

SCHEDULE A

CITY OF VANCOUVER

**SOUTHEAST FALSE CREEK
OFFICIAL DEVELOPMENT PLAN**

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**SOUTHEAST FALSE CREEK
OFFICIAL DEVELOPMENT PLAN**

PREAMBLE

**VISION FOR A SUSTAINABLE URBAN NEIGHBOURHOOD
IN SOUTHEAST FALSE CREEK**

The objectives of this Official Development Plan for Southeast False Creek are to:

- Embrace the vision for SEFC set out in the Southeast False Creek Policy Statement adopted by Council on October 19, 1999, and amended on July 26, 2004
- Establish a foundation of urban design principles, sustainability principles, and environmental, social, and economic sustainability strategies to enable the development of SEFC as a complete community, and to serve as a learning experience for application of such principles and strategies on a broader scale
- Develop a mixed use neighbourhood focussing on a diversity of residential uses to accommodate all incomes, with family housing as a priority, where people live, work, play, and learn in a neighbourhood designed to maintain and balance the highest possible levels of social equity, liveability, ecological health, and economic prosperity so as to support their choices to live in a sustainable manner
- Provide a framework for the creation of policies, zoning and other by-laws, housing programs, public facilities agreements, subdivision plans, servicing agreements, design guidelines, forms of development, development conditions, restrictive covenants, shoreline treatment and configuration, and other instruments, consistent with this ODP, to regulate development

SECTION 1 INTERPRETATION

Definitions

1.1 In this instrument:

“affordable housing” means dwelling units designed to be affordable to persons who make up a core need household where such persons pay more than 30% of their combined gross annual income to rent an adequate and suitable rental unit, including utilities, to meet the basic housing needs of the household at an average market rent;

“green building strategy” means the SEFC Green Building Strategy adopted by Council on July 8, 2004, which strategy includes, as an integral and essential part thereof, the requirements for Leadership in Energy and Environmental Design, known as “LEED requirements”, as adapted for British Columbia, established by the Canada Green Building Council incorporated by letters patent under the Canada Corporations Act effective December 5, 2002;

“market housing” means dwelling units designed to be affordable to persons who make up a household, and whose combined gross annual incomes fall within the upper third of income distribution for the Greater Vancouver region published by Statistics Canada, in the then current Canada Census at the time of any applicable CD-1 rezoning;

“modest market housing” means dwelling units designed to be affordable to persons who make up a household, and whose combined gross annual incomes fall within the middle third of income distribution referred to in the preceding definition;

“ODP” means this instrument, being the official development plan for SEFC;

“SEFC” means that area of land in Southeast False Creek:

- (a) shown on Figure 1 within the bold black lines,
- (b) bounded to the north by the False Creek waterfront and Terminal Avenue, to the west by Wylie Street and Cambie Bridge, to the south by 2nd Avenue, and to the east by Main Street,
- (c) historically used for industrial and commercial purposes, and
- (d) consisting of approximately 32 hectares, of which the city owns approximately 20.2 hectares north of 1st Avenue, and public or private persons own approximately 12.1 hectares between 1st Avenue and 2nd Avenue to the south and Quebec Street and Main Street from 1st Avenue to Terminal Avenue; and

“areas” mean areas 1A, 2A and 3A owned by the city, 3B owned by Translink, 3C owned by public and private persons, and 1B and 2B owned by private persons, as shown on Figure 2.

Imported definitions

1.2 Except for the definitions set out in section 1.1, the definitions from section 2 of the Zoning and Development By-law apply to this ODP.

Incorporation by reference

1.3 This ODP incorporates by reference all policies and guidelines referred to herein including the green building strategy.

Table of contents and headings

1.4 The table of contents and headings in this ODP are for convenience of reference only, and are not for use in interpreting or enforcing this ODP.

ODP provisions

1.5 The provisions of this ODP apply to the whole of SEFC, and to development of the whole of SEFC, unless the ODP states expressly that a provision applies to a particular area.

Figures

1.6 The figures in this ODP are by way of illustration only.

Financial implications

1.7 Realization of the vision set out in the Preamble requires municipal, provincial, federal, and private funding as contemplated by the administrative report to Council entitled "Southeast False Creek Redevelopment: Financial Plan and Strategy" dated January 17, 2005, and if any such funding is not available, the vision for SEFC, and the financial means for achieving it, may need re-examination.

Severability

1.8 A decision by a court that any part of this ODP is illegal, void, or unenforceable is not to affect the balance of the ODP.

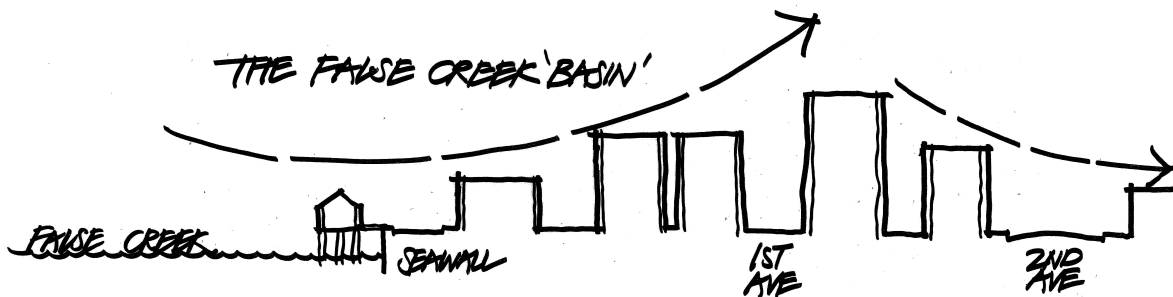
SECTION 2 PRINCIPLES GOVERNING DEVELOPMENT

Urban design principles

2.1 The following 12 major principles, that deal with overall structure, urban design, integration, and special opportunities, are to govern development:

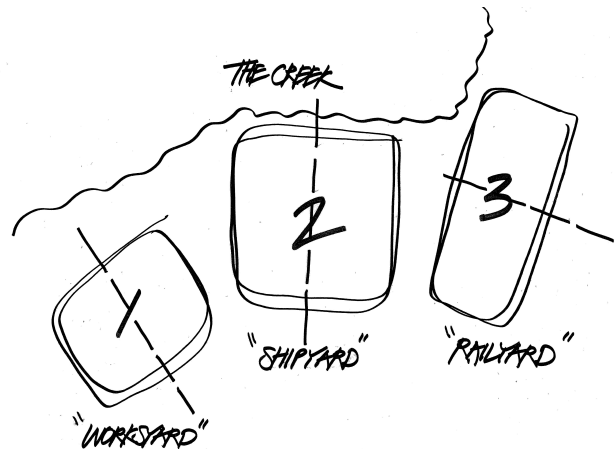
2.1.1 *Overall basin form legibility*

Development is to create a legible overall form that reinforces the idea of the False Creek “basin” with lower buildings near the waterfront stepping up to higher buildings between 1st Avenue and 2nd Avenue. Higher buildings are to frame significant public parks and terminate views through and across SEFC.

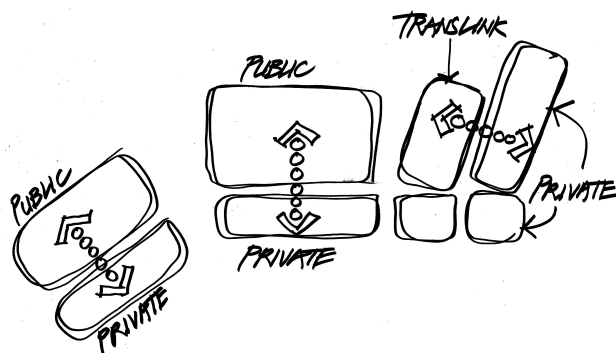


2.1.2 *Distinct neighbourhood precincts*

SEFC is to consist of three neighbourhood precincts that derive their form from the historic patterns and uses of SEFC, adjacent communities, and False Creek.



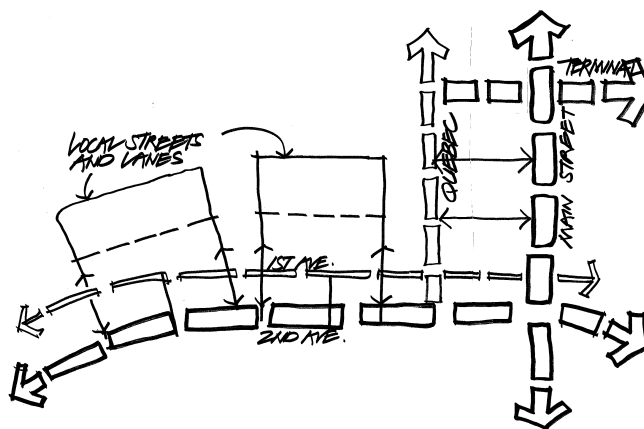
2.1.3 Integrated community



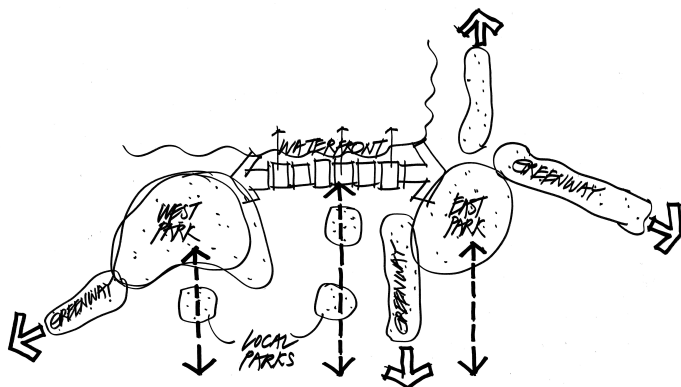
Integration of all areas is to occur through street pattern, ground plane design, and overall building form.

2.1.4 Street hierarchy

The street network is to provide access but discourage through traffic circulation.



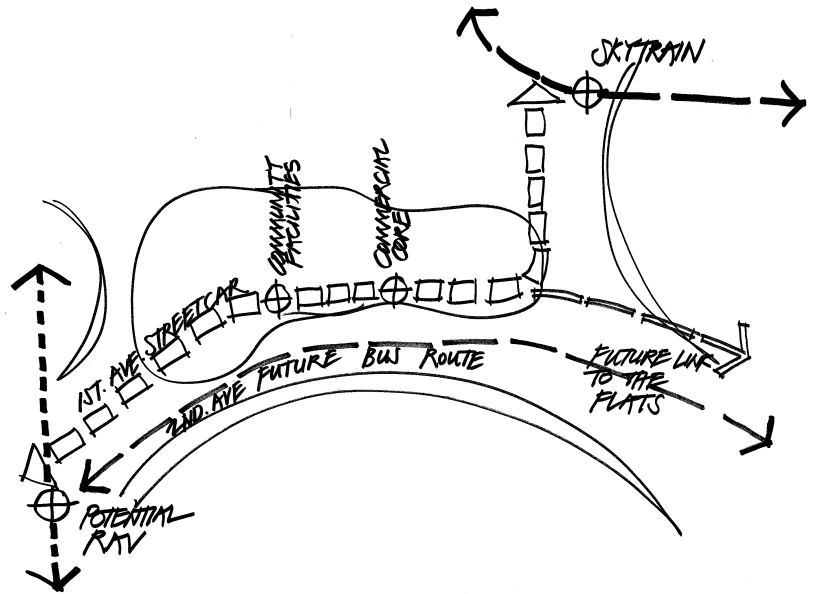
2.1.5 Connected public open spaces and parks



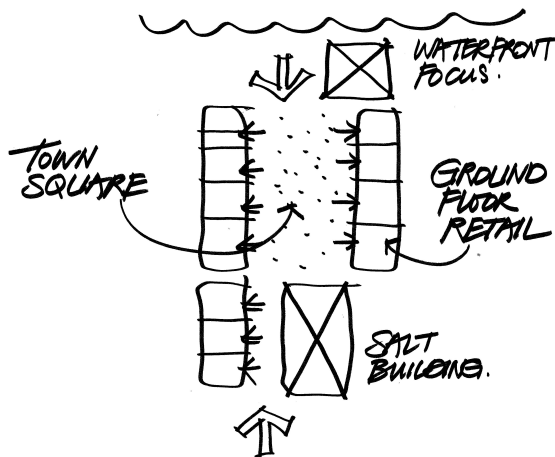
Parks and public open spaces are to be central features in organizing the community, and open spaces are to connect with adjacent areas by foot and bicycle paths to create a walking and cycling friendly neighbourhood.

2.1.6 Integrated transit

Development is to allow for an integrated public transit streetcar system to serve SEFC and adjacent neighbourhoods with stops at community and commercial locations.

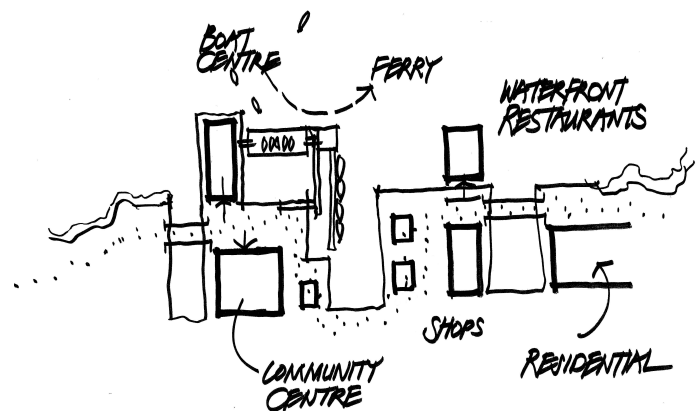


2.1.7 Vibrant commercial heart



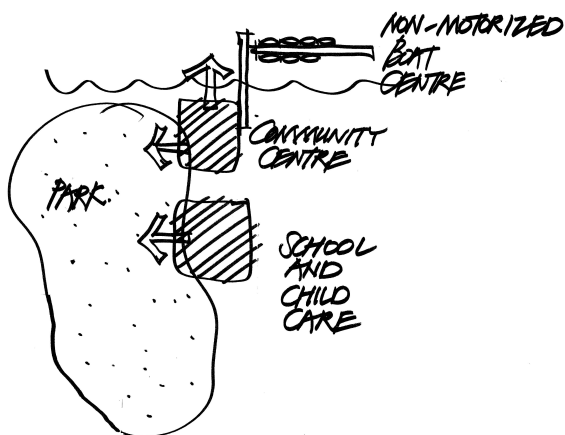
A vibrant commercial focus along Manitoba Street from 1st Avenue to False Creek is to act as a “heart” for the community, anchored by the Salt Building in its current location on 1st Avenue and a community square between the Salt Building and waterfront.

