



POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: June 14, 2016
Contact: Susan Haid
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Meeting Date: June 29, 2016

TO: Standing Committee on Policy and Strategic Priorities
FROM: Acting General Manager of Planning & Development Services
SUBJECT: CD-1 Rezoning: 155 East 37th Avenue (Little Mountain)

RECOMMENDATION

- A. THAT the application by IBI Group Inc. on behalf of Holborn Properties Ltd., the registered owners, to rezone 155 East 37th Avenue [*PID 002-546-787; Parcel C (Reference Plan 3508) of District Lots 637 and 638, Group 1, New Westminster*], from RM-3A (Multi-Family Dwelling) District to CD-1 (Comprehensive Development) District, to increase the permitted floor space ratio (FSR) from 1.45 to 2.5 FSR and the height from 10.7 m (35 ft.) to 36.5 m (120 ft.) to permit a mixed-use development including:

- approximately 1,573 dwelling units totalling 149,675 m² (1,610,982 sq. ft.), including 282 social housing units;
- 3,046 m² (32,786 sq. ft.) of commercial space;
- a 69-space childcare;
- a neighbourhood house; and
- a public plaza and park.

be referred to Public Hearing, together with:

- (i) plans received April 22, 2016;
- (ii) draft CD-1 By-law provisions, generally as presented in Appendix A;
- (iii) the recommendation of the Acting General Manager of Planning and Development Services to approve, subject to conditions contained in Appendix B; and
- (iv) draft Little Mountain Design Guidelines, generally as presented in Appendix H;

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

- B. THAT, subject to enactment of the CD-1 By-law in Recommendation A, the Noise Control By-law be amended to include this CD-1 in Schedule B, generally as set out in Appendix C;

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

- C. THAT, subject to enactment of the CD-1 By-law in Recommendation A, the Parking By-law be amended to include this and to provide parking regulations generally as set out in Appendix C;

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

- D. THAT, if the application is referred to a Public Hearing, the application to amend Schedule E of the Sign By-law to establish regulations for this CD-1 in accordance with Schedule "B" to the Sign By-law [assigning Schedule "B" (C- 2)], generally as set out in Appendix C, be referred to the same Public Hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-law, generally as set out in Appendix C, for consideration at the Public Hearing.

- E. THAT, at the time of enactment of the CD-1 By-law, the Acting General Manager of Development Services be instructed to bring forward for approval the CD-1 Design Guidelines, generally as presented in Appendix H.

- F. THAT, if after Public Hearing Council approves in principle the rezoning in Recommendation A and the Housing Agreement condition described in section (c) of Appendix B, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law(s) for enactment prior to enactment of the CD-1 By-law in Recommendation A contemplated by this report, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and the Managing Director of Social Development.

- G. THAT Recommendations A to F 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 and the expenditures of funds or incurring of costs is at the sole risk of the person making the expenditures or incurring the cost;
- (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a by-law rezoning the property, and

- any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the sole 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 155 East 37th Avenue (referred to in this report as “Little Mountain” or the “Little Mountain Site”) from RM-3A (multi-family dwelling) to CD-1 (Comprehensive Development) District. The proposed rezoning would permit the construction of a mixed-use development consisting of approximately 1.6 million square feet of development consisting of:

- approximately 1,573 residential units (including a total of 282 social housing units),
- commercial and retail space (3,046 m²),
- a public plaza and park (“Public Plaza” and “Wedge Park”),
- building heights of between three and 12 storeys, and
- a City-owned building containing a new location for the Little Mountain Neighbourhood House, a 69-space childcare, and 48 units of social housing.

If approved, the application to rezone Little Mountain would achieve a number of City objectives including the provision of social housing which contributes to the City’s *Housing and Homelessness Strategy*, a range of sustainability initiatives such as green buildings and support for district energy in keeping with the *Greenest City Action Plan* (2011). The application proposes development of a complete community intended to fit within the surrounding neighbourhood with a diverse range of housing and supporting community amenities and infrastructure.

Staff support the application to rezone the Little Mountain Site, subject to rezoning conditions outlined in Appendix B, and recommend that it be referred to a Public Hearing, with the recommendation of the Acting General Manager of Planning and Development Services to approve it, subject to the Public Hearing, along with the conditions of approval outlined in Appendix B and the draft Little Mountain Design Guidelines in Appendix H (the “Design Guidelines”).

COUNCIL AUTHORITY/PREVIOUS DECISIONS

- High Density Housing for Families with Children Guidelines (1992)
- Childcare Design Guidelines (1993)
- Community Amenity Contributions Through Rezonings (1999, last amended 2014)
- Riley Park South Cambie Community Vision (2005)
- Little Mountain Policy Planning Program (2009)
- Green Buildings Policy for Rezonings (2010 last amended 2015)
- Greenest City 2020 Action Plan (2011)
- Housing and Homelessness Strategy 2012-2021(2011)
- Priority Action Plan from the Mayor’s Task Force on Housing Affordability (2012)
- Little Mountain Policy Statement (2012)
- Transportation 2040 (2012)

- Vancouver Neighbourhood Energy Strategy (2012)
- Rezoning Policy for Sustainable Large Developments (2013)
- Healthy City Strategy (2015)
- Bird Friendly Design Guidelines (2015)
- Urban Forest Strategy (2015)
- Citywide Integrated Rainwater Management Plan (2016)
- Biodiversity Strategy (2016)

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS

The City Manager recommends referral to public hearing.

REPORT

1. Site and Context

Little Mountain is located east of Queen Elizabeth Park between 33rd and 37th Avenues, and Ontario and Main Streets. The site is 6.2 hectares (15.2 acres) in size and is currently zoned for multi-family residential use (RM-3A), which allows a density of up to 1.45 FSR and buildings heights of up to four storeys.

Figure 1: Site and Immediate Context



Numerous parks and public amenities are within close distance to the site, with Queen Elizabeth Park immediately to the west and Hillcrest Park and Recreation Centre to the north. Hillcrest Park also contains four recreation facilities operated by non-profit partners. Two

significant greenways border the site on two sides with the Ontario Greenway to the west and the 37th Avenue Ridgeway to the south. Both the King Edward Avenue and West 41st Avenue Canada Line Stations are located approximately one kilometer away.

To the northeast of the site is an area of single-family homes on Quebec Street and 35th Avenue and rental apartments along Main Street. In 2013, Council approved the Little Mountain Adjacent Area Rezoning Policy to guide redevelopment of this area to higher-density forms of townhouses and mid-rise apartments which will provide a transition in height and scale to the larger Little Mountain site. As of 2016, Council has approved five rezoning proposals in the area, some of which are currently under construction; all of these projects are five to six storeys in height. To the north of the site across 33rd Avenue and to the south across 37th Avenue are single-family homes.

2. Background

Built in 1954 by the Federal government, Little Mountain was the first large-scale modern social housing project in Vancouver. It contained 224 social housing units that were mostly intended for families and were a mix of three-storey walk-up apartments and row houses.

In early 2007, the Federal Government transferred ownership of Little Mountain to the Province under BC Housing. In July of that year, a Memorandum of Understanding (MOU) was signed between BC Housing and the City regarding the future of the site (see Appendix F). The MOU confirmed that the previous 224 social housing units would be replaced by BC Housing on-site using the proceeds from the land sale, that existing tenants would have the first opportunity to move back when the redevelopment was complete, and that the City would lead a collaborative Major Projects planning process to develop new policy for the site. It also stated that the City would reinvest all of the Development Cost Levies (DCLs) generated by the redevelopment into public amenities to serve the site and to address any service gaps in the immediate neighbourhood. In 2008, the Province selected Holborn Properties as their development partner for the site.

In September 2009, BC Housing and the City signed a Letter of Understanding (see Appendix G) which stated that BC Housing was willing to relocate all remaining residents into a single building on site, that social housing would be a priority in the first phase of redevelopment, and that the City would issue permits for the removal of hazardous material and the clearance of structures.

In November 2009, Council approved a work plan for the Little Mountain Policy Planning Program. In addition, Council recommended a target of 20% of all units as social housing, that a minimum of 25% of all units be family housing, and that staff establish a Community Advisory Group to help guide the planning program.

In 2012, after a planning program which spanned two-and-a-half years involving four sets of open houses and 22 meetings with the Community Advisory Group, City Council adopted the Little Mountain Policy Statement. The Policy Statement guides the rezoning process by establishing direction on key elements such as land use, built form, density and height, public benefits, housing, transportation and sustainability.

In 2013, Holborn Properties, in partnership with BC Housing, submitted an application under existing zoning for a five-storey building containing 53 units of social housing for seniors. City staff supported the application to accelerate the provision of social housing for former residents still living on the site or relocated elsewhere. The building has been occupied since April 2015.

On October 30, 2015, Holborn Properties, in partnership with IBI Architects, submitted a rezoning application for the entire Little Mountain site to be developed in five phases of development. On December 9, 2015 the application was reviewed by the Urban Design Panel and was not supported. In April 22, 2016, Holborn and IBI Architects submitted a revised application in response to the comments of the Panel and City staff; this was supported unanimously by the Panel on May 18, 2016.

3. Policy Context

The 2012 Little Mountain Policy Statement provides direction to redevelop the site as a complete community that celebrates the site's history and is well integrated into the neighbourhood with a broad mix of housing types, a range of building heights, local-serving commercial uses, parks and community amenities. The following are key principles of the Policy Statement which have informed the rezoning application and guided the staff review:

Complete Community

Little Mountain will contain a substantial component of social housing, local-serving commercial uses, a vibrant community plaza, and community facilities.

- At a minimum 234 units of social housing will be provided (224 replacement units plus 10 for urban aboriginals) with a goal of 20% of all units overall. At least 234 units of social housing are to be provided in the first phase of development.
- Social housing will be integrated throughout the site with returning residents given first access to the replacement social housing.
- A minimum of 25% of all units will be suitable for families (two bedrooms or greater) with a target of 35%.
- Local-serving commercial and retail uses will be provided to serve Little Mountain and the community.
- A new Public Plaza will be designed around existing significant trees and surrounded by community uses to become a central focus of the site.
- New community amenities will include a new Little Mountain Neighbourhood House (to replace the existing aging facility on Main Street), and a 69-space childcare.

Built Form, Density and Height

The form and scale of development at Little Mountain is intended to be respectful of its context while delivering on key objectives around sustainability, social housing and community amenities.

- Proposed development will have a density range of between 2.3 – 2.5 FSR (gross).
- The maximum heights on site will be 12 storeys (up to 120 feet), in two specific locations in order to protect views from the summit of Queen Elizabeth Park. Lower-scale edges will form transitions to the surrounding neighbourhood; the majority of buildings will be in the 4-10 storey range.
- Solar access on key public spaces should guide the form, height and placement of buildings.

Public Spaces, Open Spaces, and Memory

The site should provide well-designed, clear and welcoming public open spaces which reflect and celebrate the history of the site through green open spaces, the retention of existing significant trees and the distinct mid-century off-grid site plan.

- The site will have a highly-public open space system organized around east-west and north-south connections.
- Primary public spaces will be 'Wedge Park' at 35th Avenue, the north-south central street, and the Public Plaza at 36th Avenue. The Public Plaza and Wedge Park will be maintained and operated by the Vancouver Board of Parks and Recreation.
- Design of the open space will support Greenest City objectives through rainwater management, sustainable food systems, green mobility and access to nature and the final design of Wedge Park the Public Plaza require approval by the Vancouver Board of Parks and Recreation.

Circulation and Transportation

Sustainable modes of transportation will be emphasized and guide the transportation strategy for the site.

- Vehicle access to the site will be limited to arterials (33rd Avenue and Main Street) and a connection to James Street on 33rd Avenue and Main Street on 36th Avenue in order to minimize traffic impacts on the 37th Avenue and Ontario Greenways.
- A new central street and the extension of 35th and 36th Avenues will provide connections to the site while also providing safe, comfortable and attractive spaces for people walking and cycling.

Sustainability

The Little Mountain site will meet or exceed the City's policies around sustainability and will contribute to meeting the Greenest City 2020 targets.

- All new buildings will meet or exceed the Green Building Policy for Rezoning.
- The Sustainable Large Sites Development Policy applies to the rezoning and requires strategies for the following:
 - Sustainable Site Design,
 - Access to Nature,
 - Sustainable Food Systems,
 - Green Mobility,
 - Rainwater Management,
 - Zero Waste Planning,
 - Affordable Housing, and
 - Low Carbon Energy Supply.

Strategic Analysis

1. Proposal

The application proposes to redevelop the 15-acre Little Mountain site to a comprehensive mixed-use community including 149,675 m² (1,610,982 sq. ft.) of residential floor area, 3,046 m² (32,786 sq. ft.) of commercial uses, a 1,115 m² (12,000 sq. ft.) neighbourhood house

and a 764 m² (8,224 sq. ft.) childcare facility (with not less than 8,019 sq. ft. of outdoor space).

The proposed development is comprised of 14 residential buildings and three mixed-use buildings ranging in height from three-storey townhouses to twelve-storey mid-rise buildings. The site is centred on two new city streets extending south from James Street and west from 36th Avenue. A City-owned building is proposed which will front onto the Public Plaza at 36th Avenue near Main Street. This will include a new location for the Little Mountain Neighbourhood House, a 69-space childcare and 48 social housing units and will be located in the building identified in Figure 2 below as "AB" (defined below as the "City Building"). The proposal also includes a new city park at 35th Avenue and Ontario Street (referred to as "Wedge Park").

In total, approximately 1,573 residential units are proposed, including 282 units of social housing (18% of the total residential units). Seventy five percent of all units are two-, three-, four- and five-bedroom units suitable for families.

Figure 2: Site Plan



2. Land Use & Density

The proposed land use and density are generally consistent with the direction of the Little Mountain Policy Statement. The Policy recommends a gross density range of 2.3-2.5 FSR and staff's urban design assessment concludes that the proposed gross floor area of 2.5 FSR can be accommodated on site subject to the design development conditions in Appendix B.

- a) Residential - The application proposes approximately 1,573 residential units with a total floor area of 149,675 m² (1,610,982 sq. ft.), including 26,906 m² (289,622 sq. ft.) of social housing. As per the Little Mountain Policy Statement, 224 social housing units are proposed as one-for-one replacement of the previous units on site, with an additional 10 units for urban aboriginal housing, ownership of which will be transferred by the owner to the province. In addition, 48 social housing units will be located within the City owned building.

The breakdown of market and social housing units is as follows:

Table 1: Residential Unit Breakdown

| UNIT TYPE | NUMBER OF UNITS |
|---|------------------|
| Replacement social housing ¹ | 224 ² |
| Social housing for urban aboriginals ¹ | 10 |
| City-owned social housing | 48 |
| Market Units | 1,291 |
| Total | 1,573 |

¹ As per 2012 Little Mountain Policy Statement.

² Includes 53 existing units.

A 53-unit social housing building targeted to seniors and containing 47 one-bedroom and six two-bedroom units was completed under existing zoning and occupied in April 2015. Developed by BC Housing and Holborn, the building was offered to qualifying former Little Mountain Housing residents, and is managed by the More Than a Roof Housing Society, this building represents the first component of replacement social housing to be built.

- b) City Building - The application proposes a new 5,450 m² (58,669 sq. ft.), six-storey City-owned building (the "City Building"), centrally located on the Public Plaza on 36th Avenue near Main Street. The City Building and the Public Plaza will be contained within a subdivided parcel of land ("Parcel AB"), title to which will be transferred to the City prior to enactment of the CD-1 by-law. This building achieves key objectives of the Policy Statement by surrounding the Public Plaza with community uses which will activate the space into a public community hub. Staff have reviewed the proposal and included conditions in Appendix B to ensure it is designed and constructed to the satisfaction of the City and in accordance with all associated City by-laws, policies and guidelines. The building will accommodate a number of community amenities such as:
- i. Childcare facility - a 754 m² (8,120 sq. ft.), 69-space childcare facility located at ground level with adjacent outdoor play space. Staff have included a recommendation in Appendix B to increase the size of the facility to a minimum

of 8,224 sq. ft. plus a minimum of 8,019 sq. ft. of outdoor space to comply with the Child Care Design Guidelines.

- ii. Little Mountain Neighbourhood House – a 1,115 m² (12,000 sq. ft.) neighbourhood house on the ground and second level that will house the Little Mountain Neighbourhood House Society.
 - iii. Housing – no less than 48 dwelling units to be used by the City as social housing comprising approximately 3,572 m² (38,445 sq. ft.) of floor area on floors three to six.
- c) Commercial/retail – 3,046 m² (32,786 sq. ft.) of local-serving retail and commercial uses are proposed to be located on Main Street and adjacent to the Public Plaza. During the development of the Policy Statement, a retail study supported a modest amount of local serving retail and commercial uses such as a café, small grocery store or pharmacy. A small amount of professional office space could also be considered to enhance and complement the retail space.

3. Form of Development (see Appendix E)

Between January and April 2016, City staff worked together with the applicant to respond to the comments of the Urban Design Panel who did not support the original application dated October 30, 2015. Consensus from the Panel on key aspects needing improvement were:

- the creation of a stronger sense of place, particularly with respect to the Public Plaza;
- the quality of the public space in the northwest area;
- a general concern that the massing was too monotonous;
- and finally that a stronger commitment to carbon reduction and building envelopes should be made.

An April 22, 2016 a revised application was received which responded to these comments and was unanimously supported by the Urban Design Panel on May 18, 2016.

Site Plan

The site plan and form of development draws on the patterns and orientations of the former buildings of Little Mountain Housing, and is organized to retain and celebrate existing mature trees as focal points and place-making elements. There are two main public open spaces organized in part around retained legacy trees: Wedge Park leading through the site to Queen Elizabeth Park on the alignment of 35th Avenue, and the Public Plaza in the southeast quadrant of the site. The Public Plaza provides an important neighbourhood hub with local-serving retail, the Little Mountain Neighbourhood House and a childcare around it. Wedge Park and the Public Plaza are public spaces which will be maintained and operated by the Vancouver Board of Parks and Recreation.

A central street connects these public open spaces and provides the main circulation for the site, with vehicular access points on 33rd Avenue, 35th Avenue and Main Street designed to limit vehicular impacts on the Ontario Street and 37th Avenue greenways and the surrounding residential neighbourhood. The central street is a focal point of onsite rainwater management and provides a high amenity pedestrian walk, as well as an All Ages and Abilities (AAA) protected cycling route.

Open Space

The relationship to Queen Elizabeth Park and to the surrounding community was a key principle in establishing the pattern, scale and form of development. Permeability to and through the site is intended to make the future development an integral part of the neighbourhood and a welcoming and inviting connection to the Park. The frontage along Queen Elizabeth Park is to be designed as an inviting, permeable and playful edge.

The revised April 2016 application significantly enhances the spatial quality, connectivity, and activation of the Public Plaza and hub area in the southeast area of the site. The Public Plaza has been extended westward to connect to the Central Street, while also providing a stronger connection and sequence of public spaces to Queen Elizabeth Park. Additional retail space has been added to the building at the juncture of the Central Street and the Public Plaza to further activate the western edge of the space. The applicant team have worked with the Little Mountain Neighbourhood House to ensure that the Public Plaza works well with their anticipated needs and programming.

In the northwest area of the site, buildings have been reoriented east/west to provide more generously-scaled courtyards that are organized around clear and welcoming pedestrian paths providing visual and physical access to Queen Elizabeth Park. Buildings on the east side of the new central street have been redesigned to provide a more direct pedestrian connection between these paths and the future pedestrian routes secured between developments in the Little Mountain Adjacent Area.

Built Form

The policy around variation in buildings is an important consideration. Blocks are composed of distinctive buildings, varied in scale and limited in length. The policies call for a rich and varied interface with the surrounding context through varied setbacks, edge conditions and retention of mature trees.

Upper levels of buildings are stepped back to create interest, improve light, facilitate outdoor opportunities and reduce apparent mass. Where feasible, roof-tops are intensive green roofs or accessible roofs that contribute to the outdoor space and urban agriculture opportunities for residents. Buildings south of Wedge Park and the Public Plaza are stepped to enhance sunlight in these important public spaces.

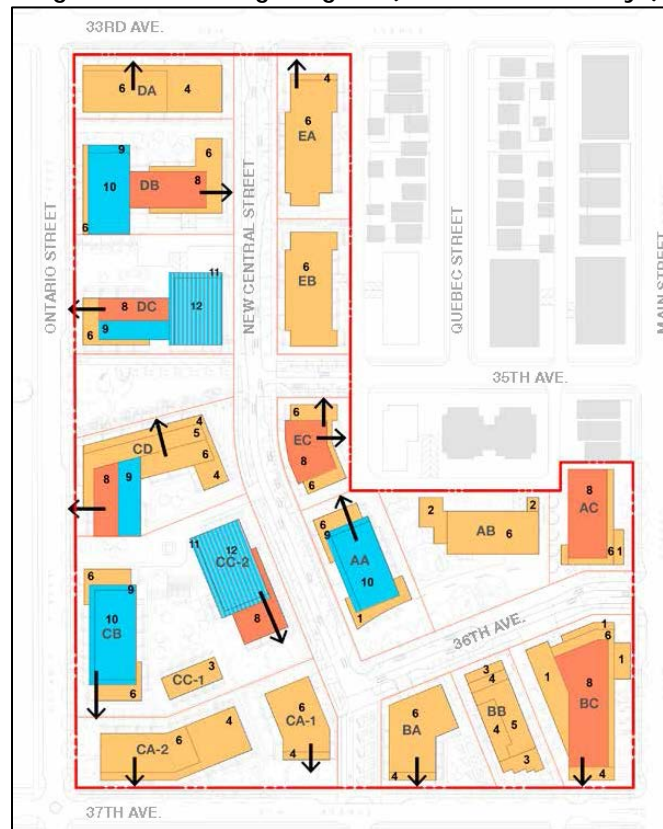
In the revised application, building footprints have been pulled back and reconfigured to enable additional trees to be retained in the area west of the central street, as well as providing a more generous and gracious setting around the retained trees east of the central street. Upper level massing has also been pulled back to allow late afternoon and early evening sunlight into the Public Plaza.

Buildings along the interface with the community along 37th Avenue have also been reconfigured and reoriented to enhance variety and interest, improve outlook to south facing open spaces, provide greater visual permeability deeper into the site, and provide more generous setbacks to ensure that retained trees continue to thrive.

Building Heights

The overall maximum height of development is set at 12 storeys or 120 ft. to ensure that the development sits below the horizon line and the view to Mount Baker as seen from the summit of Little Mountain in Queen Elizabeth Park. Higher massing is located centrally within the site, with height transitioning down to the community to the north, south and east.

Figure 3: Building heights (Number of Storeys)



The variety of building forms and heights provides for a mix of housing and construction types. Approximately half of the buildings are six storeys or less enabling more affordable and sustainable wood-frame construction. Typically, the ground levels of buildings are anticipated to be two-storey townhouse units, maximizing the number of units with access to grade and outdoor space, and activating the streets and public spaces of the area. As part of the revised application, a significant improvement to the social structure of the site is the redistribution of social housing units to be more integrated within the overall development, and a reconfiguration that has resulted in more social housing units with ground-orientation, front doors on the street, and private outdoor spaces at grade.

In the area south of the Wedge Park, the 12-storey building identified in the Policy Statement has been moved more inboard to the site to a location on the Central Spine away from the Queen Elizabeth and Wedge Park edges. The building immediately south of Wedge Park has been reduced in overall height to a maximum of nine storeys, stepping down through a series of roof terraces to a four storey height forming the Wedge Park edge. This building has been further shaped at the ground plane to retain an additional tree near the Queen Elizabeth park frontage, and to enlarge the space of the southern courtyard.

To further address the creation of a stronger sense of place within Little Mountain, a hierarchy of buildings has been established to help guide future design development of the buildings. The hierarchy identifies primary and secondary landmark buildings, primary and secondary street wall buildings and design guidance specific to the role that the buildings play within the larger setting of the Little Mountain development.

Design Guidelines

As part of the rezoning submission, the applicant team has worked with staff to develop a comprehensive set of draft Design Guidelines for Little Mountain. The Design Guidelines will provide a framework as Little Mountain moves through the permitting and construction processes. The draft Design Guidelines, contained in Appendix H, are included for Council's consideration as part of this application.

Urban Design Panel

The rezoning application was reviewed by the Urban Design Panel on December 9, 2015 and was not supported (see Appendix D). Consensus from the Panel on key aspects needing improvement were:

- the creation of a stronger sense of place, particularly with respect to the community plaza;
- the quality of the public space in the northwest area;
- a general concern that the massing was too monotonous;
- and finally that a stronger commitment to carbon reduction and building envelopes should be made.

The applicant team and staff worked together to address the concerns of the Panel, and a revised application was received on April 22, 2016. The revised submission was reviewed by the Urban Design Panel on May 18, 2016 and received their support (see Appendix D).

Staff concludes that the revised application reflects the built form, density and height principles of the 2012 Little Mountain Policy Statement and embodies the aspirations of the policies for public places, open spaces and memory. Staff supports the application, subject to the conditions noted in Appendix B and the draft Design Guidelines in Appendix H.

4. Phasing

The application proposes 5 phases of development (see Figure 4) to be developed over a timeline of approximately 5 to 10 years. The phasing will generally begin in the south east corner of the site near Main Street and deliver the majority of the social housing and then move westward and north towards 33rd Avenue.

Though exact dates of completion are dependent on a variety of factors including approvals, construction processes and market conditions, the delivery of housing types and public benefits are generally as outlined in Table 2 below. Phases two and four will be combined in order to deliver all the social housing units by phase two and four (see Appendix D).

Figure 4: Proposed Development Phasing

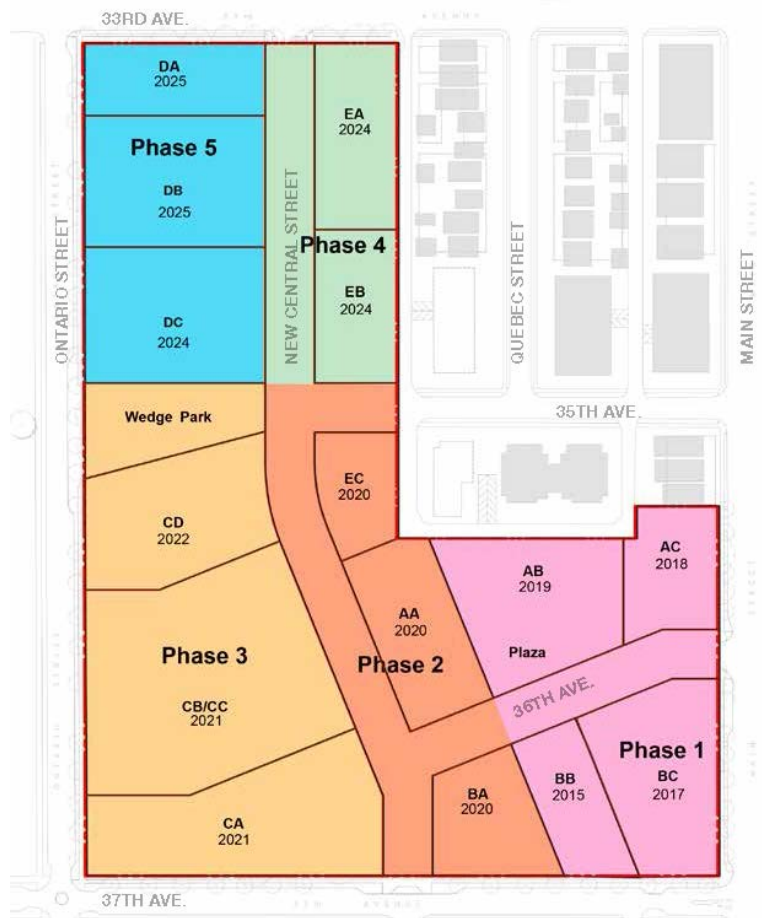


Table 2: Development Phasing

| Phase | Development Details | Parcels | Total Approximate Size |
|-------|---|---------------|------------------------|
| 1 | 130 market units | BC | 106,002 sq. ft. |
| | 159 non-market units* | AB, AC, BB* | 147,742 sq. ft. |
| | Commercial space | AC, BC | 28,838 sq. ft. |
| | neighbourhood house | AB | 12,000 sq. ft. |
| | Child daycare | AB | 8,224 sq. ft. |
| | Public Plaza | AB | 12,092 sq. ft. |
| 2 | 242 Market units | AA, EC, EB | 234,833 sq. ft. |
| | 123 Non-market units | BA, EA | 141,880 sq. ft. |
| | Commercial space | AA | 3,948 sq. ft. |
| 3 | 519 Market Units | CD, CB/CC, CA | 558,024 sq. ft. |
| | Wedge Park | Wedge Park | 23,254 sq. ft. |
| 4 | <i>*to be combined with phase 2 as per conditions of rezoning in appendix B</i> | | |
| 5 | 400 Market units | | 420,878 sq. ft. |

*includes existing 53 unit social housing building completed in 2015

5. Housing

a) *Progress to Social Housing Targets*

The application will secure the rebuilding of 224 BC Housing units formerly on the site, and adds 58 net new social housing units to the site, consisting of 48 units to be constructed and transferred to the city and 10 units set aside for urban aboriginal households. All 282 social housing units contribute to the City's affordable housing objectives, and will be secured as social housing.

Table 3: Progress towards Social & Supportive Unit Targets

| | TARGETS ¹ | | CURRENT PROJECTS ² | GAP |
|--------------------------------|-----------------------|------------------------|---|---------------|
| | Long Term (2012-2021) | Short Term (2012-2018) | Committed, Under Construction and Completed | (2018 Target) |
| Supportive Housing Units | 2,900 | 2,700 | 1,844 | 856 |
| All Other Social Housing Units | 5,000 | 3,500 | 1,787 | 1,713 |
| Total Social Housing Units | 7,900 | 6,200 | 3,631 | 2,569 |

¹ Targets are established in the 2011 City of Vancouver Housing and Homelessness Strategy.

² Units numbers exclude the units in this proposal pending Council's approval of this application.

b) *Replacement Units, Additional Social Housing and Unit Mix*

A commitment to the delivery of all 224 replacement social housing units in the first phase of development was included as part of a Letter of Understanding signed by both BC Housing and the City of Vancouver in 2009 (see Appendix G). This was further confirmed as part of the 2012 Little Mountain Policy Statement along with an additional ten units for aboriginal social housing for a total of 234 units to be provided as part of the first phase of development. The application seeks flexibility on this phasing of the delivery of the replacement social housing, proposing to delivery 106 replacement units in phase 1, 54 units in phase 2 and 69 units in phase 4.

A breakdown of social housing units and phases of development proposed by the applicant is as follows:

Table 4: Applicant's Proposed Phasing of Social Housing Units

| | Phase 1 | Phase 2 | Phase 4 | TOTAL |
|---------------------------|------------|-----------|-----------|------------|
| Existing BC Housing Units | 53 | | | |
| New BC Housing Units | 58 | 54 | 69 | |
| New CoV Owned Units | 48 | | | |
| TOTAL | 159 | 54 | 69 | 282 |

In considering the applicant's request for flexibility, staff recognize that 53 replacement units have already been constructed and are now occupied. An additional 48 units of non-market housing beyond replacement requirements (in the City building) will be constructed in the

first phase. BC Housing have also committed to house all former residents who choose to return in the first phase, noting that only 25% of the units in the completed replacement building were occupied by returning tenants (Appendix D). The applicant has further indicated that phase 1 and 2 will be built in quick succession, ensuring the early delivery of the replacement units. Finally, staff also recognize that one of the proposed social housing buildings, Building EA, was moved to the north end of the site along 33rd Avenue in response to direction in the Little Mountain Policy Statement to integrate the social housing throughout the site.

Given this rationale, staff recommend that some flexibility in the phasing of social housing delivery be permitted. As such, staff have included a condition of enactment in Appendix B that ensures the delivery of sufficient units to accommodate all former tenants expressing an interest to return to Little Mountain in the first phase of development, with the balance of replacement units to be delivered no later than the 2nd phase of development (see Appendix B).

Table 5: Phasing of Social Housing Units as Secured through Conditions of Enactment

| | Phase 1 | Phase 2 | Phase 4 | TOTAL |
|---------------------------|------------|------------|---------|------------|
| Existing BC Housing Units | 53 | | | |
| New BC Housing Units | 58 | 123 | | |
| New CoV Owned Units | 48 | | | |
| TOTAL | 159 | 123 | | 282 |

The Little Mountain Policy Statement states “that 20% social housing continue to be the goal through the rezoning process. This goal could be achieved through the setting aside of land or airspace, and that the commitment of other financial partners (senior levels of government, non-profits, private donors) to maximize the social housing on site be explored.”

The social housing units constructed and proposed on the Little Mountain site represents approximately 18% of the total number units proposed with this CD-1 rezoning application. While this falls slightly short of the 20% objective, the application proposes to construct and transfer to the city 48 dwelling units in the first phase of development forming part of the in-kind Community Amenity Contribution negotiated and recommended to be approved with this rezoning application. This is preferable to setting aside land or airspace parcels as it will deliver affordable units with the first phase of development, co-located with the childcare facility and neighbourhood house.

Figure 5: Location of Social Housing Units



Staff note that 214 of the social housing units (76%) (including 186 of the BC Housing replacement units) are proposed as family housing, which substantially exceeds the standard City requirement of 50% of social housing units as family housing, and exceeds the Little Mountain Policy Statement objective that a minimum of 184 units of the replacement housing will be suitable for families with children. Staff support the overall lower percentage of 18% social housing units given the proposed delivery of additional city-owned social housing units and the increase in family social housing units across the site, including three bedroom units. Staff further note that BC Housing have specified the introduction to the site of rarely developed four- and five-bedroom units, for which they have identified a need. The unit mix proposed for the BC Housing replacement units is to be secured as a condition of this rezoning (see in Appendix B.)

Table 6: Proposed Social Housing Unit Breakdown

| Unit Type | Unit Count | Overall % of social housing units |
|--------------------|------------|-----------------------------------|
| 1 Bedroom | 68 | 24% |
| 2 Bedroom | 112 | 39% |
| 3 Bedroom | 81 | 28% |
| 4 Bedroom | 18 | 6% |
| 5 Bedroom | 3 | 2% |
| Total units | 282 | 100% |

c) *Former Residents*

BC Housing has relocated tenants during the redevelopment and has given them priority for moving into the replacement housing at Little Mountain that are appropriate to their size of their households and at rents affordable to their household income.

6. Public Realm & Landscape

The proposed public realm for the Little Mountain site is a network of highly accessible open spaces, plazas and connections which form the major organizing elements of the site.

a) Public Plaza

Located close to Main Street on the extension of 36th Avenue, the Public Plaza will be the key social gathering place and activity space for the Little Mountain Site. The design of the space is organized around the retention of existing mature trees and will allow for a variety of programmed activities to take place including those of the neighbourhood house located in the fronting City-owned building. The final design of this space requires Park Board approval which will be secured through an agreement for the design and construction of the Public Plaza.

b) Wedge Park

Located adjacent to Ontario Street, this park space will provide opportunities for informal gathering and play areas while also retaining two significant existing mature trees. A non-vehicular pathway which aligns with the extension of 35th Avenue will provide direct public connections through the site to Queen Elizabeth Park. The final design of this space requires Park Board approval which will be secured through an agreement for the design and construction of Wedge Park.

c) Central Street

The new central street will be the primary connection into the site from 33rd Avenue through to Main Street via 36th Avenue. The street will be designed for slower traffic speeds with enhanced public realm features such as a boulevard with street furniture, seating, and a pathway for people walking and cycling. An increased setback on private lands will include a functional water feature for storm water detention.

d) Connections

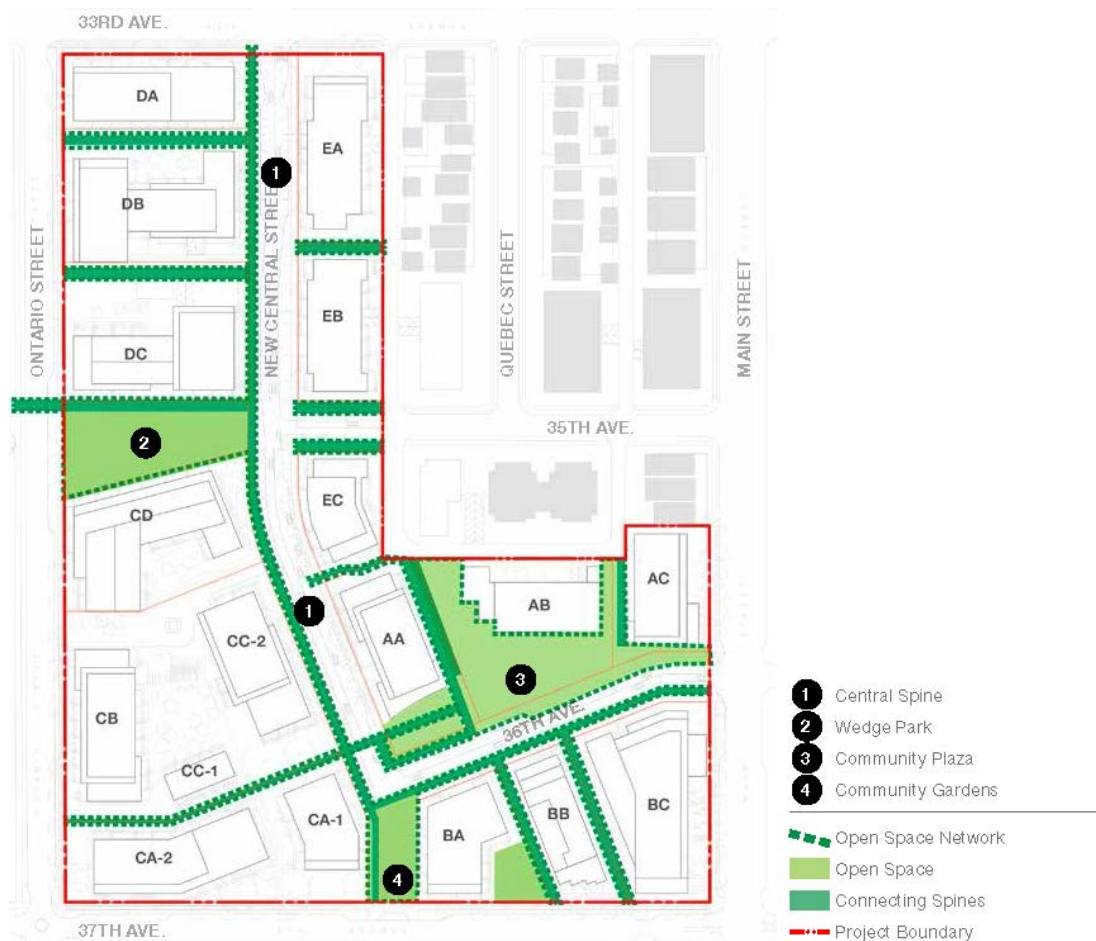
Semi-private linear pathways create permeability throughout the site, linking both key internal spaces and connections through the site from Main Street to Queen Elizabeth Park.

e) Existing Trees

The existing site contains several groupings of significant mature trees. During the development of the policy statement the location of these trees were used to define the major open spaces (Wedge Park and the Public Plaza). The rezoning proposal

reflects this direction through retention of many of the legacy trees as well as additional ones within the public realm.

