

WHY ARE WE HERE?



WE WANT TO HEAR FROM YOU

We are here to listen to community feedback about this proposal. Your input will be used to inform potential refinements to the development concept and *False Creek Official Development Plan* amendments for the site. Your feedback will be presented to Council along with staff recommendations.

1. Review the material on display.
2. Ask questions to City staff.
3. Share your feedback.



Fill out a written
comment sheet



Submit online feedback at
vancouver.ca/arbutus-greenway

PROPOSAL

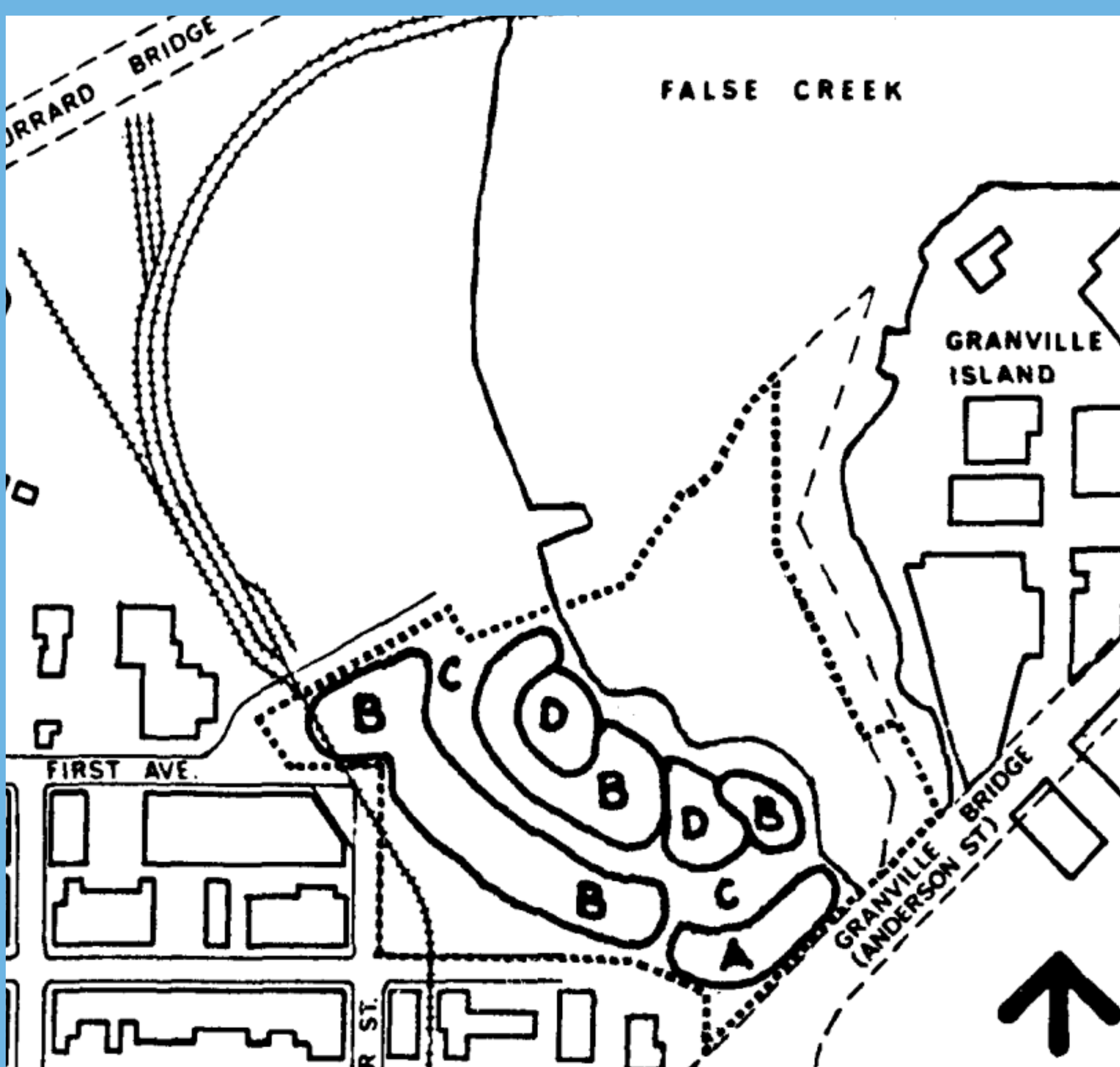


PROPOSAL

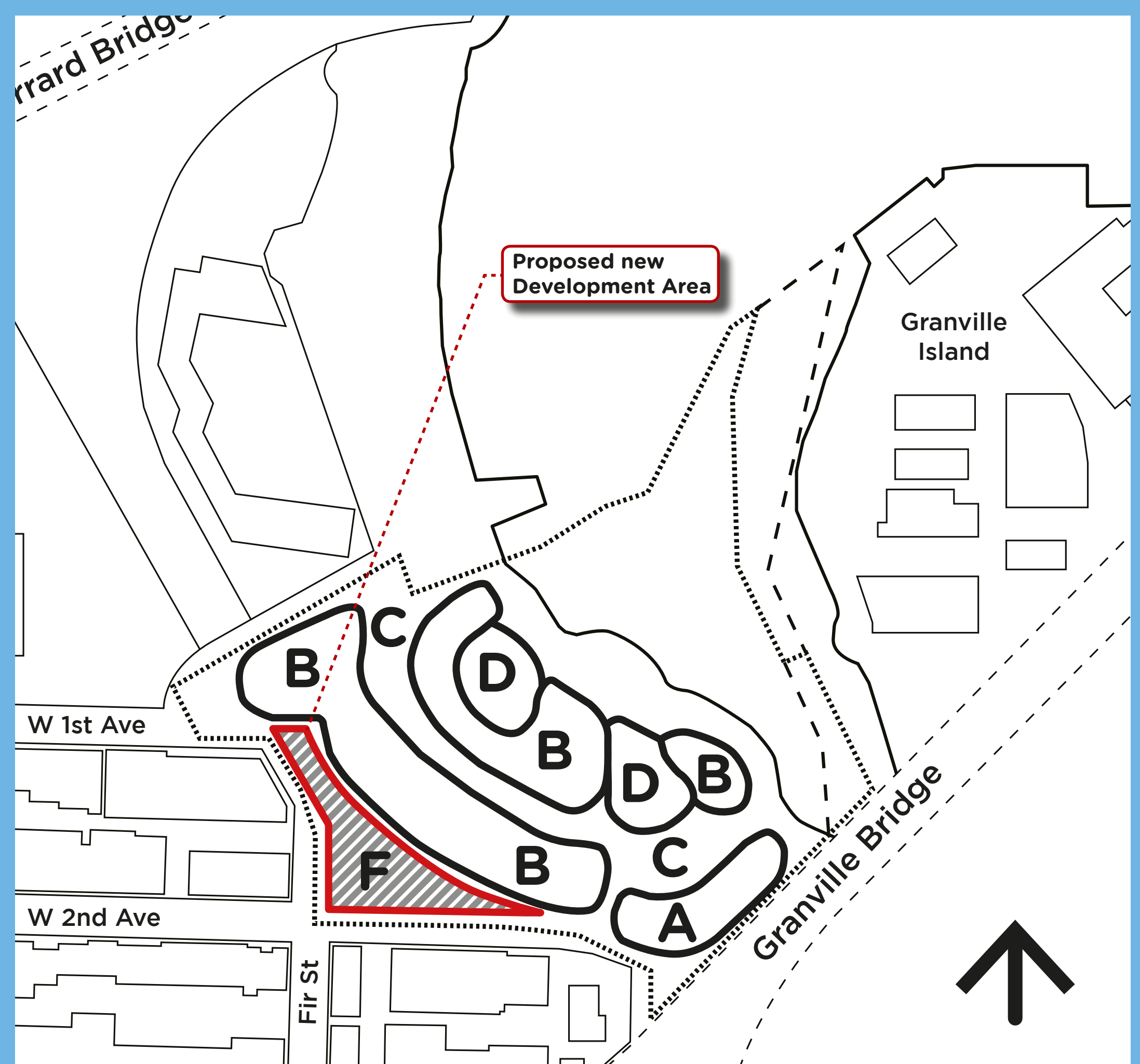
The City of Vancouver is considering amending the *False Creek Official Development Plan* as the final step in the planning process related to the “Option Lands” in the Arbutus Greenway corridor. The Option Lands are not required for future greenway purposes.

The proposed amendment is to create a new Development Area within the *False Creek Official Development Plan* for the site located at 1595 West 2nd Avenue (1700 Fir Street), within the former CP Rail lands. The amendment would allow for a future development of a 6-storey affordable rental residential building with local-serving commercial-retail on the ground floor.

Existing Development Areas



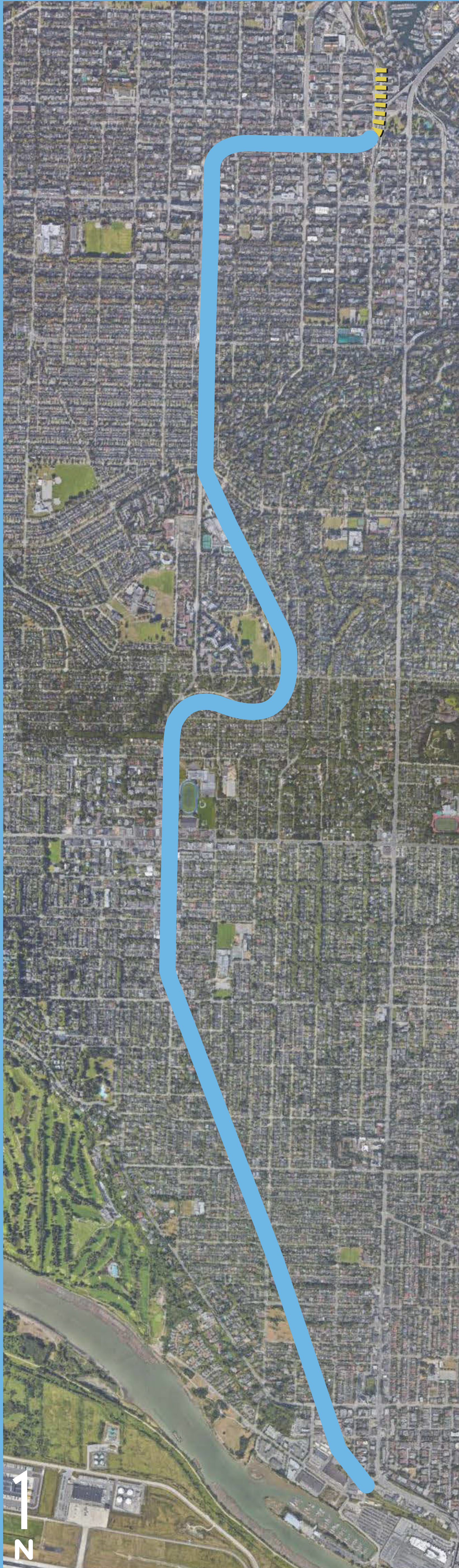
Proposed Development Areas



CONTEXT



ARBUTUS GREENWAY BACKGROUND



In 2016, the City of Vancouver purchased the Arbutus Corridor from Canadian Pacific Rail (CPR) for the purpose of creating a high-quality public space for walking, cycling and future streetcar. The purchase included seven parcels, located between West 1st Avenue and West 5th Avenue (referred to as the “Option Lands”) that are not required for the greenway. The purchase agreement contractually obligates the City to complete planning work to allow development on the Option Lands.