2.1.8 Waterfront animation



Development is to engage and animate the public waterfront through the selection of land uses and design of shoreline features.

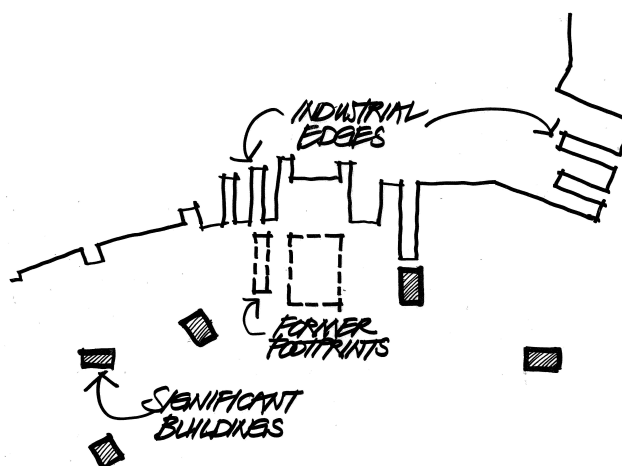
2.1.9 Clustered community services



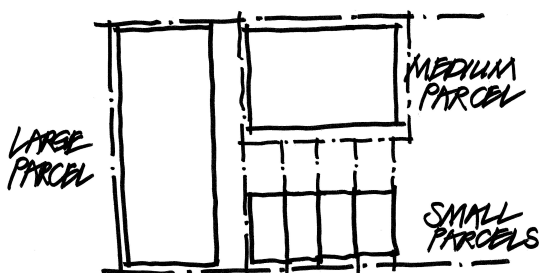
Development is to include a centrally located broad range of community services and amenities with good access to parks and waterfront.

2.1.10 Heritage recognition

Preservation of buildings with heritage significance, and recognition of the historic patterns of former industrial uses, is important.



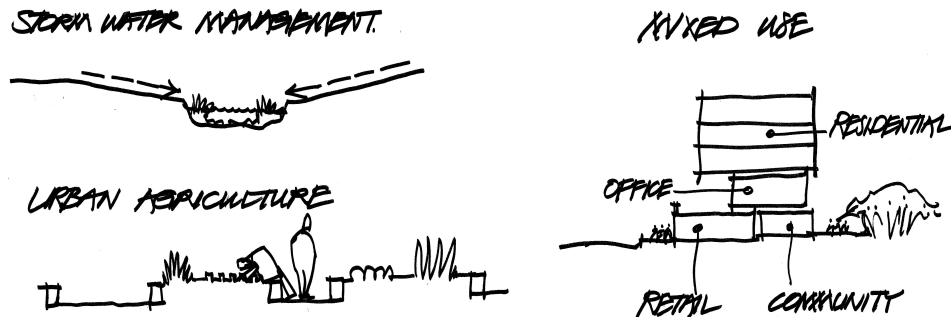
2.1.11 Incremental varied development



Development is to encourage land parcelling and a co-ordinated parking strategy that allows for incremental development at a variety of scales.

2.1.12 *Demonstrated sustainability*

SEFC is to demonstrate a comprehensive approach to sustainability reflected in both open space and building design.



Sustainability principles

2.2 The following sustainability principles, in conjunction with the urban design principles set out in section 2.1, are to guide the development of a sustainable community:

2.2.1 *Implementation of sustainability*

SEFC is to promote the implementation of sustainable development principles in an urban setting, and thereby contribute to improving the mainstream practices of urban development throughout the region.

2.2.2 *Stewardship of ecosystem health*

A significant goal of changing the land use from industrial to mixed use is to improve the ecological health of the False Creek basin. A further goal is that the need to conserve, restore, and manage the local and regional ecosystems, including conserving resources and reducing waste, may help to satisfy the needs of present and future generations.

2.2.3 *Economic viability and vitality*

Development is to create a framework for economically viable projects, to enable the transfer of knowledge gained to other developments, and to create opportunities for employment and investment to ensure long-term prosperity.

2.2.4 *Priorities*

Priorities include setting social and environmental performance targets at the beginning of the development process, with the intent of finding ways to meet such targets in an economically viable fashion.

2.2.5 *Cultural vitality*

Development is to encourage vitality, diversity, and cultural richness in a manner that respects the history and context of SEFC.

2.2.6 *Liveability*

Development is to promote liveability, and to enhance the social and natural environment by creating a walkable, safe, and green neighbourhood that contributes to the well being of residents and visitors.

2.2.7 *Housing diversity and equity*

Development is to promote opportunities for housing for a range of income groups along with social and physical infrastructure that is accessible to the whole community, especially children.

2.2.8 *Education*

SEFC is to encourage awareness and understanding of the principles of sustainability, and how their implementation can occur.

2.2.9 *Participation*

Development is to encourage public participation in decision-making.

2.2.10 *Accountability*

Development is to include implementing a process to promote accountability for decisions and actions by monitoring impacts and outcomes using post-occupancy studies and community consultation.

2.2.11 *Adaptability*

Development is to promote adaptability and diversity by ensuring that SEFC is a community that, as it grows and changes, can renew and adapt itself effectively to new social and economic conditions, policies, programmes, legislation, and technology.

2.2.12 *Integration*

Development is to promote the integration of SEFC into the city through planning, urban design, community involvement, and the provision of public amenities.

2.2.13 *Spirit of the place*

Development is to include the promotion of planning and development guidelines that celebrate the unique natural, social, and historical context of SEFC.

2.2.14 *Complete community*

SEFC is to develop as a complete community that enables its residents to live, work, play, and learn within a convenient walking, cycling, or transit-riding distance.

SECTION 3 SUSTAINABILITY STRATEGIES

Environmental sustainability

3.1 The following environmental initiatives, including certain minimum mandatory environmental criteria, are to contribute to the creation of a sustainable neighbourhood:

3.1.1 *Energy*

Energy efficiency is to be a key design consideration for all buildings. Energy requirements are to meet the minimum standards necessary to satisfy the recommendations identified in the green building strategy.

The goal is to establish an energy efficient green house gas neutral neighbourhood based on renewable resources. The basic strategy for meeting that goal is to consist of three inter-related design approaches including:

- (a) conservation strategies such as efficient building envelope, green roofs, building orientation and configuration, unit energy metering, user controls, manual ventilation, and day-lighting;
- (b) core system strategies such as heat pumps, green hydro-electric, hydronic slab heating systems, thermal storage, and building mass; and
- (c) heat source and system strategies such as horizontal ground-source loop, district heating, sanitary sewer heat recovery, waste hot water heat recovery, solar hot water, and passive solar gain.

These strategies or other similar energy concepts are to form a baseline of efficiency for the green building strategy.

Another goal is to further identify energy supply and utilisation concepts as development of infrastructure progresses.

3.1.2 *Water*

Water efficiency is to be a key design consideration. All water systems, in compliance with the green building strategy, are to minimize the use of potable water from the municipal water system. All water systems are also to minimize irrigation, and, where necessary, provide irrigation through rainwater collection or high-efficiency drip systems. The design of each individual site is to make irrigation from potable water sources unnecessary. Where practical, water features are to use storm water or other non-potable alternatives.

3.1.3 *Storm water*

All development is to include provision for collection of storm water from roofs, podiums, and other impervious surfaces, and retention of storm water on-site for irrigation and landscaping, or for its transportation to False Creek along the surface in right of way bioswales.

The goals regarding storm water are to promote the use of all roofs on podiums and low and mid-rise developments for green roofs for storm water management, and to determine the specific design for storm water management for each individual site and each street right of way at the time of each CD-1 re-zoning.

3.1.4 *Solid waste and recycling*

Each CD-1 re-zoning is to include requirements regarding the separation, collection, and storage of garbage, organics, and recyclable materials; on-site organic composting for landscaping needs; and the management of construction and demolition waste to ensure a minimum of 50% landfill diversion.

3.1.5 *Landscaping*

The design and detailing of landscaping is to complement the design and detailing of public realm and building elements. Aspects to consider include drought tolerant landscaping, minimized irrigation requirements, edible landscapes, urban agriculture, and green roofs.

3.1.6 *Urban agriculture*

SEFC is to include a community demonstration garden in the park near the community centre and elementary school, and a site for a farmer's market. A decision on the size and location of each is to occur at the time of the applicable CD-1 re-zoning.

A goal with respect to urban agriculture is to encourage podiums and low and mid-rise concrete developments to accommodate green roofs for urban agriculture in addition to storm water management, and to provide for on-site composting and rain water collection.

The design of green roofs for urban agriculture is to provide for soil depths and load bearing capacity sufficient to allow their intensive utilization including human occupancy, gardening, and significant landscaping. Total percentage coverage on roofs is to comply with the green building strategy.

Further goals, at the time of CD-1 re-zonings, are to seek edible landscaping within public spaces in specified locations, and to explore other opportunities, through design guidelines, for garden plots.

3.1.7 *Habitat and eco-systems*

The planning process is to support bio-diversity and habitat corridors in parks, and to pay particular attention to integrating ecological needs into areas planned for recreation and amenity.

Another objective is to promote, in parks, private open spaces, and other landscaped areas, and on green roofs, the use of native plantings and landscaping materials that have high habitat benefits.

3.1.8 *Movement*

The movement system is to reflect the city's transportation priorities, in descending order of importance, of pedestrians, bicycles, transit, goods movement, and automobiles. Movement system planning is to support transportation alternatives to vehicles by requiring dedicated space for bicycle lanes, greenways, and tramways, and limited automobile ownership through parking demand management and the proactive application of neighbourhood transportation demand management.

3.1.9 *Green buildings*

All buildings are to achieve a minimum baseline of environmental performance in all facets of building design and construction, and are to comply with the green building strategy.

Social sustainability

3.2 The intent of the following objectives is to accomplish a high level of social sustainability by considering equity, social inclusion, security, and adaptability in all decisions:

3.2.1 *Meeting basic needs*

Appropriate, affordable housing

In order to encourage a balanced community with a broad social mix and access to housing by all income distribution groups:

- (a) affordable housing is to comprise at least 20% of the housing in areas 1A, 2A, and 3A combined, and, in areas 1A and 3A combined, the objective, subject to finding alternative funding sources, is to increase this ratio to 33%; and
- (b) modest market housing is to comprise up to 33% of the housing in areas 1A and 3A combined, subject to finding alternative funding sources, and, in area 2A, the objective is to achieve a ratio of 33% by working with developers to achieve solutions.

The creation of affordable housing is to occur primarily through government funded programs.

In order to achieve affordable accommodation for families, the further aim is to achieve a household mix of 35% for families within areas 1A, 2A, 3A and 3B, and 25% for families within areas 1B, 2B, and 3C.

Although there are no specific goals for other households including seniors and disabled persons, the general aim is to achieve a balanced household mix by accommodating a full range of age and social groups, and household types and needs.

Health care

The office uses in areas 1B, 2A, 2B, and 3C are to provide opportunities for health care clinics, primary health care access centres, and family practice networks.

Locally produced, nutritious food

Development is to include appropriate open space for a farmer's market, and to support urban agriculture as discussed in Section 3.1.6.

A safe community

Development planning is to use crime prevention through environmental design principles to help deter crime. The design of buildings is to ensure 'eyes-on-the-street' to achieve a safer neighbourhood. The planning process is also to pay special attention, at the time of each CD-1 re-zoning, to lighting and the detailed design of parks and other open spaces.

Quality, affordable child care

Development is to provide for a number of child care facilities, out-of-school programs, and licensed family child care spaces. Areas 1A, 2A, or 3A are to include at least two child care facilities, and areas 1B, 2B, or 3C are to include at least one child care facility. In addition, the objective is to create five child care facilities in SEFC. Out-of-school programs are to be situated in public facilities, such as schools and community centres, or in family child care centres.

3.2.2 Enhancing human capacity

Local employment opportunities

Although primarily a residential community, the intent is that operation of the community centre, school and child care centres will create jobs in SEFC. Commercial space is to provide opportunities to develop a grocery store, retail shops, offices, restaurants, and a host of other businesses to create jobs for local residents and persons living outside SEFC. In addition, general office live-work use is to provide opportunities for people to work where they live.

Creativity and artistic expression

Development is to encourage opportunities for resident involvement in the selection and production of public art.

Life-long learning

Since life-long learning begins with early childhood development, the objective is to provide for quality child care, a community demonstration garden in the park, and a neighbourhood school to establish an early start to education.

Recreation and cultural facilities

Development is to include public open space, parks, and a combined community centre and non-motorized boating facility.

3.2.3 Enhancing social capacity

Community identity

The designation of SEFC as a precinct recognized for liveability and sustainability is to provide a unique community identity; and, the identification and accentuation of unique existing characteristics, such as heritage buildings, is to contribute to that identity.

Involvement in public processes

A broad-based stewardship advisory group, and its eventual evolution into a neighbourhood association, is to promote public involvement and education.

Social interaction

The aim of developing numerous places throughout the community, including large and small parks, the town square, a farmer's market, interfaith spiritual centre, community demonstration garden, plazas, streetcar stations, and waterfront greenways/bikeways, is to encourage and enhance social interaction. Amenity rooms, common roof decks, play areas, and other activity spaces in buildings, as well as semi-private spaces, are also to facilitate casual interaction.

Community networks and organizations

Community organizations such as a community centre association in partnership with the Park Board, parent advisory committees, strata councils, co-operative association boards, and child care centre boards are also important elements in fostering a sense of community.

Economic sustainability

3.3 The aim of the following approaches to economic sustainability is to create opportunities for community enterprises and economic development ventures, including community partnerships, to locate in SEFC:

3.3.1 *A different financial approach in this community*

Development of a model which values social and environmental measures, and considers the long-term economic viability of the community, is to inform the financial approach that is to support economic sustainability.

3.3.2 *Economic security*

Goals include promoting a range of job opportunities through the construction process, and through the operation of retail, service, and office uses in several locations throughout the community; providing quality, licensed child care to allow parents to participate in the labour force; and encouraging the construction process to promote equitable hiring practices, and to ensure the representation of unemployed members of low-income communities.

