



CITY OF VANCOUVER
POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: November 1, 2006
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VanRIMS No.: 11-3600-03
Meeting Date: November 14, 2006

TO: Vancouver City Council
FROM: Director of Planning
SUBJECT: CD-1 Rezoning: 1695 Main Street

RECOMMENDATION

- A. THAT the application by John Clark of CDA Architects to rezone 1695 Main Street (PID: 008-766-240; Lot 7, Block E, DL 200A and 2037, Plan 12958) from M-2 to CD-1 (Comprehensive Development District), to permit a 13 storey mixed use building with a total density of 3.5 Floor Space Ratio, be referred to a Public Hearing, together with:
- (i) revised plans received August 15, 2006;
 - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
 - (iii) the recommendation of the Director of Planning to approve the application, subject to conditions contained in Appendix B.

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

FURTHER THAT if the application is referred to a public hearing, the applicant be advised to make application to amend the Sign By-law, to establish regulations for this CD-1 in accordance with Schedule E (assigned Schedule "B" (DD)) and that the Director of Legal Services be instructed to prepare the necessary by-law as set out in Appendix C for consideration at the Public Hearing.

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

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

- C. THAT Recommendations A and 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

Relevant Council Policies for this site include:

- 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 Public Benefits and Compatible Housing Strategy
adopted by Council on June 15, 2006.
- 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 June 24, 2003 and amended on February 12, 2004.

- Neighbourhood Energy Utility adopted by Council on March 2, 2006.
- Southeast False Creek Public Realm Plan adopted by Council on July 20, 2006.

SUMMARY AND PURPOSE

This report assesses an application to rezone the site located at 1695 Main Street from M-2 (Industrial) to CD-1 (Comprehensive Development District) to permit development of a single mixed use building. There will be a 13-storey form on Quebec Street and an 8-storey element on Main Street joined by a 6-storey mid-block form fronting 1st Avenue, with an overall height of 38 m (124.7 ft.). While the proposal is predominantly residential, there is commercial space at grade facing Main Street as envisaged by the SEFC ODP. The development proposes a total of 150 residential units and 1 commercial unit with 179 vehicle parking spaces. The overall density of the development would be 3.5 FSR. This site is located within the boundary of the South East False Creek ODP which supports the proposed use and density.

The South East False Creek Public Benefits and Compatible Housing Strategy outlines the funding and delivery of new public amenities and infrastructure in SEFC. Consistent with this direction, the developer, Beedie Development Corp., has offered \$1,786,605 as a Community Amenity Contribution, which is \$11.50 per sq. ft. for this site which has a gross site area of 44,388 sq. ft. and proposed development of 155,357 sq. ft. buildable. The SEFC Public Benefits and Compatible Housing Strategy also provides for an area specific Development Cost Levy of \$14.50 per sq. ft. for the entire SEFC ODP area which will be in addition to the City-wide DCL.

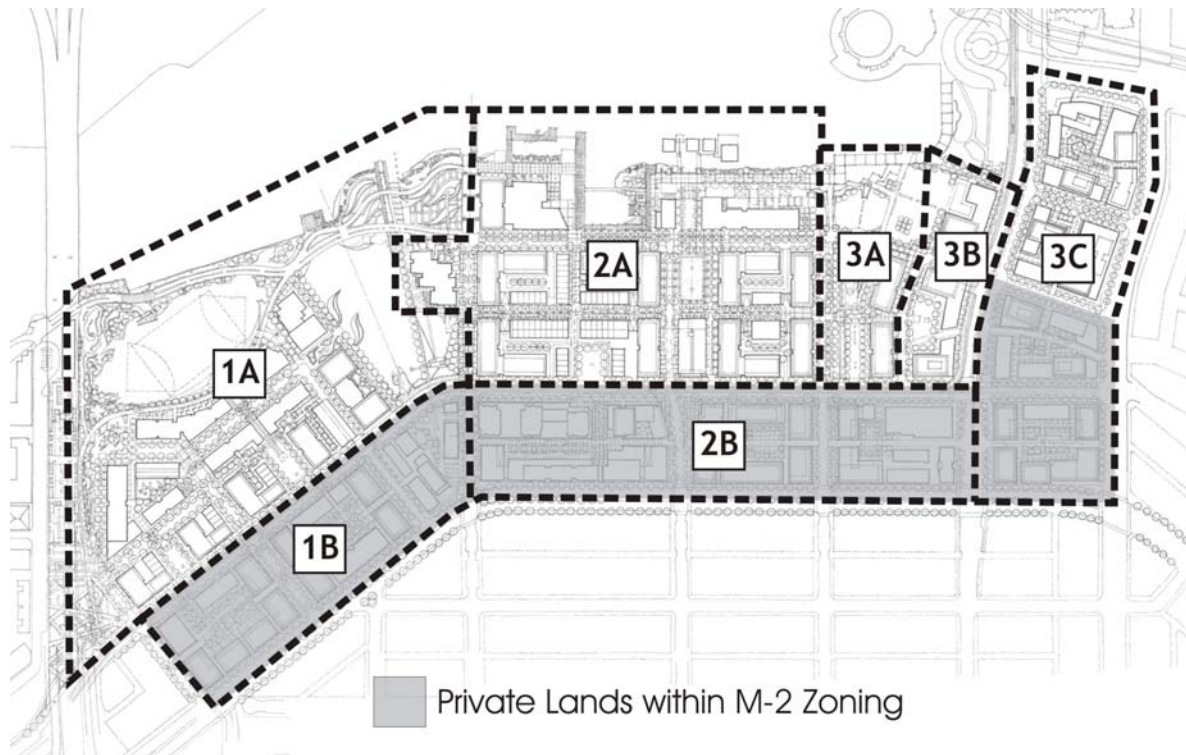
Staff recommend that the application be referred to a Public Hearing and be approved with the conditions listed in Appendix B.

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 model which can be applied across the city. As well, the SEFC Official Development Plan (ODP) seeks to encourage vitality, diversity, and cultural richness in a manner that respects the history and context of the area. The ODP provides the framework to create a complete community where goods and services are within walking distance and housing is 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 priority for sustainable modes to encourage walking, cycling and transit. Details of the sustainable transportation strategies are outlined in Appendix D.

Out of the 80 acres within the SEFC ODP, approximately 30 acres are in private ownership. The private lands are located within sub-areas 1B, 2B and the M-2 portion of 3C, as shown in grey on the map below.

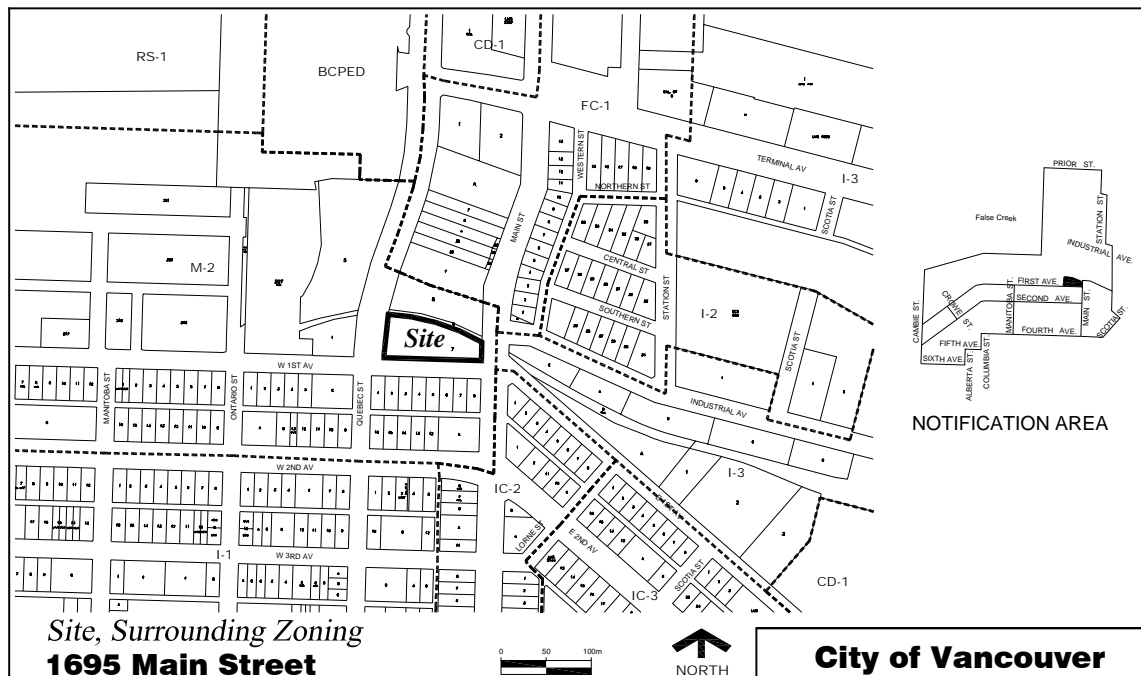


Most of the owners of these properties have been involved throughout the SEFC planning process. Some have participated in a coordinated cost recovery rezoning process to deal simultaneously with eight CD-1 rezonings. The subject site was included in this process.

