



REFERRAL REPORT

Report Date: January 6, 2026
Contact: Daniel Feeney
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RTS No.: 18352
VanRIMS No.: 08-2000-20
Meeting Date: January 20, 2026

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 (454) Text Amendment: 215 West 1st Avenue

RECOMMENDATION TO REFER

THAT the rezoning application and plans, described below, be referred to Public Hearing together with the recommendations set out below and with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the conditions set out below;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-law, in accordance with the recommendations set out below, for consideration at the Public Hearing.

RECOMMENDATIONS FOR PUBLIC HEARING

A. THAT the application by McFarland Marceau Architects and Vancouver School Board, on behalf of the City of Vancouver, the registered owner of the lands located at 215 West 1st Avenue [PID 026-979-781; Lot 328 False Creek Plan BCP28525] to amend CD-1 (Comprehensive Development) District (454) By-law No. 9454 to increase the maximum building height from 13.5 m (44 ft.) to 18.8 m (62 ft.), to permit the development of a four-storey School - Elementary or Secondary, be approved in principle;

FURTHER THAT the draft by-law to amend CD-1 (454) By-law No. 9454, prepared for the Public Hearing in accordance with Appendix A, be approved in principle;

FURTHER THAT the proposed form of development also be approved in principle, generally as prepared by McFarland Marceau Architects, received May 21, 2025;

AND FURTHER THAT the above approvals be subject to the Conditions of Approval contained in Appendix B.

- B. THAT subject to approval in principle of the CD-1 By-law, consequential amendments to the Southeast False Creek Official Development Plan, to increase the maximum permitted and optimum heights in Area 2A, generally as set out in Appendix C, also be approved in principle.
- 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 expenditure or incurring the cost;
 - (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
 - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

Purpose and Executive Summary

This report evaluates an application to amend CD-1 (Comprehensive Development) District (454) for 215 West 1st Avenue. The application is to increase the maximum building height from 13.5 m (44 ft.) to 18.8 m (62 ft.) to permit a four-storey elementary school. When CD-1 (454) was enacted in 2007, a three-storey elementary school was envisioned. Since then, evolving approaches to school design have led the Vancouver School Board (VSB) to propose a “vertical campus” model. This model allows for a volumetric approach whereby additional classrooms and play-area spaces are multi-level for a compact urban site. As such, the VSB is requesting an additional 5.3 m (18 ft.) in height to facilitate the proposed ‘vertical campus’ model.

Staff recommend that the application be referred to a Public Hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it in principle, subject to the Public Hearing, and conditions contained in Appendix B

Context and Background

1. Site and Context

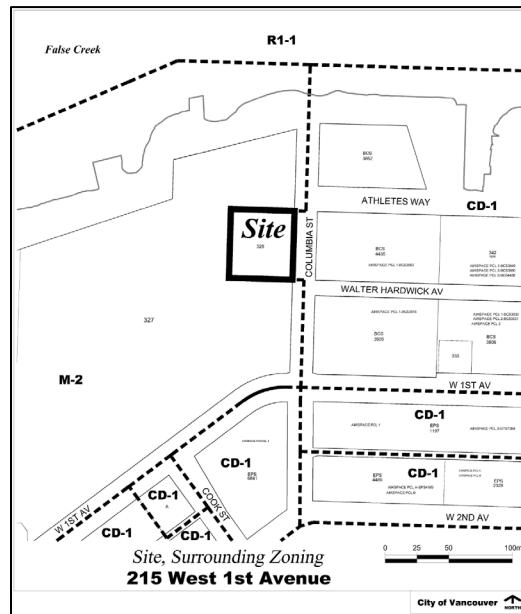
The subject site is located west of Columbia Street, between Athletes Way and Walter Hardwick Avenue (see Figure 1). The site comprises one lot with an area of 2,700 sq. m (29,063 sq. ft.), a frontage of 54 m (177 ft.) along Columbia Street, and a depth of 50 m (164 ft.).

The site currently functions as interim open space within Hinge Park, adjacent to the seawall. It is surrounded by four-storey residential buildings to the east and a 17-storey mixed-use development to the southeast. The lands to the west, also known as Site 1A in the Southeast False Creek Official Development Plan (SEFC ODP), is a City-owned lot envisioned for

mixed-use development, including residential, small-scale commercial, and public open space along the waterfront.

Today, much of Site 1A remains undeveloped and is used for temporary purposes such as modular housing, community gardens, event staging, and interim parking.