3.3.3 *Local self-reliance*

Development is to encourage a complete community where residents may purchase items needed for daily life without use of an automobile; local products, including local produce from a farmer's market, are available; local delivery employs environmentally friendly methods; and affordable goods and services are accessible to low and modest income households.

3.3.4 *An ecological economy*

Development is to support the introduction of businesses and technologies which build on practices, such as recycling, employed in the community.

3.3.5 *An economic advantage*

Another goal of development is that the economic gains resulting from conserving energy, reducing waste, living close to work and play, building pride and identity in the community, and supporting local economic enterprise are to create an economic advantage in the community.

Maintaining the vision

3.4 Making SEFC sustainable requires the will and understanding of all persons involved to commit to the principles and strategies set out in this ODP. Development operating within the framework of sustainability requires a hands-on community-based approach that helps individuals take more responsibility for their neighbours, their environment, and future generations.

Creating a neighbourhood association to provide community input during and after development is a priority. This association is to help with strategies for monitoring and fine-tuning the neighbourhood's social, economic, and environmental performance. In the early stages, participants are to represent a range of interests and expertise that includes residents, property owners, businesses from the neighbourhood, and community advisors knowledgeable in the practical issues of sustainable development and community issues.

SECTION 4 LAND USE

Land use objective

4.1 The major land use objective of this ODP is to effect a change from the “brownfield” of previously developed and occupied industrial land into a highly liveable, sustainable, mixed use environment. Emphasis is to be on family residential use with supporting services for a complete community including major waterfront parks. Figure 3 illustrates the conceptual land use strategy. Delineation of specific uses within each area is to occur at the time of each CD-1 re-zoning.

Density

4.2 Maximum permitted floor area for all uses developed after February 1, 2005, except for cultural, recreational and institutional uses, must not exceed the applicable floor area maximums in the following table:

Table 1
Maximum Permitted Floor Area

Area	Maximum permitted floor area for residential uses	Maximum permitted floor area for non-residential uses other than cultural, recreational and institutional	Maximum permitted floor area for all uses
Area 1A	84,595 m ²	350 m ²	84,945 m ²
Area 2A	114,655 m ²	10,212 m ²	124,867 m ²
Area 3A and 3B	58,020 m ²	0 m ²	58,020 m ²
Area 1B	85,106 m ²	0 m ²	85,106 m ²
Area 2B	143,912 m ²	6,922 m ²	150,834 m ²
Area 3C	145,618 m ²	17,822 m ²	163,440 m ²
Total maximum permitted floor area for all areas	631,906 m ²	35,606 m ²	667,212 m ²

Specific land uses and regulations

4.3 Subject to this ODP, to approval by Council of the form of development, to all conditions, guidelines and policies adopted by Council, to re-zoning of the areas and of each individual site, and to the conditions set out in any zoning by-law or development permit, the only uses permitted are:

4.3.1 *Residential uses*

Development is to be predominantly residential with a diverse housing mix and a focus on families with children, and:

- (a) in areas:
 - (i) 1A, 2A, and 3A combined, at least 20% of the residential units are to be available for affordable housing,
 - (ii) 1A, 2A, and 3A, integration of individual sites for affordable housing is to occur throughout the areas, and
 - (iii) 1A and 3A combined, 33% of the residential units are to be available for modest market housing;
- (b) the intent for each site in areas 1B, 2B, and 3C, is to achieve a floor space ratio of 3.5 including mandatory retail, service, and office uses as outlined in section 4.3.2, subject to site specific conditions and to section 4.3.1(c), except that:
 - (i) with respect to the site at 101 East 2nd Avenue in Area 3C, floor space ratio must be calculated on a site area of 2,802 m², being the site area at the time of application for rezoning from M-2 to CD-1, prior to any dedications.
- (c) the maximum residential floor area allowances set out in Table 1 are subject to consideration of liveability for various household types, and of compatibility with adjacent development as determined at the time of each CD-1 re-zoning;
- (d) with respect to families, 35% of the residential units in areas 1A, 2A, 3A, and 3B, and 25% of the residential units in areas 1B, 2B, and 3C are to be suitable for families with small children, in accordance with the High-Density Housing for Families with Children Guidelines adopted by Council on March 24, 1992;
- (e) with respect to the affordable housing units in areas 1A, 2A, and 3A, priority is to be on family housing, with 50% of the non-market units to be suitable for families with small children, and integration of the units into each residential area;
- (f) 25% of the market housing in areas 1A, 2A, and 3A, and 25% of the modest market housing in areas 1A and 3A, are to be suitable for families with small children;
- (g) the city encourages housing forms designed with the flexibility to incorporate defined space for potential rental accommodation within a single dwelling unit in order to contribute to a wider range of housing options; and
- (h) temporary modular housing is permitted, subject to Section 11.31 of the Zoning and Development By-law. Temporary modular housing is not subject to any of the use or design provisions of this ODP.

In addition, further investigation of appropriate ways to achieve a compatible housing strategy in areas 1B, 2B, 3B, and 3C is to occur at the time of each CD-1 re-zoning.

General office live-work having direct access to grade may be permissible in locations identified in applicable CD-1 re-zonings, subject to conditions set out in such re-zonings.

4.3.2 *Retail and service uses*

Retail and service uses are to serve the needs of residents and visitors; provide specialized shopping opportunities compatible with the sustainable goals of the community; and link, reinforce, and extend existing street-related retail patterns.

To accomplish these purposes, retail and service uses are permissible in areas 1A, 1B, 2A, 2B, 3B, and 3C, except that retail and service uses are to occupy grade level within areas 1A, 2A, 2B, and 3C as shown on Figure 5.

Retail and service uses, including restaurants, are permissible in the waterfront area north of Front Street so as to pursue an active water's edge as a lively destination.

In addition to retail and service uses, other uses, including residential units, may occur at grade within retail and service areas.

Area 2A is to include a grocery store having a minimum floor area of approximately 1 858 m² and a maximum of 2 790 m².

4.3.3 *Office uses*

Office uses are permissible in areas 1B, 2A, 2B, and 3C, as indicated on Figure 5, but the development of any office use is to enhance the prosperity, liveability, and attractiveness of the area; have good transit access; where possible, be at grade level; and be part of a mixed use development.

4.3.4 *Manufacturing, transportation and storage, utility and communication, and wholesale uses*

A mix of light industrial uses compatible with residential and mixed use developments may be permissible in locations the CD-1 re-zonings are to specify.

4.3.5 *Cultural, recreational, and institutional uses*

Cultural, recreational, and institutional uses are permissible where they best serve the projected population and complement adjacent uses, and the CD-1 re-zonings are to specify their maximum floor areas. Development is to include the following facilities:

- (a) one K-7 community elementary school having a floor area of at least 3 700 m², and including a gymnasium in area 2A;
- (b) one community centre in the waterfront vicinity of area 2A, having a floor area of at least 2 790 m² and including a non-motorized boating facility providing a meeting room, washrooms, showers, and boat storage space for non-power recreational boating users for boats such as kayaks, canoes, dragon boats, and small sailboats;

- (c) three licensed child care facilities, each consisting of 69 spaces, having a combined indoor floor area of at least 2 297 m² and a combined outdoor floor area (covered and uncovered) of at least 2 244 m² that comply with the Childcare Design Guidelines adopted by Council on February 4, 2003;
- (d) two out-of-school care centres, each consisting of 30 spaces;
- (e) eight family day care centres, each consisting of seven spaces, in ground-oriented affordable housing developments or units; and
- (f) one interfaith spiritual centre, being the use of premises for religious worship, spiritual learning, and community involvement by way of a single facility designed to serve a diversity of faith groups, spiritual communities, and individuals;

the exact location and securing of which, as appropriate, is to occur at the time of the applicable CD-1 re-zoning.

Figure 6 illustrates general locations for community facilities, and, in areas 1A, 2A, and 3A, location options for licensed child care centres and one out-of-school care centre, and the applicable CD-1 re-zonings are to identify specific locations.

Areas 1B, 2B, and 3C are to include one 69-space child care centre and one out-of-school child care centre.

Cultural, recreational, and institutional uses, secured to the city's satisfaction for public use and benefit, are exempt from the calculation of floor space ratio or site coverage.

4.3.6 *Interim uses*

Development is to occur over many years. Interim uses are to include temporary structures; special short term installations and events; and uses, structures, housing, and facilities comprising the Athletes' Village for the 2010 Olympic and Paralympic Winter Games which are to meet all Olympic requirements including Olympic security requirements. Some lands may not be developable until after the Games because they are within the Olympic security envelope.

Other interim uses that are compatible with nearby uses, and that do not require permanent structures, may be permissible for no more than three years subject to renewal dependent on the progress of long-term permanent uses.

4.3.7 *Parks*

Development of areas 1A, 2A, 3A, and 3B is to include approximately 10.46 hectares of park, in the general locations illustrated in Figure 7, to meet the needs of residents and workers in SEFC, and to complement the park amenities of adjacent communities, and the following provisions are to apply:

- (a) areas 1A, 2A, and 3A are to include approximately 10.28 hectares of park;
- (b) area 3B is to include approximately 0.18 hectares of park;
- (c) the exact location and securing of parks, as appropriate, is to occur at the time of the applicable CD-1 re-zonings;
- (d) the calculation of park areas is to include the seaside greenway/bikeway, park uses located under Cambie Bridge including ancillary parking, and the water area in the inlet south of the pedestrian bridge;
- (e) the calculation of park areas is to exclude foreshore lands below the high water mark, the site for the elementary school, and land required to provide access or egress or servicing to non-park related buildings;
- (f) the designing and programming of parks is to meet a number of objectives including active and passive recreation, environmental sustainability, and environmental learning;
- (g) with respect to environmental sustainability and learning, the parks are part of the working infrastructure that is to deal with storm water, food production, and potential alternative energy applications;
- (h) park features are likely to include such elements as storm water retention and remediation, a community demonstration garden in close proximity to the school and community centre, and habitat restoration; and
- (i) area 2A is to include a public open space or town square north of the Salt Building, and anchored by the Salt Building, with retail and service uses along its edges. The intent is to require a more detailed concept plan, including programming, for this open space. The concept plan may also consider the historical relationship between the Salt Building and False Creek, and consider using water, possibly storm water, to recall this relationship.

Phasing of parks and community facilities

4.4 Phasing decisions for the parks, community centre and non-motorized boating centre, and other community facilities are to happen at the time of the applicable CD-1 re-zonings; and are to include every effort to co-ordinate delivery of the elementary school in a time frame compatible with the delivery of such other facilities.

The city intends to secure arrangements for the maintenance and upgrading of the temporary seaside greenway/bikeway between Cambie Bridge and Science World, and to determine phasing of the final design for the seaside greenway/bikeway at the time of the applicable CD-1 re-zoning.

Shoreline

4.5 Development is generally to maintain the existing shoreline configuration, except for the inlet area, the reconfiguration of which is to provide fish habitat, public access to the water, views, ferry docking, and recreational amenities. Re-zonings may also provide for other shoreline improvements that respond to the needs of public access, natural character of the park, views of the water, fish habitat requirements, and safety and health objectives.

Development is not to include the construction of permanent habitable structures within 30 metres of the top edge of the bank except along the south edge of Front Street adjacent to the inlet. The applicable CD-1 re-zoning may include temporary commercial structures in the central portion of the waterfront. The concept park plan is to explore the proposed patterning of landscape and decking structures so as to recall historical patterns of boat 'slip-ways'. Figure 8 illustrates the shoreline concept.

The city is to secure arrangements for the detailed design and construction of the shoreline and seaside greenway/bikeway in phases, which phases the applicable CD-1 re-zonings are to specify.

SECTION 5 DEVELOPMENT REGULATIONS AND PATTERNS

Building regulation

5.1 All development, at the time of each CD-1 re-zoning, is to be subject to the green building strategy.

Development is also to be subject to the principles of “universal design”, which ensure planning and building to equitably meet the needs of people at varying levels of mobility and sensory ability, noting that alternative solutions may be necessary for rowhouses and low-rise multi-storey dwelling uses, and a social and physical infrastructure that is accessible to the whole community on the premise that a model sustainable community should be a ‘complete’ community in terms of who can visit and live in the neighbourhood.

Development may be eligible for the benefits of density bonuses and transfers for heritage, cultural use, and other public amenities.

Development patterns

5.2 The following development pattern requirements are to apply:

5.2.1 *Building height*

Development is to include a legible, overall building form that reinforces the idea of the False Creek “basin” with building heights from 2nd Avenue and Main Street generally stepping down to the water’s edge. However, prescription of the “basin” form is not rigid, and all neighbourhood precincts may contain some variety of building heights which the CD-1 re-zonings are to confirm. The purpose of these variations is to contribute to a wide range of unit types including rowhouses, stacked townhouses, back-to-back townhouses, and low-rise, dual orientation, mid rise, and terraced apartments.

Figure 9 illustrates maximum building heights. Development is to encourage a variety of heights as shown on Figure 10. CD-1 re-zonings are to require a substantial street wall height along 2nd Avenue and 1st Avenue, and to determine minimum heights.

Roof projections may extend above maximum building heights if they do not contain habitable space, and if their design as capping elements or shading devices and light shelves complements the design of the building.

Structures such as sheds or pergolas for green roof gardens and access stairs may also extend above maximum building height if they do not contain habitable space and their design meets guideline requirements.

CD-1 re-zonings are to impose building heights for specific locations having regard to public and private views including views created by development; shadowing of public and private open spaces and streets; privacy; effects on the scale and character of open space; sustainability considerations including energy performance; and relationships created with nearby buildings.

5.2.2 *Building orientation*

Construction of buildings is to occur in locations that optimize their solar orientation. An east/west orientation generally best suits all building types while a north/south orientation is acceptable for single loaded or dual orientation, through units, or for higher buildings with smaller floor plates. Where possible, north/south built form is to break mid-block to maximise east/west building face, create additional corner units for cross ventilation, ensure adequate access to natural light, and mitigate in-unit heat gain.

5.2.3 *Size of development*

Development is to create parcel sizes similar to or smaller than the size of development parcels south of 2nd Avenue, or to employ massing and architectural treatment of building elements within larger parcels to achieve a fine grain effect.

