



POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: April 24, 2014
Contact: Kent Munro
Contact No.: 604.873.7135
RTS No.: 10569
VanRIMS No.: 08-2000-20
Meeting Date: May 13, 2014

TO: Vancouver City Council

FROM: General Manager of Planning and Development Services

SUBJECT: CD-1 Rezoning: 1551 Quebec Street, 1600 Ontario Street and
95/99 East 1st Avenue (Southeast False Creek Areas 3A and 3B)

RECOMMENDATION

- A. THAT the application, by Rafii Architects Inc. on behalf of Concert Real Estate Corporation (Concert Properties) and the City of Vancouver, to rezone:
- 1551 Quebec Street [*PID: 008-765-634; Lot 5, Except Part in Reference Plan 17723 Now Road, Block E, District Lots 200A and 2037, Plan 12958*];
 - 1600 Ontario Street [*PID: 026-497-654; Lot 307, Except: Part on Plan BCP20721 False Creek Plan BCP20720*]; and
 - 95/99 East 1st Avenue [*PID: 008-765-146; Lot 1, Block E, District Lot 200A, Plan 12958*];

from M-2 (Industrial) District to CD-1 (Comprehensive Development) District to allow 58,020 m² (624,525 sq. ft.) of residential development in five buildings including a 9,748 m² (104,925 sq. ft.) social housing building, be referred to a Public Hearing, together with:

- (i) plans prepared by Rafii Architects Inc., received August 1, 2013;
- (ii) draft CD-1 By-law provisions, generally as presented in Appendix A;
- (iii) draft CD-1 Design Guidelines, generally as presented in Appendix F; and
- (iv) the recommendation of the General Manager of Planning and Development Services to approve, subject to conditions contained in Appendix B;

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

- B. THAT, if the application is referred to a Public Hearing, consequential amendments to Areas 3A and 3B in the Southeast False Creek Official Development Plan (By-law No. 9073) to increase various floor area provisions by 10,765 m² and to increase the maximum permitted building height from 38.10 m to 53.35 m as set out in Appendix C, also be referred to the same Public Hearing and be approved, subject to the Public Hearing;

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

- C. THAT, at the time of enactment of the CD-1 By-law, the General Manager of Development Services be instructed to bring forward for approval the CD-1 Design Guidelines, generally as presented in Appendix F.
- D. THAT Recommendations A to C 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 bylaw 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.

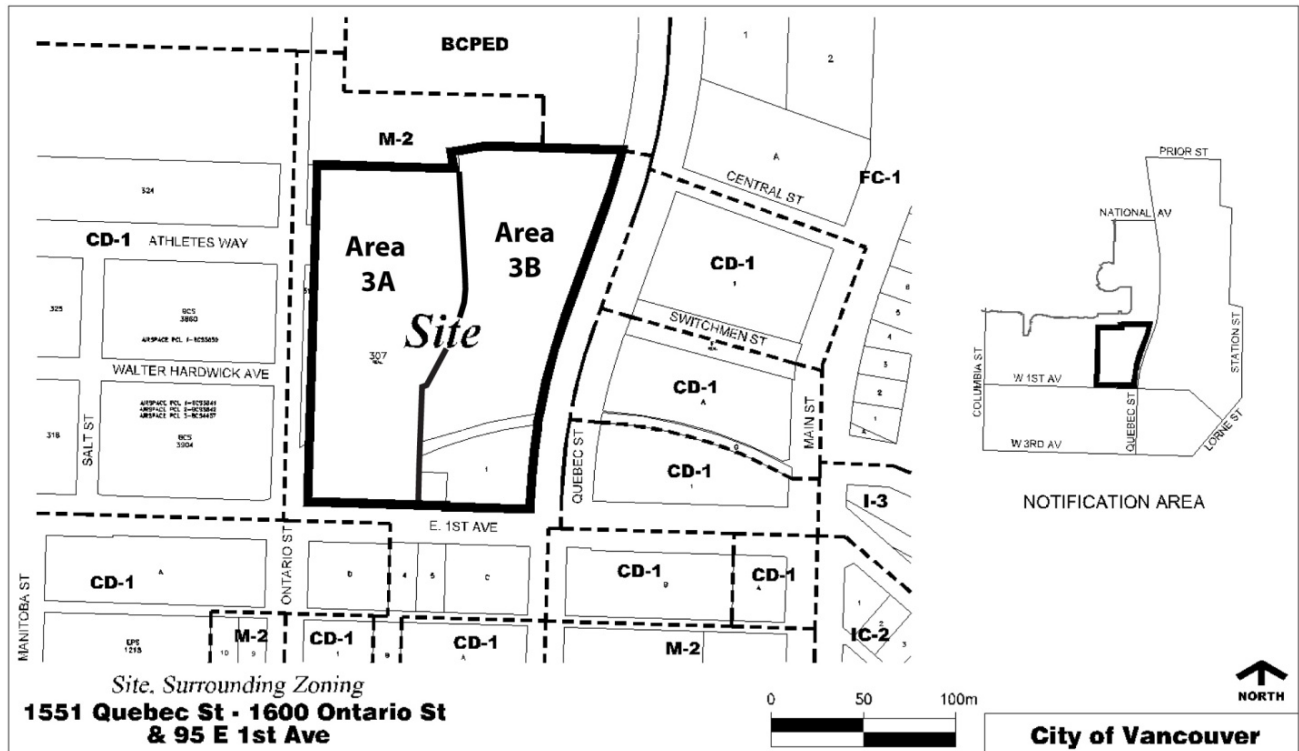
REPORT SUMMARY

This report evaluates an application to rezone the properties at 1551 Quebec Street, 1600 Ontario Street, and 95/99 East 1st Avenue, the "rezoning site", together identified as Areas 3A and 3B in the Southeast False Creek Official Development Plan (SEFC ODP), from M-2 (Industrial) District to CD-1 (Comprehensive Development) District to permit the phased development of five residential buildings with a total floor area of 58,020 m² (624,525 sq. ft.). The application proposes refinements to the initial scheme presented in the Illustrative Plan contained within the SEFC ODP. Those refinements include a building form which better responds to recently approved developments east of the rezoning site along Quebec Street, improved configuration of the proposed park space and construction of a 137 unit social housing building in the first phase of development.

The proposal requires that the SEFC ODP development potential of Area 3A, owned by the City, be consolidated with Area 3B, owned by Concert Properties, achieving a more cohesive site plan. If approved, the majority of the additional density would be used for social housing, and the value generated from additional market residential density would finance approximately 30% of its construction cost.

Staff have assessed the application and support the use, density and form of development, subject to design development and other conditions outlined in Appendix B. Staff recommend that the application be referred to a Public Hearing, with the recommendation of the General Manager of Planning and Development Services to approve it, subject to the Public Hearing.

Figure 1 - Rezoning Site, Surrounding Zoning and Notification Area



COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council policies for this rezoning site include:

- Southeast False Creek Official Development Plan By-law (enacted July 2005 and last amended October 2012)
- Southeast False Creek Financial Plan and Strategy (March 2005)
- Southeast False Creek Public Benefits Strategy and Compatible Housing Strategy (June 2006)
- Southeast False Creek Green Building Strategy (adopted July 2004 and amended July 2008)
- Southeast False Creek Design Guidelines for Additional Penthouse Storeys (July 20, 2010)
- Southeast False Creek Public Realm Plan (July 20, 2006)
- Public Art Policies and Guidelines (2008)
- High-Density Housing for Families with Children Guidelines (1992)
- Green Buildings Policy for Rezoning (2010)
- Rezoning Policy for Sustainable Large Developments (2013)

- Community Amenity Contributions - Through Rezonings (2011)
- Housing and Homelessness Strategy 2012-2021 (2011)

REPORT

Background/Context

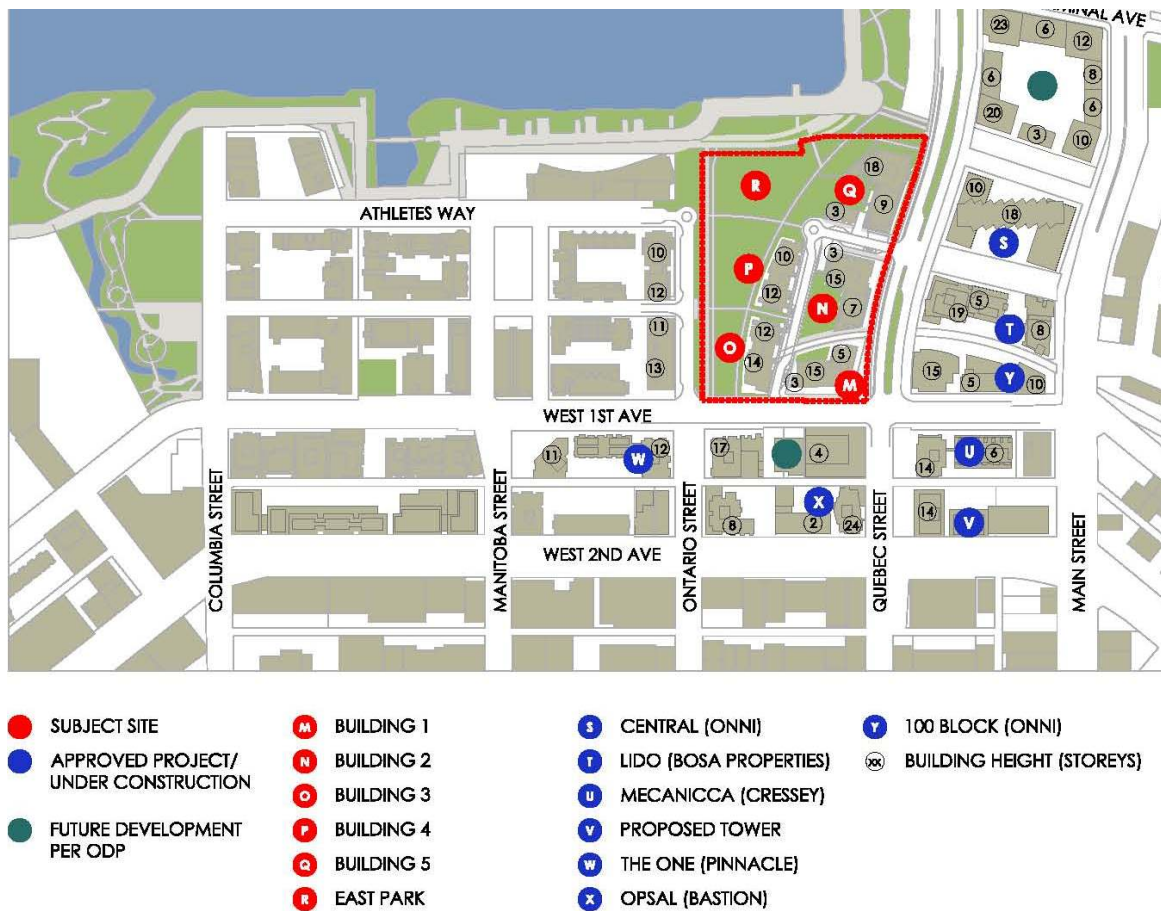
Site and Context

This 2.6 ha (6.4 acre) rezoning site is located at the northwest corner of Quebec Street and 1st Avenue and is bounded by the False Creek seawall to the north and Ontario Street to the west. The rezoning site comprises all of Areas 3A and 3B as defined in the Southeast False Creek Official Development Plan (SEFC ODP) combining the remaining vacant land between the Olympic Village and the lands currently under development on the east side of Quebec Street.

The entire rezoning site is currently vacant and paved for temporary use as a parking facility. To the north, the seawall rounds the east end of False Creek between Science World and its surface parking lot fronting Quebec Street. To the west, the Olympic Village site has been fully developed with residential buildings up to 13 storeys in height along Ontario Street, with the new two-storey Creekside Community Centre operating on the waterfront. Properties across Quebec Street to the east have recently been rezoned under the SEFC ODP as mixed use developments with commercial uses fronting Main Street and residential units along Quebec Street. Heights of buildings under construction range from 15 storeys near 1st Avenue rising to 18 and 19 storeys further north. On 1st Avenue to the south are three- and four-storey industrial-commercial buildings. A development site at the southeast corner of 1st Avenue and Ontario Street has been rezoned to CD-1 allowing the development of a 17-storey residential building. Figure 2 provides a plan identifying the building heights proposed by the application and the approved and anticipated building heights in areas surrounding the rezoning site.

The rezoning site benefits from a well-developed network of pedestrian connections to the Olympic Village, the seawall and the False Creek ferry stop at the foot of Ontario. Exceptional cycling connections are provided by well-used bike routes along the waterfront to the north and west, along Ontario Street to the south and along the Central Valley Greenway to the east. Transit connections within a two-block walk include the SkyTrain station at Main Street and Terminal Avenue, and bus stops on Main Street and on 2nd Avenue.

Figure 2 - Context with Proposed Building Heights in Number of Storeys



Background

Concert Properties purchased the majority of the property in Area 3B in 2011 and engaged City staff in discussions regarding opportunities to improve upon what was planned for Areas 3A and 3B in the SEFC ODP, while continuing to embrace the objectives of the ODP. With the adoption of SEFC Design Guidelines for Additional Penthouse Storeys in 2010, taller developments have been approved for sites immediately adjacent creating an evolving higher density context. The rezoning application reflects collaboration with staff seeking to create a more cohesive site plan for Area 3A and 3B with improved and expanded park space. Added density enables the immediate construction of social housing on site without requirement of senior government funding. The City is entering into an agreement with Concert Properties, subject to approval of the rezoning application, to construct a social housing building with a minimum of 133 dwelling units in the first phase of the development. The current application shows 137 social housing units.

Policy Context

Southeast False Creek Official Development Plan (SEFC ODP) – The SEFC ODP envisioned the transformation of underutilized industrial waterfront land into a high-density, predominantly residential neighbourhood, demonstrating the City’s ability to move significantly towards more sustainable development practices. It seeks to encourage vitality, diversity, and cultural richness in a manner that respects the history and context of the area. The SEFC ODP provides the framework to create a complete community, which we now see anchored by the Olympic Village and many surrounding sites which have been developed since the adoption of the SEFC ODP in 2005.

The ODP is divided into the Areas identified in Figure 3. The rezoning site includes all of the land in Areas 3A and 3B, east of the Olympic Village to Quebec Street. Many of the privately owned lands in Areas 1B, 2B and 3C have been developed, as has the Olympic Village (Area 2A). See figure 4.

