

## SUMMARY AND RECOMMENDATION

**8. TEXT AMENDMENT: 4176 Alexandra Street (York House School)**

**Summary:** To amend the existing CD-1 (288) (Comprehensive Development) District to permit a phased master plan for the existing school, to increase the maximum student enrolment from 600 to 690 and amend the auditorium use. The master plan includes a new multi-purpose building, additions to the senior school, and renewal of the junior school. A maximum height of 16.2 m (53 ft.) and a total floor space ratio (FSR) of 1.71 are proposed.

**Applicant:** Acton Ostry Architects

**Referral:** This item was referred to Public Hearing at the Regular Council Meeting of December 12, 2017.

**Recommended Approval:** By the General Manager of Planning, Urban Design and Sustainability, subject to the following conditions as proposed for adoption by resolution of Council:

- 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, generally as presented in Appendix A of the Policy Report dated October 31, 2017, entitled "CD-1 Text Amendment: 4176 Alexandra Street (York House School)", be approved subject to the following conditions:

**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:
  - (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 Rezoning (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 115 students on a daily basis, or other number to the satisfaction of the General Manager of Engineering Services. 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 115 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 utilize 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 ongoing 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. An ongoing commitment to 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.

Note to Applicant: Start times for York House School and Little Flower Academy primary students should be offset a minimum of 10 minutes at start of day and 15 minutes at end of day. This should be coordinated as part of the inter-school Traffic Management Committee.

- (iii) Continue to monitor and manage pick-up and drop-off activity around the school.

Note to Applicant: If the continued reliance on parent and staff

volunteers becomes problematic, future options to manage pick-up and drop-off activity will include the provision of professional traffic control personnel.

- (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 (CAC)

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.

- B. THAT, subject to enactment of the CD-1 By-law, the Director of Legal Services be instructed to bring forward for Council approval the amendment to the Parking By-law, generally as presented in Appendix C of the Policy Report dated October 31, 2017, entitled "CD-1 Text Amendment: 4176 Alexandra Street (York House School)".
- C. THAT 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.

[TA - 4176 Alexandra St (York House School)]