The urban structure is to allow for the division of parcels and development to occur at a variety of scales incrementally. Such a variety of scales may allow participation by many developers and designers, and allow for innovation on a smaller scale of development that may produce models more relevant to the city and region.

5.2.4 *Relationship to public realm*

The design and detail of buildings, and of semi-public and semi-private open spaces, is to complement the design of the public realm. Aspects to consider, at the time of CD-1 re-zonings, include paving, lighting, planting, driveway crossings, pedestrian entrances and walks, seating, display windows, weather protection, garbage storage, recycling, and loading facilities. The design of some areas of the public realm is to implement storm-water treatment or other aspects of sustainability.

5.2.5 *Views*

Development is to preserve and also create views, including views of specific focal points. An assessment of views is to occur at the time of each CD-1 re-zoning. Development is to respect the View Protection Guidelines adopted by Council on December 12, 1989, and amended on December 11, 1990, with corresponding height restrictions.

5.2.6 *Public street end views*

Figure 11 shows street end views. Intrusions are permissible on Manitoba Street and Cook Street in order to retain historic buildings including the Salt Building at Manitoba Street and Wilkinson Building at Cook Street. Intrusions of low rise institutional buildings are permissible for the Columbia Street end view. The CD-1 re-zonings are to determine other public open space and landmark views.

Movement system

5.3 Access and mobility are to provide for all modes of transportation, reflecting the priorities set out in section 3.1.8. In general, the movement system is to reflect a north/south street orientation via extensions of the city street and block pattern. It is to allow for pedestrian focused lanes, mews, and courtyards that promote movement toward the waterfront. The proposed downtown streetcar as well as three important greenways/bikeways are to run through or intersect with SEFC.

5.3.1 *Pedestrians and greenways/ bikeways*

As Figure 12 illustrates, SEFC is to have a highly walkable street and block pattern, and many pedestrian routes into and throughout park and development areas. Both sides of streets are to feature pedestrian friendly sidewalks with landscaping and trees. Driveways interrupting pedestrian routes are to be minimal. Building heights to street ratios are to allow for street-level sunshine.

Off-street bicycle pathways, separate from automobiles and dedicated bicycle lanes, are to provide priority for bicycles. Bicycles and other non-motorized wheel routes, as Figure 13 illustrates, are to connect to cycling routes located outside of SEFC.

Two important east/west bicycle routes, being the seaside greenway/bikeway along the waterfront and another along 1st Avenue, are to pass through SEFC. The Ontario greenway/bikeway is to be an important north/south bicycle route, and the Central Valley greenway/bikeway on the east is to extend into the False Creek Flats. There is also to be a separated greenway/bikeway to the west side of the site adjacent to Cambie Bridge.

The seaside greenway/bikeway is to be close to the water's edge. In this central portion, walkers and cyclists are to be able to choose between a faster moving by-pass on the north side of Front Street or a slower multi-use pathway on the water's edge.

While the Central Valley greenway/bikeway connection is to provide a cycling connection with the False Creek Flats, the primary east/west commuting cyclist route is to be 1st Avenue in bicycle lanes. The Ontario greenway/bikeway is to be off-street north of 1st Avenue in a continuous pathway, and is to connect directly with the other greenways/bikeways. Between 2nd Avenue and 1st Avenue, planning, at the time of the applicable CD-1 re-zonings, is to give special attention to minimizing vehicular traffic and conflicts with users of the greenway.

The design and construction of all greenways/bikeways is to conform to universal design as referred to in section 5.1.

5.3.2 *Transit*

A quality public transit system is essential to providing residents with adequate access and mobility choices, and offering them an attractive alternative to the automobile. Accessible, convenient, and reliable transit service is to support the residential population and community facilities as a transit-oriented development, and decrease vehicular usage and automobile ownership.

As the primary transit corridor, 1st Avenue is to provide space for the proposed double-track segregated streetcar operation and infrastructure. The streetcar tracks are to be situated in a permeable and greened dedicated tramway with enough stations to serve the community adequately.

In addition to the existing Main Street SkyTrain Station and Downtown Streetcar, development of other transit services, as Figure 14 illustrates, is likely to include a bus route along 2nd Avenue, transit improvements along Main Street, and a ferry dock on the waterfront.

5.3.3 *Internal street network*

The internal street network is to consist of local-serving residential streets with one moving lane in each direction. Where possible, nearby arterials, as Figure 15 illustrates, are to accommodate vehicular traffic generated to or from SEFC. While maintaining their respective access and circulation functions, the redesign and construction of the street environments are to provide opportunities to achieve a high quality public realm and pedestrian environment. The design guidelines for CD-1 re-zonings are to include specific streetscape design, public realm, and traffic calming intentions. With respect to streets:

- (a) the north/south residential streets are extensions of the existing city grid, and, where possible, are to provide the primary access to underground parking to minimize vehicular circulation and usage;
- (b) a new street connecting Quebec Street to 1st Avenue is to provide local access for area 3B;
- (c) Front Street is to be the waterfront street that provides access to developments, the school, the community centre, the village, and parks;
- (d) '0' Avenue is to be a narrow street for service access, and is to showcase storm water management techniques;
- (e) 1st Avenue is to be a local collector street and provide space for a dedicated streetcar tramway and stations, bicycle lanes, and some provision for loading or parking;
- (f) driveways are not permissible along 1st Avenue, and lanes or internal streets are to provide access to developments; and

- (g) between Quebec Street and Main Street, two new local-serving east/west streets are to create a finer grained street and block pattern that is to provide access and driveways for the commercial and residential precinct and transition into the False Creek Flats.

5.3.4 *Arterials*

2nd Avenue, Main Street, and Quebec Street, as Figure 15 illustrates, are existing arterials and designated truck routes within the city's overall transportation network. Each of these arterials is to continue to develop as a transit route of growing importance. To increase pedestrian comfort and the public realm on arterials, there are to be no new driveways and a minimum 1.5-metre setback along 2nd Avenue and Main Street. Traffic signals at arterial intersections are to facilitate safe crossing opportunities for pedestrians.

The capacity required on 2nd Avenue is to be adequate to discourage short-cutting traffic on east/west residential streets from Cambie Bridge to Main Street. As redevelopment occurs, widening and new left turn bays at Columbia and Manitoba will be necessary. Minor street widening is also necessary on Main Street to achieve a more consistent road alignment. Quebec Street is to maintain adequate capacity, and is to accommodate a dedicated double streetcar tramway. A southbound right-turn bay is to be situate at 2nd Avenue to keep traffic on the arterial network.

At the time of the applicable CD-1 re-zoning, preparation of a design for 2nd Avenue is to create a more liveable and pedestrian-friendly and transit-oriented street while respecting its noted development and functional needs. Similarly, a design for Quebec Street is to form part of the Downtown Streetcar design and layout study. Given that dedicated bicycle facilities are to be situate on Ontario Street and dedicated streetcar facilities on 1st Avenue, there is to be consideration of minimum arterial curb lane widths on 2nd Avenue and Quebec Street to provide more opportunities for enhanced public realm spaces in medians or sidewalks.

5.3.5 *Parking and loading*

Parking and loading is to be the minimum required to serve all uses while encouraging sustainable transportation choices and overall trip reduction. Clearly identified visitor parking is to be a requirement. Some on-street parking, loading, and drop-off is necessary to support the commercial and institutional needs of the community. Development is to promote efforts to unbundle parking from residential units to support reduced parking standards and housing affordability; and is also to encourage the provision of car-sharing vehicles with the goal of reducing car ownership. Each CD-1 re-zoning is to set out parking and loading requirements that are consistent with the green building strategy.

5.3.6 *Neighbourhood transportation demand management*

There is to be support for measures to encourage better use of the movement system including more use of the pedestrian, cycling, and transit facilities to decrease automobile dependency, minimize parking demand, and reduce greenhouse gas transportation emissions. The implementation and ongoing monitoring of the neighbourhood transportation demand management program is to provide a consistent and coordinated approach to transportation demand management planning. There is to be a review of programs or strategies that further promote walking, biking, and transit over cars as “build out” progresses either at the time of the applicable CD-1 re-zonings or as part of individual projects. There is also to be a review of further aspects of neighbourhood transportation demand management upon provision of new local transit service to SEFC such as a 2nd Avenue bus route or the streetcar.

Areas

5.4 Re-zoning is to include the following areas, and a public realm plan is to accompany each re-zoning:

5.4.1 *Area 1A– The western “works yard” neighbourhood*

A major waterfront park, urban park under the Cambie Bridge, and central ‘hinge’ park extending to 1st Avenue are to frame this primarily residential area. Focal points in this neighbourhood are to include the former industrial buildings of heritage value including the ‘Sawtooth’ building, being the former city machine shop, and Wilkinson Steel building, a former steel production shed located at the foot of Cook Street. These buildings are to remain in or near their current locations. At least one major child care facility with an outdoor play area may be situate in the western neighbourhood at a location determined at the time of the applicable CD-1 re-zoning, possibly in the converted machine shop.

Residential streets, small pocket parks for use by residents on both sides of 1st Avenue, and a permeable development fabric that includes many pedestrian pathways running from 1st Avenue, and potentially 2nd Avenue, to the waterfront park, along with a range of housing from stacked townhouses to four to eight storey apartment buildings, are to characterize this neighbourhood. Mid-rise buildings, up to 10 to 12 storeys, are to be situate on the edges of the hinge park to define open space and maximize units fronting on open space.

5.4.2 *Area 2A – The central “shipyard” neighbourhood*

This residential and commercial area is to be the focus of SEFC, and is to feature parks on the west and east sides. A vibrant waterfront is to define the central neighbourhood precinct with commercial and institutional uses to the north. The vibrant heart of the community is to be situate in the central neighbourhood beginning along Manitoba Street, anchored by the Salt building in its present location at Manitoba and 1st Avenue, and extending north to the waterfront area.

Manitoba Street is to extend around the Salt Building in a configuration the applicable CD-1 re-zoning is to establish, and is to be pedestrian-oriented with local ground level commercial shops along both sides of Manitoba Street. Figure 16 illustrates one option for Manitoba Street, and Figure 17 illustrates the alternative. A medium size grocery store is also to be situated at a location the applicable CD-1 re-zoning is to determine. An open public space north of the Salt Building of approximately 0.2 hectares is to provide an area for community activities. The area stage of planning is also to consider ways by which the historical relationship between the Salt Building and False Creek may receive acknowledgment, and may use storm water.

The waterfront area north of Front Street is to include commercial uses such as restaurants, a pub, cafes, and space for a night market. Engagement of the public waterfront is to occur by way of new development and animation, through the selection of land uses and design of shoreline features, and may include wharfs, boardwalks, and pedestrian bridges that recall the site's historical pattern of boat 'slip-ways'. The city is also going to pursue a new dock for the False Creek ferry system along the waterfront.

A cluster of community services via Front Street and the seaside greenway/bikeway are to connect to the community heart. Such services are to include a community centre combined with a non-motorized recreational boating facility and day care facility to animate the waterfront and an elementary school, which may include more child care and after-school care, located within easy walking distance of the community centre and boating facility and beside the park that is to be large enough for a playfield. The waterfront park near the school is to provide a community demonstration garden including garden plots and sustainability education lessons for children and adults. The central 'hinge' park is to demonstrate storm water retention features.

Heights in the central neighbourhood are generally to be lower along the waterfront. Higher buildings are to define the edge of the hinge park, terracing back from low heights at the waterfront to higher building forms, up to about 12 storeys, along 1st Avenue and on the edge of the eastern park. Generally, around the Salt Building, heights are to be six storeys.

5.4.3 Areas 3A, 3B, and 3C – The eastern “rail yard” neighbourhood

The major focus of this neighbourhood is to be a large waterfront park that is to extend south to 1st Avenue and the Ontario Street greenway/bikeway, and east to the Central Valley greenway/bikeway connection with the seaside greenway/bikeway. A variety of building types are to be situated in the residential area east of Quebec Street including some modest-height towers in selected locations, with predominately low and mid-rise and terraced apartment buildings. Residential buildings between eight to 12 storeys are to be situated near the park edge to provide strong definition to the open space.

The mixed commercial and residential precinct between Main Street and Quebec Street is to provide a transition between SEFC and the higher building forms of City Gate to the north of Terminal Avenue. Re-zoning may include a tower immediately south of the VanCity building to create a landmark terminus to Terminal Avenue and to frame Science World. Commercial uses along the ground floors adjacent to Main Street are to continue its commercial shopping street character. The applicable CD-1 re-zonings are to take account of the design of frontages along Main Street and Quebec Street so as to provide a buffer from traffic and noise on these busy streets.

Generally, building heights are to step down from the VanCity building height of 60 m to the lower and mid-rise heights that are to be predominant throughout SEFC.

5.4.4 *Areas 1B and 2B*

This mixed commercial and residential precinct is to form a transition between the industrial uses to the south and the primarily residential uses of areas 1A, 2A, 3A, and 3B. The building frontages on 2nd Avenue and Main Street are to reflect their role as the front ‘face’ of SEFC.

The objectives in these areas are to:

- (a) allow for commercial and light industrial uses on the ground floors, where noted on Figure 5, along 1st Avenue, and residential uses above;
- (b) encourage commercial and light industrial uses on the ground floors, where noted on Figure 5, along 2nd Avenue, and residential uses above;
- (c) require a substantial streetwall of five to seven storeys along 2nd Avenue, and a streetwall of three to five storeys along 1st Avenue;
- (d) encourage unique east/west lane environments, with landscaped courtyards, between 1st Avenue and 2nd Avenue as amenities to the residential buildings, while respecting the typical access and servicing needs of lanes; and
- (e) encourage pedestrian walkways north/south on the edge and through development blocks to connect with walkways in areas 1A, 2A, and 3A leading to the waterfront, parks, and commercial areas, noting that mid-block crossings on 1st Avenue may not be feasible across the dedicated streetcar right-of-way.

The building forms are to draw upon the industrial legacy of the area with a robust character that is to contribute to diversity as the central theme for neighbourhood character while allowing flexibility at the ground floor.

Higher building forms are to define up to four landmark locations, illustrated on Figure 9, such as at the corner of Columbia and 2nd Avenue where the grid of 2nd Avenue shifts.