Figure 3. Southeast False Creek ODP Areas

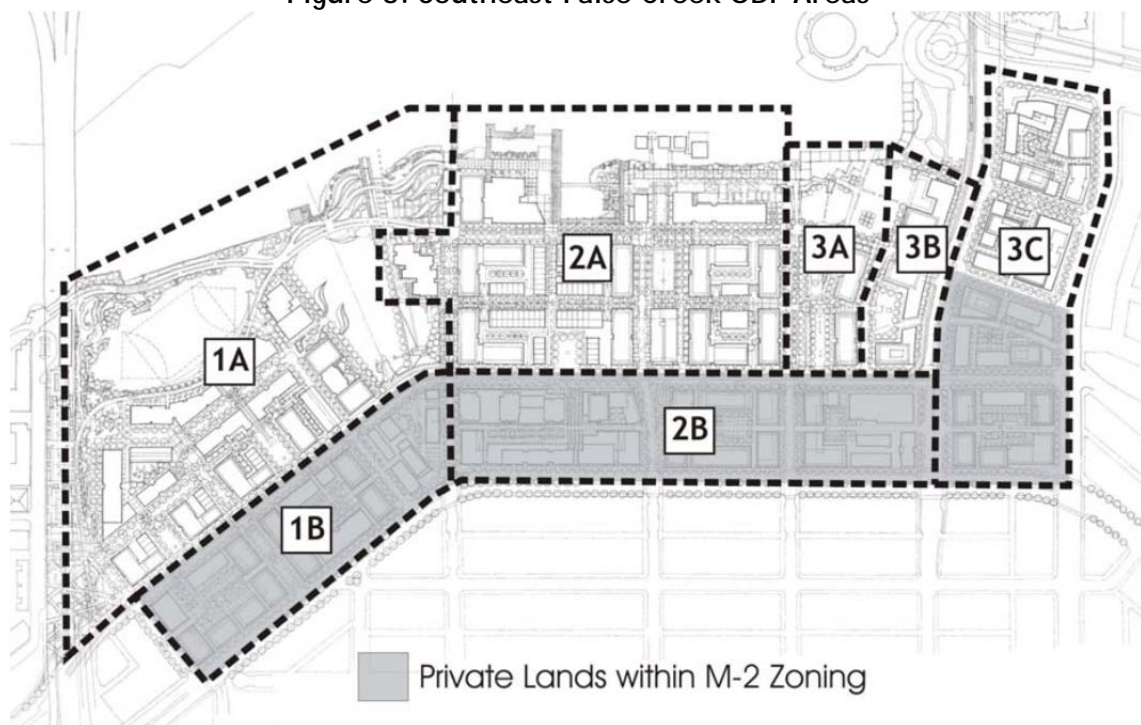


Figure 4 - Aerial photo of rezoning site, showing surrounding development



Southeast False Creek Design Guidelines for Additional Penthouse Storeys – Following the development of the Olympic Village in 2010, Council recognized an opportunity for the developers of the privately owned lands within SEFC to contribute further towards public benefits (e.g. housing affordability, heritage), and directed staff to develop a policy approach for increases in building height. The resulting policy supports up to two additional partial penthouse stories, and commensurate density, on buildings in certain areas within SEFC, including Areas 3A and 3B.

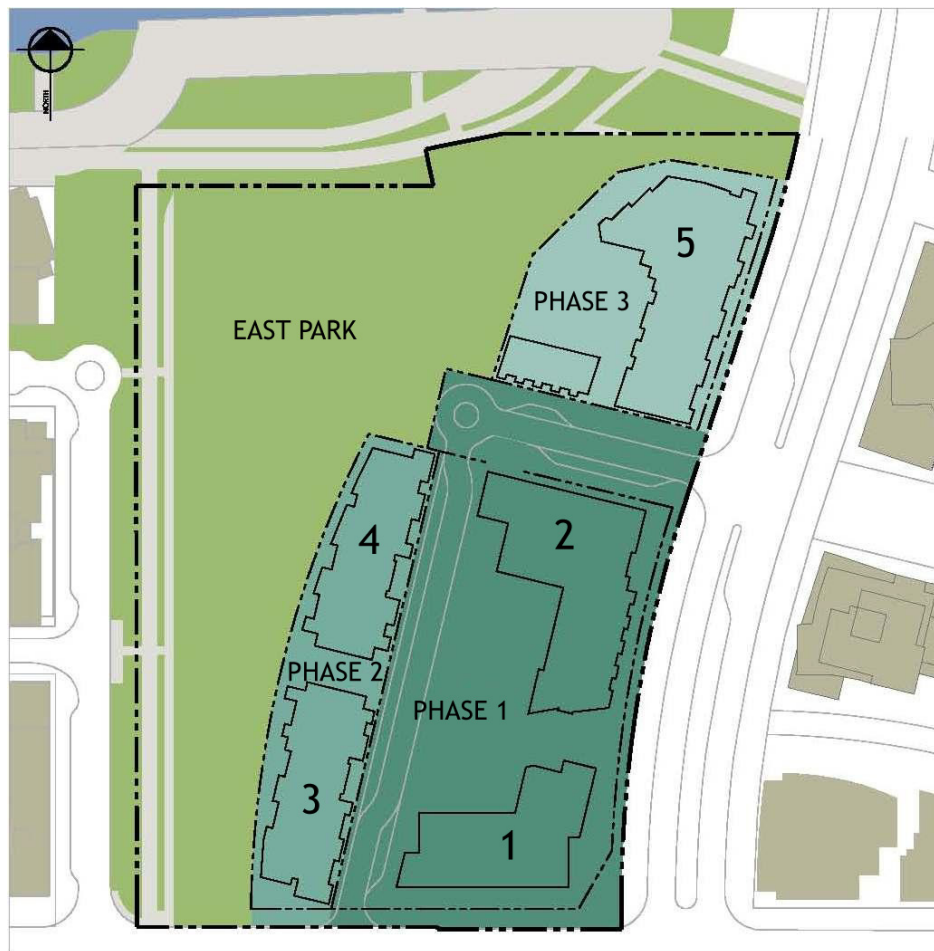
Rezoning Policy for Sustainable Large Developments – This policy aims to achieve higher sustainability outcomes on large-site developments with a site area over 8,000 m² (1.98 acres) by considering opportunities for low-carbon heat, sustainable site design, green mobility and clean vehicles, sustainable rainwater management, enhanced solid-waste diversion, and greater housing affordability and mix. This requirement builds further on the sustainability requirements applied generally to SEFC development. The rezoning application includes a detailed sustainability strategy (see discussion in the Environmental Sustainability section).

Strategic Analysis

1. Proposal

The coordinated development of Areas 3A and 3B provides an opportunity to optimize the configuration of park and public realm spaces, while accommodating additional building height and density providing for the development of a social housing building in the first phase of construction. The plan includes five residential buildings, including the social housing building, a new street and lane, and over 1.1 ha (2.7 acres) of park. The proposed buildings range in height from 12 to 18 storeys with a total floor area of 58,020 m² (624,525 sq. ft.), equivalent to 3.51 FSR, as calculated on 1.7 ha (4.1 acres), net of the City-owned land to be retained as park. Development of the rezoning site would happen in three phases as illustrated in Figure 5. The social housing building would also accommodate two in-home daycare units at grade level.

Figure 5 - Phasing Plan with Building Numbers



2. Land Use

The SEFC ODP specifies that a substantial portion of Area 3A be developed as park and that at least 20% of the residential units be available for social housing. Only residential use is supported in Area 3A. Area 3B is to be predominantly residential with a requirement to dedicate approximately 0.18 ha of park land to be consolidated with the adjacent large park on Area 3A. The SEFC ODP provides an option to consider, during the rezoning process, retail and service uses in Area 3B at grade along the Quebec Street or 1st Avenue frontages. No commercial uses are proposed in this application. With new commercial space developing one block to the east on Main Street and one block to the west at Manitoba Street, and considering the residential character developing on Quebec Street, staff support the residential uses proposed on the rezoning site. The social housing requirement is discussed later in the Housing section of this report.

3. Density

The SEFC ODP prescribes a floor area of 16,770 m² (180,512 sq. ft.) for Area 3A and 30,485 m² (328,140 sq. ft.) for Area 3B, for a total of 47,255 m² (508,652 sq. ft.). The application proposes a total floor area of 58,020 m² (624,525 sq. ft.). The SEFC Guidelines for Additional Penthouse Storeys support additional height and commensurate density on the rezoning site to achieve public benefits while respecting the original intent of the SEFC ODP. The proposed additional floor area of 10,765 m² (115,873 sq. ft.) results in an effective FSR of 3.51, calculated on 1.7 ha (4.1 acres), net of the City-owned land to be retained as park. This is equivalent to density initially supported by the SEFC ODP in adjacent Areas 2B and 3C. With densities approved under the SEFC Guidelines for Additional Penthouse Storeys ranging from 3.65 to 5.03 FSR in the adjacent areas, the density proposed maintains the intended transition to the park and waterfront.

4. Height and Form of Development

Three buildings, Buildings 3 and 4 on the western edge and Building 1 on the southeast corner, generally meet the height and form of development expectations delineated by the SEFC ODP and the SEFC Guidelines for Additional Penthouse Storeys.

The tower height for Building 2 is proposed to increase in anticipated height from 11 to 15 storeys, which staff consider appropriate, taking into consideration the approved built forms for the properties located to the east, which have also achieved building heights above the original intentions of the ODP, while delivering additional public benefits.

Figure 6 - Proposed Building Heights (Shown in Storeys)



The north building, Building 5, proposes an additional five storeys or 9.0 m (29.5 ft.) in overall height, but its tower has been relocated to the northernmost location of the rezoning site to maximize the spacing distance from the Building 2 tower. The wider spacing between these towers offers improved private views through the rezoning site towards False Creek for the residences located east of Quebec Street. Furthermore, due to the increase in building height, staff have required, in the CD-1 Design Guidelines (Appendix F), that Building 5 achieve an exceptional design aesthetic so that it achieves a notable and prominent “landmark” status, adding to the overall visual amenity in the neighbourhood.

To maximize the westward views through the rezoning site from the properties located to the east, all three tower forms for Quebec-fronting buildings (Buildings 1, 2 and 5) would be oriented in an east-west direction, thereby creating generous gaps between the towers of approximately 55 m (180 ft.).

5. East Park

Approximately 10.56 ha (25.8 acres) of total park area is planned for SEFC, the majority of which (10.28 ha) is to be located in the waterfront Areas 1A, 2A and 3A. These lands were City-owned at the time the SEFC ODP was adopted, and some flexibility in the distribution and detailed planning of the park space was provided for in the ODP requirement. The only privately owned site with a park space requirement is Area 3B, which must dedicate approximately 0.18 ha (0.44 acre) to the development of “East Park”. Based on the SEFC Illustrative Plan, the total area of East Park is to be approximately 1.1 ha (2.7 acres). The improved site plan proposed for Areas 3A and 3B results in a park area of slightly over 1.1 ha.

If the rezoning is approved by Council, the land would be set aside for park and Park Board staff would subsequently undertake a full park planning process to determine the physical design of the park. While the detailed design and development of East Park is not included in this rezoning application, the shape and area of the park has been determined. The proposed park shape improves upon the SEFC Illustrative Plan by providing a better visual connection to 1st Avenue, inviting the public to access the park and the waterfront beyond. To mitigate negative impacts from construction and to involve new residents in the park programming consultation process, the park would be constructed once the buildings adjacent to the park are completed in phases two and three, at the discretion of the Parks Board subject to approval through the Capital Plan and Budget process.

6. Housing

The SEFC ODP requires that a minimum of 20% of residential units on City-owned lands in Areas 1A, 2A and 3A, are designed to be Affordable Housing. The ODP defines Affordable Housing as accommodating households with incomes below BC Housing’s Housing Income Limits or HILs.

The SEFC ODP also includes a requirement of 33% of total units in areas 1A and 3A to be “Modest Market” housing. The ODP defines Modest Market as housing that is affordable to the middle third of incomes for the Greater Vancouver region. According to the Statistics Canada 2011 National Household Survey, the middle third of incomes for the region reflects a range from \$40,000 to \$80,000 per year.

The total Affordable and Modest Market housing requirement for Area 3A totals 133 units, representing 53% of residential unit capacity in Area 3A. This unit count sets the minimum number of units to be delivered in the proposed City-owned building in Area 3B (Building 1). Area 3B itself is part of the SEFC “private lands” and has no affordable housing requirements.

The SEFC ODP also includes requirements for housing for families with children. At least 50% of the Affordable Housing units must be targeted to families with children, having two or more bedrooms.

The non-family units will be designed to address other needs appropriate for this location including units suitable for singles, seniors and persons with special needs. The Affordable and Modest Market housing requirements for Area 3A will be delivered in the social housing (Building 1) in Area 3B.

Affordable Housing Proposal — The rezoning application proposes to meet both the Affordable Housing and Modest Market housing requirements in a fully fitted and finished building to be built by Concert Properties and conveyed to the City. The 15 storey building will provide 137 units having a fixed gross buildable area of 113,000 sq. ft. plus associated parking. With provision of this affordable housing building, the proposal exceeds the ODP requirement for a minimum of 133 units, and will deliver 22% of the overall residential units proposed in the rezoning of Areas 3A and 3B combined. The proposed unit mix is 36 studio, 33 one-bedroom, 35 two-bedroom, and 33 three-bedroom units, achieving the required 50% of units as family housing. The affordable housing building is to be delivered in Phase One of the development. Concert Properties will not be allowed to apply for an occupancy permit for any of buildings 3, 4 or 5 prior to the affordable housing building’s substantial completion date.

Preliminary work on the income mix and associated rent revenue indicates the affordable housing site would meet both the Affordable and Modest Market housing requirements while ensuring the long-term viability of the project. The building will also meet the new Development Cost Levy By-law definition of Social Housing, and is therefore exempt from DCLs. The City will seek to include a portion of units renting at the shelter rate of BC Income Assistance. However, the extent to which shelter rate units can be delivered will depend upon the availability of funding from other sources (e.g. Provincial rent supplements, BC Housing and/or non-profit partner equity contributions etc.).

Childcare — The SEFC ODP also calls for childcare facilities, including family daycare opportunities. Staff have recommended that two of the proposed family units, located on the ground floor of the social housing building, be built to a larger size to accommodate in-home childcare opportunities. “Licensed family childcare” is childcare that is offered in a private home. Licensed family-childcare providers can care for up to seven children including their own. Licensed family childcare offers an alternative to licensed group childcare for families who require a bit more flexibility in terms of hours or days that is often not possible with larger group facilities, and it provides choice to parents who may prefer a home setting. By becoming providers, family childcare also offers a source of income for parents who wish to or need to stay at home with their own children.

7. Transportation and Parking

The rezoning site integrates present-day and future transportation linkages by providing for multiple cross-site pedestrian pathways. For vehicles, the circulation plan limits the primary vehicular activity to Switchmen Street. The ramps accessing underground parking for Buildings 2,3,4 and 5 are located directly off Switchmen to encourage residents and visitors to enter and exit by Quebec Street. A secondary service lane running north-south is provided only for occasional loading and access to the underground garage of Building 1. The garage ramp for Building 1 is located at the southern end of the lane near 1st Avenue, thereby minimizing the amount of vehicular traffic on this lane to encourage pedestrian and social activities. A continuous parking garage is built under the lane serving Building 2,3 and 4, reducing the total number of parking ramp entries to three.

8. Environmental Sustainability

The rezoning application is subject to the SEFC Green Building Strategy and the Green Building Rezoning Policy. The Green Building Rezoning Policy (2010) requires that rezoning applications achieve a minimum of LEED® Gold rating, including 63 LEED® points, with targeted points for energy performance, water efficiency and stormwater management, along with registration and application for certification of the project. The applicant submitted a preliminary LEED® scorecard, which generally conforms to the SEFC Green Building Strategy Green Building Rezoning Policy, indicating that the project could attain the required LEED® points and, therefore, would be eligible for a LEED® Gold rating. As required by the SEFC Green Building Strategy and the Green Building Rezoning Policy the development will be connected to the SEFC neighbourhood energy utility. A condition in Appendix B requires the applicant to provide further elaboration on the sustainability strategy for this proposal as part of the Development Permit application.

With a site size over two acres, the Rezoning Policy for Sustainable Large Developments (2013) also applies, requiring the applicant to develop a strategy addressing sustainable site design, access to nature, sustainable food systems, green mobility, rainwater management, enhanced solid-waste diversion and housing affordability.

The applicant has submitted a comprehensive sustainable development strategy which is supported by staff and includes urban agriculture plots in each building, a zero waste operations plan and on site stormwater retention and treatment. Implementation of the strategy will be advanced and verified during the development permit process as noted in various conditions in Appendix B.