The level of community involvement in the development of the SEFC ODP was extensive. As part of the coordinated cost recovery process for private land rezonings, a well attended open house was held on September 28, 2006. This application was largely supported by the public. The application has also been reviewed by the Urban Design Panel, which provided helpful criticism leading to significant revisions which finally received unanimous support. The detailed Public and Design Panel commentary are included in Appendix D.

DISCUSSION

Site: The proposed development consists of a single parcel which is currently zoned M-2. It is currently developed with a drive through restaurant (Burger King) with extensive surface parking. The site is located north of 1st Avenue between Quebec Street and Main Street as indicated on the map below.



Context: Two blocks to the west of the subject site is Manitoba Street, which the SEFC ODP identifies as the commercial “high” street which will be the focus for the emerging community. The site fronts on to 1st Avenue which will accommodate a bikeway and future streetcar, and seven blocks to the west will be the future Canada Line 2nd Avenue Station. To the south, 2nd Avenue forms the boundary of the SEFC ODP area and will continue to serve as an arterial route to relieve vehicular traffic along 1st Avenue.

Use: The proposal is for a 13-storey mixed-use development containing 150 dwelling units with one commercial unit at ground level facing Main Street. Staff support the amount and location of the residential and commercial uses which are in keeping with the SEFC ODP.

Density: The proposed total floor area of 14 433 m² (155,357 sq. ft.), which results in a density of 3.5 FSR, is consistent with the SEFC ODP.

Form of Development: (Note Plans: Appendix G). The SEFC ODP provides a clear direction for built form with lower, simple rectilinear forms recalling the industrial character in this area. A curved railspur property (the “Railspur Property”) to the north of this site runs the length of the property line. It is proposed that access for both the subject site and a site to the north (1650 Quebec Street) will be provided from the Railspur Property. The rail tracks on the Railspur Property will be retained as a design feature.

On Main Street in the area of False Creek the building forms have traditionally been lower, in the range of 4-8 storeys. On Quebec Street, significantly higher tower forms frame False Creek. Staff considers that the location of the 38 m mid-rise shown on Main Street in the illustrative plans of the SEFC ODP should be relocated to Quebec Street leaving a 6-8 storey form on Main Street. The applicant’s proposal is consistent with this advice, and the concept and re-massing, which vary from the SEFC ODP Illustrative plan, were very well supported by the Urban Design Panel. Staff suggest that the Quebec Street mid-rise form should be refined at the next stage of design.

A 5 m road dedication along the entire length of the south boundary of the site, combined with a 1.5 m surface right of way immediately to the north of such dedicated area for the length of the site on 1st Avenue will be required in order to provide a street width to accommodate a greenway and future streetcar. This broader street width can benefit from a stronger corresponding streetwall up to 6 storeys in the mid-block massing as has been proposed. However, staff support advice from the Urban Design Panel that this massing could be lowered slightly to reduce overshadowing on the site and the Railspur Property.

The Urban Design Panel unanimously supported the revised application (see minutes in Appendix D).

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 were approved by Council with the SEFC CD-1 rezoning for a site at 311 West 2nd Avenue, and upon enactment [anticipated November 14, 2006], 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 in Appendix B. The option whereby applicants can provide less than the required parking through provision of a Transportation Management Plan (TMP) will also be provided.

The applicant proposes 179 vehicle parking spaces in a below grade parking garage. Access is proposed to be from an entrance off the Railspur Property to the north. Parking for bicycles will be provided within the parking garage. Staff have reviewed the parking and loading provisions in the application and note that plans do not confirm all unit sizes and therefore do not show the required provision for disability, visitor, co-op and loading spaces as per the SEFC Green Building Strategy (Appendix E).

Environmental Sustainability: This is a key objective of the SEFC ODP. 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, and contains a number of key updates, notably in the area of energy requirements, which have been discussed with the applicant since the outset of this rezoning process and agreed to. 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 as outlined in Appendix E. In addition, the SEFC Green Building Strategy identifies suggested benchmarks for achieving LEED™ Silver equivalency.

Key sustainability features proposed in this application include:

- reduced energy consumption and greenhouse gas emissions;
- connection to the Neighbourhood Energy Utility;

- stormwater management;
- green roofs (includes useable, intensive roofs and inaccessible, extensive roofs);
- water efficient irrigation and drought resistant planting;
- reduced use of potable water for irrigation;
- water use reduction for all household fixtures;
- construction waste management; and
- three-stream waste management.

The applicant's detailed approaches to sustainability are set out in Appendix F.

Universal Design: The ODP states that development in the South East False Creek area is subject to the principles for "universal design" to ensure 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 F 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 "measure up" 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 those aspects of "The Safer Home Certification Criteria" which are not regulated through the VBBL will be addressed voluntarily by the developer.

Public Input: A rezoning information sign was installed on the site on April 28, 2006 and a notification letter dated September 20, 2006 was mailed to the surrounding property owners. In response to notification, two telephone calls were received which were primarily with clarification questions and which were generally supportive of the project.

A Public Open House was held Thursday, September 28, 2006 to review and discuss the rezoning application. Approximately 40 people attended. In terms of commentary, five comment forms were received of which four were supportive of the design while a fifth criticized the bridging between the three building elements.

PUBLIC BENEFITS

The SEFC ODP includes 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.

Subsequently Council adopted the "SEFC Public Benefits and Compatible Housing Strategy", which endorsed the objective of achieving 20 percent affordable housing in the SEFC Private Lands. This objective is to be supported by Community Amenity Contributions in the order of \$11.50 per sq. ft.

After discussions with the Beedie Group, regarding a possible Community Amenity Contribution (CAC), the developer has offered a CAC in the amount of \$1,786,605. Staff recommend acceptance of this offer (see (c)(xvii) in Appendix B).

FINANCIAL IMPLICATIONS

There are no financial implications with respect to the City's operating expenditures, fees, or staffing.

CONCLUSION

Planning staff conclude that the application is consistent with the SEFC ODP and recommend that the application be referred to Public Hearing and be approved with the conditions listed in Appendix B.

* * * * *

DRAFT CD-1 BY-LAW PROVISIONS

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

1. Uses

1.1 The description of the area shown within the heavy black outline on Schedule A is CD-1 (***) .

1.2 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 Barber Shop or Beauty Salon, Bed and Breakfast Accommodation, Photofinishing or Photography Laboratory, Photofinishing or Photography Studio, Print Shop, Restaurant - Class 1, 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;

2. Conditions of Use

2.1 Dwelling units are in an "intermediate zone" as defined in the Noise Control By-law, and, as a result, are subject to the noise levels permitted in industrial and downtown districts.

2.2 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".

2.3 All uses except dwelling uses must have direct access to grade.

2.4 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).

3. Floor Area and Density

3.1 The floor area for all permitted uses must not exceed 3.5 FSR. For the purpose of computing floor space ratio, the site is deemed to be 4 123.6 m², being the site size at time of application for rezoning, prior to any dedications.

3.2 Computation of floor space ratio must include:

- (a) all floors having a minimum ceiling height of 1.2 m, including earthen floor, both above and below ground, measured to the extreme outer limits of the building;
- (b) stairways, fire escapes, elevator shafts, and other features which the Director of Planning considers similar, measured by their gross cross-sectional areas and included in the measurements for each floor at which they are located; and
- (c) in the case of dwelling and live/work uses, if the distance from a floor to the floor above or, in the absence of a floor above, to the top of the roof rafters or deck exceeds 4.3 m, an additional amount equal to the area of the floor area below the excess height except for additional amounts that represent undeveloped floor areas beneath roof elements which the Director of Planning considers to be for decorative purposes and to which there is no means of access other than a hatch, residential lobbies, and mechanical penthouses.