SECTION 6

ILLUSTRATIVE PLANS

Figure 1: SEFC Boundaries

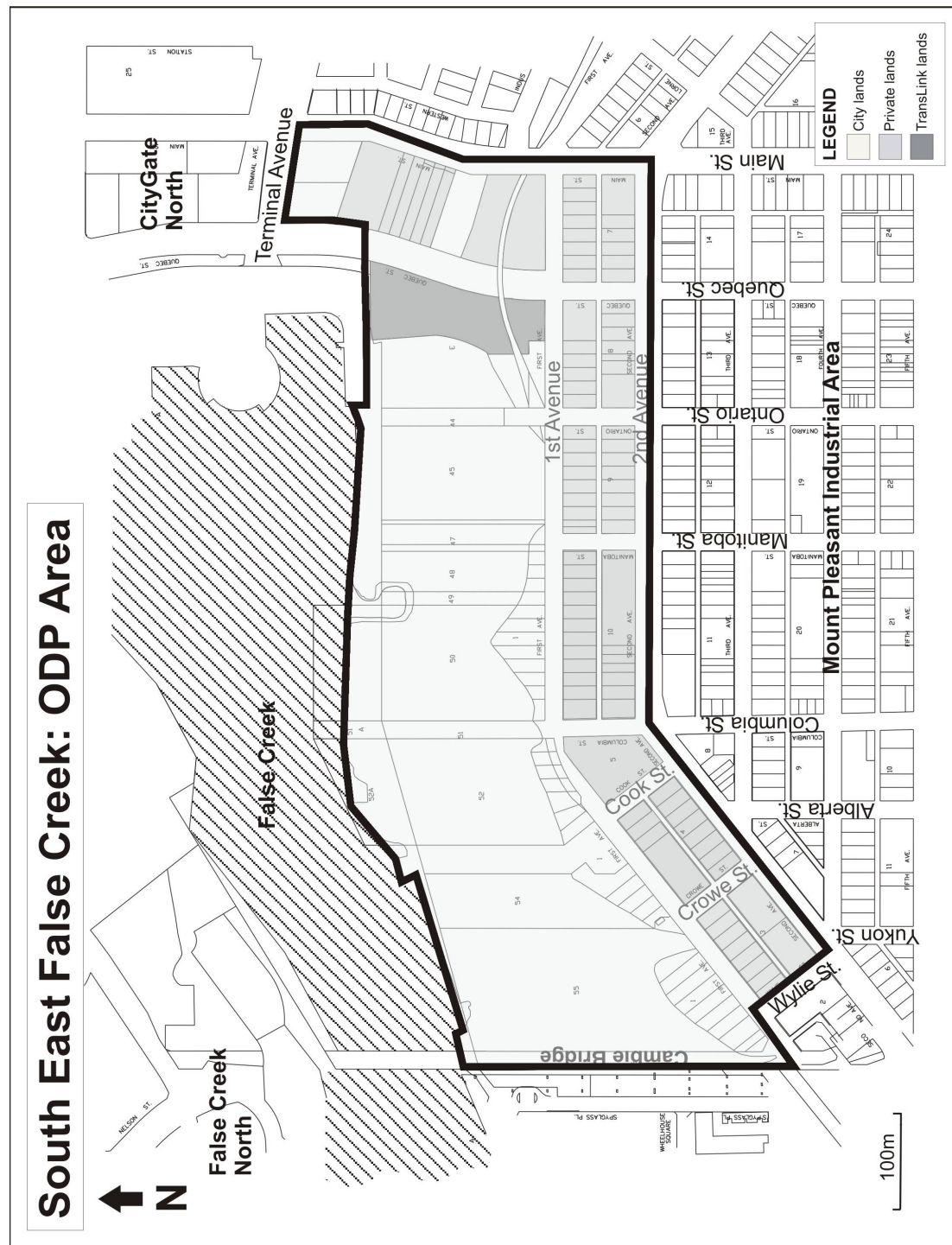


Figure 2: Areas

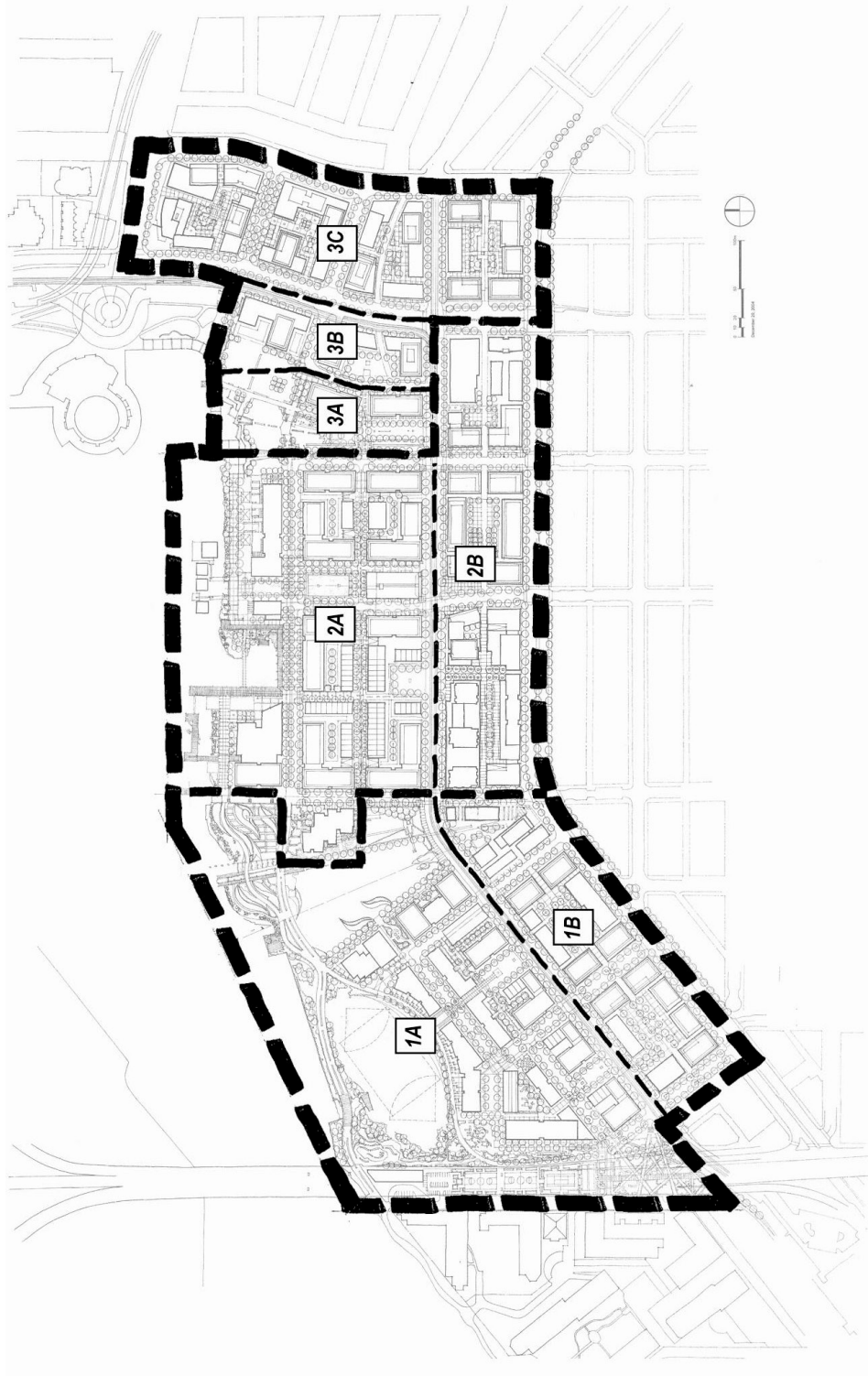


Figure 3: Conceptual Strategy

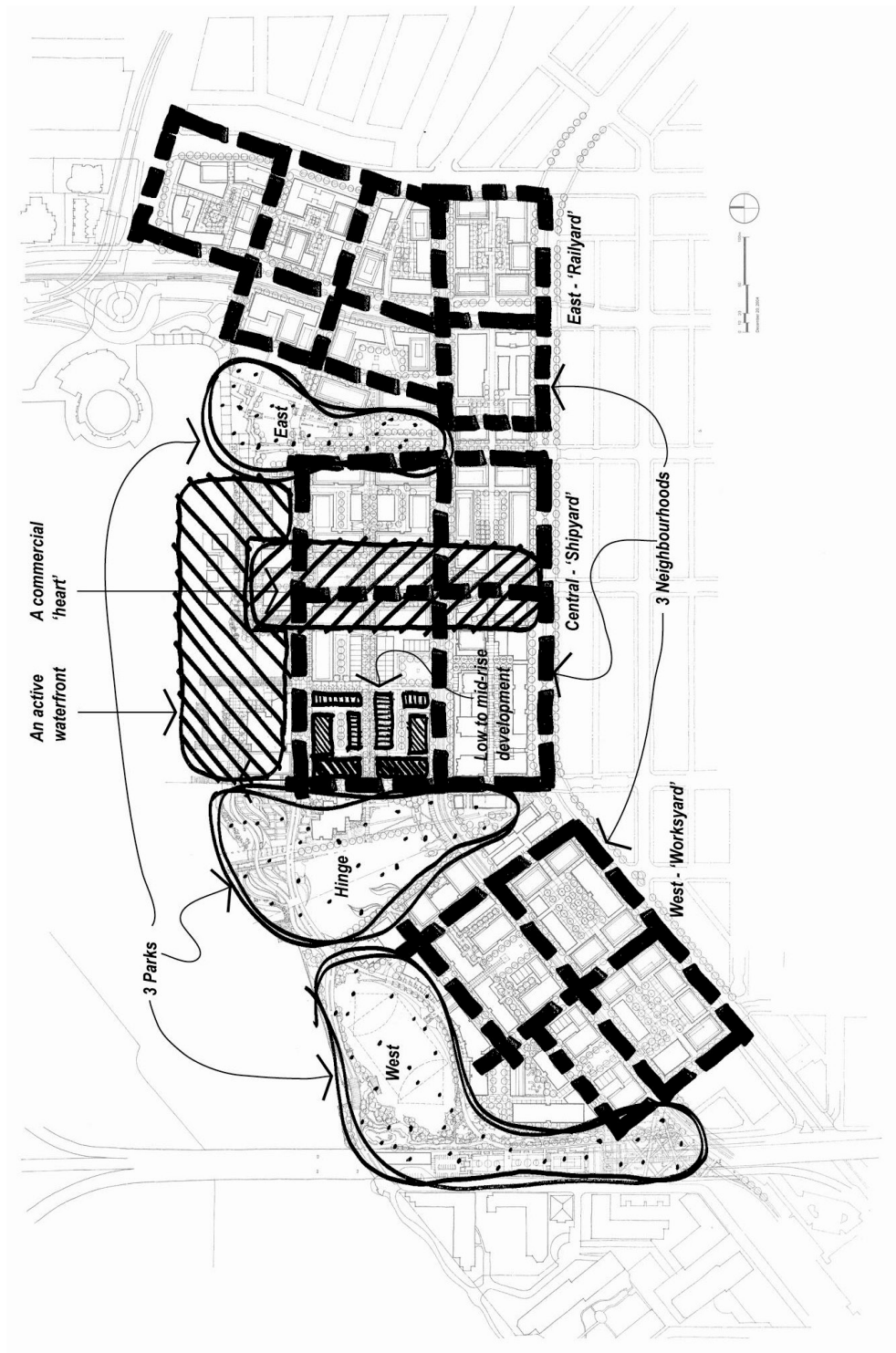


Figure 4 has been replaced by Table 1 in section 4