ARBUTUS GREENWAY: PURCHASE AGREEMENT REQUIREMENTS

The Purchase Agreement between the City and CPR includes a number of requirements on how the Arbutus Corridor must be planned and criteria for how the Option Lands will be used. Key sections include the following:

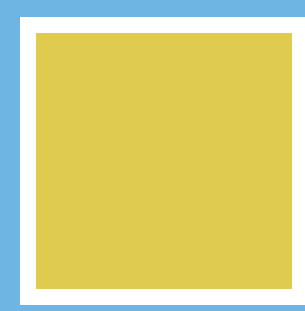
- **Section 9.1:** The City will expedite the planning process for greenway components: Walking, cycling, and future light rail.
- **Section 9.2:** After the greenway design is complete, the City will commence a separate planning process to determine future uses of Option Lands on the Arbutus Corridor. Council’s approval will be required for any changes in land use.
- **Section 11.1:** The City has already determined that the area between West 1st Avenue and West 5th Avenue will not be used for the future greenway. CPR has the option to repurchase these lands from the City, provided that Council approves:
 - *Removing these lands from the Arbutus Corridor Official Development Plan*
 - *Subdividing and rezoning the portion of lands that are removed, as applicable.*

OPTION LANDS

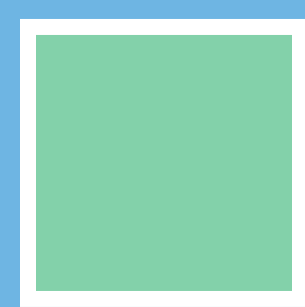
PLANNING UPDATE

In September 2018, Council approved an amendment to the *Arbutus Corridor Official Development Plan (ODP)* to remove lands not required for greenway purposes. Prior to the ODP amendment, the Option Lands could only be used for the purpose of transportation or greenways. This amendment reverted the Option Lands sites (shown in the image to the left) between West 1st Avenue and West 5th Avenue back to their original zoning (C-2B, IC-1, and FCCDD).

