



POLICY REPORT  
DEVELOPMENT AND BUILDING

Report Date: October 31, 2017  
Contact: Susan Haid  
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Meeting Date: December 12, 2017

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: CD-1 Text Amendment: 4176 Alexandra Street (York House School)

**RECOMMENDATION**

- A. THAT the application by Acton Ostry Architects on behalf of the York House School Society, the registered owner, to amend CD-1 (288) By-law No. 7045 for 4176 Alexandra Street [*PID: 007-993-811; Block 670, District Lot 526, Plan 13908*] to permit the development of a phased master plan for the York House School campus, to increase the floor space ratio (FSR) from 0.85 to 1.71 FSR, increase the height from 10.7 m (35 ft.) to 16.2 m (53 ft.), and amend the accessory auditorium use and maximum student enrolment, be referred to a Public Hearing together with:

- (i) plans prepared by Acton Ostry Architects, received on December 15, 2016;
- (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
- (iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the conditions contained in Appendix B;

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

- B. THAT, subject to enactment of the CD-1 By-law, the Parking By-law be amended 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.

- C. THAT Recommendations A and B be adopted on the following conditions:
- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City and any expenditure of funds or incurring of costs is at the 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 amend the existing CD-1 zoning for the site at 4176 Alexandra Street to permit the development of a phased master plan for the York House School. School improvements proposed include additions to the south and north of the existing senior school building, a new multi-purpose building with a new cafeteria and gym, a renewed junior school, and additional underground parking. The application would also remove restrictions on the use of the auditorium and increase the maximum enrolment from 600 to 690 students.

It is recommended that the application be referred to Public Hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it, subject to the Public Hearing and to the conditions in Appendix B.

### ***COUNCIL AUTHORITY/PREVIOUS DECISIONS***

Relevant Council policies for this site include:

- Arbutus Ridge/Kerrisdale/Shoughnessy (ARKS) Community Vision (2005)
- CD-1 (288) By-law No. 7045 (1992, last amended 2009)
- Rezoning Policy for Sustainable Large Developments (2010, last amended 2014)
- Green Buildings Policy for Rezoning (2010, last amended 2017)
- Community Amenity Contributions through Rezoning (1999, last amended 2016)
- Greenest City 2020 Action Plan (2012, last amended 2016)
- Vancouver Neighbourhood Energy Strategy (2012)
- Renewable City Strategy (2015)

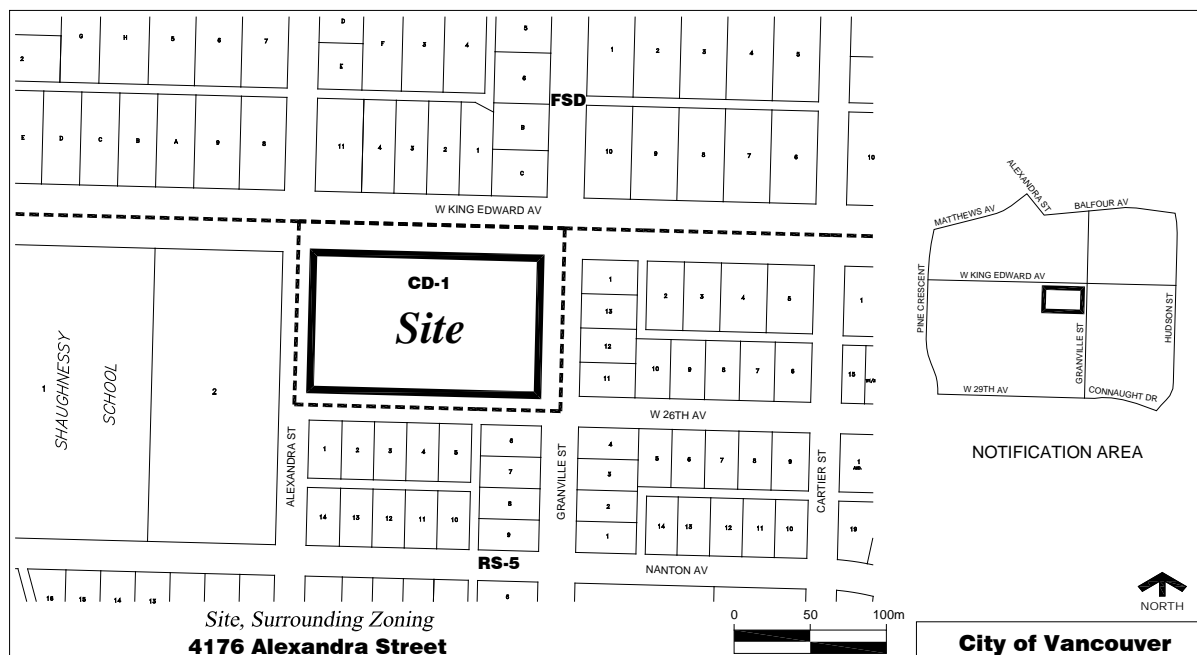
## REPORT

### Background/Context

#### 1. Site and Context

This 13,444.6 sq. m (3.32 acre) site is located on a full city block, bounded by King Edward Avenue, Granville Street, 26th Avenue and Alexandra Street (see Figure 1). The site is composed of a single lot with frontage of 490 ft. along King Edward Avenue and 295 ft. along Granville Street. The surrounding areas are primarily developed with single-family houses under RS-5 zoning to the south and First Shaughnessy District (FSD) zoning to the north. To the west are the Little Flower Academy, an independent senior school for girls, and Shaughnessy Elementary, a public school. The site is at the junction of two major arterial roads and served by regular bus service traveling both east-west and north-south.

Figure 1 - Site and surrounding zoning (including notification area)



#### 2. Background

The York House School (the "school") has been at this location since 1939 and occupied the one-block site since 1969. In the 1980s, the school acquired additional residential property to the south, however, plans to expand to those lots were met by neighbourhood opposition. As a result, the school limited expansion to the existing site and sold the additional properties.

On November 3, 1992, Council rezoned the subject site from RS-1 to CD-1 (288) to allow the school to expand beyond the RS-1 maximum density, increasing from 0.6 FSR to 0.7 FSR. A number of concerns were raised by the community with particular regard for parking and traffic. In the years following this rezoning, the junior school was expanded and the south wing of the senior school rebuilt.

Council approved an amendment to CD-1 (288) on July 12, 2005 allowing for an increase in FSR from 0.70 to 0.85 FSR. This proposal also included a new senior school building, an expanded gym and additional underground parking. A performance arts facility was part of the proposal and, at the time of approval, the auditorium was limited to school-related uses following concern from nearby neighbours regarding the potential for increased activity around the school if third-party rentals were allowed. As part of the approval, York House School developed a Good Neighbour Pledge with the community which included plans related to facilities use, transportation management and construction management.

The most recent amendment to CD-1 (288) was approved by Council on March 24, 2009. This amendment was to increase the number senior students enrolled at the school from 265 to 325. Overall, enrolment remained limited to 600 students and kindergarten students were relocated to a nearby facility separate from the main campus. The last major change to the site was the construction of a new senior school in 2013.

### 3. Policy Context

**Arbutus Ridge/Kerrisdale/Shaghnessy (ARKS) Community Vision** - In November 2005, Council approved the *Arbutus Ridge/Kerrisdale/Shaghnessy (ARKS) Community Vision*. The *ARKS Community Vision* includes the York House School site within its boundaries and includes considerations for rezoning of institutional sites focusing on their expansion, downsizing or reuse. The *ARKS Community Vision* also anticipates consideration for site-specific rezonings of existing CD-1 zoned sites through a fulsome rezoning and public consultation process.

**Rezoning Policy for Sustainable Large Developments** - In December 2010, Council approved the *Rezoning Policy for Sustainable Large Developments*. The policy sets out criteria that large sites (defined as those larger than 8,000 sq. m (1.98 acres) or containing more than 45,000 sq. m (484,375 sq. ft.) of new floor area) must address as part of a rezoning application. The policy requires defined plans or studies on eight different areas (as outlined in the Environmental Sustainability section) to demonstrate how the proposal will achieve the City's sustainability goals. The York House School, at 3.32 acres, is considered a large development and the criteria set out in the *Rezoning Policy for Sustainable Large Developments* have been addressed as part of the application and staff review.

## Strategic Analysis

### 1. Proposal

The application proposes to amend the existing CD-1 (288) (Comprehensive Development) District zoning for the York House School site, located at 4176 Alexandra Street. The application proposes to increase enrolment from 600 to 690 students and to increase the density from 0.85 to 1.71 FSR. The multi-purpose building is proposed to be the tallest on the site, with a maximum building height of 16.2 m (53 ft). A new underground parking structure is proposed that would increase the vehicle parking from 69 to 108 spaces. The application would also provide 73 bicycle parking spaces.

The development of a phased master plan (see Figure 3) is proposed, consisting of:

- Phase 1 - new three-storey multi-purpose building (53 ft.)

- Phase 2 - new three-storey southern addition to the senior school building (37 ft.)
- Phase 3 - new three-storey northern addition to the senior school building (37 ft.)
- Phase 4 - a one-storey addition and renewal of the junior school building (40 ft.)

Figure 2 - Site Plan

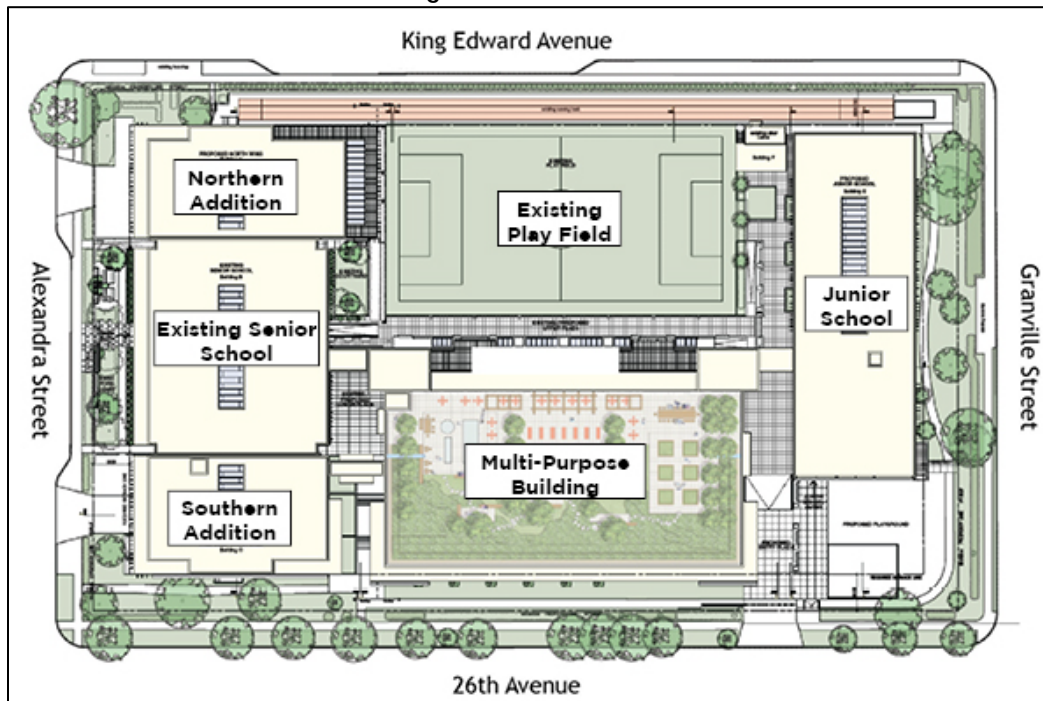


Figure 3 - Proposed Project Phasing Plan



## 2. Form of Development, Land Use and Density (refer to drawings in Appendix E)

The application envisions a long-term master plan to improve and expand the existing school facilities through an increase in the height, massing and density on the site. To the west of the site are Little Flower Academy and Shaughnessy Elementary School. To the north and east are major arterial streets, King Edward Avenue and Granville Street. To the south are single-family houses zoned RS-5. The location of the school and its surrounding context means that there are no shadow impacts on the neighbouring residential properties.

The three-storey multi-purpose building, proposed in Phase 1, includes a partially sunken gymnasium, classrooms, dining hall and kitchen, and an accessible, landscaped rooftop deck. It is the tallest of the proposed buildings, with a proposed height of 16.2 m (53 ft.), and has a 21 ft. setback along the 26th Avenue frontage to allow for architectural articulation of the façade (see Figure 4). Privacy and noise impacts of the building massing are proposed to be mitigated by several means. The top floor is proposed to be setback 6 ft. from the level below and the rooftop deck is recommended to have an intensive green roof buffer which is setback an additional 30 ft. from the building edge along 26th Avenue.

**Figure 4 - Proposed Development looking west along West 26th Avenue**



Phases 2 and 3 propose new three-storey additions to the south and north of the existing senior school building, respectively. Together with the existing senior school building, the additions are intended to present a single cohesive entrance to the school campus facing Alexandra Street (see Figure 5). Building height and massing is proposed to match the existing senior school building, and the proposed form of development for the new additions meets the setback restrictions of the current zoning. The proposed buildings heights are aligned to match with the existing senior school building.



**Figure 5 - Proposed Development Looking East from Alexandra Street**

The renewal and addition to the existing junior school building, included in Phase 4, would result in a building height of 12.2 m (40 ft.). This building is located along Granville Street, a major vehicle corridor, and is set back from the southern property line by 50 ft. (see Figure 6). The minor increase in building height for the junior school allows for renewal of the building and the extent of the setback from the south property line minimizes the impact on the residential properties to the south, across 26th Avenue.

**Figure 6 - Proposed Development looking west from Granville Street**

The rezoning application indicated proposed building heights for the new senior school wings of 10.7 m (35 ft.) and the junior school addition of 11.4 m (37.4 ft.). Technical review by staff has confirmed that the heights, as measured from the interpolated building grade for the site, are actually 11.2 m (37 ft.) for the new senior school wings and 12.2 m (40 ft.) for the junior school addition. This measurement is based on the rezoning submission and the height difference is based on the method of height calculation for this site. The Urban Design Panel reviewed and supported this application on May 3, 2017 (see Appendix E). Staff support this application, subject to the conditions outlined in Appendix B.