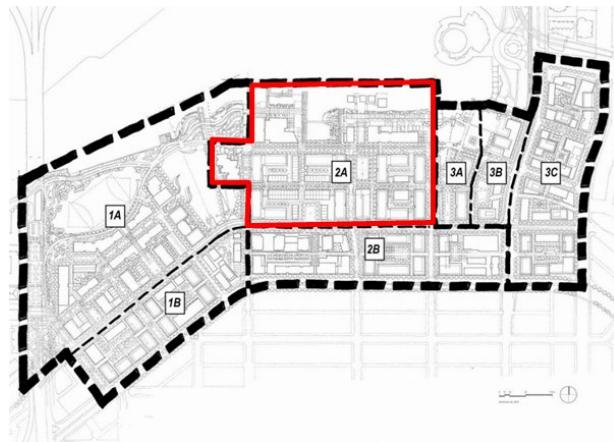
Figure 1: Site and Surrounding Zoning



2. Policy Context

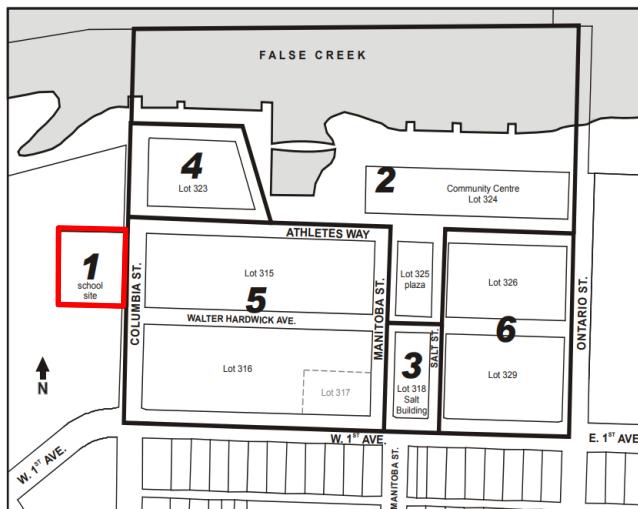
- **Southeast False Creek Official Development Plan (SEFC ODP):** The SEFC ODP establishes a framework for transforming former industrial lands into a complete urban neighbourhood. Its intent is to balance community, residential, and employment uses with a connected public realm. The ODP emphasizes the importance of institutional uses, including a school and community centre, and new infrastructure to ensure services support new housing types and affordability for residents. This site is within Area 2A of the SEFC ODP (see Figure 2) which requires the development of a K-7 community elementary school with a minimum floor area of 3,700 sq. m (39,826 sq. ft.). The ODP also stipulates height, density and more detailed land use parameters, for which the school site within Area 2A contains a maximum permitted height of 13.5 m and three storeys. Institutional uses within the SEFC ODP are not subject to a maximum density.

Figure 2: Southeast False Creek ODP Areas (Area 2A in red)



- **CD-1 (454) Olympic Village:** Enacted in 2007 and amended in 2011, CD-1 (454) establishes the zoning provisions for area 2A of the ODP, referred to as Olympic Village (Figure 3). The by-law includes permitted uses, height, density, building forms, and public benefit requirements across six sub-areas. The subject site is in sub-area 1, where permitted uses are limited to an elementary or secondary school, child day care facility, a park or playground. No maximum density is listed, however, a maximum height of 13.5 m (44 ft.) applies. This specific height was intended to accommodate a three-storey elementary school at the time of by-law adoption.

Figure 3: CD-1 (454) – Olympic Village Boundary and Sub-Area 2 (in Red)



Since the adoption of the ODP and enactment of the CD-1 by-law in 2007, progress for an elementary school within Olympic Village has advanced more slowly than originally anticipated. Although the ODP identified the need for a school to serve the growing residential community, funding was not secured in the immediate years following the neighbourhood's development, even with substantial development after the 2010 Winter Olympics. VSB continued to advance requests to the Province of BC throughout the 2010s, in which the designated school site functioned as interim open space as part of Hinge Park. In 2020, the Province committed capital funding for a new elementary school, enabling the project to move forward with planning and design work into the mid-2020s.

Discussion

1. Proposal

The application proposes to amend CD-1 (454) to increase the maximum building height from 13.5 m (44 ft.) to 18.8 m (62 ft.) to permit the development of a four-storey elementary school (Figure 4). The proposal is for an additional 5.3 m (18 ft.) in height for a school use, which is a use already permitted in the by-law. The proposed Olympic Village Elementary School will include instructional spaces for up to 630 students from kindergarten to grade seven (K-7).

Figure 4: Proposed Building Looking Southwest from Columbia Street



As noted, a three-storey school design was originally envisioned. Since then, evolving approaches to school design have led the VSB to propose a “vertical campus” model, requiring an additional 5.3 m (18 ft.) in height. This model allows for more classrooms and play-area spaces on a more compact urban site. Additional height also allows for more student capacity for the school, which is considered necessary by VSB given enrollment pressures within this area of the city.

The design approach for the proposed school prioritizes efficient use of space and integration with the surrounding urban context. Instructional areas are placed on upper floors, while shared spaces including the gymnasium and multi-purpose rooms are located at grade to support both school and community use.

The ground floor will contain a gymnasium and multi-purpose rooms that will be available for community use outside of school hours. A rooftop outdoor play and instructional area is to supplement the at-grade outdoor space. The school will also provide 60 before and after school care spaces to support local childcare needs. These facilities are intended to serve both educational and community functions within the False Creek neighbourhood.

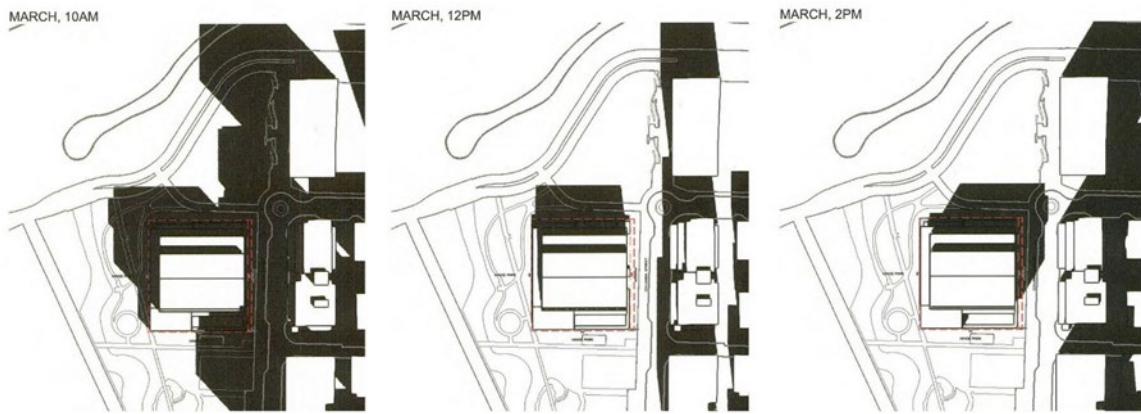
2. Form of Development

The proposed four-storey institutional building consists of instructional areas with at-grade and rooftop play areas. This vertical campus model proposes stacked instructional areas with

associated open space to ensure sufficient floor area to address enrolment needs in the neighbourhood.

- **Height:** The SEFC ODP anticipates a maximum three-storey elementary school with a height limit of 13.5 m (44 ft.). The proposal is a four-storey school, representing an increase in building height of one additional storey beyond the SEFC ODP maximum. To ensure sufficient outdoor space opportunities, the proposal includes an outdoor play and learning area on the rooftop. To safely accommodate children's activities, the rooftop area is proposed to be enclosed by a lightweight, secure and transparent screened structure, providing both functionality and high degree of visual transparency, thereby reducing bulk and massing to the building height. Staff support the height increase, as it represents a modest change that remains compatible with the surrounding Olympic Village context, while directly addressing the growing demand for school facilities in the neighbourhood.
- **Density:** The ODP requires the development of a K-7 community elementary school with a floor area of at least 3,700 sq. m (39,826 sq. ft.). The proposal is for 7,899 sq. m (85,024 sq. ft.), with a floor space ratio (FSR) of 2.9, meeting the minimum floor area requirements of the ODP.
- **Shadowing:** The additional storey would result in a modest increase in shadow impact on the north end of Hinge Park (see Figure 5). It is noted however that a three-storey school, as permitted under the existing ODP, would already cast shadows on this portion of the park. The incremental increase in shadowing resulting from the fourth storey is not considered significant and the shadow impact is within acceptable urban design parameters.