Figure 6: Key Open Spaces



7. Transportation & Parking

A key principle of the Little Mountain Policy Statement is to support green mobility choices while also minimizing traffic impacts on the surrounding community. The rezoning application proposes to meet these objectives through the following means.

a) Walking

Pedestrian movement is prioritized through the site by a series of public and semi-private pathways, separated pathways along the new central street, and sidewalk improvements adjacent to the site for a generous public realm. A proposed boulevard with street trees and furniture will provide a pleasant experience for pedestrians on the site.

b) Cycling

The Little Mountain site is bounded by two significant greenways: the east-west 37th Avenue Ridgeway and the north-south Ontario Street greenway. The proposed site design will minimize potential conflict points with these routes by limiting all vehicle access points to the internal street. Along the internal central street, the application proposes a three metre separated path which will provide a cycling connection from the Public Plaza through to Wedge Park and Ontario Street. A secondary connection to the south will provide a connection to 37th Avenue. The rezoning also proposes a green mobility plan to meet the requirements of the Rezoning Policy for Sustainable Large Site Developments. Staff have included a condition of rezoning in Appendix B to seek further clarification on these items and ensure that the proposal exceeds the requirements of the Vancouver Parking By-Law. Staff have also identified locations for two public bike share stations adjacent to the greenways on Ontario Street and 37th Avenue which will be secured through conditions of rezoning in Appendix B.

c) New Central Street

Vehicle access and circulation to the site will occur through a new central street extending from 33rd Avenue through Main Street; 35th Avenue will also be extending into the site to form a mid-site access point. The street is proposed with traffic calming elements such as bulges at crossing points, street trees and on-street parking. To minimize potential conflict points with pedestrians and cyclist, parking garages for all buildings will be located from the lane or internal courtyards.

d) Neighbourhood Traffic

This site will provide funds for traffic calming measures to address any change in traffic behaviours as a result of the two new site entrances at James Street and 36th Avenue. Adjacent traffic signals will be upgraded including Ontario Street and 33rd Avenue, James Street and 33rd Avenue, Main Street and 33rd Avenue, Main Street and 35th Avenue, Main Street and 36th Avenue, and Main Street and 37th Avenue to improve walking, cycling and vehicle movements. Conditions of rezoning have been included in Appendix B to address neighbourhood traffic calming and traffic signal improvements to adjacent intersections.

8. Environmental Sustainability

a) Neighbourhood Energy

The Greenest City Action Plan seeks to reduce city-wide greenhouse gas emissions by 33% or 1,110,000 tonnes of CO₂ per year by 2020. Neighbourhood Energy Systems (NES) are targeted to deliver 11% of this reduction by more efficiently delivering thermal energy to connected buildings while also incorporating low carbon energy sources into the NES network. Conditions of rezoning have been incorporated in Appendix B that provide for NES compatibility, immediate connection to the City-designated NES Utility Provider if available, and future connection if not immediately available.

b) Green Building Rezoning Policy

The Green Building Policy for Rezoning (amended by Council on June 25, 2014) requires that rezoning applications achieve a minimum of LEED® Gold rating, with targeted points for water efficiency and stormwater management and a 22% reduction in energy cost as compared to ASHRAE 90.1 2010, along with registration and application for certification of the project. The applicant submitted a preliminary LEED® for Home Mid-rise scorecard, which generally conforms to the Green Building Policy for Rezoning, indicating that the project could attain the required LEED® points and, therefore, would be eligible for a LEED® Gold rating.

c) Rezoning Policy for Sustainable Large Developments

Given the site size and proposed floor area, the rezoning application is required to meet the requirements of the Rezoning Policy for Sustainable Large Developments; the Policy requires defined plans or studies on eight different areas to demonstrate how the proposal will achieve the City's sustainability goals. The applicant has submitted a study that proposes to address the eight areas in the following ways:

- i. **Sustainable Site Design**
The site design aims to respond to the historical layout of the former social housing site and retain significant mature trees to preserve the existing canopy, both significant objectives of the Little Mountain Policy Statement. Staff have included conditions of rezoning to ensure that objectives for tree retention are met. Building setbacks also accommodate a functional storm water management system on private grounds.
- ii. **Access to Nature**
Through public and private mews, pathways and open spaces, the site design will provide direct connections through the site to Queen Elizabeth Park while spaces such as Wedge Park will provide internal park space for passive use. The public realm will include the retention of significant existing trees plus the planting of approximately 400 new trees throughout the site. Staff have included conditions of rezoning in Appendix B to ensure these objectives are met. As part of the public benefit package identified for the site, the application will also make a Community Amenity Contribution directed to improvements and upgrades to Queen Elizabeth Park.
- iii. **Sustainable Food Systems**
The application proposes food assets that allow for an increase of overall community food system assets in the neighbourhood. The applicant is proposing community gardens, edible landscaping, community kitchen and provisions for community food market on the site. Conditions of rezoning have been included in Appendix B to ensure provision of these items.
- iv. **Green Mobility**
A Green Mobility Plan has been provided to detail the potential for walking, cycling and transit trips to and from the site. The site benefits from its geographical location as it is bordered by both the Ontario Street and 37th Avenue Greenways and within an approximately ten minute walk to both the

King Edward Avenue and 41st Avenue Canada Line Stations. Conditions of rezoning have also been included in Appendix B which will require contributions for upgrades to the adjacent greenways and transit stops. As part of the conditions of rezoning in Appendix B, staff area seeking further work in this aspect in order to fulfil policy requirements.

v. Rainwater Management

The linear water feature throughout the central street will provide functional storm water management on the site for each parcel. As part of the rezoning conditions in Appendix B, staff have requested the submission of a Sustainable Rainwater Management Plan to address the requirements of the Policy as well as the City's Integrated Rainwater Management Plan.

vi. Zero Waste Planning

A zero waste plan has been submitted which outlines initiatives for waste reduction, diversion, material re-use and recycling. Infrastructure such as garbage and recycling rooms, and composting facilities are proposed along with initiatives such as operational responsibilities, resident outreach and post-occupancy reporting. Staff has reviewed the plan and are generally satisfied that it meets the requirements of the Policy.

vii. Affordable Housing

In addition to the Rezoning Policy for Sustainable Large Developments, housing requirements for the site are primarily guided by the Little Mountain Policy Statement which requires delivery of 234 units of social housing in the first phase of development and a minimum of 25% of all units to be suitable for families. An additional 48 units of social housing are proposed within a City owned building located at the Public Plaza. Conditions of rezoning have been included in Appendix B to ensure the replacement units are delivered in the first two phases of development one and that the 48 units are dedicated to the City as part of the City owned building.

viii. Low Carbon Energy Supply

The application has submitted a Low Carbon Energy Supply Feasibility Screening Study which identifies both air-source heat pumps and future connections to a neighbourhood energy system as two approaches to low carbon energy. The proposal includes a site for a district energy peaking plant while buildings will be designed to be ready for future neighbourhood energy connections. If the project proceeds with a distributed air-source heat pump low carbon system, then the air source heat pump equipment should not compromise the roof-tops of buildings where public access, gardens or green space are planned. Staff have included conditions of rezoning in Appendix B to ensure that the proposal will achieve the low-carbon targets.

With respect to carbon reduction and building envelope performance, in addition to LEED Gold certification, site-wide sustainability strategies, and being district energy ready, design guidelines have been developed which seek to reduce the window to wall area ratios, incorporate passive design strategies, and enhance the energy performance of various building elements. Parking garages along the central spine are pulled back to enable ground-water infiltration and greater permeability along the rainwater feature. A draft of the design

guidelines, which serve to implement sustainability and other urban design objectives, is included in Appendix H.

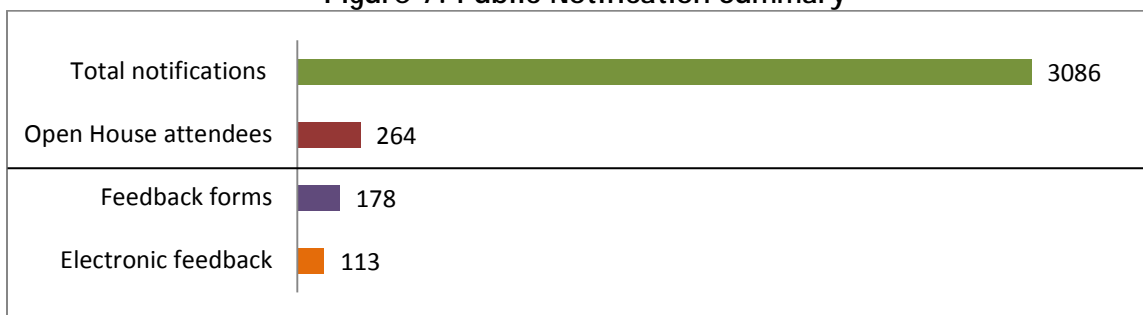
PUBLIC INPUT

Public Notification - The City of Vancouver webpage included notification and application information as well as an online comment form. Rezoning information signs were also installed on the site on November 13, 2015. Two community open house meetings were held from 11:00 am-3:00 pm on November 28, 2015, at General Brock Elementary School, 4860 Main Street and on December 3, 2015 from 5:00pm -8:00pm, at the Holy Name of Jesus Parish Church, 4952 Cambie Street. A total of 3,086 notifications were distributed within the neighbouring area on or about November 14, 2015. Staff, the applicant team, and a total of approximately 264 people attended the Open Houses.

Public Response and Comments - The City received a total of 291 responses to the open house notice by email and comment form. Concerns were noted regarding the following:

- a) **Affordable Housing Integration and Housing Diversity** - The importance of integrating affordable housing throughout the development and ensuring a high level of affordability. Comments expressed a need for the provision of a diversity of housing options across the housing continuum with special consideration for family units and seniors units.
- b) **Neighbourhood Infrastructure** - Capacity issues for neighbourhood serving amenities and key transportation routes were identified as a concern. Hillcrest Community Centre and other neighbouring amenities such as schools and playing fields were identified as areas unable to accommodate an increased population demand. In addition, comments indicated concern regarding increased congestion on the existing road network and on public transportation.
- c) **Building Heights, Form of Development and Public Places** - Building heights and a high-rise form of development were identified as concerning for the surrounding neighbourhood context especially in regards to sun access and shadowing. Public response also prioritized the importance of places to gather and play by increasing public spaces, green spaces and traffic calming measures.

Figure 7: Public Notification Summary



Community Groups and Advisory Committees - In addition to the public open house meetings, staff and the applicant met with the following groups to present and seek input on the rezoning application.

1. Little Mountain Community Advisory Group (LMCAG), November 24, 2015, May 11, 2016
2. Riley Park South Cambie Community Vision Implementation Committee (RPSC), November 18, 2015
3. City of Vancouver Active Transportation Policy Council, December 9, 2015
4. Little Mountain Housing former tenants(with BC Housing), May 26, 2016
5. City of Vancouver Persons with Disability Committee, May 26, 2016

Little Mountain Community Advisory Group (LMCAG) - Input received from the LMCAG was generally supportive of the rezoning proposal and that the application largely responded to the Policy Statement. Some concerns were noted regarding resident street parking in the area and ensuring a strong street presence for the new neighbourhood house.

Riley Park South Cambie Community Vision Implementation Committee (RPSC) - The RPSC Vision Steering Committee expressed concern with the concentration of social housing units in the southeast area of the site and with the lack of ground-oriented social housing units given the mixed use nature of the social housing sites originally proposed.

Active Transportation Policy Council - The Active Transportation Policy Council supported the proposal to have no vehicle access from the site to the adjacent bike routes, Ontario Street and 37th Avenue. The Council provided feedback recommending reduced parking standards, no surface parking, separated user paths and surfaces for safety, improved bicycle parking, pedestrian improvements, bus stop improvements and "All ages and abilities" standards for materials and treatments.

Little Mountain Housing Former Tenants - Input received at the former residents meeting included general support for the overall plans including the location of one of the social housing buildings along 33rd Avenue so that all social housing units were not located in one area of the site. Comments were made regarding the need for, and the importance of, amenity spaces and informal gathering spaces to create a complete community. Questions were posed regarding the timing of construction of the social housing units and when residents could move back into the new housing.

Persons with Disability Committee - The Person with Disability Committee recommended that 5% of units should be wheelchair accessible with half of that for motorized wheelchairs. They also recommended that the social housing be integrated throughout the site as well as accessible units. The committee indicated that the surface of pathways throughout site should be considered in terms of accessibility.

A more detailed summary of public comments from the open house meetings along with minutes from the Person with Disabilities Committee and Active Transportation Policy Council meetings are included in Appendix D.

Revised Rezoning Application - After review of the initial rezoning application by the Urban Design Panel who did not support the application, a revised application was received on April 22, 2016. The revised submission was reviewed with the Little Mountain Community Advisory Group, the RPSC Committee Vision Implementation Committee and posted to the city website with notification to the public list-serve developed through consultation on the project.

Response to Public Comments - Public feedback has assisted staff with assessment of the application. Response to key feedback is summarized below.

Affordable Housing Integration and Housing Diversity - The revised rezoning application relocated one replacement social housing building to 33rd Avenue in response to advice and comments from staff and the public. Staff are satisfied with the overall location of the proposed social housing as it facilitates early delivery of the majority of the replacement units and allows for tenants to come back to the site after the first phase is completed. Also the majority of the social housing is located close to the Public Plaza, community amenities and commercial shops. Staff note that the proposal includes a diverse unit mix that can accommodate a variety of household both in the non-market and market housing units. All buildings will be required to meet the accessible requirements of the Vancouver Building By-Law. All social housing units will be informed by the City of Vancouver's Housing and Technical Guidelines which suggest that a minimum of 5% percent of units be wheelchair accessible.

Neighbourhood Amenities and Infrastructure - A community amenity evaluation was undertaken as part of the Little Mountain Policy Statement planning program. It concluded that while the area around Little Mountain is generally well-served with community facilities, there was a need for a larger neighbourhood house for social programs and community gathering and for additional childcare facilities. These new facilities including an expanded Little Mountain Neighbourhood House and 69-space childcare are intended to be delivered through this rezoning application to serve the surrounding community. As well, planning for Phase 3 of Cambie Corridor is examining the overall public amenities needs in the Cambie Corridor study area adjacent to and serving the Little Mountain site.

Height and Form of Development - Revisions to the initial rezoning application included changes to the proposed buildings to improve shadow performance on the Public Plaza. Staff are satisfied with the overall form of development that provides development in keeping with the policy statement and that minimizes shadowing on public spaces within the site.

Staff conclude that the proposal meets the intent of the Little Mountain Policy Statement and have included conditions which respond to commentary received regarding the proposal.

PUBLIC BENEFITS

In response to City policies that address changes in land use and density, this rezoning application offers the following public benefits.

Public Benefits – Required by By-law or Policy

Development Cost Levies (DCLs) – Development Cost Levies collected from development help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and various engineering infrastructure. This site is subject to the City-wide DCL rate which is currently \$143.27/m² (\$13.31/sq. ft.) and is applied to the proposed eligible floor area (1,366,146 sq. ft.). On this basis, a DCL of approximately \$18,183,413 is anticipated.

In 2007, the City signed a Memorandum of Understanding with the Province which stated that all DCL revenue generated from the Little Mountain project will be reinvested into the

development of public amenities on the site. The Little Mountain Policy Statement reaffirms this and gives further direction to reinvest all DCLs and Community Amenity Contributions generated by the redevelopment of the site into public amenities to serve the site and address service gaps in the immediate neighbourhood.

DCLs are payable at building permit issuance and are subject to an annual inflationary adjustment which takes place on September 30th of each year. When a DCL By-law with higher rates is introduced, a number of rezoning, development permit and building permit applications may be at various stages of the approval process. An application may qualify as an in-stream application and therefore may be exempt from DCL rate increases for a period of 12 months from the date of DCL By-law rate adjustments provided that it has been submitted prior to the adoption of such DCL by-law rate adjustment. If a related building permit application is not issued within the 12-month period, the rate protection expires and the new DCL By-law rate will apply. See the City's DCL Bulletin for details on DCL rate protection.

Public Art – The Public Art Policy and Procedures for Rezoned Developments requires rezoning proposals having a floor area of 9,290.0 m² (100,000 sq. ft.) or greater to contribute public art or provide 80% cash in lieu as a condition of rezoning. Public art budgets are based on a formula (2015) of \$19.48 per m² (\$1.81 per sq. ft.) for all areas contributing to the total FSR calculation. With 126,568 m² (1,362,370 sq. ft.) of eligible floor area proposed in this rezoning, a public art budget of approximately \$2,465,890 is anticipated.

Council has approved a new public art rate of \$21.31 per m² (\$1.98 per sq. ft.) that becomes effective September 30, 2016.

Developers may fulfill the public art commitment in one of two ways:

- Option A - Artwork is commissioned by the developer. An experienced public art consultant must be engaged to coordinate the public art process. Consultants are responsible for the preparation of art plans and the coordination of artist selection and artwork fabrication, installation, and documentation. The Public Art Committee reviews and approves the Public Art Plan which must be completed prior to issuance of the Development Permit.
- Option B - For developers not wanting to directly commission the artwork, 80% of the required art budget is paid to the City as a contribution to the Signature Projects Fund. These contributions are pooled with contributions from the City, philanthropists, and other agencies to commission artworks of major significance at key city sites.

Under either option selected, subsequent public art planning will consider the history of Little Mountain, build on the public consultation process established to date and consider public art planning underway in adjacent Queen Elizabeth Park.

Public Benefits - Offered by the Applicant

Community Amenity Contribution (CAC) – Within the context of the City's Financing Growth Policy, an offer of a Community Amenity Contribution to address the impacts of rezoning can be anticipated from the owner of a rezoning site. CAC offers typically include either the provision of on-site amenities or a cash contribution towards other public benefits and they

take into consideration community needs, area deficiencies and the impact of the proposed development on City services.

The applicant has offered a total CAC package of \$12,100,000, consisting of a cash CAC of \$1.5 million and an in kind CAC of \$10.6 million. Real Estate Services has reviewed the applicant's development pro forma for this rezoning application and have concluded that the CAC offered by the property owner is appropriate, and recommend that the offer be accepted.

The CAC offer will contribute towards the \$29,850,000 cost of constructing the City Building and park amenities discussed further below. The City will contribute up to \$17,750,000 of the cost from the following sources.

- \$2,000,000 from the Province of British Columbia's Community Development Initiative Program received by Council in June, 2005
- \$2,053,000 from City's Affordable Housing Reserve
- Approximately \$13,697,000 in DCLs generated in the Little Mountain Development and citywide.

City Building

As part of the rezoning application the applicant has agreed to transfer title to Parcel AB to the City for nominal consideration and build on it the City owned, City Building. The City Building will consist of a new Little Mountain Neighbourhood House, a 69 space childcare facility and 48 dwelling units to be used as social housing, all currently proposed as approximately 5,409 m² (58,224 sq. ft.) of floor area and six storeys in height. The City Building will be constructed to the satisfaction of the City and all other applicable specifications, guidelines, bylaws and regulations and completed as part of the first phase of development with the following floor area breakdown:

- a) Secured social housing residential floor area, consisting of a minimum floor area of approximately 3,530 m² (38,000 sq. ft.), fully finished and equipped, currently proposed as 48 units on floors three to six, with associated indoor and outdoor residential amenity in accordance with the City of Vancouver Housing Design and Technical Guidelines;
- b) A neighbourhood house, consisting of a minimum floor area of 1,115 m² (12,000 sq. ft.), fully finished and equipped and comprising of a ground floor lobby and second floor space;
- c) A childcare facility not less than 764 m² (8,224 sq. ft.) consisting of 69 spaces, fully finished and equipped and designed with program space for infants, toddlers, children ages 3 to 5, and preschool/flex space and associated outdoor play area all designed in accordance with the City of Vancouver Child Care Design and Technical Guidelines
- d) One level of underground parking with approximately 49 parking stalls with private exit and entry ramp and 12 surface parking stalls.

In addition to transferring title to Parcel AB to the City prior to enactment of the rezoning by-law for nominal consideration, the applicant will deliver the City Building to the City in turn key condition.

The need for a new and expanded Little Mountain Neighbourhood House and childcare were identified through an area wide amenity review as part of the policy planning process. The study concluded that these were priority amenities needed in the area to support social programs and community gathering spaces; these needs were further confirmed through the public consultation process. In 2009, Council reaffirmed that a new Neighbourhood House be included in the redevelopment of the site and possibly co-located with social housing as a civic asset building.

The proponent will provide the City Building to the City in 'turn-key' condition, fully finished and equipped. Real Estate and Facilities Management staff has estimated the value of constructing, fitting, furnishing, equipping and supplying the City Building to be \$26,200,000. If the value of the construction and finishing of the building exceeds \$26,200,000, the applicant will be required to provide any additional funding. Conditions have been included in Appendix B to ensure the building will be delivered within the first phase of development and to the satisfaction of the City and all other applicable specifications, guidelines, bylaws and regulations.

Parks

As part of the rezoning proposal, the applicant will undertake construction of the Public Plaza and Wedge Park, to be constructed to the satisfaction of the City and all other applicable specifications, guidelines, bylaws and regulations including all applicable Park Board requirements.

- a) Public Plaza - a Public Plaza approximately 1,123 m² (12,092 sq. ft.) in size to be located in front of the City Building on Parcel AB. The Public Plaza will be maintained and operated by the Park Board. Real Estate and Facilities Management staff has estimated the value of the Public Plaza construction at \$950,000. The details for the design and construction of the Public Plaza will be secured by an agreement to be entered into prior to enactment of the rezoning by-law, as described in Appendix B.
- b) Wedge Park - a park space approximately 2,160 m² (23,254 sq. ft.) in size to be constructed to Park Board specifications. The applicant will transfer title to the Wedge Park parcel to the City for nominal consideration prior to enactment. Wedge Park will be maintained and operated by the Park Board. Real Estate and Facilities Management staff has estimated the value of the Public Plaza construction at \$1,200,000. The details for the design and construction of Wedge Park will be secured by an agreement to be entered into prior to enactment of the rezoning by-law, as described in Appendix B.
- c) Queen Elizabeth Parks Improvements -park improvements in Queen Elizabeth Park with a value of approximately \$1,500,000.

FINANCIAL IMPLICATIONS

The site is subject to Citywide DCLs. Should Council approve the rezoning application:

- The market residential and commercial/retail components are anticipated to generate approximately \$18,023,683 in DCLs;
- The childcare facility and neighbourhood house (City-owned) is expected to generate approximately \$159,730 DCL; and
- The social housing component is exempt from DCLs under Section 523D (10d) of the *Vancouver Charter* and the *Vancouver Development Cost Levy By-law*, and the value of this exemption is estimated to be approximately \$3,854,869, which is comprised of \$3,343,166 for the BC Housing replacement units and \$511,703 for the City-owned new units in the City Building.

As noted in the Public Benefits section, the applicant has offered a total CAC package of \$12.1 million.

Pursuant to the Memorandum of Understanding with the Province (Appendix H) and the Little Mountain Policy Statement, the City has agreed to reinvest the DCLs and CACs generated on site to deliver the following public benefits package valued at ~\$29.85 million:

- Construction of the Neighbourhood House, Childcare and Affordable Housing co-locating in the City Building (\$26.2 million)
- Construction of the Public Plaza (\$0.95 million)
- Construction of the Wedge Park (\$1.2 million)
- Queen Elizabeth Park improvements (\$1.5 million)

Funding for the above is anticipated to utilize the CAC contribution of \$12.1 million with the balance of \$17.75 million funded from a combination of DCLs (\$13.7 million), Affordable Housing Reserve (\$2.1 million) and Provincial Community Development Initiative Program funding (\$2 million).

If the rezoning application is approved, the applicant will be required to provide new public art on site, or make a cash contribution to the City for off-site public art, at estimated value of \$2,465,890 (rate subject to periodic adjustment as noted above).

City-owned Affordable Housing

Upon completion, the City will select a non-profit housing partner to lease and operate the units typically for 60 years or the life of the units, including ongoing capital maintenance and repair.

Consistent with Council policy, the non-market housing project is expected to be self-sustaining and not require further operating subsidies, property tax exemptions, and/or financial guarantees from the City.

The City will work with its non-profit housing partner(s) (to be selected through an RFP) on an operating model and tenant mix that optimizes long-term viability of the project while achieving an affordability target that reflects the objectives of the Little Mountain Policy Statement. There is a potential to monetize the value of the lease in the form of a prepaid

rent. As operating surpluses become available over time, there will be opportunities to enhance affordability and/or reinvest in other affordable housing projects in Vancouver.

Neighbourhood House & Childcare

Upon completion, staff will seek Council approval to appoint a non-profit operator for the neighbourhood house and childcare in a subsequent report. A typical model would entail an operator being responsible for the administration, programming and operation of the amenity space and associated facility costs, including regular maintenance and repairs. The City would typically be responsible for major repairs, and lifecycle replacement of major systems and structural components.

CONCLUSION

This rezoning application represents a significant milestone in an extensive multi-year planning process at both the policy and rezoning stages involving City staff, the local community, former Little Mountain Housing tenants, the Little Mountain Advisory Group, the proponent and other stakeholders. Staff's assessment of this rezoning application has concluded that the proposed form of development responds to the direction of the Little Mountain Policy Statement with regards to social housing, density, height and form, public benefits and sustainability. Through this application the replacement of the former social housing units on site will be realized along with significant public benefits which will meet City objectives and targets for affordable housing and sustainability.

The Acting 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.

* * * * *

155 East 37th Avenue (Little Mountain)
DRAFT CD-1 BY-LAW PROVISIONS

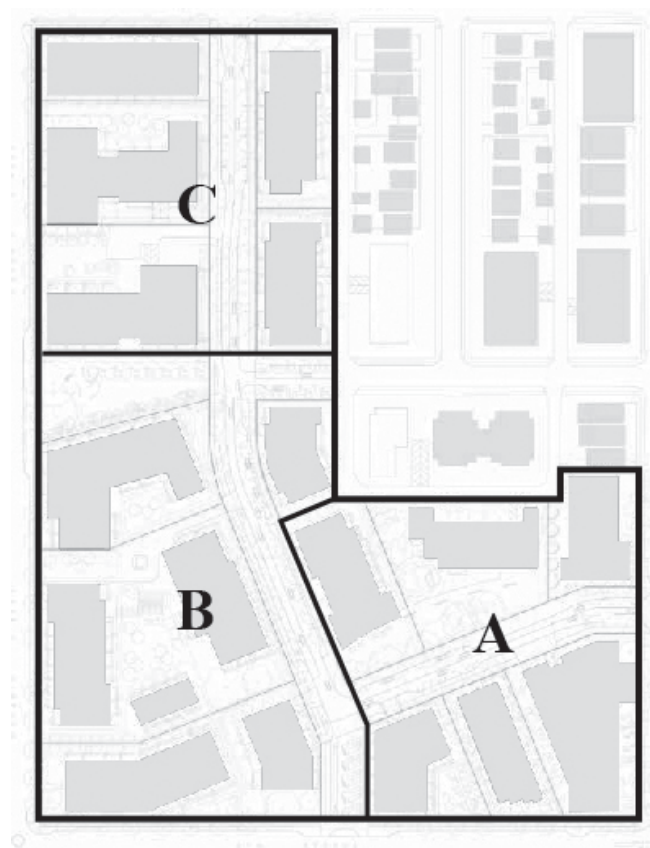
Note: A By-Law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

1. 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.

Sub-areas

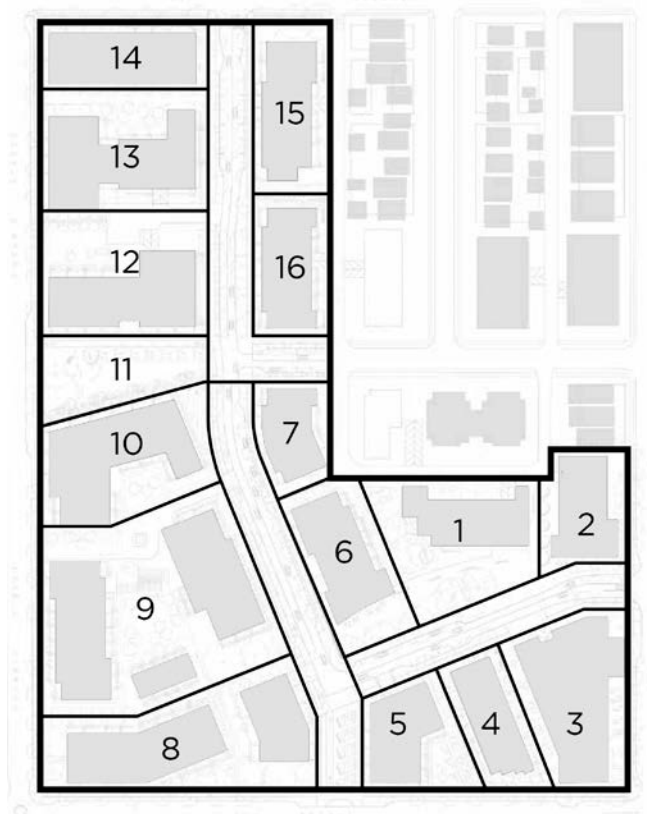
- 2.1 The site is to consist of three sub-areas generally as illustrated in Figure 1, solely for the purpose of calculating maximum permitted floor area and allocating permitted uses.

Figure 1: Sub-Areas for Maximum Permitted Floor Area and Permitted Uses



- 2.2 The site is to consist of sixteen sub-areas generally as illustrated in Figure 2, solely for the purpose of allocating and calculating maximum permitted building storeys and building height.

Figure 2: Sub Areas for Maximum Permitted Building Storeys and Building Height



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) Cultural and Recreational Uses, limited to Arcade, Artist Studio, Arts and Culture indoor Event, Billiard Hall, Bowling Alley, Club, Community Centre or Neighbourhood House, Fitness Centre, Hall, Library, Park or Playground, Swimming Pool, or Theatre;
 - b) Multiple Dwelling, Dwelling Uses in conjunction with any use listed in this section 3.2 and lock-off units;
 - c) Institutional Uses, limited to Child Day Care Facility, Church, Public Authority Use, Social Service Centre; Manufacturing Uses, limited to Brewing or Distilling; Office Uses;

- d) Manufacturing Use, limited to Jewelry Manufacturing and Printing or Publishing;
- e) Office Uses;
- f) Retail Uses, limited to Farmers' Market, Furniture or Appliance Store, Grocery or Drug Store, Liquor Store, Public Bike Share, Retail Store, Secondhand Store, Small- scale Pharmacy, or Vehicle Dealer;
- g) Service Uses, limited to Animal Clinic, Barber Shop or Beauty Salon, Beauty and Wellness Centre, Cabaret, Catering Establishment, Hotel, Laboratory, Laundromat or Dry Cleaning Establishment, Motor Vehicle Wash, Neighbourhood Public House, Photofinishing or Photography Laboratory, Photofinishing or Photography Studio, Print Shop, Production or Rehearsal Studio, Repair Shop - Class B, Restaurant, School - Arts or Self-Improvement, School - Business, School - Vocational or Trade, or Wedding Chapel; and
- h) Accessory Uses customarily ancillary to the above uses.

Conditions of Use

- 4.1 Notwithstanding the provisions of section 3.2, the only uses permitted in Sub-Areas 2 and 3 of Figure 1 are multiple dwelling and lock-off units, and accessory uses customarily ancillary to those uses.
- 4.2 All commercial uses permitted by this By-law shall be carried on wholly within a completely enclosed building except for:
 - a) Farmer's Market,
 - b) Restaurant,
 - c) Neighbourhood Public House, and
 - d) Display of plants, flowers, fruit and vegetables in conjunction with a permitted use.
- 4.3 The design and lay-out of at least 35% of the dwelling units shall:
 - 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".
- 4.4 No portion of the first storey of any building located on Main Street, to a depth of 10.7m from the east wall of the building and extending across its full width along Main Street shall be used for residential purposes except for entrances to the residential portion.

Floor area and density

- 5.1 The floor area for all permitted uses in each sub-area of Figure 1 must not exceed the maximum permitted floor area set out in the following table:

Table A: Maximum Permitted Floor Area

| Sub-Area of Figure 1 | Maximum permitted floor area |
|----------------------|------------------------------|
| A | 43,481 m ² |
| B | 57,777 m ² |
| C | 53,356 m ² |

- 5.2 Notwithstanding the provisions of section 5.1 and Table A, the minimum permitted floor area for non-residential uses in Sub-Area A of Figure 1 is 4916 m².

- 5.3 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.

- 5.4 Computation of floor area must exclude:

- a) open residential balconies or sun decks 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 such 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; and
- 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.

- 5.5 The use of floor area excluded under section 5.4 must not include any use other than that which justified the exclusion.

Building heights and number of storeys

- 6.1 Buildings, measured above base surface, and to the top of the roof slab above the uppermost habitable floor excluding parapet wall, must not exceed the maximum permitted number of storeys or the maximum permitted height in each sub-area of Figure 2, as set out in Table B.

Table B: Maximum Permitted Building Storeys and Building Height

| Sub-Area of Figure 2 | Maximum Permitted Storeys | Maximum Permitted Height |
|----------------------|---------------------------|--------------------------|
| 1 | 6 | 20 m |
| 2 | 8 | 26 m |
| 3 | 8 | 26 m |
| 4 | 5 | 18 m |
| 5 | 6 | 20 m |
| 6 | 10 | 32 m |
| 7 | 8 | 26 m |
| 8 | 6 | 20 m |
| 9 | 12 | 37 m |
| 10 | 9 | 29 m |
| 12 | 12 | 37 m |
| 13 | 10 | 32 m |
| 14 | 6 | 20 m |
| 15 | 6 | 20 m |
| 16 | 6 | 20 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 if the Director of Planning or Development Permit Board first considers any applicable policies and guidelines.
- 7.5 An obstruction referred to in section 7.2 means:
- any part of the same building including permitted projections; or
 - 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

8. 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 |

Severability

9. A decision by a court that any part of this By-law is illegal, void, or unenforceable severs that part from this By-law, and is not to affect the balance of this By-law.

Force and effect

10. This By-law is to come into force and take effect on the date of its enactment.

**155 East 37th Avenue (Little Mountain)
PROPOSED CONDITIONS OF APPROVALS**

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

PRELIMINARY FORM of DEVELOPMENT

- a) That the proposed preliminary form of development be approved by Council in principle, generally as prepared by IBI Group Inc. and stamped "Received April 22, 2016", subject to the following conditions, 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. Design development to create opportunities for seating areas, platforms and other design elements extending into the setback for the rainwater management feature to provide unique and inviting places for the public to sit, enjoy and experience the integrated rainwater management feature and associated landscape.
- 2. Design development to maximize permeable infiltration areas under the central rainwater management feature, and around retained trees. Provide detailed sections illustrating the extent of underground parking and the treatment of infiltration layers.
- 3. Design development to confirm the adequacy of underground parking setbacks to ensure the continued health of retained trees.
- 4. Design development to the underground parking to provide for the retention of the existing tree along Ontario adjacent to Building CD as illustrated in the overall site plans.
- 5. Establish a tree protection protocol to the satisfaction of the City of Vancouver General Manager of Planning and Development Services and Parks Board staff to inform and guide all utility providers, contractors, construction workers, etc. Confirm that an arborist will be retained through all stages of construction and site preparation to ensure protection of legacy trees.
- 6. Design development of a lighting plan for streets, paths, mews, parks and public open spaces to the satisfaction of the General Manager of Planning and Development Services , and the General Manager of Engineering Services.

7. Design development to ensure private pathways connecting to park, pathways and public spaces are approved by the General Manager of Engineering Services and the General Manager of the Parks and Recreation at the time of detailed design.
8. Design development to ensure that frontages with ground-oriented units fronting onto parks are served by publicly accessible paths. These paths should not be gated, secured, or signed as private.

Note to Applicant: This applies to parcels fronting onto Wedge Park.

9. Design development to provide SRWs on development parcels to secure public access to the Public Plaza, the seating areas, platforms, and other design elements that extend into the rainwater management feature, and the system of paths and mews that provide public pedestrian access to and through the site and to Queen Elizabeth Park, generally as illustrated in the Little Mountain Design Guidelines.

Note to Applicant: The precise location, width, and functionality of the SRWs are to be determined at Development Permit. SRWs are to be:

- (i) Accessible, and comfortable for pedestrians;
 - (ii) Safe, secure, well-lit, ungated, and welcoming;
 - (iii) Overlooked by active, inhabited space;
 - (iv) Typically provide visibility and permeability through the block; and
 - (v) Align and connect directly with public places and streets.
10. Design development to maximize access and usability of roof-tops for outdoor enjoyment, urban agriculture, and extensive green roofs, etc.
 11. Design development to ensure that bird friendly design elements are considered in the building designs as per Vancouver's Bird Friendly Design Guidelines.
 12. Design development to reflect Vancouver's Biodiversity Strategy in the courtyards, streetscapes and public open spaces of Little Mountain.
 13. Design development to maximize the number of ground-oriented units by providing primarily two storey townhouse units at the bases of residential buildings.
 14. Design development to activate the rear façade of ground level retail on Building BC along the pedestrian walk shared with the existing senior's affordable housing.
 15. Design development to ensure that any required surface loading for Building BC is designed to minimize any negative impacts on the Public Plaza area.
 16. Design development to Building BC to improve sunlight access to the Public Plaza at 10:00 at the Equinox.

Note to Applicant: Some adjustment of the stepping pattern of the more westerly portion of the upper levels would increase sunlight access without reducing the effectiveness of the gateway role the building plays in the building hierarchy.

17. Design development to the western edge of the Public Plaza area to further shape and pull back the edge at grade to better connect and open to the Central Spine and the sequence of open spaces to the west.
18. Design development to Building CA-1 to reflect its important role at the shaping the western end of the Public Plaza area and highly visible alignment on the axis of the new 36th Avenue. Relocate and redesign the underground parking access such that it does not present prominently to this street end view.
19. Design development to provide power and water to support events and activities in the Public Plaza area.
20. Design development to further consider and reflect the unique character, culture, and sensibilities of the area in the more detailed designs of buildings, landscapes, public spaces and uses.