3.3 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 m² 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 m²; 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.

3.4 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 approves 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) despite section 3.2 (c), 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; and
- (e) passive solar appurtenances to reduce solar gain; and
- (f) structures such as pergolas, trellises and tool sheds which support the use of intensive green roofs and or urban agriculture.

3.5 The use of floor space excluded under section 3.3 or 3.4 must not include any purpose other than that which justified the exclusion.

4. Height

4.1 The maximum building height, measured above base surface, must not exceed 38 m.

4.2 Section 10.11 of the Zoning and Development By-law will apply except that the Director of Planning or the Development Permit Board, as the case may be, may permit a greater height than otherwise permitted for structures as such elevator enclosures, stairwells, pergolas, trellises and tool sheds which support the use of intensive green roofs or urban

agriculture provided that the livability and environmental quality of the surrounding neighbourhood is not unduly harmed, and provided that it first considers:

- (a) the intent of this Schedule and all applicable policies and guidelines adopted by Council;
- (b) the submission of any advisory group, property owner or tenant; and
- (c) the effects on public and private views, sunshine, privacy and open spaces.

5. Horizontal Angle of Daylight

5.1 Each habitable room must have at least one window on an exterior wall of a building.

5.2 The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24.0 m.

5.3 Measurement of the plane or planes referred to in section 5.2 must be horizontally from the centre of the bottom of each window.

5.4 If:

- (a) the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council; and
- (b) the minimum distance of unobstructed view is not less than 3.7 m;

the Director of Planning or Development Permit Board may reduce the horizontal angle of daylight requirement.

5.5 An obstruction referred to in section 5.2 means:

- (a) any part of the same building including permitted projections; or
- (b) the largest building permitted under the zoning on any site adjoining CD-1 (_____).

5.6 A habitable room referred to in section 5.1 does not include:

- (a) a bathroom; or
- (b) a kitchen whose floor area is the lesser of:
 - (i) less than 10% of the total floor area of the dwelling unit, or
 - (ii) less than 9.3 m².

6. Parking, Loading and Bicycle Parking

6.1 Off-street parking, loading and bicycle parking shall be provided, developed and maintained in accordance with the applicable provisions of the Parking By-law, including those for relaxation and exemption.

7. Acoustics

7.1 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

PROPOSED CONDITIONS OF APPROVAL

Note: Recommended approved conditions will be prepared generally in accordance with the draft conditions listed below, subject to change and refinement prior to finalization of the agenda for the Public Hearing 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 Chris Dikeakos Architects and stamped "Received City Planning Department, August 15, 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 approval by Council of the form of development, the applicant shall obtain approval of a development application by the Director of Planning or the Development Permit Board, as the case may be, who shall have particular regard to the following:

Design Development

- (i) design development to further refine the mid-rise massing;

Note to Applicant: This can be achieved by creating a more vertical expression particularly on 1st Avenue and consideration given to create a more north-south orientation.
- (ii) design development to provide stronger shoulder massing of 3 to 5 storeys on Quebec Street adjacent to the Railspur Property;

Note to Applicant: Two-storey townhouses should remain at the ground level.
- (iii) consideration to reduce the height of the mid-block massing and to provide 2 storey townhouses fronting on the Railspur Property;
- (iv) design development to the base of the 8-storey mid-rise to provide continuous retail frontage at the setbacks on Main Street and on 1st Avenue;
- (v) provide high quality, durable architectural materials and detailing including rain protection overhangs;
- (vi) design development to the roof mechanical penthouse/roof access to provide a form and material treatment as an extension of the building architecture and to minimize the scale of the penthouse;

- (vii) provision of an interim centre boulevard landscape treatment on 1st Avenue where the future streetcar lines would develop;

CPTED (Crime Prevention through Environmental Design)

- (viii) design development to take into consideration the principles of CPTED, having particular regard for reducing opportunities for;
 - theft in the underground parking;
 - residential break and enter;
 - mail theft;
 - vandalism such as graffiti.

Landscape

Plaza Level

- (ix) design development to provide a more animated courtyard entry experience;

Note to Applicant: The applicant may wish to build on the "Salmon Fountain/shore line" proposed for the courtyard.
- (x) design development to identify and capitalize on opportunities for "Green Wall Systems " on the Plaza/entry court level;
- (xi) delete the decorative pots proposed in the entry plaza and in turn provide significantly greater ground oriented planting area;
- (xii) design development to provide a layered planting strip within the inside boulevard (between the sidewalk and the property line) along 1st Avenue and Quebec street, as per joint Planning and Engineering policies for 'Special City Boulevard Treatment'. The planting strip shall be comprised of layered low planting (mature height and width not to exceed 3 'x 3') with a minimum 1'-0" ground cover strip adjacent to the sidewalk;
- (xiii) delete small unusable lawn areas on the ground level and provide mass planting;
- (xiv) provide notation of Cistern location and Cistern calculations;
- (xv) provide notations for hose bib's in the Plaza area;

Note to Applicant: signage is required for hose bibs connected to a Cistern warning "hose bibs are connected to a Cistern and water is not for human consumption";
- (xvi) integrate small trees into the ground oriented patios along 1st Avenue and Quebec street;
- (xvii) provide open space programming details for all roof decks and ground oriented plazas;

Roof Decks

- (xviii) design development to provide urban agriculture grow plots, tool storage and hose bibs on public roof decks, specifically level 12 Tower Roof Deck and level 7 Roof Garden;
- (xix) design development to delete the lawn area on the roof garden level 7 and provide a more sustainable planting area such as an extensive green roof with raised metal pathways connecting seating areas with circulation pathways;
- (xx) provide significantly larger (inter-connected) planters on both private and public residential tower roof decks;

Note to Applicant: provide notations for hose bibs on landscape plan.

- (xxi) provide details of green roof system and soil depth sections thru all roof planters;

General

- (xxii) provide an overlay of the 50 percent vegetative cover requirement;
- (xxiii) provide details of the irrigation system as per SEFC ODP "section 3" 3.1.2 Water and 3.1.3 Storm Water;
- (xxiv) applicant should consult SEFC Public Realm Plan;

Universal Design

- (xxv) Applicant to work with a Universal Design consultant to achieve the objectives for Universal Design through implementation of "The Safer Home Certification Criteria" as outlined in Appendix F;

Environmental Sustainability

- (xxvi) 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

- (xxvii) provide energy efficient design and modelling results to meet or exceed the CBIP (Commercial Buildings Incentive Program) standard for energy efficiency;

- (xxviii) 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 "xxvii", 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; and
 - provision of vestibules where necessary;

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

- (xxix) provide compatible, energy efficient design and details of the heating and domestic hot water for the referenced connection to the False Creek Neighbourhood Energy Utility proposed for the area;
- (xxx) limit vertical glazing to a maximum of 40 percent or provide additional thermal measures such as low-e glass to compensate for the additional heat loss;
- (xxxi) provide roughed-in capacity for future individual metering for energy and water supplies;
- (xxxii) provide climate zone control for residential and live-work units that is compatible with the False Creek Neighbourhood Energy Utility;
- (xxxiii) fireplaces, if any are listed as a heating appliance, should have 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 is to be submitted at the time of application for Building Permit.

Stormwater Management and Green Roofs

- (xxxiv) provision of a green roof (including useable, intensive roof and or inaccessible, extensive roof) on principal building roofs;
- (xxxv) 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);
- (xxxvi) provision of best current practices for managing water conservation including high efficiency irrigation, aspects of xeriscaping including drought-tolerant plant selection and mulching;

- (xxxvii) design development to provide a balanced stormwater management system that maximizes on site water quality/quantity (e.g., greenroofs, on-site ponds, infiltration galleries, etc.) and potable water conservation through reuse for irrigation, water features, and toilet flushing (e.g. cistern with dual piping, water treatment). Detailed technical drawings of stormwater reuse system will be required at the time of development permit application;

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 should be considered. All hose bibs to deliver potable water unless clearly indicated otherwise. This system is to be designed in coordination with Building - Processing.

- (xxxviii) provide details and arrangements for connection and flow rates to meet the SEFC Stormwater Management Plan;
- (xxxix) 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 is to be submitted at the time of application for Building Permit.

In-Building Water Efficiency

- (xl) 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 is to be submitted at the time of application for Building Permit.