### 3. Transportation and Parking

The application proposes 108 total parking spaces contained in two separate underground parking structures. Currently the site provides 69 vehicle parking spaces in an existing underground parkade. The rezoning application proposes changes to the existing underground parkade and the addition of a second underground parkade, resulting in a net increase of 39 parking spaces on the site. The site is one block north of the Nanton Avenue bikeway. The application proposes to increase bicycle parking spaces from 31 to 73 spaces, accommodated in a mixture of underground bike parking and covered outdoor bicycle parking near the main campus entry on Alexandra Street. Loading activities are proposed at the existing surface parking lot, accessed from 26th Avenue.

Parking and loading for the proposed master plan are based on recommendations of the applicant's transportation consultant, Bunt and Associates, and contained in a transportation study submitted as part of the rezoning application. The study provides an analysis of both current and proposed traffic patterns and pick-up/drop-off activity, as well as parking. Transportation demand management (TDM) measures are also reviewed in the study.

The rezoning application proposes an updated Good Neighbour Pledge to provide a protocol for communication with neighbours, a transportation management plan, and a facilities use plan. A finalized version of this document, called the Operations Management Plan (see Appendix F), has been included and revised based on staff and community responses. York House School is also proposing ongoing cooperation and coordination with nearby Little Flower Academy and Shaughnessy Elementary School to ensure that the cumulative transportation impacts of the schools on the surrounding neighbourhood are minimized.

Engineering Services has reviewed the rezoning application and have no objection to the proposed rezoning provided that the applicant satisfies the rezoning conditions including in Appendix B and the bicycle parking standard included in Appendix C.

### 4. Environmental Sustainability

This application is subject to the following policies that contain environmental sustainability objectives and targets.

*Green Building Policy for Rezoning* – The *Green Buildings Policy for Rezoning* (last amended February 7, 2017) requires that rezoning applications satisfy either the near zero emissions buildings or low emissions green buildings conditions within the policy. These new requirements are mandatory for all rezoning applications received after May 1, 2017. Applications received prior to May 1, 2017 may choose to meet this updated version of the policy or the preceding version.

This application was received prior to May 1, 2017 and the applicant has opted to satisfy the preceding version of the *Green Buildings Policy for Rezoning*, which requires 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® scorecard, which generally conforms to the *Green*



*Buildings Policy for Rezoning*, indicating that the project could attain the required LEED® points and, therefore, would be eligible for LEED® Gold rating.

*Rezoning Policy for Sustainable Large Developments* – This rezoning policy applies to rezoning proposals having either a minimum site size of 8,000 sq. m (1.98 acres) or containing more than 45,000 sq. m (484,375 sq. ft.) of new floor area. The intent of this policy is to achieve higher sustainability outcomes through strategies that implement opportunities for low carbon energy, sustainable site design, green mobility, sustainable rainwater management, enhanced solid waste diversion, and, where applicable, housing affordability and mix.

- *Sustainable Site Design*  
The applicant proposes to achieve this through re-use of existing buildings, retention of existing trees on site and opportunities for passive venting and cooling through site layout and building design.
- *Access to Nature*  
The retention of the existing large street trees and canopy in the rezoning application also satisfies the access to nature requirement, along with the inclusion of a significant green roof and urban agriculture proposed as part of Phase 1 redevelopment.
- *Sustainable Food Systems*  
The application proposes to include edible landscaping and on-site organics management. Staff review supports edible landscaping, including opportunities for children to learn with garden plots, and connections with the school kitchen and cafeteria. Conditions in Appendix B reflect that school programs should build on educational opportunities to provide students with education on food literacy and cooking skills.
- *Green Mobility*  
This requirement is addressed through the transportation study submitted as part of the rezoning application. The study notes that in addition to encouraging more sustainable modes of travel, York House School proposes providing four electric vehicle charging stations for the use of staff and visitors.
- *Rainwater Management*  
Rainwater will primarily be controlled on-site through the use of vegetated green roofs, equalling approximately 20% of site area. Stormwater interceptors are proposed at all storm sewer connections to remove sediment and screen large debris. Conditions in Appendix B require the school to provide a Rainwater Management Plan at the time of the initial Development Permit and updated with each new development phase.
- *Zero Waste Planning*  
The rezoning application proposes to divert more than 75% of waste from landfill and incinerator through on-site education, site and facility design and a biodigester system to process organic waste. Conditions in Appendix B instruct the school to provide a Zero Waste Design and Operations Plan, including components pertaining to site infrastructure design and ongoing maintenance and operations. The Operations Plan should include a public education and outreach element; a recycling, organics and

waste collection system; and it should explore the establishment of an on-site product stewardship take-back program.

- **Affordable Housing**  
The affordable housing requirement is not applicable for the York House School rezoning application, as no residential development is proposed.
- **Low Carbon Energy Supply**  
Staff review has determined that the redevelopment's surrounding context is not dense enough to support a practical district energy solution. In lieu of conducting a feasibility study, the applicant has agreed to commit to developing a low-carbon energy solution for the site. Conditions of rezoning are included in Appendix B which support the development of a low-carbon energy system for York House School.

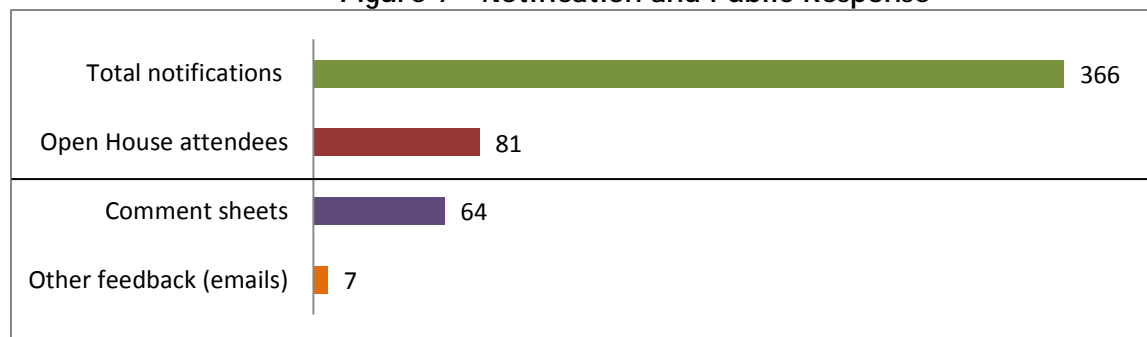
Staff have reviewed the applicant's overall response to the *Rezoning Policy for Sustainable Large Developments* and, in some instances, recommend improvements in order for the proposal to have a more fulsome response to the policy. Conditions to secure delivery of these features at the Development Permit stage are included in Appendix B.

## **PUBLIC INPUT**

**Pre-application Open House** - The applicant held a pre-application open house at the subject site on October 19, 2016. Approximately 85 people attended the open house. A number of comments were generally supportive of the proposal. Concerns were raised with regard to noise along with increased traffic and parking issues. Pick-up and drop-off activities were the primary concern noted.

**Public Notification** - The City of Vancouver Rezoning Centre webpage included notification and application information as well as an online comment form. A rezoning information sign was also posted on the site. A community open house was held from 5-8 pm on April 3, 2017, at York House School, 4176 Alexandra Street. Staff, the applicant team, and a total of approximately 81 people attended the Open House.

**Figure 7 - Notification and Public Response**



**Public Response and Comments** - The City received a total of 71 responses to the application by email or comment form.

The bulk of the comments received by the City expressed general support for the proposal, noting specifically that York House students would benefit from the school facilities and academic opportunities offered by expansion. The site improvements were also seen as a benefit to the broader neighbourhood, who may be able to use the York House facilities such as the auditorium. The building and campus planning and design were also complemented.

Traffic issues, particularly related to student drop-off and pick-up activities, were the most noted area of concern. Some of the public felt that the proposed additional underground parking and bicycle parking, along with an improved traffic management plan, would result in a better traffic and safety situation.

A number of other respondents in the community noted that school-related traffic has impacted them both during previous York House construction and more generally in the day-to-day operations of the school. Increased student enrolment was seen by these respondents to exacerbate the existing issues by increasing traffic, noise and congestion. Safety in the area was also raised as an ongoing worry.

Beyond traffic, a number of other concerns were raised by area neighbours. The proposed height of Building D, the new multi-purpose building, was seen as excessive and incompatible with the residential neighbourhood and a concern for privacy. Additional noise and litter, both from construction and increased student enrolment, were also seen as problematic. There was also a fear that an expanded York House would drive up housing prices, impacting long-term area residents.

Staff also received comments concerned that the York House School site is too small to accommodate the proposed density, which was thought to be out of scale with the surroundings. Suggestions included that York House find a second site for a satellite campus to which some students could be decanted. Some comments also felt that the school was disregarding previous commitments to limit facility expansion.

**Response to Public Comments** - Public feedback has assisted staff with assessment of the application. Response to key feedback is as follows:

#### Traffic and Pick-up/Drop-off Activities

One of the primary concerns of nearby residents was traffic, predominantly based on student pick-up and drop-off activities. York House School has commissioned a transportation study and updated their Good Neighbour Pledge into a revised Operations Management Plan (see Appendix F) to reflect both the current state and the future conditions related to the school. York House has also convened a committee with the other two nearby schools, Little Flower Academy and Shaughnessy Elementary, to mitigate the collective impacts of three schools operating in the same area.

A number of transportation improvements are included as part of the conditions in Appendix B. York House School will use the proposed underground parkade to provide for student pick-up and drop-off activity, removing a portion of these activities from the existing street network. School bus storage and loading are also sought on site. Sidewalks will be widened and a new marked crosswalk provided at Alexandra Street and 26th Avenue. The lane west of Granville Street, between 26th Avenue and Nanton Avenues, will be paved and include new speed humps. Left-turn lights are also proposed for the Granville Street and King Edward Avenue intersection. Additionally, half of the proposed CAC is to be allotted to local

transportation improvements to walking, bicycling or transit infrastructure in the area. Staff have also included conditions providing for transportation demand management measures and to monitor the ongoing traffic situation for the area surrounding York House School.

#### Neighbourhood Impacts and Building Height

In response to concerns about impacts on the neighbourhood, staff note that main interface with immediate neighbours is along 26th Avenue. Privacy and noise concerns are mitigated by limited the number of classrooms facing 26th Avenue and the setback on the rooftop access, ensuring that student activity at that level will not affect neighbours. The only building which is significantly higher than the surrounding zoning allows is to the north of neighbours, meaning that there will be no shadowing impacts, and is screened by existing mature trees which are proposed for retention.

#### Site Size and Density

Comments from neighbours expressed some concerns about the site size and the density of the proposed development. While the site does not meet the BC Ministry of Education school site guidelines for outdoor space, this condition is present in over half of the schools under the Vancouver School Board's administration. This is a reflection of the urban nature of city schools and the history of site acquisition. In the case of York House, the school has relocated kindergarten operations to a nearby satellite site. Site planning responds to adjacent conditions, including major arterials, the other schools, and the residential zone to the south.

### ***PUBLIC BENEFITS***

In response to City policies concerning changes in land use and density, this application addresses public benefits as follows.

#### ***Public Benefits - Required by By-law or Policy***

**Development Cost Levies (DCLs)** - Development Cost Levies (DCLs) collected from development help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and engineering infrastructure. This site is subject to the City-wide DCL rate, which is currently \$5.49 per sq. m (\$0.51 per sq. ft.) for new school floor space, which is applied to the additional proposed floor area of 11,562 sq. m (124,453 sq. ft.). On this basis, a DCL of approximately \$63,475 is expected.

DCLs are payable at building permit issuance and are subject to an annual inflationary adjustment which takes place on September 30th 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 applications having a floor area of 9,290 sq. m (100,000 sq. ft.) or greater to

commission public art or provide cash in lieu. Public art budgets are based on a formula (effective September 30, 2016) of \$21.31 per sq. m (\$1.98 per sq. ft.) for areas contributing to the total FSR calculation. With 11,562 sq. m (124,453 sq. ft.) of additional proposed floor area, a public art budget of approximately \$246,386 is anticipated. The Public Art Rate is finalized at the development permit stage and is subject to Council approval of periodic adjustments to address inflation.

Developers may fulfil 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.

#### ***Public Benefits – Offered by the Applicant***

**Community Amenity Contributions (CAC)** – Within the context of the City's *Financing Growth Policy*, an offer of a Community Amenity Contribution (CAC) to address the impacts of the rezoning can be anticipated from the owner of a rezoning site. CACs typically include either the provision of on-site amenities or a cash contribution toward other public benefits and they take into consideration community needs, area deficiencies and the impact of the proposed development on City services.

For institutional uses, the City has a practice of securing a nominal CAC contribution towards the growth-related impacts resulting from additional development rights under a site-specific rezoning. In similar institutional rezonings, a \$3.00 per sq. ft. target CAC has been applied on the net additional floor area resulting from the zoning change. The proposed additional floor area of 124,453 sq. ft. results in a CAC of \$373,360 which the applicant has offered as a cash payment. Real Estate Services staff recommend that this offer be accepted. Staff recommend that, of the CAC value, \$186,680 (50%) be allocated to transportation improvements to support walking, cycling or transit in the *ARKS Community Vision* area and that \$186,680 (50%) be allocated to the provision of new childcare spaces on Vancouver's westside.

#### ***FINANCIAL IMPLICATIONS***

As noted in the section on Public Benefits, a cash CAC of \$373,360 has been offered and will be allocated as follows:

- \$186,680 (50%) for transportation improvements to support walking, cycling or transit in the *ARKS Community Vision* area; and
- \$186,680 (50%) for the provision of new childcare spaces on Vancouver's westside.

If a 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 an estimated value of \$246,386.

The site is within the City-wide DCL district and it is anticipated the project will generate approximately \$63,475 in DCLs.

Approval and timing of specific project will be brought forward as part of the Capital Plan and Budget Processes.

### **CONCLUSION**

Staff assessment of this rezoning application has concluded that the proposed form of development is an appropriate urban design response to the site and its context, and that the application is consistent with the *Arbutus Ridge/Kerrisdale/Shaghnessy (ARKS) Community Vision* directions and the *Rezoning Policy for Sustainable Large Developments*. The proposed conditions of approval respond to public feedback by reducing potential privacy and noise impacts through building setbacks and improvements. The proposal includes a new Operations Management Plan (see Appendix F) with transportation demand management measures that include coordination with Little Flower Academy and Shaughnessy Elementary School.