PUBLIC INPUT

The City of Vancouver Rezoning Centre web page included notification and application information, as well as an online comment form. A rezoning information sign was posted on the rezoning site and an open house was held on October 17, 2013. Approximately 241 people attended the event and 29 comment forms, emails and letters were received (66% in favour/14% opposed/21% unsure).

Comments regarding the proposal were mostly positive. There was enthusiasm for the development of these vacant lands, feeling it would knit together the Olympic Village

neighbourhood. Those with concerns suggested that the 18-storey building was taller than indicated in the plans for the area and would impact some private views. Others advocated for early completion of park improvements. There was some interest in the addition of some commercial use to the proposal and mixed opinions on the benefits and impact of the social housing building.

Staff support the height and location of the 18-storey building as it is no taller than recently approved developments immediately to the east, and its location further to the north along Quebec Street allows for private views from properties to the southeast that were not previously called for in the SEFC ODP Illustrative Plan. Regarding the desire for commercial uses, there are many commercially zoned properties within one block of the rezoning site which will serve the needs of residents. Sufficient commercial amenities will open as the mixed-use developments approved east of the rezoning site are completed and occupied. There are many people who would like the new park to be developed soon and would like to be involved in its planning. If approved, this application will secure the park space. Park Board staff would then undertake a full park planning process to create a detailed design. The comments regarding park features and design will be considered in that process.

PUBLIC BENEFITS

In response to City policies which address changes in land use and density, this application, if approved, can be expected to realize the following public benefits.

Required Public Benefits

Development Cost Levies (DCL) – DCLs collected from new development help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and various engineering infrastructure. In SEFC the Citywide DCL rate of \$136.38/m² (\$12.67/sq. ft.) and the layered SEFC DCL rate of \$185.10/m² (\$17.20/sq. ft.), totaling \$321.48/m² (\$29.87/sq. ft.) payable on the 519,600 sq. ft. of market residential floor space proposed in the development (social housing floor area is exempt) for a total DCL of \$15,520,452. DCLs are payable at building permit issuance and the rates are subject to Council approval of an inflationary adjustment which takes place on September 30 of each year.

Public Art Program – The Public Art Program requires all new rezoned developments of 100,000 sq. ft. (9,290 m²) or greater to commission public art or provide cash in lieu. Public art budgets are based on a formula of \$1.81 per square foot of floor area. With 58,020 m² (624,525 sq. ft.) of floor area proposed in this rezoning, a public art budget of approximately \$1,130,390 is anticipated.

Offered Public Benefits

Community Amenity Contributions (CAC) – In the context of Financing Growth Policy, the City anticipates an offer of a CAC from the owner of a rezoning site to address the impacts of rezoning. Such a CAC is typically made through the provision of either on-site amenities or a cash contribution towards other public benefits in the community. In this case, a large portion of the rezoning site is owned by the City with prescribed residential floor area in the SEFC ODP. The City owned component is exempt from CAC contribution.

The SEFC Public Benefits and Compatible Housing Strategy anticipate an offer of \$11.50 per sq. ft., from developers of the privately owned lands in the SEFC ODP area. Based on the total market residential floor area attributed to the privately owned portion of the rezoning site (375,188 sq. ft.), the developer has offered \$4,314,662.

The SEFC Guidelines for Additional Penthouse Storeys support a further CAC offer through a negotiated approach on bonus floor area over that prescribed in the SEFC ODP. The bonus area is based on the total market residential floor area proposed (519,000 sq. ft.) minus the total market residential floor area prescribed in the SEFC ODP (472,552 sq. ft.) equaling (47,048 sq. ft.). Concert Properties has offered an additional CAC of \$5,718,684 based on this increase in market floor area for a total CAC of \$10,033,346 (\$4,314,662 + \$5,718,684).

Staff recommend that the CAC of \$10,033,346 be allocated to funding the social housing provided on site.

Financial Implications

Social Housing

The City is entering into an agreement with Concert Properties, subject to approval of the rezoning application, to construct a 113,000 sq. ft. (gross) social housing building in Phase One of the development with a minimum of 133 dwelling units and approximately 82 underground parking spaces at a maximum construction cost of \$36.2 million. At the time this budget was agreed, it was not confirmed that the required parking could be contained on a single level. A contingency of up to \$1.8 million was set aside to cover the cost of a second parking level should the costs exceed \$36.2 million. A provision would be established in the Development Agreement for the use of independent Quantity Surveyors and any construction cost savings arising from the construction cost estimates would be retained by the City.

Although the project will be led by Concert, the City would retain management oversight of the project during design and construction at an estimated cost of \$0.75 million.

Below is a summary of the capital budget and funding sources for the Social Housing Building:

Maximum Capital Budget -

Social Housing Maximum Cost (with Underground Parking)	\$36.20M
Contingency for Level 2 Parking	\$ 1.80M
City Project Management Oversight	\$ 0.75M
Total	\$38.75M

Funding Sources -

Anticipated CACs from 3A and 3B as discussed in this report	\$10.00M
Existing CACs for Housing in SEFC	\$15.90M
Existing DCLs for Housing	\$12.85M
Total	\$38.75M

Upon completion, the City would own the social housing project (land and building), and select a non-profit organization to lease and operate it over the life of the building. Consistent with City policies, the social housing project is expected to be self-sustaining and will not require operating subsidies, property tax exemptions, and/or financial guarantees from the City. The final rental mix would be established to ensure that the rental income would be adequate to offset operating and capital maintenance costs over the life of the building. Based on the proposed affordability target, there is a potential to monetize the value of the lease in the form of a prepaid rent which will be reinvested in other housing projects to advance Council's housing targets Citywide. Once the amount of prepaid lease is determined, staff will report back on appointment of operator, final unit count and rental mix. Funding allocation will be addressed as part of the Capital Budget - quarterly update process.

Park Development

Based on the SEFC Illustrative Plan, the East Park is contemplated to be approximately 1.1 ha (2.7 acres). As part of the SEFC ODP, Concert Properties is required to dedicate approximately 0.18 ha (0.44 acre) of park space towards the East Park and the remaining of which is a City land dedication. The Development of East Park would begin with a park planning process if the rezoning application is approved. The approval and timing of specific projects would be considered as part of the Capital Plan and Budget processes.

CONCLUSION

Staff assessment of this rezoning application has concluded that the proposed land uses, density and height are supported. The proposal improves upon the SEFC ODP Illustrative Plans for the rezoning site, achieves the intent of the SEFC Design Guidelines for Additional Penthouse Storeys by contributing to social housing, and enabling its construction immediately without the need for senior government funding. The General Manager of Planning and Development Services recommends that the rezoning application be referred to a Public Hearing, together with a draft CD-1 By-law generally as set out in Appendix A. Further it is recommended that, subject to the Public Hearing, the application including the form of development, as shown in the plans in Appendix E, be approved in principle, subject to the applicant fulfilling the conditions of approval in Appendix B, together with draft CD-1 guidelines, generally as presented in Appendix F.

* * * * *

1551 Quebec Street, 1600 Ontario Street, and 95 East 1st Avenue
(Southeast False Creek Areas 3A and 3B)
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.

Zoning District Plan Amendment

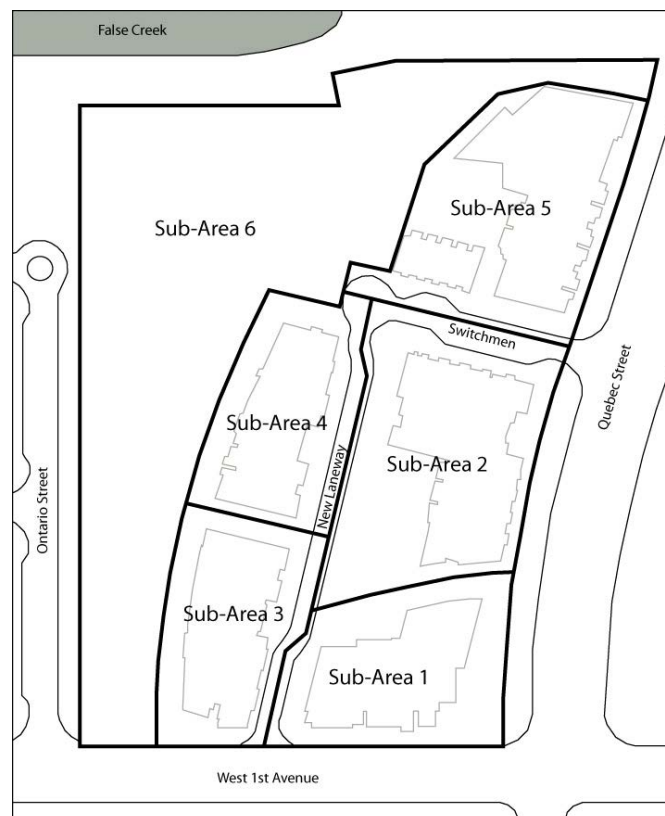
1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan marginally numbered Z-() attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D, to By-law No. 3575.

[Note: Schedule A, not attached to this appendix, is a map that will be prepared for the draft by-law and be posted prior to the Public Hearing.]

Sub-Areas

2. The rezoning site is to consist of six sub-areas approximately as illustrated in Figure 1, for the purpose of computation of floor area, allocation of maximum heights and allocation of conditions of use.

Figure 1



Uses

- 3.1 The description of the area shown within the heavy black outline on Schedule A is CD-1 ().
- 3.2 Subject to Council approval 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) Cultural and Recreational Uses, limited to Park or Playground; and
 - (b) Accessory Uses customarily ancillary to the uses listed in this section 3.2.

Conditions of Use

- 4.1 The design and layout of at least 35% of dwelling units in sub-areas 2, 5, 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".
- 4.2 The design and layout of at least 35% of dwelling units in sub-areas 3 and 4 combined 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 The design and layout of at least 50% of dwelling units in sub-area 1 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".

Floor area and density

- 5.1 The floor area for all uses in each sub-area must not exceed the maximum permitted floor area set out in the following table:

Sub-Area	Maximum permitted floor area (m ²)
1	9 748
2	12 544
3 and 4 Combined	18 798
5	16 929
6	0
Total	58 020

5.2 Computation of floor area must include:

- (a) 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; and
- (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.

5.3 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, except that:
 - (i) the total area of all exclusions must not exceed 12% of the residential floor area, and
 - (ii) no enclosure of balconies is permissible for the life of the building
- (b) patios and roof gardens only if the Director of Planning first approves the design of sunroofs and walls;
- (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which are at or below the base surface, except that the exclusion for a parking space must 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 area above or below base surface, except that if the residential storage area above base surface exceeds 3.7 m² per dwelling unit, there will be no

- exclusion for any of the residential storage area above base surface for that unit;
and
- (f) amenity areas, including day care facilities, recreation facilities, and meeting rooms, except that the exclusion must not exceed the lesser of 10 % of the permitted floor area or 929 m² in each sub-area.
- 5.4 The use of floor area excluded under section 5.3 must not include any purpose other than that which justified the exclusion.

Building Height

- 6.1 Building height for this site must be measured from a base surface set at geodetic elevation of 4.5 m.
- 6.2 In sub-areas 1, 2, 3 and 4, the building height, measured from base surface, must not exceed 44.35 m; and
- 6.3 In sub-area 5, the building height, measured from base surface, must not exceed 53.35 m.

Horizontal Angle of Daylight

- 7.1 Each habitable room must have at least one window on an exterior wall of a building.
- 7.2 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.
- 7.3 Measurement of the plane or planes referred to in section 7.2 must be horizontally from the centre of the bottom of each window.
- 7.4 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirements in section 7.2 and 7.3 provided that he first considers any applicable policies and guidelines.
- 7.5 An obstruction referred to in section 7.2 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 ().
- 7.6 A habitable room referred to in section 7.1 does not include:
- (a) a bathroom; or
 - (b) a kitchen whose floor area is the lesser of:
 - (i) 10% or less of the total floor area of the dwelling unit; or
 - (ii) 9.3 m².

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

* * * * *

1551 Quebec Street, 1600 Ontario Street, and 95 East 1st Avenue
(Southeast False Creek Areas 3A and 3B)

DRAFT CONDITIONS OF APPROVAL

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

CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by Rafii Architects Inc., and stamped "Received City Planning Department, August 1, 2013" provided that the General Manager of Planning and Development Services 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 General Manager of Planning and Development Services, who shall have particular regard to the following:

Urban Design

- 1. Further design development to the proposed buildings during the Development Permit application phase, to be in conformance with proposed design features stated in the application drawings and the Sites 3A/3B Design Guidelines. Further, that where a conflict in design direction between these two documents are found, that the direction listed in Sites 3A/3B Design Guidelines will supersede and be applicable. In particular, the following revisions to the design application drawings are noted in the 3A/3B Design Guidelines:
- 2. Design development to the orientation of the public plaza located at northwest corner of Quebec and 1st Avenue off Building 1 ("Artefact Plaza"), so that the main orientation is in an East-West direction with its main frontage off 1st Avenue, in order to maximize afternoon sun access, a street interface with calmer vehicular traffic patterns, and to provide further clearance from the future streetcar route.
- 3. Design development to incorporate all vehicular access ramps into underground parking garages be architecturally integrated with a building, thereby reducing their visual impact as experience from the public realm.
- 4. Design development to relocate all proposed stair accesses to underground parking garages onto private areas, in order to maximize the amount of useable space on public areas.

Note to Applicant: The two most notable proposed stair accesses, located in Railspur plaza and off 1st Avenue near Building 1, should be relocated to within a building or on a semi-public courtyard area.

5. Design development to the proposed building setbacks from property lines to conform with setbacks listed in the 3A/3B Design guidelines, in order to support sufficient area for private patios, private porches, private overhead balconies, public sidewalks, enhanced landscape treatments and other urban design considerations. That the proposed semi-private courtyards of Buildings 2 and 5 be redesigned to be fully accessible by the public, and visibly welcoming from the public sidewalk.
6. That the public plaza located at the western end of Railspur Mews be provided with a minimum area of 1300 sq.ft.

Note to Applicant: The minimum area calculation does not include the portion of Railspur Mews that will be subject to a Surface Right-of-Way agreement.

Sustainability

6. Identification on the plans and elevations of the built elements contributing to the building's sustainability performance in achieving LEED® Gold, including a minimum of 63 points in the LEED® rating system, and, specifically, a minimum of 6 points under Optimize Energy Performance.

Note to applicant: Provide a LEED® checklist confirming the above and a detailed written description of how the above-noted points have been achieved with reference to specific building features in the development, and notation of the features on the plans and elevations. The checklist and description should be incorporated into the drawing set. Registration and application for certification of the project are also required under the policy.

7. Install thermal energy sub-meters (for space heating and hot water) for all units in the project.

Neighbourhood Energy Utility

8. The heating and domestic hot water system within each building comprising the development shall be designed to be compatible with a hot-water distribution neighbourhood energy system in order to immediately connect to the SEFC NEU. Design provisions related to NEU compatibility must be to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: The applicant shall refer to the *Energy Utility System By-law (9552)* and *NEU Developer Document (2013)* for specific design requirements, which include provisions related to the location of the mechanical room(s), centralization of mechanical equipment, pumping and control strategy, and other hydronic heating and domestic hot water system minimum requirements. The applicant is encouraged to work closely with Staff to ensure adequate provisions for NEU compatibility are provided for in the mechanical design.