Note to Applicant: The development of Little Mountain represents a unique opportunity to embrace and reflect the bike culture and local ethos of shops, food and food production of Main Street and the surrounding community.

21. Design development to ensure that a commitment to passive energy elements, glazing ratios, shading etc., are integral to the architectural expression of the buildings, with particular focus on ensuring southern and western facades do not overheat.
22. Consideration to advance energy strategies and building envelope performance beyond commitments at time of rezoning to ensure that the developments of Little Mountain continue to exceed required standards of the time.
23. Design development to provide universally accessible connections for pedestrians and people using wheelchairs, to all common open space areas throughout the site.

Landscape

24. Provision of a diversity of landscape types and experiences to benefit the pedestrian environment and improve the livability of building occupants.

Note to Applicant: The public realm should be high quality and consist of friendly, urban street edges with tree lined streets and appropriate transitions to residential and commercial uses. Semi-private open space design in and around buildings should offer a variety of outdoor experiences. Provide opportunities for habitat, urban agriculture, access to nature, lane greening and more contemplative garden spaces. Childcare play spaces should be integrated in proximity to amenity areas.

25. Retention of trees as outlined in the updated Rezoning booklet (page 38) and the updated arborist report by Arbortech, dated April 28, 2016.

Note to Applicant: While the drawings indicate trees have been integrated into the proposal, further consideration at the development permit stage will be needed to

ensure retention. Further arborist information and detailed plans will be requested to inform decisions. Alterations to the built form may be necessary. Trees retained along future streets, the Public Plaza, Wedge Park and public areas will require a multi-disciplinary, stakeholder approach to problem solving.

26. Provision of landscape plan(s), submission materials and a detailed written rationale demonstrating that *Sustainability Measures* are satisfied.

Note to Applicant: Required at time of individual development permit submissions. For landscape related *Sustainability Measures*, refer to the Rezoning booklet, page 12, reference 1.6.1, 1.6.2, 1.6.3, 1.6.5.

27. Design development to the tree planting strategy to maximize tree canopy cover in respect to emerging urban forestry policies.

Note to Applicant: the overall master plan should offer opportunities around buildings to plant large legacy tree species in the ground with access to the water table. At the early building design stage, ensure the structure is engineered for optimal soil load capacity for trees planted on slab and green roofs. Employ ecological strategies such as successional planting and naturalized landscapes. The built form should enhance natural processes (rainwater harvesting), wherever possible.

28. Design development to grades, retaining walls, walkways and structural elements, such as underground parking to maximize plant growing depth (exceed BCLNA Landscape Standard).

Note to Applicant: where applicable, reconfigure underground parking design to increase soil depth for planting. At the site perimeter, angle the slab downward at the corner (1 m across and 1.2 m downward) to increase planting depth for inner boulevard trees and planters. Wherever possible, trees will be need to be planted at grade and not placed in above grade planters to achieve soil depth. Alternative methods and materials, such as permeable paving, structural soils and soil cells are encouraged.

29. Design development to location of utilities.

Note to Applicant: avoid the awkward placement of utilities (pad mounted transformers, "Vista" junctions, underground venting) in the public realm. Where utilities must be located near a street or sidewalk, a secondary circulation route is the preferred location. Every effort should be made to integrate utility access into structures and behind lockable, decorative gates or screened with landscaping.

30. Design development to the overall outdoor surface treatment to be high quality, visually interesting and cohesive throughout the master plan.

Note to Applicant: the private property paving treatment should be robust and more individual to the building. Special attention is needed at the material transition from public realm to the private property edge.

31. At time of first development permit, provision of:

- (i) Provision of a detailed Landscape Plan illustrating soft and hard landscaping;

Note to Applicant: The plans should be at 1/8": 1 ft. scale minimum. Phased development should include separate landscape plans for individual buildings and adjacent open space. The Plant list should include the common and botanical name, size and quantity of all existing/ proposed plant material. Plant material should be clearly illustrated on the Landscape Plan and keyed to the Plant List. The landscape plan should include the public realm treatment (to the curb) and all existing or proposed street trees, adjoining walkways, surface materials, PMT/Vista transformers and public utilities such as lamp posts, hydro poles, fire hydrants.

- (ii) A phased "Tree Removal/Protection/Replacement Plan" in coordination with a detailed arborist report including the assessment of existing trees, retention recommendations, special construction methods and limitations, site supervision requirements and letters of assurance.

Note to Applicant: Given the size and complexity of the site, provide a tree plan that is separate from the landscape plan. The plan should clearly illustrate all trees to be removed and retained, including any tree protection barriers and important construction management directives drawn out of the arborist report(s). Tree replacements are likely best located on the proposed phased landscape plans.

- (iii) A "Construction Management Plan" outlining methods for the retention of existing trees during all construction stages.

Note to Applicant: The plan should include, but not be limited to, the location of construction materials, staging, site access, temporary structures, underground/ overhead utilities and development phasing. Provide sections that demonstrate the limit of excavation and alternative foundation design (i.e. vertical shoring and shotcrete). A watering program and soil amendments should be considered.

- (iv) At time of development permit, provision of detailed cross sections (minimum 1/4" inch scale) through all tree protection zones, common open spaces, landscapes on slab and semi-private patio areas (typical).

Note to Applicant: The sections should illustrate to scale the relationship between the underground slab, soil, tree root ball, retaining walls, steps, and part of the residential unit.

- (v) Provision of universal design principles in all outdoor spaces, such as wheelchair accessible site furniture.

Note to Applicant: Special consideration should be given to the street design, including paving, providing benches, particularly near entrances on site and at reasonable intervals for public use along streets and Mews.

- (vi) Provision of a partial irrigation plan to indicate high efficiency irrigation for all planted areas and hose bibs for all private patios of 100 square feet (9.29 m²)

Parks

- 32. Design development of Wedge Park to provide adequate spatial relations between passive landscaped uses and the public pathway and residential frontages.

Note to Applicant: Provide north-south cross-sections of Wedge Park, showing dimensions and relationships to bike lane at north end and interface with buildings on either side, including walk to access townhouses.

- 33. Design development of the Public Plaza to provide active and compatible edges with adjacent buildings and streets.

Note to Applicant: Provide detailed plan and north-south cross sections of the Public Plaza, showing dimensions, and interface with buildings and 36th Avenue.

Sustainability

- 34. Identification of significant thermal bridges on design drawings. Provide overall effective R value for the building, including thermal bridges (as per Building Envelope Thermal Bridging Guide - HPO <https://hpo.bc.ca/building-envelope-thermal-bridging-guide>).

Note to Applicant: Minimizing thermal bridges is a passive design measure that provides the potential for the design team to identify low-cost or no cost improvements to details such as slab edges and window transitions that could easily save 20% of the actual heating energy from the development. This means that on this 154,000 m² development a simple no-cost improvement to window and slab-edge details could save 510 tons of CO₂ per year, or the equivalent of taking 100 cars off the road.

- 35. Provision of an air-tightness strategy (e.g. construction details, how envelope protrusions will be minimized & sealed) to meet the target of 2 L/s per m² of façade area, as tested to ASTM E779 at 75 pascals. Also, an outline of the testing plan to verify final whole-building air tightness value achieved prior to occupancy. This is in line with the Seattle standard which has been mandatory for over 5 years, and contributes to passive energy efficiency.
- 36. Provide a Sustainable Food System Plan to include a minimum of three food systems assets as described in the Rezoning Policy for Sustainable Large Developments, to the satisfaction of the Director of Social Policy and Projects.

Note to Applicant: Further clarification is required on provision, location and amount

of edible landscaping. Further clarification on how the Public Plaza may accommodate community food markets including: sufficient space for a minimum of ten stalls, with a minimum size of 3 m² for each stall, incorporating double receptacle electrical outlets, and direct access to a Class B loading bay.

37. Provision of a minimum of 300 m² area flush with the adjacent pavement on the Quebec Street Extension, to locate community garden and/or orchard. The development and construction of the community garden to be funded by applicant and designed using Rezoning Policy for Sustainable Large Developments design guidelines in consultation with City staff with all arrangements to the satisfaction of the Director of Social Policy and Projects.

Note to Applicant: Community gardens and orchards located on City property are managed independently by community groups (non-profits) under a license agreement with the City. Community groups are also typically involved with the design of the community garden space. Any community garden and/or orchards on City property within the Little Mountain development would require a community group (non-profit) to be under license with the City.

Engineering

38. Clarify garbage pick-up operations. Please provide written confirmation that a waste hauler can access and pick up from the location shown. Note; pick up operations should not rely on bins being stored on the street or lane for pick up, bins are to be returned to storage areas immediately after emptying.
39. Clarify garbage storage and pick-up space. Please show containers and totters on plans for recycling and garbage needs and refer to the Engineering garbage and recycling storage facility design supplement for recommended dimensions and quantities of bins. and Note; pick up operations should not rely on bins being stored on the street or lane for pick up, bins are to be returned to storage areas immediately after emptying.
40. Provide automatic door openers on the doors providing access to the bicycle room(s) and note on plans.
41. All special benches to be located on private property.
42. Provide additional information regarding "Wayfinding" proposed in section 6.4.4 Transit on page 105 of the rezoning application booklet. Ensure all wayfinding signs are located on private property.
43. Provision of water pre-servicing to accommodate the community gardens and/or orchard at the Quebec Street Extension.
44. Any proposed street trees planted in proximity to the community garden site should be planted in such a way that they do not shade or impede garden operations.
45. The following statements are to be noted on the landscape plans:

- (i) "All sidewalks between the curb and property line are to be reconstructed fully at the applicant's expense."
- (ii) "A landscape plan is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued."

46. Provision of a Sustainable 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 Sustainable Rainwater Management Plan must also address the City's Integrated Rainwater Management Plan. Post-development flows cannot exceed the site's pre-development flows (pre-development is defined as Little Mountain Housing Project as shown on the City of Vancouver's aerial photograph in 2008).

47. Compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: The following items are required to meet provisions of the parking by-law and the parking and loading design supplement:

- (i) Provision of design elevations on both sides of the parking ramp at all breakpoints, both sides of the loading bay, and at all entrances.

Note to Applicant: Ensure the various ramp designs meet the following requirements:
- (ii) The slope must not exceed 10% for the first 20' from the property line.
- (iii) The slope must not exceed 12.5% after the first 20' from the property line. 15% slopes may be acceptable if a 7.5% to 10% transition ramp is provided at the bottom for at least 4m in length.
- (iv) Ramps which have a 15% slope and are exposed to the weather must be heated.
- (v) Provision of two-way traffic flow in the main ramp (Section I.B) - 9'x9' corner cut through the inside radius at the bottom of the main parking ramp to enable two vehicles to pass each other unobstructed.
- (vi) 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.
- (vii) Parking ramps must be designed to position vehicles perpendicular to the lane to facilitate ease of vehicle ingress and egress from either direction of travel in the lane.

- (viii) The slope and cross fall within the parking and loading areas shall not exceed 5%.
- (ix) Provision of the required Class B loading to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: Each parcel with over 100 units would require a loading space. Parcel CA would require a Class B loading space.

- (x) Provision of on-site maneuvering for all Class B loading spaces. Provide improved plans showing the Class B maneuvering to confirm.

Note to Applicant: Engineering does not support delivery vehicles backing in or out from any proposed loading spaces on 36th Avenue or New Central Street.

- (xi) Provide a linear ramp for building DC on drawing A14.
- (xii) Dimension all stall widths, column encroachments, and maneuvering aisle widths.

Note to Applicant: Ensure column sizing and placements comply with the Parking and Loading Design Supplement. A column 2' in length must be set back 2' from either the opening to or the end of the parking space. A column 3' long may be set back 1'.

- (xiii) Provision minimum vertical clearance for the main ramp, security gates, and loading bays.

Note to Applicant: A section drawing is required showing elevations, and vertical clearances. The minimum vertical clearance should be noted on plans. 2.3 m of vertical clearance is required for access and maneuvering to all disability spaces. 3.8 m of vertical clearance is required for Class B loading spaces and maneuvering.

- (xiv) All Class A bicycle spaces must be located on the P1 parking level or at grade.
- (xv) Provision of an improved plan showing the access route from the Class A bicycle spaces to reach the outside.

Note to Applicant: The route must be 'stairs free' and confirm the use of the parking ramp, if required.

- (xvi) Provision of the required Class B bicycle parking to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: If there is a desire to provide additional bike parking, above and beyond By-law requirements on street ROW, the bike racks must be black COV U Racks securely installed with tamper proof bolts. Bike parking on street

ROW to meet APBP Bicycle Parking Guidelines (2nd edition) and recommended spacing of 48". Contact Street Activities for more information.

Low Carbon Energy

48. The proposed approach to site heating and cooling, developed in collaboration with the City and the City's designated NES utility provider, shall be provided in detail prior to the issuance of any development permit, to the satisfaction of the General Manager of Engineering Services.
49. Building mechanical design shall optimize opportunities for recovery of waste heat from cooling within the development; any additional sources of heating and domestic hot water energy must be approved by the General Manager of Engineering Services.
50. **Low-carbon through City-designated Neighbourhood Energy System** - Where the service to Little Mountain using Neighbourhood Energy System is deemed feasible and appropriate by the General Manager of Engineering Services at the time of development permit approval, design of the development shall adhere to the following general requirements:

- (i) The development shall incorporate connectivity to a Neighbourhood Energy System, including all equipment and infrastructure associated with the generation, transfer, and distribution of energy for heat and hot water (i.e. the centralized heat production facility, heat generating/transfer/recovery equipment, thermal energy distribution piping, and energy transfer stations) to buildings within the development.
- (ii) The Neighbourhood Energy System infrastructure for the development shall be designed to integrate optimally with infrastructure for other nearby developments that may also connect to the Neighbourhood Energy System, to the satisfaction of the General Manager of Engineering Services.
- (iii) All of the development's building heating and domestic hot water systems shall be designed to be easily connectable and compatible with Neighbourhood Energy to supply all heating and domestic hot water requirements. Design provisions related to neighbourhood energy compatibility must be to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: The applicant shall refer to the *Neighbourhood Energy Connectivity Standards - Design Guidelines* for general building design requirements related to neighbourhood energy compatibility. The applicant is encouraged to work closely with City staff during mechanical design to ensure compatibility with a neighbourhood-scale system.

- (iv) Provide for a suitably located dedicated Centralized Heat Production Facility Room, which may be up to 135 square meters in size, as determined by the General Manager of Engineering Services. The development's Centralized Heat Production Facility must include adequate space and design provisions to support integration and connection of off-site developments with the

Neighbourhood Energy System supplying heat to the development, all to the satisfaction of the General Manager of Engineering Services prior to issuance of Development Permit.

Note to Applicant: The development will be required to submit detailed drawings for review. Design shall provide suitable space for the installation of the equipment with adequate provisions for connection to off-site Neighbourhood Energy System. Such equipment may include, but is not limited to energy transfer stations and/or boiler equipment. Space requirements will consider the larger energy concept for the development and adjacent developments.

- (v) Building-scale space heating and ventilation make-up air shall be provided by hydronic systems without electric resistance heat or distributed heat generating equipment (including but not limited to gas fired make-up air heaters, heat producing fireplaces, distributed heat pumps, etc.) unless otherwise approved by the General Manager of Engineering Services.
- (vi) Detailed design of the building HVAC and mechanical heating system at the building permit stage must be to the satisfaction of the General Manager of Engineering Services.

51. **Stand-alone Low-Carbon Energy System** - if connectivity of the Little Mountain development to a Neighbourhood Energy System is deemed unfeasible or inappropriate by the General Manager of Engineering Services, with such assessment to be made at the time of development permit approval, design of the development shall adhere to the following general requirements:

- (i) The development shall implement a low carbon energy system (i.e. air source heat pump or alternate system approach) that reduces the development's greenhouse gas emissions at build-out by a minimum of 50% relative to a business as usual ("BAU") approach to heating and cooling (where BAU assumes electric resistance and/or natural gas combustion for space and domestic hot water heating, and chillers and/or cooling towers for any space cooling requirements).
- (ii) The energy system for the development shall be designed in such a way as to enable energy metering and the monitoring of performance metrics during system operation for the purpose of optimizing system performance and preparing system performance reports. The applicant shall refer to *the Performance Monitoring and Reporting Requirements for Low Carbon Energy Systems* for a summary of minimum requirements. The applicant will be required to demonstrate compliance with these requirements prior to issuance of building permit.

Building Review

52. The following items have been identified for resolution at the development permit and building permit stages.

Note to Applicant: Building staff have completed a preliminary and cursory review of the rezoning application plans based on the Vancouver Building By-law (VBBL). The current plans do not include the requisite details to conduct a full building review. Further review will result in additional considerations at the development permit and building permit stages. The following is not an exhaustive list of issues that may need to be addressed by the applicant to ensure VBBL compliance of all buildings.

- (i) For any road that is designated for fire access a 6.0m clear hard surface is required and must be designed for truck loads (per VBBL 3.2.5.6.).

Note to Applicant: The current design of the “fire access” road accessing 37th Avenue does not appear to meet the required criteria for fire truck access (VBBL 3.2.5.6.).

- (ii) The design of building CC-1 does not provide compliant fire access provision as currently sited.

Note to Applicant: A proposal for this building to be a component of a larger building via an air space parcel subdivision would have implications on the solution.

- (iii) All buildings shall meet spatial separation requirements of the VBBL.

Note to Applicant: Buildings DB, CD and BC appear to include exterior walls on or very close to proposed property lines. Buildings DB and CD are located adjacent to Wedge Park. The distance to the centre of the park cannot be included in the spatial separation requirements and all limiting distance measurements must be taken from the property line.

- (iv) Building entrances must meet fire access minimum distance for fire access (3 - 15 m from adjacent street) street per VBBL 3.2.5.5.).
- (v) Buildings may not be constructed across property lines.

Note to Applicant: The current plans show underground parking structures that straddle proposed property lines.

Housing

- 55. Submission with each development application of a summary of former Little Mountain tenant’s expressions of interest to return and a summary of their housing needs to the satisfaction of the General Manager of Community Services.

Note to Applicant: Accommodation of former tenants in the first phase of development is the responsibility of BC Housing. Should any social housing within the City Building be required to accommodate these needs financial compensation will be expected from BC Housing.

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 and to the Acting General Manager of Planning and Development Services, the General Manager of Engineering Services, and the Approving Officer, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

1. Make arrangements to the satisfaction of the Approving Officer for the subdivision of the site to dedicate the new roads and to create the Wedge Park Parcel, Parcel AB and the development sites.

Note to Applicant:

- (i) A phased approach to subdivision may be supportable subject to legal arrangements. All road dedications are to be completed and Wedge Park parcel and Parcel AB are to be created in initial subdivision and transferred to City prior to enactment of the rezoning by-law.
 - (ii) Parcel AB to be approximately 3,742 m² (40,274 sq. ft.) in size, generally as shown and dimensioned in the rezoning application (187 ft. x 143 ft. x 260 ft. x 231 ft.).
 - (iii) Wedge Park parcel to be approximately 2,160 m² (0.53 acres) in size.
 - (iv) It may be preferable to leave the development sites in whole blocks subject to further subdivision prior to development permit issuance. A no-development covenant may be required to secure the future subdivision.
 - (v) The Public Plaza, as shown, cannot be a separate parcel from the AB parcel or the AC parcel.
 - (vi) The Civic Assets Naming Committee (CIAN) has approved the street name extensions of James Street, Quebec Street, 36th Avenue, and 35th Avenue. James Street and Quebec Street will intersect at 36th Avenue. Upon dedication of the roads to the City CIAN will advance recommendations to Council for the formal amendment to the Street Name By-law.
 - (vii) A dedication on the south side of 33rd Avenue at the new Central Street is required for a westbound left turn bay.
 - (viii) A dedication on the west side of Main Street at 36th Avenue for a left turn bay is required along Main Street.
2. Provision of building setback and a surface statutory right-of-way (SRW) to achieve a 5.5.m distance from the back of the City curb to the building face on Main Street. A

legal survey of the existing dimension from the back of the City curb to the existing property line is required to determine the final setback/SRW dimension.

3. Registration of a SRW for the Public Plaza. The SRW may be a blanket charge (defined by sketch plan) and to be modified to volumetric plan based on the as-built conditions. The modifications are to be registered prior to occupancy of the development on that parcel.
4. Registration of a SRW over the site for the pedestrian (shared public paths) access routes. The SRWs may be blanket charges (defined by sketch plan) and to be modified to volumetric plan based on the as-built conditions. The modifications are to be registered prior to occupancy of each of the phased parcels.
5. Transfer of the Wedge Park parcel and Parcel AB to the City for nominal consideration prior to enactment of the rezoning by-law.
6. Arrangements for a replacement SRW for the existing sewer line which will run through portions of the Wedge Park parcel, and adjacent parcel DD as required.
7. Arrangements for a SRW for the existing water line which will run through parcel DD as required.
8. Provision of an access agreement for all parcels sharing underground parking.
9. Provision of a Services Agreement to detail the on site 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.
 - (i) Provision of a 2.0 m concrete sidewalk, 1.22 m treed buffer, 3.0m asphalt bike path and pedestrian scale LED lighting along the 35th Avenue alignment of Wedge Park between New Central Street and Ontario Street.
 - (ii) Provision of a New Central Street north of 35th Avenue including but not limited to a 2.0 m saw cut concrete sidewalk and 2.35 m treed boulevard on the west side, 10.7 m street width curb to curb, a 1.8 m saw cut concrete sidewalk and 1.37 m treed boulevard on the east side.
 - (iii) Provision of a New Central Street south of 35th Avenue including but not limited to a 2.0 m saw cut concrete sidewalk, 1.37 m treed boulevard, 3.0 m asphalt bike path and 1.37 m treed boulevard on the west side, a 8.3 m street width curb to curb, a 1.8 m saw cut concrete sidewalk and 1.37 m treed boulevard on the east side.
 - (iv) Provision of pedestrian and cycling facilities on Ontario Street including but not limited to 2.5 m unidirectional protected bike lanes on both sides of Ontario

Street, new curb and gutter, a 1.83 m saw cut concrete sidewalk adjacent to the site and improved street and pedestrian scale LED lighting.

- (v) Provision of street re-construction of 37th Avenue (Ridgeway Greenway) between Main Street and Ontario Street including but not limited to new curb and gutter, a 3.0 m bi-directional protected bike lane and 1.83 m saw cut concrete sidewalk on the north side of 37th Avenue, and street and pedestrian scale LED lighting.
- (vi) Provision of improvements to the intersection at 37th Avenue and Ontario Street to accommodate changes to the cycling infrastructure including but not limited to modification or removal of the traffic circle, modifications to the curb returns, and improved lighting.
- (vii) Provision of lane repaving west of Quebec Street adjacent to the site including but not limited to street repaving, speed humps, curb and gutter.
- (viii) Provision of traffic signal improvements and geometric changes at Ontario Street and 33rd Avenue and Main Street and 37th Avenue to accommodate changes to the cycling infrastructure.

Note to Applicant: The improvements may include a full reconstruction of the signals as a detailed review is required.

- (ix) Provision of new traffic signals and painted left turn left turn bays at Main Street and 35th Avenue and the new Central Street and 33rd Avenue.
- (x) Provision of traffic signal improvement at Main Street and 36th Avenue to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: The improvements may include a full reconstruction of the signals as a detailed review is required.

- (xi) Provision of traffic signal improvement at Main Street 33rd Avenue to provide a painted eastbound and westbound left turn bays with left turn arrows.

Note to Applicant: The improvements may include a full reconstruction of the signals as a detailed review is required. New paving and line painting will be required to eradicate the existing paint markings.

- (xii) Provision of new or improved street lighting adjacent and throughout the site to the satisfaction of the General Manager of Engineering Services. A lighting study will be required.
- (xiii) Provision of bus stop improvements and a bus shelter to the eastbound 33rd Avenue far side stop at Ontario Street (Bus ID 61101) to the satisfaction of the General Manager of Engineering Services including but not limited to a 3 m x 9 m concrete landing area — 9 m cleared space on sidewalk from the BUS ID westward and new sidewalk within the bus stop zone.

- (xiv) Make arrangements to the satisfaction of General Manager of Engineering Services to provide \$225,000 for traffic monitoring and calming measures to reduce vehicle traffic in adjacent neighbourhoods.

Note to Applicant: The traffic monitoring of existing conditions will be required on the local adjacent streets including but not limited to new Central Street and 36th Avenue.

- (xv) Provision of adequate water service 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.
- (xvi) Provision of design and installation of all storm sewer, sanitary sewer, and water as required by the development.
- (xvii) Provision of water main re-routing of the existing water main running through the proposed development to the satisfaction of the General Manager of Engineering Services. The developer is responsible for 100% of the cost to re-route the water main.

Note to Applicant: The water line currently run through parcel DD, EB, AA, AB and AC must be re-rerouted or maintained in a SRW.

- (xviii) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project. The current application lacks the details to determine if sewer main upgrading is required. Please supply project details including floor area, projected fixture counts and other details as required by the City Engineer to determine if sewer 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 sewer system upgrading that may be required.
- (xix) Provision of sewer separation of the existing combined sewers running through the proposed development to the satisfaction of the General Manager of Engineering Services. The developer is responsible for 100% of the cost to separate the existing combined sewers.

Note to Applicant: The combined sewers currently run through Wedge Park and must be separated and re-rerouted north along Ontario Street to 33rd Avenue. The 450 mm diameter combined sewer along 33rd Avenue must be separated to James Street.

- (xx) 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.
10. Provision of a Green Mobility and Clean Vehicles Strategy that includes the requisite infrastructure where appropriate to prioritize sustainable transportation modes including walking, cycling, public transit, and provisions for low carbon vehicles (e.g., electric vehicles), completed to the satisfaction of the General Manager of Engineering Services.
- Note to Applicant: The Green Mobility and clean vehicle Strategy in Section 4 of the rezoning booklet does not meet the intent of the policy for 1573 residential units. The write-up seems to be indicating that the site is green based on proximity to Transit and bikeways. Green Mobility Strategy should include TDM measures that go above and beyond Parking By-law requirements to reduce vehicle trips. Engineering recommends that the Green Mobility Strategy include the following items:
- (i) Car sharing vehicles (requires Shared Vehicle Agreement)
 - (ii) Covered Class B bicycle spaces
 - (iii) Storage areas for bicycle trailers and cargo bicycles
 - (iv) End-of-trip facilities for commercial, daycare and Neighbourhood House uses
 - (v) Commitment for subsidized Transit passes for residential use.
11. Provision of a Cycling Strategy for the Little Mountain Site to the satisfaction of the General Manager of Engineering Services. Additional information and drawings are required detailing the location and number of Class A spaces with 'stairs free' access, Class B bicycle spaces, proposed bike hub, and any additional bicycle facilities being provided. The cycling strategy should also include information about the following:
- (i) Provision of at grade bicycle parking shall be provided within the Public Plaza of sufficient numbers that are appropriate to the destination and in close proximity to New Central Street to reduce conflicts between people arriving by bicycle and people walking to the Public Plaza and Neighbourhood House. Additional destination parking at the Public Plaza and Neighbourhood House is required.
 - (ii) Provision of a plan outlining the at grade bicycle storage/parking strategy for the site that supports the proposed Green Mobility strategy "Ensure bicycle storage and support measures that meet or exceed best practices."

- (iii) Provision of a detailed Class A bicycle parking plan in the P1 level in accordance with the By-law. The unusable spaces within the parking level have been proposed for bicycle storage without consideration for doors, access, maneuvering or actual storage requirements. More information is required to understand the numbers and locations being proposed. It is expected that the storage proposed will exceed Parking bylaw minimums.
 - (iv) All Class B Bike Parking to be located on private property with 'stairs free' access.
12. Provision for a Statutory Right of Way (SRW) for the provision of space to accommodate two Public Bike Share (PBS) Stations.
- (i) Size: At a minimum, 2 stations measuring 25 m x 4 m (linear configuration) or 14 m x 8 m (back-to-back) should be accommodated. The physical station with docked bicycles is 2 m wide and has a required bicycle maneuvering zone of 2m for a total width of 4 m.
 - (ii) Location: The stations should be located on private property while still clearly visible to the public with 24/7 public access. The preferred locations are near Main Street and 37th Avenue and near Ontario Street and 33rd Avenue, as close to the street as possible. Another potential location for PBS is in the Public Plaza adjacent to the Neighbourhood House on 36th Avenue provided there is safe and comfortable access for cyclists moving between 37th Avenue and the Public Plaza.
 - (iii) Surface treatment: A hard surface is required with no utility access points within 150 mm. Acceptable surfaces include CIP concrete (saw cut or broom finished), asphalt and pavers. Other firm, paved materials are subject to approval.
 - (iv) 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.
 - (v) Sun exposure: No vertical obstructions to maximize sun exposure as station operate on solar power. There must be a minimum of 5m vertical clearance. Ideally the station should receive 5 hours of direct sunlight a day.
 - (vi) Power: Provision of an electrical service and electrical power is to be available in close proximity to the PBS station.

Low Carbon Energy

13. All heating and cooling for all buildings in the development shall be achieved using low carbon methods, to the satisfaction of the General Manager of Engineering Services. The development shall be required to enter into appropriate legal agreements to

require that all buildings within the development receive thermal energy from a Neighbourhood Energy System or a Stand-Alone Low Carbon Energy system on-site, which assessment will be made prior to issuance of development permit, to the satisfaction of General Manager of Engineering Services.

14. **Low-carbon through City-designated Neighbourhood Energy System** - If connectivity of the Little Mountain development to a Neighbourhood Energy System is deemed feasible and appropriate by the General Manager of Engineering Services at the time of development permit approval, the applicant will enter into such agreements as the General Manager of Engineering Services and the Director of Legal Services determine are necessary for connection to a City-designated Neighbourhood Energy System (NES), if and when the opportunity is available and in accordance with the City's *Neighbourhood Energy Strategy* and the Cambie Corridor Plan, that may include but are not limited to agreements which:
- (i) Require that all buildings within the development connect to and receive all required thermal energy from a City-designated NES;
 - (ii) Require that the applicant work collaboratively and in good faith with the City and the City-designated NES utility provider to devise an infrastructure plan and phasing plan (incorporating scheduling consideration) for integrating the NES within the development;
 - (iii) Require that the development's neighbourhood energy system related equipment, including all equipment and infrastructure associated with the generation, transfer, and distribution of thermal energy within the development (i.e. the thermal energy centre, heat generating/transfer/recovery equipment, thermal energy distribution piping, energy transfer stations, etc.) be developed, owned and operated by the City-designated NES utility provider, or transferred (at a cost that represents the developer's direct costs associated with developing the thermal energy system, approvable by the BCUC) to the City-designated NES utility provider at such time that one becomes available;
 - (iv) Grant access to the mechanical system and thermal energy system-related infrastructure within the development for the purpose of enabling NES connection and operation;
 - (v) Grant use of and access to suitable space required for the purposes of energy transfer station(s), to the satisfaction of the General Manager of Engineering Services; and
 - (vi) Grant use of and access to the centralized heat production facility, which may be up to 135 square meters in size, for the purposes of infrastructure and distribution equipment to the satisfaction of the General Manager of Engineering Services.

Notes to Applicant:

- a. Until a City-designated NES utility provider has been designated, and the Owner will be prohibited from entering into any other external third

party energy supply contract for thermal energy services, other than conventional electricity and natural gas connections, unless otherwise approved by the General Manager of Engineering Services.

- b. If the General Manager of Engineering Services deems a connection to a City-designated NES is available and appropriate at the time of development permit issuance, the Development will be required to connect to a NES prior to occupancy. If a NES is being established, but connection to a NES is not available at that time, the agreement will provide for future connection.
- c. Design shall provide suitable space in the centralized heat production facility for the installation of NES equipment with adequate provisions for connection to outside NES distribution piping and communications conduit. Neighbourhood Energy equipment may include but is not limited to; a centralized heat production plant sized for neighbourhood service, energy transfer stations (ETS), and/or boiler equipment. At the building permit stage, the applicant will be required to submit final detailed drawings, signed and sealed by a professional engineer where necessary, for review by Engineering Services to confirm final room dimensions and technical information.
- d. At the building permit stage, the applicant will be required to submit final detailed drawings, signed and sealed by a professional engineer where necessary, for review by Engineering Services to confirm final room dimensions and technical information.

15. **Stand-alone Low-Carbon Energy System** - If connectivity of the Little Mountain development to an NES is deemed unfeasible or inappropriate by the General Manager of Engineering Services at the time of development permit approval, the applicant will enter into such agreements as the General Manager of Engineering Services and the Director of Legal Services determine are necessary to secure development of stand-alone low-carbon system to supply all of the development's heating and cooling needs, that may include but are not limited to agreements which:

- (i) require the developer to undertake performance monitoring of the development's thermal energy system that includes a reporting schedule containing information and prepared in a form as requested by the General Manager of Engineering Services;

City Building and Public Plaza

16. Make arrangements to the satisfaction of the General Manager of Community Services, the General Manager of Planning and Development Services, the General Manager of Engineering Services, the General Manager of Real Estate and Facilities Management, the Director of Real Estate Services, the General Manager of Parks and Recreation and the Director of Legal Services for the owner to :

- (i) transfer Parcel AB to the City for nominal consideration prior to enactment of the rezoning by-law;
- (ii) design, construct, equip and finish the City Building which contains:
 - a. no less than 48 dwelling units to be used as social housing, and comprising not less than 3530 m² (38,000 sq. ft.) of aggregate floor area on floors 3 to 6, fully finished and equipped with associated indoor and outdoor residential amenity spaces in accordance with the City of Vancouver Housing Design and Technical Guidelines;
 - b. A 69 space childcare, comprising not less than 764 m² (8,224 sq. ft.) of aggregate indoor floor area and not less than 745 m² (8,019 sq. ft.) of associated outdoor play area in accordance with the City of Vancouver Child Care Design and Technical Guidelines with program space for 12 infants, 12 toddlers, 25 children ages 3 to 5, and 20 preschool/flex spaces.
 - c. A neighbourhood house on the 2nd floor and ground floor, including a ground floor lobby, comprising not less than 1115 m² (12,000 sq. ft.) of aggregate indoor floor area designed to address the functional programming needs of the Little Mountain Neighbourhood House;together with associated parking and loading, garbage, recycling and bicycle parking as per the Parking By-Law.
- (iii) design, construct, equip and finish a 1,250 m² (0.31 ac.) Public Plaza;
- (iv) deliver City Building in “turn key” condition to the City in the first phase of the project and prior to issuance of an occupancy permit for any market units in the project.
- (v) in respect of the City Building costs, pay the first \$10,600,000 of the cost of designing and constructing the City Building. Once applicant has spent \$10,600,000 on designing and constructing the City Building, the City will reimburse applicant up to \$15,600,000 at milestones agreed upon between the City and the applicant. Any costs above \$26,200,000 will be the sole responsibility of the applicant and will not limit applicant’s obligation to deliver the City Building to the City in accordance with the City’s requirements;
- (vi) deliver a letter of credit in an amount equal to \$10,600,000 prior to issuance of a building permit for the City Building and any building containing market units; and

Note to Applicant: The City may permit the letter of credit to be reduced as specific milestones are reached.
- (vii) in respect of the Public Plaza costs, City will reimburse applicant up to \$950,000 upon delivery of the completed Public Plaza to the City. Any costs

above \$950,000 will be the sole responsibility of the applicant and will not limit applicant's obligation to deliver the completed Public Plaza to the City.

Social Housing

17. Make arrangements to the satisfaction of the General Manager of Community Services, the General Manager of Planning and Development Services, the General Manager of Engineering Services, the General Manager of Real Estate and Facilities Management, the Director of Real Estate Services and the Director of Legal Services for the owner to:
 - (i) design, construct, equip and convey to the Province of British Columbia a minimum of 234 dwelling units, to be secured as social housing, together with the subdivided parcels of land on which those dwelling units are located, in the first two phases of the Little Mountain redevelopment;
 - (ii) complete a minimum of 58 social housing units (beyond the existing 53 replacement units completed and occupied in 2015) prior to occupancy of any market unit in phase 1, except that number may be increased by the General Manager of Community Services in consultation with General Manager of Planning and Development Services, based on the summary of tenant's expressions of interest to return and a summary of their housing needs;
 - (iii) complete the balance of such social housing units prior to the earlier of (i) occupancy of any market unit in phase 2; and (ii) issuance of any development permit for any building in phase 3 or 4;
 - (iv) enter into one or more housing agreements pursuant to Section 565.2 of the *Vancouver Charter* in respect of all such social housing units, in each case:
 - a. for the longer of 60 years or the life of the building, in which such units are located;
 - b. requiring all such units to be used only for social housing;
 - c. requiring that no less than 184 of the units will be suitable for families as per the City's Guidelines for High Density Housing for Families with Children;
 - d. requiring that no less than five percent of the total number of the Social Housing units be suitable as disabled housing as defined by the City's Social Housing Design and Technical Guidelines;
 - e. containing no-separate-sales and no-stratification covenants;
 - f. requiring all such units to be made available for rental for a term of not less than one month at a time;

- g. providing a first-right-of-refusal for former tenants to relocate into a replacement rental unit on the site at rents comparable to what they formerly paid (adjusted for CPI and subject to normal income testing);
- h. requiring that replacement social housing units beyond those allocated to returning residents must be rented at rates no greater than rents affordable to households with incomes below the Housing Income Limits as published by CMHC for metro Vancouver; and
- i. including such other terms and condition as the Director of Legal Services and the Chief Housing Officer or successor in function may require.

Wedge Park

18. Arrangements to the satisfaction of the General Manager of Parks and Recreation in consultation with the General Manager of Planning and Development Services , General Manager of Engineering Services and the Director of Legal Services including the following:
- (i) applicant to transfer Wedge Park parcel to the City for nominal consideration prior to enactment of the rezoning by-law;
 - (ii) applicant to design and construct Wedge Park;
 - (iii) applicant to delivery completed park to City prior to occupancy of any dwelling units in Phase 3 or such earlier date as may be required by the City;
 - (iv) City will reimburse applicant up to \$1,200,000 upon delivery of the completed park to the City. Any costs above \$1,200,000 will be the sole responsibility of the applicant and will not limit applicant's obligation to deliver the completed park to the City.

Public Art

19. 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. The public art plan will consider the history of Little Mountain, build on the public consultation process established to date and consider public art planning underway in adjacent Queen Elizabeth Park.

Note to applicant: Please contact Public Art Program Manager, 604-871-6002, as soon as possible.