The General Manager of Planning, Urban Design and Sustainability 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.

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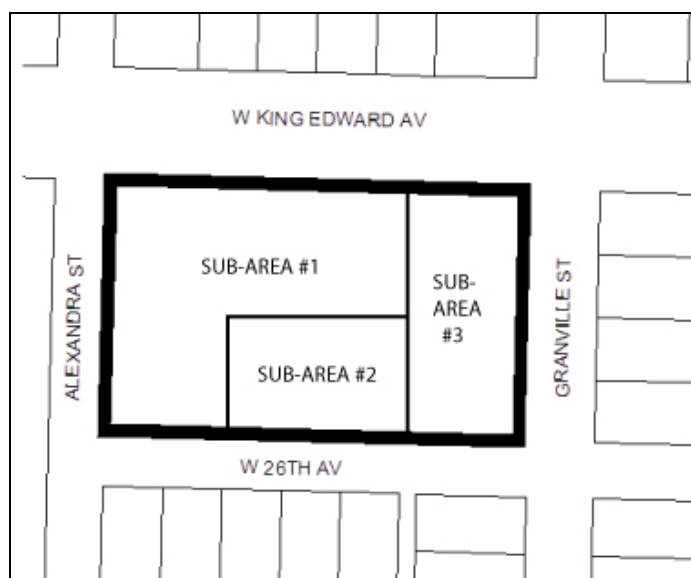
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4176 Alexandra Street (York House School)  
DRAFT AMENDMENTS TO CD-1 (288) BY-LAW NO. 7045

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

1. Council strikes out Section 2(a) and substitutes:  
  
"School - Elementary and Secondary, provided that the enrolment does not exceed 690 pupils; and"
2. Council strikes out Section 2(b) and renumbers section 2(c) as 2(b).
3. In Section 3.1, Council strikes out "0.85" and substitutes "1.71".
4. In Section 3.2, Council strikes out "floor space ratio" and substitutes "floor area".
5. In Section 3.3, Council:
  - (a) strikes out "floor space ratio" and substitutes "floor area";
  - (b) in subsection (c), after the semicolon, adds "and"; and
  - (c) strikes out subsection (d) and substitutes:  
  
"(d) above grade floor area built as open to below, designed in combination with venting skylights, opening clerestory windows or other similar features which, in the opinion of the Director of Planning, reduce energy consumption or improve natural light and ventilation to a maximum exclusion of 7% of permitted floor area."
6. Council re-numbers section 4, 5, 5.1, 5.2, 6, 6.1, 6.2, and 7 as 5, 6, 6.1, 6.2, 7, 7.1, 7.2, and 8 respectively.
7. After Section 3, Council adds:  
  
**"Sub Areas**
  4. The site is to consist of three sub-areas approximately as illustrated in Figure 1, solely for the purpose of allocation of maximum permissible height.

Figure 1



8. Council strikes out Section 5 and substitutes:

**"Height**

5. Building height, measured from base surface to the top of roof parapet above the uppermost storey, must not exceed the maximum heights set out in the table below.

| Sub-area | Maximum building height |
|----------|-------------------------|
| 1        | 11.2 m                  |
| 2        | 16.2 m                  |
| 3        | 12.2 m                  |

"

9. In renumbered Section 6, Council:

- (a) strikes out renumbered section 6.1 and substitutes:

"6.1 The minimum setback of any building from the Alexandra Street and West 26th Avenue property boundaries shall be 6.3 m, except that the Director of Planning may relax the minimum setback from the West 26th Avenue property boundary above the first storey to a minimum of 4.8 m."; and

- (b) in renumbered section 6.2, strikes out "5.1" and substitutes "6.1".

10. In renumbered section 7.1, Council strikes out "37 percent" and substitutes "54%".

11. Council strikes out renumbered section 8.

\* \* \* \* \*

4176 Alexandra Street (York House School)  
PROPOSED CONDITIONS OF APPROVAL

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.

CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by Acton Ostry Architects on behalf of the York House School Society, and stamped "Received Planning and Development Services (Rezoning Centre), December 15, 2016", provided that the Director of Planning may allow minor alterations to this form of development when approving the detailed scheme of development as outlined in (b) below.
- (b) That, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the Director of Planning, who shall have particular regard for the following:

Urban Design

- 1. Provision of cohesive building design between the senior school and the proposed north and south additions (Buildings A, B and C). Design of the north and south additions should be generally in-keeping with the design of the existing senior school. This includes building heights, setbacks, and architectural and landscape expression.
- 2. Provision of a significant setback for the top storey of the multi-purpose building (Building D) from the floor below for the entire building length along 26th Avenue in order to minimize the impact of increased building height.  
  
Note to Applicant: A significant setback should be, at a minimum, 10-15 ft.
- 3. Design development to reduce the solid blank wall of the multi-purpose building (Building D) facing 26th Avenue through an improved fenestration pattern at grade that is in keeping with the overall design of the school campus architecture.
- 4. Design development to provide varied landscaping along 26th Avenue, including layering and filigree in front of the multi-purpose building (Building D) that is in keeping with the overall landscape design.
- 5. Provision of an intensive green roof on the multi-purpose building (Building D), including a significant landscaped buffer from the 26th Avenue frontage and significant planting.

Note to Applicant: The significant landscaped buffer should be a minimum of 12 ft. and have an average of 20 ft. The intent of the landscaped buffer is to mitigate any potential noise or privacy issues for the adjacent residential

neighbourhood from the proposed rooftop access. No guardrails should be placed at the 26th Avenue building edge rooftop.

6. Submission of a bird-friendly strategy for the design of the building is encouraged in the application for a development permit.

Note to Applicant: Refer to the Bird-Friendly Design Guidelines for examples of built features that may be applicable. For more information, see the guidelines at <http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.

#### **Crime Prevention through Environmental Design (CPTED)**

7. Design development to respond to CPTED principles, having particular regard for the following:
  - (i) Theft in the underground parking;
  - (ii) Mail theft; and
  - (iii) Mischief in alcoves and vandalism, such as graffiti.

#### **Landscape Design**

8. Design development to provide adequate buffering at residential street edges, to mitigate impacts on the surrounding neighbourhood, while orienting a similar residential street scale of layered planting to the street.
9. Coordination of Landscape Plan with Arborist Report, matching the dimensioned tree protection plan shown in the Arborist Report on the Tree Management Plan.
10. Provision of approval from the Park Board for proposed City-owned tree removals.
11. Design development to improve sustainability and expand programming to include edible plants.

Note to Applicant: Edible plants can be used as ornamentals, integrated into the landscape design. Student shared gardening areas should reference and be designed to adhere to Council's Urban Agriculture Guidelines for the Private Realm and should provide maximum solar exposure, universal accessibility and provide amenities such as raised beds, water for irrigation, potting benches, tool storage, and composting.

12. A full Landscape Plan for the proposed landscape is to be submitted. The Landscape Plan should illustrate proposed plant materials (with common and botanical names, plant sizes and quantities), paving, walls, railings, light fixtures, site grading and other landscape features. Plant materials should be listed in a Plant List that is clearly keyed to the Landscape Plan. The Landscape Plan should be a minimum 1:100 or 1/8" scale.

13. Section details at a minimum scale of 1/4"=1' scale to illustrate typical proposed landscape elements including planters on structures, benches, fences, gates, arbours and trellises, and other features. Planter section details must confirm that the depth of proposed planting on structures is deep enough to accommodate rootballs of proposed trees well into the future.
14. Sections (1/4"=1' or 1:50) illustrating the building to public realm interface facing the street, confirming a delineated private to public transition of spaces.  
  
Note to Applicant: The section should include the building façade, as well as any steps, retaining walls, guardrails, fences and planters. The location of the underground parking slab should be included in the section.
15. Design development to locate, integrate and fully screen gas meters and parking garage vents in a manner which minimizes their impact on the architectural expression and the project's open space and public realm.
16. Trellis and vines to be provided over the underground garage access ramps.
17. New proposed street trees should be noted "Final species, quantity and spacing to the approval of the City Engineer and Park Board". Contact Eileen Curran (604-871-6131) of Engineering Streets Division regarding street tree spacing and quantity. Contact Cabot Lyford (604-257-8587) of Park Board regarding tree species.
18. A high-efficiency automatic irrigation system to be provided for all planters on parkade slab and minimum of hose bibs to be provided for landscape on grade.
19. A Landscape Lighting Plan to be provided for security purposes.

Note to Applicant: Lighting details can be added to the landscape drawings. All existing light poles should be shown.

### Sustainability

20. Provision of a Recycling and Reuse Plan for Green Demolition/Deconstruction, for the demolition of existing buildings on site, to recycle/reuse at least 75% of demolition waste (excluding hazardous materials).  
  
Note to Applicant: The Recycling and Reuse Plan for Green Demolition/Deconstruction should be provided at the time of development permit application.
21. Any new building in the development will meet the requirements of the preceding *Green Buildings Policy for Rezonings* (as amended up to January 14, 2016), including a minimum of 63 points (LEED® Gold rating), with 1 point 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.

Note to Applicant: A Sustainable Design Strategy must be submitted as part of the Development Permit that articulates which credits the applicant will be pursuing and how their building application, as submitted, incorporates strategies, features or technologies that will help achieve these credits. The strategy, along with the LEED checklist, must be incorporated into the drawing submission. A letter from a LEED Accredited Professional or Administrator must confirm that the proposed strategy aligns with the applicable goals of the rezoning policy. Proof of registration of the CaGBC must be provided with the application and the project registration number incorporated into the drawings. Application for Certification will be required at a subsequent stage.

22. In lieu of the requirements outlined in Condition 21, the applicant may choose to meet the requirements of the *Green Buildings Policy for Rezoning* (amended February 7, 2017), including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or alternate near zero emissions standard approved by the Director of Sustainability), or Low Emissions Green Buildings. The requirements for Low Emissions Green Buildings are summarized at: <http://guidelines.vancouver.ca/G015.pdf>.

## Engineering

23. The owner or representative is advised to contact Engineering to acquire the site's permissible street use. Prepare a mitigation plan to minimize street use during excavation and construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum of 60 days lead time for any major crane erection/removal or slab pour that requires additional street use beyond the already identified project street use permissions.
24. Confirmation that any new construction will result in the need for temporary shoring of public property including encroachment of the shoring system and, if so, please provide construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site.

Note to Applicant: Detailed confirmations of these commitments will be sought at the building permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to building occupancy. Provision of written acknowledgement of this condition is required. Please contact Engineering Services for details.

25. Provision of any gas service to connect directly to the building(s) without any portion of the service connection above grade within the road right-of-way.



26. Provision of driveway crossing design to the satisfaction of the General Manager of Engineering Services. Confirmation from the Park Board that the existing tree on 26th Avenue can be relocated for the new driveway crossing as indicated on drawing L1.0.

Note to Applicant: A separate crossing application to the General Manager of Engineering Services is required.

27. Provision of a landscape plan that reflects the off-site improvements sought by this rezoning including the following note to be placed on the landscape plan:
- “The landscape plan is to be noted as ‘NOT FOR CONSTRUCTION’ and is to be submitted for review to Engineering Services a minimum of eight 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. Please contact Engineering, Development Services and/or your Engineering Building Site Inspector for details. Please provide a copy of the updated plan to Engineering for review.
28. Confirm existing garbage storage areas and bin provision and confirm that it is adequate for the additions to the school. If not, clarify the extent of added garbage provision.
29. Provision of on-site pick-up and drop-off and the redesign of the underground parking to the satisfaction of the General Manager of Engineering Services. On-site pick-up and drop-off is required to address the current neighbourhood congestion related to on-street pick-up and drop-off activity and any future increase in traffic volume and congestion around the school. The local streets widths around the site are approximately 7.4 m in width or less and congestion occurs when vehicles stop on both sides of the street.
30. Design development to allow for safe and efficient utilization of the underground parking area for pick-up and drop-off activity for a minimum of 150 students on a daily basis. The following is required:
- (i) Wider stalls and maneuvering aisle widths than the required minimum to improve maneuvering.
  - (ii) Provide a pedestrian refuge/drop-off area with counter clockwise circulation within the parkade to eliminate the students having to cross the maneuvering aisle to exit the parkade.
  - (iii) Provide a direct connection from the drop-off area to the elevator.
  - (iv) Provide corner cuts on all corners required to achieve continuous two-way flow within the parkade.

Note to Applicant: Pick-up and drop-off capacity for approximately 150 students should be provided to ensure on-streets operations will be improved over existing conditions. While several measures are outlined in the updated

traffic study to reduce traffic impacts on the surrounding neighbourhood, they may not effectively mitigate the increased student population. In this case, some pick-up and drop-off activity may need to be conducted on-site to ensure no new impacts to the neighbourhood. This may require additional parking to be created so as not to conflict with staff parking needs. A design should be reviewed by a Transportation Engineer to ensure it will operate efficiently and safely. Transportation supports development of measurable criteria to determine the necessity of on-site pick-up and drop-off based on observed traffic patterns post-development, noting that improvements over existing conditions are expected. Criteria shall be developed during the development permit process.

- 31. Design development to allow for on-site storage of school buses.
- 32. Provision of a complete tech table showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided with all stalls numbered and labelled.
- 33. Provision of on-site loading and maneuvering.

Note to Applicant: No loading is shown on the architectural drawings and backing in or out to the street from the Class B loading space(s) is not supported. Provide turning swaths to confirm on-site maneuvering is being achieved.

- 34. Provide automatic door openers on the doors providing access to the bicycle room(s) and note on plans.
- 35. Confirm all planting on street right-of-way are to be maintained by the adjacent property owner and conform to the applicable standards.

Note to Applicant: All plant material within the same continuous planning area which is located on street right-of-way within 10 m, measured from the corner, of an intersection, pedestrian crossing, entrance to a driveway or other conflict areas where sightlines need to be maintained for safety reasons, shall not exceed a mature height of 0.6 m, measured from the sidewalk. All plant material within the street right-of-way which is located outside of the areas described in the bullet above shall not exceed 1 m in height, measured from the sidewalk. Plants shall be planted in such a way as to not encroach on the sidewalk, street, lane, and/or bike lane. Provide tree and planting selections.

- 36. Compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services as follows:
  - (i) Provision of design elevations on both sides of the parking ramp at all breakpoints, within the parking area, both sides of the loading bay, and at all entrances.
  - (ii) Provision of 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.