By amending the Arbutus Corridor ODP, development is now allowable in accordance with the applicable zoning for the Option Lands, as follows:



Two parcels are zoned C-2B. This zone allows for retail and service uses, dwelling uses above first floor, up to 2.5 FSR and a height up to 40 ft.

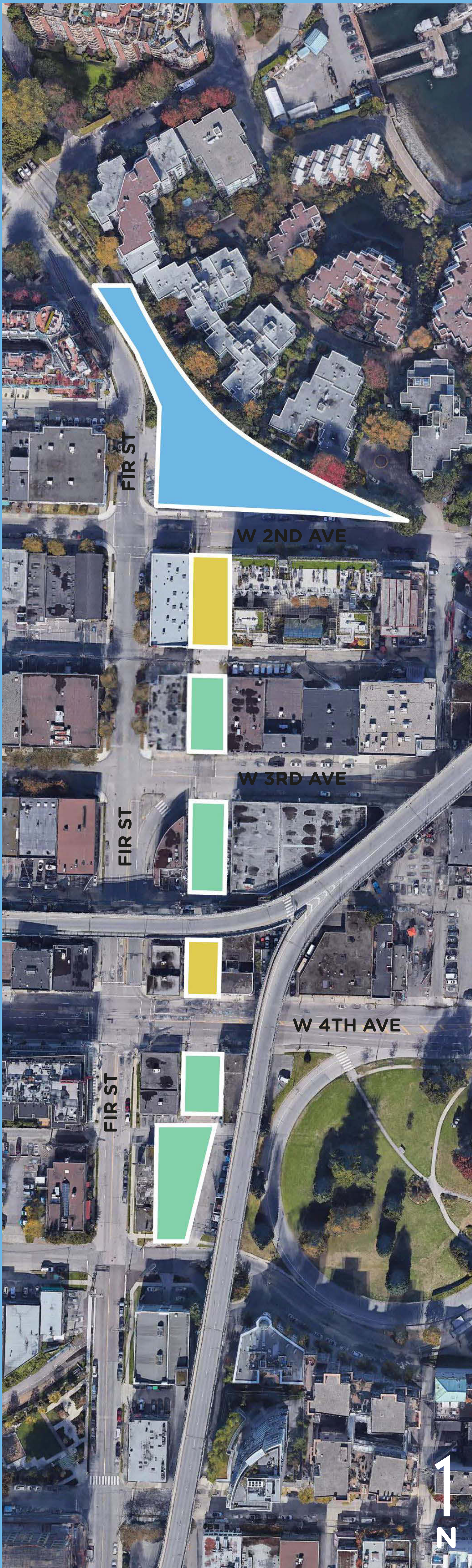


Four parcels are zoned IC-1. This allows for light industrial and commercial uses up to 3 FSR and up to 60 ft. high.



The site north of 2nd Ave and east of Fir Street is zoned FCCDD and is part of the *False Creek ODP*. The *False Creek ODP* doesn't currently allow for any development at this location.

In order to conclude planning work for the Option Lands, further planning is needed for the triangle-shaped site at West 2nd and Fir St. This site is currently included within the *False Creek Area Development Plan for Area 10B* but is identified for transportation use only. The ODP has no direction for redevelopment of the site.



OPTION LANDS SITES

FALSE CREEK

ODP

The site is located within the False Creek ODP boundary, however there is currently no direction for development for this site. The City intends to amend the ODP by creating a new Area that includes requirements for development that are consistent with the direction and intent of the False Creek ODP.

The following boards provide a summary of the intent of the *False Creek ODP* and how that relates to the proposed amendment.

FALSE CREEK ODP AREA

ODP INTENT



Adopted on November 5, 1974, the intent of the *False Creek Official Development Plan By-law* is to encourage high standards of design and development throughout the False Creek Basin.

The *False Creek ODP* provides the framework for the preparation of development plans in two stages as follows:

1

Area Development Plans are prepared for all or parts of the area zoned FCCDD based upon the policies and regulations set out in the *False Creek ODP*.

2

Following the creation of Area Development Plans, Development Permit applications can be made, in accordance with normal procedures as set out in the Zoning and Development By-law.

Consideration of any Development Permit application will be based upon both the policies and regulations of the Official Development Plan By-law, and upon such additional information as is included in the approved Area Development Plan for the area within which the application is made.

FALSE CREEK

ODP

AREA 10B (FALSE CREEK ODP)



OPTION LANDS SITE



Area 10B is an Area Development Plan within the *False Creek ODP* (approved in 1981) that includes development guidelines for the area where the site is located.

The *Area Development Plan* includes direction on development character, land use, building heights, public open space and pedestrian circulation, vehicular circulation and parking, and water area.

There are a number of “Areas” within this development plan which include more specific requirements for individual sites related to height, uses, density, dwelling unit breakdown, community facilities, form of development, etc.

Currently, the site is included in Site E of the *Area Development Plan*, but is identified for transportation use only. At the time the *Area Development Plan* was created (1981), development on this site was not considered as the CP rail line was still in use.

Planning work for the Option Lands began in 2018, when the parcels south of W 2nd Ave were removed from the *Arbutus Corridor ODP*. At that time, staff informed Council that further planning would need to take place related to this site due to its location within the *False Creek ODP*.