9. Provision of a dedicated room in a location suitable for connecting to the NEU distribution piping for each Energy Transfer Station that is required for servicing the development as to the satisfaction of the General Manager of Engineering Services.
10. Detailed design of the HVAC and mechanical heating system for each building, including any provisions for waste heat recovery and reuse, must be reviewed and approved by the General Manager of Engineering Services.

Engineering

11. Provision of improved plans showing dimensions for all cross-sections for Quebec Street, 1st Avenue, Switchmen Street, and the new north-south lane to confirm the proposed roadway design is consistent with the approved geometric drawings;
12. Provision of Class A bicycle parking on the P1 parking level with easy access from the parkade ramp and close to the elevators;
13. Provision of Class B bicycle parking to be located close to the doors, undercover, and clearly visible from inside the building and from the street;
14. Provision of automatic bike door openers;
15. Provision of relocated parkade access to Building 2 to the new north-south lane or other suitable location to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: The parkade access shown is too close to the traffic circle and intersection.

16. Provision of a section drawing showing elevations, vertical clearance, and security gates for the main ramps and through the loading bays;

Note to applicant: 2.3m (7.5') of vertical clearance is required for the disability stall access and 3.8m (12.5') of vertical clearance is required for Loading access and should be noted on plans.

17. Provision of an improved plan showing the design elevations on both sides of the ramp at all breakpoints and within the parking areas to be able to calculate slopes and cross falls;
18. Provision of 2.9m of stall width for all car share stalls;

Note to Applicant: This is a requirement in the new car share agreement.

19. Provision of Class B loading spaces to meet the City's Parking and Loading Bylaw;

Note to applicant: Engineering does not support a widened crossing or the loading spaces shown on Switchmen. Consider designing the parking ramp to provide loading access on-site. Refer to the Parking and Loading Design Guidelines at the following link for design information:
(<http://former.vancouver.ca/engsvcs/parking/admin/developers.htm>)

20. Provision of a 9'x9' corner cut to improve the two-way flow and visibility on the main ramp serving Area 2.

Note to applicant: Corner cuts are required at the top and bottom of ramps to provide adequate radii for continuous two-way traffic flow where 200 or more vehicles are being served.

Social Infrastructure

21. Design development to include 2 units on the ground floor of Building One designed to be suitable as licensed family childcare with associated drop off/lay by spaces.

CONDITIONS OF BY-LAW ENACTMENT

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

Engineering

1. In order to create four development parcels:
 - (a) Conveyance of portion of City-owned Lot 307;
 - (b) Subdivision of Lots 1 and 5 and the conveyed portion of Lot 307 to result in:
 - (i) the dedication of a 20 m wide production of Switchmen Street for road purposes;
 - (ii) the dedication of the south 5 m of the site for road purposes;
 - (iii) the dedication of the east 2.7 m of the site for road purposes;
 - (iv) the dedication of a truncation in the southeast corner of the site measured from the intersection of the easterly and southerly dedications a distance of 19.36 m in a northerly direction and 10.72 m in a westerly direction, for road purposes;

- (v) the creation of a lot for the northerly park area of approximately 0.18 Hectares, to be conveyed to the City.
Note: the Approving Officer may require the park lot to be consolidated with the City park portion of Lot 307;
- (vi) the creation of a separate conventional (2D) lot for the Social Housing site (Area 1);
- (vii) the creation of a three separate lots for the balance of the site (Area 2, Area 3 and Area 4).

(c) Arrangements are to be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for Statutory Rights of Way (which may be volumetric) for public access purposes and use over:

- (i) the 12 m wide "Laneway" running between 1st Avenue and the portion of Switchmen Street to be dedicated, for use as if City street with or without vehicles, to be maintained by the owner;
- (ii) the 6.7 m wide thoroughfare tentatively named "Railspur Mews" running from Quebec Street to the Laneway, for use as a public walkway including bicycles, to be maintained and managed by the owner;
- (iii) the 6 m wide internal walkway running westerly from the Laneway to "East Park", for use as a public walkway including bicycles, to be maintained and managed by the owner.

Note to Applicant: A subdivision application will be required to complete the above noted dedications and three development parcels.

Note to Applicant: The conveyance of the portion of City-owned Lot 307 and the registration of the subdivision will be completed following rezoning enactment.

- (d) Arrangements are to be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for an easement, in favour of the Social Housing lot (Area 1) and Building 2 (Area 2), over the length of the N/S laneway on Area 3 lot for parkade driveway access;
- (e) Arrangements are to be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for an easement, in favour of Buildings 3 and 4 (Area 3) over Area 2 for access through the shared parkade;

2. Make arrangements to the satisfaction of the GMES and the DLS for release of Indemnity Agreement 472514M (support agreement) prior to building occupancy;

Note to Applicant: Arrangements are to be secured prior to zoning enactment, with release to occur prior to issuance of an occupancy permit for the site. Provision of a letter of commitment will satisfactorily address this condition.

3. Make arrangements for release of BC Transit Statutory Right of Way K63660 (as shown on Reference Plan 16356). Arrangements are to be secured prior to zoning enactment.
4. Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for a Statutory Right of Way for utility purposes (in favour of the City) with a width of up to 7m over the City park portion of Lot 307 adjacent to Area 3.

Note to Applicant: Statutory Right of Way is intended for municipal water, sanitary, storm or district energy mains to service the site and may be waived by the General Manager of Engineering Services if new mains are not needed in this location.

5. Provision of a Services Agreement to detail the on and off-site works and services necessary or incidental to the servicing of the site (collectively called "the services") such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site will be issued until the security for the services are provided.
 - (a) Provision of a geometric design and road works for the newly created Switchmen Street and the new laneway, to the satisfaction of the General Manager of Engineering Services. The applicant is to fund 100% of all construction costs, including, without limitation, pavement, grading, curbs, gutters, sidewalks, boulevards, street trees, landscaping, line painting, signage, lighting, cycling infrastructure, and utility adjustments;
 - (b) Reconstruction of westerly of Quebec Street between Central Avenue and East 1st Avenue including but not necessarily limited to sidewalk, separated cycling facility, boulevards, street trees, transit infrastructure, street and pedestrian-scale lighting, street furniture, utility adjustments, curb and gutter, in accordance with the City's approved geometric design. The applicant is to fund 100% of all construction costs;

Note to Applicant: Any municipal infrastructure that is relocated due to the construction must meet current City standards.

- (c) Provision of a traffic signal on Quebec Street at Central Street to allow for better connectivity along the Central Valley Greenway. The applicant is to fund 100% of the total cost;
- (d) Provision of 25% of the cost toward a new traffic signal on Quebec Street at East 1st Avenue;
- (e) Reconstruction of the northerly portion of East 1st Avenue between Quebec Street and westerly limit of the development frontage including but not necessarily limited to sidewalk, separated cycling facility, boulevards, street trees, transit infrastructure, street and pedestrian-scale lighting,

street furniture, utility adjustments, and curb and gutter, in accordance with the City's approved geometric design. The applicant is to fund 100% of all construction costs;

Note to Applicant: Access onto 1st Avenue to be restricted to right-in / right-out only.

- (f) Provision of adequate sewer service connections for the site. The applicant is to provide further details on the project to determine the size of service connections. Areas 1, 2 and 3 are to be serviced off East 1st Avenue. Area 4 is to be serviced off Quebec Street.
- (g) Provision of \$365,000 toward the construction of sewer upgrades in the area generally bounded by East 1st Avenue, Terminal Avenue, Quebec Street and Western Street. The sewer upgrade will provide adequate capacity for Areas 1, 2 and 3 to be serviced off East 1st Avenue.
- (h) Provision of adequate water services to meet the fire flow demands of the project. The current application lacks the details to determine if water main upgrading is required. Please supply project details including projected fire flow demands as determined by the applicant's mechanical consultant to determine if water system upgrading is required. Should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any water system upgrading that may be required;

Note to Applicant: Preliminary review shows a need to extend a new City water main between Quebec Street and Athlete's Way. The new 300mm main is to be located within Switchmen Street and a new Statutory Right of Way through the park. The applicant is responsible for 100% of the cost.

- 6. Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but are not limited to, junction boxes, switchgear, pad mounted transformers and kiosks (including non BC Hydro Kiosks) are to be located on private property with no reliance on public property for placement of these features. There will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch. The applicant may be required to show details of how the site will be provided with all services being underground.
- 7. Arrangements shall be made, to the satisfaction of the General Manager of Engineering Services and Director of Legal Services, for the provision of space at the north or south edge of the rezoning site to accommodate a Public Bike Share (PBS) Station;

- (a) Size: At a minimum a 40 dock station should be accommodated. The station can be configured to have a foot print of 34m x 4m or 17.5m x 7.5m. The maneuvering space required for the station may be shared with pedestrian space;
 - (b) Location: The station must be clearly visible to the public with 24/7 public access. The preferred location is adjacent to a bike route for easy access. A statutory right-of-way will be required to accommodate the PBS Station if located on private property;
 - (c) Surface treatment: A continuous hard surface is required with no utility access points within 150mm. Acceptable surfaces include CIP concrete (saw cut or broom finished), asphalt and pavers. Other firm, paved materials are subject to approval;
 - (d) Grades: The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At minimum, spot elevations at the four corners of the station must be provided;
 - (e) Sun exposure: No vertical obstructions to maximize sun exposure as station operates on solar power. The station should receive 5 hours of direct sunlight a day;
 - (f) Power: An electrical service is required to the station and provision of electrical power.
8. Provision of a signed confirmation letter from a car sharing company for the proposed car share vehicles and spaces that are above and beyond the required number of car share vehicles and spaces for SEFC;

Note to Applicant: From the Transportation Study and the Green Mobility and Clean Vehicle Strategy, the rezoning application is proposing up to 10 car share vehicles and spaces. Without this letter, car share cannot be included as part of the Green Mobility Strategy. If a reduced number of car share vehicles are provided, other Green Mobility measures may be required. Examples of other acceptable measures include construction of bike lanes beyond the site's frontage and funding for the initial annual membership fee for Public Bike Share program for each resident on site.

- 9. Update the Green Mobility Strategy submitted with the Quebec & 1st Master Plan Transportation Assessment dated July 31, 2013, and make arrangements to the satisfaction of the General Manager Engineering Services for the provision of items identified in the accepted strategy;
- 10. Provision of a Rainwater Management Plan that utilizes sustainable strategies to allow for infiltration, retention, treatment and utilization of rainwater where applicable and appropriate on site;

Note to Applicant: The Plan should demonstrate that the volume of post-development runoff does not exceed that of the former use of the site, and that it is treated for 90% TSS removal before discharging into the City stormwater infrastructure.

11. Provision of a Solid Waste Diversion Strategy that addresses waste diversion in all solid-waste generating activities within the complex.

Note to Applicant: The Strategy must identify/provide space, infrastructure and an operational approach to divert organics and recyclables from the waste stream, and minimize the vehicle trips required for collection, to the satisfaction of the General Manager of Engineering Services

Flood Plain Covenant

12. Execute a Flood Plain Covenant to the satisfaction of the Director of Legal Services and the Chief Building Official.

Social Infrastructure

13. Make arrangements for the design, construction, finishing and delivery to the City of a social housing building consisting of not more nor less than 113,000 gross square feet and associated parking, to the satisfaction of the Chief Housing Officer and the Director of Legal Services.

Note to Applicant: The applicant shall not apply and the City will not be required to issue an occupancy permit for buildings 3, 4 or 5 before the social housing building substantial completion date.

Community Amenity Contribution (CAC)

14. Pay to the City the Community Amenity Contribution of \$10,033,346 which the applicant has offered to the City. Payment is to be made 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, and is allocated to the construction of social housing on site.

Public Art

15. Execute an agreement satisfactory to the Directors of Legal Services and Cultural Services 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; and provide development details to the satisfaction of the Public Art Program Manager.

Note to Applicant: Please call Bryan Newson, program manager, 604 871 6002, to discuss your application.

Soils Agreement

16. If applicable:
- (a) Submit a site profile to the the Environmental Contamination Team.
 - (b) As required by the Manager of the Environmental Contamination Team 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.
 - (c) If required by the Manager of the Environmental Contamination Team and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of the Environmental Contamination Team, City Engineer and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning, until a Certificate of Compliance(s) satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, has been provided to the City.

Park

17. If applicable, register a no build covenant over a portion of East Park immediately adjacent to Buildings 3, 4 and 5 to address spatial separation requirements.

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 sites 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-laws.

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.

1551 Quebec Street, 1600 Ontario Street, and 95 East 1st Avenue
(Southeast False Creek Areas 3A and 3B)

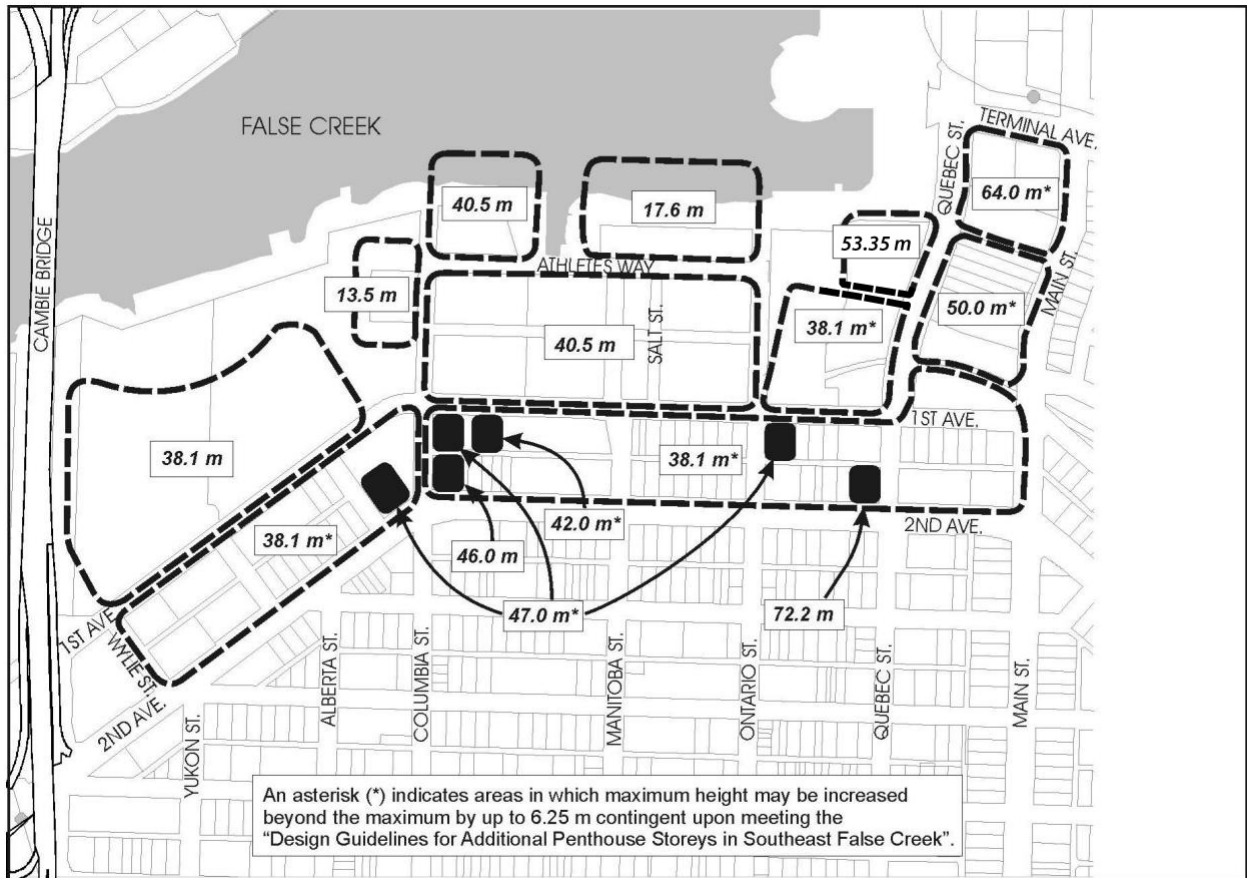
SOUTHEAST FALSE CREEK OFFICIAL DEVELOPMENT PLAN
(BY-LAW NO. 9073)

[All additions are shown in bold, Deletions are shown in strikethrough.]