Figure 5: Retail/Service/Office/Light Industrial

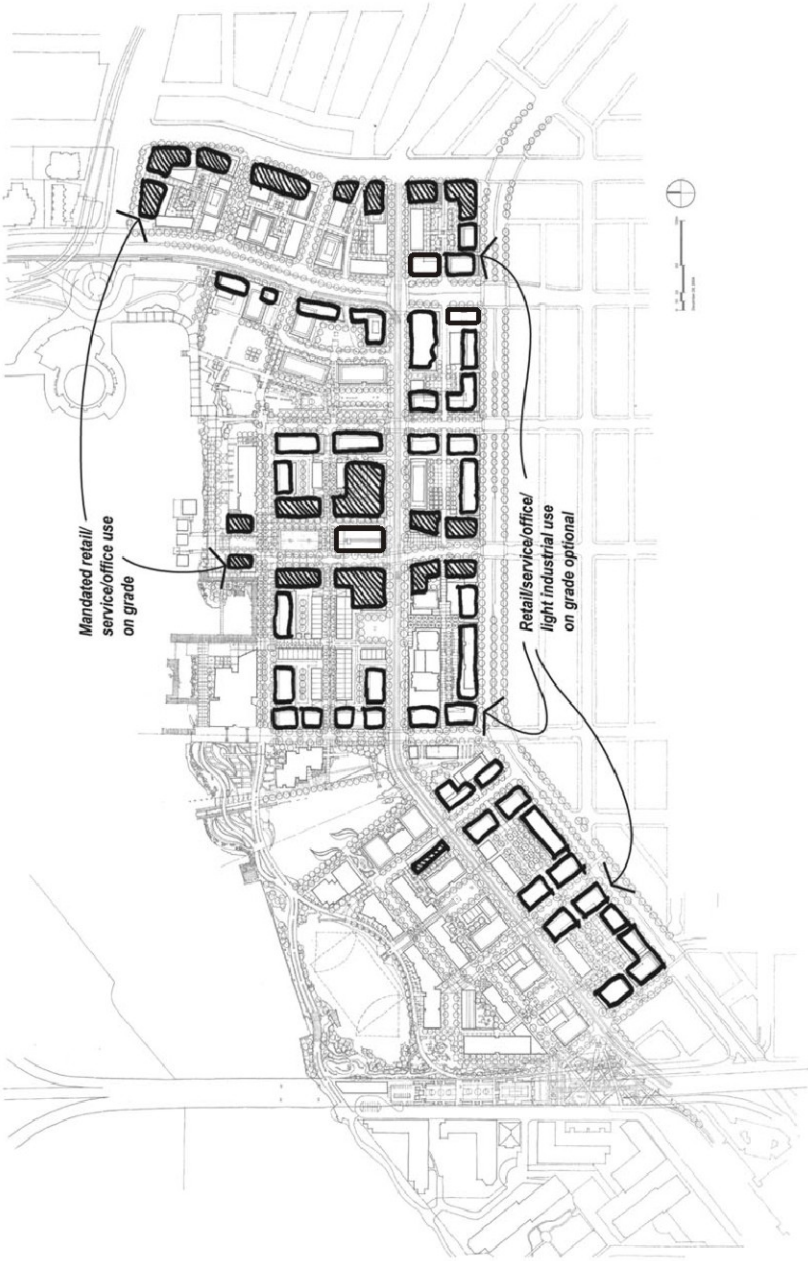


Figure 6: Cultural/Recreational/Institutional

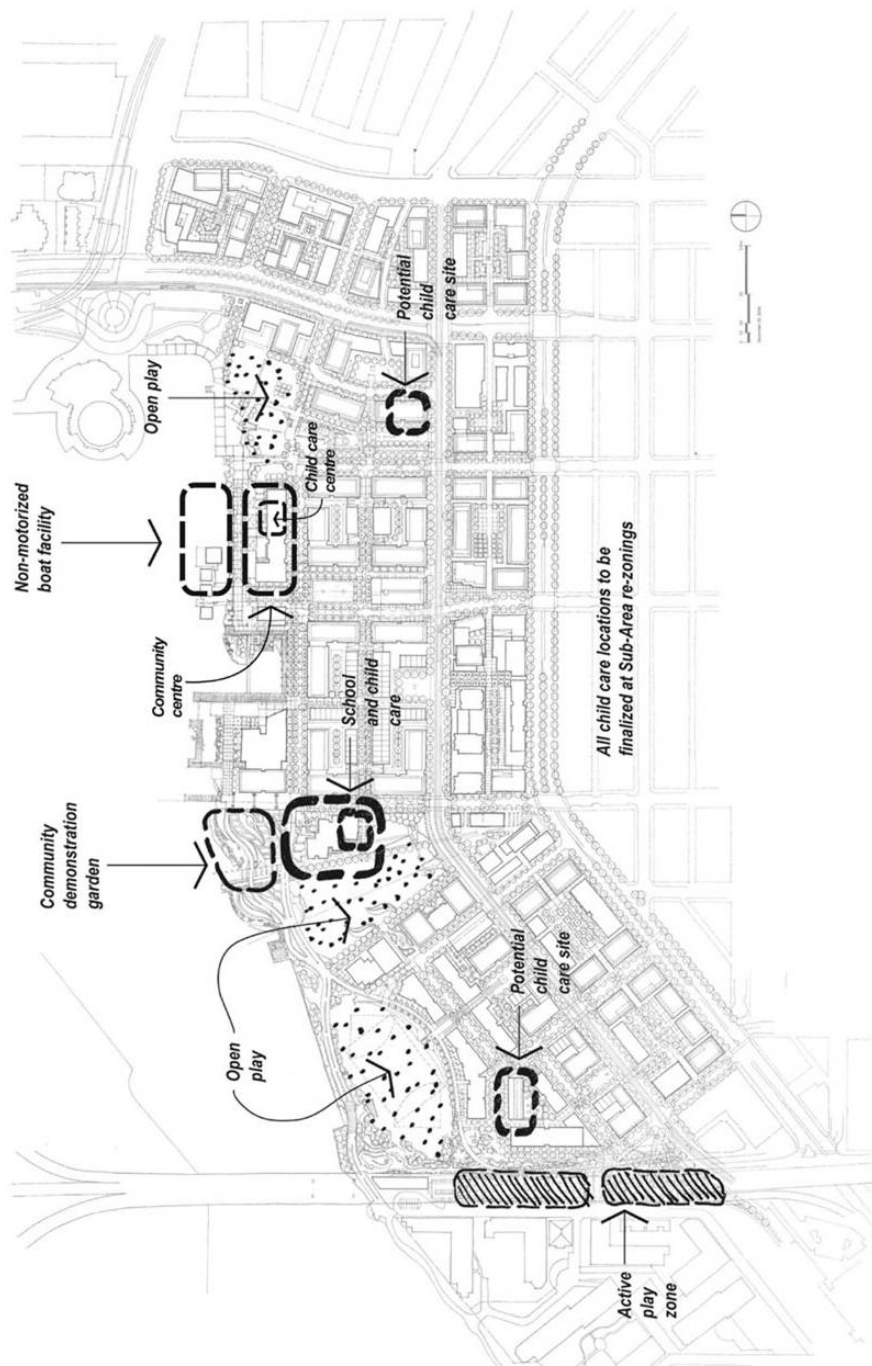


Figure 7: Parks

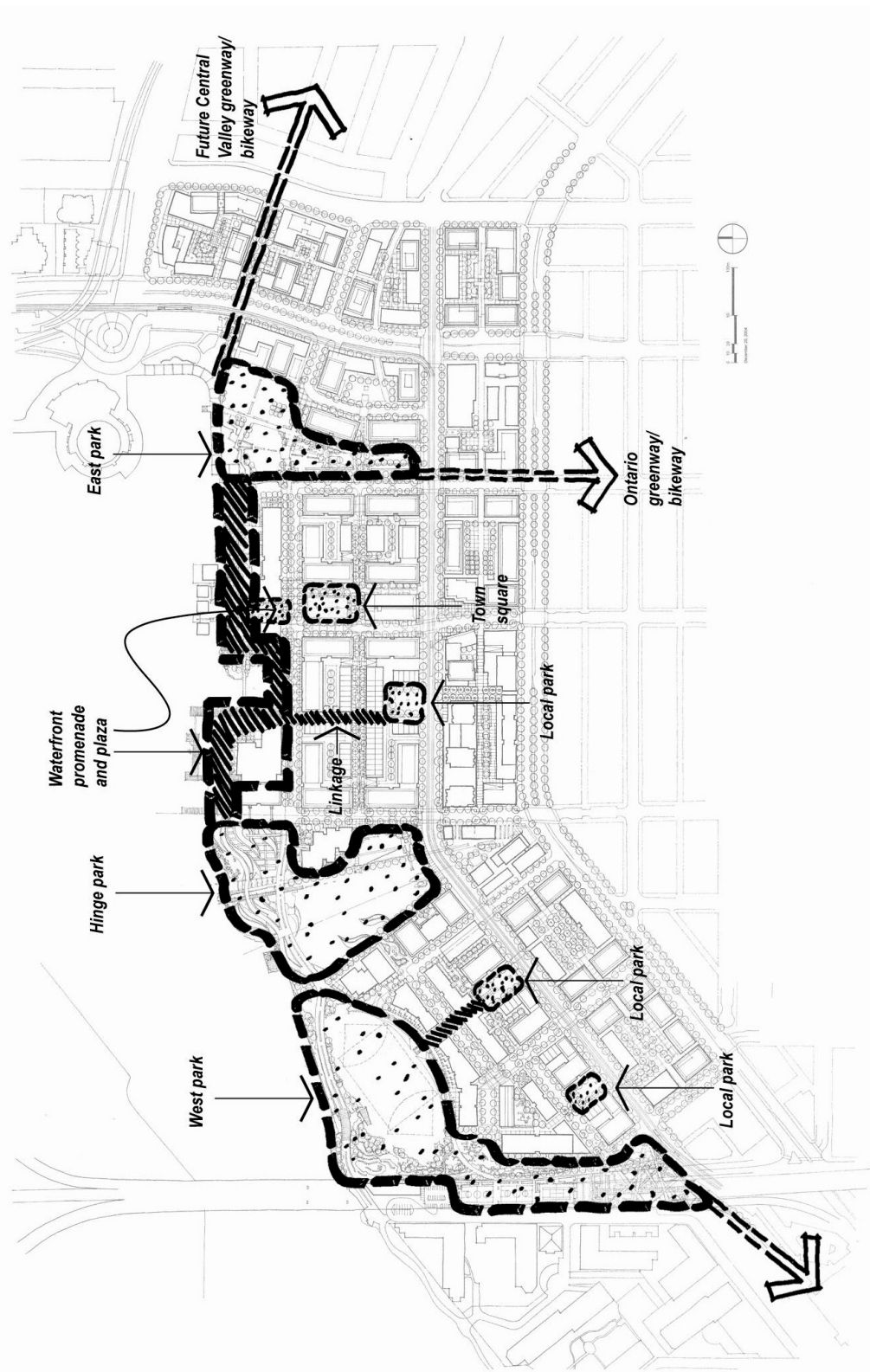


Figure 8: Shoreline Concept

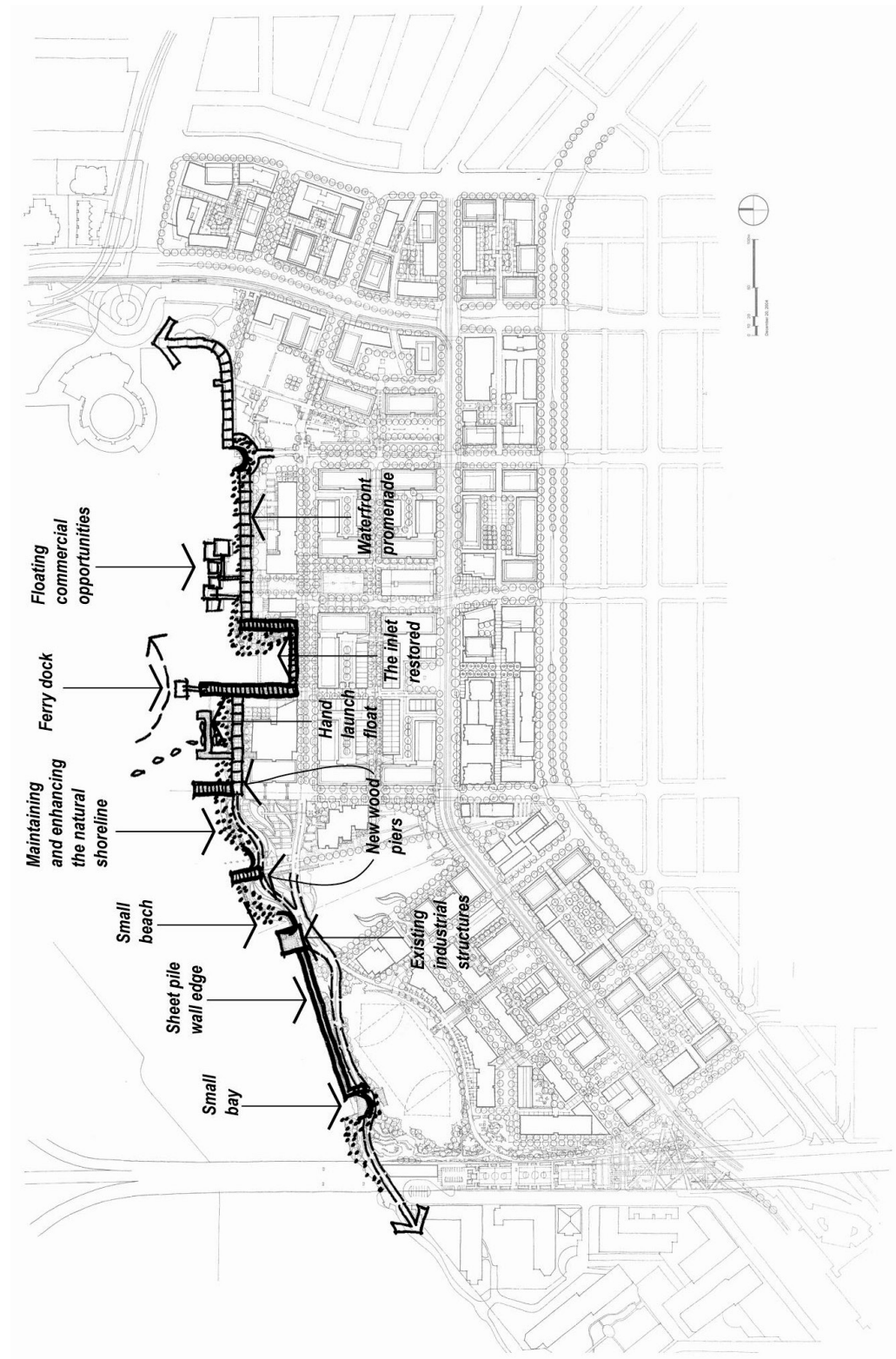