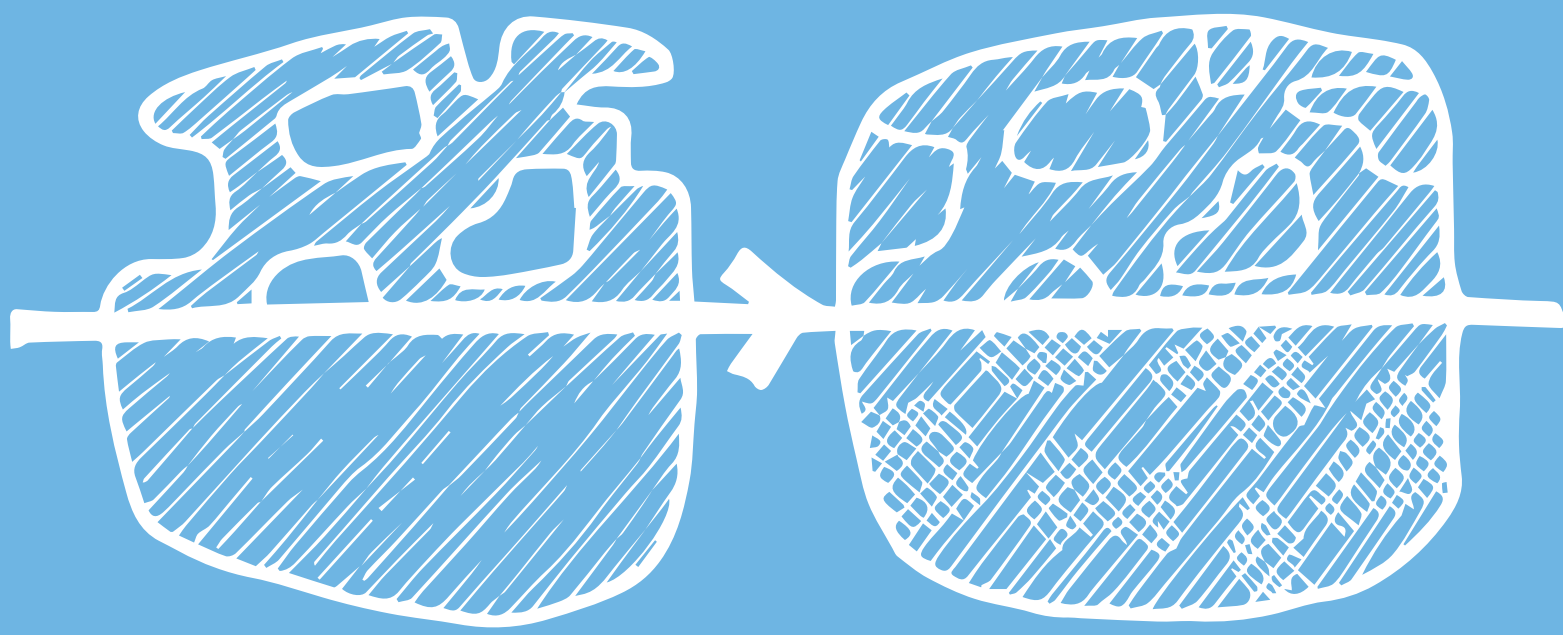
FALSE CREEK

ODP GUIDING PRINCIPLES

The False Creek ODP includes a number of design guidelines that are informed by and reinforce the objectives of the ODP. They help to guide and shape new buildings so as to reinforce the objectives of the ODP. The design guidelines provide flexibility within certain parameters to encourage distinction, variety and creative architectural responses.

A number of design guidelines related to the planning of the Option Lands site include (but are not limited to) the following:

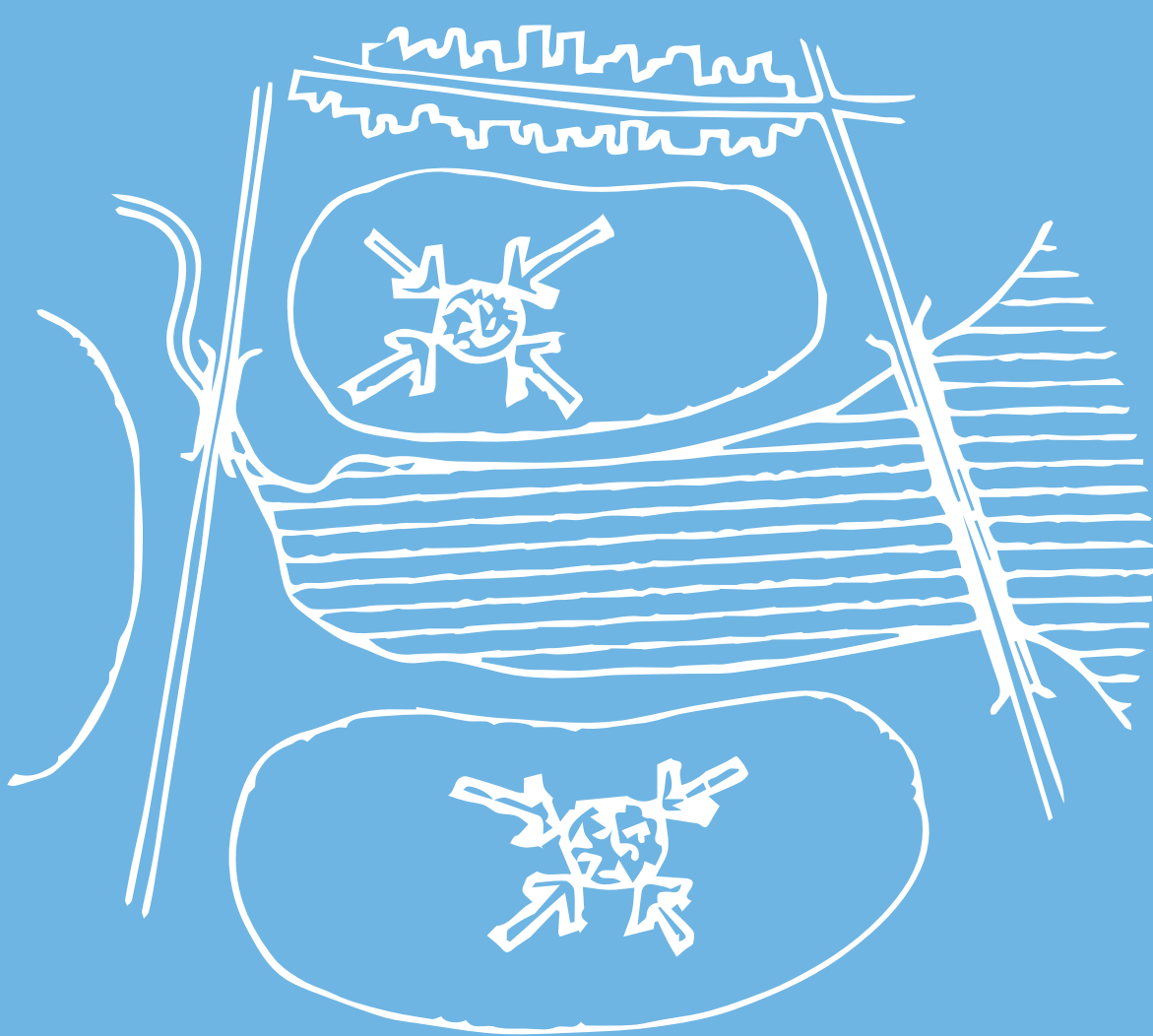
Adaptable Communities



Three Kinds of Views



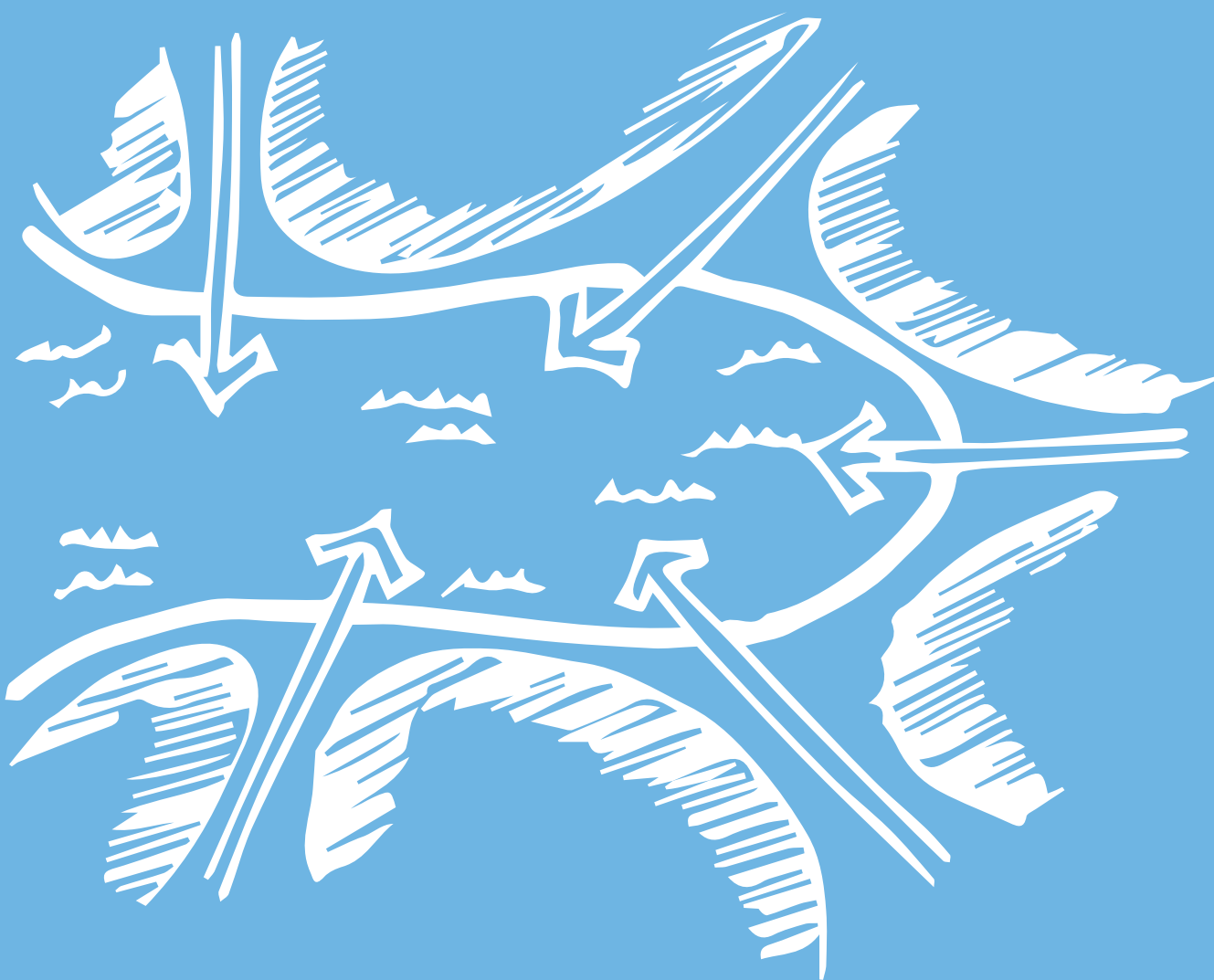
Community Forum



Roof Tops Are for Living



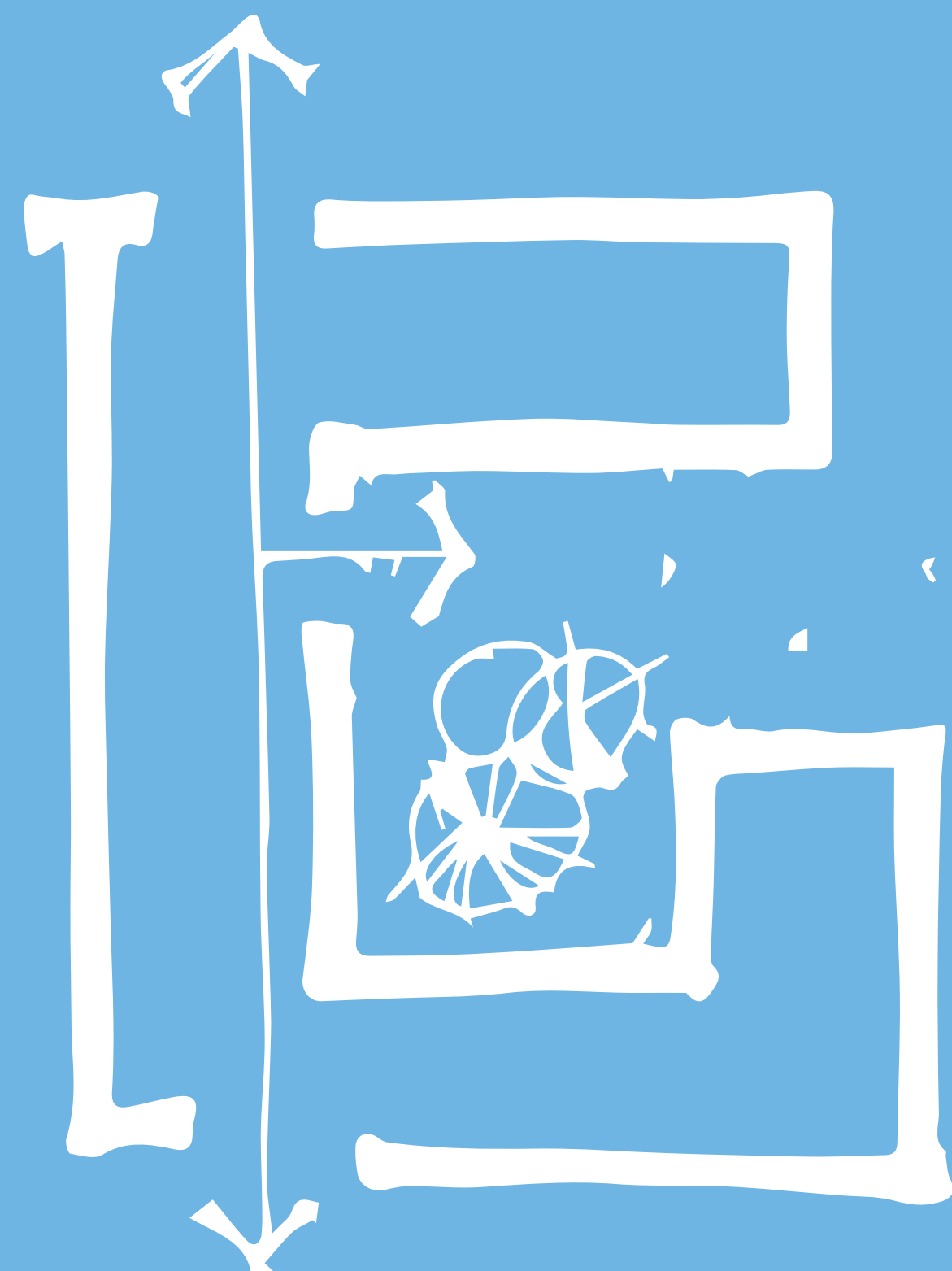
Reference Points



Sunny Main Rooms



Usable Courtyards



FALSE CREEK SOUTH

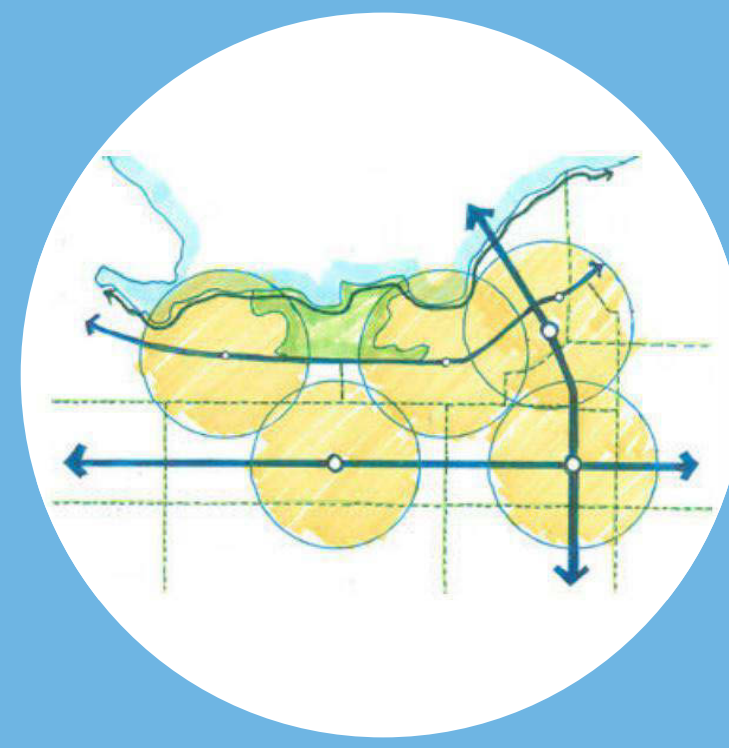
PROVISIONAL VISION STATEMENT & GUIDING PLANNING PRINCIPLES