Substitute Table 1 in Section 4 with the following table as amended:

Area	Maximum permitted floor area for residential uses	Maximum permitted floor area for non-residential uses other than cultural, recreational and institutional	Maximum permitted floor area for all uses
Area 1A	84 595m ²	350m ²	84 945m ²
Area 2A	114 655m ²	10 212m ²	124 867m ²
Area 3A and 3B	16 770m² 58 020m²	0m ²	16 770m² 58 020m²
Area 1B	83 848m ²	0m ²	83 848m ²
Area 2B	136 353m ²	5732m ²	142 085m ²
Area 3B	30 485m²	0m ²	30 485m²
Area 3C	122 752m ²	10 215m ²	132 967m ²
Total maximum permitted floor area for all areas	589 457m² 630 707m²	26 509 m ²	615 966m² 657 216m²

Substitute Figure 9 in Section 6 with the following amended figure:



* * * * *

1551 Quebec Street, 1600 Ontario Street, and 95 East 1st Avenue
(Southeast False Creek Areas 3A and 3B)

ADDITIONAL INFORMATION/COMMENTARY OF REVIEW BODIES

1. URBAN DESIGN PANEL (UDP)

The Urban Design Panel (UDP) reviewed this rezoning application on October 23, 2013 and supported (5-1) the proposed density, height and form of development.

Introduction: Grant Miller, Rezoning Planner, introduced the proposal for an application to rezone 1551 Quebec Street, 1600 Ontario Street and 95 East 1st Avenue from M-2 to CD-1 to allow for the development of a new residential neighbourhood including five residential buildings and a water front park. The proposal is a revisioning of area 3A and 3B of the Southeast False Creek Official Development Plan. The residential towers range from 12 to 18 storeys in height and include a total of 624,522 square feet. Mr. Miller noted that the increased residential density provides the opportunity to deliver a freestanding turnkey social housing building at the corner of East 1st Avenue and Quebec Street which will be built by the proponent and transferred to the City as a public benefit. The Southeast False Creek Development Plan will be amended to allow heights above 44.35 m to support the northern most building which is 18-stories tall.

Paul Cheng, Development Planner, further described the proposal for a site in Southeast False Creek in what is considered the Eastern Railyard Neighbourhood. The major focus for this area is a large waterfront park that is to extend from the False Creek seawall south to West 1st Avenue. The buildings that edge this park are to provide a strong definition of open space.

Advice from the Panel on this application is sought on the following:

Does the Panel support the proposal developed for this site with consideration for the following:

1. Please provide commentary on the overall site planning of the area including the circulation, building separation, the reconfiguration of the park and the other public spaces;
2. Taking into consideration the context of built and approved neighbouring buildings and the site's relationship to the Seawall and False Creek are the proposed building heights supportable?
3. Building "5" is sited in a prominent location and should therefore emulate an exceptional architectural character. Please provide comments/suggestions on the proposed design criteria for this building.
4. An extensive set of urban design principles has been developed as part of this rezoning application. Please provide commentary taking special consideration of:
 - The proposed interfaces between buildings and public spaces, and;
 - The character and historic defining elements of the southeast False Creek area.

Mr. Miller and Mr. Cheng took questions from the Panel.

Applicant's Introductory Comments: Richard Henry, Architect, further described the proposal and mentioned that it was an opportunity for two major stakeholders with a fairly large piece of property to come together and develop this site as a single neighbourhood. They embarked on a long workshop process with the City as well as the Parks Board and identified a number of short comings in the original ODP. They tried to rationalize the structure of the plan as there was not a lot of logic originally and they thought there was an opportunity to develop the forms as the emerging buildings on the east side of Quebec Street were being built. They felt as well there was an opportunity to develop more intimate relationships between buildings and the public realm. Mr. Henry said they saw an opportunity to relocate the taller buildings along Quebec Street to improve views through and from the site. As well they felt there was an opportunity to increase the amount of park space from what was seen in the original ODP. As well there was an opportunity to make the greenway connection (Central Valley Greenway). They also wanted to introduce a hierarchy of streets and an opportunity to improve the public realm.

Mr. Henry said one of the important changes they wanted to make was to improve the sense of place by creating a smaller community within the larger community. The affordable housing component was an important part of the plan and has been moved to the corner of Quebec Street and East 1st Avenue. Mr. Henry mentioned that they have a set of guiding principles and a guiding plan to follow as they develop the site. He then described the architectural expression noting that there was an opportunity to create a landmark building that has a view out over False Creek. He added that there is a proposed light rail system that is going through some modifications.

Jennifer Stamp, Landscape Architect, described the landscaping plans and mentioned that they took the history into consideration when designing the landscape. First there is the rail yard with a rail spur that goes from across the street through into their site. They have shown that with a patterning treatment that is distinctive from the rest of the public realm. They are also exploring a reference to a rail trestle that was on the property previously. Ms. Stamp noted that there are two shorelines that go across the site so they have had some fun patterning and materiality in the landscape to pick up on some of the historical references.

The applicant team took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement:

- Design development to improve the architectural expression;
- Design development to improve the landmark quality of Building #5;
- Consider removing the townhouse expression;
- Consider improving the design principles;
- Design development to improve how the project relates to the urban scale;
- Consider a more subtle interpretation of the rail yard context.

Related Commentary: The Panel supported the proposal and thought it was an interesting and challenging project.

The Panel thought the proposal was better than the original ODP layout as there is a cleaner approach to the public realm. As well this proposal achieves the intent of opening up the park to the foreshore. However a couple of Panel members noted that what is achieved at the

ground plan is at odds with the architecture. They felt that the ground plane is legible but not the buildings. They also thought the way the buildings relate to the park was strong but the blocky nature of the Quebec Street elevations does not work. As well they thought that Building #5 was lacking in clarity.

The Panel thought the heights of the buildings were acceptable but felt there was a sameness to the buildings and that there could be more of a differentiation in the expression. They also noted that there were a lot of details to work out in the actual building placements and how they meet the street edges. They thought the movement through the public spaces and the smaller courtyard spaces was successful. A couple of Panel members mentioned that the townhouses seemed a little forlorn and would like to see them present themselves differently or removed all together.

Some Panel members stated that that the urban design principles were confusing. One Panel member noted that each parcel could come back at separate development permit applications with different architects and it would be important that the principles were clear. One Panel member thought that the four buildings should probably be done by the same architect while the landmark building could be done by another design team.

Most of the Panel thought the landmark building (Building #5) with an 8,000 square foot floor plate was not tall enough and the height of the podium seems to shorten the tower. They also thought the different podium heights were not working particularly when combined with the plan offsets. One Panel member suggested having a pair of linked tall buildings.

Regarding the metaphor, the Panel did not supported the use of “broken shards of glass” and thought the entire project should be looked at in a broader manner on how it relates to the urban scale and how it is viewed from the opposite side of the Creek as part of the False Creek context.

Most of the Panel thought the rail yard had been identified across the proposal but that it had become too literal and they wanted to see a more subtle interpretation. As for having commercial on the site, they thought there were two places that could be considered; the corner of Quebec Street and East 1st Avenue and at the foreshore perhaps at the base of the landmark building.

The Panel said they appreciated all the studies regarding movement through the site but wanted to see people moving around the space as well as through it.

Applicant’s Response: Mr. Henry said he appreciates the Panel’s comments. He said they would go back to the drawing board and fine tune the design. He said he liked the idea of having one architect design the four buildings with another firm for Building #5.

Mr. Rafii said there were lots of good comments from the Panel. He added that if they were all for adding height to Building #5. As well it is their intention to go with the shape of what is happening across the street.

2. PUBLIC CONSULTATION

Public Notification

A rezoning information sign was installed on the site on 7 October 2013. A community open house was held on Thursday, 17 October 2013. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps).

17 October 2013 Community Open House

A community open house was held from 5:00-8:00 pm on 17 October 2013, at the BMO Sustainability Gallery at Science World, 1455 Quebec Street. A notice of rezoning application was mailed to 2,076 surrounding property owners and to 3,290 tenant occupants on 3 October 2013. Staff, the applicant team, and a total of approximately 241 people attended the Open House.

Public Response

Public responses to this proposal have been submitted to the City as follows:

- In response to the 17 October 2013 open house, a total of 29 comment sheets were submitted from individuals (approximately 66% in favour/14% opposed/21% unsure or unspecified).
- A total of 33 letters, e-mails, and online comment forms were submitted from individuals (approximately 50% in favour/10% opposed/40% unsure or unspecified).
- Below is a summary of all feedback (both online and from the open house) related to the proposal:

Support	Yes	No	Unsure/ Maybe
1. Do you support the proposed redevelopment of this site?	34 (58%)	7 (12%)	18 (30%)

Public Feedback

Comments regarding the application listed by frequency:

Parks and Green Space

Many comments reflected a positive view, desire, and need for additional green space in the neighbourhood. It was felt that a larger, dedicated dog run was important and that playground space for children should be provided. Some others felt that the green space would disconnect from the existing street grid. There was also a question about whether urban agriculture would be included and a desire to make sure the park space happens in an early phase of the proposal.

Height and Views

There were some worries about building heights, particularly as they are over the proposed ODP maximum, though there was some thought that the heights proposed are appropriate. In particular, the 18-storey building was cited as one that should be farther from the water to

encourage stepping down to the park, and it was felt there may be adverse effects to neighbouring property views and shadows cast over the seawall and parks.

Need for Seniors Care Facilities

The increasing need for senior care facilities was recognized in numerous comments.

General

Comments voiced broad support for the proposal, with many stating that the plan put forth was good and would help activate the area and knit together the Olympic Village neighbourhood, thus improving the area.

Density and Design

Differing views were expressed about the site density, with some feeling it was supportable and others noting it was too high and should be more consistent with the SEFC ODP. The design was called 'stuffy' and like a 'fortress' by some but others thought the separation between buildings was good and that the site was a good fit for the area. There was a desire to echo the industrial character of the area in the design and a call to keep the old rail tracks embedded as part of the project's public realm.

Transportation

There was excitement about the idea of a tram/streetcar running through the area. Others felt that attention would need to be paid to neighbouring arterials, particularly synchronization of traffic lights along 2nd Avenue.

Commercial Uses

Some sentiment was expressed supporting inclusion of commercial/retail space to help tie the area together, citing that a lack of it would drive people outside the neighbourhood (often by car) to meet their needs. It would improve the linkage of the urban fabric.

Housing

Comments reflected a desire for more affordable housing and positivity towards a social building. Another was against more social housing for the area, and it was thought that a screening process for the rental building would reduce the risk of crime.

Miscellaneous

There was a suggestion that during construction the bikeway along Ontario parallel to the site could be improved.