Figure 5: Applicant's Shadow Study



The proposed rooftop outdoor play and instructional area, along with its screen enclosure, is not expected to substantially contribute to additional shadow impact. The screened structure is designed to be light and transparent, minimizing its visual and physical effect on the surrounding public realm. Staff supports this rooftop feature as it provides essential outdoor learning space – critical to the elementary school curriculum

within a highly constrained site – while balancing functional requirements with sensitivity to the adjacent open space.

- **Outdoor Play Area to the Northern Part of Hinge Park:** To provide additional outdoor play space, the VSB and the City's Real Estate Services (RES) are negotiating an access agreement for approximately 1,672 sq. m (18,000 sq. ft.) of space within Hinge Park, as identified in red below (Figure 6). This segment of Hinge Park is currently open space. The agreement would allow the area to function as an at-grade play and learning space during school hours, while delivering park improvements that enhance public use outside of school hours. The City's Park Board will be engaged throughout the negotiation and design process as a key stakeholder.

Figure 6: Outdoor Play Area to the North of the Site



Refer to the rezoning [application booklet](#) for drawings and the Council agenda for application renderings. Note that these drawings and statistics are posted as submitted by the applicant to the City. Following staff review, the final approved zoning statistics are documented within this report and final drawings are prepared for the development permit application to follow.

3. Transportation and Parking

The site is well-served by transit, cycling, and pedestrian facilities. Bus Route 84 provides frequent service along West 2nd Avenue. Additional frequent transit services are available on Main Street, while the Olympic Village Canada Line Station is approximately 700 m away and Science World Station on the Expo Line is within 900 m. The property is also connected to a number of key cycling routes, including the Seawall, Ontario Street bikeway, and future improvements are planned for Columbia Street.

The application proposes six at-grade parking spaces, including four accessible spaces and two service spaces, located at the south end of the site with access from Columbia Street. Short-term (Class B) bicycle parking is proposed near the main entrance, and secured Class A bicycle

parking and end-of-trip facilities will be provided in accordance with the Parking By-law. These facilities will be reviewed and confirmed through the development permit process. Engineering conditions are included in Appendix B.

4. Public Input

Public input primarily included mailed postcards, a site sign, a webpage with renderings, an online comment form, and question and answer (Q&A) period. Refer to the application webpage: <https://www.shapelyourcity.ca/2158-2170-w-1-ave>.

In total, approximately 284 submissions were received, along with an online petition in opposition with about 287 signatures.

Comments supported the new school and increased student capacity, future-proofing the school's capacity, locating the school in a central location, and the proposed height being compatible with the surrounding context. Concerns included loss of green space, the site being too small and unsuitable for the proposed use, an increase of students, the proposed height being too tall for the area, and an increase in traffic due to student pick up and drop off. Refer to Appendix D for a full summary of the public input collected and responses to public comments.

5. Public Benefits

Refer to Appendix E for full summary of public benefits.

- **Development Cost Levies (DCLs):** The proposal is subject to the City-wide, Utilities, and SEFC DCLs, which will be calculated on the floor area proposed at the development permit stage. Based on rates in effect as of December 10, 2025 and the proposed 7,899 sq. m (85,024 sq. ft.) of floor area for a school, the DCLs are estimated to be \$86,730.
- **Community Amenity Contributions (CAC):** The *Community Amenity Contributions Policy for Rezonings* exempts public schools (Kindergarten to Grade 12) and, as such, no CAC review is required for this application.
- **Public Art:** The application is not subject to the Public Art Policy and Procedures for Rezoned Developments as the proposed floor area does not meet the minimum 9,290 sq. m (100,000 sq. ft.).

Financial Implications

As noted in the Public Benefits section, this project is expected to provide DCLs. See Appendix E for additional details.

Conclusion

The proposed increase in building height is supported to advance the objectives for a school site, as per the Southeast False Creek ODP. If approved, this application would allow the Vancouver School Board to advance the delivery of the Olympic Village Elementary School with

a “vertical campus” design approach which creates more classrooms and play-area spaces on a compact urban site.

The General Manager of Planning, Urban Design and Sustainability recommends that the application be referred to Public Hearing together with a draft CD-1 By-law amendment as generally shown in Appendix A and with a recommendation that these be approved, subject to the Public Hearing, along with the conditions of approval listed in Appendix B.

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**APPENDIX A
215 WEST 1ST AVENUE**

DRAFT BY-LAW TO AMEND CD-1 (454) BY-LAW NO. 9454

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. This by-law amends the indicated provisions of By-law No. 9454.
2. Council strikes out section 7.1 and substitutes the following:

“7.1. In sub-area 1, the building height, measured above base surface, and to the top of the roof slab above the uppermost habitable floor excluding parapet wall must not exceed 18.8 m.”

* * * * *

APPENDIX B **CONDITIONS OF APPROVAL**

Note: If the application is referred to a Public Hearing, these Conditions of Approval will be referenced in the Summary and Recommendations included in the hearing agenda package. Any changes to the conditions approved by Council will be contained in its decision. Applicants are advised to consult the hearing minutes for any changes or additions to these conditions.

PART 1: CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

Note: Consideration by Council at the Public Hearing of the proposed form of development is in reference to plans prepared by McFarland Marceau Architects, received on May 21, 2025..

THAT, prior to approval of the form of development, the applicant shall obtain approval of a development application by the Director of Planning or Development Permit Board who shall have particular regard to the following:

Urban Design

- 1.1 Design development of the proposed materiality and architectural expression to improve neighbourhood fit of the Southeast False Creek Neighbourhood (also known as Olympic Village).

Note to applicant, this may be achieved by:

- (a) Design development to the building articulation, building façade composition and proportions that is welcoming and playful;
- (b) Design development of a fenestration pattern that provide an optimum lighting quality, with exterior components that provide solar shading where needed; and
- (c) Provision of high-quality and durable exterior building finishes materials.