Soils

20. If applicable:

- (i) Submit a site profile to the Environmental Planning, Real Estate and Facilities Management (Environmental Contamination Team);
- (ii) As required by the Manager of Environmental Planning 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; and
- (iii) If required by the Manager of Environmental Planning 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 Environmental Planning, the General Manager of Engineering Services 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 satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, has been provided to the City.

Community Amenity Contribution (CAC)

21. Pay to the City the cash component of the Community Amenity Contribution of \$1,500,000 which the applicant has offered to the City. Payment is to be made prior to enactment of the CD-1 By-law on terms and conditions satisfactory to the Director of Legal Services.

Note to Applicant: 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 registered charges pursuant to the Land Title Act.

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-law.

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

* * * * *

155 E 37th Avenue (Little Mountain)
DRAFT CONSEQUENTIAL AMENDMENTS

PARKING BY-LAW NO. 5059

Schedule C
CD-1 District Parking Requirements

| Address | By-law No. | CD-1 No. | Parking Requirements |
|--|------------|----------|---|
| 155 East 37th Avenue (Little Mountain) | () | () | <p>Parking, loading and bicycle spaces to be in accordance with by-law requirements, except that:</p> <p>(a) A minimum of 1 drop-off space for every 8 full time equivalent childcare spaces and 2 staff parking spaces.</p> <p>(b) Minimum vertical clearance for Class B loading shall be 3.8m.</p> <p>(c) A minimum of 1 parking space for every 2 social housing units designated for families and a minimum of 1 parking space for every 6 social housing units not designated for families shall be required.</p> |

SIGN BY-LAW NO. 6510

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

"155 East 37th Avenue (Little Mountain) [CD-1#] [By-law #] B (C-2)"

NOISE BY-LAW NO. 6555

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

"[CD-1#] [By-law #] 155 East 37th Avenue (Little Mountain)"

* * * * *

155 E 37th Avenue (Little Mountain)
ADDITIONAL INFORMATION

Urban Design Panel (December 16, 2015)

EVALUATION: NON-SUPPORT (2-3)

Introduction: Ben Johnston, Senior Planner, introduced the project as a rezoning application. The site is set on fifteen acres at the corner of 57th Avenue and Main Street, bounded by 33rd Avenue and Ontario. It is adjacent to Queen Elizabeth Park and down the road from the Hillcrest Community Centre. It is flanked by two major greenways on 37th Avenue and Ontario Street, and just over a 1km walk to the Canada Line stations at 41st Avenue to the south and West King Edward Avenue to the north.

The site is located on traditional Coast Salish First Nations land.

There is a commitment to replace social housing on the site, and invest proceeds of sale of site in supportive social housing projects within Vancouver.

Between 2010 and 2012, the City of Vancouver led a collaborative process to develop the Little Mountain Policy Statement, which was approved by Council in 2012. The statement was intended to inform the rezoning.

In January 2013, Council approved the Little Mountain Adjacent Area Rezoning Policy. In April 2015, a senior's social housing building, consisting of fifty three units, was completed and in November 2015, the Little Mountain Rezoning Application was received.

Key Policy areas that apply to this development:

- Public Places, Open Spaces and Memory
- Complete Community
- Circulation and Transportation
- Sustainability
- Built Form, Density and Height

There are two key public spaces; the green wedge in the centre of the site and a community plaza in the south east quadrant. The community plaza and other community assets and amenities are clustered together, with a retail frontage on Main Street, bringing people into the site.

The site is accessed by a main Central Street from 33rd Avenue to Main Street, allowing for all modes of transport while protecting bike routes. There is an east-west pedestrian and cyclist connection to Queen Elizabeth Park and Central Street, and permeability and connections for pedestrians through blocks.

In terms of sustainability, the aim is for minimum of LEED Gold. The buildings are to visibly express green elements and embody green buildings and passive design. The Rezoning Policy for Sustainable Large Developments offers a roadmap for the development of these types of sites.

The site has a gross density of 2.3 to 2.5 FSR (approx. 1,500,000 to 1,670,000 sq. ft.). The top of Little Mountain in Queen Elizabeth Park is about 145 foot in height, and it is required that building heights on the site stay below 120 foot maximum (twelve storeys) to protect eastern views to Mount Baker from the top of Little Mountain.

Transitional edges on the site are required, with buildings stepping down to three or four storeys, with opportunities for taller buildings located towards the middle of the site.

Solar access on parks and public spaces guides the form, height and placement of buildings; Wedge Park, Community Hub, Queen Elizabeth Park and Central Street.

The policy around variation and buildings is an important consideration. Blocks are to be composed of distinctive buildings, varied in scale and limited in length. Some key ideas are a rich and varied interface with context – setbacks, edges and trees. In terms of form, the upper levels should be stepped back to create interest, improve light, create outdoor opportunities and reduce apparent mass. Queen Elizabeth Park should be an inviting and permeable and playful edge.

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

1. General comments on form and massing, with particular regard for:
 - Relationship to key public spaces and streets – Wedge Park, Community Square, QE Park edge, Main Street
 - Transitional edges
 - Does the Panel have any comments on the proposed density of 2.5 FSR overall? (policy supports 2.3 to 2.5)
2. Key Public Spaces
3. Tree Retention
4. Response to the Rezoning Policy for Sustainable Large Developments

Applicant's Introductory Comments: The applicant team noted that they wanted to create a complete community, with vibrant public realm, balanced mobility, sustainable design, contextual integration and unity, and variety in the built form and massing.

The images and modeling are meant to indicate massing only and not architectural design. There is a lot of permeability of the site, with interesting new spaces, that are green and lush.

The upper floors above the neighbourhood house and day care centre will be City of Vancouver housing units. This will be the first phase, so the replacement housing can be delivered first. Delivery will then move east across the site and then northwards.

The south east corner of the site has senior's housing that has already been built. There will be family housing in the two buildings on Main Street, with the ground floor containing retail, possibility a food store. Building faces have been setback to retain mature trees.

Heights are guided by the policy statement, with the highest point to the middle of the site, higher buildings to the west, and then stepping down towards the perimeter, with the upper

floors stepped back. Forty percent site coverage is proposed, with a gross density on the site of 2.5 FSR.

Rectilinear shaped, mid-rise buildings are used to provide very good sunlight in the parks.

Generally public realms are developed to allow for good setbacks from the street to have semi-private open space. Grade-level residential provides a good transition from the private to the public realm, with semi-private courtyard spaces. Ground-oriented units along the lane have private patios, activating the lane.

Community gardens accessible to the occupants will provide urban agriculture opportunities. There will be rooftop patios and extensively planted green roofs. Permeable pavers will increase filtration on the site dramatically.

Along Central Street, it is envisaged that the developments on the west-side will run all of their rainwater through a bio-remediation system. The street will be a green boulevard with linear rain garden providing a buffer between the private and public realm.

The community plaza has some large trees, with green space around them. The plaza then opens out with paving, with the possibility to hold farmer's markets, performances, events and festivals. The childcare centre and neighbourhood house face onto this plaza.

Wedge Park preserves two big oak trees, with some children's play equipment and open space.

Tree retention has been prioritised. Seventy-seven percent of 'good trees' on site will be retained. Street trees along the edge will be retained too. 350 new trees will be planted.

Permeability to existing bike lanes will be increased, encouraging bike use on the site and lots of bike racks, both at grade and underground will be added. There will be car-share spaces, and electric vehicle charging for resident use. Vehicular crossings have been minimised, with no parking access on Ontario, Main or 33rd Avenue, or crossing major bike routes.

The aim is to achieve zero-waste from construction to use, with district energy options and low carbon solutions being explored.

The applicant team then took questions from the panel members.

Panel's Consensus on Key Aspects Needing Improvement:

- A larger, open space plaza is needed, and it requires a stronger sense of place. Add some drama to space. Consider relocating density to allow this to happen
- Concern about the quality of space, with the big building shadowing. Consider moving density to accommodate the larger vision and have the driver be daylight activation
- Concern that the massing is too monotonous. The massing needs to support elegance and refinement of the public realm
- Going into the detailed design phase the project needs to be making a stronger commitment to reducing carbon creation and consumption, improving the envelope, and considering alternatives to the district energy system

Related Commentary: The Panel expressed concern that the built form of the development has a sameness and monotony that will struggle to create a sense of place. It is too rectangular, too the same.

Daylight activation has to be the driver of the sustainability of the public realm. The northwest corner needs more light in the courtyards; consider moving the massing back. The space coming off Main Street needs to be opened up more. Consider a large south facade to reflect light into the space. More western sunlight is needed in the plaza.

The transitional edges were supported by the Panel. The transition on the south is fine. Stepping would really help with the massing to get more efficiency and economy out of it.

Density is 3.2 if you take out the public realm squares. Being at the high end is pushing the envelope a little too much.

The central spine and permeability were well regarded by the Panel. Access to bike routes and pedestrian access are great. 35th Ave to the park is a great walkway.

The Panel felt that the plaza required further design development. The square should have a road on two sides and pedestrian access across the road into the park to create a stronger sense of place. It could be larger and the triangle reinforced. The plaza feels more like a day-care forecourt than a plaza. More commercial in the plaza could activate it. Good plazas have supported, activated edges. Consider taking density off and creating more space. Maybe take one edge out to the south?

Tree retention was supported by the Panel. The existing trees are a strong part of the scheme. The amount of tree retention is very good on a site this size.

The Panel suggested that sustainability of the overall built form and what that can bring to place-making and community building, should be considered during the detail design phase. Be more committed to the sustainability of the building envelope. The carbon commitment is very weak.

Consider alternatives to the district energy system. If used, district energy systems need to be planned for and considered. If this does not happen, commit to a passive house design instead.

Consider a gross restore and more options to live car-free.

Applicant's Response: The applicant team thanked the panel for their comments. The insights were valued and a different prospective on design work is always valued. The comments on open space are good and will be worked towards. Some of the things presented were driven by Council policy, but the advice on achieving these in a different way was appreciated. Work will be done on the transition to the south, and more thought will be given to the district energy strategy.

The comment about the success of the open space is critical, and access to sunlight will be added in as much as possible. The relationship of architecture to the space is critical.

Urban Design Panel (March 18, 2016)

EVALUATION: SUPPORT (5-0)

Introduction: Graham Winterbottom, Rezoning Planner, introduced the project as a unique 15 acre site located at the corner of 33rd Avenue and Main Street, immediately adjacent to Queen Elizabeth Park and Hillcrest Park and Community Centre. It is flanked by two major greenways, Ontario Street and the 37th Avenue Ridgeway, and is just over 1 km from both Canada Line stations at 41st Avenue and King Edward Avenue.

The site is a former social housing site. Constructed in 1954, it was Vancouver's first large scale social housing site and was owned by CMHC. In 2007 the Federal Government transferred ownership of the site to the Province under BC Housing, who selected Holborn Properties as their development partner for the site in 2008. As part of the redevelopment there is a commitment by the Province to replace all the social housing units on site, and to reinvest proceeds of the sale of the site into social housing projects within Vancouver.

Through 2010-2012 City staff led a collaborative planning process with the local community, former residents of the site, and Holborn. During its development the Policy was presented to the Panel through two non-voting workshops in 2010 and 2011. In 2012 Council approved the Little Mountain Policy Statement which outlines the goals and objectives for the site in terms of land use, built form and height, transportation and connections, sustainability, and public benefits

Patricia St. Michel, Development Planner, continued the introduction by stating that the policy statement is focused on drawing from the place and memory of Little Mountain, and the local context of Queen Elizabeth Park.

The site is organized around the existing trees of Little Mountain and the alignment of the former buildings that occupied the site. There is an oblique angle in the southern areas which is unrelated to the surrounding grid and was typical of housing developments of the time. The key public places and streets are organized around this placement, with retained trees being celebrated as their focal points.

Wedge Park is the central open space on the alignment of 35th Avenue. It focuses on the two significant trees at the Ontario edge and provides an important connection to Queen Elizabeth Park from the adjacent area to the east.

The Community Plaza in the southern portion of the site is organized around several retained trees. It will also be the social focus of the community, with an adjacent neighbourhood house and surrounding local retail.

Protecting adjacent bike routes was an important organizing principle. As such a Central Spine street will serve the site with connections to 33rd Avenue and Main Street, and no vehicular access from Ontario Street or 37th Avenue.

Permeability and connections to Queen Elizabeth Park for pedestrians is also a fundamental organizing principle. The policies direct the creation of multiple east/west pedestrian connections through the site and the larger development blocks.

Height and massing were of critical concern in developing the policies for Little Mountain. Higher buildings are accommodated centrally within the site. Buildings at the south and north edges are more limited in height and the policy outlines that they are to transition in scale to the surrounding neighbourhood.

There is an important view to Mount Baker from the summit of Queen Elizabeth Park about 145 ft. above the general topography of the site. The highest building heights at 12 storeys, or 120 ft., sit below the horizon. In the view alignment to Mount Baker across the south-west portion of the site, building heights are 10 storeys or less to sit well below the horizon and provide a generous frame to the view.

Sunlight on public spaces is an important principle and generator of building form. In particular, buildings south of the Wedge Park and Community Plaza are to be sculpted to optimize sunlight access. Buildings along Ontario Street are to ensure a pattern of intermittent sunlight and shadow along the bikeway and Queen Elizabeth Park edge.

The policies further address building variety, with blocks to be composed of distinctive buildings that are varied in scale and limited in length. Key ideas are to create a rich and varied interface within the context through varied setbacks, edge conditions, and areas of tree retention.

The Little Mountain Policy statement supports a gross range over the entire 15 acre site of 2.3 to 2.5 FSR. This proposal is for 2.5 FSR gross. This translates to a gross FSR on the development parcels of about 3.1, which in turn would be about 2.8 to 2.85 FSR average net after typical exclusions.

As a major site rezoning LEED Gold and connect-ability to District Energy are required. The rezoning policy for sustainable large developments also applies.

Previous Panel Commentary

This project was reviewed by panel in December 2015, and did not receive support. Comments from the panel's on key aspects needing improvement included:

- A larger, open space plaza is needed, and it requires a stronger sense of place. Add some drama to space. Consider relocating density to allow this to happen.
- Concern about the quality of space, with the big building shadowing. Consider moving density to accommodate the larger vision and have the driver be daylight activation
- Concern the massing is too monotonous. The massing needs to support elegance and refinement of the public realm.
- Going into the detailed design phase the project needs to be making a stronger commitment to reducing carbon creation and consumption, improving the envelope, and considering alternatives to the district energy system.

To address these comments the Community Plaza has been expanded and extended westward for a more direct connection with the Central Spine street. Buildings to the west of the plaza

have been set further back and shaped to allow late afternoon and evening sun to access the space. There is now more room for the retained trees, and for additional trees to be retained in the sequence of spaces along 36th Avenue. Active retail use has also been introduced to the base of the market building that fronts the western edge of the plaza.

The southern edge along 37th Avenue has been reshaped with greater variety and more visual access deeper into the site. The building south of Wedge Park has also been reconfigured and reduced in overall height to improve sense of scale in this space.

In the northwest area of the site, buildings have been reoriented east/west. This aims to provide more generously scaled courtyards that are organized around clear and welcoming pedestrian paths which provide visual and physical access to Queen Elizabeth Park. Buildings on the east side of the new central street have been redesigned to provide a more direct pedestrian connection between these paths and the future pedestrian routes between developments in the Little Mountain Adjacent Area.

To create a stronger sense of place within Little Mountain a hierarchy of buildings has been established to help guide future design development of the buildings. The hierarchy identifies Primary and Secondary Landmark buildings, and Primary and Secondary Streetwall buildings. It also provides design guidance specific to the role that the buildings play within the larger setting of the Little Mountain development.

With respect to carbon reduction and building envelope performance the guidelines seek to reduce the window to wall area ratios, incorporate passive design strategies, and enhance the energy performance of various building elements. This is in addition to LEED Gold certification, site-wide sustainability strategies, and being district energy ready. Parking garages along the central spine are also being pulled back to enable ground-water infiltration and greater permeability along the rainwater feature.

The Planning Department would like advice and comment on the response to the previous 'Panel's Consensus on Key Aspects Needing Improvement':

- A larger, open space plaza is needed, and it requires a stronger sense of place. Add some drama to space. Consider relocating density to allow this to happen.
- Concern about the quality of space, with the big building shadowing. Consider moving density to accommodate the larger vision and have the driver be daylight activation.
- Concern the massing is too monotonous. The massing needs to support elegance and refinement of the public realm.
- Going into the detailed design phase the project needs to be making a stronger commitment to reducing carbon creation and consumption, improving the envelope, and considering alternatives to the district energy system.

Applicant's Introductory Comments: The applicant team presented a PowerPoint slide show which highlighted the changes that they have made. The applicants summarized the previous panel commentary as follows:

- Transitional edges work well
- Central spine and permeability are strong
- Tree retention is good
- Establish “Big Idea”
- Sameness of built form contributes to lack of sense of place
- Solar performance should drive public realm, particularly: NW corner and community, plaza
- Plaza needs to be larger, better connected to spine, more activated, sunnier in late afternoon
- Consider a grocery store
- More commitment to sustainability of building envelope
- Consider alternatives to district energy

In response to these comments the applicants made changes to the south-east quadrant to enlarge the plaza and increase the plaza sunlight performance, particularly in late afternoon. They also added active use to building AA, turned Building AA into a landmark for views from Main and Quebec Streets, then stepped Buildings AA and EC for better edge transition to the adjacent area. Building BA has also been reoriented to activate the plaza edge and create a sunny courtyard.

In the south-west quadrant there is now a continuous pathway connection from the plaza to Queen Elizabeth Park. The heights and massing are now varied, particularly on the Ontario Street edge. Building CC-2 has been pulled north to preserve trees and improve plaza solar performance. Additional trees are also retained, and there is now a large, contiguous, south-facing courtyard.

In the north-west quadrant there is continuous east-west path which connects to the north-east quadrant path and creates generous view corridors from the Central Spine to Queen Elizabeth Park. Tall buildings are offset to create varied street edges and minimize overlooks. Additionally courtyards are generously scaled for daylight and privacy, and the Ontario Street sunlight performance has been improved. Generous setbacks of 18 ft. also now exist on the west side of the Central Spine to accommodate a stormwater feature.

The applicant team then took questions from the panel.

Panel’s Consensus on Key Aspects Needing Improvement:

- There is concern about the relationship of the boulevard to the nature of the space
- Building A infringes too much into the public space
- Change the massing on building CA-1 to be a stronger ‘landmark’
- Some unique character needs to be developed on this site; somewhere in this project is something unique which can be tapped to give the site a stronger identity that relates to the character of Main Street.
- Reduce the FSR on the site to give some more space to improve shadows
- Sustainability requirements are changing and over the time frame of this project are going to impact the design of buildings , so consider the future carefully with regards to changing building technologies
- Showcase the bike culture and urban agriculture better

- Building CA's parking entrance needs to change to not align with the public realm and connections from 36th Avenue.

Related Commentary: The Panel noted that the configurations and reallocations of geometries have had a positive impact, and that the larger open plaza looks quite successful.

Building AA is too far south and restricts the plaza a bit, so consider pulling back the building line in order to open up the space. It also has a curvature which struggles with the plaza, so pulling it back or straightening it out would help with the massing.

The 'landmark' building is too tentative to be significant. Adding another level might help to make it stronger. The parking entrance also needs to be moved.

The commitment to carbon reduction is not sufficient at this point. The next phase in City policy is net zero, so there is a strong encouragement to have a high standard for energy compliance. Look at dynamic glazing, or other things which affect the energy performance. As well, consider green roofs as it would be a shame to see all the buildings covered with mechanical rooms.

The site doesn't seem to have anything distinct about it; it is just like all the communities which are already built. A great job has been done in integrating nature, but there is still a lot of opportunity to do something a bit more adventurous.

Main Street has a foodie culture, and this should be reflected somehow in this area. Maybe every roof should be usable green space to create more urban agriculture. The cycling culture could also be celebrated by putting bike racks in the front lobbies, or having space for them along the spine. Bike culture is a big part of Main Street and should be reflected here.

The Panel appreciated that the daylight activation concerns have been addressed since the last presentation. The rain garden feature is a great addition, but how it looks and appears over time will be important so maintenance will be critical. They also thought that the applicant could incorporate more of the water feature back into the design.

Applicant's Response: The applicant team welcomed the comments and noted that the parking entrance can move further south, but it needs to be on the spine street.

The water feature is based on rainwater and ground water runoff, so it is designed to be sustainable given the dry summers and that water cannot be transported across property lines. There will be urban agriculture and green space on the roofs of the buildings, with the opportunity to increase garden space in the future if interest in that space grows.

Active Transportation Policy Council, (December 9, 2015) (Extracted from the minutes)

The Chair advised that City staff presented the developer's proposal for the Little Mountain site to the Active Transportation Policy Council on December 9, 2015, and noted feedback in a timely manner to City Council was requested.

Following discussion, it was
MOVED by Amelia Huang
SECONDED by Lisa Corriveau

WHEREAS

1. The City of Vancouver Transportation 2040 Plan includes a goal of two thirds of trips be via active transportation by 2040 partly by increasing the number of All Ages and Abilities (AAA) active transportation paths and lanes in the city.
2. The City's Greenest City Action Plan encourages safe active transportation infrastructure.
3. The City's Renewable City Strategy includes a "Complete Streets" component.
4. The Active Transportation Policy Council has had a staff presentation on the Little Mountain development application at its current stage.

THEREFORE BE IT RESOLVED

THAT the Active Transportation Policy Council applauds the following component of the Little Mountain development application:

- No motor vehicle entrances or exits via Ontario Street or 37th Avenue; two significant routes in the City's active transportation network.

FURTHER THAT the Active Transportation Policy Council submits the following recommendations with regard to the proposed Little Mountain project:

- The supply of residential car parking should be at the lowest ratio, understood to be 0.8:1 (0.8 car parking stalls for every 1 unit).
- That the supply of commercial and other amenities car parking be at the lowest ratio possible.
- That plans for surface car parking be abandoned.
- The residential bicycle parking available be increased to space for 1 bike per maximum number of people permitted per unit.
- That outdoor bicycle parking be Grade B parking; covered and well-installed bike racks for maximum use.
- That space for bike sharing be included.
- That multi-use paths (MUPs) be abandoned and paths for pedestrians be delineated from paths for bicycles and other no emission active transportation vehicles.
- That paths for active transportation be safely separated from motor vehicle use.
- That 35th Avenue be more like a street bikeway (capacity for bikes at higher speed since this is likely how it will be used).
- That bus stop upgrades including shelter be added and that the plan include pedestrian crosswalks to the bus stops.
- That shadow studies be looked into, making sure the outdoor public spaces such as the plazas and the wedge park not have extensive shadows on them.

- That the treatment of the surface of the paths and plaza be appropriate for All Ages and Abilities (AAA) active transportation use (not too bumpy for people on small wheels or people with disabilities).
- That the plaza disallow motor vehicle use and be separated from vehicle use.
- That the space delineated as public space in this project continue to be public space once operational.

Persons With Disabilities Committee (May 26, 2016) (Extracted from the minutes)

1. Little Mountain Rezoning Application

Michelle McGuire, Senior Planner, Vancouver – South, Planning and Development Services, provided an update on a revised Little Mountain Rezoning Application, and sought the Committee’s feedback, noting staff will be reporting to Council in July.

In discussion, points raised included the following:

- social and wheelchair accessible housing should be dispersed throughout the development;
- consider accessibility when selecting a sidewalk surface; and
- the City’s requirements for fully accessible units and what the expectation is for this site.

The Committee agreed to provide additional comments on the application to the Chair who will collate them and forward them directly to Ms. McGuire.

* * * * *



BC Housing

June 15, 2016

Lower Mainland Directly
Managed Operations
510 - 369 Terminal Avenue
Vancouver, BC V6A 4C4

Tel 604-609-7024
Fax 604-609-7031
www.bchousing.org

Re: Rezoning Application for Little Mountain

Dear Dan:

As a follow-up to our telephone conversation on June 13th, 2016 and your email of the same date, I am pleased to offer the following information with respect to the return of former tenants to a re-developed Little Mountain site:

- **You had asked if BC Housing was confident that all former tenants that chose to return to a redeveloped Little Mountain would be able to be accommodated in the first phase of the redevelopment.** – during the relocation of former tenants of Little Mountain to the new building that is currently on site, 11 of 41 eligible tenants accepted an offer to move back to the Little Mountain property. This is a return rate of 26.8%. In looking at other jurisdictions, such as Regent Park in Toronto, where tenants have been moved to accommodate redevelopment or significant renovations, it is our understanding that the return rate for tenants to the original development has consistently been between 25 and 30%.

Given that there were some 224 households on the Little Mountain site, a return rate of 30% would represent 67 units in the new development that are needed to accommodate returning tenants. Eleven returning tenants have already been accommodated on the site.

Based on our experience to date, and information received from other jurisdictions, it is reasonable to assume that all former tenants of Little Mountain that wish to return to a redeveloped Little Mountain site, could be accommodated in the first phase of the proposed redevelopment.

With respect to questions regarding the phasing of replacement social housing units and the timing for the delivery of these units, these questions have been forwarded to Holborn Properties for their response directly to you.

I trust this was the information you required. Should you have further questions or require additional information, please do not hesitate to contact me.

Yours truly,

Dale McMann
Executive Regional Director
Lower Mainland Directly Managed Operations
BC Housing

Cc: Michael Flanigan, Vice President of Development & Asset Strategies, BC Housing
Raymond Kwong, Director of Regional Development Lower Mainland, BC Housing
Armin Amrolia, Executive Director of Development Strategies, BC Housing
Craig Crawford, Vice President of Operations, BC Housing
Phillip Scott, Development Manager, Holborn Properties





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June 14, 2016

City of Vancouver
453 West 12th Avenue
Vancouver, BC V5Y 1V4

Attention: Graham Winterbottom, Planner

Dear Mr. Winterbottom,

RE: 155 E37th Little Mountain Rezoning application revision section 2.6 'Phasing Plan'

In response to recent requests from City of Vancouver Staff, we are in agreement that the full delivery of non-market housing on the site will be completed as part of the first two phases, now including the building identified as 'EA'.

For clarification:


- 'Phase 1' encompasses only four parcels, including the existing building at the subject address, and is intended to fulfill immediate access requirements, while delivering the majority of the public amenity commitments of the entire site.
- All of the non-market housing had been located on these parcels in the Policy Statement (2012) and subsequent rezoning application (2014), but was dispersed through various Staff led plan revisions, initially in 2015, and further in 2016.
- 'Phase 2' will now include what is outlined as 'Phase 4' in the subject document.

Full access for construction vehicles along the 'New Central Street' ROW will be required throughout the course of constructing the remaining phases' buildings.

In an effort to accommodate returning former residents as a priority, the City can make available non-market units being delivered in Phase 1 in the City-owned building 'AB'.

Holborn remains committed to delivering every aspect of this unique project as effectively as possible, and we're looking forward to a successful rezoning.

Sincerely,
Holborn Properties Ltd



Joo Kim Tiah
President

Open House Public Consultation Summary, November 28, December 4, 2015

Housing

Comments expressed a need for a greater diversity of affordable housing options including supportive housing, social housing and low-to-middle-income rental options. Overall, many suggest that a greater proportion of the site should be dedicated to affordable housing.

Many comments supported a large diversity of 3-4 bedroom units for families and also designated units for seniors. Other comments suggested including flexible space for families in the units. Several commented that they would like to see an increased integration of social housing units with the rest of the site.

Amenities

There were many concerns raised regarding the ability of Hillcrest Community Centre to accommodate an increased demand as a result of an influx in population. Comments expressed that the existing community centre is at capacity and noted the need for a new pool, gym facility and recreation space. Others expressed concern regarding the capacity of local schools.

While there is support for a new Neighbourhood House, many comments suggested that the size of the space and the amount of childcare spaces should be increased. Neighbourhood fresh food assets were also identified as an important amenity including an increase in community garden plots, rooftop gardens and greenhouses.

Height and Density

Many commented that the height of the proposed buildings does not fit with the existing character of the neighbourhood. Others raised concern about the impact of shadowing especially on the proposed childcare site. There was a desire to see more in-depth shadow studies completed.

Some expressed a preference for increased height on the site and a few comments suggested focusing height along Main Street as opposed to in the centre of the site and Ontario Street. Other comments emphasized the importance of protecting views.

Public Realm

There were concerns regarding the amount of available public space and green space for social gathering, gardening, playing, etc. Several commented that the proposed development does not allow for enough “breathing room” between buildings.

A few comments suggested a greater need for landscaping and increased set-backs along Quebec Street, Ontario Street and 35th Avenue. Others raised concern about the lack of site access from 37th Avenue and Ontario Street.

Transportation

Many comments supported an increase in traffic calming measures especially along 37th Avenue and Ontario Street. There was significant concern that an increased population will lead to greater congestion for vehicles and on public transportation. Several raised concern about traffic on the 3 and 33 bus routes especially during peak hours.

Comments about parking suggested minimal to complete removal of on-street parking and a preference for underground parking. Some expressed concern that there will not be enough parking on the site.

Comments supported increased pedestrian and cycling connections through the site as well as increased bike parking and options for car share. A few comments expressed concern that the laneway behind the Neighbourhood House will be too narrow to accommodate traffic flow.

General Support

Comments expressed a desire to see the site built and some suggested that the site will create vibrancy and a sense of community identity.

Built Form

Some raised concerns that the architecture will not fit with the character of the Riley Park neighbourhood. Several comments suggested a different building typology such as townhouses and row houses.

A few comments noted that building design should pay special attention to mitigating heat impacts during the summer months. Others suggested an integration of public art and aboriginal heritage in the site design.

There was also a suggestion to incorporate designs that reflect a variety of accessibility needs especially in areas for children.

Sustainability

Several comments raised concern about management of stormwater run-off and some mentioned their disappointment that the proposal does not include a naturalized canal feature. A few comments expressed a desire for alternative energy sources such as geothermal and solar. Another raised concern about the cost associated with district energy. Other comments suggested passive house as a model for this site.

Other comments expressed concern for tree retention and migratory bird routes.

Local-serving Commercial

Many commented that they would like to see local-serving and independent retailers as an important part of the site design. Some comments suggested that retail will help to create a community feeling, while one comment was in opposition to retail. Some would like to see an increase in services in the area such as dental and medical.

Construction

Concerns were raised regarding the impact of construction on existing tenants. Comments suggested reducing the number of phases of construction and re-ordering the phases to minimize construction impact.

* * * * *

155 E 37th Avenue (Little Mountain)
FORM OF DEVELOPMENT

Site Plan/Landscape Plan



View from Southwest



View from Northeast



155 East 37th Avenue (Little Mountain)
MEMORANDUM OF UNDERSTANDING

Memorandum of Understanding
between
BC Housing Management Commission (BC Housing) and
the City of Vancouver (the City)
regarding
the redevelopment of Little Mountain
dated for reference June 8, 2007

Introduction

On February 16, 2007, BC Housing, through the Provincial Rental Housing Corporation (PRHC), became the sole owner of Little Mountain. BC Housing wants to redevelop Little Mountain and would like the City to consider rezoning the site. This Memorandum of Understanding sets out the general objectives of BC Housing and the City with respect to the redevelopment.

Site

Little Mountain occupies 15.26 acres (664,725 sq. ft.) located east of Queen Elizabeth Park between 37th and 33rd Avenues, and between Ontario and Main Streets, with an address of 5299 Main St. It consists of a single parcel legally described as Parcel C (Reference Plan 3508) of District Lots 637 and 638 Group 1 New Westminster District PID: 002-546-787 (the Site).

Existing Social Housing

Little Mountain consists of 224 units of social housing (40 1-bedroom units, 92 2-bedroom units, 92 3-bedroom units). The total floor space is 178,136 sq. ft. The units were built in 1954 under Section 79 of the National Housing Act. BC Housing owns and manages the units. Approximately 197 units are currently occupied. All tenants must be in core-need and are charged rent geared to income.

Current Zoning

The Site is zoned RM-3A. RM-3A allows a maximum Floor Space Ratio (FSR) of 1.45 and a maximum height of 10.7 metres. The existing development has an FSR of 0.27. The zoning schedule for RM-3A is set out in the City's Zoning and Development By-law (By-law No. 3575).

The current RM-3A zoning provides for a base FSR of 1.0 and the potential to increase the FSR if parking is provided underground, site coverage is less than 50% and if site size exceeds 837 m² (9,000) sq. ft. Given the large consolidated ownership of the site, a density of 1.5 FSR should be achievable with good site planning and urban design. Depending on the dedications for street and lanes required to provide access to the redevelopment, a total floor space in the range of 800,000 sq. ft. to 900,000 sq. ft. should be possible under the current RM-3A zoning.

Riley Park/South Cambie Community Vision

On November 1, 2005, City Council approved the Riley Park/South Cambie Community Vision (RP/SC Vision). Little Mountain is within the RP/SC Vision area and many of the vision's directions are relevant to any future redevelopment of the Site. In addition, Little Mountain is one of several large sites for which specific Directions were considered (31.1, 31.2, 31.3 and 31.4):

- Direction 31.1 recommends that the number and mix of social housing units be maintained in any redevelopment of the site, that relocation assistance be provided to the tenants and that existing tenants have priority for the replacement social housing units.
- Direction 31.2 recommends that a mix of uses be considered, including retail and commercial uses along Main St. and limited institutional uses such as a seniors centre or childcare, subject to analysis of traffic, parking and other impacts.
- Direction 31.3 rejected any development higher than 4 storeys. Development over 4 storeys is not to be considered when additional planning occurs for the site.
- Direction 31.4 recommends that the northeast quadrant in the block bounded by 37th, Main, 33rd and Ontario that consists of properties not owned by BC Housing be included in any planning and rezoning of Little Mountain.

Redevelopment Potential

Little Mountain's buildings and infrastructure are obsolete, and the Site is underdeveloped. The City and BC Housing believe that a substantial increase in density and number of units can be accommodated, and that redevelopment of the Site should be considered. A comprehensive redevelopment may allow densities to be achieved that are greater than those allowed under the current zoning.

The City and BC Housing believe that redevelopment options that include buildings taller than 4 storeys should be considered as 4-storeys over the whole site may be suboptimal in terms of design, may limit the Site's potential to create a higher density liveable environment, and limit the capacity of the redevelopment to provide amenities to serve the new development and the surrounding neighbourhood. Both the City and BC Housing acknowledge that buildings taller than 4 storeys contradict the RP/SC Vision, but believe that buildings taller than 4 storeys in the Site's redevelopment should be considered.

Redevelopment Objectives

The City and BC Housing believe that the redevelopment of Little Mountain is an opportunity to:

- create a high quality, higher density, socially inclusive and environmentally sustainable community that will be an asset within the larger Riley Park neighbourhood;
- provide a range of housing options for Vancouver's growing and changing population; and
- generate funds that can be used by BC Housing to develop social, including supportive, housing in the city and in the rest of the province.

Replacement of Existing Social Housing

Whether the Site is rezoned or not, BC Housing will replace the existing 224 units of social housing on site of which at least 184 will be suitable for families with children. BC Housing will relocate the tenants during the redevelopment, and the tenants relocated due to the redevelopment will have priority for moving into the new social housing units that are appropriate to the size of their households. BC Housing will consult with the current tenants regarding the replacement social housing and the tenants' relocation while the site is being redeveloped.

Housing Mix

The City would normally apply its 20% affordable (social) housing requirement to a project of the size of Little Mountain. As BC Housing will be reinvesting all the proceeds from the redevelopment of Little Mountain in the development of social housing in city and the province, the City agrees to accept the 224 units of replacement housing as the social housing requirement for Little Mountain.

Demolition of Existing Buildings

The existing tenants will be relocated and the resulting vacant units will not be re-rented. As buildings become vacant, there is an increased risk of fire and vandalism. The City and BC Housing believe that the existing buildings should be demolished as soon as they become vacant. The City will provide demolition permits in advance of a Development Permit.

Selection of Developer

BC Housing wishes to partner with an experienced real estate developer who would lead the redevelopment of Little Mountain. BC Housing will be undertaking a Request for Proposals (RFP) to obtain a suitable development partner (the Developer). This Memorandum of Understanding will be provided to prospective developers.

The City will make itself available to meet with the prospective developers individually or collectively as BC Housing may request. Any information that the City may provide to any one prospective developer will be relayed to BC Housing who will ensure that information all prospective developers should have access to is made available to them.

Development Cost Levies

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

Investment of Sale Proceeds

BC Housing will invest all of the net proceeds from the sale of the Site (after the existing social housing is replaced on site) into the development of social housing

throughout the province. Half the net proceeds (after the existing social housing is replaced) will be invested in the City of Vancouver. The City of Vancouver will make sites available for nominal 60 year leases to BC Housing for the development of social housing in the city that will be funded from the net proceeds.

Schedule

| | |
|--|-----------|
| Execution of Memorandum of Understanding | July 2007 |
| Report to Council | July 2007 |
| BC Housing Request for Proposals | Sept 2007 |
| Selection of Developer | Fall 2007 |
| Initiation of Planning Process | Fall 2007 |

Conclusion

Upon execution of this Memorandum of Understanding by the City and BC Housing, it will be forwarded to Vancouver City Council and BC Housing's Executive Committee for approval.

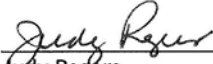
No legal rights or obligations will arise or be created by the execution of this Memorandum of Understanding or by its approval by Vancouver City Council or by BC Housing's Executive Committee. Approval of this Memorandum of Understanding does not limit or compromise Vancouver City Council's ability or obligation to maintain an open mind at any Public Hearing at which a rezoning application for the Site is considered.

For BC Housing


Shayne Ramsay
Chief Executive Officer

July 17, 2007
Date

For the City of Vancouver

 *GR*
Judy Rogers
City Manager

July 16, 2007
Date

155 East 37th Avenue (Little Mountain)
LETTER OF UNDERSTANDING (LOU)


Letter of Understanding (LOU)

**Between BC Housing Management Commission (BC Housing) and the City of Vancouver
(the City) regarding the redevelopment of Little Mountain
Date: September 20, 2009**

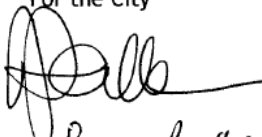
As part of the partnership forged between the City and the Province of British Columbia to create more affordable housing in Vancouver, BC Housing and the City of Vancouver agreed to a MOU, dated for reference June 8, 2007, regarding Little Mountain. BC Housing has applied to the City for building permits to demolish and remediate hazardous materials on the Little Mountain housing site. The building permit is needed to begin the process of removing the identified hazardous materials from the site. A building permit for demolition is needed to start clearing the site of structures. This Letter of Understanding builds from the original MOU and describes the commitments of both parties.