Urban Agriculture

- (xli) design development to incorporate the objectives of urban agriculture including provision of garden plots of an adequate size and number which are to be productive and viable. The total amount of gardening spaces is to 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;

Building Durability

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

Waste Management

- (xliii) 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.

AGREEMENTS:

- (c) That prior to enactment of the CD-1 By-law, at no cost to the City and on terms and conditions satisfactory to the Director of Legal Services, the registered owner shall:

ENGINEERING

Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following:

- (i) Dedication of the south 5 metres of lot 7 for road purposes;
- (ii) Dedication of the east 1.5 metres of lot 7 for road purposes;
- (iii) Provision of a 1.5 metre wide surface statutory right of way immediately north of the required 5 metre road dedication on 1st Avenue, and an option to purchase over the same right of way area in the event the underground parking does not require use of that area;
- (iv) Appropriate access easements or alternative arrangements over the Railspur Property (Lot G) for access to lot 7, including interim access arrangements allowing for construction on the Railspur Property, and including improvements with appropriate drainage to the satisfaction of the General Manager of Engineering Services;
- (v) Discharge of Easement & Indemnity agreement 501555M prior to any occupancy of the proposed building;
- (vi) Provision of improvements and upgrades to the existing sanitary sewer network on 1st Ave. between Quebec St. and Main Street;

Note: storm connections are to be directed towards Quebec Street.
- (vii) Provision of an interim, landscaped center island on 1st Avenue between Quebec and Main Street;
- (viii) 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;

- (ix) Provision of new sidewalks, curb, pavement, concrete lane crossings, lamp standards, street trees and street furniture adjacent the Quebec and Main Street frontages of the site in keeping with the final SEFC public realm design requirements and adjacent the 1st Avenue frontage of the site in keeping with the Central Valley Greenway and SEFC Public Realm Plan requirements;
- (x) Provision of 3 streams of waste removal for the development. (Regular garbage, recyclable materials and organics.) The 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;
- (xi) building design is to include provision for connections to and be compatible with the Neighbourhood Energy Utility proposed for the area;
- (xii) 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 co-operative vehicles and the provision and maintenance of parking spaces for use exclusively by such co-operative vehicles, with such parking spaces to be in addition to the minimum parking spaces required by the Parking By-law; and
 - (B) designation of visitor or surplus parking spaces which are publicly accessible for future use by co-operative vehicles, with such spaces not to be in addition to required parking for residents or visitors;

all as outlined below:

Dwelling Units	Co-operative Vehicle	Co-operative Vehicle Parking Space	Future Converted Co-operative Parking Space
1-49	None	None	1
50-149	1	1	1
150-249	2	2	2
250-349	2	2	3
Each add'l 100 units	+0	+0	+1

SOILS

- (xiii) do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter, as required by the Manager of Environmental Protection and the Director of Legal Services in their discretion;
- (xiv) 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 Certificate of Compliance has been provided to the City by the Ministry of Environment;

OLYMPIC SECURITY REQUIREMENTS

Prior to enactment of the CD-1 By-law, the registered owner of the Lands (the "Owner") shall:

- (xv) 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;
 - i. cease, or cause to cease, all servicing and/or construction activities on the Lands; and
 - ii. 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 City streets may be restricted or unavailable for a period of time before, during and after the 2010 Olympic Winter Games;
 - (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; and

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;

COMMUNITY AMENITY CONTRIBUTION

- (xvi) the agreed Community Amenity Contribution in the amount of \$1,786,605, is to be paid to the City, on terms and conditions satisfactory to the Director of Legal Services;

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.

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 THE SIGN BY-LAW NO. 6510

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

"1695 Main Street [CD-1 #] [By-law #] B (DD)"

DRAFT AMENDMENTS TO THE NOISE BY-LAW NO. 6555

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

"[CD-1 #] [By-law #] 1695 Main Street".

ADDITIONAL INFORMATION

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 1st 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 1st 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.

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

- 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

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 Management Plan (TMP) with staff on a site-specific basis. A typical TMP 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 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 share-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 m² for SEFC, which allows for great size in such units for a single space; however, should a live-work unit get very large [250 m² or more], then it is to 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 m² gfa] uses is proposed at 1 space per 100 m² gfa up to 300 m² gfa, then 1 space per 70 m² gfa above 300 m² gfa. This would net a reduction of nearly 30 percent in the parking required for floor space over the initial 300 m² 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 m² gfa being proposed. For destination restaurants [250 m² 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.

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

Processing Centre - Building: Staff have reviewed the architectural drawings prepared by Chris Dikeakos Architects dated August 15, 2006 for the proposed REZONING application. The applicant has received preliminary review comments regarding project conformance to the requirements of the Vancouver Building By-law, and is aware of issues to be resolved at the building permit stage.

Processing Centre - Development: Staff have reviewed the application and the applicant has received preliminary review comments regarding information deficiencies to be rectified at the Development Application stage.

Urban Design Panel Comments: The Urban Design Panel reviewed this proposal on September 13, 2006 and supported the proposed use, density and form of development and offered the following comments:

Panel's Consensus on Key Aspects Needing Improvement:

- The four storey shoulder massing along Quebec Street was supported by the Panel; and;
- the public realm could be strengthened and should be integrated into the buildings site planning.

Related Commentary:

- The Panel unanimously supported this application and felt that the scheme has been greatly improved over the last presentation with a lot of bold moves taken. They commended the architect and the landscape architect for the efforts in responding to the Panel previous comments;
- The massing reads reasonably well although it still feels tight for the site. This is in part due to the narrow geometry of the site. The Panel felt the four levels of the massing are stepping well and are well developed on all four sides. The tower massing seems to have the broader face next to the broad face of the building to the north and the Panel suggested it could be flipped giving a better relationship to its neighbour;
- One member suggested that the tower form is too large and that more density could be added to the middle building. Two to three story townhouses on the lane could be added with a tight courtyard and individual townhouses on the street. The Panel agree with Staff to support the shoulder on Quebec going to four floors;
- There were some concerns about the open space around the building and it was felt that more of it has migrated to the south. The Panel still question the amount on the north side;
- The lobby amenity and breeze way work well together and that it will be an animated space. The east side entry has a stronger identity but the Panel felt it could be opened up a bit;
- One Panel member encouraged the applicant to look at natural daylight in the corridors maybe by using light tubes;
- The Panel felt the public realm could be developed further. One member suggested using aspects of the local heritage found in the area to inform the design of the building and the landscape. It was also suggested that materials selected should contribute to a grittier building with a more industrial character reminiscent of the heritage of the neighbourhood;
- The Panel felt it was a positive move to add green roofs throughout the development, although it was felt that the design of the residential tower could be further improved;
- One Panel member would like to see tree grates that are over scale with perhaps a wrought iron fence on the lane.

Comments of the Applicant:

The applicant has been provided with a copy of this report and concurs with the contents.

SEFC GREEN BUILDING STRATEGY
JUNE 2006

Originally approved as a draft by Council on July 8, 2004, and updated by staff to 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 ² GFA	Number of spaces
<50 m ²	0.5 space/dwelling unit
50-90 m ²	0.25 space/dwelling unit, plus 1 space/120 m ² GFA
>90 m ²	1 space/dwelling unit

- The maximum permitted parking shall be as follows:

Total m ² GFA	Number of spaces
<50 m ²	1 space/dwelling unit
50-189 m ²	0.65 space/dwelling unit, plus 1 space/140 m ² GFA
>189 m ²	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 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 SEFC 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 m² GFA]*, office, and retail use

- The minimum required parking shall be 1 space for each 100 m² GFA up to 300 m² GFA, and one additional space for each additional 70 m² GFA. The maximum permitted parking shall be 1 space per 50 m² GFA.

Note for: The Playhouse (theatre) site:

- A minimum of one Class C loading space shall be required for **theatre use** in-lieu of the first Class B loading space required for that use.

Live-Work

- Required parking shall be as follows:

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

Social Housing

There are three categories for the number of required and permitted parking spaces:

	Minimum	Maximum
1) Seniors	1/6units	1/3 units
2) Families	0.5/unit	1/unit
3) Other (<i>calculated by total GFA</i>)		

Total m² GFA

<37 m ²	none required	1/6 units
>=37 m ²	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 >= 250m²

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 m² GFA up to 100 m² GFA, one additional space for each additional 10 m² GFA up to 500 m², and 1 additional space for each 20 m² of gross floor area over 500 m². 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 m² GFA up to 300 m² GFA, and one additional space for each additional 50 m² GFA. The maximum allowed = minimum +10 percent

Here 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 1.8 gpm.
- 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 Mandatory Baseline Strategy Requirements in Part 1 of the SEFC Green Building Strategy.