Design development to prioritize universally accessible site and building design including on-site travel paths, common spaces and entrances, as feasible, for people with mobility challenges.

Note to Applicant: The intent of this condition is for those who experience physical, mental health, cognitive, communication, intellectual, sensory, age-related, or other impairments to be provided with reasonably equitable access and circulation on to and within the site.

Parks Board

- 1.2 Design development to improve school/park interface.

Note to Applicant: Refer to Urban Design Condition 1.1.

Sustainability

1.3 All new buildings in the development will meet the requirements of the Green Buildings Policy for Rezoning (amended Nov 27 2024) located here: <https://guidelines.vancouver.ca/policy-green-buildings-for-rezonings.pdf>.

At Development Permit stage, the applicant is required to submit:

- (a) A Letter of Commitment to fulfill energy system sub-metering and enhanced commissioning requirements throughout the project; and
- (b) The Embodied Carbon Design Report to demonstrate that the project is on track to meet the Vancouver Building By-law life embodied carbon limit expected to be in force at the time of the project first BP application. Required documentation includes the Embodied Carbon Design Report in both excel and .pdf format as well as the raw data files from wbLCA tool.

Urban Forestry

1.4 The removal of City 06 and City 07 is supportable contingent on the collection of tree values. Contact PBDevelopment.trees@vancouver.ca to initiate the City tree removal process.

Engineering

1.5 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (City of Vancouver Design Guidelines, Construction Standards and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site prior to Building Permit issuance.

Note to Applicant: Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. 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 Occupancy Permit issuance. Please contact Engineering Services at shoringreview@vancouver.ca for details.

<https://vancouver.ca/streets-transportation/street-design-construction-resources.aspx>

<https://vancouver.ca/home-property-development/construction-street-use-permits.aspx#shoring-and-excavation>

1.6 The owner or representative is to contact Engineering Services at StreetUseReview@vancouver.ca to acquire the project's permissible street use after Building Permit issuance.

Note to Applicant: 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 60-day lead time is required for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.

<https://vancouver.ca/home-property-development/construction-street-use-permits.aspx>

- 1.7 Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right-of-way.
- 1.8 Provision of a lighting simulation to support all offsite lighting upgrades to City standards and IESNA recommendations.
- 1.9 Arrangements to the satisfaction of the General Manager of Engineering Services and the appropriate public utility companies for pole relocation if vehicle access to the site cannot be relocated.

Note to Applicant: Vehicle access to the site must be unobstructed. Pole relocation proposals must include submitted letters from the appropriate public utility companies confirming that relocation is possible.

- 1.10 Provision of garbage and recycling storage amenity design to the satisfaction of the General Manager of Engineering Services as presented in the [Garbage and Recycling Storage Amenity Design Supplement](#).

Note to Applicant: Draw and label container outlines and if the site is mixed use, demonstrate separated solid waste amenities for use types, and label each amenity.

Amenities designed below grade require written confirmation from a waste hauler that access and pick up from the location can be made without reliance of the street for extended bin storage. If this cannot be confirmed, then an on-site garbage bin staging area is to be provided adjacent the street. Pick up operations should not require the use of public property for storage, pick up or return of bins to the storage location.

- 1.11 Submission to Engineering of an updated landscape plan reflecting all the public realm changes, including demonstration of:

(a) Display of the following note(s):

- (i) "This plan is **"NOT FOR CONSTRUCTION"** and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Please contact Engineering, Development and Major Projects and/or your Engineering, Building Site Inspector for details."
- (ii) "Tree species, final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6 cm caliper,

and installed with approved root barriers, tree guards and appropriate soil volumes. Installation of Engineered Soil may be required to obtain appropriate soil volumes based on site conditions. Root barriers shall be of rigid construction, 8 feet long and 18 inches deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Planting depth of root ball must be below sidewalk grade.

Contact Park Board at pbdevelopment.trees@vancouver.ca for inspection after tree planting completion".

"Off-site assets are to be constructed to the satisfaction of the General Manager of Engineering Services and as per the approved City geometric design, with the final design and location to be determined once the City geometric is received."

Note to Applicant: Drawings submitted as part of the Development Permit application will be preliminary with appropriate placeholders, and the final off-site geometric design will be provided by the City of Vancouver. An Engineering Project Coordinator will engage the Developer to facilitate the delivery of any City design after Development Permit issuance.

(b) Existing locations of:

(i) Street furniture; and

Note to Applicant: For drawings with existing street furniture displayed, a note must be added stating:

"All removals, relocations, reinstallations and replacements of street furniture must be carried out by the City Street Furniture Contractor in coordination with the City Street Furniture Coordinator."

(ii) Poles and guy wires.

Note to Applicant: Poles and guywires that are to be removed or relocated must be called out and the existing and proposed locations shown.

Letters must be provided from the appropriate public utility companies that confirm that pole relocation proposed is possible.

(c) Deletion of:

(i) Proposed 1200 mm high fence within the SRW area shown on ground floor plan and landscape plan.

(d) All proposed streetscape materials on City property to be City standard materials. Note to Applicant: Surface treatments in hardscape areas of the boulevard are to be in standard concrete only.

Deviations from the standard streetscape materials must be justified in a report and approved by City prior to the Development Permit application.

Encroachment agreements may be required for non-standard streetscape materials on City property.

(e) Streetscape designed in compliance with “South East False Creek” Streetscape Design Guidelines.

Note to Applicant: Where a design detail is not available, make note of the improvement on the plan. Public realm changes include all off-site improvements sought for this rezoning. The Streets Design Guidelines are viewable online at <https://vancouver.ca/streets-transportation/streetscape-design-guidelines.aspx> and are to be used alongside the City design guidelines and construction standards.

1.12 Provision of bicycle spaces, per [Parking By-law Section 6](#), including:

(a) Minimum 1.2 m (4 ft) wide access route(s) between the spaces and the outside.

1.13 Provision of the following general revisions to architectural plans, including:

(a) All types of parking, loading, bicycle, end-of-trip facilities and passenger loading spaces individually numbered, and labelled on the drawings;

(b) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and to the underside of raised security gates considering mechanical projections and built obstructions; and

(c) Design elevations at all breakpoints on both sides of ramps, drive aisles, loading and passenger loading spaces, accessible spaces, and entrances.