- The tenants will be accommodated by being offered the option of moving into buildings in Area 3 if they chose to remain on site during demolition of the other buildings. This offer will be made prior to the issuance of eviction notices. BC Housing will ensure the building and area are habitable and safe and will fund the work necessary to achieve this.
- BC Housing will offer the remaining tenants assistance to move to a new location if they choose.
- BC Housing and the City will give priority to the building of social housing in the redevelopment, which will include the replacement of the existing 224 units. As part of the rezoning process, the City will require that social housing components of the project will be built as a priority in the first phase of development
- Given the large site, it will be divided into 3 major areas. Demolition will be sequenced area by area in accordance with the Little Mountain Deconstruction Project map (attached).
- Demolition of Area 1, where no tenants are living, will be substantially underway within one week of the issuance of the demolition permits.
- BC Housing commits to substantial work being underway as indicated by the signing of construction contract agreements on the four remaining supportive housing sites before the end of November 2009 (188 East 1st Avenue; 525 Abbott Street; 377 West Pender Street and 3595 West 17th Avenue).
- BC Housing and the City will continue to work co-operatively to identify and address issues with the intent to engage in a public policy process as identified in the MOU. The City will expedite a rezoning application (assuming approval by Council) and Development and Building Permits.
- The City of Vancouver will issue the necessary building permits for hazardous material removal and clearance of structures.

For BC Housing


(Name) Shymone Ramsay
CEO
Date: Sept. 24, 2009

For the City


(Name) Penny Baller
City Manager
Date: Sept 25/09

Little Mountain Design Guidelines



Submitted to The City of Vancouver

By Holborn Properties Ltd.

June 9, 2016

Prepared by:

IBI Group Architects – Master Planning / Urban Design

PFS Studio – Landscape Architecture

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1. Introduction



1.1 Use and Organization of Document

Subtitle

Insert text per city

2. Urban Design



2.1 Site Wide

2.1.1 Introduction

Intent

At a site-wide scale, buildings are intended to provide legibility to the public realm. The public realm's driving concept is the connection between City and Park that is provided by the centrally located three-part Community Plaza – Central Spine – Wedge Park corridor. Secondary corridors augment this to provide a robust public open space network that is the framework for the community's layout. The building edges are intended to spatially define and activate this network. In support of this intention, a hierarchy of buildings has been developed to define the relative importance and key urban design roles that various buildings play within the community, and to provide more context specific design direction.



Primary Public Realm Corridor



Secondary Public Realm Corridor

Guidelines

- .1 Unification** – The buildings, as a collective composition, define the edges of the public realm, and so some common elements are important. The height of the building bases should provide a fairly consistent height reference line, in the range of two floors, or in the case of retail a double-height space roughly equivalent to two residential floors. The scale of modulation should be fairly consistent, too – a fairly fine-grain typical of this primarily residential community.
- .2 Contrast** – Contrast is also an important tool in supporting legibility. At important locations like the Plaza, Park, and site gateways buildings should be more dramatic. This can be achieved by a change in scale, such as a shorter length, a taller height, or a change in form and / or character expression. The spaces between buildings should also vary – in some cases to contain a public space and in other cases to open up views from the public space.
- .3 Height** – Building heights should be varied in order to achieve contrast. Generally, buildings should be higher at the centre and shorter at the edges; specifically, height is regulated within the CD zoning.
- .4 Transitions** – Buildings should provide appropriate transitions to neighbouring uses and spaces, and so the buildings at the site edges should step down to shorter heights, particularly on the north and south edges where the adjacent uses are single family homes.
- .5 Liveability** – Buildings should respect the needs of nearby buildings for privacy, light and solar access. Height, orientation and separation play a key role in achieving liveability.
- .6 Urban Design Role** – Five building types are envisioned across the site, each playing a key urban design role in defining the legibility of the site. On the following pages these building types are described: 1. primary landmarks, 2. secondary landmarks, 3. gateways, 4. primary street walls, and 5. secondary street walls.

2.1 Site Wide

2.1.2 Primary Landmark

Intent

The primary landmark buildings should be unique and memorable so that they contribute to the legibility of the site by highlighting the primary public open spaces – the Community Plaza and the Wedge Park. The buildings should be designed to reinforce their important role, and respond to their visibility at the terminus of key sight lines, their specific corner locations, and to minimize shadowing.

Guidelines

.1 Building #1

- Landmark location at ‘knuckle’ of site and view terminus from Main St. looking west and Quebec St. looking north.
- Southeast corner should acknowledge the view terminii and contribute to plaza’s character.
- Base at plaza should be active use.

.2 Building #2

- Landmark location at corner of Wedge Park and terminus of view north on Central Spine.
- South and east façades should be special to acknowledge these view terminii.
- Axis should be oriented north-south to mitigate shadowing.



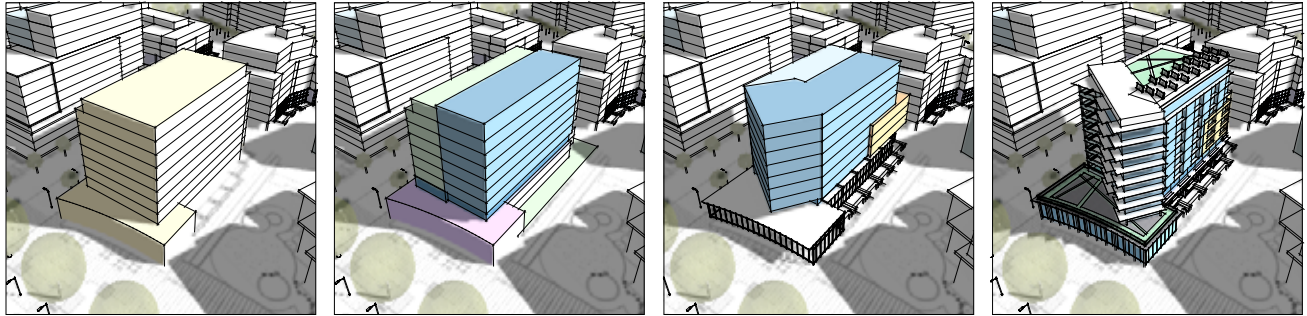
2.1 Site Wide

2.1.2 Primary Landmark Cont'd

Example

The examples below illustrate one way in which the primary landmark buildings could be designed to achieve the guidelines set forth. The examples show the design evolution from the basic massing stage to the schematic design stage.

Design Evolution of Primary Landmark Building at Community Plaza



Design Evolution of Primary Landmark Building at Wedge Park



2.1 Site Wide

2.1.3 Secondary Landmark

Intent

The secondary landmark buildings should contribute to the legibility of the public realm by reinforcing important view sightline termini, typically where the grid changes direction.

Guidelines

.1 Building #1

- North corner of building should acknowledge its importance to the view corridor looking south down the Central Spine.

.3 Building #3

- East façade of building should acknowledge its importance as viewed from Main St and 36th Ave.

.2 Building #2

- Northwest corner of building should acknowledge its importance to the view corridor looking south down the Central Spine.



2.1 Site Wide

2.1.4 Gateway

Intent

The gateway buildings should contribute to a sense of entry into the community by providing compression at important site entrances or punctuation at important corners.

Guidelines

.1 Building #1

- Buildings should collectively form a gateway composition.

.2 Building #2

- Buildings corner should be punctuated to acknowledge Ontario/QE Park edge.



2.1 Site Wide

2.1.5 Primary Streetwall

Intent

The primary streetwall buildings are intended to frame the primary public open spaces – the Community Plaza and the Wedge Park. Their design response should be unique to reinforce the character of these special places in the community. Care should be taken in expressing ‘eyes on the street’ by way of regular front doors and ample glazing, establishing a legible base at a pedestrian scale, and a regular rhythm of modulation to define individual units.

Guidelines

.1 Building #1

- South/façade of building should contribute to the plaza’s character.
- Base should have active uses.

.2 Building #2

- Façade against Wedge Park should frame and animate park.
- Modulate façade to achieve a scale proportionate to park scale.



2.1 Site Wide

2.1.6 Secondary Streetwall

Intent

The secondary streetwall buildings are intended to contribute to framing the public streets at an appropriate scale. Care should be taken in expressing 'eyes on the street' by way of regular front doors and ample glazing, establishing a legible base at a pedestrian scale, and a regular rhythm of modulation to define individual units.

Guidelines

.1 Building #1

- Mid-block buildings should frame and animate street edge with simple expressions.

.1 Building #2

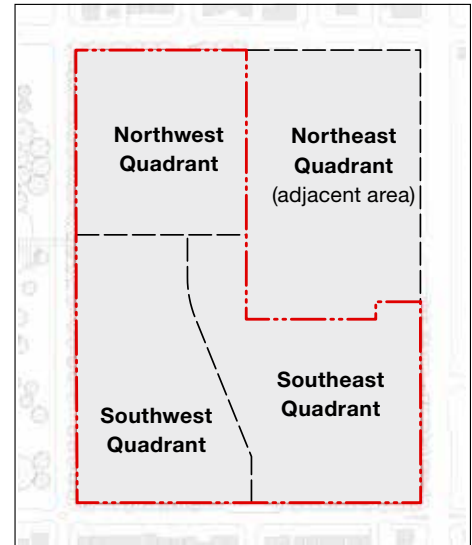
- Existing building.



2.2 Quadrants

2.2.1 Introduction

The three quadrants within Little Mountain (the fourth, Northeast Quadrant, is not part of this site) are each envisioned to have a distinct character, while at the same time forming a cohesive community, largely through the common public realm of streets, parks and open spaces. The character of the quadrants is defined by the scale and character of their individual open spaces, building typologies and building uses.

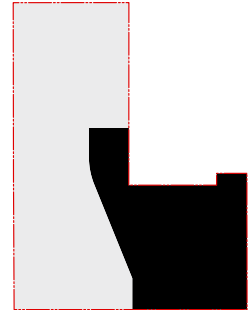


2.2 Quadrants

2.2.2 Southeast Quadrant

Intent

The Southeast Quadrant, located between Main Street and the Central Spine, is intended to have the most active and urban character of the three quadrants. The lively feel of Main Street's shops and services is extended through an inviting portal at 36th Avenue into this Quadrant's, and the community's, most important open space, the Community Plaza. This plaza is a large, sunny space framed on its north side

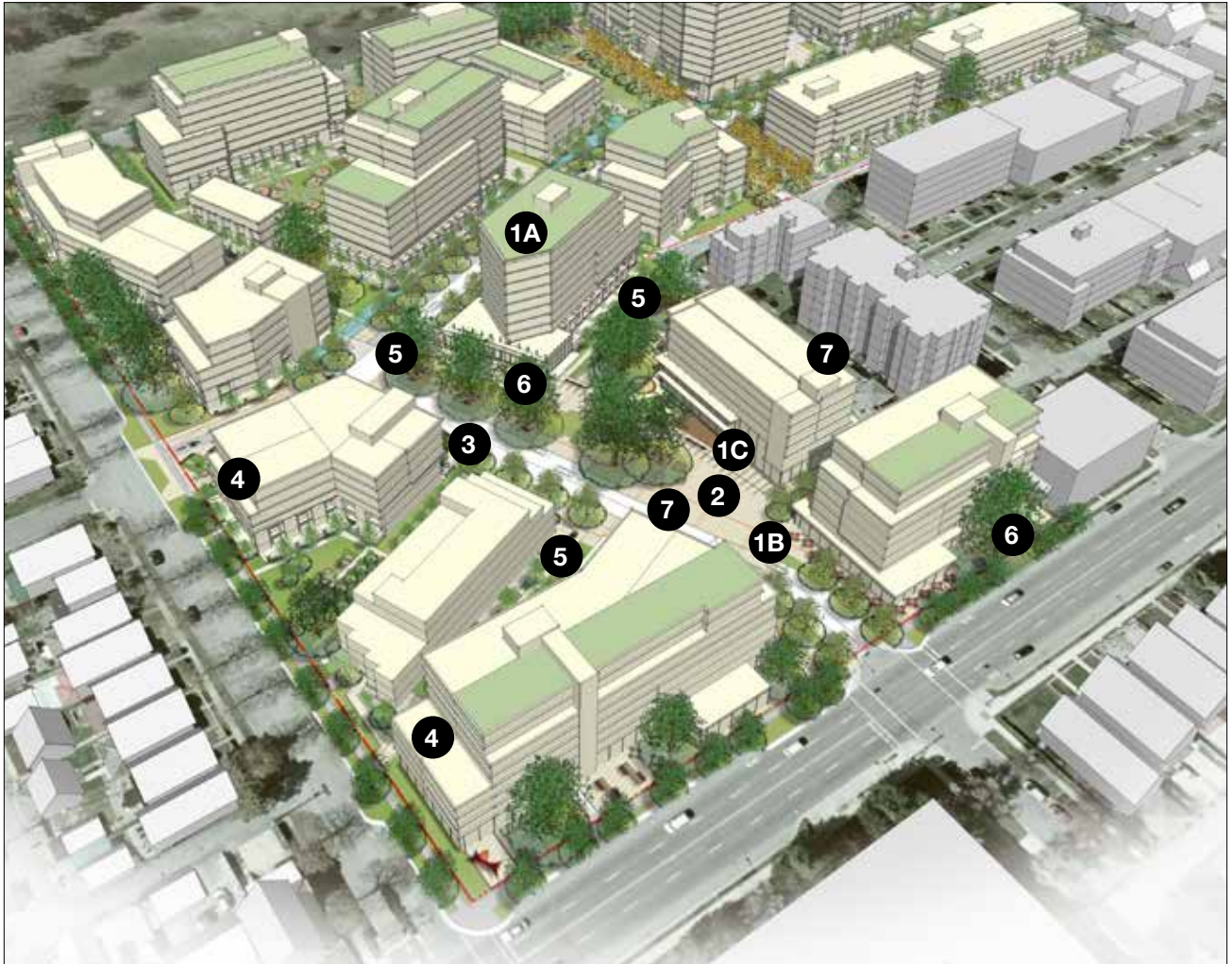


Guidelines

- .1 Legibility.** The buildings should play an important role in helping to define and make legible this quadrant. Therefore, ensure that there is: a) a landmark building at the northwest corner of the Community Plaza to anchor and support the plaza's identity; b) a sense of gateway at the Main Street / 36th Avenue entrance to the community by way of buildings that frame this space; and, c) active Community Plaza Uses – In order for the plaza to achieve its intended function as the heart of the community, active uses should inhabit the edges of the space. The uses should be important community functions such as neighbourhood serving shops and services, the Neighbourhood House and a daycare. The uses should have generous glazing and doorways facing the plaza so that there is a strong interaction between the indoor and outdoor uses.
- .2 Community Plaza Solar Performance.** The plaza should receive good solar exposure for most of the day through of carefully placed buildings whose height is carefully planned. In particular, good mid and late afternoon solar performance should be achieved, since this is the most actively used time of day.
- .3 Transitional Uses.** The Southeast Quadrant forms the transition between the urban-feeling Main Street and the quieter, greener QE Park. To reinforce this transition, the at-grade uses should transition from a commercial to a residential orientation from east to west.
- .4 Transitional Forms.** The height and bulk of buildings should transition down where adjacent forms are shorter and / or more finely scaled, in particular at the 37th Avenue edge and at the laneway on the north side of the quadrant.
- .5 Pedestrian Corridors.** Spaces between the buildings should have pathways to make walking connections between the various public realms such as from the plaza to 37th Avenue.
- .6 Tree Retention.** Buildings should respect existing tree root zones by holding back foundations and underground parking levels. Particular care should be taken to preserve the large trees on Main Street and in the Community Plaza.
- .7 Parking / loading access.** The northern lane should be used to access the buildings in the north portion of this quadrant; consideration should be given to making the lane one-way travel where parking/drop off occurs. For the south portion of this quadrant 36th Ave must be used for access; in this instance, care should be taken to conceal these access points due to their visibility from the plaza.

2.2 Quadrants

2.2.2 Southeast Quadrant (Cont'd)

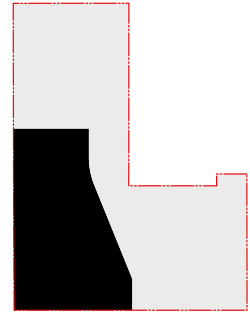


2.2 Quadrants

2.2.3 Southwest Quadrant

Intent

The Southwest Quadrant is intended to form a transition between the expansive green spaces of QE Park and the concentrated activity at the Central Spine. A strong connection between these spaces is desired by way of two pedestrian pathways. The buildings within the parcel should frame and animate the surrounding public realm with particular focus on the Wedge Park edge and the Central Spine edge. Specific guidance is provided below.



Guidelines

- .1 Legibility.** The buildings should play an important role in helping to define and make legible this quadrant. Therefore, there should be: a) a landmark element on the building near the southeast corner of the quadrant to anchor the visual axis looking southwest from Main Street and the Community Plaza; b) an architectural feature on the building located at the intersection of the two grid directions on the Central Spine that acknowledges this important intersection; c) an activated street wall on the Wedge Park's southern edge with ample residential front doors and generous windows; and, d) a relatively low and / or stepped building massing at the Wedge Park's south boundary that ensures the park receives ample solar access during the period between spring and fall equinox
- .2 Open Space Solar Performance.** The internal open space at the centre of this quadrant should receive good mid-day solar exposure.
- .3 Transitional Forms.** The height and bulk of buildings should transition down where adjacent forms are shorter and / or more finely scaled, in particular at the 37th Avenue edge.
- .4 Varied Forms.** Variety of building form and open spaces is sought. In particular, the Ontario Street edge should have a variety of buildings masses and spatial arrangements to provide shafts of morning sunlight on Ontario Street and views through to the Central Spine.
- .5 Pedestrian Corridors.** There should be two pathways between the Central Spine and QE Park. The buildings should frame these corridors to animate them and reinforce wayfinding.
- .6 Tree Retention.** Buildings should respect existing tree root zones by holding back foundations and underground parking levels. Specifically, the large trees along 37th and Ontario should be preserved, and a large tree on the western side of the Central Spine at the east end of the southern pathway connection.
- .7 Parking / loading access.** Access points should be taken from the Central Spine; however, care must be taken to reduce the visual impact of access point visible from the Community Plaza.

2.2 Quadrants

2.2.3 Southwest Quadrant (Cont'd)

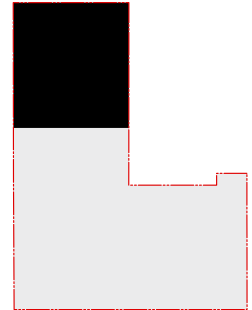


2.2 Quadrants

2.2.4 Northwest Quadrant

Intent

The Northwest Quadrant is also intended to form a transition between the expansive green spaces of QE Park and the concentrated activity at the Central Spine. A strong connection between these spaces is desired by way of two pedestrian pathways. The buildings within the parcel should frame and animate the surrounding public realm with particular focus on the Wedge Park edge and the Central Spine edge. Specific guidance is provided below.



Guidelines

- .1 Legibility.** The buildings should play an important role in helping to define and make legible this quadrant. Therefore, there should be: a) a landmark building on the northeast corner of the Wedge Park to anchor the park and offer a visual terminus to the view looking north on the Central Spine; and, b) an activated street wall on the Wedge Park's northern edge with ample residential front doors and generous windows.
- .2 Open Space Solar Performance.** The internal open spaces in this quadrant should be oriented to QE Park in order to permit park views and receive good afternoon and late-day solar exposure.
- .3 Transitional Forms.** The height and bulk of buildings should transition down where adjacent forms are shorter and / or more finely scaled, specifically at the 33th Avenue edge and the laneway on the eastern edge.
- .4 Varied Forms.** Variety of building form and open spaces is sought. In particular, the Ontario Street edge should have a variety of buildings masses and spatial arrangements to provide shafts of morning sunlight on Ontario Street and views through to the Central Spine.
- .5 Pedestrian Corridors.** There should be two pathways between the Central Spine and QE Park; the southern pathway should connect on the east side of the Central Spine with the planned pathway through the Northwest Quadrant. The buildings should frame these corridors to animate them and reinforce wayfinding.
- .6 Tree Retention.** Buildings should respect existing tree root zones by holding back foundations and underground parking levels. Specifically, the large trees along 33rd and Ontario and a large tree on the eastern side of the Central Spine at the east end of the southern pathway connection should be preserved.
- .7 Parking / loading access.** Access points for the buildings on the west side should be taken from the Central Spine and for the buildings on the east side from the laneway.

2.2 Quadrants

2.2.4 Northwest Quadrant (Cont'd)



3. Building Massing

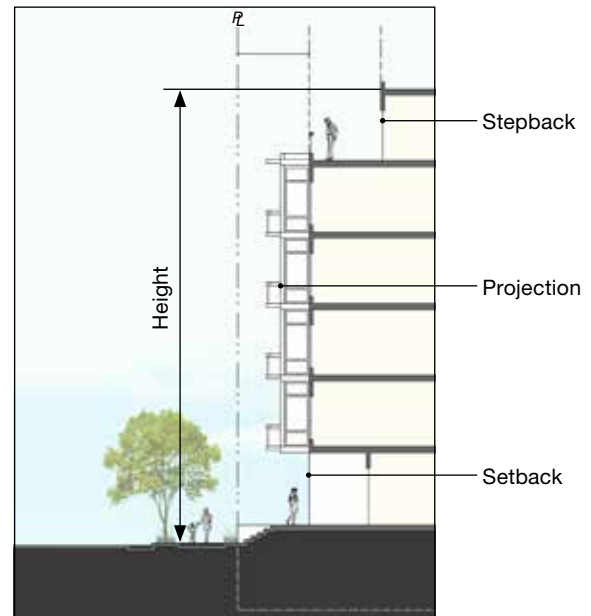


3.1 Introduction

At the individual building massing level, these design guidelines are intended to guide the design development of buildings to ensure that they carry through on the aspirations of the Little Mountain Policy Statement.

Building massing guidelines include:

- Height, including upper floor Stepbacks
- Length
- Separation
- Ground Floor Setbacks
- Projections



Maximum building heights are defined within the Little Mountain CD zoning bylaw. Within the maximum heights, considerable sculpting is expected, with guidance provided herein, and in the preliminary form of development. Building length and separation guidelines are provided to ensure building massing is fine grained, while ensuring livability for residential units. Setback, projection and stepback guidelines apply to one of the vertical building segments, which include:

- **Base:** The bottom two floors of residential buildings and bottom floor of buildings with non-residential uses at grade. Setback guidelines apply to the base of a building.
- **Middle:** The floors above the base that make up the primary building façade. Projection guidelines apply to the middle portion of a building.
- **Upper:** The upper floor of shorter buildings or the upper floors of taller buildings. Stepback guidelines apply to the upper portion of a building.

Building Base



Building Middle



Building Top



3.2 Height

Intent

Overall building heights within each parcel are defined in the CD Zoning Bylaw; however, additional aspects of building height are addressed in these guidelines in accordance with the Policy Statement. Guidelines regarding height are intended to:

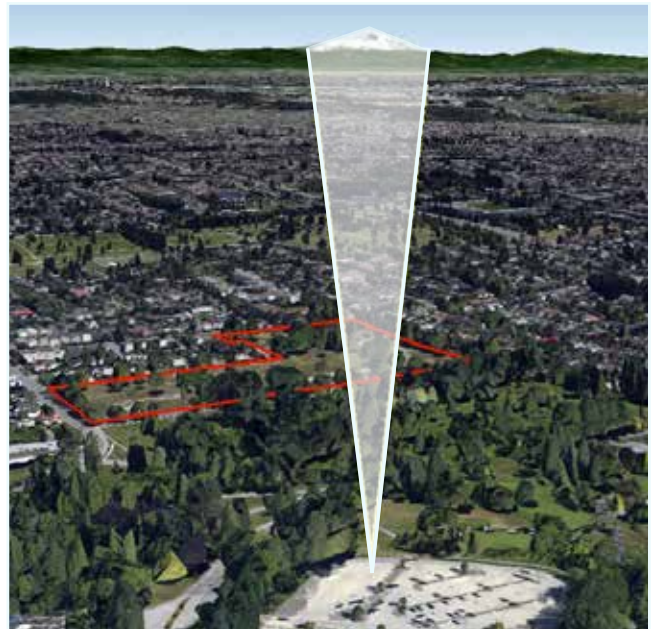
- protect views from Queen Elizabeth Park towards Mount Baker,
- preserve solar access on the Wedge Park and Community Plaza, and
- ensure taller buildings transition towards adjacent residential areas.

Building upper floors are stepped back to provide a transition between the development and adjacent residential neighbourhoods; to minimize shadowing on the Wedge Park and Community Plaza; to reduce apparent building height; and, to transition between taller and shorter buildings within the development.

Guidelines

- .1 Mount Baker View** – Building heights in the southern portion of the site should sit well below the horizon and the view of Mt. Baker from the top of Queen Elizabeth Park.
- .2 Solar Access** – Buildings should be designed to maximize solar exposure, taking into consideration building placement and planting design while also considering their effect on adjacent public spaces, building designs and intended uses. Hours and times of sun exposure should be carefully considered in the urban design of public open spaces and the relation of adjacent building heights.

Mount Baker View



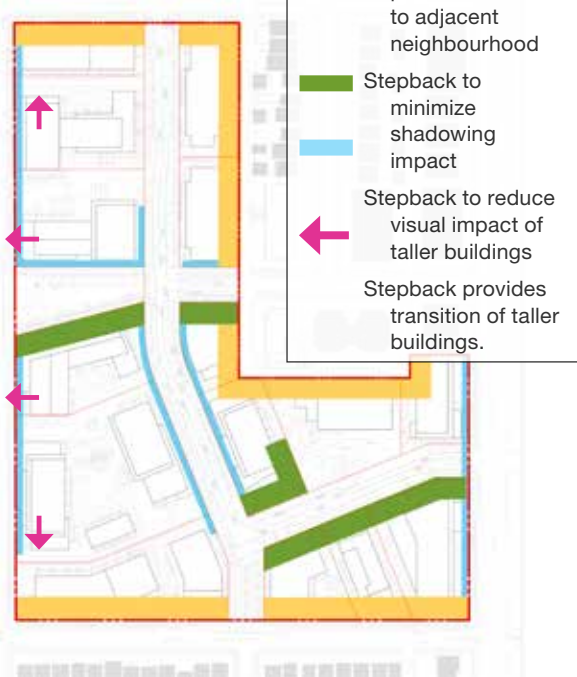
3.2 Height (Cont'd)

.3 Stepbacks – required on the building sides indicated on the Stepback Plan below.

.4 Stepback Distance – Upper floor stepbacks from the primary building façade should be determined according to impact that is being mitigated (eg. park shadowing mitigation may result in greater stepbacks than those intended to reduce apparent building height).



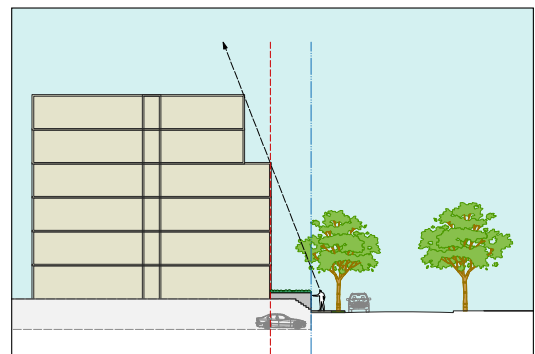
Stepback Plan



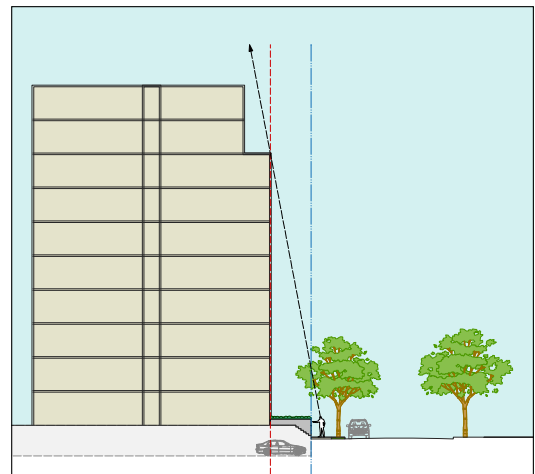
Building Height Transition.



Stepbacks Transition To Adjacent Neighbourhood.



Stepbacks Reduce Apparent Height.



3.3 Length & Separation

Intent

Building lengths are defined to increase visual porosity throughout the site, and minimize building bulk. Building separation is outlined to enable buildings to enclose and define at-grade spaces (eg. Community Plaza), while ensuring that residential units maintain adequate separation for both solar access and privacy / livability. Building separation is intended to apply to building faces that provide the primary outlook from residential units.

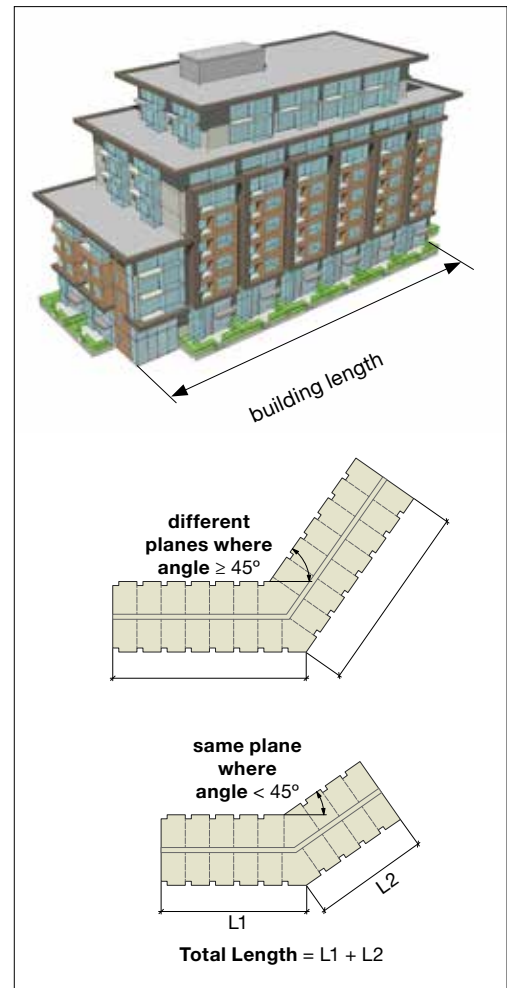
Guidelines

- .1 Building Length** – Building program should balance street-oriented uses with pedestrian permeability when considering maximum building lengths. Building façades that change at an angle less than 45° are considered to be on the same plane, whereby the maximum building length is the total length of both façades; façades that change at an angle greater than 45° are considered to be on different planes, and should be considered individually when determining maximum building lengths.

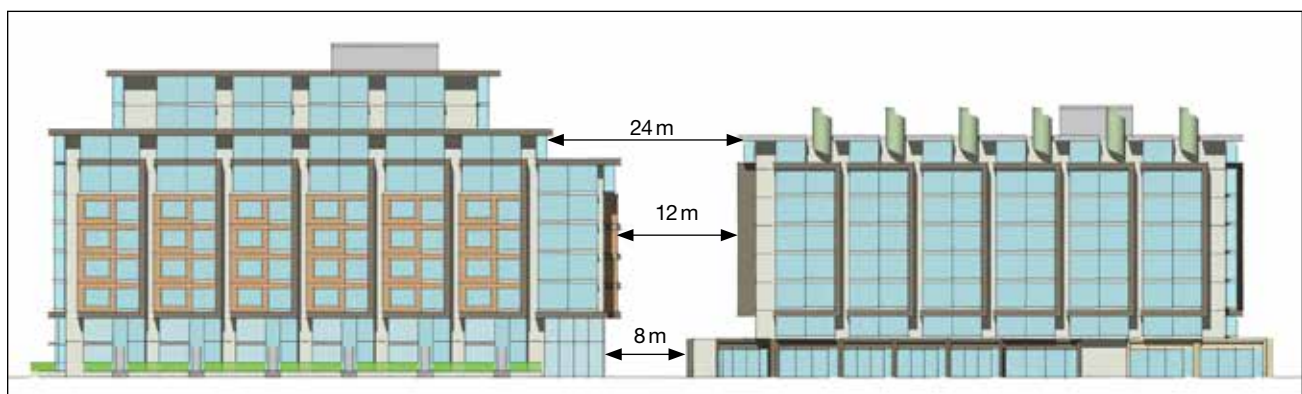
As a general guideline, buildings should not exceed 65 m in length, as measured along a public street or public open space, with the exception of buildings fronting Main Street (between 37th Avenue and 36th Avenue) which may be built the full length of the block.

- .2 Building Separation** – The following minimum separations serve as a guideline:
 - 3 stories or less: minimum separation of 8 m (26 ft)
 - 4 - 7 stories: minimum separation of 12 m (40 ft)
 - 8 stories and higher: 24 m (80 ft)

Building length



Building Separation



3.4 Setbacks

Intent

Building setbacks from public streets, parks and open spaces apply to the ground floor to provide a suitable transition between the private and public realm, to allow for outdoor living opportunities, to protect existing trees, and allow for the implementation of the linear rain garden along the central spine.



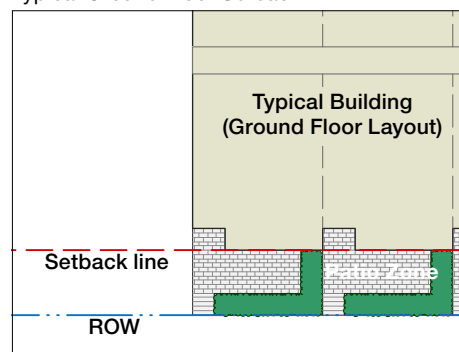
Building Setbacks Plan



Precedent – Linear Rain Garden



Typical Ground Floor Setback



Guidelines

- .1 Building Setbacks** – The ground floor uses of all buildings should follow the Building Setbacks Plan.
- .2 Typical Setback** – A typical setback of 3.7 m (12 ft) should be maintained for the base of all residential buildings facing a public street to allow for at grade patios. In certain circumstances, to allow for special architectural features on residential buildings, the setback may be relaxed to 2.4 m (8 ft).
- .3 Main Street** – A typical setback of 2.0 m (6.5 ft) will allow for a minimum 5.5 m from curb to building face to facilitate pedestrian movement on this shopping street. There may be additional setbacks to accommodate entries or other architectural features.
- .4 Tree Retention** – The site plan and building placement for Little Mountain have been organized around retaining and celebrating existing trees. Ensuring that buildings and underground parking structures are located and designed to ensure that the retained trees continue to thrive is an important condition of rezoning. As each individual building, street, and park design proceeds, appropriate measures for retention will be identified and documented. This may include additional setbacks beyond those contemplated at time of rezoning.
- .5 Linear Rain Garden** – Setbacks along the rain garden should be a minimum of 5.5m (18 ft), and increased as appropriate to create opportunities for seating areas, platforms and other design elements to provide unique and inviting places for the public to sit, enjoy and experience the integrated rainwater management feature and associated landscape. In general, the setbacks should comply with the approved preliminary form of development.
- .6 Wedge Park** – A typical setback of 4.25 m (14 ft) should be provided to permit at grade patios and a private pathway connecting the patios.
- .7 Lane** – Where pedestrian scale building heights (3 storeys or less) relate to laneways, a typical sideyard setback of 1.5m (5 ft) will allow for a small landscape buffer. Taller building heights adjacent to laneways may require additional setbacks.
- .8 Community Plaza** – In general, building setbacks in the Community Plaza area should comply with those provided in the approved preliminary form of development. Statutory rights-of-way may not apply to the entire setback area to facilitate outdoor seating areas and other activities that contribute to the public life of the space.

3.5 Projections

Intent

To allow for varied and visually interesting building façades, some elements of a building may extend beyond the ground floor setback.



Guidelines

- .1 Architectural Features** – Projections may extend half way between the required setback and the ROW.
- .2 Floor Area** – Projecting habitable floor area features such as bay windows and corner elements, provided they are not at the ground level, will be considered at time of development permit and will be assessed on contribution to the architectural concept, focal points and wayfinding, spatial quality, livability, and tree retention as appropriate.

Precedents: Projections enhance façade articulation and visual interest.



4. Building Design



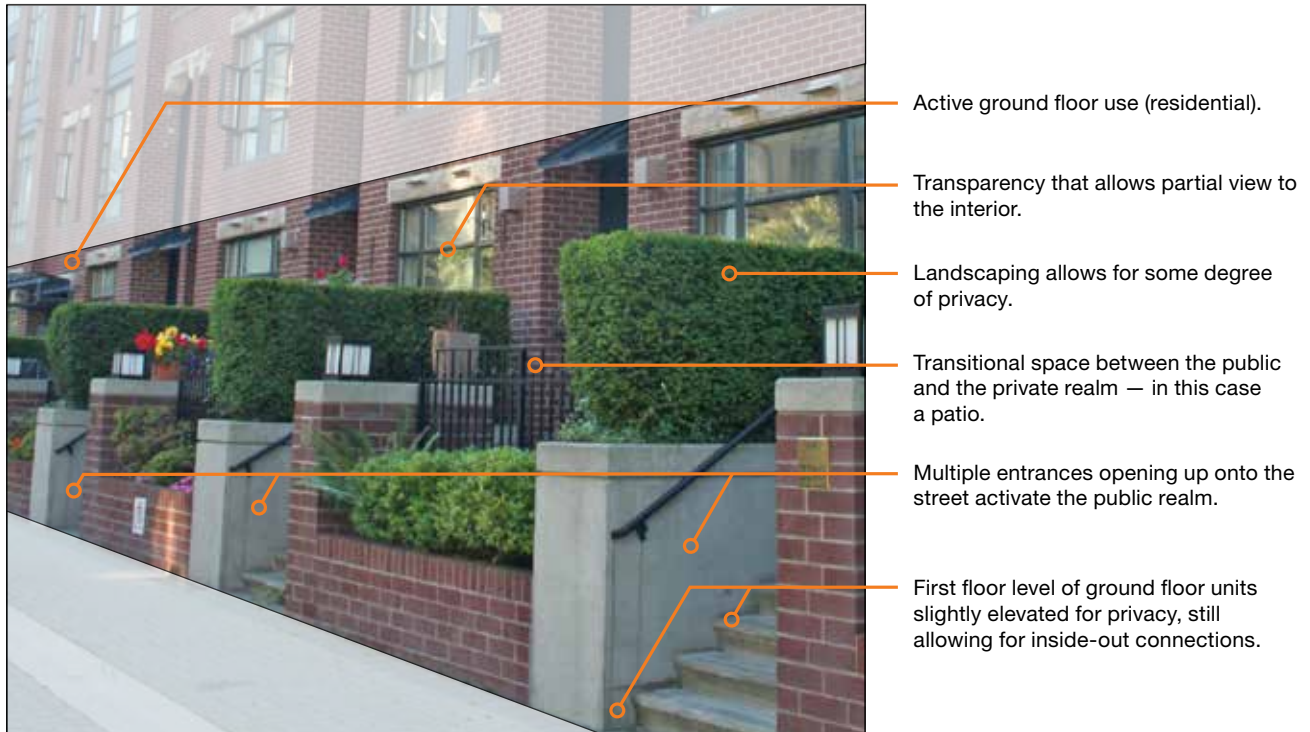
4.1 Base Activation

4.1.1 Residential Buildings

Intent

Residential building base activation is crucial to the visual and functional interface between the public realm and to a sense of neighbourliness, safety, and security.

