at 12" to the centre of the pipe from floor level
- Cabinets underneath sinks easily removable
- Doors a minimum of 34" wide but should ideally be 36"
- Hallways and stairways a minimum of 40" wide but should ideally be 42" wide — in town houses
- Light switches 42" floor to the centre of the electrical box from the finished floor
- Receptacles 18" floor to the centre of the electrical box from the finished floor
- Electrical receptacles placed as follows:
  - Beside windows, especially where draperies may be installed
  - Top and bottom of stairways
  - Beside the watercloset
  - Above external doors (outside and inside)
  - On front face of kitchen counter
  - At Node Zero Location
- Larger grey electrical boxes utilized
- Four-plex receptacles in master bedroom, home office, garage, and rec room
- Level 5 (4 pair) telephone pre-wire to all areas returning to one central area
- RG-6 coaxial cable runs returning to one central area
- All low-voltage runs returning to one central area
- Walls at the top of stairs reinforced with 2"x12" at 36" to centre
- Either: allowance made for elevator in stacked closets, or make the staircase 42" wide



▪ **APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION**

**Applicant and Property Information**

Street Address	2 - 88 West 1 <sup>st</sup> Avenue, 2 - 26 East 1 <sup>st</sup> Avenue and 27 - 99 West 2 <sup>nd</sup> Avenue
Legal Description	2 - 88 West 1st Avenue (E1/2 of Lot 1, W1/2 of Lot 1, Lots 2-8, Blk 9, DL 200A, Plan BCP 197), 2 - 26 East 1st Avenue (Lots 1-3, Blk 8, DL 200A, Plan BCP 197) and 27 - 99 West 2nd Avenue (Lots 11-16, Blk 9, DL 200A, Plan BCP 197)
Applicant	Pinnacle International
Architect	Howard Bingham Hill Architects
Property Owner	Pinnacle International
Site Area	9 556.2 m <sup>2</sup>

**Development Statistics**

	Existing Zoning	Proposed Development	Recommended
Zoning	M-2	Comprehensive Development District (CD-1)	as proposed
Uses	Manufacturing, Retail, Service, Transportation, & Storage, Utility, & Communication, Wholesale	Office, Retail, Service, Live/work and Residential	as proposed
Max. Floor Area	n/a	37 487.90 m <sup>2</sup> (includes the potential heritage density that may be purchased from within SEFC ODP area)	33 446.7 m <sup>2</sup> (except that DP Board may approve heritage transfer of 10 percent + an additional amount to be purchased from eligible heritage donor sites within SEFC)
Floor Space Ratio	5.0 FSR	3.92 FSR (includes the potential heritage density that may be purchased from within SEFC ODP area)	3.5 FSR (except that DP Board may approve heritage transfer of 10 percent + an additional amount to be purchased from eligible heritage donor sites within SEFC)
Maximum Building Height	30.5 m (100 ft.)		as proposed
Sub-Area 1 (Parcel 1)		30.38 m (100 ft)	
Sub-Area 2 (Parcel 2)		32.30 m (106 ft)	
Sub-Area 3 (Parcel 3)		47.00 m (154 ft.)	
Parking, Loading, and Bicycle Spaces	as per Parking By-law	As per SEFC Green Building Strategy Parking Standards	as per SEFC Green GBS