1.14 Provision of a sewer abandonment plan by the Developer’s Engineer that details the following:

(a) Abandonment or removal of all existing storm, sanitary, and combined connections to the development site.

Note to Applicant: The abandonment plan is required to be reviewed and accepted by the City Engineer prior to issuance of the Sewer Permit.

1.15 Design the building(s) heating and domestic hot water system to be compatible with the NEU system to supply all heating and domestic hot water requirements, to the satisfaction of the General Manager of Engineering Services prior to issuance of Development Permit.

Note to Applicant: Refer to the [Energy Utility System By-law No. 9552](#) and [Neighbourhood Energy Utility Connectivity Guidelines & Requirements](#) for specific design requirements, which include provisions related to the location of the mechanical room(s), centralization of mechanical equipment, pumping and control strategy, other hydronic heating and domestic hot water system minimum requirements, etc. The applicant is encouraged to work closely with City Staff to ensure adequate provisions for NEU compatibility are provided for in the heating and domestic hot water system design.

1.16 Provision of proposed plan for site heating and cooling, shall be provided prior to the issuance of development permit, to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: The proposed plan must be developed in consultation with NEU staff, contact Neighbourhood.Energy@Vancouver.ca.

1.17 Demonstrate compliance to design provisions for NEU connection and compatibility to the satisfaction of the General Manager of Engineering Services prior to issuance of Development Permit for the following:

(a) Provide for an adequate and appropriate dedicated Energy Transfer Station (ETS) Room maintaining a minimum dimension of 6 m x 3 m (as the building floor area <13,940 sq. m).

Note to Applicant: The exact size and number of ETS will depend upon heating load requirements and other considerations such as those of administration and practicality. Please refer to the [NEU Connectivity Guidelines & Requirements \(Section 6.1\)](#) for complete set of ETS Room requirements that must be demonstrated.

(b) Confirm the ETS Room is located on the highest below-grade level, free of any other equipment, and positioned to allow NEU connections during building construction.

Note to Applicant: This site will be serviced by the NEU from pre-serviced capped pipe connections located at the east property line, mid-block between Athletes Way and Walter Hardwick Avenue. The L1 Ground Floor and the “NEU entry room” shown on Architectural Drawing A5 is approximately one meter above street level. Some NEU piping connection components may need to be installed while the foundation and walls are being formed or poured. Please confirm whether a “crawl space” can be provided, or if there can be an allowance to pre-install the pipe during forming/pouring construction stages. If a “crawl space” is provided, please supply additional details regarding its location, dimensions, and access. The Applicant must coordinate with City Staff to ensure the proposed ETS Room location, piping connection, and construction scheduling are acceptable.

(c) Confirm the ETS Room is separated from the water entry, electrical, and communications rooms.

Note to Applicant: The ETS Room must be separate as it contains electrical equipment that needs protection, as well as safety relief valves and other equipment that could lift or leak. If the ETS Room cannot be separated, all electrical equipment must be NEMA rated for steam and water. In this case, the Owner will be responsible for the cost of the NEMA-rated equipment, as well as piping and installation from the NEU service location to the ETS Room, as approved by the General Manager of Engineering Services. The Applicant must coordinate with City Staff to ensure the proposed ETS Room is acceptable.

(d) Confirm the dedicated ETS Room and its access route shall facilitate a minimum 1.83 m wide clear continuous pathway from the exterior of the development to the ETS room, including double doorway entry (outward swing) where required, to accommodate installation of the pre-fabricated, skid-mounted ETS. Typical skids are approximately 4 m x 1.8 m and approximately 1,800 kg. Sufficient space along access route is required to allow installation and maneuverability of ETS skids.

Note to Applicant: Please confirm that the pathway from the building entry to the “NEU entry room” is clear. It appears to include a sloped concrete ramp along the exterior and no stairs at the entry porch, school commons, or hallway leading to the room. Ensure that the ETS skid will have adequate clearance in hallways, around corners, and through doors as needed.

(e) The building mechanical system shall utilize the NEU system for all the space heating and domestic hot water requirements for the development and must not incorporate any prohibited heat production equipment in accordance with [Energy Utility System By-law No. 9552 Section 5.2](#).

1.18 Provision of a detailed design review of the building HVAC and mechanical heating system must be completed prior to the issuance of Building Permit to ensure compliance with NEU design and technical requirements.

1.19 In accordance with [Bylaw 9552](#), the Owner must pay the Connection Levy and any costs associated with an approved alternate location for the ETS room (if applicable), prior to the issuance of Building Permit.

1.20 Provision of all third-party utility services (e.g., BC Hydro, Telus, and Shaw) to be underground, BC Hydro service to the site to be primary, and all required electrical plants to be provided within private property.

Note to Applicant: BC Hydro System Vista, Vista switchgear, pad mounted transformers, low profile transformers and kiosks as well as telecommunications kiosks are to be located on private property with no reliance on public property for placement of these features.

For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at umb@vancouver.ca.

1.21 A Key Plan shall be submitted by the applicant and approved by the City prior to any third-party utility drawing submissions, and third-party utility service drawings will not be reviewed by the City until the Key Plan is defined and achieves the following objectives:

(a) The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan <https://vancouver.ca/files/cov/engineering-design-manual.PDF>; and

(b) All third-party service lines to the development are to be shown on the plan (e.g., BC Hydro, TELUS, and Shaw, etc.) and the applicant is to provide documented acceptance from the third-party utilities prior to submitting to the City.

Note to Applicant: It is highly recommended that the applicant submits a Key Plan to the City for review as part of the Building Permit application. Use of street for temporary power (e.g., temporary pole, pole mounted transformer or ducting) is to be coordinated with the city well in advance of construction.

Requests will be reviewed on a case- by-case basis with justification provided substantiating need of street space against other alternatives. If street use for temporary power is not approved, alternate means of providing power will need to be proposed. An electrical permit will be required.

<https://vancouver.ca/files/cov/Key%20Plan%20Process%20and%20Requirements.pdf>

1.22 Show all City supplied building grades and entranceway design elevations on the architectural and landscape plans, while ensuring any topographic survey used for design purposes is derived from a benchmark with elevations consistent with those denoted on the City issued building grade plan.