Guidelines



Illustrative Precedent: Residential building base activation.

- .1 Active ground floor uses.** Ground floors of residential buildings should contain active uses including residential units, live-work arrangements, home offices, building amenities, and lobbies.

Storage, mechanical, building maintenance, and parking-related uses are discouraged as they do not activate the ground floor realm.

- .2 Transparency.** The ground floor should engage the street through windows oriented towards the public space; the added transparency increases the perception of neighbourliness and safety. For common areas such as lobbies and function rooms, a high degree of transparency is encouraged, especially in the human activity band ranging from the floor level to the building's main entrance door height. For residential units, the proportion of transparency may be reduced somewhat to account for privacy and safety concerns.

Blank walls are discouraged and should not extend for more than the length of a typical interior residential unit room.

4.1 Base Activation

4.1.1 Residential Buildings (Cont'd)

- .3 First floor level.** The level of the first floor of a residential building should be at or above sidewalk level, but below street eyesight level, to ensure a functional and visual connection between the two realms.

The ground floor level should broadly follow the sidewalk level, especially if ground floor units abut the public realm. Where substantial grade differences make this practice difficult to attain, variations are acceptable, provided that the main-entrance-side of the building maintains this connection to the public realm along most of its façade.

- .4 Transitional spaces.** It is encouraged that the setback between the property line and the building façade is designed as a semi-private transitional space between the public and the private realm. For individual units, spaces such as patios, stoops, and verandas create a sense of territoriality and increase the perception of safety while remaining visually accessible from the street. For main building entrances, transitional spaces may be more subtle, for example through paving material changes,



Encouraged: Slight grade separation and landscaping that allow for a visual connection between interior and exterior.



Encouraged: Multiple entrances of individual units directly facing the street that strengthen the functional ties between residents and the public realm.



Encouraged: Landscape elements that help transition from the public to the private realm, providing semi-private open spaces.

4.1 Base Activation

4.1.1 Residential Buildings (Cont'd)

landscape elements, or vertical definition such as awnings and marquees.

- .5 Multiple entrances.** Buildings should have multiple entrances at the ground floor level, directly connecting to the street or public realm – ideally through transitional spaces to encourage interaction of residents with visitors, neighbours, and other citizens. It is encouraged that all ground floor residential units have a direct and individual entrances to the public realm in order to maximize the perception of neighbourliness, safety, and security.



Encouraged: Creativity in the design of transitional spaces – in this case a small stoop with doors facing sideways.



Encouraged: Patio levels that follow the sidewalk levels to keep visual connection between the unit and the street.



Encouraged: Residential building main entrance with subtle elements that mark the transition from public to private property.

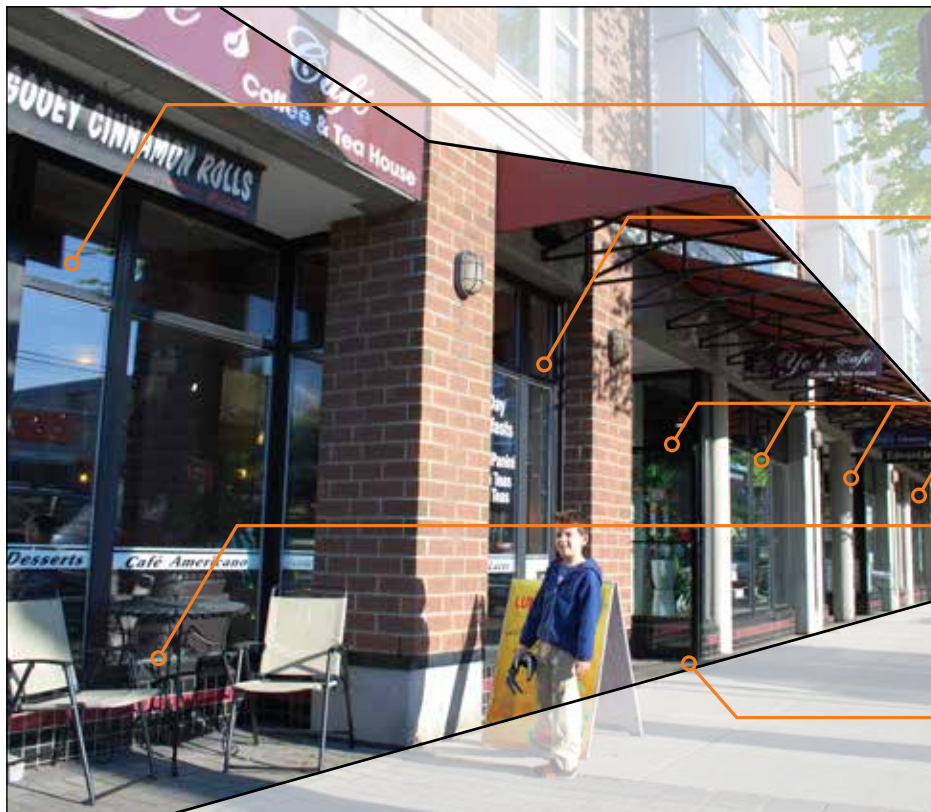
4.1 Base Activation

4.1.2 Non-residential Mixed-use Buildings

Intent

Non-residential building base activation is essential to encourage interaction between building occupants, customers, and passersby, to contribute to the liveliness and activity of the street, and to ensure commercial vitality for the stores.

Guidelines



Street-engaging ground floor uses that activate the public realm — retail in this case.

High degree of inside-out transparency that breaks up solid wall segments as much as possible.

Modular storefront bays that allow for individual store-front entrances.

Temporal active uses on sidewalk — here, a café — improves active interaction between building users and passersby.

First floor level flush with sidewalk increases physical connection of the building with the sidewalk.

Illustrative Precedent: Non-residential base activation.

- 1 Street-engaging ground floor uses.** Ground floors of non-residential buildings should contain active, street-engaging uses, especially at corners and in areas where high pedestrian traffic is expected. Shops, customer service areas, cafés and restaurants, artist spaces, displays, lobbies, as well as the community-accessible spaces of the Neighbourhood House and the Daycare are good examples of these uses.

Storage, mechanical, building maintenance, and parking-related uses are discouraged along the building face as they do not activate the ground floor realm.

- 2 Transparency.** The ground floor should engage the street through ample glazing oriented towards the public space to allow for inside-out visibility. Most of the first floor façade in the human activity band ranging from the floor level to the building's main entrance door height should be completely transparent. If non-residential spaces follow in the floors above, it is recommended that they have a similar transparency rate as the ground floor façade.

4.1 Base Activation

4.1.2 Non-residential Buildings (Cont'd)

Non-transparent surfaces should be broken down along the façade; blank walls are discouraged and should not be more than a small fraction of the ground floor building face.

- .3 Modularity and multiple entrances.** Non-residential buildings should be conceived as a series of small-scale commercial unit modules. It is encouraged that each module have its own transparent shopfront display and an individual entrance to the public realm in order to increase inside-out permeability and flexibility of use.

Nonetheless, larger retailers such as a grocery store may consolidate the entrance point at one location, provided that some level of façade modulation reflecting the upper floors' vertical articulation is maintained.

- .4 First floor level.** The level of the first floor of a non-residential building should ideally be at grade in respect to the adjacent sidewalk to ensure both a functional and a visual connection between the two realms. Where grade differences exist, it is encouraged that the interior ground floor level of the building follows the elevation of the abutting sidewalk.



Encouraged: Storefront bays articulated at regular intervals, each with its own direct street-level entrance.



Encouraged: Transparent retail modules that minimize non-transparent surfaces and breaks them into smaller-scaled pieces.



Encouraged: Commercial first floor level that matches and follows sidewalk level.



Encouraged: Building uses that open up to the street – particularly at corners.

4.1 Base Activation

4.1.2 Non-residential Buildings (Cont'd)

- .5 Active-use setbacks and sidewalks.** Setbacks and sidewalks are encouraged to contain temporal active uses such as seating, tables, produce and flower stands, etc., that foster interaction between the ground floor uses of the building and the users of the public open space. Access to the building face should always be possible for passersby; separation of the building face from the sidewalk through walls, landscaping elements, or obstructive grade changes is discouraged.



Encouraged: Activation of the façade through the extension of interior building activity towards the public realm.



Encouraged: Land uses on the ground floor that activate the public realm; in this case café seating on the setback area.



Encouraged: High glazing transparency that extends above the door height.

4.2 Main Entrances

Intent

Good pedestrian entrance design is important to intuitively guide visitor to the main entry of the building and to activate the immediate public realm through pedestrian circulations.

Guidelines



Lobby area opens up to similar-scaled entrances: one to the street, on to the shared open space.

Main entrance oriented directly to the street.

Architectural prominence makes main entrance easily identifiable; here it is achieved through scale, the recess, and the overhang.

The use of the building is transmitted intuitively to passersby; in this case, more domestic-scaled artwork, water feature and signage tell that this is a residential entrance.

Illustrative Precedent: Residential building main entrance.

- .1 Orientation to street.** Main entrances should always be oriented to the street they face. If a building faces two or more streets, it is advisable that the main entrance be located at the corner or on the street with more visibility and/or more expected pedestrian traffic.

In cases where buildings face a street on one side and an open space on the adjacent or opposing side, it is encouraged that the lobby area opens to both of these outdoor areas, generating an entrance to the open space of analogous characteristics than the one fronting the street.

- .2 Prominence.** Main entrances should be prominent, clearly identifiable, and scaled appropriately to their importance in respect to secondary street-level entrances, for example ground-floor residential units or individual retail bays. In all cases, pedestrian entrances should be far more conspicuous and visible than vehicular entrances.

It is recommended that this prominence be expressed by façade modulation, recessed doorways, taller building volumes, canopies, lighting, public art, water features, entrance plazas, special materials, landscaping and other similar strategies.

4.2 Main Entrances (Cont'd)

- .3 Differentiation by use.** The building's use should be self-evident by the design of its main entrance and its immediate setback area, especially if a building has different entrances serving different uses. If this is the case, it is advisable that the entrance to the non-residential portion of a building be located on the street with most pedestrian/vehicle activity, while the residential entrance be placed around the corner facing a calmer environment.

Strategies for differentiation by use may include different transparency into the lobby area, interior design that responds to the upper-floor use, use-specific elements in the setback zone, differentiated separation from the street, and distinct signage types. Non-residential entries typically should have more prominent entrances than their counterpart residential buildings.



Encouraged: Clear distinction of retail-use entrance through scale, signage, and product displays on the setback zone.



Encouraged: Emphasis of a building's entrance – in this case through use of a recess and a overhanging canopy.



Encouraged: Architectural emphasis of building's main entrances – in this case through the use of special massing, distinct materials, and increased transparency.



Encouraged: Scale of entrance proportional to the use it serves – in this case a large grocery store that requires a wide entryway.



Encouraged: Entrances that signal the use of the building it serves; here, the trellis, the recess, and the lush landscaping convey the residential use.



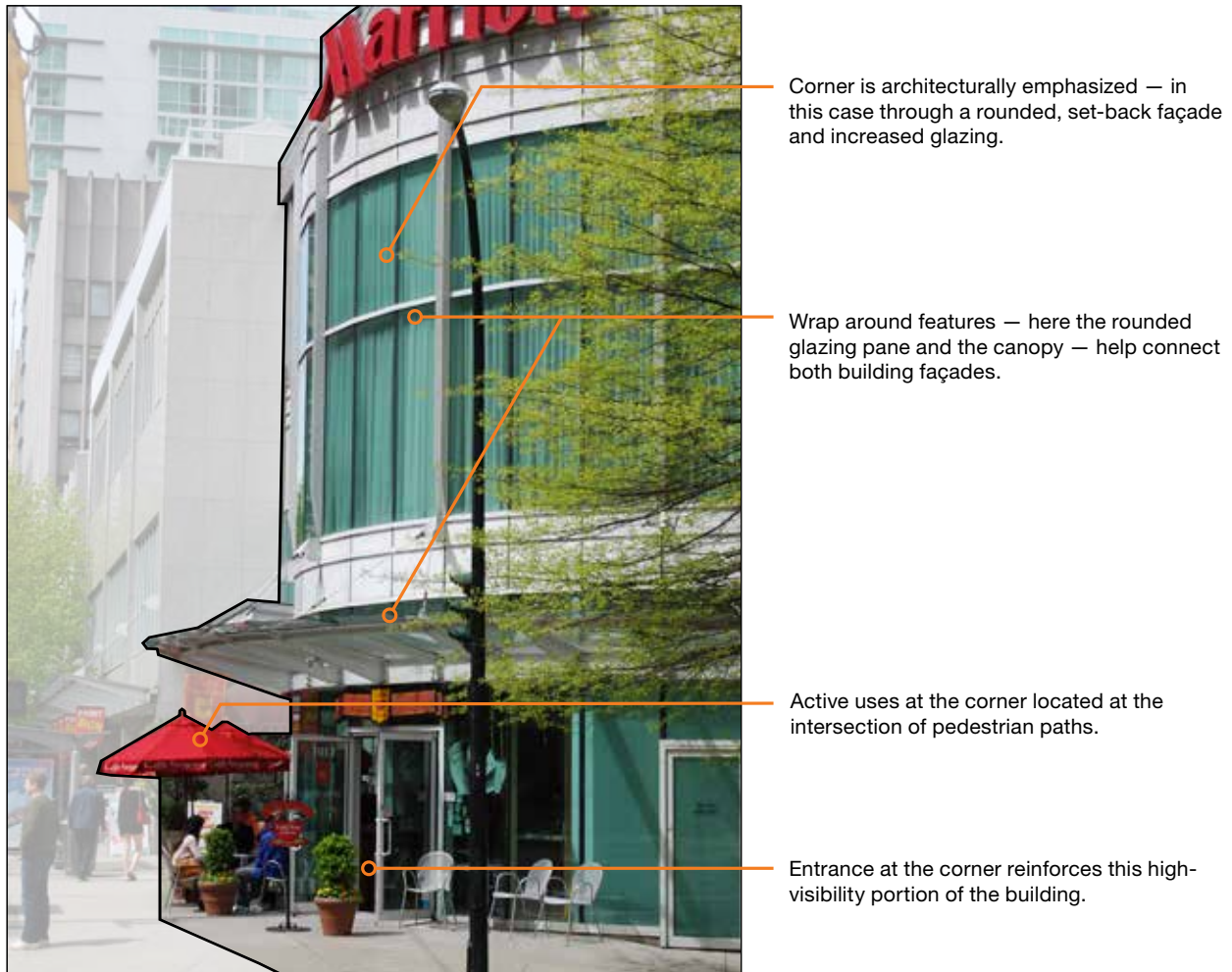
Encouraged: Use of the entrance setback zone to transition between the public realm and the particular use of the building.

4.3 Corners and Focal Points

Intent

Corners and focal point treatments are key to strengthen the identity and character of Little Mountain, to punctuate gateways and intersections, to spatially define streets and blocks, and to contribute to intuitive wayfinding and orientation.

Guidelines



Encouraged: Articulated corner design that is activated by entrances and emphasized by wrap-around features.

- 1 Architectural emphasis.** Buildings at intersection locations and at key focal points of street sightlines should be given special attention to reinforce their role as urban markers and/or gateways. This may be achieved through differentiations in the architectural expression of corners and key façade areas. Examples include changes in massing, vertical articulation, contrasting façade finishes and materials, increased transparency, and façade enhancing elements such as masts, screens, and projections.

These design actions may warrant small variations in terms of setbacks, stepbacks, and heights, provided the intent of this guideline is met.

4.3 Corners and Focal Points (Cont'd)

- .2 Wrap-around features.** It is encouraged that, when buildings or elements of buildings turn the corner, both faces are designed with a compatible architectural design.

Elements such as corner windows and wraparound awnings may contribute to tie-in both faces for façades that are treated differently on each side because of functional, orientation, or other justified reasons.

The plan on the next page shows major sightlines, focal points from public rights-of-way, important intersections and potential neighbourhood gateways — all of which would benefit from strong architectural treatments.

- .3 Main entrance at corners.** Pedestrian main entrances for the non-residential uses of a building are encouraged to be located at the corner, where pedestrian circulations concentrate and where they would add to the architectural punctuation of the corner. When this is not feasible or practical, an entrance to the corner ground floor retail, commercial, or community use – if existing – should be considered instead.



Encouraged: Architectural emphasis at corner through different massing, height, materials, and setbacks.



Encouraged: Building corner that defines the street, the intersection, and the block.



Encouraged: Architectural punctuation at corner that creates urban markers or neighbourhood gateways.



Encouraged: Connection between façades at corners through wrap-around features – in this case a rounded-off balcony.

4.3 Corner and Focal Points (Cont'd)



- ✱ Major neighbourhood focal point
- ✱ Secondary neighbourhood focal point
- █ Primary corner treatment encouraged
- |||| Secondary corner treatment encouraged
- ↔ Gateway treatment encouraged

Encouraged: Corner and gateway treatment locations.



Encouraged: Building design that acknowledges, frames, and enhances existing focal points.



Encouraged: Alignment of building access with street and path sightlines.



Encouraged: Distinct wrap-around window element that connects two building façades.

4.4 Roofs

Intent

Good roof design contributes to a distinctive, coherent, and integrated building and neighbourhood design, to resident livability, and to advance sustainable practices.

Guidelines



Illustrative Precedent: Roof designs.

- 1 Integrated design.** It is encouraged that the roofline is emphasized in building design to reinforce its role as the top of the building. Roofs present an opportunity for architectural expression and emphasis, but also need to formally integrate with the neighbouring buildings.

Articulation may be achieved through a distinctive roof element that differentiates itself from the rest of the building or by modulation of the upper floors' massing and detailing. Elevator / stair cores should be part of the integral roof space design.

- 2 Fifth façade.** Roofs should be designed as 'fifth façades' to provide an attractive view from above. Rooftop mechanical equipment should be screened from view of neighbouring units. Screening materials should enhance and be compatible with the overall building material and colour palette. Wherever possible, roof mechanical exhaust vent and equipment should be clustered and set back from the edge of buildings that are visible from the street or the open spaces below.

4.4 Roofs (Cont'd)

- .3 Usable roof space.** Usable terraces on building roofs, stepbacks, and podiums are encouraged whenever possible. These spaces may be enhanced by open structures such as trellises and pergolas that should be designed as part of the overall roof / building concept.
- .4 Sustainable design on roofs.** It is encouraged that the roof space is extensively utilized for sustainability purposes wherever feasible, including green roofs, edible landscapes, rainwater retention and / or collection, and solar / wind energy production. Roofs should be designed to be thermally efficient and to reduce the heat island effect.



Encouraged: Use of roof elements as an important façade articulation and modulation tool.



Encouraged: Sculptural design of building rooflines through vertical elements that shield mechanical equipment.



Encouraged: Emphasis of building volumes through roof overhangs.



Encouraged: Stepback roofspace destined for private outdoor patios.



Encouraged: Usable roof terraces atop building podiums.



Encouraged: Accessible green roofs and rainwater management.



Encouraged: Edible landscaping and urban agriculture on rooftops.



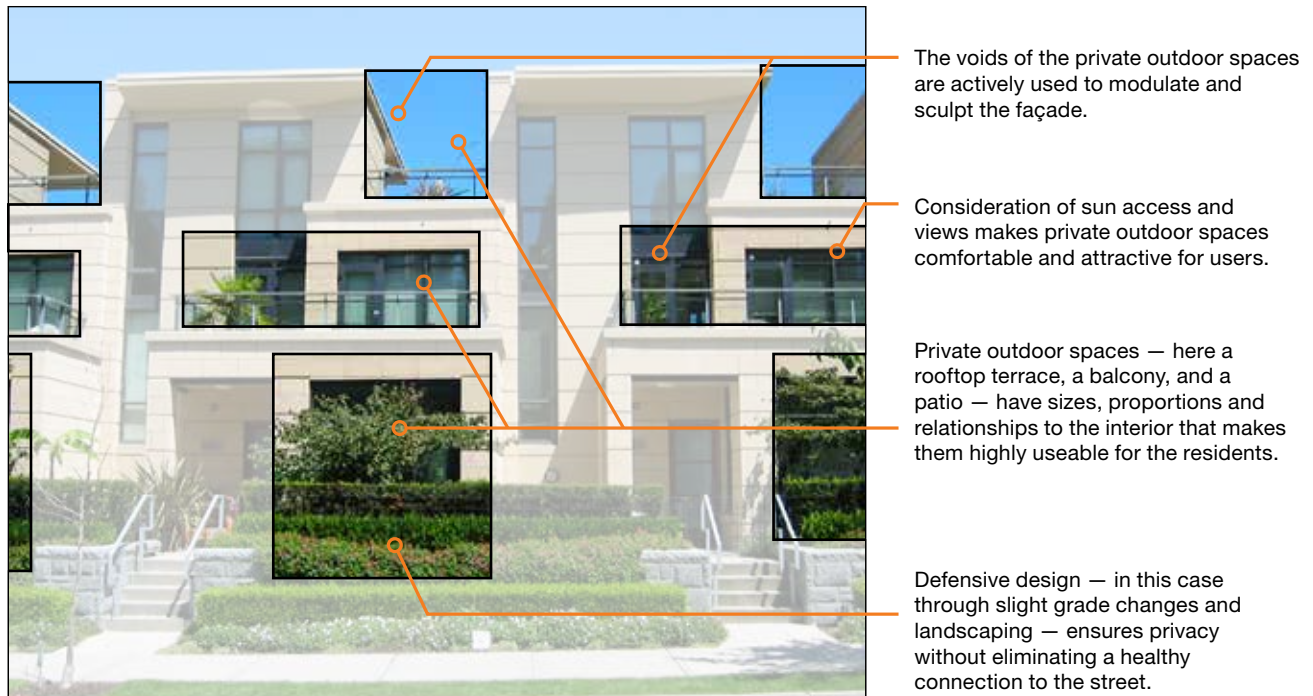
Encouraged: Active use of roofs for energy production.

4.5 Private Outdoor Spaces

Intent

Private outdoor spaces such as patios and balconies are important building components to modulate and articulate the building's façade, to increase the livability for residents, and to allow for casual neighbourhood encounters while ensuring a privacy buffer.

Guidelines



Illustrative Precedent: Residential outdoor spaces.

- 1 Usability.** Private outdoor spaces should have proportions and dimensions for comfortable use by residents, usually determined by the ability to adequately fit two chairs and a small table into the space, at minimum.

It is encouraged that the outdoor spaces are designed in such a way that they can easily become an extension of the living area within the unit.

- 2 Appropriate orientation.** Private open spaces should be designed to maximize solar access, views, and privacy, all of which increases the attractiveness for residents to use the space.
- 3 Defensible design for residential units.** Transitional spaces should clearly define them as belonging to the residents of an individual unit, while at the same time encouraging neighbourly interaction. The following means may be utilized:
 - **Grade separation.** As one of the most effective means of balancing privacy with inside-out interaction, it is encouraged that patios, stoops, and verandas should be elevated slightly above the street level. If this is not viable, landscape treatments (see below) can signal the transition to the semi-private realm. Lower-than-street-level spaces are discouraged, as they impact negatively on resident privacy.

4.5 Private Outdoor Spaces (Cont'd)

- **Landscape treatments.** Gates, railings, low walls, and landscaping can provide a buffer from the public realm and create a clear distinction between public and private property. These elements should not be higher than eyesight height from the sidewalk.

.4 Integration and Façade sculpting. Patios, balconies, terraces and other similar private outdoor spaces are encouraged to be used as major façade sculpting tools that strongly contribute to building massing, modulation, and articulation.

Add-on private open spaces or continuous balcony rows that are not integrally conceived with the building design and do not engage the building volumes to their sides and back are discouraged.



Encouraged: Design of balconies and patios that, are usable and allow for resident personalization.



Encouraged: Defensible design through landscaping that increases privacy of private patios.



Encouraged: Balcony and patio design as a tool for façade modulation and articulation.



Encouraged: Different types of private open spaces functionally and aesthetically integrated to the building.



Encouraged: Ability to extend the living area to the private outdoor area.



Encouraged: Balconies that maximize solar access, views, and privacy.

4.6 Overhangs

Intent

Overhanging elements such as awnings, canopies, marquees, and sunshades are important to provide protection and shelter from the elements and to contribute to the character and identity of buildings and stores.

Guidelines



Passive design elements — here sunshades — to minimize heat gain in the summer.

Rain canopy that protects pedestrians walking along non-residential frontages.

Fixed canopy design without vertical supports that utilizes durable and transparent materials.

Illustrative Precedent: Overhangs on first and upper floors.

- .1 Ground floor overhangs.** Awnings and canopies that protect pedestrians from rain, sun, and wind should be located over main entrances of residential buildings and along non-residential ground floor facing sidewalks. In non-residential buildings, awnings and canopies should strive to provide a continuous sheltered environment for pedestrians along major circulation routes.
- .2 Use for passive design.** Sunshades are encouraged to be used on all floors over windows and open private spaces as passive design elements, especially on south and west façades.
- .3 Functionality and design.** Overhanging elements should add to the overall appearance of the building. Awnings and canopies should provide ample height for circulation and allow space for sidewalk trees to grow. Vertical supports or lateral closures in the public spaces or setback areas are not acceptable.

4.6 Overhangs (Cont'd)



Encouraged: Continuity of canopies for rain protection along the whole building façade.



Encouraged: Permanent structures with durable materials – in this case a steel and glass canopy.



Encouraged: Trellises and sunshades over rooftop balconies and patios.



Encouraged: : Screens of different types for building passive design.



Encouraged: Weather protection for individual residential entrances.



Encouraged: Canopies at main entrances of residential buildings.



Encouraged: Canopies for sun and rain protection on non-residential ground floor frontages.



Encouraged: Canopies over bicycle parking areas.



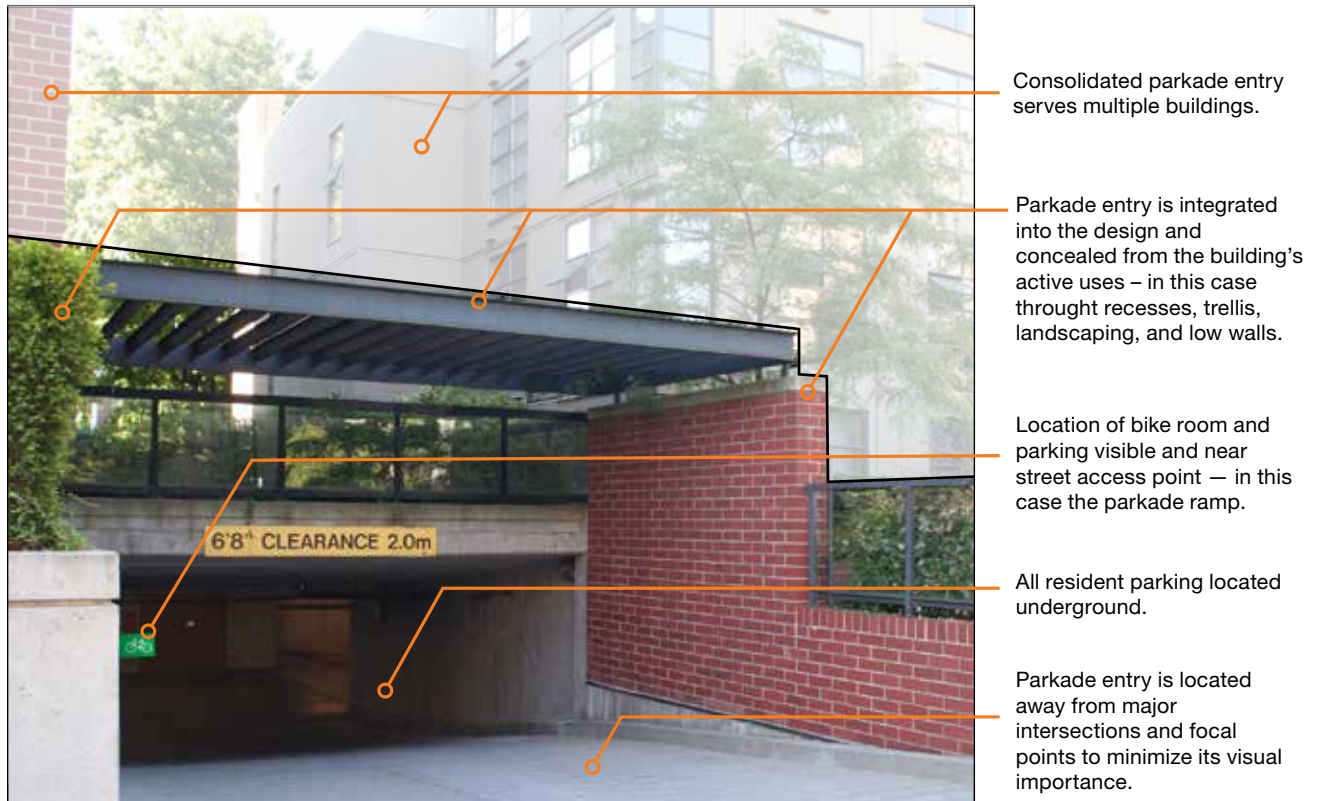
Encouraged: Sunshades for south and west façades.

4.7 Parking and Loading

Intent

Careful design of parking and loading facilities are key to provide an active and safe pedestrian environment and to minimize their negative impact on the streetscape and other public spaces.

Guidelines



Illustrative Precedent: Consolidated and recessed residential parking entrance partially concealed by canopy and landscaping and located away from main street sightlines.

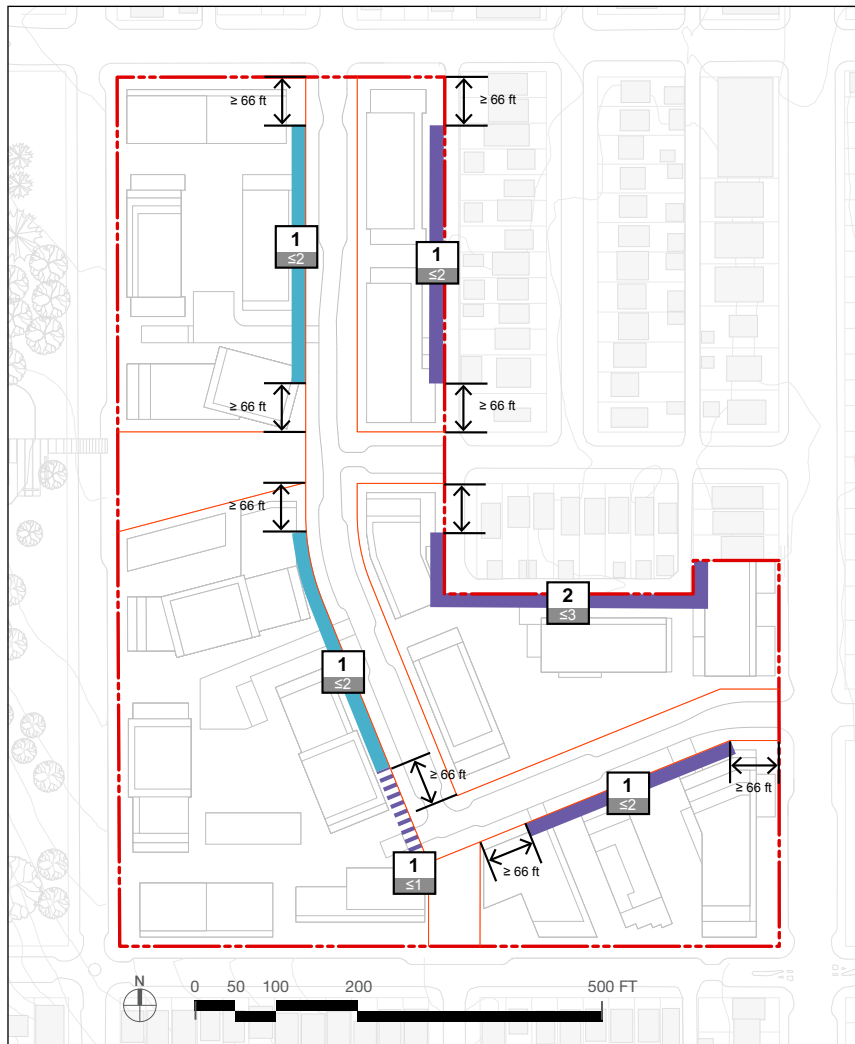
- .1 Consolidation of parkade entries.** It is encouraged that parkades serve multiple buildings so that parkade accesses can be consolidated into a single entry/exit location. Parkade entries should not be wider than strictly necessary and should not have more than two lanes – one for entry, and one for exit.
- .2 Placement of parkade entries.** Parkade entries should be located along the bands indicated in the plan on the next page. They should not be located on a building face that fronts a public park or a public open space; they are also not allowed along Ontario Street and 33rd and 37th Avenues.

It is recommended that parkade entries be located away from focal points and direct sightlines and away from intersections or areas with increased pedestrian or vehicular traffic. Depending on parcel size, form, and location, parkade entry may be directly into the building or through an internal drive court.

4.7 Parking and Loading (Cont'd)

- .3 Concealment and integration.** Building and public realm design, particularly at street level, should always be prioritized over parkade access. Parkade entrances should not dominate a building façade; measures such as recessing the parkade entrance or locating it on the back of the building are encouraged.

Measures to minimize ramp visibility, vehicular noise, and headlight glare, such as canopies, landscaping, adequate orientation, and visual screens, are encouraged.



- | | | | |
|--|---|--|---|
| | Direct building parkade access | | Recommended number of vehicular access points |
| | Parkade access through inner drive court | | Maximum number of vehicular access points |
| | Parkade access only if buildings cannot have other vehicular access | | |

Encouraged: Number and location of vehicular access to parking.



Encouraged: Concealment of parking entrance through landscaping and canopy coverage.



Encouraged: Parking areas or accesses not immediately visible from the public realm and located on secondary streets.



Encouraged: Tucked-away loading areas that are not immediately visible from the street or the active uses of the building.

4.7 Parking and Loading (Cont'd)

- .4 Above-grade parking.** Above grade parking is generally discouraged, but if required for a specific building function, for example for Daycare drop-off, it should be behind buildings, not fronting the street, and screened by appropriate landscaping.
- .5 Bicycle parking.** It is encouraged that resident bicycle parking be located on the first parking level near the parkade ramp for easy access for residents. To the extent possible, bicycle parking should be complemented by facilities for bicyclists, such as a workshop, washing station, lockers for helmets and rain gear, and dedicated storage space for children's tricycles and bike tow trailers. If access to bicycle parking is through a stairway, it is recommended that they are fitted with bicycle stairway ramps. Visitor bicycle parking should be located in racks at street level near the main building entrance.
- .6 Loading.** In a building of more than 100 units where on-site loading is required, this space should be concealed from view of the public realm to the degree possible.



Encouraged: Parking entrance secondary to pedestrian entrance – in this case achieved through reduced scale, recessed location, lower level, and prominent artwork placement.



Encouraged: Pedestrian-scaled, active uses near parkade entrance that reduce the former's importance.



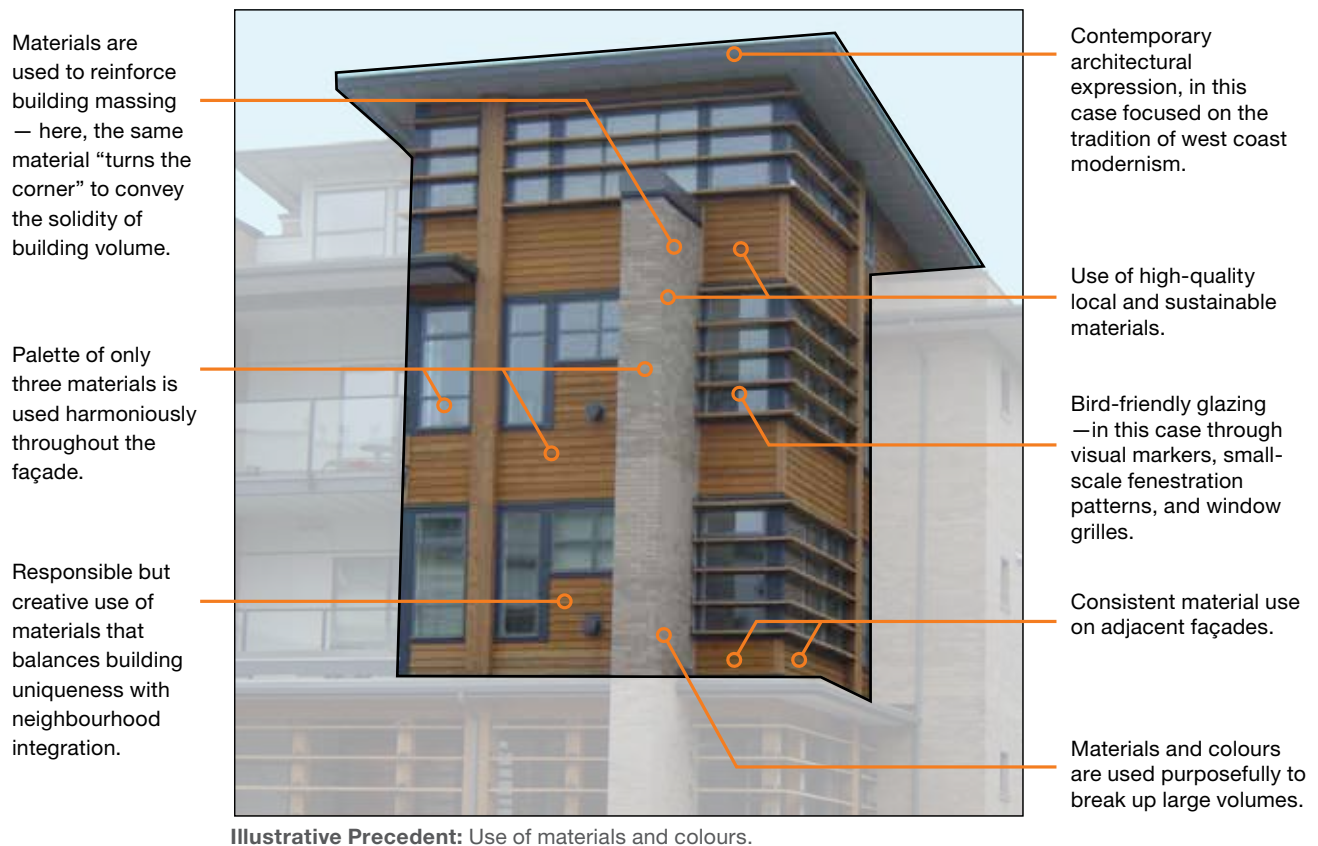
Encouraged: Easy access to bicycle parking areas – here through a bicycle stairway ramp.