- (iii) Dimension all parking and loading spaces, column encroachments, and maneuvering aisle widths.
- (iv) Provision of drawings A100 and A101 at 1:100 scale.
- (v) Provide details for the layout of the Class A bicycle spaces with all spaces and access aisles dimensioned.

#### *Low Carbon Strategy*

- 37. The proposed approach to the site heating and cooling, developed in collaboration with the City, shall be provided prior to the issuance of any development permit, to the satisfaction of the General Manager of Engineering Services.
- 38. Design of the development shall adhere to the following general requirements:
  - (i) The approach to site heating and cooling shall incorporate a development-scale low carbon energy system that reduces the development's greenhouse gas emissions at buildout by a minimum of 50% relative to a business as usual ("BAU") approach to heating and cooling (where BAU assumes high-efficiency natural gas boilers for space heating, ventilation, 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 a building permit.

#### *Social Policy*

- 39. 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.

Note to Applicant: The application identifies three food assets that can count towards the required three food assets that must be delivered as part of the

development. The three identified food assets are (1) edible landscaping, (2) on-site organics management, and (3) create a 'locally sourced food program' in the cafeteria. The following comments outline ways to strengthen the submission.

- (i) Edible landscaping:
  - a. Provide more details on the location and design of the edible landscaping.
  - b. Explore education and training opportunities in the gardens for students and connect such programs to the school kitchen/cafeteria.
  - c. Include shared garden plots allowing for educational opportunities. Refer also to condition (b)11.
  - d. Clarify if the rooftop of Building D will include a food growing and/or garden component.
- (ii) On-site organics management:
  - a. Additional details will be required, including, at a minimum: location, type of machine, and management structure.
- (iii) Create a 'locally sourced food program' in the cafeteria:
  - a. Consider student/youth education and training opportunities in the school kitchen that support food literacy, education and cooking skills.
  - b. Build in cooking programs as part of the overall school kitchen and food program.
  - c. Design development to the school kitchen/cafeteria to enable student cooking and education program opportunities.

#### CONDITIONS OF BY-LAW ENACTMENT

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

##### Engineering Services

1. Provision of on-site pick-up and drop-off through use of the proposed south wing parkade. Should the traffic management initiatives noted in this report not alleviate traffic circulation and pick-up and drop-off concerns raised by this

rezoning application then the proposed south wing parkade is to be utilized to provide pick-up and drop-off for students. The parkade is to achieve a level of design that satisfies the Parking and Loading Design Supplement and identified design improvements that best address a safe pick-up and drop-off operation. Legal arrangements will be required.

2. 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 (ROWS) 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 adequate water services to meet the fire flow demands of the project. The current application lacks the details to determine if water main upgrading is required. Please supply project details including projected fire flow demands, sprinkler demand, hydrant load, and domestic water demands to determine if water main 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.

- (ii) Provision of upgraded storm and sanitary sewer mains as follows:

- a. The existing combined mains on Alexandra Street and 26th Avenue are undersized and are required to be upgraded to better serve the development. The applicant is to provide approximately 115 m of minimum 200 mm sanitary and minimum 600 mm storm mains on 26th Avenue and approximately 103 m of minimum 200 mm sanitary and minimum 600 mm storm mains on Alexandra Street. In addition, the site is to tie all drainage into the sewers on 26th Avenue. The applicant is to abandon the second service connection on King Edward Avenue.

Note to Applicant: Engineering Services will review any phasing plan or analysis provided by a professional engineer related to this upgrade with the final determination on the extent of upgrading to be determined at the sole discretion of the General Manager of Engineering Services.

- (iii) Provision of a stormwater and rainwater management plan that meet the objectives of the Citywide Integrated Rainwater Management Plan and complies with the Sewer and Water Course By-law. The plan shall achieve the following objectives:

- a. Retain or infiltrate 50% of the 6-month storm event volume (24 mm) on-site;
    - b. Treat the 6-month event (48 mm) on-site; and

- c. Maintain the pre-development two year storm event rate. The pre-development estimate shall utilized the 2014 IDF curve, whereas the post-development estimate shall use the 2100 IDF curve to account for climate change.

Note to Applicant: Legal arrangements may be required to ensure on-going operations of certain stormwater storage, rainwater management and green infrastructure systems.

- (iv) Provision of new or replacement duct banks adjacent the development site that meet current City standards. Duct banks are to consist of electrical and communication ducts sized to meet City needs in a configuration acceptable by the General Manager of Engineering Services and in conformance with applicable electrical codes and regulations. A detailed design will be required prior to the start of any associated street work.

Note to Applicant: As-constructed documentation will be required that includes photographic and measured evidence of the installed number of conduits, their final locations, and depths.

- (v) Provision of a new minimum 1.83 m (6 ft.) CIP light broom finish sidewalk with saw cut joints on West 26th Avenue.
- (vi) Provision of a new minimum 2.44 m (8 ft.) CIP light broom finish sidewalk with saw cut joints on Alexandra Street.
- (vii) Provision of a new minimum 2.14 m (7 ft.) CIP light broom finish sidewalk with saw cut joints on West King Edward Avenue.
- (viii) Provision of a new minimum 3.36 m (11 ft.) CIP light broom finish sidewalk with saw cut joints on Granville Street to improve the available pedestrian space and bus stop operations. Adjustments to the bus stop and bus shelter on Granville Street and trimming/removal of existing hedges along the Granville Street frontage is required to achieve this.

Note to Applicant: All sidewalk widths are preferred widths for assigned frontages and are subject to in-field design and detailed reviews of construction impacts on existing street trees and impacts on adjacent private landscaping encroachments to confirm preferred widths can be constructed, all subject to the sole discretion of the General Manager of Engineering Services.

- (ix) Provision of a sidewalk widening at the southwest corner of King Edward Avenue and Granville Street to improve the pedestrian waiting area and updated curb ramps and curb returns at the corner, to be completed with Phase 1 of the development. The widening would be from the back



of the new sidewalks and be approximately 3x3 m square in size and can be achieved on City right-of-way but extends to the property line.

- (x) Provision of a bus shelter and bus stop adjustments on King Edward Avenue to the satisfaction of the General Manager of Engineering Services. Additional concrete paving in the bus bulge on King Edward Avenue (Stop 51506 EB W King Edward FS Alexandra) to accommodate bus shelter installation and minor stop adjustments.
  - (xi) Provision of new curb ramps and a new curb return to current standards at the southwest corner of Granville Street and 26th Avenue.
  - (xii) Provision of a new curb ramp on the northwest corner of Alexandra Street and 26th Avenue and a marked crosswalk on the north leg of Alexandra Street and 26th Avenue.
  - (xiii) Provision of upgraded street lighting on all site frontages and new pedestrian lighting on Alexandra Street and 26th Avenue to current standards including a review of the existing lighting to determine its adequacy and a lighting design as required.
  - (xiv) Provision of signal modifications at the intersection of Alexandra Street and King Edward Avenue to include pedestrian countdown timers and LED lighting.
  - (xv) Provision of signal modifications at the Granville Street and King Edward Avenue to include eastbound/westbound left turn arrows and LED intersection lighting.
  - (xvi) Provision of asphalt paving of the lane west of Granville Street between 26th Avenue and Nanton Avenue including the installation of speed humps in the lane.
  - (xvii) Provision of geometric changes for the corner bulge at Alexandra Street and 26th Avenue to the satisfaction of the General Manager of Engineering Services. The site plan proposes an extension of the existing bulge on the east side of Alexandra Street at 26th Avenue to accommodate the new driveway entrance. A detailed review is required to confirm if the bulge can be extended.
  - (xviii) Provision of updated parking regulations on Alexandra Street, 26th Avenue, and Nanton Avenue where improvements to traffic circulation can be achieved with minimal impacts to residents.
3. 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 not limited to System Vista, Vista switchgear, pad mounted transformers, LPT 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. In addition, 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.

Note to Applicant: Please ensure that in your consultation with BC Hydro that an area has been defined within the development footprint to accommodate such electrical plant. Please confirm that this space has been allocated and agreement between both parties has been met.

4. Provision of a Traffic Management Strategy to the satisfaction of the General Manager of Engineering Services, including a letter of commitment from the school, is required that acknowledges and commits to the following:
  - (i) Provision of up to \$63,000 for traffic calming measures in the neighbourhood to address impacts of existing school traffic and potential impacts of additional traffic generated from the school expansion.
  - (ii) Continued participation and a commitment to lead the Traffic Management Committee for the three schools (York House, Little Flower Academy, and Shaughnessy Elementary) to address neighbourhood issues related to school traffic and implement strategies and transportation demand management (TDM) measures to mitigate congestion during the drop-off and pick-up periods at the schools. Commitment to introduce off-set start time for primary school grades to avoid concurrent start times with nearby schools. This condition is expected to continue, with reassessment and coordination of start times to eliminate overlap of peak pick-up and drop-off times.
  - (iii) Provision of professional traffic control personnel to manage the pick-up and drop-off activity around the school to replace the parent and staff volunteers.
  - (iv) Provision of free cycling education and training for all staff and students on an ongoing annual basis.
  - (v) Provide a limited Transportation Management Plan (TMP) update post-occupancy outlining the following:
    - a. Travel mode survey for the entire school (students and staff) with a minimum 90% response rate to be completed annually for the three years post-occupancy.
    - b. Current and future TDM measures being implemented at the school. Provide an update as to the success of implementing subsidized bus passes and the number of students and staff utilizing this TDM measure.

- c. Outline whether the school is meeting the previously set travel mode targets and to set new targets for the future.
- d. Include any neighbourhood concerns regarding the school traffic.
- e. Submit a copy of the limited TMP to the School Liaison at the City of Vancouver for review.
- f. Designate a TMP administrator at the school that will be responsible for conducting the mode surveys, dealing with traffic concerns around the school and implementing the TDM measures.
- g. Provide an Internal Traffic Management Plan in brochure form that is to be developed, posted and distributed to all parents.
- h. Consider possible strategies to reduce vehicle trips and congestion around the school.

Note to Applicant: Possible strategies include carpool strategies, free bus passes for students and staff, shuttle buses, school buses, student cycle training, bicycle training for the school community and staff, walking school bus, bicycle train, Walking Wednesdays, and Park and Walk a Block.

- 5. Enter into such agreements as the General Manager of Engineering and the Director of Legal Services determine are necessary for securing the low carbon energy requirements of the development, which may include but are not limited to agreements which:
  - (i) Require that all buildings within the development receive thermal energy from a low carbon energy system through the implementation of a development-scale low carbon energy solution.
  - (ii) Require that responsibility for the operation and maintenance of the development-scale low carbon energy system, if applicable, be assigned to an appropriate party prior to occupancy.
  - (iii) Require the developer to undertake performance monitoring of the thermal energy system for the development on a reporting schedule, containing information, and prepared in a form as requested by the General Manager of Engineering Services.

#### Public Art

- 6. Execute an agreement satisfactory to the Directors of Legal Services and Cultural Services for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials; and provide development details to the satisfaction of the Public Art Program Manager.

Note to Applicant: Please call Karen Henry, Cultural Planner, 604-673-8282, to discuss your application.

#### **Environmental Contamination**

7. If applicable:
- (i) Submit a site profile to the Environmental Protection Branch (EPB);
  - (ii) As required by the Manager of Environmental Protection and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and
  - (iii) If required by the Manager of Environmental Protection 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 Protection, City Engineer and Director of Legal Services, including a Section 219 covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until a Certificate of Compliance 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**

8. Pay to the City a Community Amenity Contribution of \$373,360 which the applicant has offered to the City. Payment is to be made prior to enactment of the CD-1 By-law, at no cost to the City and on terms and conditions satisfactory to the Director of Legal Services. The \$373,360 is to be allocated as follows:
- (i) \$186,680 towards transportation improvements to support walking, cycling or transit in the ARKS Community Vision area; and
  - (ii) \$186,680 towards the provision of new childcare spaces on Vancouver's westside.

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 other such 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 and at no cost to the City.

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.

\* \* \* \* \*

4176 Alexandra Street (York House School)  
DRAFT CONSEQUENTIAL AMENDMENT

DRAFT AMENDMENT TO THE PARKING BY-LAW NO. 6509

In Schedule C, Council adds:

| Address                                      | By-law No. | CD-1 No. | Parking Requirements  |
|--|------------|----------|---|
| 4176 Alexandra Street<br>(York House School) | ( )        | ( )      | Parking, loading and bicycle spaces in accordance with by-law requirements, except that a minimum of 35 Class A bicycle spaces shall be provided. |



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4176 Alexandra Street (York House School)  
ADDITIONAL INFORMATION

1. Urban Design Panel

The Urban Design Panel (UDP) reviewed this application on May 3, 2017. The application was supported with recommendations.

**EVALUATION: SUPPORT with RECOMMENDATIONS**

**Introduction:** Zak Bennett, Rezoning Planner, introduced the project as a rezoning application for the York House School, located at the southwest corner of King Edward Avenue and Granville Street, and bounded by Alexandra Street and 26th Avenue.

The site is zoned CD-1 (288) and the site is presently developed as the York House School campus, consisting of a two-storey junior school, three-storey senior school with adjoining building wings, and two-storey multi-purpose building. It is approximately:

- 3.32 acres or 144,717 sq. ft.
- With 490 feet of frontage along King Edward Avenue and 295 feet along Granville Street
- A total FSR of 1.78 is proposed, of which 0.55 is below-grade.

The surroundings are predominantly zoned FSD to the north of King Edward Avenue and RS-5 to the south and developed with single-family houses. To the immediate west is the Little Flower Academy independent school and Shaughnessy Elementary.

The proposal is for a phased redevelopment of the campus including:

- A new three-storey multi-purpose building (Phase 1)
- A new three-storey southern addition to the senior school building (Phase 2)
- A new three-storey northern addition to the senior school building (Phase 3)
- A one-storey addition and renewal of the junior school building (Phase 4)

The Arbutus Ridge/Kerrisdale/Shaugnessy (ARKS) Community Vision allows consideration of rezoning for the expansion of institutional uses such as schools, as well as direction to undertake a rezoning process on existing CD-1 sites. Finally, the rezoning application is also being evaluated under the City's Rezoning Policy for Sustainable Large Developments.