Note to Applicant: When providing additional property line elevations for proposed entrances, interpolate a continuous grade between the elevations provided on the City supplied building grade plan.

Building Grade design is in the preliminary state. Finalized building grades are required prior to DP application.

For more information, please contact Engineering, Streets Design Branch at building.grades@vancouver.ca or call 604-871-6373.

<https://vancouver.ca/home-property-development/building-grades-for-sidewalk-and-street-elevation.aspx>

1.23 Provision of written acknowledgement and consideration of potential nuisance flooding impacts on access/egress to the site.

Note to Applicant: Portions of Columbia Street and W 1st Avenue near the site may be temporarily inundated up to curb height during an extreme coastal flood event or an extreme rainfall event under current climate conditions. Please contact the City of Vancouver flood protection review group (enesrgfpdl@vancouver.ca) for more information and to submit the letter. Further design development may be required to address this at the Development Permit stage as a result.

PART 2: CONDITIONS OF BY-LAW ENACTMENT

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, and the General Manager of Engineering Services, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

2.1 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for release of Easement & Indemnity Agreement 117040M (2 commercial crossings), prior to building occupancy.

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

2.2 Enter into such agreements as the General Manager of Engineering Services and the Director of Legal Services determine are necessary for connecting to and securing adequate space for the Neighbourhood Energy Utility (NEU), which may include but are not limited to agreements which:

(a) Grant the City Engineer, and other employees of the City, access to the building mechanical system, thermal energy system-related infrastructure, and suitable space required for the Energy Transfer Station within the development for the purpose of enabling NEU connection and operation.

2.3 Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the site (collectively called the “Services”) such that they are designed, constructed, and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site, or any portion thereof, or for any building or improvements thereon will be issued until the letter of credit or such other form of alternative security that may be acceptable to the City in its sole discretion, as security for the services is provided. The timing for the delivery of the Services shall be determined by the General Manager of Engineering Services in his sole discretion and holds shall be placed on such permits as deemed necessary in his sole discretion. The Services are not excess and/or extended services, and the applicant is not entitled to a Latecomer Agreement.

Note to Applicant: For general Latecomer Policy information refer to the website at <https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect>.

(a) Provision of adequate water service to meet the domestic and fire flow demands of the project.

Note to Applicant: Based on the confirmed Fire Underwriter's Survey Required Fire Flows and domestic flows submitted by Creus Engineering Ltd. dated April 30, 2025, no water main upgrades are required to service the development.

The main servicing the proposed development is 300 mm along Columbia Street. The maximum water service connection size is 300 mm.

Should the development's Fire Underwriter's Survey Required Fire Flow calculation change as the building design progresses, a resubmission to the City of Vancouver Waterworks Engineer is required for re-evaluation of the Water System.

As per the City of Vancouver Building By-law, the principal entrance must be within 90m of a fire hydrant. Should the final design of the building change such that this requirement is no longer satisfied, provision of a new hydrant to be installed in accordance with the aforementioned by-law will be required. The developer is responsible for 100% of the cost of this upgrade.

(b) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project.

Note to Applicant: Implementation of development(s) at 215 W 1st Avenue does not require any sewer upgrades.

Development to be serviced to the existing 300 mm SAN and 375 mm STM sewers in the Columbia St.

The City of Vancouver Council has approved a Vancouver Building Bylaw change that will go into effect on January 1st, 2026. The onsite rainwater release rate requirement has been changed to the following: The post-development 10-year flow rate discharged from the site shall be no greater than 25 L/s/Ha of site area, and the first 15 mm of rainfall over areas not covered in landscaping shall be controlled to 5 L/s/ha. The post-development estimate shall utilize the 2100 IDF curves to account for climate change. Acceptable calculation methods will also be specified. This site will be required to comply with these requirements. More information is available at vancouver.ca/rainwater.

(c) Provision of street improvements with appropriate transitions, along Columbia Street adjacent to the site, including:

- (i) Minimum 2.4 m wide broom finish saw-cut concrete sidewalk;
- (ii) Minimum 2.7 m wide raised asphalt protected bike lane;
- (iii) Minimum 1.8 m wide concrete landing area between the new curb and gutter and the bike lane;
- (iv) Type E curb between the concrete landing area and the bike lane;
- (v) Corner curb ramps.
- (vi) Curb and gutter, including relocation of the existing catch basin and road reconstruction as required to accommodate the curb and gutter;

Note to Applicant: Road reconstruction on Columbia Street to meet the City's higher zoned standards.

Note to Applicant: The City of Vancouver to provide approved Geometric design. All elements of the Geometric design must be constructed to meet City Standards including, but not limited to relocation of existing catch basins or installation of new catch basins where required to accommodate the geometric design.

The Streets Design Guidelines are viewable online at <https://vancouver.ca/streets-transportation/streetscape-design-guidelines.aspx> and are to be used alongside the City design guidelines and construction standards. Confirm if your site is within a Streetscape Design Guideline area and follow the applicable guidelines.

- (d) Provision of pedestrian crossing improvements at Columbia Street and Athletes Way, including:
 - (i) Raised pedestrian crossing;
 - (ii) Removal of the existing curb bulge on the east side of Columbia Street.
- (e) Provision of pedestrian crossing improvements at Columbia Street and Walter Hardwick Avenue, including:
 - (i) Raised pedestrian crossing;
 - (ii) Removal of the existing curb bulge on the east side of Columbia Street.
- (f) Provision of improvements at the intersection of Columbia Street and W 1st Avenue including:
 - (i) Timing modifications to the existing traffic signal.
- (g) Provision of upgraded street lighting (roadway and sidewalk) current City standards and IESNA recommendations.
- (h) Provision of new or replacement duct banks that meets current City standard.

Note to Applicant: Duct banks are to consist of electrical communication ducts and cables and connect to existing electrical and communication infrastructure.

Note to Applicant: The ducts must be connected to the existing City street lighting grid.

Note to Applicant: A Development and Major Projects construction coordinator will contact the Applicant in the Development Permit stage and coordinate the submission of the detailed Electrical design. The detailed Electrical design is required prior to the start of any associated electrical work and is to conform with the current City Engineering Design Manual, Construction Specifications, Standard Detail Drawing, Canadian Electrical Code, and the Master Municipal Construction Documents.