Demonstrated Sustainability

LEED Canada-NC 1.0 Project Checklist

Yes	?	No			
9	4	1	Sustainable Sites		14 Points
			Prereq 1	Erosion & Sedimentation Control	Required
	?		Credit 1	Site Selection	1
X			Credit 2	Development Density	1
X			Credit 3	Redevelopment of Contaminated Site	1
X			Credit 4.1	Alternative Transportation, Public Transportation Access	1
X			Credit 4.2	Alternative Transportation, Bicycle Storage & Changing Rooms	1
	?		Credit 4.3	Alternative Transportation, Alternative Fuel Vehicles	1
X			Credit 4.4	Alternative Transportation, Parking Capacity	1
	?		Credit 5.1	Reduced Site Disturbance, Protect or Restore Open Space	1
		X	Credit 5.2	Reduced Site Disturbance, Development Footprint	1
X			Credit 6.1	Stormwater Management, Rate and Quantity	1
			Credit 6.2	Stormwater Management, Treatment	1
X			Credit 7.1	Heat Island Effect, Non-Roof	1
X			Credit 7.2	Heat Island Effect, Roof	1
X			Credit 8	Light Pollution Reduction	1
Yes	?	No			
3	0	2	Water Efficiency		5 Points
X			Credit 1.1	Water Efficient Landscaping, Reduce by 50%	1
		X	Credit 1.2	Water Efficient Landscaping, No Potable Use or No Irrigation	1
		X	Credit 2	Innovative Wastewater Technologies	1
X			Credit 3.1	Water Use Reduction, 20% Reduction	1
X			Credit 3.2	Water Use Reduction, 30% Reduction	1
Yes	?	No			
1	3	4	Energy & Atmosphere		17 Points
X			Prereq 1	Fundamental Building Systems Commissioning	Required
X			Prereq 2	Minimum Energy Performance	Required
X			Prereq 3	CFC Reduction in HVAC&R Equipment	Required
X	?		Credit 1	Optimize Energy Performance	1 to 10
		X	Credit 2.1	Renewable Energy, 5%	1
		X	Credit 2.2	Renewable Energy, 10%	1
		X	Credit 2.3	Renewable Energy, 20%	1
	?		Credit 3	Best Practice Commissioning	1
X			Credit 4	Ozone Protection	1
		X	Credit 5	Measurement & Verification	1
	?		Credit 6	Green Power	1

Yes	?	No			
3	6	5	Materials & Resources		14 Points
X			Prereq 1	Storage & Collection of Recyclables	Required
		X	Credit 1.1	Building Reuse: Maintain 75% of Existing Walls, Floors, & Roof	1
		X	Credit 1.2	Building Reuse: Maintain 95% of Existing Walls, Floors, & Roof	1
		X	Credit 1.3	Building Reuse: Maintain 50% of Interior Non-Structural Elements	1
X			Credit 2.1	Construction Waste Management: Divert 50% from Landfill	1
	?		Credit 2.2	Construction Waste Management: Divert 50% from Landfill	1
	?		Credit 3.1	Resource Reuse: 5%	1
		X	Credit 3.2	Resource Reuse: 10%	1
	?		Credit 4.1	Recycled Content: 7.5% (post-consumer + ½ post-industrial)	1
		X	Credit 4.2	Recycled Content: 15% (post-consumer + ½ post-industrial)	1
X			Credit 5.1	Regional Materials: 10% Extracted and Manufactured Regionally	1
	?		Credit 5.2	Regional Materials: 20% Extracted and Manufactured Regionally	1
	?		Credit 6	Rapidly Renewable Materials	1
X	?		Credit 7	Certified Wood	1
X			Credit 8	Durable Building	1
Yes	?	No			
8	2	5	Indoor Environmental Quality		15 Points
X			Prereq 1	Minimum IAQ Performance	Required
X			Prereq 2	Environmental Tobacco Smoke (ETS) Control	Required
		X	Credit 1	Carbon Dioxide (CO2) Monitoring	1
		X	Credit 2	Ventilation Effectiveness	1
X			Credit 3.1	Construction IAQ Management Plan: During Construction	1
X			Credit 3.2	Construction IAQ Management Plan: Testing Before Occupancy	1
X			Credit 4.1	Low-Emitting Materials: Adhesives & Sealants	1
X			Credit 4.2	Low-Emitting Materials: Paints and Coating	1
X			Credit 4.3	Low-Emitting Materials: Carpet	1
X			Credit 4.4	Low-Emitting Materials: Composite Wood & Laminate Adhesives	1
X			Credit 5	Indoor Chemical & Pollutant Source Control	1
	?		Credit 6.1	Controllability of Systems: Perimeter Spaces	1
		X	Credit 6.2	Controllability of Systems: Non-Perimeter Spaces	1
		X	Credit 7.1	Thermal Comfort: Compliance	1
		X	Credit 7.2	Thermal Comfort: Monitoring	1
X			Credit 8.1	Daylight & Views: Daylight 75% of Spaces	1
	?		Credit 8.2	Daylight & Views: Views 90% of Spaces	1
Yes	?	No			
1	2	2	Innovation & Design Process		5 Points
	?		Credit 1.1	Innovation in Design	1
	?		Credit 1.2	Innovation in Design	1
		X	Credit 1.3	Innovation in Design	1
		X	Credit 1.4	Innovation in Design	1
X			Credit 2	LEED® Accredited Professional	1
Yes	?	No			
33	17	19	Project Totals (pre-certification estimates)		70 Points