Ji-Taek Park, Development Planner, introduced the project as a proposed phased development that includes:

- Phase 1: a new three-storey multi-purpose building, including partially sunken gymnasium, classrooms, dining hall and kitchen, and landscaped rooftop deck.
- Overall the site coverage will increase from 37% to 54%.

The proposed text amendment also includes:

- Deletion of Accessory Auditorium Use, opening up the school facilities for broader community use. It should be noted the auditorium is the only facility currently with limited use.

- The proposed development would increase the height, massing, and density adjacent to residential neighbourhood (RS-5). It should also be noted that proposed setback (above the gym) is less than what is currently required (6.3 m /20.67 ft.), and proposed text amendment includes 1.5 m (5 ft.) reduction in the minimum setback requirement along 26th Avenue.
- Above grade architecture provides significant glazing fenestration and articulation, consistent with the existing seniors building that is to remain. However, treatment of the above grade protrusion of partially sunken gymnasium along 26th Avenue creates a long, blank wall treatment next to residential neighbourhood.

The ARKS Vision states that schools should be less institutional in design, and new buildings should be designed to 'fit in' with surrounding residential character.

In the context of opening up the auditorium to broader community use, the lobby location of the auditorium is located underground, accessed from Alexandra Street, connected via a long underground corridor, which is adjacent to the new gymnasium.

Mr. Ji-Taek Park then took questions from the Panel.

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

1. Does the panel support the proposed increase in building height (from 10.7 m to 16.9 m), massing and density (from 0.85 to 1.78)?
2. Please comment on the proposed public realm and architectural treatment at pedestrian scale, especially along the 26th Avenue, adjacent to the existing residential neighbourhood.
3. In the context of proposed change of use, including deletion of "Accessory Auditorium Use" which would provide community access to existing and new school facilities to the broader community, please comment on the site circulation and access, especially regarding the legibility of the access and lobby for auditorium for public use.

**Applicant's Introductory Comments:** The applicant team started by noting the school has evolved at the location since 1939. Below the existing field is an extensive underground space. The south wing would be a new learning commons and fine arts space. The north science wing would be a science and technology space. A third level will be added to the junior school building, located on the eastern edge of site. The U-shaped configuration perimeter defines the overall campus massing. There is currently surface at-grade parking and a level for underground parking. There is a complex detailed master program that was developed.

The design is considering the future needs of the site. The space is a reaction to the future development phases of the school. The disruption of operations of the school needs to be minimized and balanced.

The existing campus configuration and U-shape is intended to be retained. The circulation and access is to occur on the north side of the new multi-purpose building. Two issues to consider are traffic and noise. The sports field space is active and the new multi-purpose building will buffer the residential street from noise.

The proposed multi-purpose building is two storeys below grade. The gym is one level below grade to make it contiguous with the lower concourse. The middle floor is projected for greater articulation on the west side. There is a significant setback to prevent people to come to the outside edge. Lastly, there is a new campus gateway. The orientation occurs to take the main lobby for the entire campus.

The principle is to be at the leading edge of sustainability. There is a lot of flexibility and adaptability built in. There is a waste material processing area on site. The public realm surrounds the site on three sides. The tall trees and hedges are maintained in the proposal. The landscape is quiet. The main entry and activity happens at the parking drop offs along Alexandra Street and King Edward Avenue. The surface at-grade parking is intended to be removed and made a children's play area. The rooftop of the new multi-purpose building is the size of a sports field. Rooftop is proposed as an extensively used roof deck with roof gardens. On the edge, there is more of a social space. Urban gardening is located on the top.

The applicant team then took questions from the panel.

**Panel Consensus:** Having reviewed the project it was moved by Mr. Yijin Wen and seconded by Ms. Amela Brudar, and was the decision of the Urban Design Panel:

THAT the Panel recommend SUPPORT of the project with recommendations by the panel:

- The sustainability standards should be higher;
- Bike circulation and bike storage uses should be better developed for future uses;
- The landscaping along the sides of the school should be varied to give the street more texture and along 26th Avenue the gymnasium wall should have more texture through the architecture and/or further landscaping with layering and filigree.

**Related Commentary:** The panel noted that the height and density of the proposal was supported. One panel member mentioned there is a blank wall against the gymnasium that 'reads as a long spill out space'.

There needs to be research and creativity for the traffic drop off area with bicycles. The panel encouraged high Gold close to LEED® Platinum and more passive building measures. An artist could work with students at this stage to enhance the public art piece.

**Applicant's Response:** The applicant team thanked panel.

## 2. Public Consultation Summary

**Pre-application Open House** - The applicant held a pre-application open house at the subject site on October 19, 2016. Approximately 85 people attended the open house. A number of comments were generally supportive of the proposal. Concerns were raised with regard to noise along with increased traffic and parking issues. Pick-up and drop-off activities were the primary concern noted.

### Public Notification

A rezoning information sign was installed on the site on March 16, 2017. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage ([vancouver.ca/rezapps](http://vancouver.ca/rezapps)).

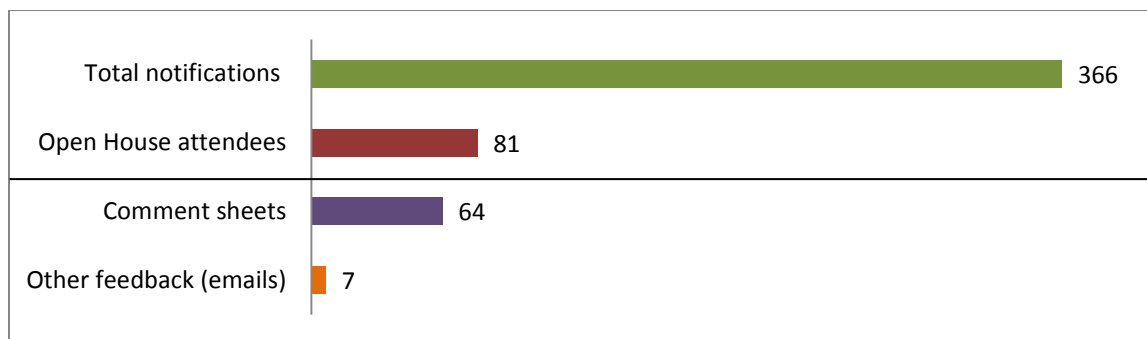
### April 3, 2017 Community Open House

A community open house was held from 5-8 pm on April 3, 2017, at York House School, 4176 Alexandra Street. A total of 366 notifications were distributed within the neighbouring area on or about March 15, 2017. Staff, the applicant team, and a total of approximately 81 people attended the open house.

### Public Response

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

- In response to the April 3, 2017 open house, a total of 64 comment sheets were received from the public.
- A total of 7 letters, emails, online comment forms, and other feedback were received from the public.



Below is a summary of all feedback received from the public by topic and ordered by frequency:

### General Support

A number of comments included general support for the rezoning application. These comments noted particularly that the additional academic facilities would enhance educational opportunities for students, support more student activities. The building upgrades and expansions would also allow the potential for York House facilities to be enjoyed by the broader community.

### Campus Design

The design of the York House campus was praised in comments. The site planning was seen as a good use of the space on the site and that the design would ease the potential impacts on the neighbourhood.

### **Traffic and Drop-off/Pick-up Activities**

A range of comments were received relating to local area traffic. Some respondents felt that the new development plan brought forth an improved traffic management plan, noting the additional underground parking and expanded bicycle parking proposed.

There were other respondents who felt impacted by both regular school-related traffic and access issues during earlier school expansions. Increased enrolment was seen to lead to increased traffic, noise and congestion as well, and lead to potential safety concerns. Traffic management for student drop-off and pick-up was a concern, and one suggestion was to provide better signage for these activities.

### **Neighbourhood Impacts**

In addition to traffic and vehicle circulation concerns, there were a number of other concerns related to the surrounding neighbourhood. The proposed height of Building D was seen as excessive and incompatible with the area, as well as impacting the privacy and livability for neighbours. Additional noise and litter, both during construction and stemming from increased student enrolment, were also identified. Construction activity was seen as disruptive. There was also a concern that the York House School proposal would make the neighbourhood, already expensive, more unaffordable and may have the effect of “pushing out” long-time residents.

### **Site Size and Density**

A number of comments noted that the current site is not considered large enough to manage the proposed scale of development and enrolment increase. The proposed density was also seen as excessive for the site and incompatible with the single-family surroundings. One suggestion was to relocate a portion of the York House School to a satellite site that could distribute students to other areas.

### **York House Materials and Communication**

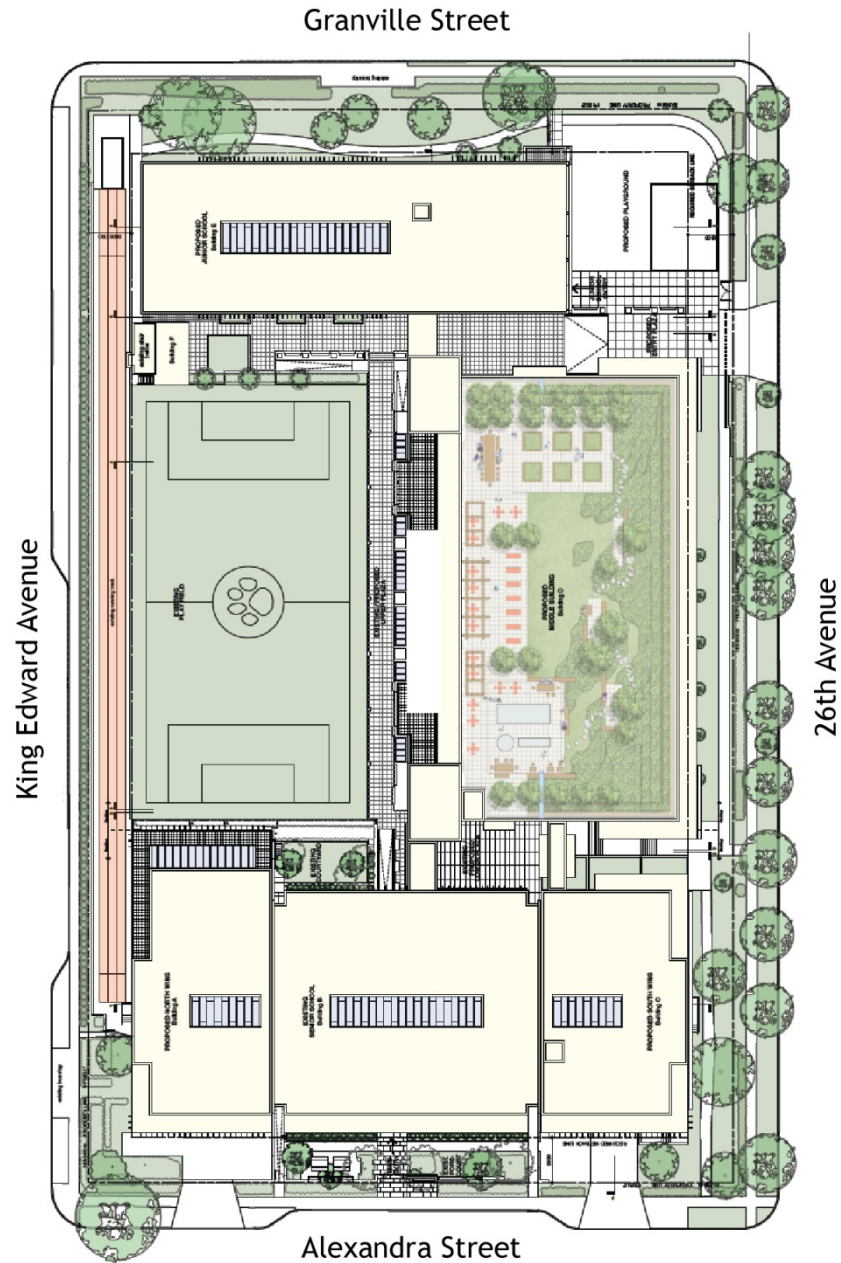
A few respondents felt the York House proposal to be misleading, claiming the proposal is much bigger than indicated. There was a sentiment that York House was not interested in the concerns of neighbours and that previous commitments to limit expansion were being disregarded.

The following miscellaneous comments were received from the public:

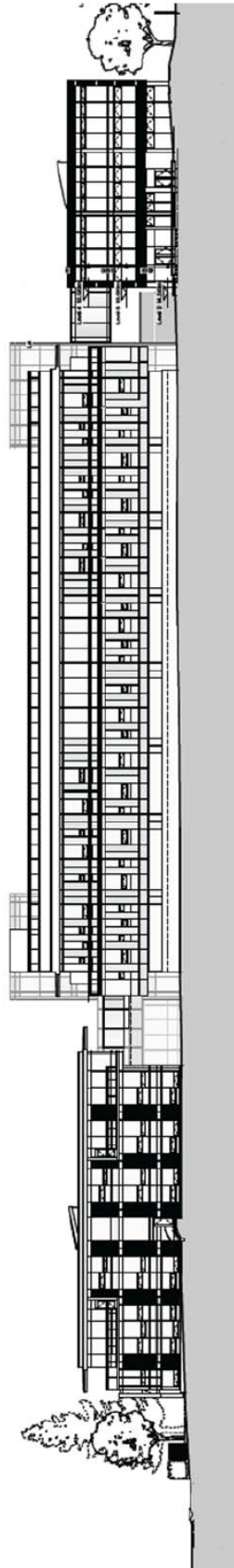
- There were suggestions for York House to include both a swimming pool and incorporate a teacher housing program on site.
- Consider more height to allow for increased site coverage for future development.
- Information on construction management should be provided.