- (i) Provision of street trees where space permits.

Note to Applicant: Final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. Tree species to the approval of the City Arborist. Street tree planting to include appropriate soil volumes and approved root barriers of rigid construction, 8 ft long and 18 in. deep, centre on

each street tree adjacent to the sidewalk and any off-street bike facility. Installation of Engineered Soil under new sidewalks may be required to obtain appropriate soil volumes based on site conditions.

(j) Provision of installation of parking regulatory signage on streets adjacent to the site, to the satisfaction of the General Manager of Engineering Services.

Environmental Contamination

2.4 Submit a site disclosure statement to Environmental Services;

As required by the Manager of Environmental Services 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

If required by the Manager of Environmental Services 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 Services, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements constructed on the site pursuant to this rezoning until separate Certificates of Compliance, satisfactory to the City, for the on-site and off-site contamination, issued by the BC Ministry of Environment and Parks, have been provided to the City.

Agreements

Note: Where the Director of Legal Services deems appropriate, subject to approval of the City as registered owner of the Lands, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as registerable charges pursuant to the Land Title Act.

Subject to approval of the City as registered owner of the Lands, the preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the By-law 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 and the Board of Education of School District No 39 (Vancouver) both acting reasonably. 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.

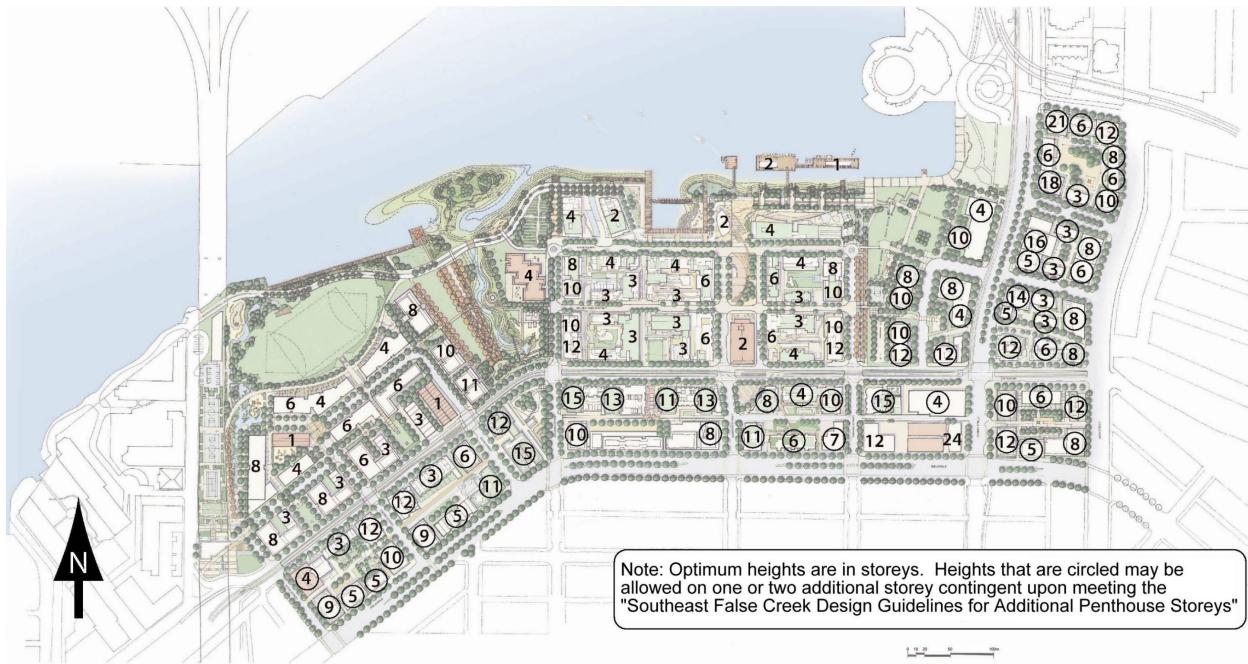
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APPENDIX C
215 WEST 1st AVENUE
PROPOSED AMENDMENTS TO THE SOUTHEAST FALSE CREEK OFFICIAL
DEVELOPMENT PLAN (BY-LAW NO. 9073)

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

1. This by-law amends Schedule A of the Southeast False Creek Official Development Plan By-law No. 9073.
2. In Figure 9, Council strikes out “13.5 m” and substitutes “18.8 m”.
3. Council strikes out Figure 10, titled “Optimum Heights”, and substitutes the following:

Figure 10: Optimum Heights



* * * * *

APPENDIX D
ADDITIONAL INFORMATION

Public Consultation Summary

Event	Dates	Details
Webpage published	June 16, 2025	www.shapeyourcity.ca/215-w-1-ave
Postcard mailed	June 17, 2025	6,378 notices mailed (approximate)
Site sign installed	June 24, 2025	n/a
Online comment form	June 2025 to November 2025	226 submissions <ul style="list-style-type: none"> • 88 responses support • 118 responses opposed • 20 responses mixed
Question and Answer (Q&A) period (2 weeks)	July 16, 2025 to July 29, 2025	21 submissions
Other input (phone calls, direct emails, etc.)	June 16, 2025 to November 25, 2025	37 submissions
Petition	July 29, 2025	287 signatures
Total webpage views	June 16, 2025 to November 25, 2025	1,911 page views
Total Submissions (Comments submitted + questions asked + other input methods)		284 submissions

Map of Notification Area



A summary of public input is provided below, organized by topic.

- **New school and increased student capacity:** Feedback indicated strong support for the new Olympic Village Elementary School. The community emphasized the need for additional student capacity, noting existing schools are overstretched, and highlighted the benefits of improved access to education and investment in the community.
- **Planning for the future:** Support was expressed for the larger school design, noting that futureproofing capacity will help address long-term enrolment pressures. Residents and parents emphasized that a bigger school will help better serve families as the wider community continues to grow.
- **Central location:** The site is within walking and cycling distance for most families in False Creek, reducing the need for driving and supporting safer, more sustainable travel. Residents also noted the school's proximity to major transit hubs, including Olympic Village Station and Science World Station, which ensures convenient regional access for staff and families. Overall, feedback emphasized that the school's location reinforces the neighbourhood's role as a complete, well-connected community.
- **Height:** The proposed four-storey height is compatible with new building heights in Southeast False Creek. Adjacent developments have been developed for towers up to 25 storeys, beyond what was anticipated in the ODP, and the school's proposed scale aligns with the surrounding urban fabric while enabling delivery of essential educational and community-serving spaces.