1551 Quebec Street, 1600 Ontario Street, and 95 East 1st Avenue
(Southeast False Creek Areas 3A and 3B)

FORM OF DEVELOPMENT



Proposed Master Plan



NORTH EAST VIEW



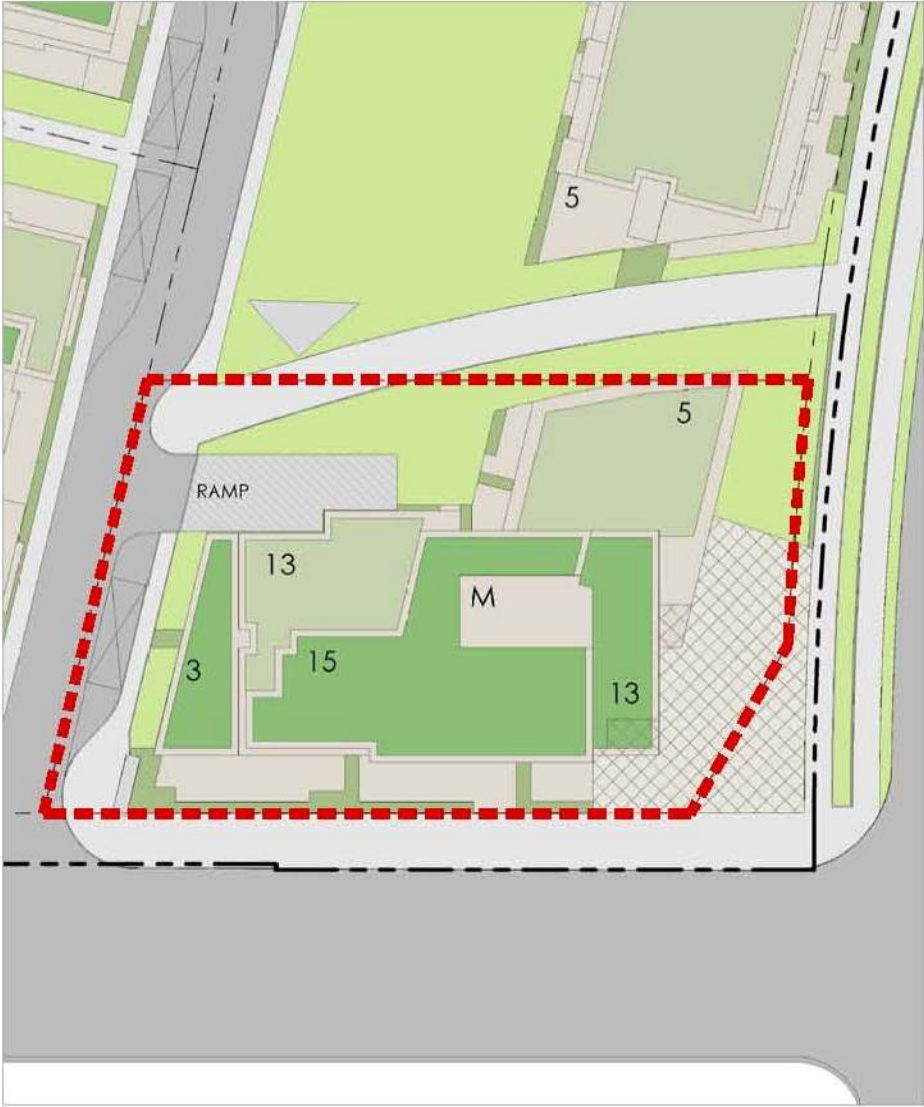
NORTH WEST VIEW



SOUTH WEST VIEW



SOUTH EAST VIEW

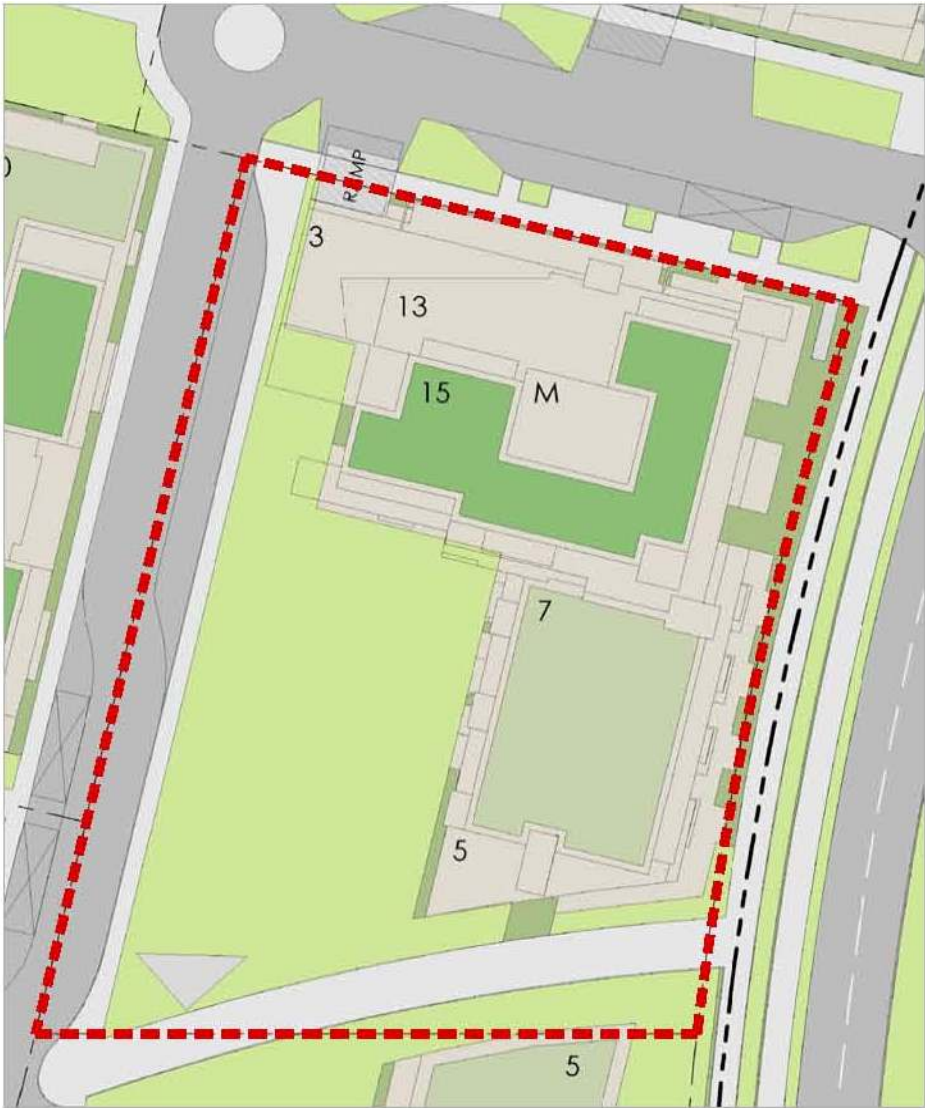


7.3 BUILDING 1

TYPE: NON-MARKET HOUSING OWNED BY CITY

	SF	m2
GROSS BUILDING AREA	113,000	10,498
ESTIMATED EXCLUSIONS	8,075	750
NET FLOOR AREA	104,925	9,748

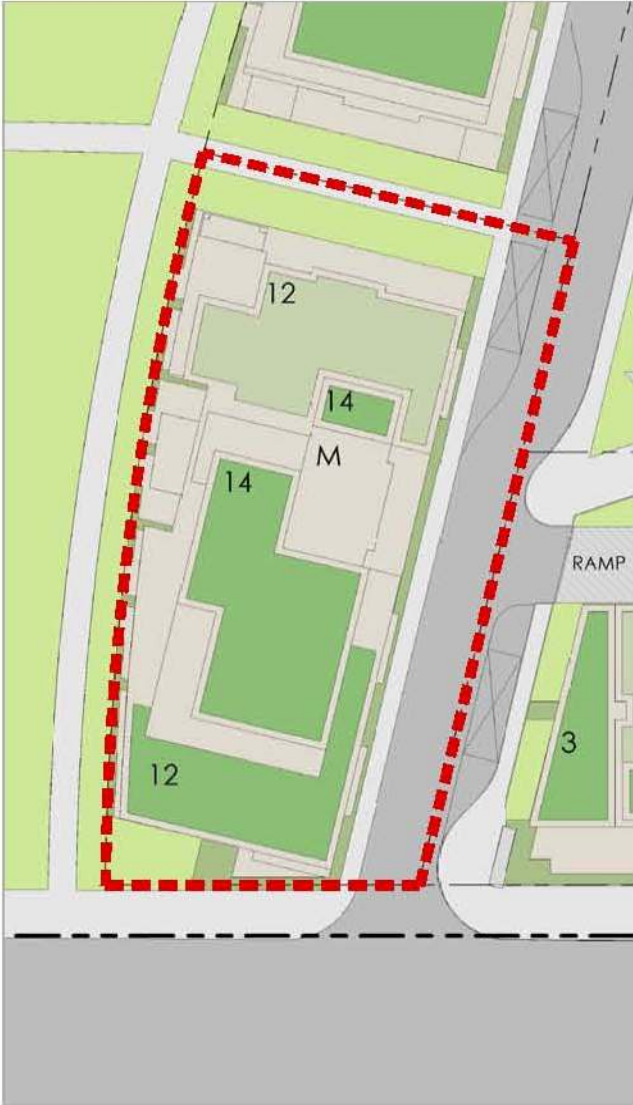
PODIUM HEIGHT: 5 STOREYS
TOWER HEIGHT: 15 STOREYS



7.4 BUILDING 2

TYPE: MARKET HOUSING

	SF	m2
GROSS BUILDING AREA	145,375	13,506
ESTIMATED EXCLUSIONS	10,348	961
NET FLOOR AREA	135,027	12,544
PODIUM HEIGHT:	7 STOREYS	
TOWER HEIGHT:	15 STOREYS	

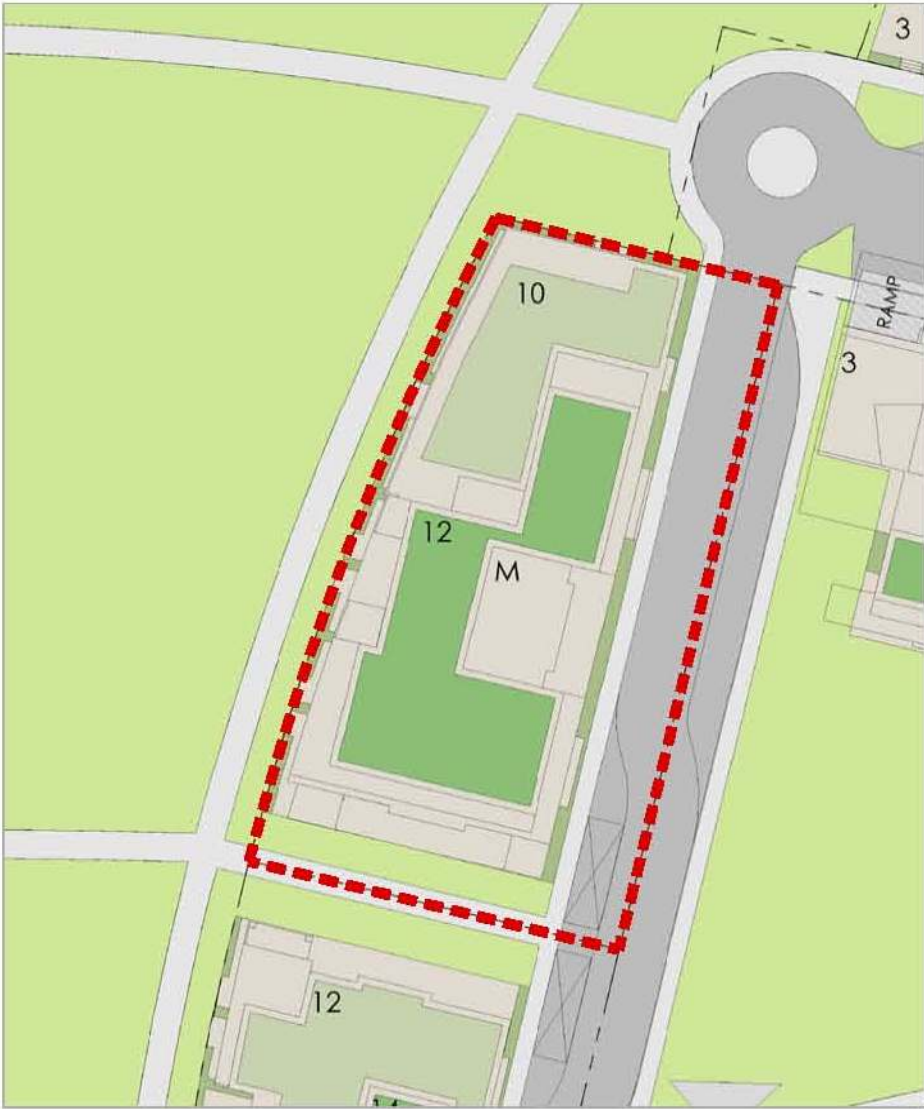


7.5 BUILDING 3

TYPE: MARKET HOUSING

	SF	m2
GROSS BUILDING AREA	115,628	10,742
ESTIMATED EXCLUSIONS	7,823	727
NET FLOOR AREA	107,805	10,015

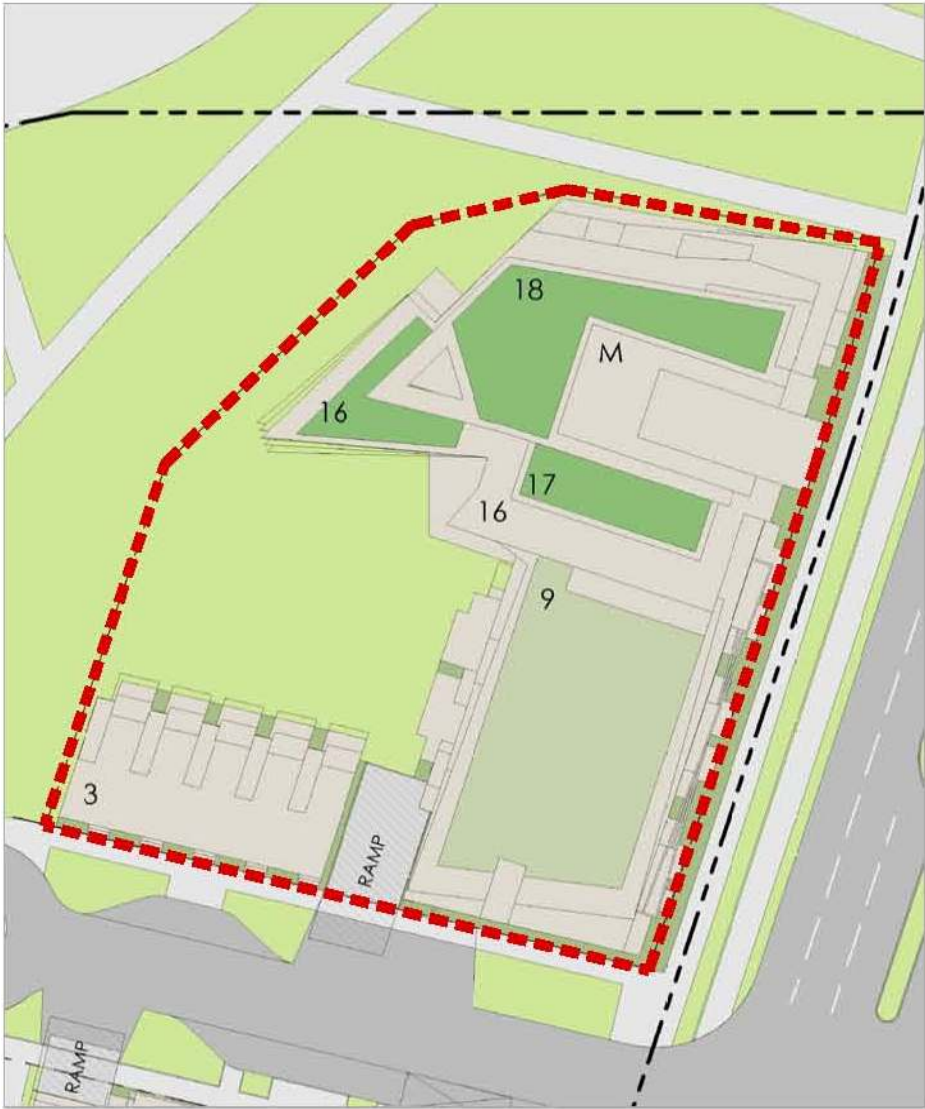
PODIUM HEIGHT: N/A
TOWER HEIGHT: 14 STOREYS



7.6 BUILDING 4

TYPE: MARKET HOUSING

	SF	m2
GROSS BUILDING AREA	100,851	9,369
ESTIMATED EXCLUSIONS	6,306	586
NET FLOOR AREA	94,545	8,783
PODIUM HEIGHT:	N/A	
TOWER HEIGHT:	12 STOREYS	

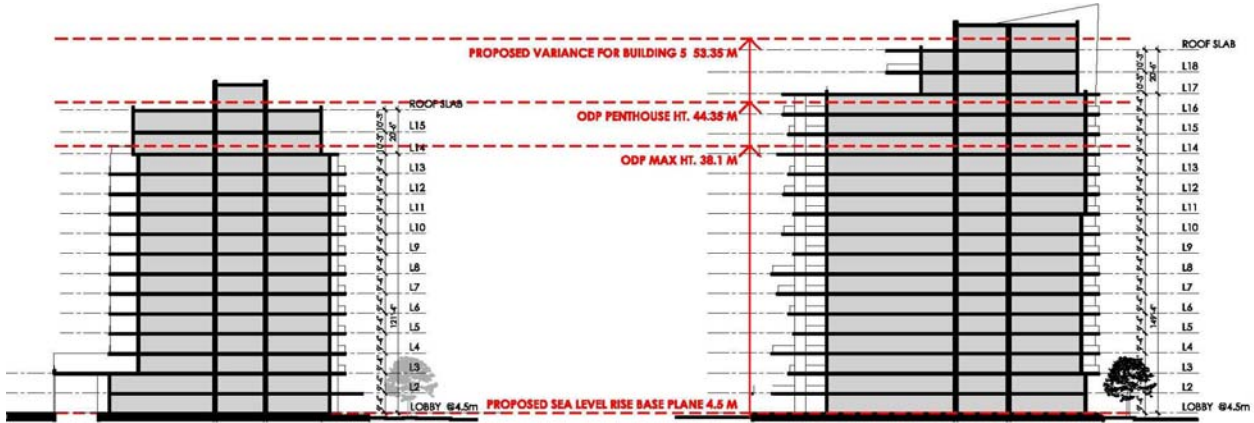


7.7 BUILDING 5

TYPE: MARKET HOUSING

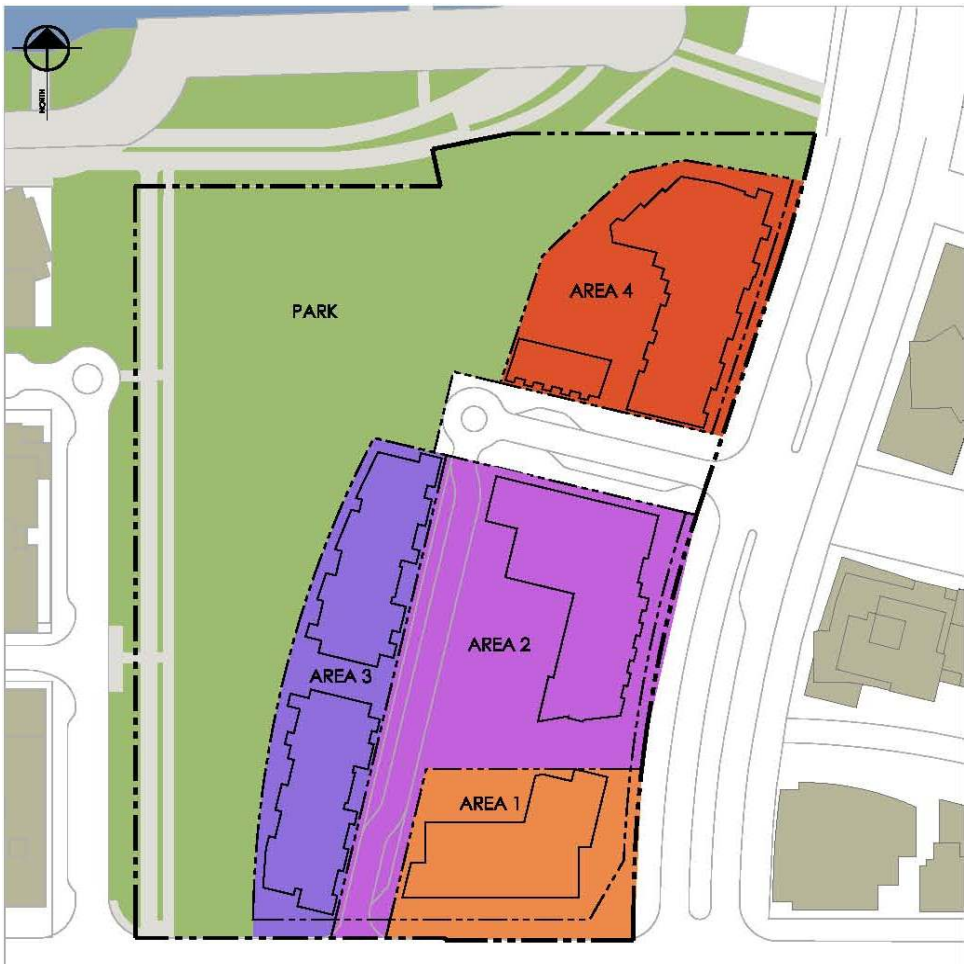
	SF	m2
GROSS BUILDING AREA	195,099	18,125
ESTIMATED EXCLUSIONS	12,876	1,196
NET FLOOR AREA	182,223	16,929