\* \* \* \* \*

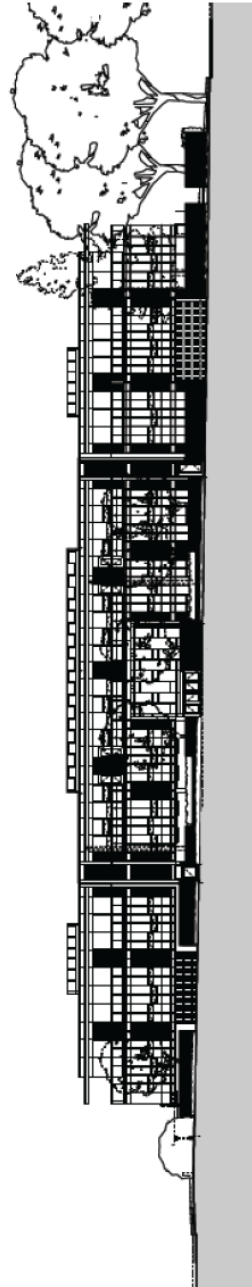
4176 Alexandra Street (York House School)  
FORM OF DEVELOPMENT  
Site Plan



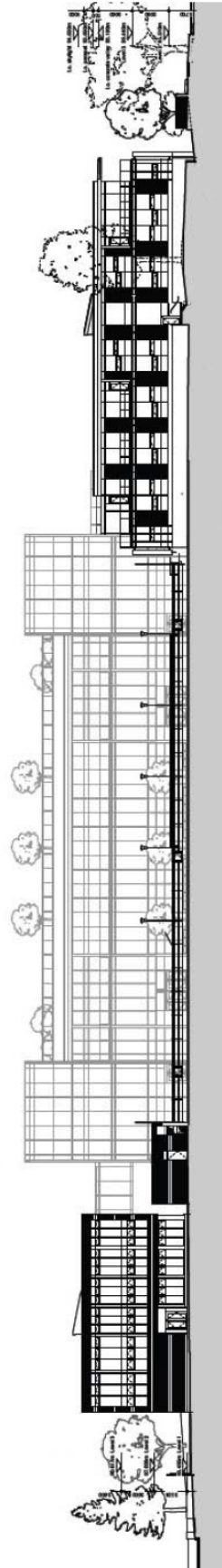
South Elevation (26th Avenue)



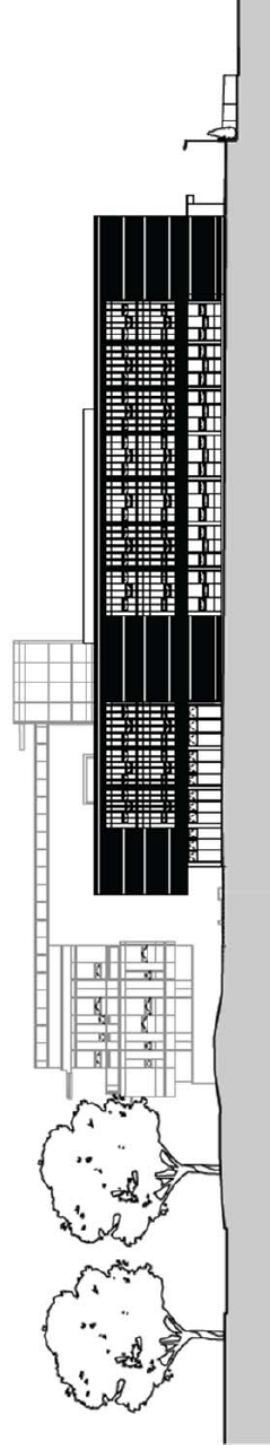
West Elevation (Alexandra Street)



North Elevation (King Edward Avenue)

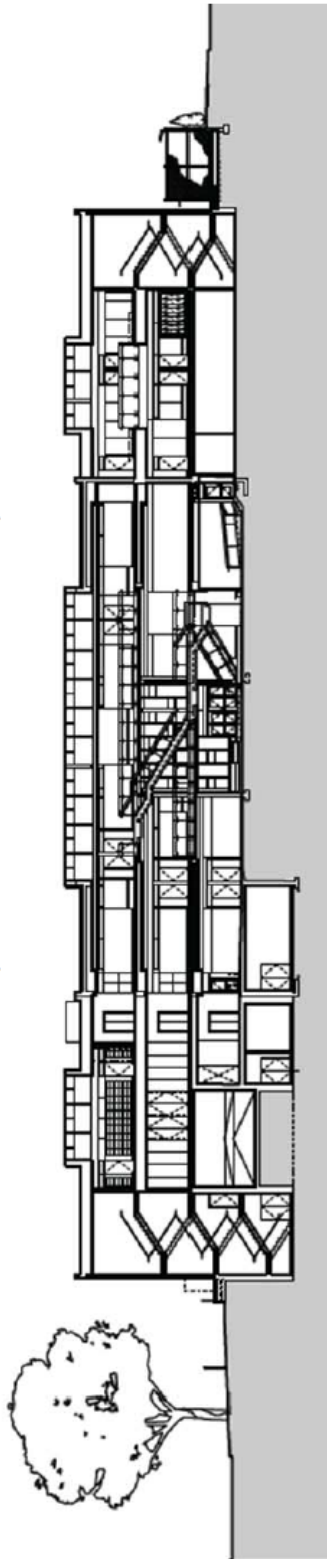


East Elevation (Granville Street)

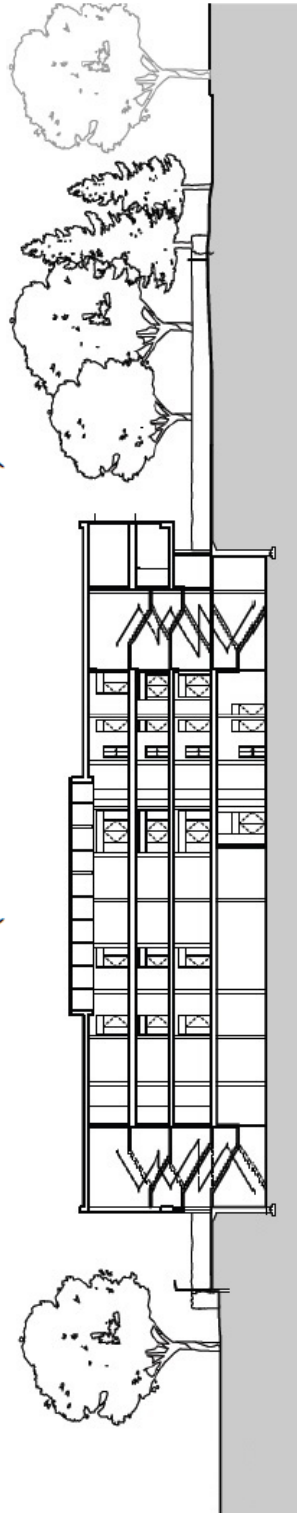




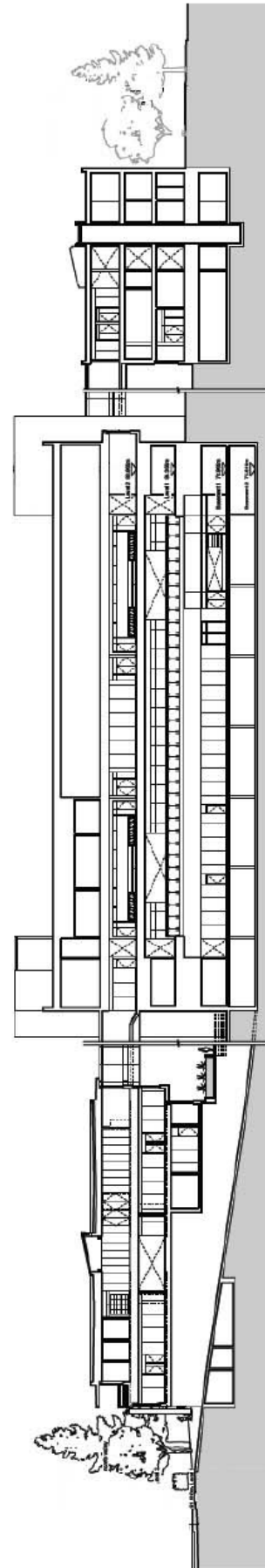
Section (North-South thru Senior School)



Section (North-South thru Junior School)



Section (East-West)



Perspective (Aerial from Granville Street and King Edward Avenue)



Perspective (Aerial from Granville Street and 26th Avenue)





Perspective (Corner of Alexandra Street and 26th Avenue)



Perspective (View along King Edward Avenue from Granville Street)



Perspective (View along 26th Avenue from Granville Street)



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4176 Alexandra Street (York House School)  
OPERATIONS MANAGEMENT PLAN

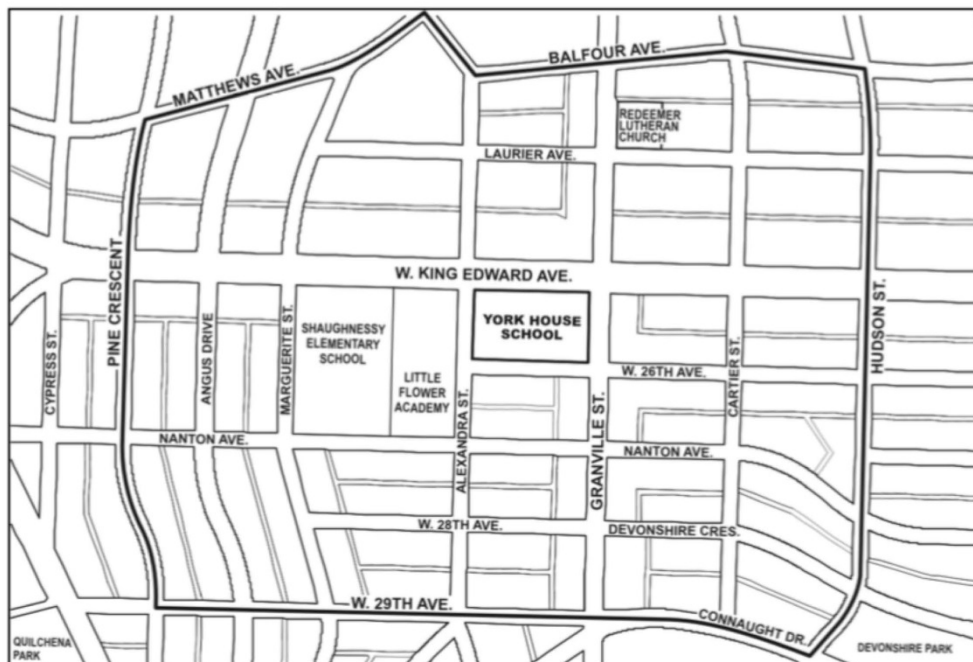
# YORK HOUSE SCHOOL

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OPERATIONS MANAGEMENT PLAN

November 2017

Figure 1 – York House Neighbourhood Area



## 1. Introduction

### Background

The Operations Management Plan (formerly referred to as the Good Neighbour Pledge) has been an integral part of York House School's relationship with the surrounding community since 2005. The original Plan was drafted by York House School and the Neighbour Relations Committee in early 2005 and was updated and revised in 2010. As part of the 2016/2017 Rezoning Application this is the most recent updated version of the Plan. It provides a framework for York House School (YHS) to manage its operations and how they relate to the surrounding community, communicate effectively with its neighbours, and resolve issues. The Plan includes the Transportation Management Plan and Facilities Use Plan and provides a mechanism for annual review.

### History and Area Context

York House School was founded in Shaughnessy in 1932 and has been in its current location since 1939. Adjacent to YHS are Little Flower Academy (founded in 1928) and Shaughnessy Elementary (founded in 1920). Since their inception, YHS and the adjacent schools have been an integral part of the character of this neighbourhood.

This neighbourhood is a residential area which includes the three schools, two churches and a park. Many resident homeowners and their families have lived in the area for several decades while, each year, new homeowners move into the area. The school and the residents share a desire to preserve the peaceful character of the neighbourhood.

The goal for YHS and its neighbours is to work together to encourage widespread understanding and support for this Operations Management Plan (Plan) and all that it contains.

### Purpose

The purpose of this Plan is to provide a framework within which YHS will work with its neighbours to pursue common goals, communicate effectively, and to address differences in the best interest of the school and the neighbourhood.

This Plan will work under the following Guiding Principles:

- To provide open and effective communication
- To promote good neighbour practices
- To minimize impacts on the neighbourhood
- To reflect and respect the objectives of the City of Vancouver, our neighbours and YHS

### Definition of Neighbourhood Area

For the purposes of this Plan, the neighbourhood area is defined as persons and property located on and within the following street boundaries (and as shown in Figure 1):

- Northern boundary - Balfour Ave.
- Southern boundary - W. 29th Ave.
- Western boundary - Pine Crescent
- Eastern boundary - Hudson St.

**Components of the Operations Management Plan**

The Plan is comprised of the following components:

- Protocol for Neighbour Communications
- Transportation Management Plan
- Facilities Use Plan

# 1. PROTOCOL FOR NEIGHBOUR COMMUNICATIONS

## York House School Pledges to:

Implement and maintain protocols for Neighbour Communications that:

- Inform the neighbours in advance of events and long-term plans;
- Facilitate a process where issues that arise can be identified and discussed;
- Provide a mechanism by which documents can be reviewed on an annual or an as needed basis; and
- Provide opportunities for dialogue between the school and its neighbours.

## 1. YHS Neighbour Liaison – Kimberley Harvey, Director of Senior School – [kh Harvey@yorkhouse.ca](mailto:kh Harvey@yorkhouse.ca)

Neighbours are encouraged to contact the YHS Neighbour Liaison on an individual basis with any questions or concerns regarding the school's operations. The Neighbour Liaison will receive, record and respond to the neighbours' concerns as soon as possible within two school days. All neighbours are required to provide their name, home address, email and/or daytime telephone number to the Neighbour Liaison for follow-up. If their concern is regarding a parked car, the neighbour is requested to provide the license plate number(s) of the offending vehicle(s) in order to allow for prompt action. Note: if a car is illegally parked, the neighbours are encouraged to report the vehicle directly to the City of Vancouver Parking Enforcement Office (Enforcement Requests 604-257-8727).

The Neighbour Liaison contact information is also posted on the school's website Neighbour Relations page and will be updated as necessary.

A written log is kept of all calls and emails. At the end of the year a summary of the calls will be prepared as part of the Annual Review of the Plan.

## 2. Regular Communication with Neighbours

The YHS website – Neighbour Relations page is the main communication tool used to provide ongoing information to the neighbourhood. The Neighbour Relations page will include, but not be limited to the following information:

- A Calendar of Events for the school. The calendar will be updated at the beginning of each term to ensure notification as early as possible regarding upcoming school events. In developing the annual calendar, York House will coordinate with Little Flower Academy in an effort to minimize the overlap of major events.
- The Operations Management Plan; and
- The Annual Review of the Plan if applicable.