On May 16, 2018 Council approved the adoption of the *False Creek South Provisional Vision Statement and Guiding Planning Principles*. These Guiding Principles are displayed below and have been taken into consideration as staff plan for development on the Option Lands site.

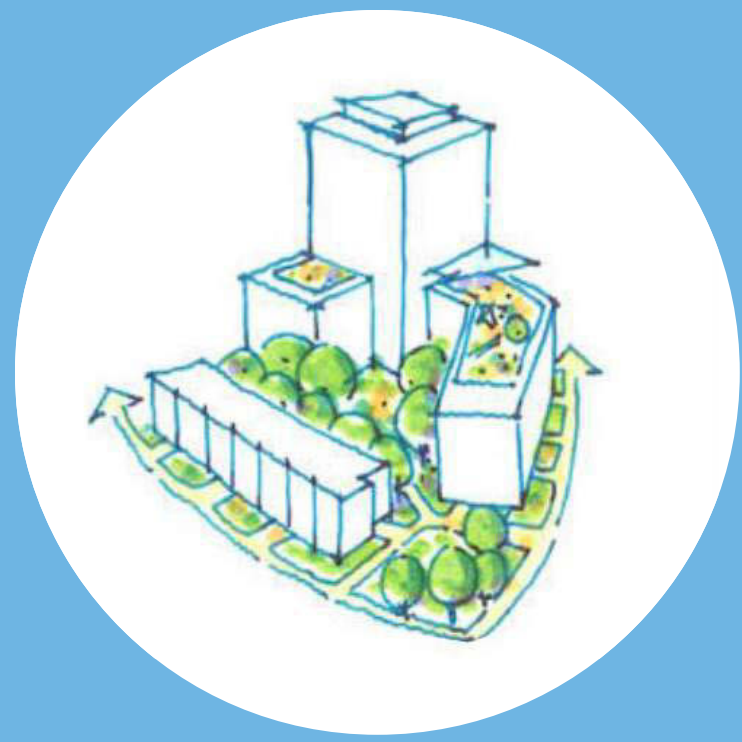
PROVISIONAL GUIDING PLANNING PRINCIPLES:



PRINCIPLE 1:
SUPPORT STRONG
SOCIAL CONNECTIONS
THROUGH COMMUNITY
DESIGN



PRINCIPLE 6:
PLAN FOR DIVERSE
AND INTEGRATED
TRANSPORTATION
OPTIONS



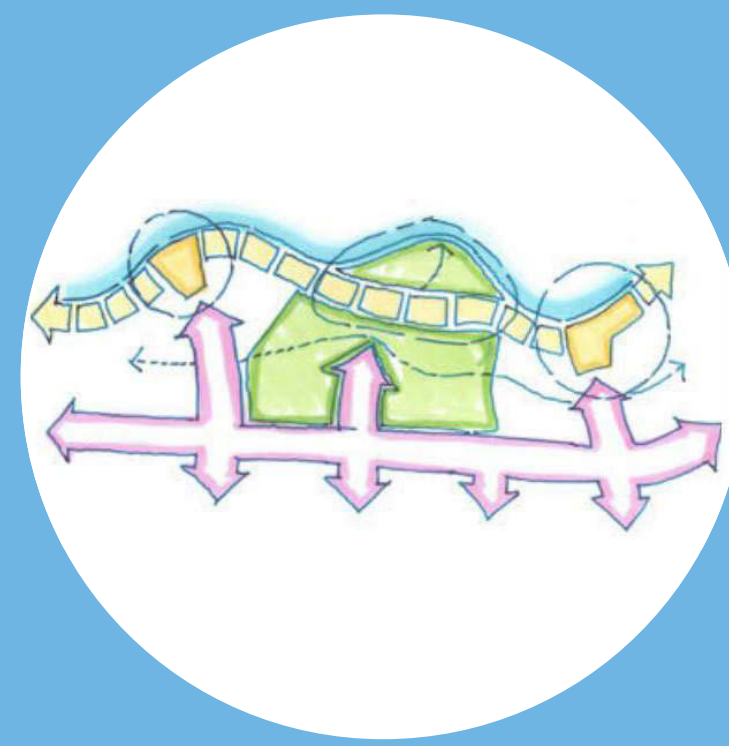
PRINCIPLE 2:
INCREASE HOUSING
CAPACITY AND
CHOICE INCLUDING
AFFORDABLE OPTIONS



PRINCIPLE 7:
CREATE AREAS FOR
FOCUSED ACTIVITY



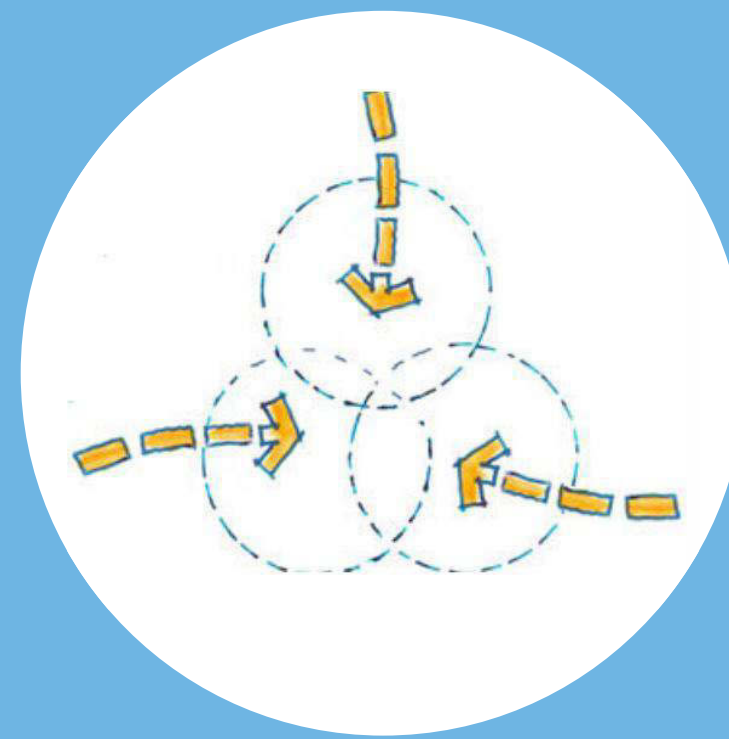
PRINCIPLE 3:
RESPECT THE UNIQUE
CHARACTER AND
PATTERN



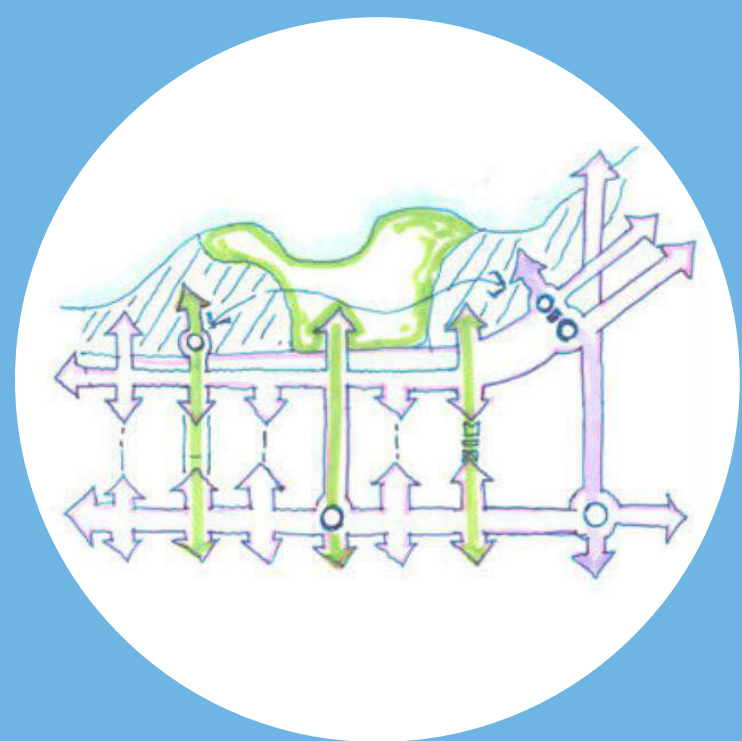
PRINCIPLE 8:
ENGAGE AND ENHANCE
THE WATER'S EDGE