Figure 9: Maximum Heights

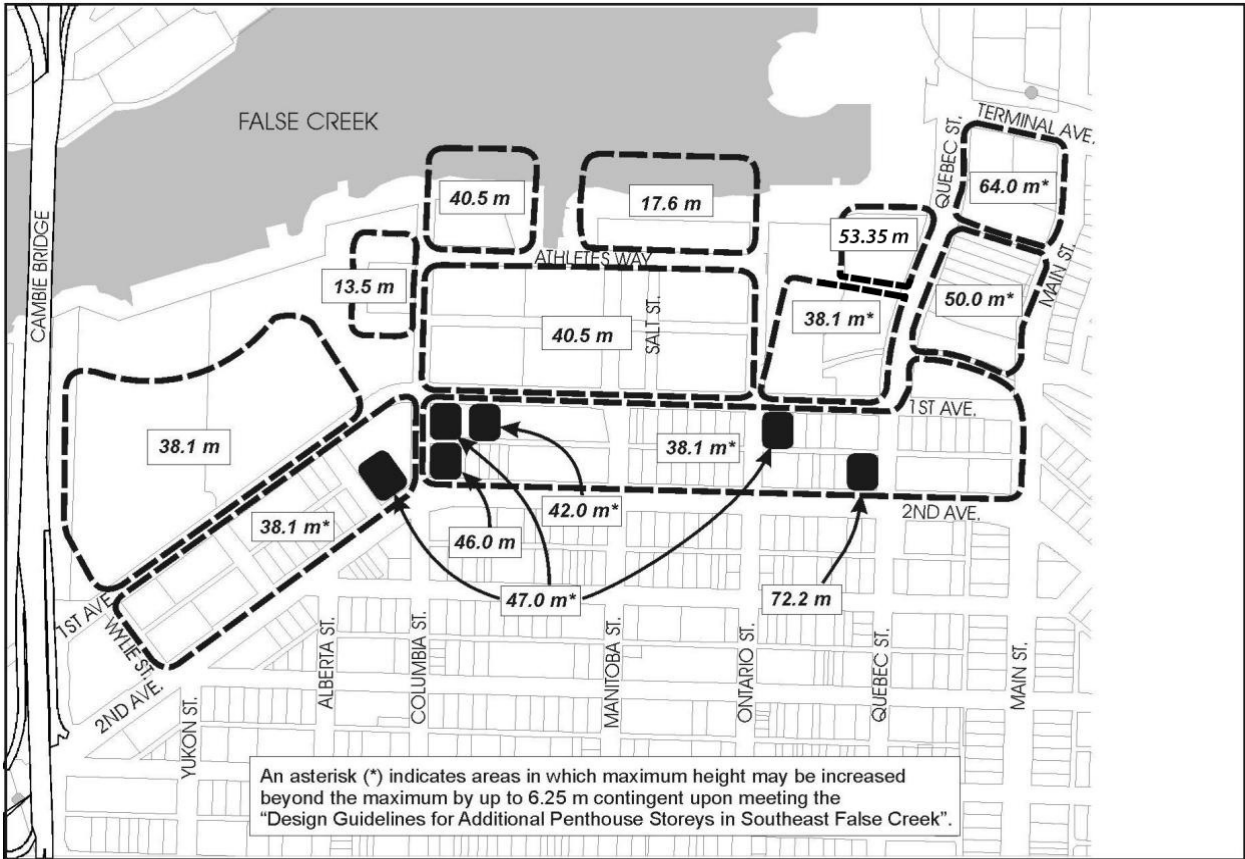


Figure 10: Optimum Heights

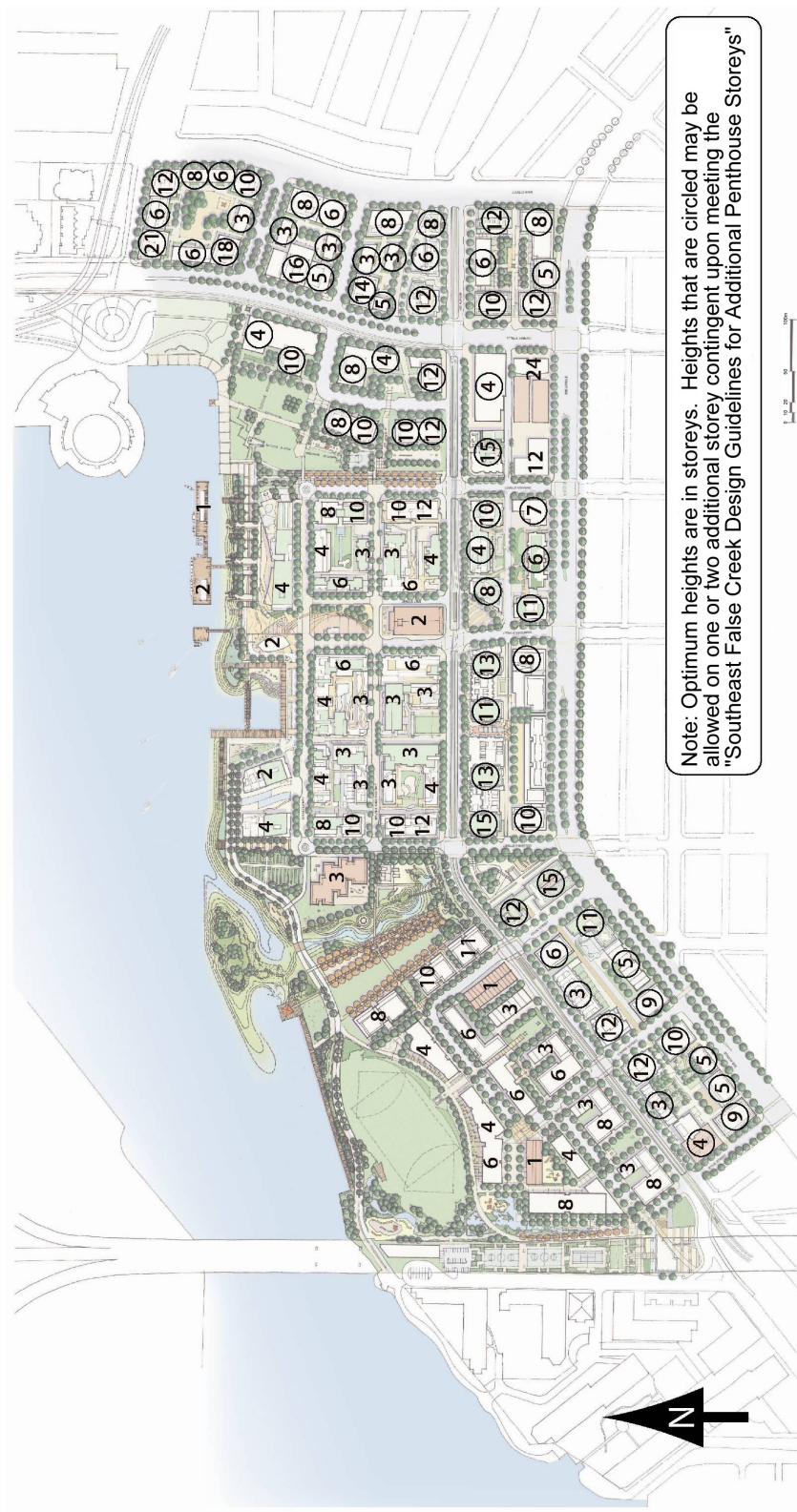


Figure 11: Views

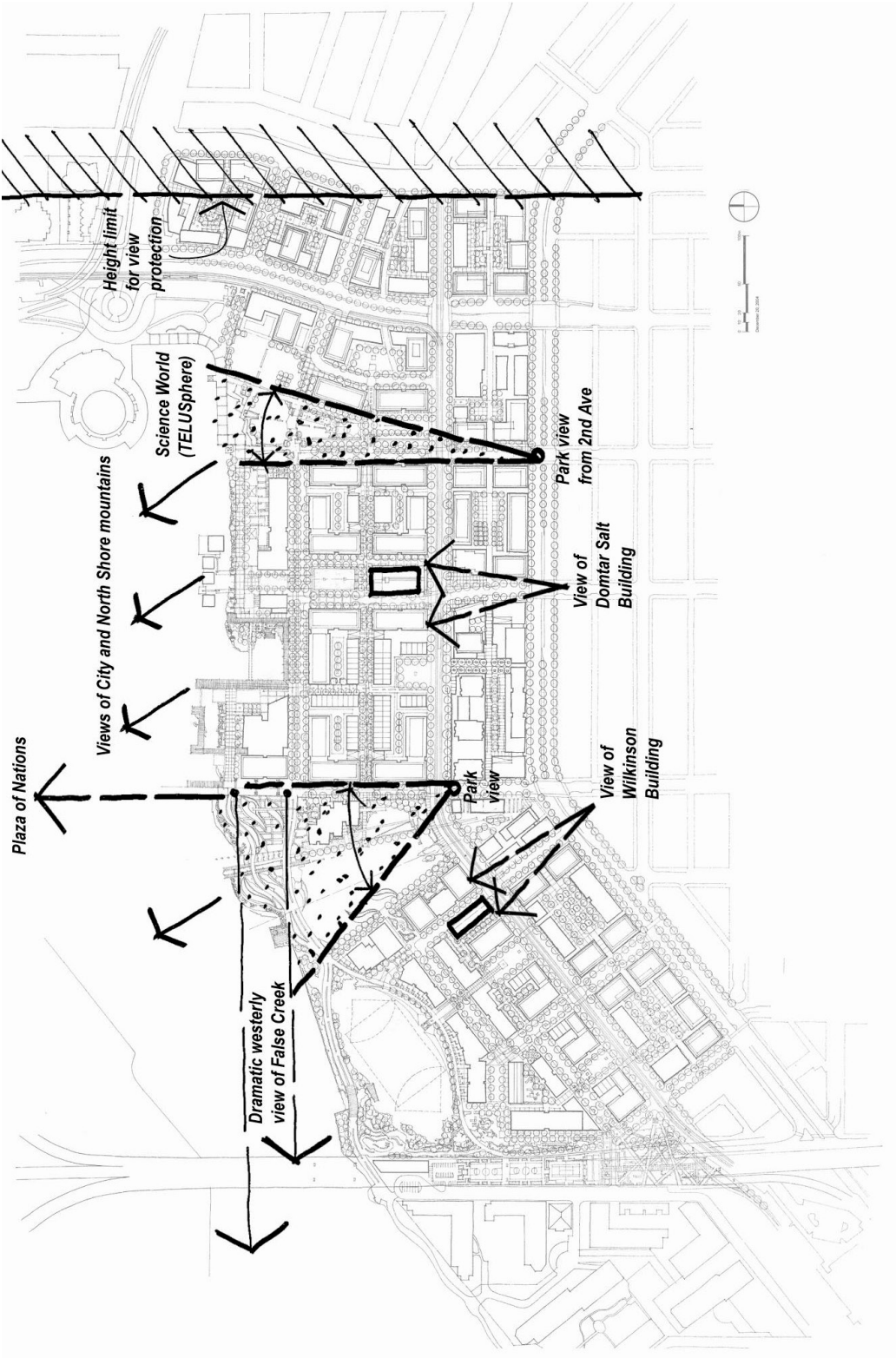


Figure 12: Pedestrian Routes

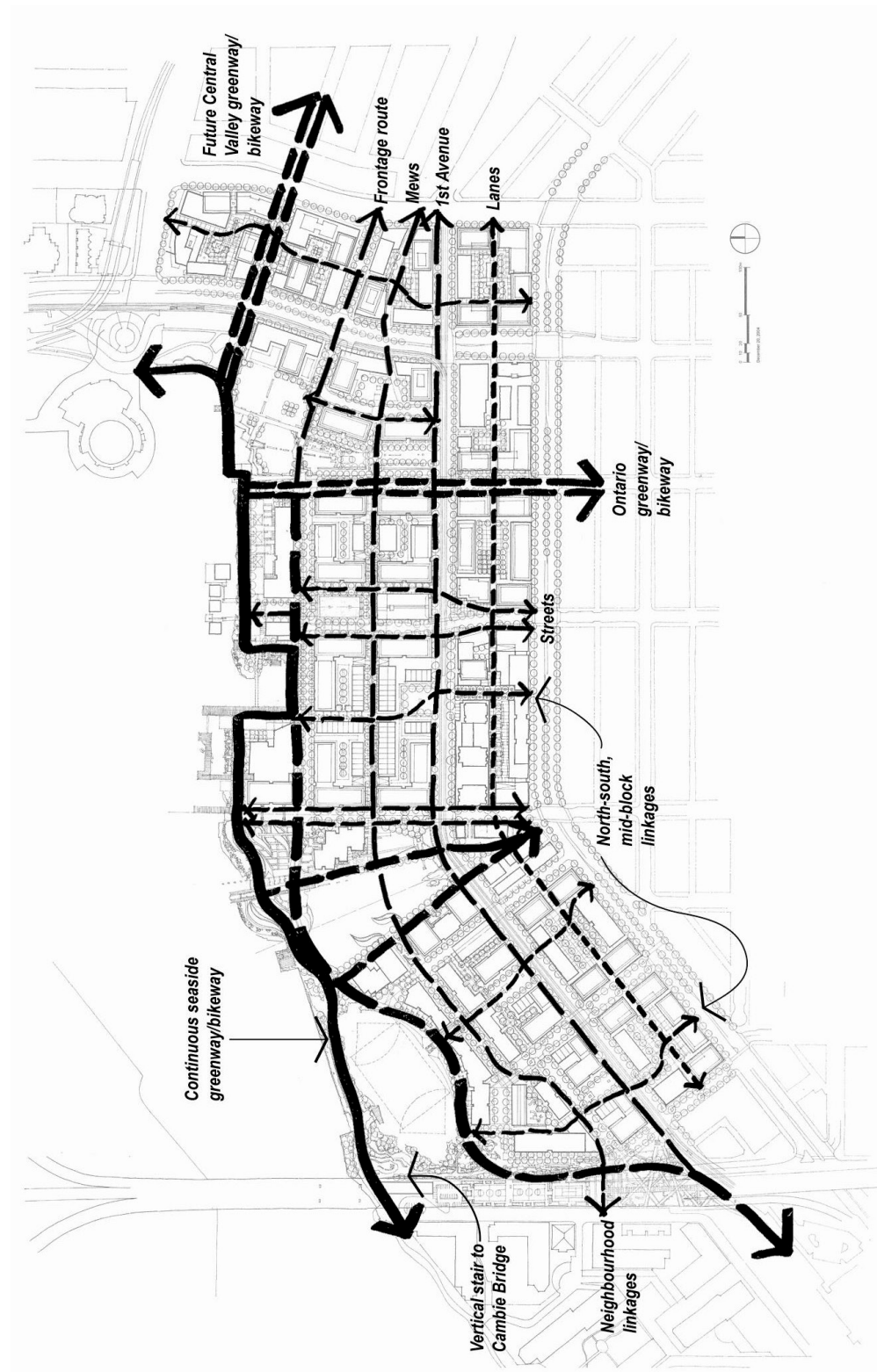


Figure 13: Bikeways