### **3. Neighbour Relations Committee**

The purpose of the committee is to promote open and ongoing communication between area residents and YHS. Through committee meetings residents will be kept informed of school initiatives and activities, and YHS will hear feedback, questions and concerns from residents.

#### **Meetings:**

Committee meetings will be held at least quarterly or on an as needed basis. Meetings can be requested by the school or members of the community.

#### **Committee Members:**

The Neighbour Relations Committee is comprised of up to six (6) residents of the Neighbourhood Area and members of the YHS administration. Residents can from time to time request to join the committee to ensure neighbourhood questions and issues are represented on the committee.

#### **Communications:**

The school website will list committee meeting dates and the meeting purpose.

### **5. Annual Review of the Operations Management Plan**

On an annual basis, YHS will undertake a review of its Operations Management Plan, and will make improvements to the Plan as identified through this review and ongoing communication with neighbours through the Neighbour Relations Committee and communication with residents.

This review would be conducted during the early spring and if required, changes will be proposed. The timing allows for timely and appropriate implementation of improvements for the upcoming school year. Proposed changes will be shared with the Neighbour Relations Committee and posted on the YHS website. Once feedback from the Neighbour Relations Committee has been addresses a final updated Plan will be posted on the school's website.

## 2. TRANSPORTATION MANAGEMENT PLAN

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### 1. Introduction

#### **Purpose**

The Transportation Management Plan forms part of the Operations Management Plan. The purpose of the Plan is to manage traffic volume and parking generated by the York House School (YHS) community so that it minimizes the impact on the neighbourhood and provides for the safety of YHS and its neighbours.

#### **Background and Development of the Transportation Management Plan**

As part of its redevelopment in 1992, YHS prepared a Transportation Management Plan (TMP) that it implemented up to 2003. In 2003 the school applied for a rezoning of its CD-1 By-law and at that time updated and expanded its TMP. City of Vancouver Engineering Staff reviewed this revised TMP in August of 2003.

Following the school site's rezoning in 2005, the Neighbour Relations Committee was formed which includes both school and neighbour representatives. This Committee drafted the original Good Neighbour Pledge (now referred to as the Operations Management Plan). As part of the YHS property's rezoning in 2010, the TMP was updated.

This, most current, version of the TMP responds to the proposed 2016/2017 YHS Master Plan and rezoning and takes into account a November 2017 Transportation Study.

## 2. Mode of Travel

### Objective:

To reduce the number of vehicles coming to the school on a daily basis.

Since 2003 the school implemented the revised 2003 TMP with the goal to reduce the number of private automobile trips to the school. This has included the school working collaboratively with City of Vancouver Engineering staff and a traffic consultant.

Work has included modal surveys of YHS staff and students in each school term. The most recent modal survey was taken of the students and staff in November 2016 which shows the following mode split for students of averaged between arrival and departure:

- 10% walk or bike,
- 11% use transit,
- 55% come by vehicle,
- 22% carpool,
- 1% drove their own car, and
- 1% use the YHS shuttle.

### Initiatives:

This section identifies the initiatives currently underway by the school to encourage staff, parents and students to consider alternative modes of travel and to reduce the number of vehicles travelling to York House School. Figure 2 illustrates that the location of the school is well situated for encouraging the use of transit, walking, and biking.

#### a. Car-pooling

- York House School encourages staff, students, and parents to car-pool whenever possible.
- The school also has an incentive for car-pooling. Staff commuting to work by carpooling will be eligible to receive a \$50 per month gas card to Petro Canada on a school term basis.

#### b. Walking & Biking

YHS maintains, as a part of school culture, a school-wide initiative to educate and embed sustainable behaviours in the school population and community. The following initiatives are in place to encourage students and staff to walk to school or bike:

##### Walking

- Staff commuting to work on foot are eligible to receive a \$25 per month Oakridge or Starbucks gift card on a school term basis.
- YHS is exploring additional initiatives to promote and incentivize walking including regular events to have students walk to school, especially for junior students.

### **Bicycle Facilities**

York House School currently has Class A and Class B bicycle racks located in a locked room on the south side of the underground parkade and on the promenade level between the Junior School and gymnasium. Shower and locker facilities are available.

- Staff commuting to work by bike are eligible to receive a \$50 per month gift card to Mountain Equipment Co-op or West Point Cycles on a school term basis.

The redevelopment proposed provides the opportunity to expand the bike parking facilities to ensure key aspects are considered including quality, location, security, type of parking, capacity, and the involvement of students. YHS is considering:

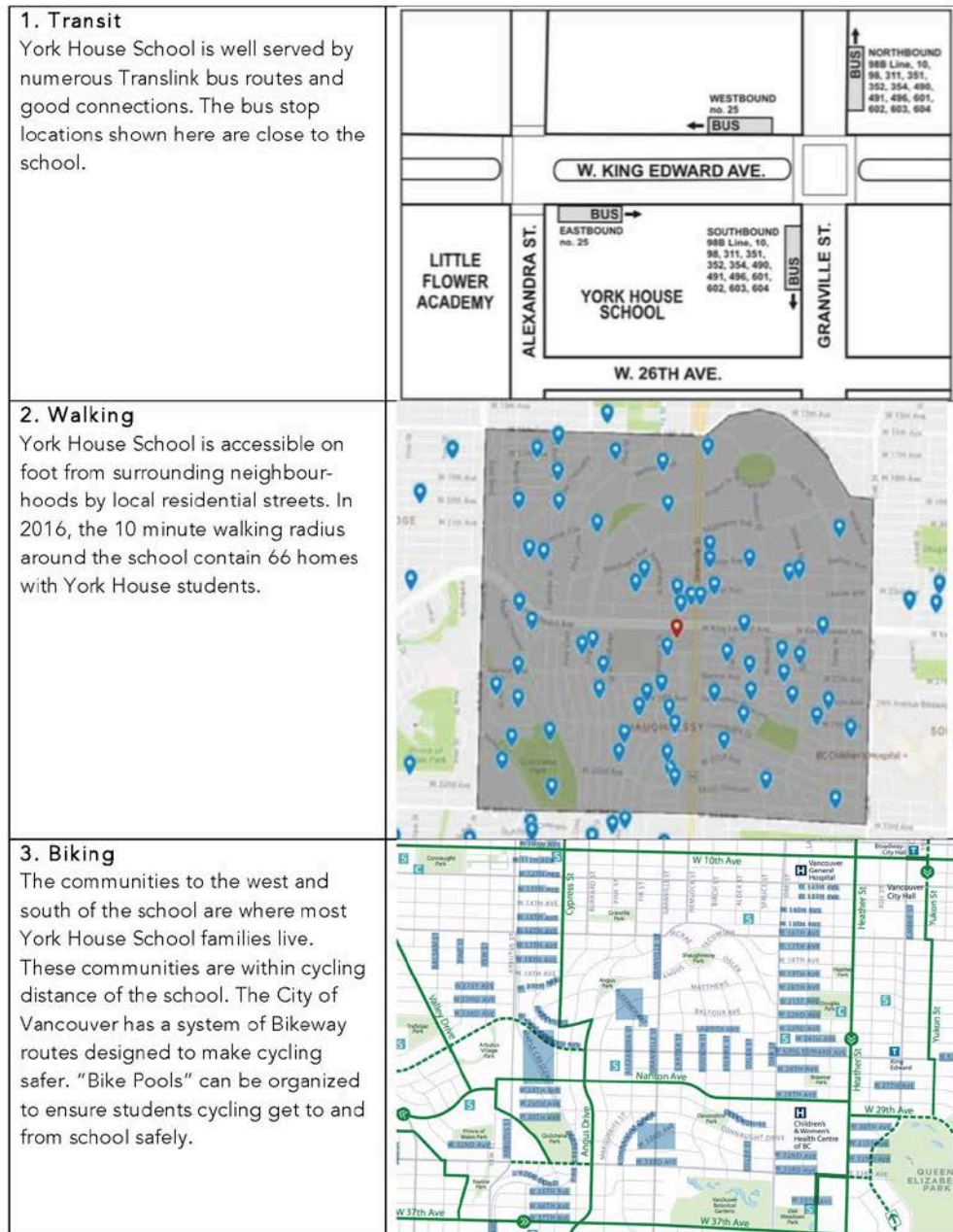
- Increased supply of Class A bicycle storage for staff and covered Class B bicycle storage for students.
- High quality bike parking allows parents and students to feel more comfortable with the prospect of bringing a bike to school, and also publicizes cycling and makes cyclists feel valued.

### **c. City Transit and School Shuttle**

The following incentives and activities are undertaken by the school to encourage use of transit/shuttle:

- YHS staff who are regular and consistent users of public transportation are subsidized up to \$100.00 per month towards their Compass card.
- York House School subsidizes \$20.00 per month of each \$52.00 student monthly concession pass for those students travelling via public transit to and from school.
- York House runs a shuttle available to students and is exploring the expansion of the shuttle program.
- Students, through the school's regular communications and where appropriate in education programming, are encouraged to consider alternative modes of travel such as city transit and the school shuttle.

Figure 2 – Alternate Travel Modes to York House School



### 3. Pick-up and Drop-off during Regular School Hours

**Objective:**

To reduce the number of cars entering the local streets and to facilitate a clockwise manner of traffic flow around the school.

**Initiatives:**

The following initiatives are undertaken by YHS to manage traffic flow and pick-up drop-off:

**a. Lay-bys**

Pick-up and drop-off activity for YHS is designated to official areas, specifically to the lay-bys on Alexandra Street (non peak hours only) and King Edward. The school limits pick-up and drop-off in the Alexandra Street lay-by to outside peak hours.

The King Edward lay-bys are exclusively used and are actively managed by YHS. Based on 2016 survey data, the King Edward lay-bys function well due, in part, to the active management of YHS administration to ensure compliance. Active ongoing management by YHS will remain an important component of the King Edward lay-bys in the future.

**b. Pick-up and Drop-off**

Parents who walk their children into the school are asked to park on Nanton Avenue. In addition, based on survey data from 2016 some pick-up and drop-off occurs outside of designated areas.

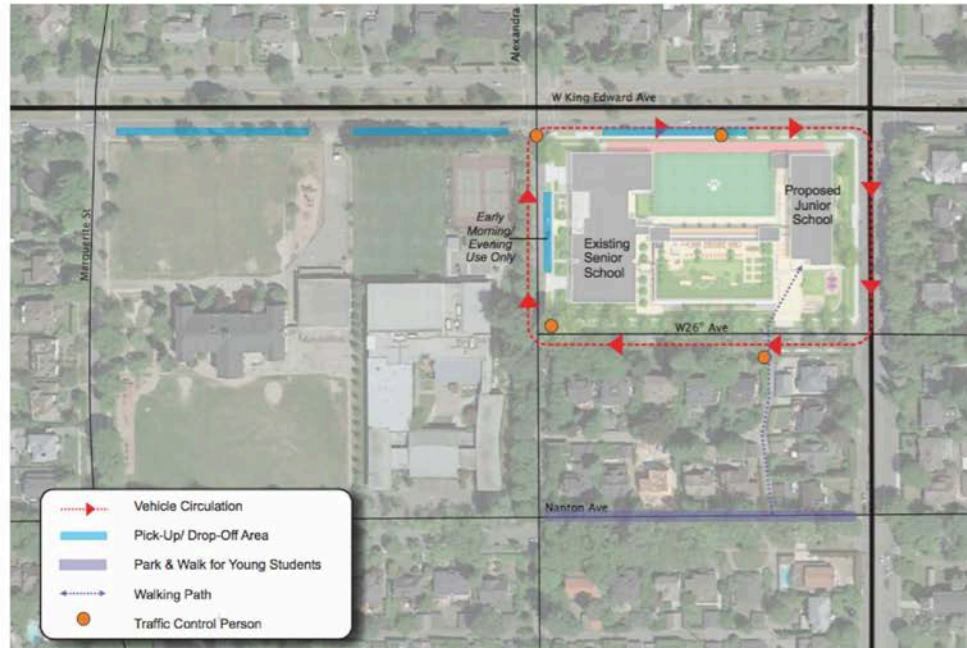
**c. Contract Personnel**

It is recognized that enforcement of the traffic management plan can be challenging for school staff and therefore YHS contracts personnel at strategic locations each school day during the morning and afternoon peak traffic periods to ensure that no student drop-off/pick-up activity occurs along W. 26th Avenue.

**d. Three School Traffic Management Committee**

York House School, Little Flower Academy, and Shaughnessy Elementary School have implemented a committee to specifically address ongoing traffic management around the school properties and how to manage related issues collectively and co-operatively. The committee meets regularly to discuss issues and strategies.

Figure 3 – Traffic Flow Patterns & Lay-bys



#### 4. Traffic Flow

Traffic flow is directed in a clockwise direction around the school as noted in Figure 3. Cars enter off Granville St., travel west along W. 26th Ave., turn right onto Alexandra St. and exit the neighbourhood via W. King Edward Ave. Parents are discouraged from turning south onto Alexandra St. to avoid entering the local streets. Based on 2016 survey data, this plan is mostly being adhered to.

YHS worked with Little Flower Academy and Shaughnessy Elementary to develop a flow pattern that separated the traffic from the three schools to reduce congestion in the neighbourhood.

- Junior School (Grades 1-7) – classes start at 8:25 am and end at 3:00 pm
- Senior School (Grades 8-12) – classes start at 8:35 am and end at 3:15 pm
- Advanced Placement (AP) classes and co-curricular activities start between 7:00 am and 8:00 am, placing some students at the school prior to regular start times.

Drop-off drivers proceed to the drop-off zone and students get out of the car.

Pick-up drivers are directed to continue circulating around the school block if their student(s) are not standing in the pick-up zone.

**Initiatives:**

**a. Promoting Traffic Flow Patterns**

- YHS has in place an in-house communication strategy to promote the procedures for traffic pick-up and drop-off.
- Directions have been translated to help with any communication barriers.

**b. Facilitate Traffic Flow**

Contract personnel, staff and parent volunteers help to facilitate traffic flow for drop-off and pick-up, they are located in the following areas:

- Contract personnel (security) is hired for pick-up, they are located at W. King Edward and Alexandra to assist students and parents who use the W. King Edward cross walk. At drop-off, a YHS administrator is at this post.
- Two parent volunteers assist with students getting into and out of cars and are located at the Alexandra lay-by and the W. King Edward lay-by located east of Alexandra St.
- YHS evaluates traffic and drop-off/pick-up environment and assesses the need for additional contract personnel on an ongoing basis.