4.8 Materials and Colours

Intent

Materiality and colour are important to accentuate individual buildings and portions of buildings, to break up the façade of a building, to contribute in a thoughtful manner to the overall fabric of the neighbourhood, and to provide a feel of quality to the public realm.

Guidelines



- .1 Responsible and conscientious use.** A balance between variation and unity and between singularity and integration should be sought in the use of materials, colours, and patterns on buildings. The use of more than one but less than four distinct materials and colours are encouraged to achieve this balance.

Different materials and colour palettes should be harmonious, but may also contrast in some instances to highlight unique / important building elements, such as corners, entrances, or common amenity spaces. Materials, colours, and patterns are ideal tools to break up larger contiguous building faces.

The use of glossy materials and overly busy/complex material patterns is, in general, not encouraged unless it aligns with this guideline’s intent.

- .2 Massing-reinforcing use of materials.** The use of materials, colours, and patterns should be integrated and reinforce the building’s massing design. Usually, each building volume should be treated with the same finish throughout, also on its sides, if visible from the outside. Building materials should turn the corner, both at the larger volume scale and at the more detailed face edge level.

4.8 Materials and Colours (Cont'd)

Ideally, front and side façades of a corner building should address both streets with a continuous and consistent material and colour palette. In those cases where a change of materials / colours from one façade to the next is advisable, for example because of streets with different character, the transition should be thoughtfully developed as an integral part of the design theme for the building.

- .3 High-quality, local, and sustainable materials.** Materials should be durable, of high quality and respond to the site's climate demands. Solid, natural materials without thin surface layering are encouraged.

To the extent possible, locally sourced materials should be used to help establish a material palette that works with climate, light, history, and culture. Sustainable and recycled materials are highly encouraged.

- .4 Bird-friendly glazing.** Building glazing design should consider bird collision reduction strategies,



Encouraged: Use of colour to enliven a neutral, monochromatic façade – in this case colour sunshades.



Encouraged: Durable materials – locally sourced, if viable.



Encouraged: Sustainable materials and components, including green walls.



Encouraged: Coordinated colour scheme that breaks up the façade, in this case distinguishing different floor levels.



Encouraged: Use of durable, solid materials that harmonize with adjacent landscaping colours.



Encouraged: Change in material pattern to emphasize building elements, in this case windows and entrances.

4.8 Materials and Colours (Cont'd)

such as visual markers / patterning for easy bird recognition, reduction of window reflection, recessed windows and volumes, balanced wall-to window ratios, small-scale fenestration patterns, and use of exterior nettings, screens, grilles, or shutters. It is highly recommended that these strategies be integrated to the overall building design rather than conceived as stand-alone features. For further information refer to Vancouver's Bird Strategy and Bird Friendly Building Design Guidelines.

- .5 Contemporary architectural expression.** Materials, colours, and patterns should be used to express architectural forms and practices of its time, ideally rooted in the west-coast, modernist tradition of Vancouver architecture. Recreations and imitations of architecture styles of the past, especially if they are merely add-on façade elements, are not encouraged.



Encouraged: Materials that emphasize the building's segments, in this case the base and middle portions.



Encouraged: Selective use of high-contrast colours to highlight specific building portions.



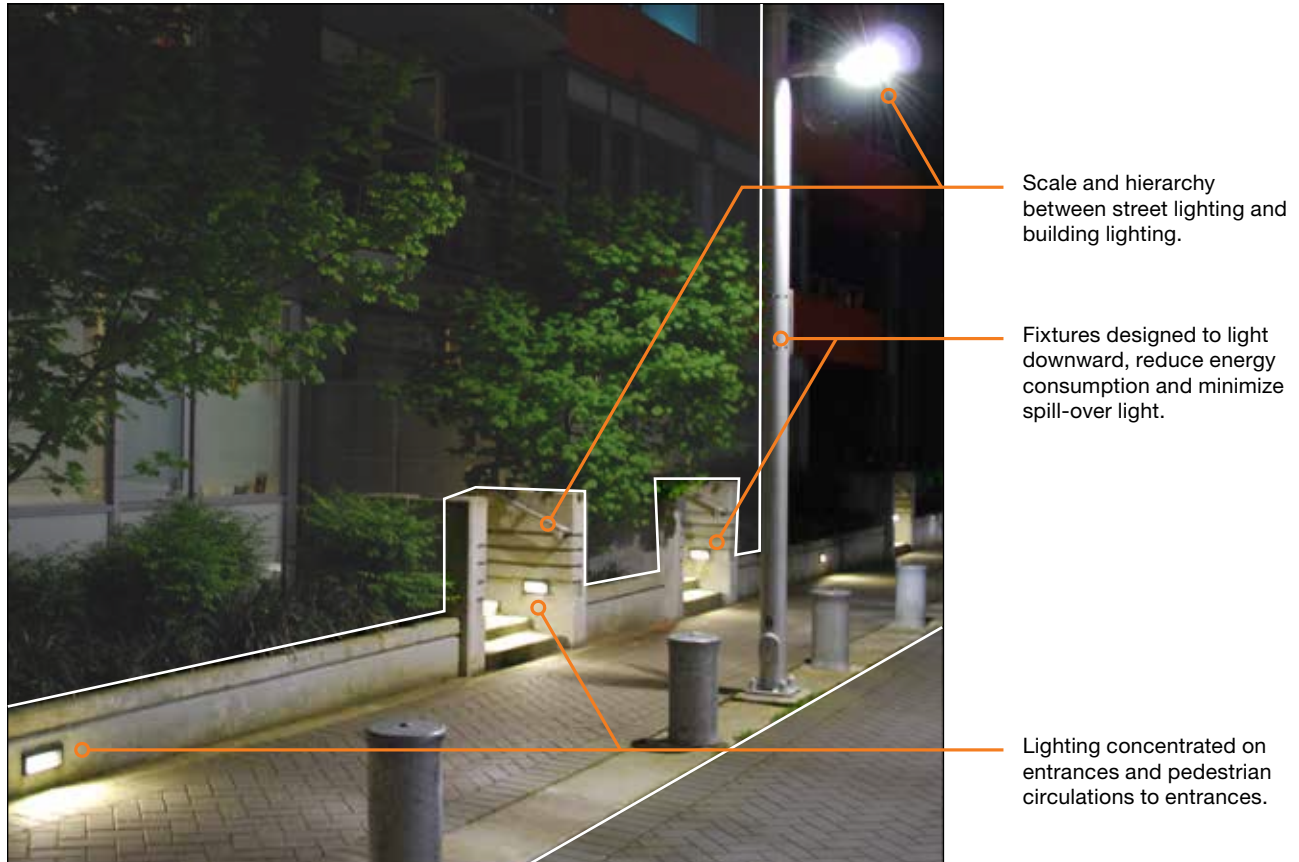
Encouraged: Building materials – here bricks – that turn the corner and give an image of three-dimensional solidity.

4.9 Building Lighting

Intent

Appropriate building lighting design is important to improve security and safety conditions, to reduce urban light pollution, and to reduce the negative beacon / urban glow effect for birds.

Guidelines



Illustrative Precedent: Building lighting.

- Fixtures and light orientation.** It is encouraged that lighting is integrated into the architectural design of the building, both to ensure adequate illumination and highlight key building elements. All light fixtures should avoid light being directed upwards and be purposefully designed to limit glare, to minimize spill-over light, and to eliminate light trespass into adjacent residential units.

Façade lighting only recommended for the non-residential portions of a building. In this case, building features should be lit downwards, not upwards.

4.9 Building Lighting (Cont'd)

- .2 Entrance lighting.** It is advisable that all primary and secondary building entrances and entrance circulations are lit by night. Building entrance lighting and streetscape lighting should be coordinated so that lighting levels and design of fixtures are compatible and proportional to the area they are designed to illuminate.
- .3 Reduced energy consumption.** Whenever possible, low energy consumption lighting and / or sensor or timer-based shut-off controls should be used for residential, pedestrian, and parking areas.



Encouraged: Spot-lighting of commercial signage that reduces light spill-over effects.



Encouraged: Downward facing lighting that eliminates light trespass into residential units.



Encouraged: Downward-oriented lighting fixtures.



Encouraged: Spot-lighting of garage entrances that minimizes spill light to the adjacent residences.



Encouraged: Low-intensity backlit commercial signage.



Encouraged: Lighting shut-off when retail use is closed.



Encouraged: Indirect lighting at residential entrances – in this case with illuminated house numbers for easy wayfinding.

4.9 Building Lighting (Cont'd)



Encouraged: Downward-oriented, indirect entry stairway lighting integrated into a patio's design



Encouraged: Downward-oriented façade lighting – but only for non-residential portions of buildings.



Encouraged: Coordinated lighting strategy that provides transition illumination between the building and the street.



Encouraged: Strategic lighting of residential entrances.

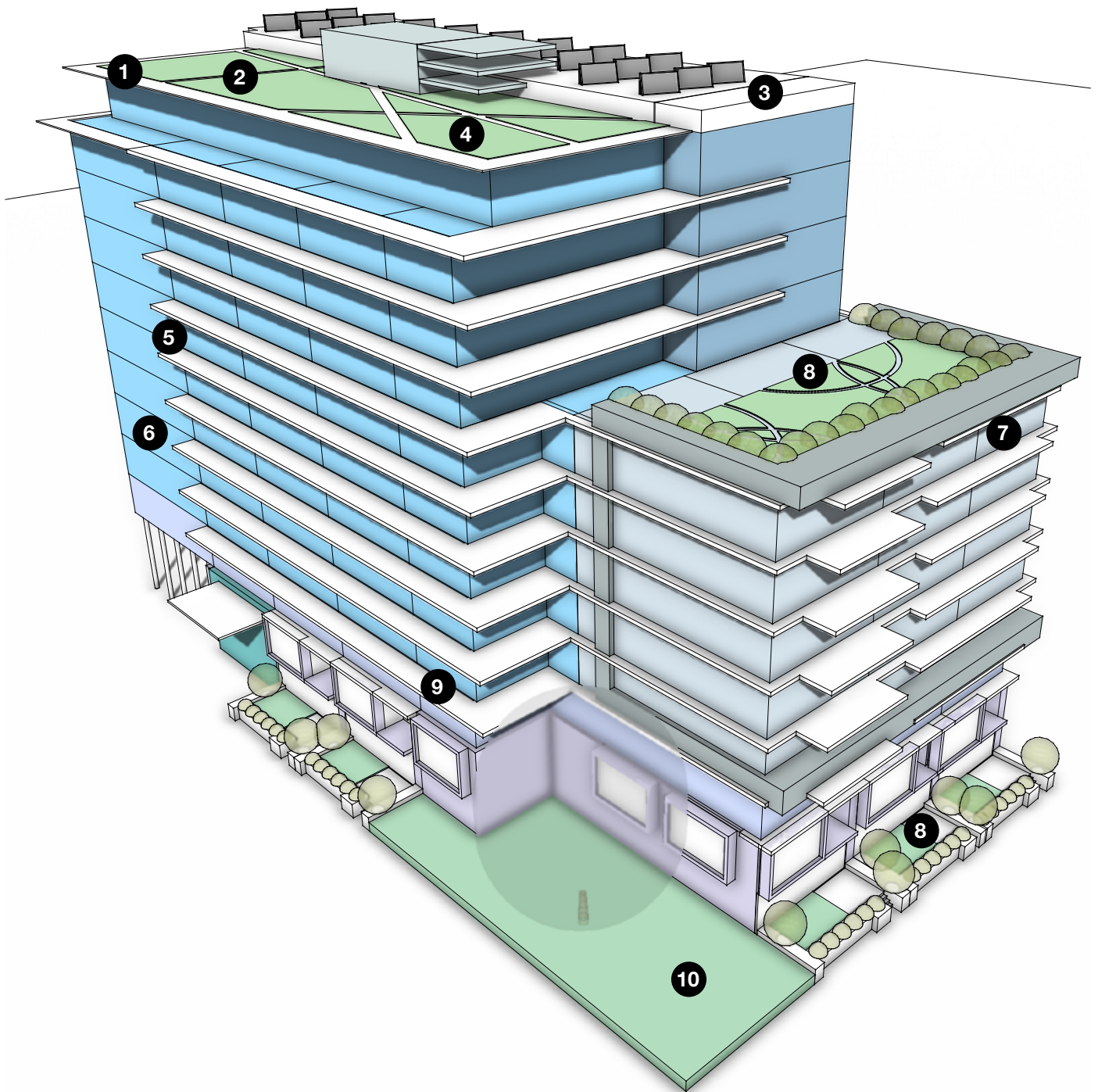
4.10 Sustainable Buildings

Intent

Sustainable buildings reduce the use of energy and the emission of greenhouse gases into the atmosphere. Buildings in Little Mountain shall meet the objectives as set forth in the Greenest City Action Plan.

Guidelines

- .1 Solar Shading.** Provide solar shading on south, east and west façades to reduce solar heat gain.
- .2 Green Rooftop.** Where appropriate, provide rooftop gardens and green roof systems to reduce heat island effect and moderate storm flows.
- .3 Solar Panels.** Solar panels are encouraged where roofs receive ample solar exposure.
- .4 Roof Insulation Values.** R-value for roof to be $\geq R30$.
- .5 Building Envelope.** Building envelope to use durable materials; Cladding with continuous insulation.
- .6 Window to Wall Ratio.** Maintain $\pm 50\%$ window to wall area ratio for a passive approach to building envelope design.
- .7 Window Insulation Values.** All windows double glazing with low e coating; concrete buildings with metal framing systems, $u=0.35$; wood building with PVC windows, $u=0.26$.
- .8 Landscaped Patios.** Provide landscaped patios to reduce heat island effect and moderate storm flows. May incorporate edible landscaping.
- .9 Floor Insulation Values.** R-values for suspended floor to be $\geq R20$.
- .10 Underground Parking Footprint.** Underground parking encouraged to be held back in some locations to improve storm infiltration and preserve existing trees.



5. Public Realm



Introduction

Design guidelines for the public realm address parks and public open spaces and streetscapes within the Little Mountain Housing CD zoning by-law area. The guidelines for these spaces respond to the Little Mountain Policy Statement. These components of the public realm will be designed and built concurrently with adjacent private developments and dedicated to the City on completion.

The Board of Parks and Recreation will review designs for public spaces that will be dedicated as parks upon completion. City Engineering will review designs for streetscapes with reference to City street standards and the Policy Statement.

Principles

Parks, public open spaces and streetscapes in Little Mountain should be designed to achieve the following principles:

- Create a highly-public open space system that forms the key organizing element and focus of the site
- Create public spaces that are truly public, active, safe, and welcoming through the design of these spaces and the relationship of buildings and activities to them
- Attract people and give them reason to stay including places to sit and gather, to enjoy nature, shade and shelter, sunny spots, water, a variety of places to play, urban agriculture, and mature trees
- Create a comfortable relationship between public and private outdoor space through changes in elevation, urban setbacks and water elements to define spaces and transitions
- Line the public square at the community hub with shop and café windows and entries, outdoor seating and displays, entries and windows to the neighbourhood house and the daycare
- Create public open spaces that build a complete and sustainable community by meeting the needs of different ages and abilities, and supporting Greenest City objectives through rainwater management, sustainable food systems and urban agriculture, green mobility and access to nature/habitat consideration
- Design new streets to prioritize pedestrians and cyclists over motorized vehicles and to traffic-calm so that movement of vehicles across the site will be discouraged except those with a purpose in being there (e.g. access to homes, shops, services and deliveries) not simply short-cutting across the site
- Ensure an open space system that is well connected to the surrounding neighbourhood.

5.1 Parks and Public Open Spaces

5.1.1 Community Plaza

Intent

The Community Plaza/Hub will be the most active social public space. It will be organized around significant retained trees and will be the focus of activities related to the neighbourhood house, daycare, and local shop and services. The community plaza must be large enough to comfortably accommodate the functions of an active social public open space and to provide appropriate buffers around existing mature trees.

The Community Plaza is intended to read as a coherent, unified space around buildings on four properties: on the west, south, and east sides of Building AC, on the south and east sides of AB where the Little Mountain Neighbourhood House and daycare will be located, on the west and south sides of Building AA where outdoor commercial use is planned, and on the north side of Building BC. A tabled crossing between the plaza areas on both sides of 36th Avenue is intended to be at the same grade and paved in the same material as the plaza to connect and unify the spaces across the street.

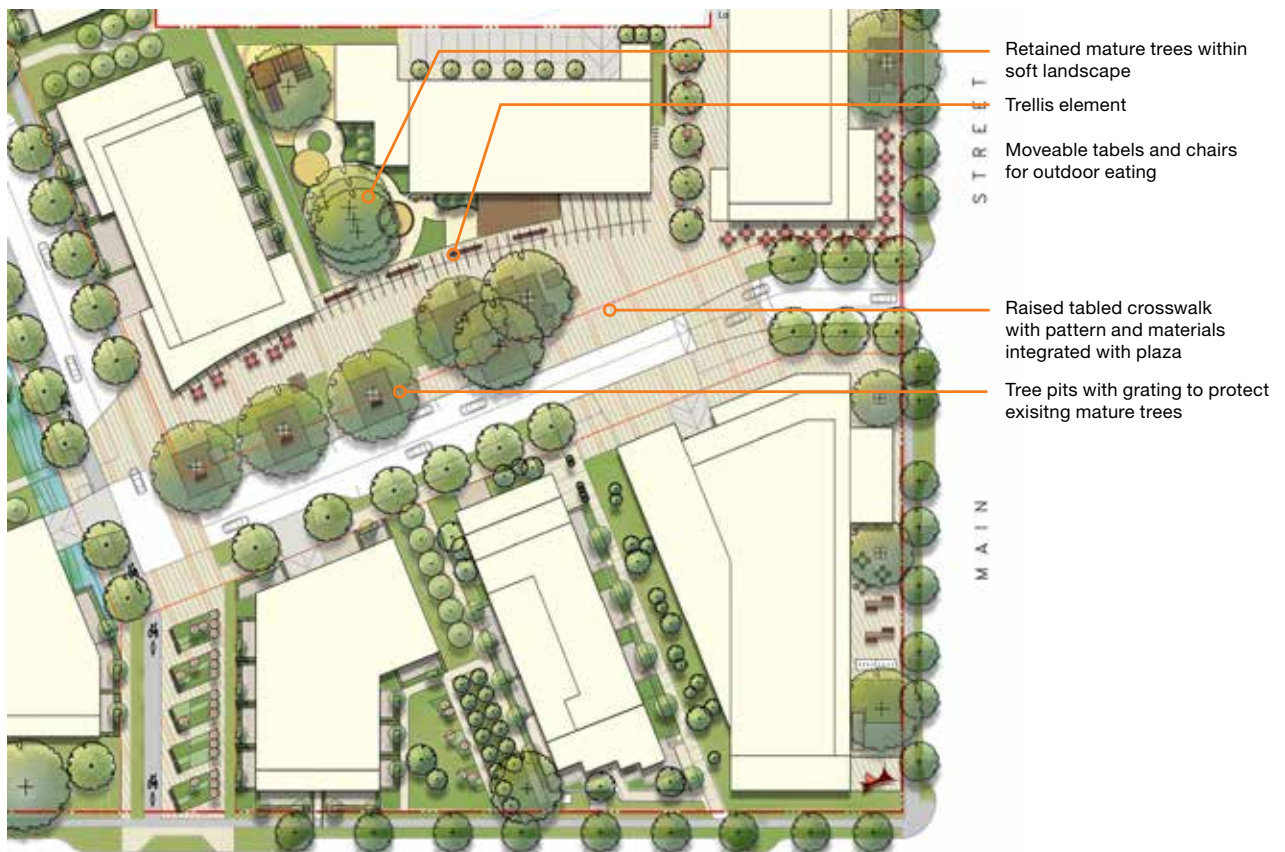
Guidelines

- .1 Existing mature tree retention.** Retention of the existing trees on the plaza site will require special tree protection measures to ensure their ongoing health and viability. The finished grade of the plaza is designed to be above existing grades at the base of these trees. Large areas of decking are envisioned as a means to bridge over the recessed tree pits while allowing access to rainwater and air circulation for the trees. Adjacent areas of soft landscape should be incorporated to support rainwater permeability to tree roots.
- .2 Plaza programming.** The plaza will be programmed and managed by the Little Mountain Neighbourhood House for a range of events related to their courses and classes and to engage the local community. The focus for programming should be on the plaza areas on the City-owned property of the Neighbourhood House site with opportunities for spilling into adjacent properties with agreements on special event days. Provision for programming should include: outdoor water bibs and adequate electrical supply in centrally located, locked receptacles; lighting designed to be adjusted in intensity, and possibly in colour, to support evening activities; and well located vertical elements designed to provide temporary support for temporary programming elements such as lights, speakers, banners, sunshades, etc.
- .3 Pedestrian Circulation.** The primary pedestrian route across the plaza will be north of the group of retained trees in a curving route from Main Street to the new central street. An unobstructed arc for pedestrian movement of a minimum width of 4.5 meters [confirm] should be available to accommodate pedestrians. On programmed event days, temporary event infrastructure may constrain the primary route with the north side sidewalk on 36th Avenue providing for pedestrian movement on those occasions (refer to section 3.2.3). A public right of passage agreement with Building AA should provide for this primary pedestrian route across the plaza.
- .4 Outdoor playspace for daycare and childcare facilities.** The area to the south and west of Building AB should be the location for the outdoor playspaces for day and childminding associated with the Little Mountain Neighbourhood House. The playspaces should be designed around the existing trees identified for retention in this area, including consideration of tree health through the treatment of the groundplane around the trees.

5.1 Parks and Public Open Spaces

5.1.1 Community Plaza (Cont'd)

- .1 **Seating opportunities.** A variety of seating opportunities should be available in the plaza including both fixed furnishings and provisions for moveable tables and chairs, especially in the immediate vicinities of retail / outdoor eating at grade in Buildings AA and AC.
- .6 **Integration with adjacent plazas on private property.** The plaza should be designed to appear integrated and continuous across the south frontages of Buildings AA, AB, and AC with an integrated paving pattern, similar detailing and furnishings, and a continuous surface with no steps or other interruptions.
- .7 **Paving materials.** An integrated paving scheme should be used across the plaza and the raised tabled crosswalk including materials, patterns, and other detailing.
- .8 **Overhead trellis element.** An overhead trellis should be integrated into the design of the south side of the Neighbourhood House that reinforces the arc of the primary pedestrian route and continues the curve set up by the façade of Building AA. This trellis element should be integrated with the fence of the daycare and childcare services and may also integrate seating, lighting, and vertical supports for temporary programming infrastructure.



5.1 Parks and Public Open Spaces

5.1.1 Community Plaza (Cont'd)



Encouraged: Outdoor eating with moveable tables and chairs.



Encouraged: Patterning of plaza pavement using two colours of concrete and/or pre-cast pavers.



Encouraged: Plaza with infrastructure that anticipates temporary setups for programming and events.



Encouraged: Use of decking to protect root systems of retained mature trees.

5.1 Parks and Public Open Spaces

5.1.2 Green Wedge Park

Intent

Green Wedge Park is intended to read as an extension of Queen Elizabeth Park into the Little Mountain site. Its location permits the retention of two large existing trees near the Ontario streetscape. The program should be primarily oriented to residents of the Little Mountain community including open lawn, natural play features, and informal gathering and seating spaces.

Guidelines

- .1 Existing mature tree retention.** Retention and health of the two mature trees in the park should be a priority for the park design including maintenance of existing grade over the root system. The design should feature the trees as framing views outward into Queen Elizabeth Park and inward into the open lawn area viewed from the Ontario streetscape.
- .2 Park programming.** The park should be designed for primarily passive use with opportunities for sitting, sunning, and informal play on a well-drained open lawn and on seating elements within a paved area under the two mature trees. Opportunities for informal children's play with natural play, including both hard and soft landscape elements, should be provided with nearby seating for supervising adults.
- .3 Bicycle route.** A link in the bicycle route network should connect between the cycle route on the west side of the new central street and the Ontario Greenway along the north edge of Green Wedge Park, immediately south of the east - west pedestrian route along the south side of Building DD. This cycling path should be 3.0 meters in width and continuous with the bike route along new central street in elevation, materials, and wayfinding markings.
- .4 Pedestrian circulation.** Two hard surfaced pedestrian routes should be provided connecting east – west across Green Wedge Park. On the north side, a paved route with a minimum width of 2.5m [check in CAD] should be sited immediately within the north property line of the park and flush with the pedestrian route along the south façade of Building DD that provides access to the fronting townhouses. On the south side, a paved pedestrian path with an informal character should traverse the open lawn area from the sidewalk on the new central street and paved patio space under the two mature trees near the west side of the park.
- .5 Borrowed landscape of water feature.** The water feature on the east side of Building CD should be open to view from the pedestrian path along the south side of Green Wedge Park so that it can be enjoyed as a borrowed landscape from the park, as well as from the streetscape of the new central street.
- .6 Landscape character.** The landscape character of Green Wedge Park should reference the informality of Queen Elizabeth Park with its open lawns, mature trees, and varied mix of understory plant species, including spring flowering trees and large shrubs.
- .7 Extended boulevard on Ontario Street.** The streetscape guidelines for Ontario Street (refer to section 3.2.5) identify a widened boulevard strip along the park frontage in place of on-street parking. This boulevard should be planted in lawn as a complement to Queen Elizabeth Park across the street and should provide increased soil volumes to improve the health of the street trees in this section.

5.1 Parks and Public Open Spaces

5.1.2 Green Wedge Park (Cont'd)

Existing mature trees retained at existing grade

Cycle track connector

Public sidewalk

Open lawn for informal activities

Open views into linear rain garden



Children's nature play

Pedestrian path within park



Encouraged: Nature play for children in the park.



Encouraged: Borrowed views from the park into the adjacent linear rain garden.

5.1 Parks and Public Open Spaces

5.1.3 Community Gardens

Intent

The Community Gardens are included in a public space that links the new central street southward from its intersection with 36th Avenue to 37th Avenue. While only emergency vehicles are accommodated in this open space, continuity of the cycling and pedestrian routes along the new central street are intended to be seamless and uninterrupted. The remainder of the space not required for cyclist and pedestrian circulation is intended to be designed and used for urban agriculture, including raised community gardens and supporting infrastructure.

Guidelines

- .1 Bicycle route.** A continuation of the bike path on the west side of the new central street should be provided southward to 37th Avenue using the same dimensions, surface material, and wayfinding markings. A widening of the boulevard achieved through the removal of on-street parking at the intersection of 37th Avenue and Quebec Street.
- .2 Pedestrian route.** A continuation of the west side sidewalk along new Central Street should be provided using the same design details, dimensions, and surface material to connect to the sidewalk on the north side of 37th Avenue.
- .3 Sunlight penetration.** Landscape and, especially trees, should be located to ensure that they do not substantially shade the community garden beds.
- .4 Community gardens.** A functional community garden should be designed into this open space including raised beds and supporting infrastructure (water, composting area, tool storage). The City of Vancouver guidelines for urban agriculture including: the Urban Agriculture Garden Guide Manual for Starting and Designing Urban Agriculture Projects and the Park Board Urban Agriculture Policy.
- .5 Edible landscape.** Other opportunities for inclusion of edible landscape in the Community Gardens area should be sought including small fruit bearing trees and shrubs.
- .6 Interface with adjacent patios.** The east ends of the community garden raised beds are encouraged to include small trees and shrubs, both free standing and trellised, that support the edible landscape. This location both limits shadowing of the main bed and as a buffer to the adjacent private patios.



Encouraged: Raised planting beds for community gardening.



Encouraged: Edible fruit bearing plants supported on trellises and walls.

5.1 Parks and Public Open Spaces

5.1.3 Community Gardens (Cont'd)



5.2 Streetscape Concepts

5.2.1 New Central Street / Green Spine

Intent

A primary idea that structures the Little Mountain site plan is a new central street between Ontario and Main Streets to serve local traffic. It is discontinuous for vehicles but linked for pedestrians and cyclists between 33rd and 37th Avenues to discourage short-cutting through the neighbourhood. A linear water feature, located adjacent to the public streetscape, provides a borrowed landscape element supported by street tree planting in boulevards with informal landscape/edible plantings to create a green spine at the heart of Little Mountain.

The new central street incorporates a designated bike route on its west side connecting Ontario Street, through Wedge Park, south to 37th Avenue. The bike route provides an important and safe linkage for local residents while also inviting the greater community into the new neighborhood. Designed with a 3m width, the bike path is separated from the new central street sidewalk by a planted boulevard and continues as a separated path as it connects through Wedge Park. This route contributes to the public realm experience by offering increased access to nature and safe, comfortable, and legible movement for pedestrians and cyclists.

Guidelines

- .1 Vehicular circulation.** One lane of vehicular movement in both directions is accommodated with 3 meter wide lanes. On-street parking (2.5 meters in width) is provided in the streetscape on both sides of the street north of Green Wedge Park and on the east side south of the park, except at pedestrian crossings where sidewalk bulges should be provided in place of on-street parking to facilitate crossing by shortening the distance for pedestrians.
- .2 Bicycle route.** A cycle track should be provided on the west side of the new central street from Green Wedge Park southward to 37th Avenue adjacent to the curb at 3 meters in width, using the same asphalt surface material and wayfinding markings as its sections within Green Wedge Park and the Community Gardens. North of Green Wedge Park cyclists who have not taken the cycle track to the Ontario Greenway should share the vehicular lane to move northward to 33rd Avenue.
- .3 Pedestrian routes.** Standard City concrete sidewalks should be provided on both sides of the new central street. North of Green Wedge Park the streetscape should be asymmetrical with a wider sidewalk (3 meters in width) on the west side where it benefits from adjacency to the linear water feature on private property and a standard sidewalk (1.8 meters) on the east side.
- .4 Pedestrian crossings.** Standard marked pedestrian crossings should be provided at locations where east-west pedestrian routes cross the new central street: the sidewalk on the south side of 33rd Avenue, the path between Buildings EA and EB and DB and DC, and 35th Avenue at Green Wedge Park. Markings of the pedestrian crossings at both sides of 36th Avenue are encouraged to be paved in scored concrete with an extension of the design patterning of the Community Plaza to provide visual emphasis of the importance of this central place in the neighbourhood. The sidewalks immediately west of the Community Plaza and adjacent to the crosswalks are also encouraged to be scored concrete that extends the patterning of the community plaza into the streetscape.

5.2 Streetscape Concepts

5.2.1 New Central Street / Green Spine (Cont'd)



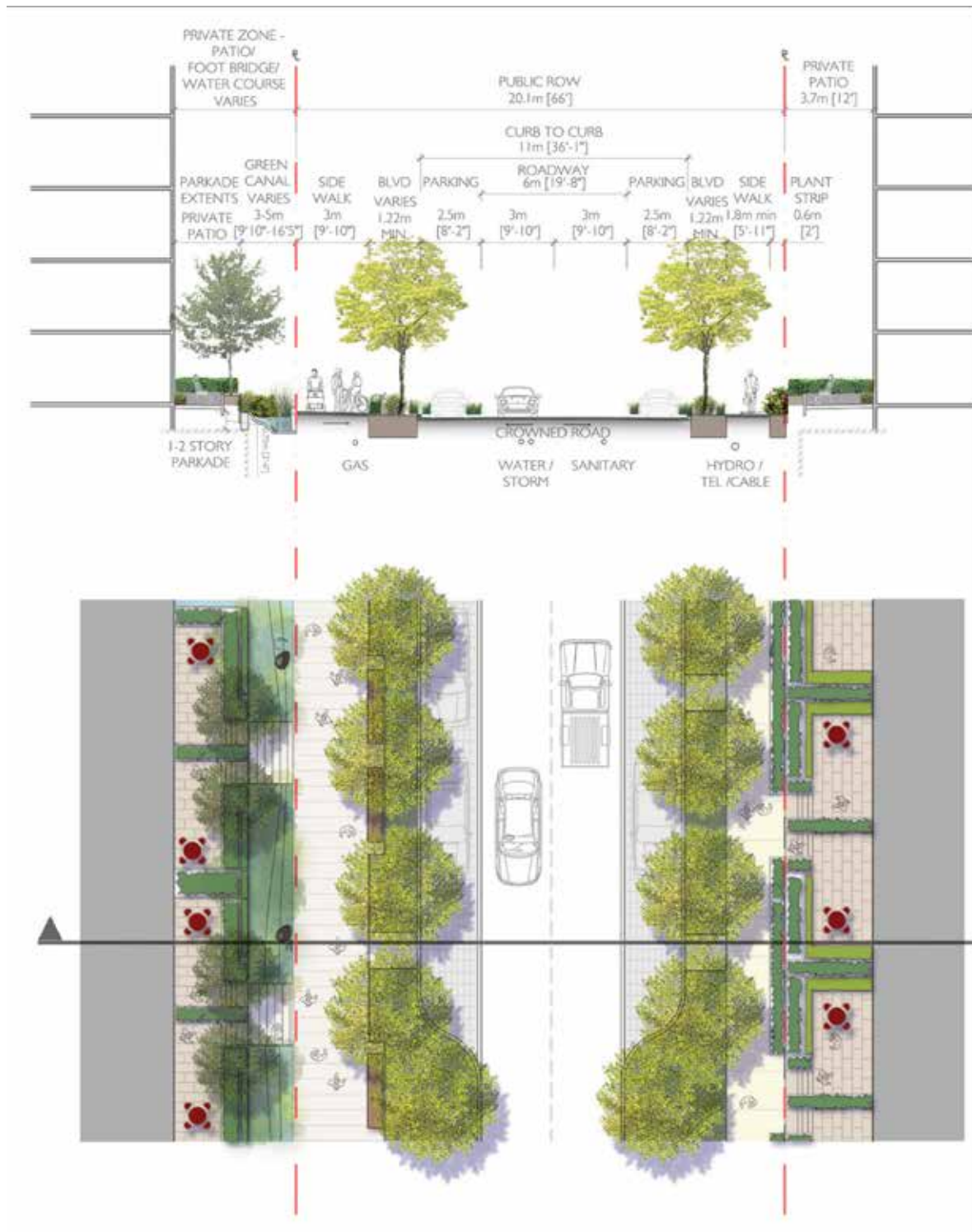
Encouraged: Path from the new central street into public space such as Green Wedge Park to appear to bridge over linear rain garden.



Encouraged: Boulevard planting with informal, naturalized character.

5.2 Streetscape Concepts

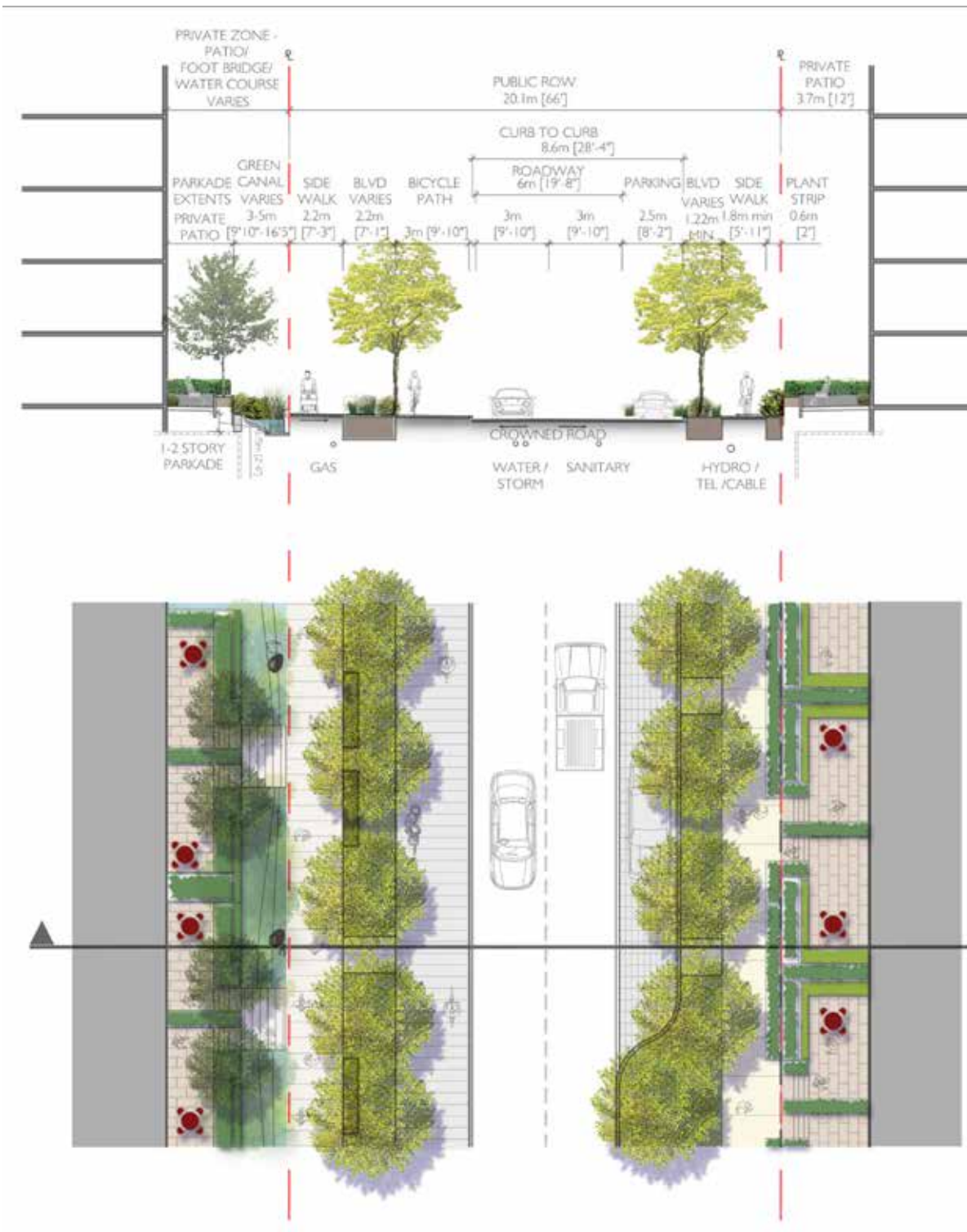
5.2.1 New Central Street / Green Spine (Cont'd)



Typical cross-section and plan view of the new central street north of Green Wedge Park

5.2 Streetscape Concepts

5.2.1 New Central Street / Green Spine (Cont'd)



Typical cross-section and plan view of the new central street south of Green Wedge Park

5.2 Streetscape Concepts

5.2.2 35th Avenue

Intent

A half block of 35th Avenue is located on the Little Mountain site leading to Green Wedge Park. It is intended to be a continuation of the streetscape to the east connecting to Main Street. The north side provides direct continuity of pedestrian access through the site to Ontario Street through Green Wedge Park.