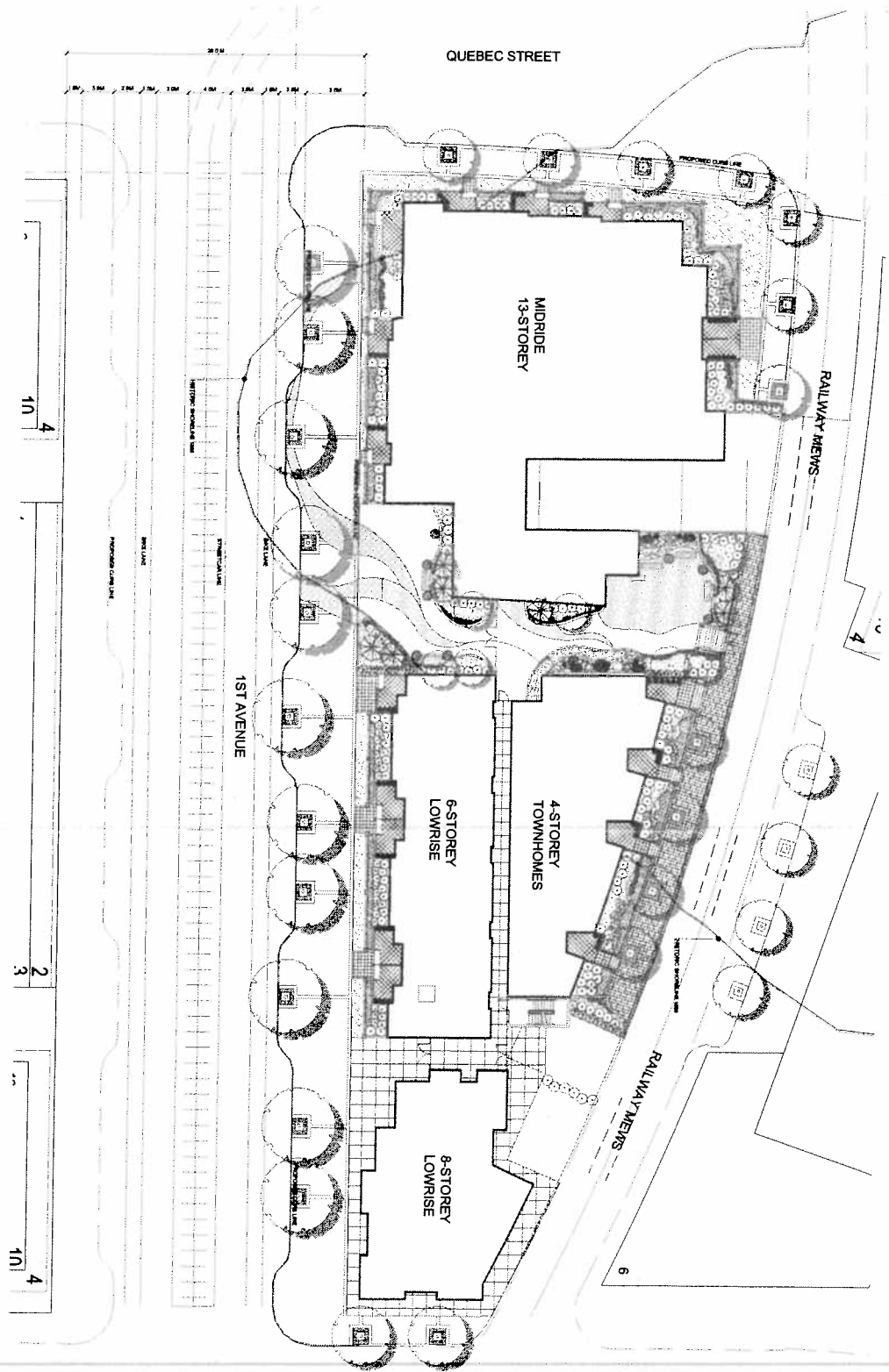
The SAFER Home™ Certification Criteria

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.

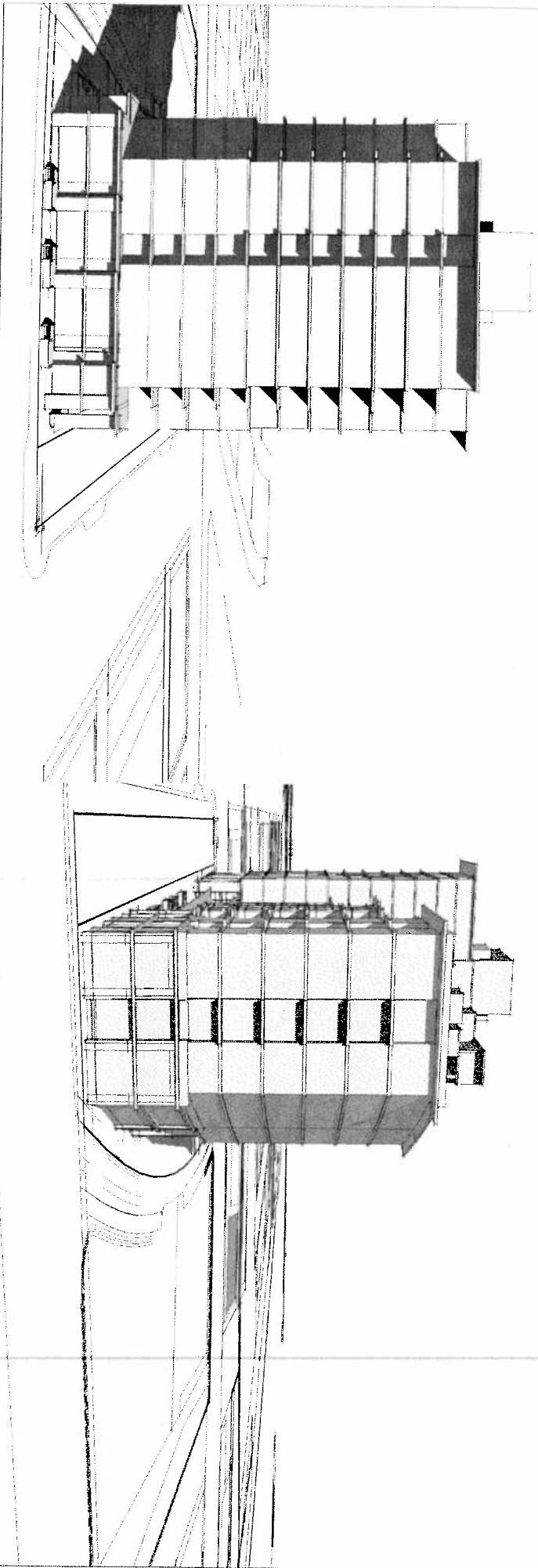
- All exterior thresholds are flush (where waterproofing & mech considerations not required, e.g. French doors)
- Interior thresholds meet minimal code constraints
- Bath and shower controls off set from centre
- Pressure/temperature control valves on all shower faucets
- 2"x12" blocking lumber in all washrooms tub, shower, and toilet locations (on 1 bedroom units. Ensuite only for 2 bedroom units)
- 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" (entry = 36", ensuite main 34")
- Hallways and stairways a minimum of 40" wide but should ideally be 42" wide
- 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 (except where conflicts or safety issues may exist)
- Electrical receptacles placed as follows.
 - Beside windows, especially where draperies may be installed
 - Top and bottom of stairways
 - Beside the watercloset (where code & planning considerations allow)
 - Above external doors (outside and inside on townhomes only)
 - On front face of kitchen counter (min. 1 provided to be handicap accessible)
 - At Node Zero Location
- Larger grey electrical boxes utilized (where possible)
- 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



1 SITE PLAN
SCALE 1/8" = 1'-0"



MAIN STREET

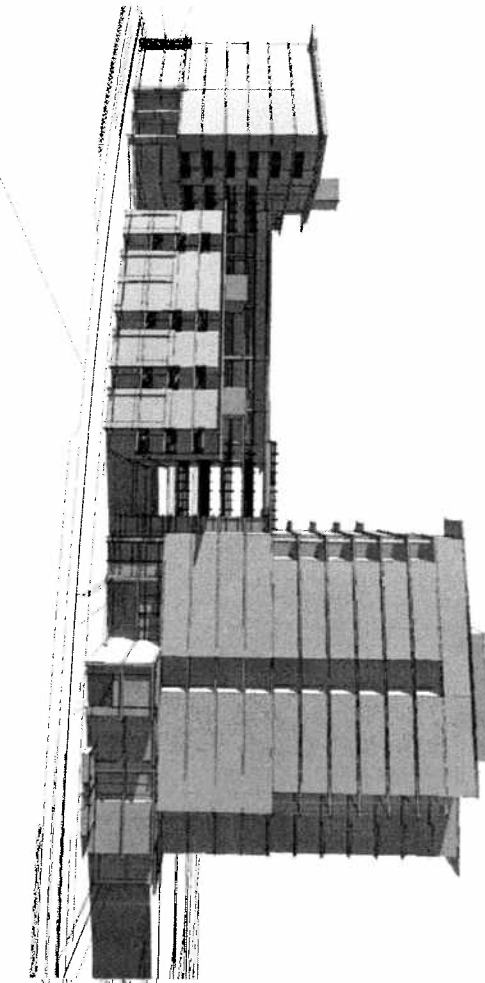


1 WEST ELEVATION - QUEBEC STREET
SCALE: 1/8" = 1'-0"

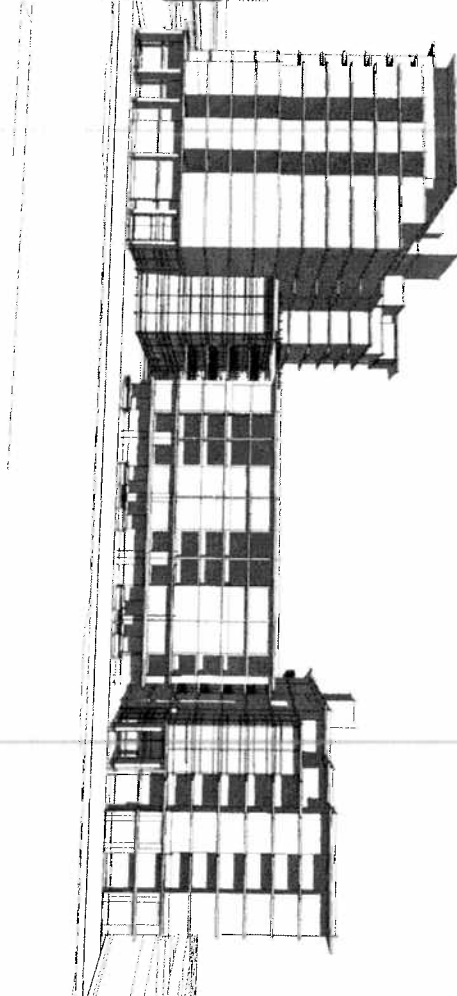
2 EAST ELEVATION - MAIN STREET
SCALE: 1/8" = 1'-0"