**c. Discourage Counter Flow Traffic**

- Through the communication strategy, parents are discouraged from travelling against the flow pattern around the school.
- Staff, contract personnel, and parent volunteers discourage parents from stopping in non-stopping areas and encourage students to cross at crosswalk areas.

**d. Support Traffic Safety at Drop-off and Pick-up times**

Parents are reminded through regular written communication and via the daily traffic guards (both paid staff and volunteers) to abide by the following safety rules:

- No mid-block crossing
- Students and parents to cross at assigned crosswalk areas
- No U-turns as means to change direction
- Signs have also been added to the lay-bys to enhance traffic flow
- Signs have been added along south 26th designating it no parking for York House
- Two parent volunteers assist with students getting into and out of the cars and are located at the Alexandra lay-by and the W. King Edward lay-by located east of Alexandra St.

**e. Traffic Calming Initiatives**

The north-south lane connecting West 26<sup>th</sup> and Nanton Avenues is reported by the school staff and local residents to be used by parents driving as a cut through route during pick-up/drop-off periods. At the same time, YHS parents are encouraged to use this lane to walk their young children to the school, after parking on Nanton Avenue or other road to the south. It is reported that lane vehicle traffic is moving too quickly for safe conditions for the pedestrians both in the laneway and on the streets.



Although signs are currently posted on both ends of the lane, YHS, working with the City of Vancouver, will explore the addition of speed bumps along this section of lane between Nanton and West 26<sup>th</sup> Avenues. This will be undertaken in consultation with the residents who live on or use the lane for their access needs.

**f. Off-Street Pick-up/Drop-off**

Per recommendations from the traffic consultant, YHS and its traffic consultant will monitor pick-up and drop-off activity and whether the existing plan is effective at controlling street traffic and parking conditions. If this monitoring process identifies any significant breakdown in the Traffic Management Plan, YHS will consider shifting a portion of the student drop-off/pick-up activity (Grades 1 and 2 only) from the external street network to instead operate within the proposed new parkade accessed from Alexandra Street just north of W. 26th Avenue.

## **5. Parking**

**Objective:**

To provide off-street parking for staff during the day and off-street parking or acceptable alternatives for parents and visitors to discourage parking on local streets.

**Initiatives**

The following policies and initiatives are in place to meet this objective:

**a. Staff Parking Guidelines**

- The TMP encourages staff to use alternative modes of travel.
- Staff, who require their vehicles, park in the underground and above ground parking facilities.

**b. Student Parking Guidelines**

- Students are discouraged from driving to school and are encouraged to use alternative modes of transportation.
- Students that do drive are not allowed to park on local streets and are asked to park a minimum of three blocks away from the school. They are required to provide written approval from a resident for the student to park in front of their home.
- Parents of students who have just turned 16 receive a letter from the Director of Senior School explaining our student parking guidelines.

**c. Parent & Visitor Day Parking**

- Parents and guests who are visiting the school are discouraged from parking on local streets and lanes adjacent to the school.
- A parking plan for day and evening use is included as part of the traffic information provided to YHS parents and posted on the school's website. For visitors, this information is provided to them prior to their arrival to the school.

**d. Event Parking Guidelines**

- Major events are those which have an anticipated attendance with the potential to impact upon the neighbourhood. The notification for these events will include the parking guidelines map that discourages parents from parking on local streets and identifies acceptable parking areas. These areas include (the plan may vary depending on availability of parking areas):
  - York House School – 69 vehicles (increasing by approximately 39 spots as part of the 2016/2017 rezoning application)
  - Little Flower Academy – 42 vehicles currently available
  - Street edges abutting the three schools – 110 vehicles – to supplement the above if required.
- Parents attending smaller events are directed to park on-site and on the street edges fronting the three schools. A parking plan is included with the meeting notification.
- The school calendar of major events is reviewed and coordinated with LFA and Shaughnessy with the aim of minimizing the overlap and conflict of major events and to facilitate the sharing of on-site parking areas.
- The school endeavours to schedule these evening events to start after 6:00 pm so that parking is allowed on arterial streets.
- Parents and staff are reminded at each event that upon leaving the event they should go quietly and directly to their cars to minimize disruption in the neighbourhood.

## 6. Communicating the Transportation Management Plan

### Communication with the YHS School Community

The following initiatives are in place to communicate this plan and support the objectives and initiatives of this plan:

- Parents, students, and staff at the start of the school year are provided with descriptions of the pick-up and drop-off procedures and the parking policies. Included with this communication is a map showing where to pick-up and drop-off and where to park when attending events or meetings. These descriptions are translated and posted on the website to enhance communication.
- Reminders are sent out on an as-needed basis throughout the year.
- Each invitation/notification for outside school hour events and meetings include the Event parking plan.
- Reminders of where to park are attached to agendas for regular meetings held at the school (Board meetings, Parents' Association meetings, etc.).
- The parking information and traffic pattern is posted on the Neighbour Relations section of the school's website.

### 3. FACILITIES USE PLAN

York House School has the following major facilities on site:

- Junior School
- Senior School
- Gymnasium
- Below grade facility which houses:
  - Administration Offices
  - Counselling Centre
  - Music Teaching Area
  - Auditorium

This Facilities Use Plan clarifies the intended use of the school's facilities. Changes to the school's facilities will result in a review and update of the Facilities Use Plan, including the provision for potential community use of future YHS facilities.

#### **School Enrollment**

The school enrollment on the main campus has been set at 600 students since 1985. Enrollment is not an exact science as families register with the school and may drop out just prior to school start-up or during the school year and therefore enrollment can fluctuate slightly.

As part of the 2016/2017 rezoning application YHS has applied for an increase in enrollment by 15% over 15 years to improve and expand program offerings specifically for Senior School students. This would result in an additional 90 students.

#### **School Events**

The list of annual main school events and an estimate of attendance is provided in Table 1. For some of these events, the anticipated attendance has the potential to impact the neighbourhood with respect to parking and traffic. In any given year there may be up to an additional 10 events, which could have the potential to impact on the neighbourhood. These events would be for educational lectures, seminars, or performances.

In order to minimize the impact of these school events on its neighbours, YHS has implemented the following policies:

#### **a) School Event Parking Initiatives**

Parents and visitors are requested and encouraged not to park on local streets. Presently there are a total of 122 parking spots located off the streets and with the proposed facilities upgrade as part of the 2016/2017 rezoning application this will increase by approximately 39 on-site parking stalls. Parents and visitors are directed to the following areas for parking:

- York House School – 69 vehicles (increasing by approximately 39 additional spots based on the 2016/2017 rezoning application)
- Little Flower Academy – 42 vehicles currently available

- Street Edges abutting the three schools (W. King Edward, W. 26th Ave. and Alexandra St.) – 110 vehicles, to supplement the above if required, and
- Volunteer, staff and security personnel are available to direct cars to the appropriate parking areas.

**b) School Event Hours**

Use of any facility will not occur beyond 11:00 p.m. Events held in the auditorium/gymnasium will end by 10:30 p.m., with the exception of dances held in the gym which will end by 11:00 p.m.

**c) Neighbour Notification**

The calendar of events is posted on the school's website and further communication is detailed in the Operations Management Plan.

**d) School Collaboration**

Each year, when the school calendar is being prepared YHS will contact Little Flower Academy and Shaughnessy Elementary to co-ordinate event calendars with the aim of minimizing the overlap and conflict of major events. The three schools will meet 3-4 times per year to discuss upcoming events, traffic flow management, and to address common concerns.

**e) Auditorium**

The use of this facility is primarily for educational and school-related purposes. These activities include:

- Student Use – primary use of facility is for student instructional purposes including but not limited to assemblies, music and drama teaching, full grade and multi-grade lectures by staff and guest speakers, professional development training sessions for staff, and
- School Events – some school events listed in Table 1 would use the auditorium.

**f) Gymnasium**

The gymnasium is primarily used for indoor physical education, sports and athletics training, practices and competitions.

Parents picking up students attending after school activities in the gymnasium are required to use the school side of W. 26th, the Alexandra St. and King Edward Street lay-bys, and the Junior School above ground parking lot on W. 26<sup>th</sup>.

YHS, as part of its competitive sports program, occasionally holds sports tournaments. Typically, school participants of these tournaments arrive in their own school vans and the visitors are accommodated on site. Parking information is provided to all participating schools. For events that may be larger, the school event parking guidelines will be in effect and participants will be requested to not park on local streets.

**g) Summer Use**

During the summer months YHS is open to the administrative staff. The school's physical education staff use the gymnasium for personal training of student athletes. Any changes contemplated in the school's program with regard to summer use will be brought to the Neighbour Relations Committee.

**Table 1: Annual School Events – Estimate of Attendance**

| EVENT   | TIMING  | ATTENDANCE                                     |
|---|---|--|
| Winter and Spring Music concerts                                    | 2 evenings each time for a total of 4                                 | Approx. 60 – 80 parents each evening           |
| Tiger Talks (Parent Information Evenings)                           | 3 per year  | Approx. 60 – 110                               |
| After school Parent Meetings for Trips (national and international) | 6 – 8 meetings a year   | Approx. 20 – 40                                |
| SAT Testing   | 6 times a year on a Saturday during the day                           | Approx. 40 – 50 students dropped off           |
| University Admissions Events  | 8-10 a year in the Fall and Spring (weekdays and occasional Saturday) | Approx. 10 – 100                               |
| Parent / Teacher Conferences  | 4 times a year  | Approx. 200 - 250 parents                      |
| Welcome Back BBQ  | September   | Approx. 300                                    |
| Founders' Day / Golden Luncheon                                     | September   | Approx. 60 alums                               |
| New Parents' Dinner   | October   | Approx. 80 - 100                               |
| Alumnae Day   | Saturday in October   | Approx. 50-60                                  |
| Celebration of Scholarship  | Fall  | Approx. 40 – 60                                |
| Drama Production  | February<br>2-3 evenings and Saturday matinee                         | Approx. 80 – 250                               |
| Bid Night   | February  | Approx. 300 - 400                              |
| Cat's Meow (Recitations)  | February  | Approx. 50 – 80                                |
| Jazz Evening  |   | Approx. 80-120 people                          |
| Grandparents Morning  | April / May   | Approx. 250 – 350 grandparents and grandpals   |
| New Parents' Evening  | Spring  | Approx. 80 -100                                |
| Fashion Show  | Spring  | Approx. 90-100                                 |
| Course planning evenings (Gr. 8-11)                                 | Spring  | Approx. 40 – 60                                |
| Grade 7 and 12 Graduation Ceremony                                  | June  | Approx. 70 for Grade 7<br>Approx. 350 Grade 12 |
| Grade 8-11 Prizegiving  | June  | Approx. 40 parents                             |

4176 Alexandra Street (York House School)  
PUBLIC BENEFITS SUMMARY

**Project Summary:**

Expansion of an existing independent school and an increase in enrolment from 600 to 690 students.

**Public Benefit Summary:**

The project would result in a cash CAC allocated to transportation improvements to support walking, cycling or transit improvements in the ARKS Vision area and to the provision of childcare on Vancouver's westside and generate a DCL payment.

|  | Current Zoning | Proposed Zoning    |
|--|----------------|--------------------|
| Zoning District                                    | CD-1 (288)     | Amended CD-1 (288) |
| FSR (site area = 13,444.6 sq. m / 144,717 sq. ft.) | 0.85           | 1.71               |
| Floor Area (sq. ft.)                               | 123,009        | 247,466            |
| Land Use   | School         | School             |

| Public Benefit Statistics                   |  | Value if built under<br>Current Zoning (\$) | Value if built under<br>Proposed Zoning (\$) |
|---|--|---|--|
| Required*                                   | DCL (City-wide)                                  | 62,739                                      | 63,475                                       |
|   | Public Art                                       |   | 246,386                                      |
|   | 20% Social Housing                               |   |  |
| Offered (Community<br>Amenity Contribution) | Cultural Facilities                              |   |  |
|   | Green Transportation/Public Realm                |   | 186,680                                      |
|   | Heritage (transfer of density receiver site)     |   |  |
|   | Affordable Housing                               |   |  |
|   | Parks and Public Spaces                          |   |  |
|   | Childcare Facilities/Social/Community Facilities |   | 186,680                                      |
|   | Unallocated                                      |   |  |
|   | Other  |   |  |
| TOTAL VALUE OF PUBLIC BENEFITS              |  | 62,739                                      | 683,221                                      |

**Other Benefits (non-quantified components):**

\* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification.  
For the City-Wide DCL, revenues are allocated into the following public benefit categories: Replacement Housing (36%); Transportation (25%); Parks (18%); Childcare (13%); and Utilities (8%).



4176 Alexandra Street (York House School)  
APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION

**Applicant and Property Information**

|                              |   |
|------------------------------|---|
| Address                      | 4176 Alexandra Street (York House School)                 |
| Legal Description            | PID: 007-993-811; Block 670, District Lot 526, Plan 13908 |
| Developer and Property Owner | York House School Society                                 |
| Architect                    | Acton Ostry Architects                                    |

**Development Statistics**

|                                     | Development Permitted Under Existing Zoning | Proposed Development                | Recommended Development (if different than proposed) |
|-------------------------------------|---|-------------------------------------|--|
| ZONING                              | CD-1 (288)                                  | Amended CD-1 (288)                  |  |
| SITE AREA                           | 13,444.6 sq. m<br>(144,717 sq. ft.)         | 13,444.6 sq. m<br>(144,717 sq. ft.) |  |
| USES                                | School                                      | School                              |  |
| FLOOR AREA                          | 11,428 sq. m<br>(123,009 sq. ft.)           | 23,931 sq. m<br>(257,591 sq. ft.)   | 22,990 sq. m<br>(247,462 sq. ft.)                    |
| FLOOR SPACE RATIO (FSR)             | 0.85 FSR                                    | 1.78 FSR                            | 1.71 FSR   |
| HEIGHT                              | 10.7 m (35 ft.)                             | 16.9 m (55 ft.)                     | 16.2 m (53 ft.)                                      |
| PARKING, LOADING AND BICYCLE SPACES | as per Parking By-law                       | as per Parking By-law               |  |

\* \* \* \* \*