Guidelines

- .1 Street dimensions and functions.** The dimensions of the streetscape (20.1 m (66') right-of-way) should continue those immediately to the east with bicycles sharing the lane with vehicles. On-street parking should be accommodated on both sides of the street. Street trees in a grass boulevard should be provided with the species selection matching or coordinating with the street trees on the adjacent half-block.
- .2 Sidewalk bulges.** Sidewalk bulges should be provided at the intersection of 35th Avenue and the new central street, replacing the parking lane in order to shorten crossing distances for pedestrians at the intersection.

5.2.3 36th Avenue

Intent

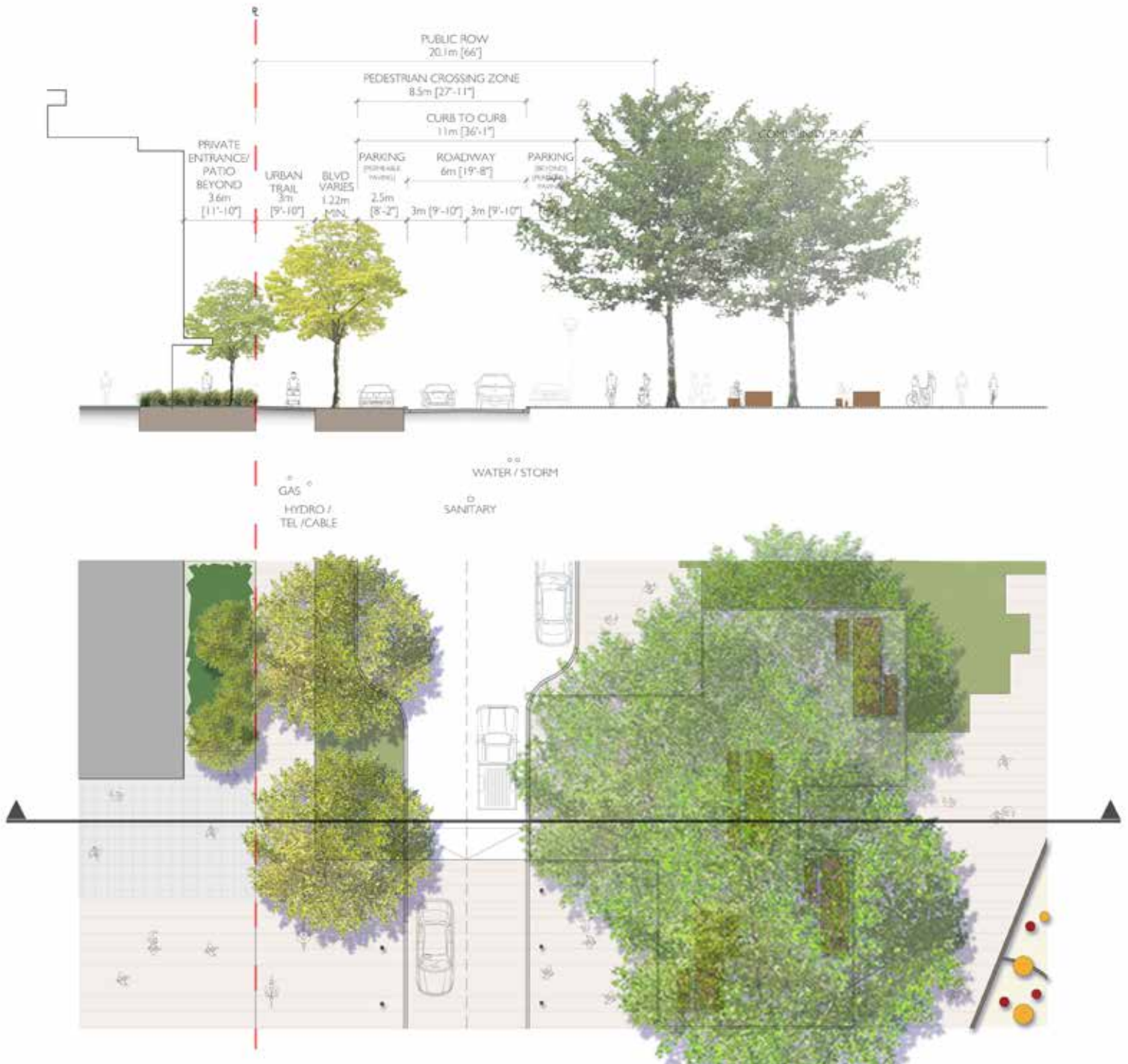
East 36th Avenue is a public City street within a typical 20.1 m (66') right-of-way and serves as a primary access point from Main Street into the site. It is the main entry into the social heart of the Little Mountain community and is designed to emphasize this area as a community focal point. Along the north side of 36th Avenue, a series of significant existing trees are identified

Guidelines

- .3 Vehicular circulation.** One lane of vehicular movement in both directions is accommodated with 3 meter wide lanes. On-street parking (2.5 meters in width) is provided in the streetscape on both sides of the street west of the cluster of three retained mature trees. East of the cluster of three mature trees sidewalk bulges should be provided in place of on-street parking to expand the extent of the Community Plaza and to facilitate crossing by shortening the distance for pedestrians at the raised tabled crosswalk.
- .4 Bicycle route.** The street design on this section is planned to create a slow-moving pedestrian-scale environment that would be a comfortable experience for cyclists to share or alternatively they can use 37th Avenue which is a City bike route.
- .5 Pedestrian routes.** A standard City concrete sidewalk should be provided on the south side of 36th Avenue between the walkway between Buildings BB and BC and the crosswalk at the intersection of 36th Avenue and the new central street. On the north side of 36th Avenue the pedestrian route should be integral with the design of the Community Plaza.
- .6 Pedestrian crossings.** Markings of the pedestrian crossings at both sides of 36th Avenue are encouraged to be paved in scored concrete with an extension of the design patterning of the Community Plaza to provide visual emphasis of the importance of this central place in the neighbourhood. The sidewalks immediately west of the Community Plaza and adjacent to the crosswalks are also encouraged to be scored concrete that extends the patterning of the community plaza into the streetscape.

5.2 Streetscape Concepts

5.2.2 35th Avenue (Cont'd)



Typical cross-section and plan view of East 36th Avenue

5.2 Streetscape Concepts

5.2.4 37th Avenue

Intent

37th Avenue is a local street and City-wide Greenway (The Ridgeway). Vehicular access into Little Mountain is not provided along this section of the greenway to avoid vehicular / cyclist conflicts. On-street parking is provided with a break at the Community Gardens where a bumpout will facilitate pedestrian and cyclist crossings between the south end of the new central street and Quebec Street.

Guidelines

- .1 Street dimensions and functions.** The dimensions of the streetscape (20.1 m (66') right-of-way) should continue those immediately to the east with bicycles sharing the lane with vehicles. On-street parking should continue to be accommodated on both sides of the street. Street trees in a grass boulevard should be retained. Traffic calming and bicycle priority elements are already in place to support the Ridgeway at both Main and Ontario Streets.
- .2 Sidewalk bulges.** Sidewalk bulges should be provided on the north side of 37th Avenue at the intersections of Main, Quebec, and Ontario Streets in order to shorten crossing distances for pedestrians at these intersections.

5.2 Streetscape Concepts

5.2.5 Ontario Street

Intent

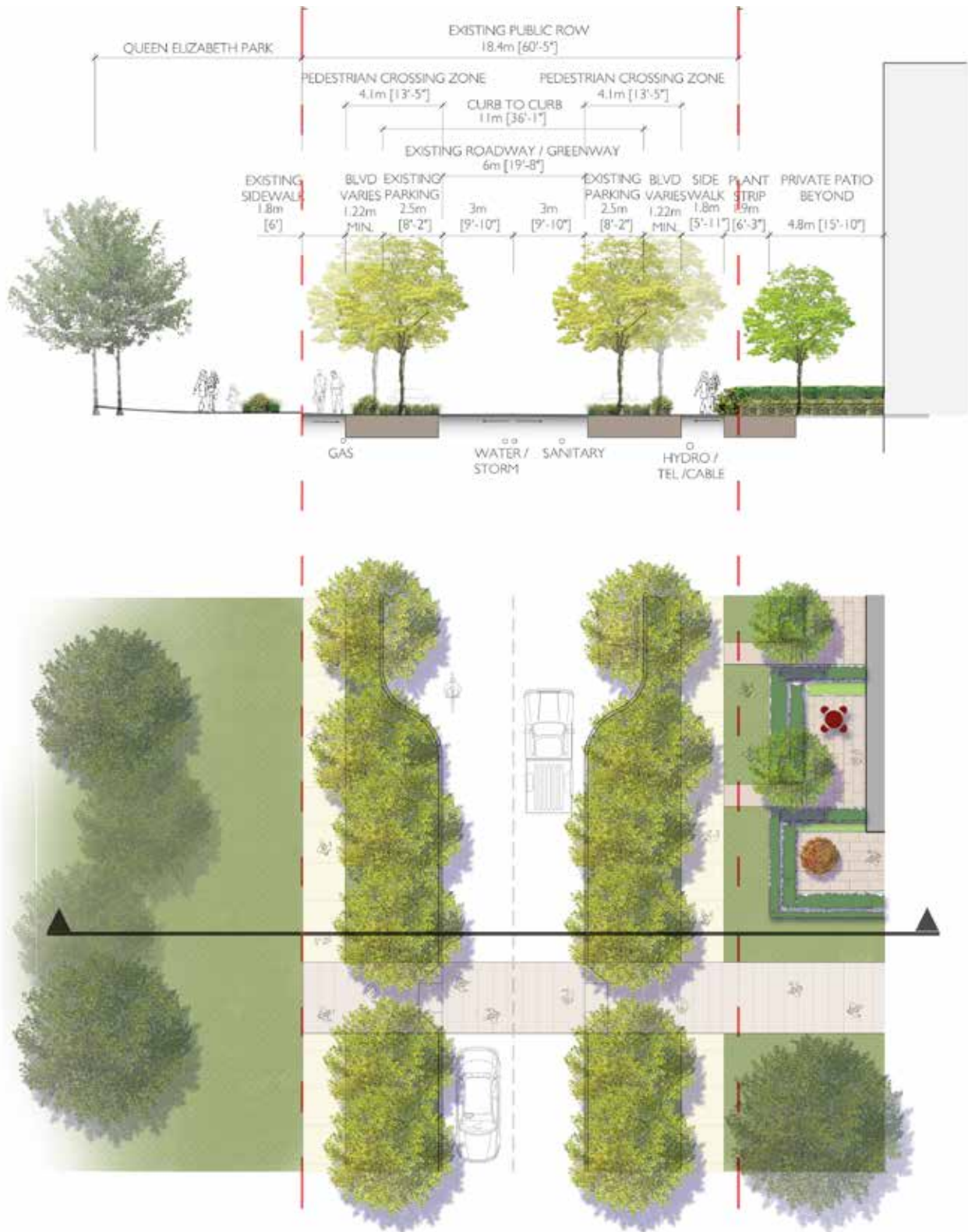
Ontario Street is an existing City Greenway running adjacent to the western side of Little Mountain. To mitigate potential vehicle impacts to the greenway, no vehicular access is provided from Ontario Street into the Little Mountain Site. Two east-west pedestrian/bike corridors provide direct connections to and from the greenway and residences fronting the greenway have direct access from building entrances to Ontario Street. An enhanced pedestrian connection with refuges and a demarcated crosswalk provides a safe and legible east-west connection across Ontario Street between Wedge Park and Queen Elizabeth Park.

Guidelines

- .1 Street dimensions and functions.** The dimensions and functions of the streetscape remain unchanged with the exception of a new sidewalk bulges.
- .2 Sidewalk bulge.** A new sidewalk bulge should be provided along the frontage of Green Wedge Park on Ontario Street, replacing the parking lane in order to shorten crossing distances for pedestrians to Queen Elizabeth Park.

5.2 Streetscape Concepts

5.2.4 Ontario Street (Cont'd)



Typical cross-section and plan view of Ontario Street

5.2 Streetscape Concepts

5.2.6 Main Street

Intent

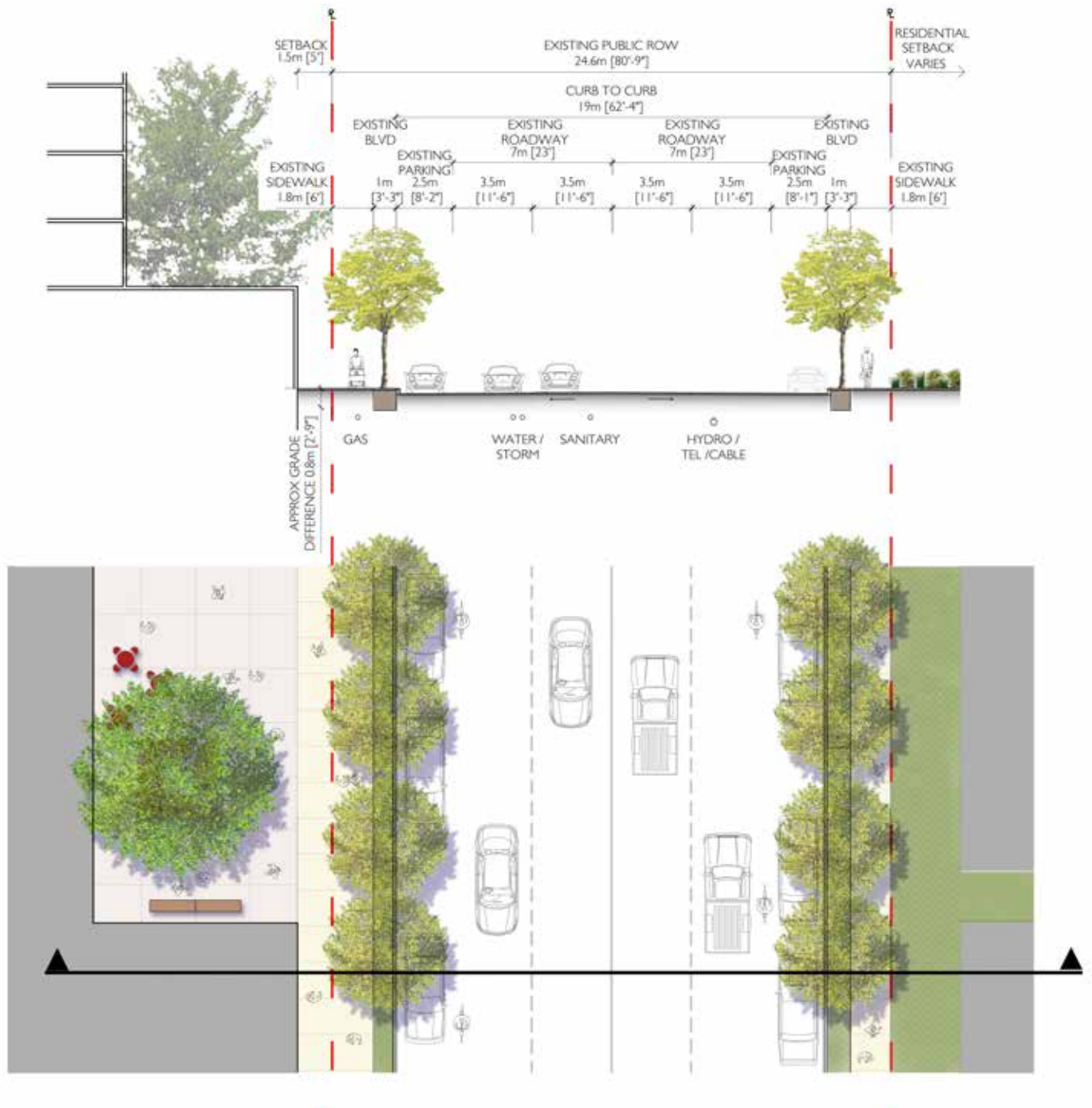
Main Street is a major arterial adjacent to the eastern side of the site and serves as the primary vehicular access point into Little Mountain at 36th Avenue. Retail and commercial frontages are oriented towards Main Street and wrap the corner to draw pedestrian activity into the site at the Community Plaza. Where commercial buildings front Main Street, sidewalks are widened to provide more opportunities to animate this edge through features such as outdoor seating or space for sidewalk retail. Where trees are identified for preservation, special detailing and architectural setbacks helps to achieve both tree preservation, continuous frontage on Main Street, and useable outdoor space for retail.

Guidelines

- .1 Street dimensions and functions.** The dimensions and functions of the streetscape should remain unchanged with the exception of the improvements to the intersection at 36th Avenue (refer to sections 3.1.1 and 3.2.3).
- .2 Existing tree retention.** Decking, grating or other suitable design solutions may be required around existing trees to allow them to be retained with existing grades around them and to protect access to air and rainwater for the root system.

5.2 Streetscape Concepts

5.2.6 Main Street (Cont'd)



Typical cross-section and plan view of Main Street

5.2 Streetscape Concepts

5.2.7 Street Tree Planting Concept

Intent

All streetscapes feature street trees planted within grass boulevards. Existing street trees are retained on all external streetscapes (Ontario and Main Streets and 37th, 35th, and 33rd Avenues). New street trees will be integrated into the new streetscapes of the central street and 36th Avenue.

Guidelines

- .1 Street tree selection.** The species of street trees planted should be approved by the Vancouver Park Board from the list of acceptable street trees. Where gaps in the row of existing street trees are considered for filling with a new tree, it is encouraged to use the same or similar tree species.
- .2 Street tree planting.** Street trees should be planted according to City of Vancouver standards to ensure tree health through adequate soil volumes and specifications.

5.3 Landscape Components

5.3.1 Hard Landscape Components, Materials and Character Intent

Hard landscape in the public realm will meet City of Vancouver standards.

Guidelines

- .1 Vehicular lanes.** Vehicular lanes on all streets will be surfaced in asphalt. Three special crosswalks are exceptions and will be surfaced in concrete, with sawcut patterning consistent with the Community Plaza surface.
- .2 Cycle tracks and dedicated cycle paths.** All surfaces on paths or cycle tracks intended to be used for cycling should be surfaced in asphalt.
- .3 Sidewalks and pedestrian paths within public open spaces.** All pedestrian sidewalks and paths within public open space should be surfaced in concrete. All City sidewalks with the exception of 36th Avenue shall be broom-finished and scored concrete to City standards. The sidewalks along 36th Avenue will be designed to integrate with the overall concrete patterning of the Community Plaza to achieve an overall continuous surface and pattern that reads as one space encompassing the south sides of Buildings AA, AB, AC, the north side of Building BC, the hardscape within the Community Gardens, the crosswalks of the new central street at 36th Avenue, and the raised tabled crosswalk of 36th Avenue at the Community Plaza. A second exception may be considered for pedestrian paths within Green Wedge Park to respond to the design concept for the park.
- .4 Community Plaza and associated plaza and crosswalk areas.** Special paving should be considered for the Community Plaza and adjacent related areas that are intended to read as an integrated, unified space. Hardscape surfaces should be either saw-cut cast in place concrete or pre-cast pavers with cast concrete edges and details. If scored / saw-cut concrete is selected as the hardscape material, two contrasting finishes should be used to permit an overall pattern to be expressed.

5.3 Landscape Components

5.3.2 Tree Retention, Planting and Management

Intent

Tree retention is a key objective for the Little Mountain site. A significant number of existing trees are targeted for retention on site, including many street trees. Building footprints are intentionally sited to provide space for the root systems of existing trees to be protected for the ongoing health of these trees.

Guidelines

- .1 Street and park trees.** The health and longevity of existing street trees should be protected by ensuring that trees are protected during construction and provided with sufficient soil volumes to continue to thrive after construction. Underground parking garages adjacent to the public realm should be setback and/or chamfered at the upper edge to provide adequate soil volumes to meet City of Vancouver standards.
- .2 Mature trees in Community Plaza.** The six retained mature trees in Community Plaza should be retained with the existing surrounding grade unchanged for an adequate area over the root system. A certified arbourist should be engaged to determine the details and extent of these provisions and may include areas of decking or grating with openings for air and rainwater access and areas of suspended slab to achieve, or another design solution that protect their viability.
- .3 Mature trees in the Little Mountain Neighbourhood House daycare outdoor space.** The four mature trees located within the area planned for the daycare outdoor open space should be retained at their existing grade within an extent of undisturbed soil area as determined by a certified arbourist.
- .4 Arborist Report and Recommendations.** The recommendations of the arborist report prepared by Arbortech Consulting, (Norm Hol, Rev 6: March 14, 2016), should be referenced for all work affecting existing trees on site (refer to Appendix).



Encouraged: Integration of mature trees into the outdoor play space of the Little Mountain Neighbourhood House daycare.

5.3 Landscape Components

5.3.3 Native and Urban Adaptive Planting

Intent

Native landscape plants, or related species adapted to urban conditions, are intended to be a component of the landscape in Green Wedge Park. Use of these plants, especially berry and fruit bearing species, are intended to provide upland habitat to support and complement the native wetland species in the stormwater channel along the new central street as a source of food and safe refuge for birds and butterflies. nded to be a component of the landscape in Green Wedge Park. Use of these plants, especially berry and fruit bearing species, are intended to provide upland habitat to support and complement the native wetland species in the stormwater channel along the new central street as a source of food and safe refuge for birds and butterflies.

Guidelines

- .1 Plant species.** Plant species to support upland bird and butterfly habitat should be selected from approved Vancouver Park Board lists of native species or related urban adaptive plants that suit a park location. Examples of appropriate species may include: Bearberry (*Arctostaphylos uva-ursi*), Salal (*Gaultheria shallon*), Witchhazel (*Hamamelis virginiana*), and Oregon Grape (*Mahonia aquifolium*).
- .2 Plant locations.** Native and urban adaptive plants should be located in an area where some plants can be planted in close groupings to provide refuge for small birds. The southern edge of Green Wedge Park may be a suitable location where the planting may also provide a buffer to adjacent private patios to the south.
- .3 Naturescape references.** A number of references to naturescaping are available and should be consulted including: <http://www.plantnative.org> and <http://thenatureschool.net>.

5.3 Landscape Components

5.3.4 Urban Agriculture

Intent

Inclusion of opportunities for urban agriculture and edible landscapes should be a priority in the design and plant selection for all areas within Little Mountain. The Community Gardens will be the primary public realm location for urban agriculture (refer to section 3.1.3). The City of Vancouver guideline documents for urban agriculture should be referenced.

Guidelines

- .1 Plant species.** Plant species to support urban agriculture and edible landscapes should be integrated into the public realm when possible. Nut bearing trees are a group of plant species that may suit application in the public realm as are berry bearing shrubs. Examples of potential nut trees may include: European filbert (*Corylus avellana*), Persian walnut (*Juglans regia*), and Almond (*Prunus dulcis* var. *dulcis*). Examples of edible berry and related plants include: evergreen huckleberry, raspberry, salmonberry, gooseberry, rosemary, thyme, rhubarb, grape, fig, kiwi, etc. [add botanical names].
- .2 Plant locations.** Edible landscape should be integrated into the landscape design as small to medium size trees and as shrubs as a priority where locations are suitable.

5.3 Landscape Components

5.3.5 Lighting

Intent

Lighting for safety and security in evenings and nights should be provided throughout the public realm. The primary lighting will be from city standard lighting in all streetscapes. Parks and public open spaces should have pedestrian-scale lighting in areas not illuminated by streetscape lighting.

Guidelines

- .1 Lighting types.** Pedestrian-scale lighting should be provided in Green Wedge Park, the Community Plaza, and along the pedestrian and cyclist routes in the Community Gardens. Lighting may be mounted on poles that are space between 3.5 and 5.5 meters apart. Lights may be combined on poles and other vertical elements in the public realm including supports for overhead weather protection elements or provided as supports for programming infrastructure. Lights mounted on seating elements or trees may also be considered for ambient lighting.
- .2 Night sky.** Lighting should avoid overspilling upward in order to minimize light interfering with the night sky.



Encouraged: Creativity in the design and location of pedestrian lighting in the public realm including within site furnishings.



Encouraged: Innovative ways to include pedestrian-scale lighting in public open spaces.

5.3 Landscape Components

5.3.6 Public Art

Intent

A public art plan will be developed for Little Mountain. It is intended to recognize the Coast Salish people, on whose traditional territory the site sits, and to draw upon the memory of Little Mountain and the people and places that form part of its history.

The understanding with the Musqueam is that the Parties will work with each other to ensure that the Musqueam have input into the construction of the Public Art that will form part of the redevelopment of the Property. Therefore, 'Option A' of the City's Public Art Policy will be applied.



Encouraged: Public art in the Coast Salish traditions.



Encouraged: Public art that recognizes the history of the Little Mountain site.

6. Private Realm



Introduction

The private realm of Little Mountain comprises a variety of landscaped spaces including: paths, mews and arrival courts that are publicly accessible and, in many cases, have public rights-of-passage registered on them; semi-public courtyards intended for the use of the residents of adjacent buildings; private patios serving ground floor units; and roof decks serving the residents of individual buildings.

Private realm landscapes often provide a borrowed landscape that enhances the experience of the public realm. In particular, the new central street will enjoy open views into the linear rain gardens along the west side of its streetscape between 33rd and 36th Avenues.



6.1 Private Realm Components

6.1.1 Linear Rain Garden

Intent

A linear rain garden element should extend between 33rd and 36th Avenues on private property immediately at the property line along the west side of the new central street. It is intended to detain and bioremediate rain water collected from the roofs and hardscape surfaces of the adjacent buildings. Water should slowly infiltrate into the ground, allowing time for bioremediation. Plantings will be wetland plants with a naturalized appearance, selected to tolerate both wet and dry conditions.

Guidelines

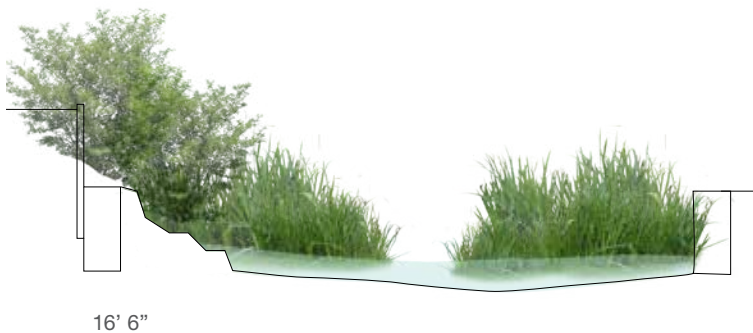
- .1 Streetscape edge design.** A consistent edge design detail should be used adjacent to the public sidewalk for the length of the linear rain garden. A 25 cm wide concrete wall should abut the City sidewalk at the property line with a vertical surface to a depth of no more than 0.6 meters. The bottom of the rain garden should slope up gently to the concrete wall to meet it at a maximum depth of 0.6 meters. The maximum wall height over the bottom and the gently slope should meet code requirements so that a barrier at the sidewalk edge is not required.
- .2 Access to lobbies and townhouses.** Access routes to lobbies and individual townhouse entries should be expressed as a family of bridges. Bridges to lobbies should be wider than those to individual townhouse patios. Bridge materials should be distinct from the adjacent concrete City sidewalk; wood or metal decking and metal grating should be considered as materials for these bridges.
- .3 Vehicular driveways.** Driveways to access underground parking and/or arrival courts will cross the linear rain garden at three locations. These crossings should be constructed on a typical base and surfaced in concrete. They should be designed to appear as bridging over the linear water feature with a vertical concrete wall and curb at the edges.
- .4 Public pathways.** Public pathways are anticipated to cross the linear rain garden in several locations. Generally these public pathways should be located adjacent to other breaks in the linear rain garden, either at Green Wedge Park or immediately adjacent to vehicular driveways. For any other public paths that cross the linear rain garden, consideration should be given to expressing them as a bridge over a continuous rain garden extending beneath them; wood decking and metal grating should be considered as materials for these bridges.
- .5 Green Wedge Park.** Green Wedge Park should be a break in the linear rain garden including its adjacent paths and cycle track
- .6 Linear garden function and plant materials.** The linear garden should function to slow and filter rainwater and allow stormwater to infiltrate slowly into the ground. A variety of predominantly native species with deep root systems should be planted that thrive of conditions of changing water depths and potential periods of dryness during the late summer. The appearance and function of the planting should be of a naturalized wetland condition.

6.1 Private Realm Components

6.1.1 Linear Rain Garden (Cont'd)



Encouraged: Access to entries to residences along the linear rain garden expressed as bridges in wood and metal.



6.1 Private Realm Components

6.1.2 Residential Frontage Landscapes

Intent

Throughout Little Mountain, there are areas of landscaping that front or abut residential buildings. These are semi-private areas distinct from the private patios of ground floor units that frequently abut the residential buildings (refer to section 4.1.3).

Guidelines

- .1 Landscape character and function.** Semi-private landscape areas should be landscaped to suit their specific location and function. Areas adjacent to exterior streetscapes should generally be lawn with individual trees and shrubs to complement the grass boulevard and the typical single family neighbourhood or park landscape on the opposite side of the exterior fronting streets. Interior areas should be considered for more varied and naturalized plantings. These landscape areas are often adjacent to private patios and should be landscaped to consider buffering patios from public and semi-public pathways.
- .2 Plant materials.** Plants should be selected with consideration of ease of maintenance and tolerance of dry conditions. These areas are ideal locations for edible landscape trees and shrubs where more intensive maintenance is available (refer to section 3.3.4).

6.1 Private Realm Components

6.1.3 Private Residential Patios

Intent

Private patios are at-grade or slightly above grade outdoor spaces associated with individual residential units (refer to section 2.7 for detailed design guidelines).

Guidelines

- .1 Plant materials.** Plants for private patios should be small scale trees and shrubs suited to thriving in planters.
- .2 Edible landscape.** Provision of planters or raised beds for herbs and small vegetable gardening is encouraged as part of the overall edible landscape strategy.

6.1 Private Realm Components

6.1.4 Common Garden Courts

Intent

Common garden courts are intended to serve residents of a group of surrounding buildings with outdoor amenity space. Common garden courts will serve Buildings BA and BB, Buildings CB, CC-1, CC-2 and CD, Building DA and DB, and Buildings DB and DC.

Guidelines

- .1 Plant materials.** Plants for private patios should be small scale trees and shrubs suited to thriving in planters.
- .2 Edible landscape.** Provision of planters or raised beds for herbs and small vegetable gardening is encouraged as part of the overall edible landscape strategy.

6.1 Private Realm Components

6.1.5 Arrival Courts

Intent

Arrival courts are intended to serve groupings of buildings with an at-grade drop-off and pick-up zone and for access to underground parking. These arrival courts are intended to be paved in attractive, textured materials that complement the architecture of adjacent buildings and that suggest that pedestrians are invited to use the space and that vehicles should travel at slow speeds due to the shared use by pedestrians.

Guidelines

- .1 Hardscape materials.** Paving in the arrival courts should have a finer textured patterning than the adjacent sidewalks and driveways to suggest a distinct place with a clear design relationship to the architecture of adjacent buildings and that invites use by pedestrians and cyclists enroute to building entries. Pre-cast concrete pavers and stone are encouraged to be used; scored concrete with a fine-textured pattern, or a combination of both, may also be used.
- .2 Edge condition.** Edges of arrival courts should have concrete rollover curbs except at driveway entries to underground parking. These will facilitate use of adjacent short-term loading areas (refer to section 4.1.9). These curbs will edge either concrete paths or areas of soft landscape (refer to section 4.1.2).

6.1 Private Realm Components

6.1.6 Mews and Walkways

Intent

A high level of pedestrian permeability is a key policy intention for Little Mountain. Mews and walkways supplement and add choices of routes in addition to the routes in public open spaces and along the streetscapes.

Guidelines

- .1 Hardscape materials.** Pedestrian paths will generally be paved in broom-finished, scored concrete. Pre-cast pavers may be considered as an alternate, especially in low traffic places.
- .2 Path width.** Path widths should vary depending on the anticipated level of pedestrian use. Important links with public right-of-passage, such as the route between the Community Plaza and Ontario Street should be a minimum of 1.8 meters in width. Minor pathways may be as narrow as 1.4 meters wide. Variation in path width should be considered as a means to communicate a hierarchy of paths as clues to wayfinding.



Encouraged: Hierarchy of paths buffered from views into residential units.

6.1 Private Realm Components

6.1.7 Roof Gardens

Intent

Roof gardens are intended to serve residents of the buildings on which they are located. Usable roof spaces may be on roofs at the top of buildings or on intermediate stepbacks and podiums (refer to section 2.6 for detailed design guidelines).

Guidelines

- .1 Plant materials.** Plants for roof gardens should be small scale trees and shrubs suited to thriving in planters or shallow soil conditions.
- .2 Edible landscape.** Provision of planters or raised beds for herbs and vegetable gardening is encouraged as part of the overall edible landscape strategy. If urban agriculture is part of the landscape design for a roof area, it should be supported with appropriate infrastructure such as storage, a small greenhouse, water, composting area, potting table, etc. (refer to the City of Vancouver urban agriculture guideline documents).



Encouraged: Roof gardens with edible plants on trellises.



Encouraged: Roof patios with landscape in planters.

6.1 Private Realm Components

6.1.8 Loading Areas

Intent

Short term parking spaces for loading purposes should be located adjacent to arrival courts for the convenience of residents loading large items into vehicles.

Guidelines

- .1 Hardscape materials.** Paving of the loading areas should be selected to match or coordinate with the adjacent arrival court. Permeable paving may be considered for use in loading areas that are sited within areas of soft landscape.
- .2 Rollover curbs.** Rollover curbs should be used to edge loading areas in preference to standard curbs. Curbstops may be desirable to prevent vehicles from encroaching on soft landscape areas.

6.2 Lighting

Intent

Lighting of all pedestrian routes within the private realm is desirable for the safety and security of residents and visitors. A variety of lighting forms may be used to achieve low level lighting in areas not illuminated by street lights or other lighting in the public realm.

Guidelines

- .1 Avoiding illumination of the night sky.** All lighting should be directed downward and not allow light to illuminate upward in order to avoid light pollution of the night sky.
- .2 Lighting types.** Types of lighting that should be considered for use in the private realm include: lights mounted on vertical surfaces such as building walls, retaining walls and stairs; in ground lights; bollard lights; downlighting of trees; and lights on pedestrian-scale standards (refer to section 2.11).

155 East 37th Avenue (Little Mountain)
PUBLIC BENEFITS SUMMARY

Project Summary:

The proposed rezoning would permit the construction of a mixed-use development consisting of approximately 1.6 million square feet of development consisting of approximately 1,573 residential units, 3046 m² of commercial and retail space and building heights of between three and 12 storeys.

Public Benefit Summary:

The rezoning application proposes 282 social housing units (including 234 replacement units), a public plaza and park, and a City owned building containing a new location for the Little Mountain Neighbourhood House, a 69 space childcare, and 48 units of social housing.

| | Current Zoning | Proposed Zoning |
|--|--|---|
| Zoning District | RM-3A | CD-1 |
| FSR (site area = sq. m / sq. ft.) | 1.45 | 2.50 |
| Floor Area (site size - 665,597 sq. ft.) | 89,662 m ² (965,116 sq. ft.) | 154,590 m ² (1,663,992 sq. ft.) |
| Land Use | Multiple Dwelling | Residential / Commercial |

| Public Benefit Statistics | | Value if built under Current Zoning (\$) | Value if built under Proposed Zoning (\$) |
|---|---|---|--|
| Required* | DCL (City-wide) | 12,845,694 | 18,183,413 |
| | Public Art | 1,746,860 | 2,465,890 |
| | 20% Social Housing | | ** |
| Offered (Community Amenity Contribution) | Cultural Facilities | | |
| | Green Transportation/Public Realm | | |
| | Heritage | | |
| | Affordable Housing | | |
| | Parks and Public Spaces | | |
| | Childcare Facilities/Social/Community Facilities | | 12,100,000 |
| | Unallocated | | |
| | Other | | |
| TOTAL VALUE OF PUBLIC BENEFITS | | \$14,592,544 | 32,749,303 |

* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification.

** 282 social housing units including 234 replacement units plus an additional 48 City owned units.

For the City-Wide DCL, revenues are allocated into the following public benefit categories: Engineering (7%); Replacement Housing (30%); and Parks (63%).

* * * * *

155 East 37th Avenue (Little Mountain)
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

| | |
|--------------------|--|
| Address | 155 East 37th Avenue |
| Legal Descriptions | PID 002-546-787; Parcel C (Reference Plan 3508) of District Lots 637 and 638, Group 1, New Westminster |
| Developer | Holborn Properties |
| Architect | IBI Group Inc. |
| Property Owners | Holborn Properties |

Development Statistics

| | Development Permitted Under Existing Zoning | Proposed Development | |
|-------------------------------------|---|---|--|
| ZONING | RM-3A | CD-1 | |
| SITE AREA | 61,836 m ² (665,597 sq. ft.) | 61,836 m ² (665,597 sq. ft.) | |
| USES | Multiple Dwelling | Retail, Service, Cultural and Recreational, and Residential | |
| FLOOR AREA | 89,662 m ² (965,116 sq. ft.) | Market Residential | 122,758 m ² (1,321,360 sq. ft.) |
| | | Social Housing | 26,906 m ² (289,622 sq. ft.) |
| | | Retail/Commercial | 3,046 m ² (32,786 sq. ft.) |
| | | Neighbourhood House | 1,115 m ² (12,000 sq. ft.) |
| | | Childcare | 764 m ² (8,224 sq. ft.) |
| | | Total: | 154,590 m ² (1,663,992 sq. ft.) |
| FLOOR SPACE RATIO (FSR) | 1.45 | 2.50 | |
| HEIGHT | 10.7 m (35 ft.) | 36.5 m (120 ft.) | |
| PARKING, LOADING AND BICYCLE SPACES | As per Parking By-law | As per Parking By-law | |