PODIUM HEIGHT: 9 STOREYS
TOWER HEIGHT: 18 STOREYS



HEIGHT GUIDELINES - TYPICAL (BUILDINGS 1, 2, 3 & 4)

HEIGHT GUIDELINES - BUILDING 5



Subdivision Plan



Development Phasing Plan

* * * * *

1551 Quebec Street, 1600 Ontario Street, and 95 East 1st Avenue
(Southeast False Creek Areas 3A and 3B)

Draft Design Guidelines

1 Application and Intent

1.1 Application

These guidelines should be used in conjunction with the Southeast False Creek Areas 3A & 3B (xxx) bylaw and the Southeast False Creek Public Real Plan to guide development of the area. As well as assisting the development permit applicant, the guidelines will be used by City staff in evaluating proposed developments. The guidelines will assist the design of individual developments to ensure compatibility with the overall urban design concept and principles for the area within the larger context of Southeast False Creek.

1.2 Intent

The intent of these guidelines is to assist the applicant in meeting the following goals and objectives:

- (a) Assist in the creation of a mixed-use district that supports residential and recreational park uses.
- (b) Integrate existing and future greenways, parks, public spaces, and walking and cycling connections.
- (c) Achieve overall development which demonstrates urban design and architectural excellence.
- (d) Provide direction in the overall design of public spaces including East Park, Railspur Mews and Artefact Plaza.

1.3 Site Description

The site is located on the northeast corner of Quebec Street and East 1st Avenue in SEFC, bordered by the seawall walkway to the north and Ontario Street to the west. The site is presently a vacant paved lot used as a temporary parking facility. The site is in close proximity to all three Skytrain lines, and adjacent to Science World, the SEFC Community Centre and The Village on False Creek. These Areas 3A and 3B lands represent the remaining vacant lands between The Village and the active development underway on the east side of Quebec Street.

Total site area for these Areas 3A and 3B lands is 25,943 m² (279,253 sf).

2 Urban Design Principles

The plan for the neighbourhood contains several unique features that will play a major role in helping to define and individualize this emerging area. These features will also serve to reinforce an important sense of community interaction and provide a tangible connection to both the surrounding natural and urban environments.

2.1 Site Planning and Buildings

- a) Create a strong sense of place and identity by reflecting the industrial history through architecture, site planning, design and public realm features.
- b) Create an enhanced public realm interface with the existing and proposed streets and lanes through buildings that actively address and engage the street frontage.
- c) Provide a high degree of access to the public outdoor amenities.
- d) Provide a large variety of public spaces in size and character.
- e) Establish site grades in the context of current defined flood plain levels.
- f) Work within the height limits and preserving view cones.

2.2 Open Space

- (a) Provide the following public spaces:
 - i) Provide approximately 0.18 hectares of park from Area 3B as required in the SEFC ODP.
 - ii) Provide a portion of 10.28 hectares of park for Areas 1A, 2A and 3A (as required in the SEFC ODP) in the form of "East Park".
 - iii) Provide a pedestrian-only mews running east-west between subareas 1 and 2.
 - iv) Provide a pedestrian -only pathway running east-west between subareas 3 and 4.
 - v) Provide a new vehicular- and pedestrian-serving street located between subareas 2 and 5, running east-west.
 - vi) Provide a new vehicular- and pedestrian-serving lane running north-south between subareas 1&2 and 3&4.
 - vii) Provide a public plaza directly located due north of the west end of Railspur Mews, which will also address a pedestrian desire line by aligning with the east-west pedestrian lane identified in 2.2(a)iv).
 - viii) Provide a public plaza directly located south of Building 1, at the south east corner, oriented in an east-west direction to maximize afternoon sun access. Further, to provide supplementary public space oriented in a north-south direction along Quebec Street as an interim state until the future implementation of a streetcar line.
- b) Provide strong visual links to the public and semi-public open spaces from adjacent streets to invite the community in.
- c) Create a unique sense of place in the surrounding public realm elements that support opportunities for social engagement and public art.
- d) All open spaces should foster social interaction and become neighbourhood meeting places.

2.3 Movement and Circulation

- a) Integrate the development with the city by extending the street grid into the site to create physical and visual connections with the adjacent areas. Create rational normalized intersections wherever possible.
- b) Provide safe, comfortable and convenient walking and cycling connections accessible to all users, between the seawall, the future Central Valley Greenway, the future bike lane on Quebec Street, and the existing bike lane along Ontario Street.
- c) Design streets to prioritize walking and cycling over motor vehicles.
- d) Minimize slopes on the site to provide comfort for people walking, cycling or using mobility aids.
- e) Design all roads, pathways and public spaces to be fully accessible.
- f) Design the west side of Quebec Street to allow safe access and egress to the site for all road users and prioritize pedestrians and cyclists while respecting the street's role as a secondary traffic and goods movement corridor.
- g) Locate vehicular access and servicing points for all development sites to minimize conflicts and provide a safe environment for all road users.

2.4 Sustainability

- a) Reinforce the proposed concepts which meet the requirements of the Rezoning Policy for Sustainable Large Developments.
- b) Enforce the requirement for sustainable green energy through the integration of all new buildings with the SEFC Neighbourhood energy Utility.
- c) Reinforce the requirement for LEED Gold Certification for each building.

3.0 Site Considerations

3.1 Site Planning and Buildings

The location of streets, open spaces, development parcels and buildings should generally be as described in the illustrative plan shown in Figure 1. Buildings are to be organized to define streets, lanes and mews to form a vertical and horizontal built-form edge.



Figure 1

3.2 Setbacks

- a) Provide a 3.05-m (10 ft.) setback along Quebec Street, from the new property line after road dedication, for front patios and balconies and to provide added distance from the Quebec street traffic noise.
- b) Provide a minimum 3.05-m (10 ft.) setback along 1st Avenue, from the new property line after road dedication, for sidewalk widening.
- c) Provide a minimum 2.5-m (8 ft.) setback from the curved western property line, for front patios and landscaping located on private property to enhance the public realm.
- d) Provide a minimum 2.5-m (8 ft.) setback from the west and north property lines of Parcel 5, for soft landscaping treatments, projecting balconies and outdoor patios.
- e) Provide a minimum 2.0-m (6.5 ft.) setback from the south property line of Parcel 5, off Switchmen street, for landscaping and front entrance patios.
- f) Provide a minimum 1.0-m (3.3 ft.) setback from the property lines off the new laneway running north-south, for buildings 1, 3 and 4.

- g) Provide a 1.5-m (4.9 ft.) from the property lines off the east-west pedestrian laneway located between Parcels 3 and 4.

3.3 Site Grades

Site Grades will be determined by Engineering during the Development Permit application process for the individual sites. Due to floodproofing requirements which anticipate a ground floor elevation of 4.5m GVRD datum (or higher) for the ground storeys, design strategies to mitigate dramatic grade changes between the ground floor and the adjacent public sidewalk may be required. These may include stepped landscaped terraces, short stair runs with intermittent landings and other outdoor landscaping elements.

4.0 Vehicular Access, Off-Street Parking and Loading Areas

4.1 Parking Facilities

- a) All off-street parking should be located on the site it serves, unless otherwise approved by the Director of Planning in consultation with the General Manager of Engineering. Some interim surface parking may be permitted, subject to landscaped setbacks and acceptable access points as determined by the Director of Planning in consultation with the General Manager of Engineering.
- b) Vehicular Access to underground parking are limited to the following:
 - i) Serving Building 5: Located off the north side of Switchmen street.
 - ii) Serving Buildings 2, 3 and 4: Located off the east side of the north-south service lane.
 - iii) Serving Building 1: Located off the east side of the north-south service lane.
- c) All Vehicular access ramps to underground parking are to be physically integrated with a building, preferably within the general floorplate of the ground floor, with a roof cover and design as an architectural feature rather than a service entrance.

4.2 Loading Areas

- a) For Building 5, the loading area should be located internally within the building, accessed from Switchmen Street. Due to the lack of service lane access to this site, using a parking lane on Switchmen street as an exterior loading zone is strongly discouraged.
- b) For Buildings 1, 2, 3 and 4, one exterior loading space for each building may be considered, to be located at grade off the north-south laneway, at a location that is proximate and conveniently accessible to the main elevator core of the building.

5 Architectural Characteristics

5.1 Building Height and Views

- (a) Building height limits are described in the By-law. Height limits vary across the site. Building heights will be measured from the applicable ground floor elevation required by City-issued Floor-Proofing policies applicable at the time of Development Permit Application.

5.2 Massing and Form

- (a) General massing parameters for specific buildings:

Building 1: A tower floorplate oriented east-west along 1st Avenue accompanied by a north-south podium located against Quebec Street.

Building 2: A point-tower floorplate oriented slightly east-west located at the north of parcel 2, with a north-south oriented podium facing Quebec Street.

Building 3 and 4: A north-south oriented slab building facing East Park.

Building 5: A point-tower located at the north end of parcel 5, with a north-south oriented podium facing Quebec Street. Further, an east-west set of rowhouses to be facing Switchmen Street.

- b) Long, continuous building forms should be avoided. Express the individual functional to create identity, rhythm and variety and a reduction of apparent bulk and visual scale.
- c) Shallow articulation of surface elements and materials is generally ineffective in achieving adequate variation in the massing and bolder manipulations of the form should prevail.
- d) Generic building designs that exhibit little façade interest or transparency should be avoided.

5.3 Building Entrances

- a) Street level homes are to have exterior street entries.
- b) Main entries should be located for activity consideration and be clearly identifiable, visible, transparent and accessible from the public realm.
- c) For buildings 2 and 5, the main entrance is to be located off Quebec Street. For buildings 3 and 4, the main entrance to be located off the north-south lane. For building 1, the main entrance is to be located off Artefact Plaza.
- d) Social nodes are to be developed along paths between significant public realm features and main entrances to buildings. Pedestrian interest and comfort should be provided at entrances through specifically designed seating, signage, lighting and features that signal the building's use.

- e) Useable semi-private spaces should be located as direct edges to public spaces to demarcate an amenable transition from public to private property.
- f) Building entrances need to take into account and be attendant to existing and finished design grades related to the overall site plan.

5.4 Articulation

- a) Architectural design should be expressive of the building structure of and environmental design considerations. Functional elements, such as stairwells, elevator and mechanical cores, and entrances, should be used to break up the horizontal scale of the building form.
- b) Building materials should be carefully chosen to break up the horizontal scale and accent edges for pedestrian interest.
- c) Glazing with high clarity should be used to encourage visual connections between inside and out. The use of highly reflective glazing is discouraged.
- d) Design elements which contribute to energy efficiency and animated facades are encouraged.

5.5 Weather Protection

- a) Main building entries should provide generous weather protection that is designed to be an integral feature of the building's architectural character.
- b) Canopies and awnings should be built of durable materials, and consideration given to lightness and translucency.

5.6 Materials

- a) A consistent palette of materials should be used throughout the site, with the possible exception of building 5, which should emulate a distinctive and unique choice of cladding materials.
- b) In general, all exterior finishing materials and details appropriate to local climatic conditions may be utilized, provided they contribute to:
 - (i) a high-quality image that portrays a sense of permanence; and
 - (ii) to the long-term durability of the exterior system, such that its initial integrity, quality, and visual appearance will be retained over the lifespan of the building.
- c) Materials and treatments at grade level, particularly for buildings fronting public spaces, should provide visual interest and enhance the pedestrian scale.

5.7 Roofs and Mechanical Penthouses

- a) Roofs should be designed to be attractive as seen from above as well as from ground level. Large, monotonous expanses of roof should be avoided.

- b) Vents, mechanical rooms and equipment, elevator penthouses, and other rooftop devices should be integrated into the roof architectural treatment or should be grouped and screened with materials and finishes compatible with the building.
- c) Glassy capping penthouse lantern elements are encouraged in keeping with the area guidelines.

5.8 Dwelling Unit Design

- a) The size and proportions of balconies and terraces are to support outdoor uses and furniture groupings.
- b) Terraces are to be open but must also provide a sense of security.

5.9 Neighbourhood Architectural Character

The general zoning for the area of SEFC has led to the development of a lower, more blocky massing than areas on the north side of False Creek. For the area of Quebec and 1st, this continues with the following features to be encouraged:

- a) Buildings are to be clean and contemporary in form and expression.
- b) Industrial loft character on Quebec Street could reflect the area's railyard past.
- c) Opportunities to reference the railyard precinct are to be explored.
- d) Building massings are to be of interlocking components, not monolithic "superblocks". A playful random patterning of certain special elements is favoured.
- e) Stairs, elevators and corridors are to have access to daylight where possible.
- f) Highly finished "industrial style" components are encouraged, making reference to the "railyard precinct" and including weather protected timber and wood components.
- g) Oversized outdoor living spaces in the form of balconies and terraces are encouraged.
- h) Passive solar shading devices are encouraged where they can be proven to be effective.

5.9.1 Park Buildings 3 & 4

The buildings fronting East Park are somewhat unique in their general form as they hug the east side of the park. The general objectives for the character are:

- a) General form should reflect the sweeping "Arc in the Park" curvature to the west.
- b) Penthouse elements should remain glassy and step down to False Creek.
- c) Reference should be made to the companion buildings to the west across the park in terms of the variety of scale and character elements.
- d) Nautical references and metaphorical allusions are encouraged.