Generally, comments of concern fell within the following areas:

- **Loss of green space:** The development of the school will result in the loss of an established and well-used green space. Community feedback highlighted concerns about limited access to open green space in Olympic Village and a building would further reduce opportunities for outdoor recreation.
- **Alternative location:** Residents suggested relocating the proposed school to Site 1A, located west of the current site, as a more suitable alternative. Feedback indicated that this location could better support traffic circulation and preserve access to green space within Hinge Park, which is valued by the community for recreation and gathering.
- **Traffic and parking:** Concerns were raised that the student capacity associated with the proposal will generate increased traffic. Local residents noted that the existing road network is not designed to accommodate this growth. The limited on-site parking for staff and visitors is insufficient for a school of this scale, contributing to concerns about congestion and circulation in the surrounding area.
- **Additional student capacity:** The increase of 3,700 sq. m (39,826 sq. ft.) beyond the minimum floor area in the ODP for a school directly increases the student capacity. The community expressed concerns that the site is too small and constrained to accommodate the student capacity associated with the proposal.
- **Height:** The proposed increase in building height from 13.5 m (44 ft.) to 18.8 m (62 ft.) is inappropriate for the intended use and out of context with the surrounding area. Concerns were raised concerns that the additional height would obstruct views from nearby private residences.

Response to Public Comments

- **Loss of green space** – Staff acknowledge that the interim open space within Hinge Park has been a valued and well-used resource for the community. Nonetheless, since the 2007 adoption of the ODP, this site has been identified for a future school. The green space was always intended as a temporary use until funding became available for school construction and operation.

To address community needs, new and expanded park spaces are planned nearby. [East Park](#), located along Ontario Street between Athlete's Way and Walter Hardwick Avenue (approximately 375 m from the school site), is scheduled to begin construction in 2026 with completion expected in 2028. The design includes open lawn areas intended to reflect the character of the current Hinge Park green space. In addition, a significant waterfront park is planned as part of the redevelopment of Site 1A to the west. While the timing is still being coordinated, the waterfront park remains a central feature of the masterplan and will deliver further public green space for the community.

- **Alternative Location** – Relocating the school to a different parcel within Site 1A of the Southeast False Creek ODP would present significant challenges for both the Ministry of

Education and the VSB. The current location is supported by established funding agreements that have taken years of negotiation and capital planning to secure. Relocating a school would likely void these agreements and require a new funding process, which could take many years to complete. Given the immediate and pressing need for new school infrastructure and additional student capacity, as emphasized by both the community and VSB, relocation is not a viable option.

- **Traffic and parking** – The applicant has submitted a Transportation Assessment and Management Study (TAMS) to address the concerns surrounding traffic and parking impacts. The findings and recommendations noted within the study are outlined below:
 - **High active travel potential** – Over 80% of students are expected to walk, roll, or cycle, since nearly all live within 2 km of the site. Approximately 13 to 20% of trips are anticipated by car.
 - **Traffic operations** – Existing intersections generally perform well, and school traffic alone will not cause major issues. However, City-led road network changes could shift traffic to Manitoba Street, requiring signal timing adjustments and potential longer-term upgrades.
 - **Pick-up/drop-off (PUDO)** – Dedicating 5-6 curbside stalls on Columbia Street is sufficient for demand. These stalls will operate as “No Parking/3-Minute Parking” zones with flexibility for other uses (loading, garbage, emergency).
 - **Recommended infrastructure upgrades** – Raised intersections, new marked crosswalks, expanded cycling facilities (two-way Columbia bikeway, West 1st Avenue cycle track), and pedestrian signal enhancements (LPIs, no right on red) are proposed to improve safety and connectivity.
 - **Active travel programs** – The City’s School Active Travel Program (SATP) should be applied to ensure safe and sustainable travel. Measures include walking school buses for groups of students to walk to and from school with adult leaders, implementation of “School Streets” for car-free blocks, bike parking upgrades, safety patrols, and education/enforcement partnerships.
- **Additional student capacity** – Neither the SEFC ODP nor CD-1 (454) specifies a maximum student capacity for this site. Enrollment levels are determined by the Vancouver School Board under the oversight of the Ministry of Education. For this application, the City’s review has focused on the proposed form of development of the increased height on neighbourhood character, livability, and traffic.
- **Height and private views** – As noted, staff have reviewed the proposed height increase and consider it appropriate within the neighbourhood context. In addition, the site and surrounding lands are not located within a Council-approved protected view corridor and therefore are not encroaching on public views.

* * * * *

APPENDIX E
PUBLIC BENEFITS

City-wide DCL ^{1,2}	\$43,365
Utilities DCL ¹	\$43,365
SEFC DCL ¹	\$0
CAC:	\$0
TOTAL	\$86,730

¹ Based on rates in effect as of December 10, 2025 and the proposed 7,899 sq. m (85,024 sq. ft.) of institutional floor area.

DCLs are payable at building permit issuance based on rates in effect at that time and the floor area proposed at the development permit stage. DCL By-laws are subject to future adjustment by Council including annual inflationary adjustments. A development may qualify for 12 months of in-stream rate protection. See the City's [DCL Bulletin](#) for more details.

* * * * *

APPENDIX F
REZONING APPLICATION SUMMARY

Property

Address	Parcel Identifier (PID)	Legal Description
215 West 1st Avenue	026-979-781	Lot 328 False Creek Plan BCP28525

Applicant Team

Applicant	Vancouver School Board
Owner	City of Vancouver
Architect	McFarland Marceau Architects

Statistics

	Permitted Under Existing Zoning	Proposed
Zoning	CD-1 (454)	No change
Site Area	2,700 sq. m (29,063 sq. ft.)	No change
Land Use	Institutional	No change
Maximum FSR	No maximum	No change
Maximum Height	13.5 m (44 ft.)	18.8 m (62 ft.)
Floor Area	N/A	7,899 sq. m (85,024 sq. ft.)

* * * * *