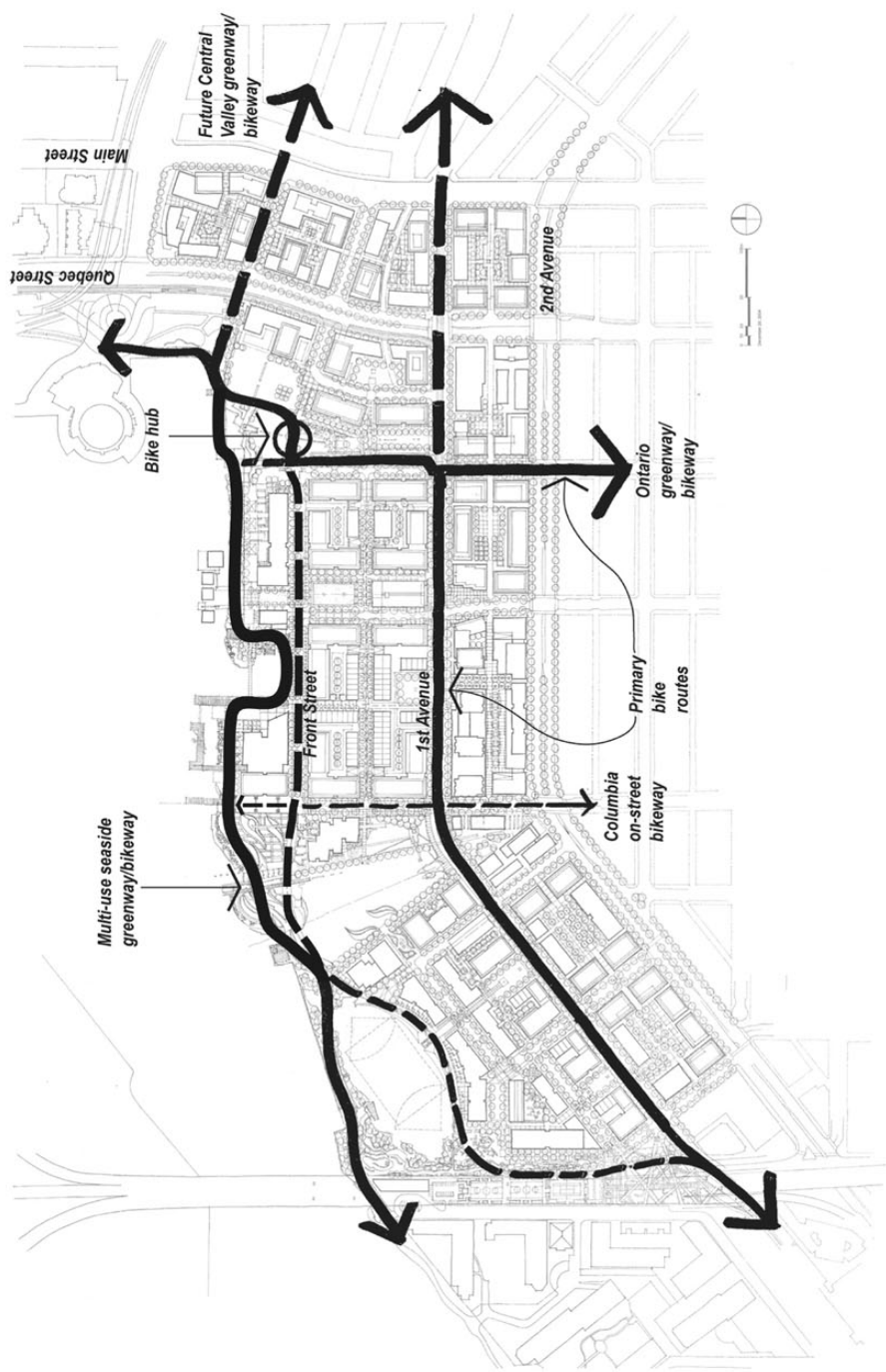


Figure 14: Transit

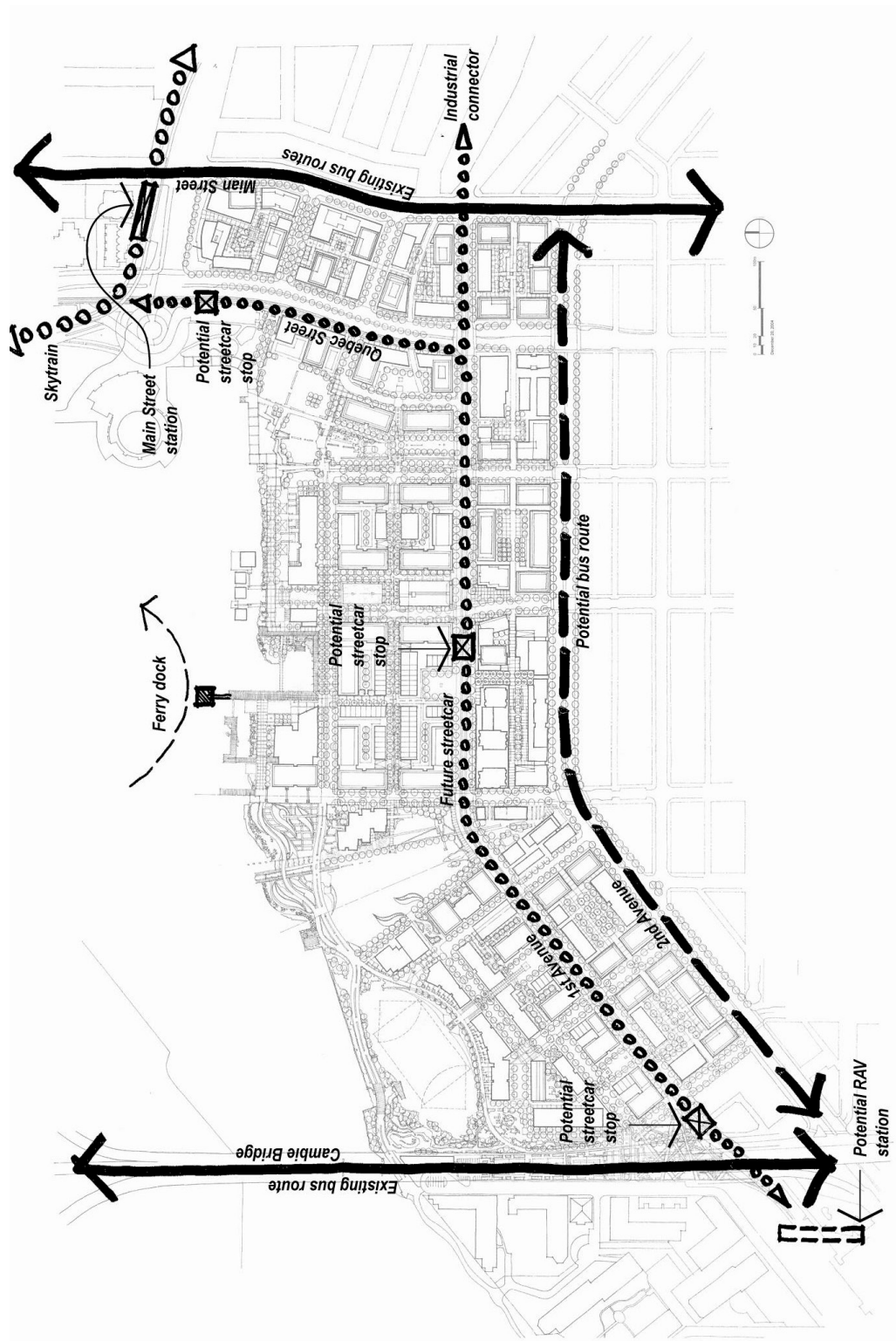


Figure 15: Street Hierarchy

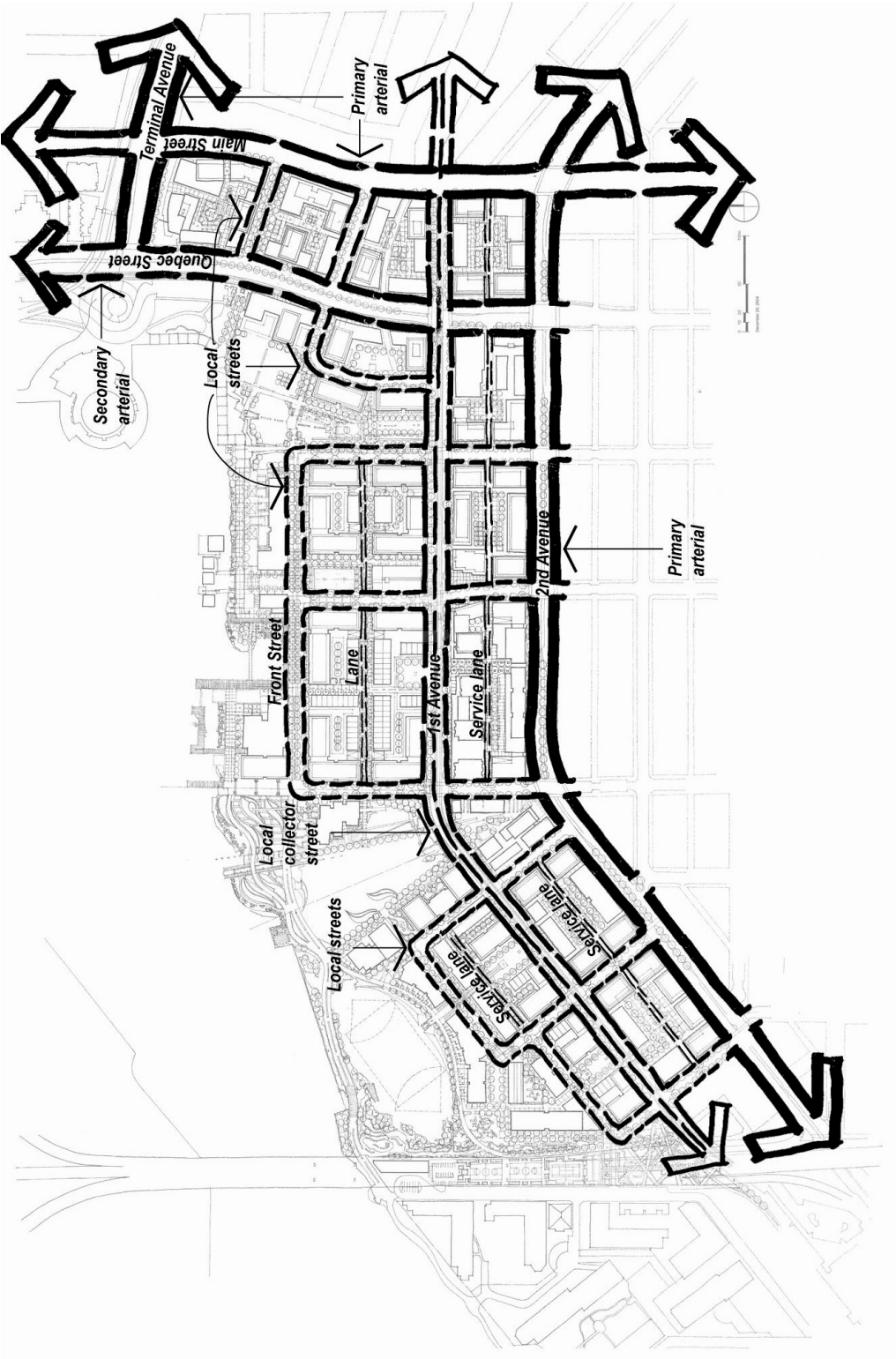


Figure 16: Illustrative Plan

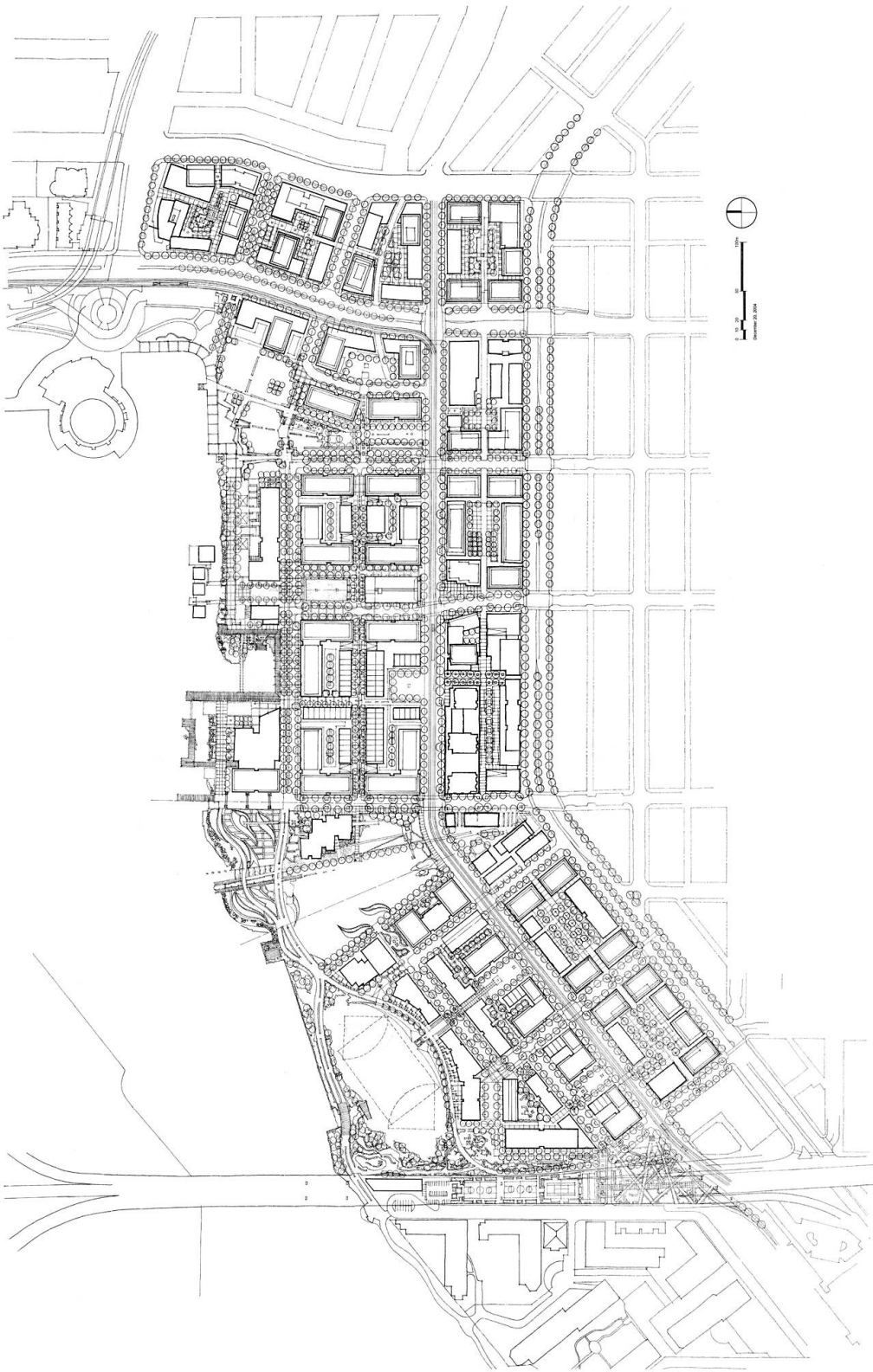


Figure 17: Illustrative Plan (Alternative Manitoba Street)