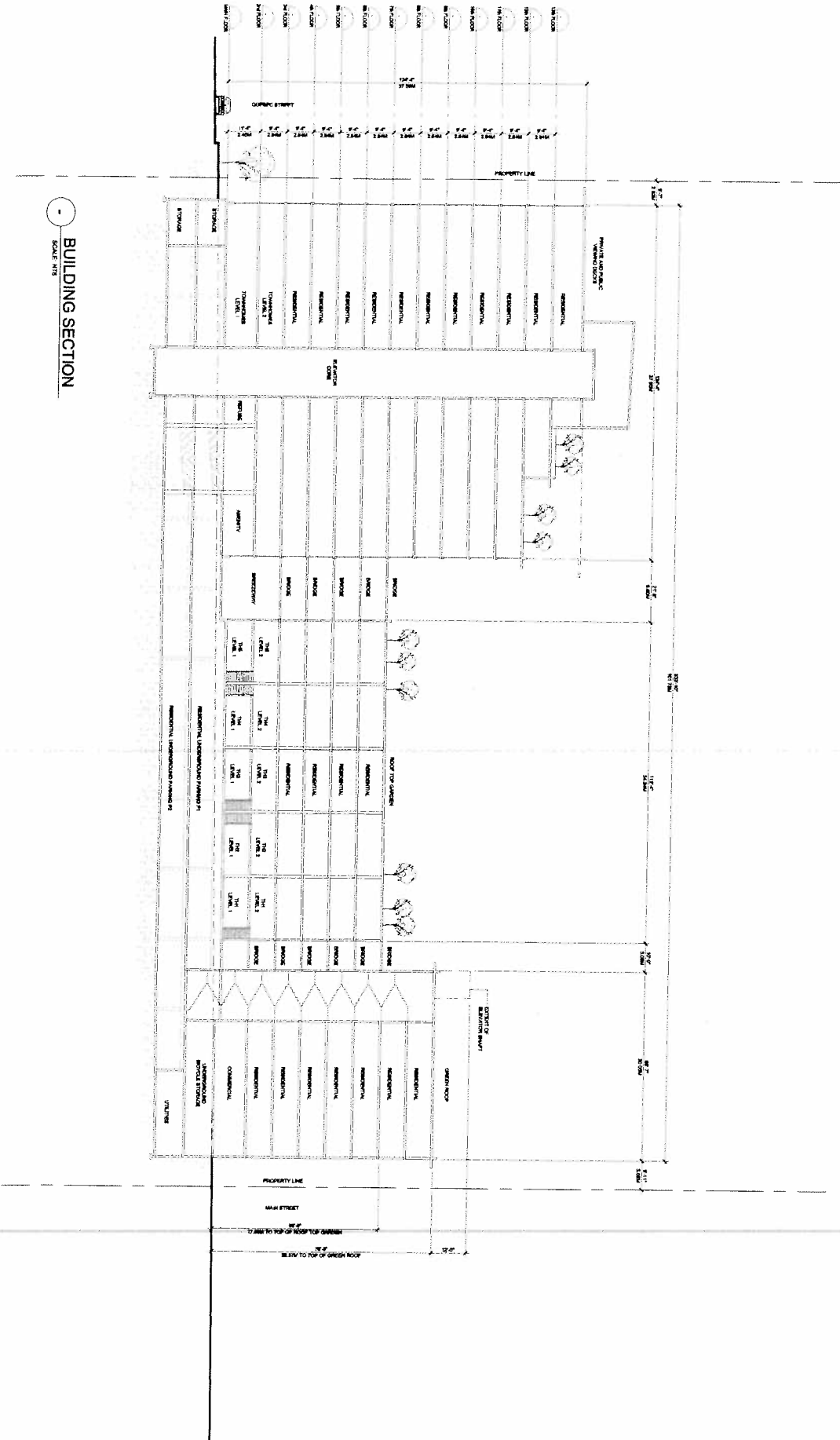
A 3.1

1 NORTH ELEVATION - 1ST AVENUE
SCALE: 1/8" = 1'-0"

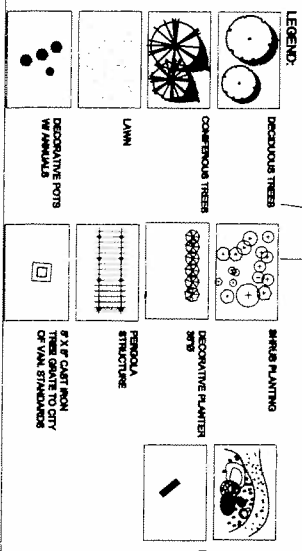


2 SOUTH ELEVATION - RAILWAY MEWS
SCALE: 1/8" = 1'-0"





A.4.1



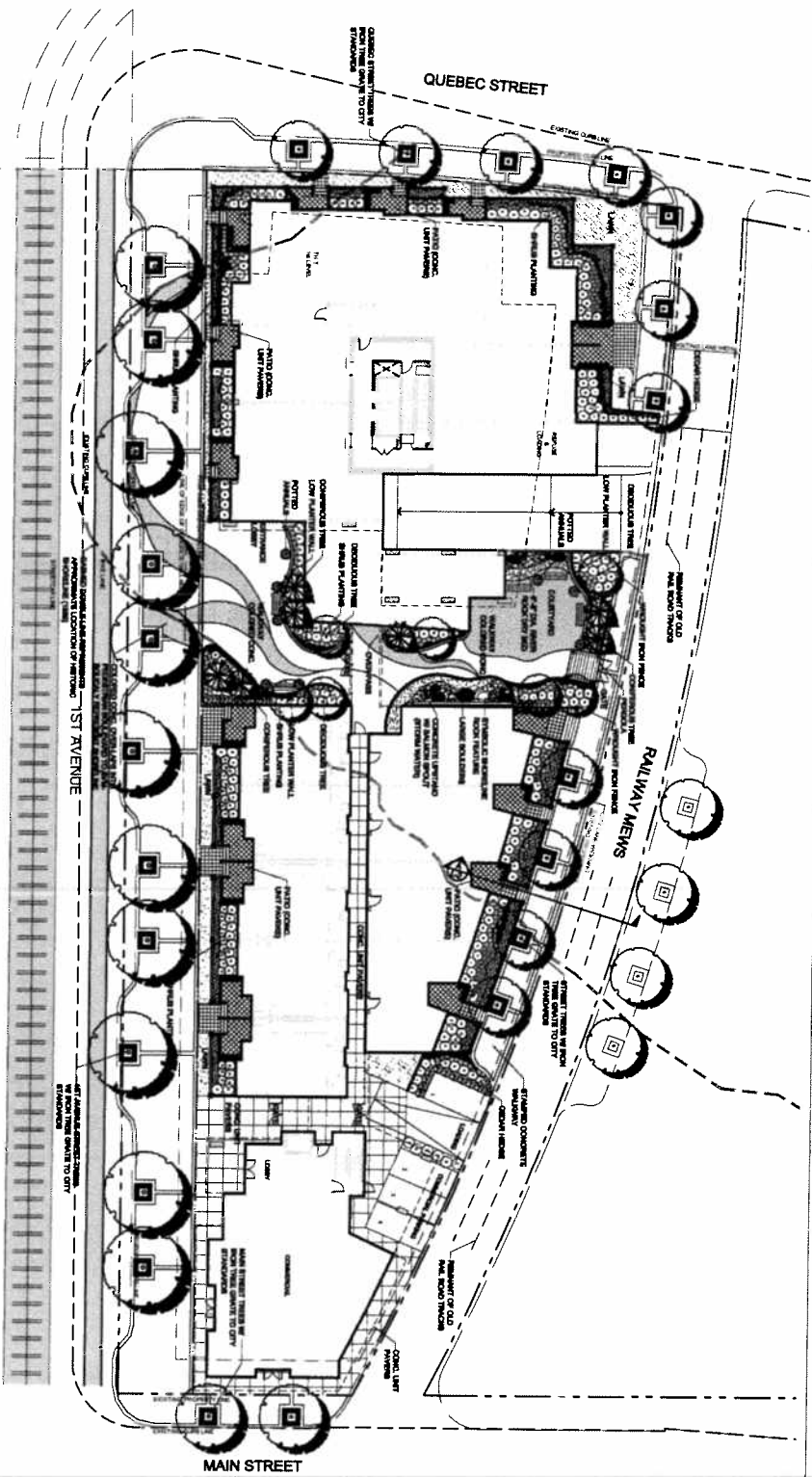
STRATEGIC BRONZING FEATURE:
GRAVELLARI STONE, SUTTON PANELS

- NOTES:**
1. ALL PLANTING SHALL BE IN ACCORD WITH THE VARIOUS NOTES IN THIS DOCUMENT.
 2. ALL PLANTING SHALL BE IN ACCORD WITH THE VARIOUS NOTES IN THIS DOCUMENT.
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CONTINGENT PLANT LIST:

QTY	COMMON NAME	COMMON NAME	COMMON NAME
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LANDSCAPE PLAN - LEVEL 1 (GROUND)
SCALE: 1" = 20'



SHEET TITLE
**LANDSCAPE PLAN
LEVEL 1**

SHEET NO.
1-1

DATE: [] [] [] [] [] []

DESIGN: [] [] [] [] [] []

DRAWN: [] [] [] [] [] []

CHECKED: [] [] [] [] [] []

SCALE: [] [] [] [] [] []

JOB NO.: [] [] [] [] [] []

PROJECT
PROPOSED MULTI-FAMILY RESIDENTIAL DEVELOPMENT
1896 MAIN STREET, VANCOUVER, B.C.

BG SEEDIE GROUP

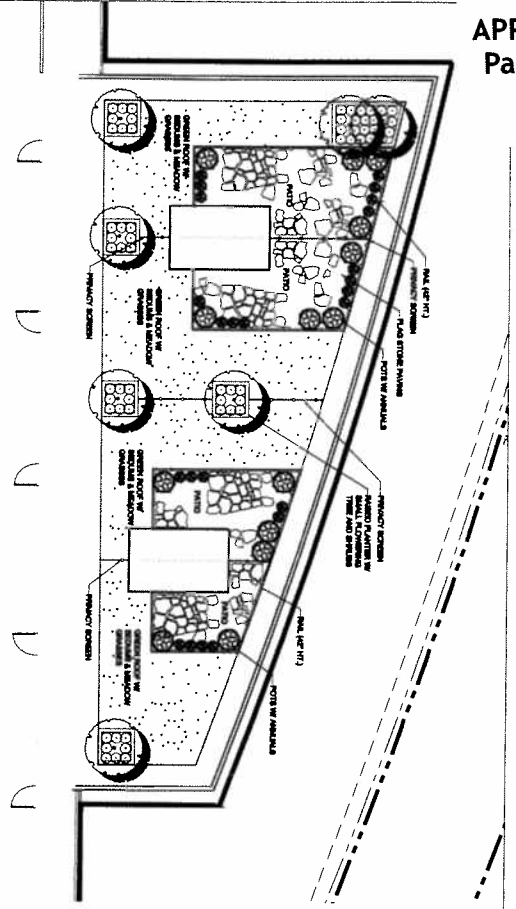
ARCHITECT: CHRIS DREAKOS ARCHITECT INC.

LANDSCAPE ARCHITECT: [] [] [] [] [] []

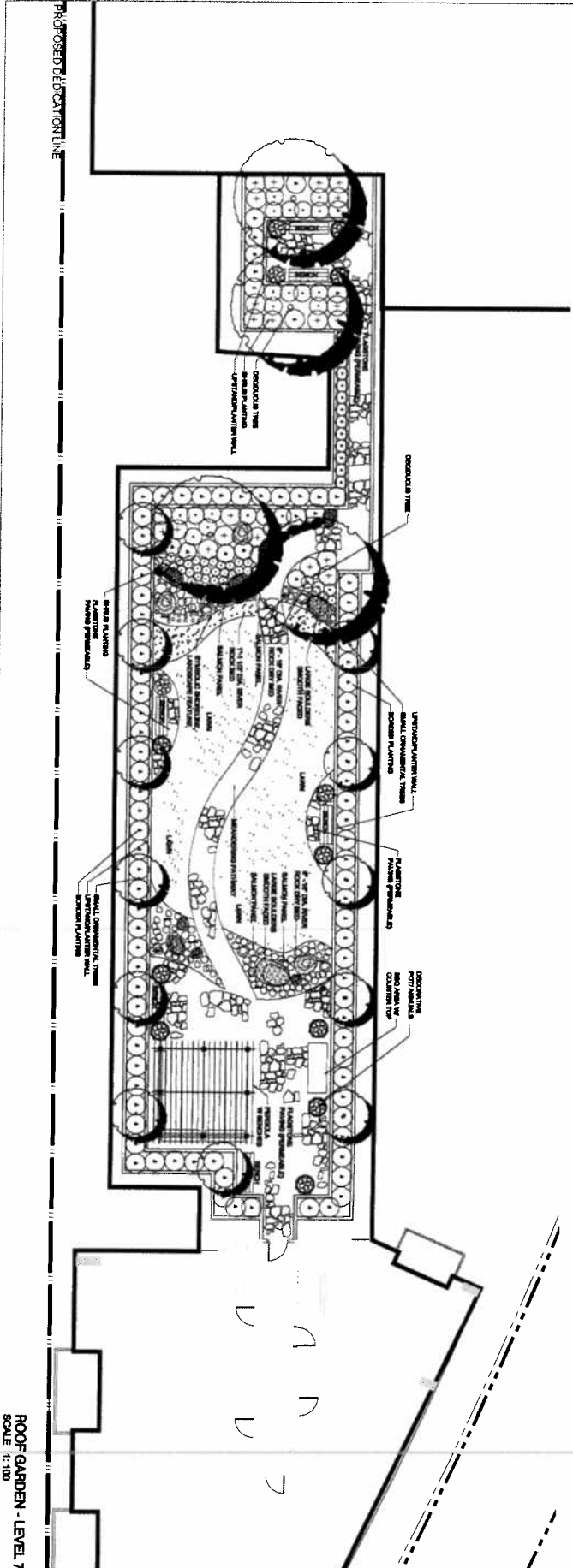
REVISIONS/REVISED
DATE: [] [] [] [] [] []

BY: [] [] [] [] [] []

FOR: [] [] [] [] [] []



PRIVATE PATIOS - LEVEL 6
SCALE 1:100



ROOF GARDEN - LEVEL 7
SCALE 1:100

SHEET TITLE
LANDSCAPE PLAN
UPPER LEVELS

SHEET NO.
3

DATE	AUGUST 14, 2008
DESIGN	08
DRAWN	08
CHECKED	08
SCALE	1:100
JOB NO.	0808



PROJECT
PROPOSED MULTI-FAMILY RESIDENTIAL DEVELOPMENT
1686 MAIN STREET, VANCOUVER, B.C.

BG SEEDIE GROUP
ARCHITECT: CHRIS DREKOS ARCHITECT INC.
584 WILSON & ASSOCIATES 870 EDWARDS LANE, VANCOUVER, B.C. V6E 2E1. PH: 604-684-8887 FX: 604-684-8887 EMAIL: info@bgseedie.com

REVISIONS/ISSUED
LEVEL 08 0808 0808 FOR S.A.
S.A. 14 08 0808 FOR S.A.



APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Street Address	1695 Main Street
Legal Description	PID: 088-766-240; Lot 7, Block E, DL 200A and 2037, Plan 12958
Applicant	John Clark of CDA Architects
Architect	John Clark of CDA Architects
Property Owner	5265 INVESTMENTS LTD.
Developer	Beedie Development Corp.

Site Statistics

	Gross	Dedications	Net
Site Area	4 123.6 m ² (44,388 sq. ft.)	1.5 m on Main Street 5.0 m on W. 1 st Ave. (561 m ²)	3 562.6 m ² (38,348.8 sq. ft.)

Development Statistics

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT	RECOMMENDED DEVELOPMENT (IF DIFFERENT THAN PROPOSED)
ZONING	M-2	CD-1	
USES	Industrial	Mixed Use (Residential - Commercial)	
DWELLING UNITS	0	150	
RETAIL UNITS	Ancillary only	1	
MAX. FLOOR SPACE RATIO	5.0	3.5	
MAXIMUM HEIGHT	30.5 m (100 ft)	38 m (124.7 ft.)	
PARKING SPACES	As per Parking By-law	179	As per Parking By-law amendments for SEFC