5.9.2 Quebec Street Buildings 1 & 2

The general massing along Quebec Street steps up towards City Gate to the north. Character references for this area include the following:

- a) A general simple “loft-like” character is encouraged, referencing the historically industrial past of the area.
- b) Upper one to two storey capping elements should step back and be of a light expression.
- c) Simple forms may be offset with more playful random contrasting elements.
- d) Brick and concrete, steel and glass, with selective wood elements form the material basis.

5.9.3 Landmark Building 5

Building 5, being of significant greater height and in a prominent location, is identified as requiring significant architectural quality to serve as a “landmark” building in the neighbourhood that stands out from other “background” buildings within the neighbourhood. The following design criteria are to guide the overall design of Building 5:

- a) Far distance view: When viewed from a far distance (such as from Northeast False Creek, False creek flats or from various points along the False Creek seawall), building 5 should exhibit a strong, cohesive silhouette. As such, a clear visual distinction between the top, middle portion and base should be legible at a distance, while composed together to achieve an overall well-balanced and graceful composition. For the top element, a strong and clear capping gesture is therefore very important.
- b) Middle distance view: When viewed from a closer vantage point, the major building forms as seen from the far distant view should remain clear and legible. Further, the major forms should be further articulated with a secondary layer of large-scale detailing that adds to the overall perception of the major building forms. A visual richness, that would not be viewable from a far distance, should add to, and not detract from, the overall understanding of the major forms with the use of elements such as secondary building forms, fenestration, material composition, transitional edges between the major forms, and a secondary layer of decorative articulation to the major forms. Materials should be of the highest order for this building, with metal cladding and brick high on the list of priorities.
- c) Proximate distance view: When viewed from a proximate distance (ie. From 30 ft.), the exterior cladding materials and their detailing becomes of greatest consideration. Architectural detailing at this scale should add a third layer of visual interest through expressive connections, fastenings, material transitions and appropriate visual texture.

5.10 Public Realm Interface

The buildings' interface with the public realm is important to consider. The following relationships are to be addressed:

- a) Semi-private courtyards should be accessible to the public and be featured and visible to the overall public realm.
- b) A one to three storey streetscale base expression is important for all buildings.
- c) Semi-private outdoor rooftop terraces should be designed for usability and beauty.
- d) Sustainability gestures should be expressed.
- e) Entries should be weather-protected and prominent.
- f) Railway industrial references should be developed for the public realm.
- g) Suite entries along streets and parks provide security and animation as well as "eyes on the street".

6.0 Streetscapes and Open Spaces

6.1 Structural Overview

A hierarchy should be established for the open space system from the public-owned and freely accessed spaces such as the street rights-of-way, to semi-public building courtyards, to semi-private roof gardens and private balconies. Open space is an important element which will be one of the principal amenities sought by residents and the surrounding neighbourhoods. Some general guidelines for open space planning include:

- a) The landscape should be used as a unifying element for the area with a consistent system of materials and detailing used throughout.
- b) Open space intended for public use should be clearly identified and designed as such. It should have sufficient openness to be inviting and safe for the public.
- c) Greenways provide important walking and cycling connections to and from the site.

6.2 Streetscape Design

The streets should be designed and built in accordance with Engineering Services standards and requirements. Standard materials should be used on all City streets, however accent features may be accepted where appropriate. There are several types of streetscape treatments, as follows:

- a) Switchmen Street
 - Patios at the buildings open onto Switchmen.
 - Stairs and gates provide separation to the patios.
 - Street trees and generous planted boulevards line Switchmen.
- b) East-West pedestrian lane between Buildings 3 & 4
 - Large amenity patios open onto, but not in, the 20-foot wide public walkway.
 - The tree-lined walkway connects the Lane to East Park.
 - The amenity patios and walkway are level with each other, giving an open, plaza feel to the space.
 - A continuous line of shade trees and blocks of planting provide definition to the walkway.

- c) North-South lane
- Patios and ornamental planting open onto the Lane.
 - Overhead catenary lighting enlivens the Lane at night, and leads pedestrians to the connecting catenary lighting along Railspur Mews.
 - Street trees line the Lane in generous planting beds, with smaller ornamental shade trees at the patios.
- d) Railspur Mews
- Patios open onto Railspur Mews.
 - Ornamental shrub planting, and street trees line the Mews.
 - Rail tracks are countersunk and sit flush with the sidewalk, with lawn in between.
 - Overhead catenary lighting enlivens the space at night.
- e) Buildings 1, 2 and 5 and Quebec Street
- Large patios open onto the street.
 - Stairs and gates provide separation for the patios.
 - Wide front and back boulevards include planting and ornamental shade trees at the patios, and lawn boulevard and street trees at the bike lane on Quebec Street.
 - 2.7m dedication requirement along Quebec Street is accommodated in the plan.
- f) Buildings 1 and 3 and East 1st Avenue
- Large patios including an amenity patio open onto the street.
 - Stairs and gates provide separation for the patios.
 - Street trees line 1st Avenue.
 - SEFC Public Realm treatment along First Avenue.
 - 5m dedication on 1st Avenue is accommodated in the plan.
- g) East Park and Buildings 3 and 4
- Large patios overlook East Park, and open onto the tree-lined walkway connecting 1st Avenue to the Seawall.
 - The patio is slightly higher than the park, providing “eyes on the street”.
 - A broad swathe of ornamental shrub planting creates separation at the interface between the patio and the park.
 - The large open lawn dotted with shade trees for informal play, a children's play area, grassy knoll with informal seating, and an orchard are key park program elements.
- h) Building 5 and Courtyard
- The quieter Contemplative Courtyard opens onto East Park.
 - Large patios from Building 5 open onto the courtyard.
 - Gates provide separation for the patios.
 - Ornamental planting and trees in the shaded part of the courtyard create a quiet seating space.

- The open lawn is on the sunny side of the courtyard and is bordered by walkways and a seatwall.
 - The trellis area and wood decking overhangs a storm water retention pond.
 - Water spigots at the pond create gentle sounds of moving water, which can be heard from within the courtyard.
- i) Building 2 and Courtyard
- Large patios open onto the central courtyard.
 - Building 2 encloses the courtyard on one side, with Railspur Mews and the Lane intersecting at the opposite corner.
 - A trellis area with seating opens onto the large open lawn, which gently slopes down to the stormwater retention pond.
 - Wood decking furnished with picnic tables, a trellis area, large ornamental shade trees, and planting overlook the pond, and create a central public gathering area.
 - Water spigots at the edge of the pond provide gentle sounds of moving water, which can be heard in the public gathering space.

6.3 Open Public Space

The landscape has been designed to maximize outdoor opportunities, pursue sustainability initiatives and reference the history of the site. The character of the open spaces references historic patterns on the site including the natural 1889 and industrial 1913 shorelines. A further overlay of the railyard precinct is expressed in the materiality and site patterning with features such as the remnant rail spur between Buildings 1 and 2.

Public and semi-public open spaces for residents are found at both the ground plane. Two semi-public courtyards, one at Building 2 and one at Building 5 provide further opportunity for residents and other members of the public to get outside and meet their neighbours.

At the south end of the Building 2 courtyard, adjacent the Railspur Mews, there is a public plaza (Railspur Plaza). This gathering area is floored with a wood deck, and contains picnic tables and benches that outlook to the courtyard. The storm detention pond provides a welcome visual connection, while restricting physical access for the public.

a) East Park

To the west of the development site is an approximate 1.1ha public park. The park is bound by 1st Avenue to the south, Ontario Street bikeway/walkway to the west, and an extension of the Seawall to the north. A series of east-west walkways through the park provide connectivity from the Village on False Creek through the neighbourhood to Quebec Street.

The preliminary park program consists of a plaza at the bend in the Seawall, a large viewing berm overlooking the Seawall at the north, a children's play area, a large open lawn for informal play, an orchard, significant large shade trees and an arced pathway

on the eastern edge framing the development site. The City of Vancouver Parks Board will consult the public to understand the needs of this emerging community and further refine the program.

b) Seawall

An expanded Seawall fronting the north side of the properties provides an incomparable waterfront experience for residents and public alike. Representing one of the final links to the City's impressive Seawall system, the connecting Seawall will offer expansive water and mountain views to the north, and a tree-lined park to the south.

A strong landmark tower form creates a visual feature from False Creek and the pathway to the north. A walk-through sculpture identifies a new plaza.

Children's play areas and viewing knolls form the key water and community centre oriented northern park spaces. The pathway runs past these amenities.

A separated bike and pedestrian pathway system continues the connection to Science World, the Central Valley Greenway and beyond.

c) Railspur Mews and Railspur Plaza

Connecting Quebec Street with the central laneway and further west to the park by way of a tranquil plaza and midblock pathway, Railspur Mews is a direct reference to an historic curving railspur. This is intended to be a public right of way and midblock connector through to Walter Hardwick Way.

A water feature serves to separate the semi-public courtyard of the central building from the Railspur mews and Railspur Plaza.

Railspur Plaza is to be furnished with wood decking and picnic tables and is shaded with trees. This plaza should be approximately minimum 1300 s.f. in useable outdoor floor space, excluding major soft landscaping elements and water features. It should also be shaped and aligned to address the pedestrian desire-line between the west end of Railspur Mews and the east-west pedestrian only walkway delineated above in 6.2 (b). To ensure that the public will have ongoing access to this plaza, a Statutory Right-of-Way agreement should be required as a condition for the Development Permit Application for Building 2.

d) Semi Public Courtyards - Buildings 2 and 5

Two large ground floor semi-public courtyards at Buildings 2 and 5 should be visually welcoming. These courtyards should be publicly accessible.

The Building 2 courtyard has been designed with a visual connection to Railspur Mews and a public open space to the south "Railspur Plaza". A trellis area with seating at the north end borders a lawn that slopes down to a stormwater pond. A sculptural

glass stair may be located within the semi-private courtyard to provide pedestrian access for residents to the entries along the Laneway, but should not be located in Railspur plaza, the space for which should be maximized for public gathering.

The Building 5 courtyard has been designed as a contemplative space. A trellised wood deck hangs over a stormwater retention pond. A lawn on the south side of the courtyard is bordered by walkways and a seatwall. The layout of the courtyard takes advantage of sun angles, placing the pond in the shade and the lawn in the sun.

e) Artefact Plaza

- East-West in overall shape in order to maximize access to afternoon sun.
- Minimum size to be 1200 s.f., with a minimum dimension of 10 ft. between the south building face and the south property line.

A special opportunity exists for a public plaza recognizing the importance of the railway in this historic precinct. The intersection of Quebec Street and 1st Avenue has a great southern exposure and lends itself well to a public use in particular with respect to a food and beverage use (such as a food truck) with an artifact component.

Individual entrances to units are intended to flank Quebec Street creating an “eyes on the street” base to the building and streetscape similar to the east side of Quebec.

The main entrance to the city affordable rental building shares this corner and will provide activity and a general dynamic to the street interface.

A new surface rail system is planned for 1st Ave and Quebec Street linking False Creek with downtown and the Canada Line and Skytrain in the future.

The possibility exists to repurpose one of the old Interurban rail cars as a food and beverage outlet at this location. Other artifacts and uses could of course be used to draw attention to this important intersection.

Raised terraces respond to an increase in Sea Level Rise construction levels and provide secure semi-private outdoor spaces for the tenants. A City owned affordable rental building occupies the corner of 1st Avenue and Quebec Street.

Raised terraces provide secure, semi-private outdoor play areas for two small daycare units along 1st Avenue. Access to the park and adventure playground is direct.

f) North-South Laneway

This feature forms an important focus for the new community and provides an intimate connectivity for the residents between parking, buildings and outdoor amenities. The laneway allows vehicle access to the underground parkade and for deliveries. Not exclusively a walkway, but also not an alley, the laneway sets an urban tone, introducing a secure "street" presence, but also functioning to discourage random traffic. This lane is intended to be a public Right-of-Way.

The narrow urban laneway connects buildings and beautiful semi-private gardens to be physically shared by the residents and visually enjoyed by the public.

A 2-storey townhome entry "plinthe" adds detail, enhances security and brings a human scale to this important character street.

The laneway resembles Walter Hardwick Way in the Village in its scale and detail. Flush curbs drain water and open bollards separate the pedestrian from the more vehicular access routes.

6.4 Private and Semi-Private Open Spaces

- a) Provide clear distinctions between public and private open spaces through the use of defined access points and edges, circulation systems, grade changes and the use of plant material, architectural elements and fencing.
- b) Provide a high degree of visual, but not necessarily physical, access into private landscaped spaces (yards and courtyards) through the use of openings in the building form, iron picket fencing, overlooks, etc.

6.5 Landscape Materials and Lighting

Public realm landscaping and lighting treatments are to conform to the Southeast False Creek Private Lands Public Realm Enrichment Guide and the Southeast False Creek Public Realm Plan.

END OF GUIDELINES

1551 Quebec Street, 1600 Ontario Street, and 95 East 1st Avenue
(Southeast False Creek Areas 3A and 3B)
PUBLIC BENEFITS SUMMARY

Project Summary:

Three phase development of five residential buildings from 12 to 18 storeys in height including one social housing building

Public Benefit Summary:

Dedication of a 1.1 hectares (2.7 acre) park and agreements for construction and a CAC allocated to partially funding of a social Housing building to be completed in the first phase of this three phase development

	Current Zoning	Proposed Zoning
Zoning District	M-2	CD-1
FSR (site area = 25,943 m ² / 279,253 sq. ft.)	5.0	3.51
Buildable Floor Space (sq. ft.)	1,396,265	624,525
Land Use	Industrial/Commercial	Residential

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide) (See Note 2)		\$6,583,332
	DCL (Area Specific) (See Note 2)		\$8,937,120
	Public Art (\$1.81/sq. ft.)		\$1,130,390
	20% Social Housing		
Offered (Community Amenity Contribution)	Heritage		
	Childcare Facilities		
	Cultural Facilities		
	Green Transportation/Public Realm		
	Housing (e.g. supportive, seniors)		\$10,033,346
	Parks and Public Spaces		
	Social/Community Facilities		
	Unallocated		
	Other		
TOTAL VALUE OF PUBLIC BENEFITS		0	\$26,684,188

Other Benefits:

This application's CAC, together with other funding sources, will result in a social housing development (valued at \$38.75 M)

* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification. For the City-wide DCL, revenues are allocated into the following public benefit categories: Parks (41%); Replacement Housing (32%); Transportation (22%); and Childcare (5%). Revenue allocations differ among Area Specific DCL Districts.

1551 Quebec Street, 1600 Ontario Street, and 95 East 1st Avenue
(Southeast False Creek Areas 3A and 3B)
APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	1551 Quebec Street 1600 Ontario Street 95 East 1st Avenue
Legal Description	PID: 008-765-634; Lot 5, Except Part in Reference Plan 17723 Now Road, Block E District Lots 200A and 2037 PLAN 12958; PID: 026-497-654; Lot 307, Except: Part on Plan BCP20721 False Creek Plan BCP20720; and PID: 014-765-146; Lot 1, Block E, District Lot 200A, Plan 12958
Applicant / Architect	Rafii Architects Inc.
Property Owner	Concert Real Estate Corporation, Inc. No. C0424436 Coty of Vancouver

DEVELOPMENT STATISTICS

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT
ZONING	M-2	CD-1
SITE AREA	25,943 m ² / 279,253 sq. ft.)	24,665 m ² / 265,495 sq. ft.)
USES	Industrial	Residential Park
FLOOR AREA	129,715 m ² (1,396,240,639 ft ²)	58,020 m ² (624,525 ft ²)