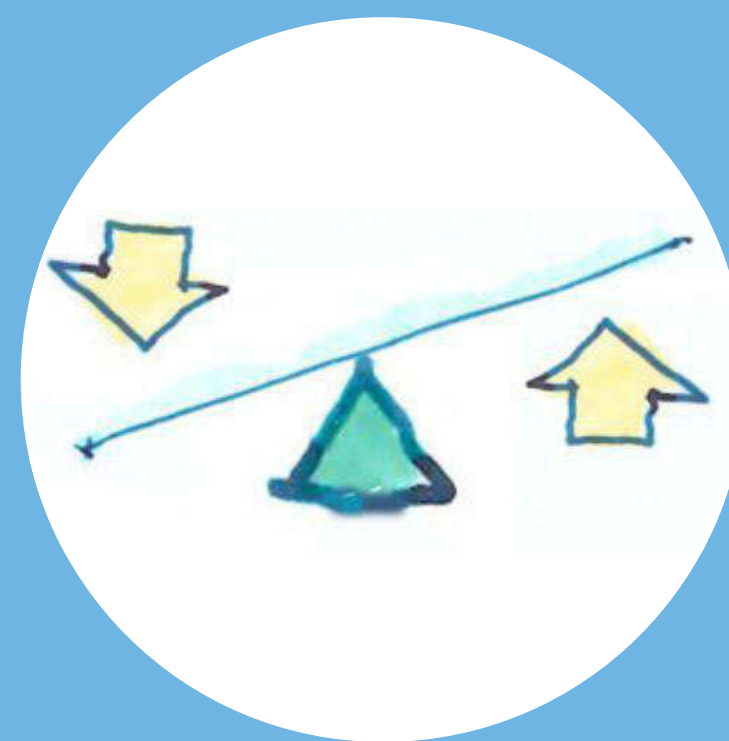
PRINCIPLE 4:
MODEL LEADERSHIP
IN INTEGRATED
SUSTAINABILITY
AND RESILIENCE



PRINCIPLE 9:
ENGAGE COMMUNITY
AND CITY-WIDE
STAKEHOLDERS IN A
MEANINGFUL WAY



PRINCIPLE 5:
IMPROVE
CONNECTIVITY AND
ACCESSIBILITY



PRINCIPLE 10:
DEVELOP A FISCALLY
RESPONSIBLE APPROACH

PLANNING IN THE AREA

Broadway Plan



The Broadway Plan process launched in March 2019 and will consider land uses, connections and amenities within the study area, including the Option Lands. The draft Broadway Plan will be considered by Council by the end of 2020. For more information on how to get involved, please visit

vancouver.ca/broadwayplan

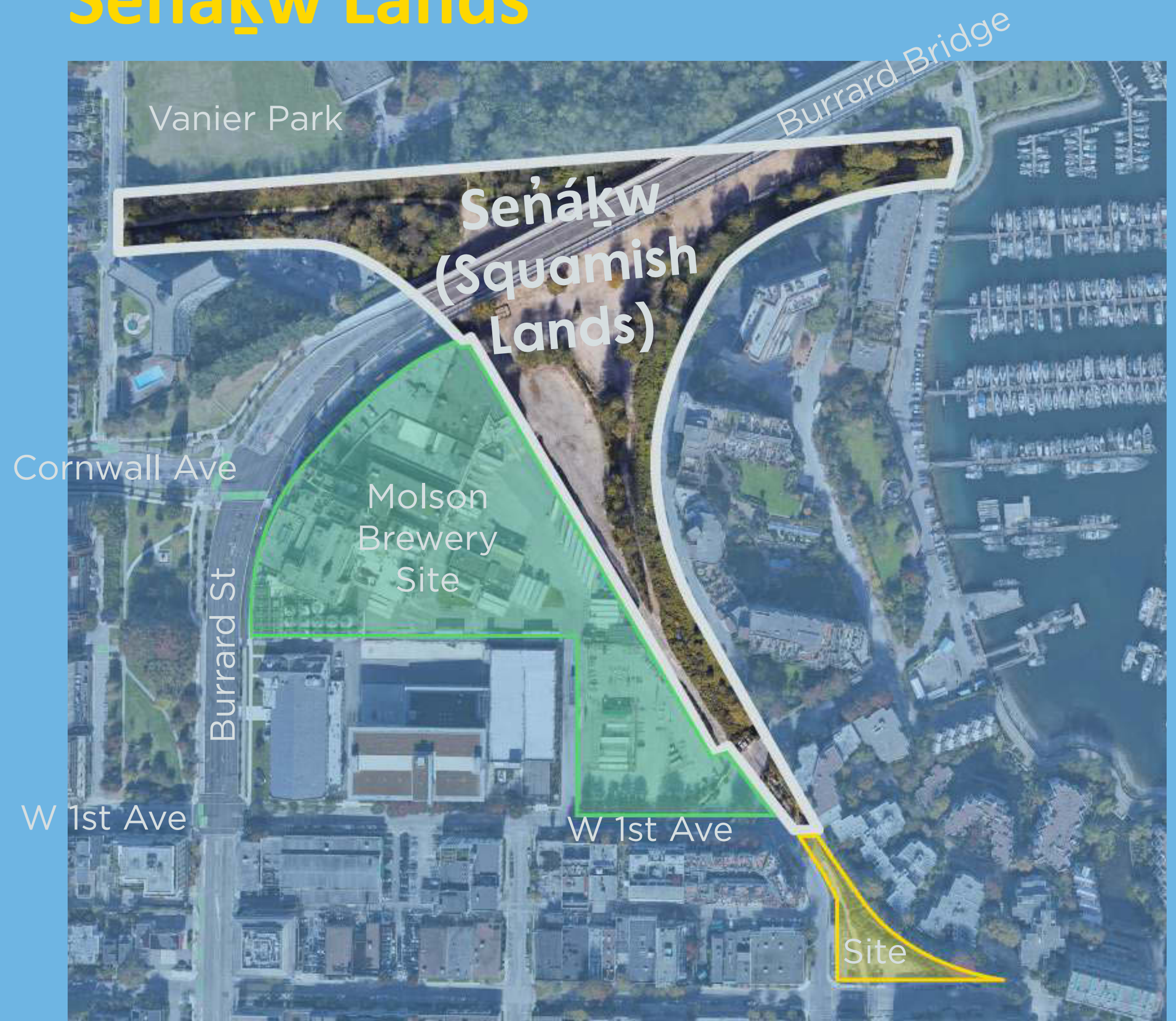
Broadway Plan Study Area



Legend

- ⋯ Broadway Plan Study Area
- Millennium Line
- - - Broadway Subway Project
- - - Potential Future extension
- ⋯ Elevated SkyTrain
- ⊖ Tunneler SkyTrain and Station Locations

Señákw Lands



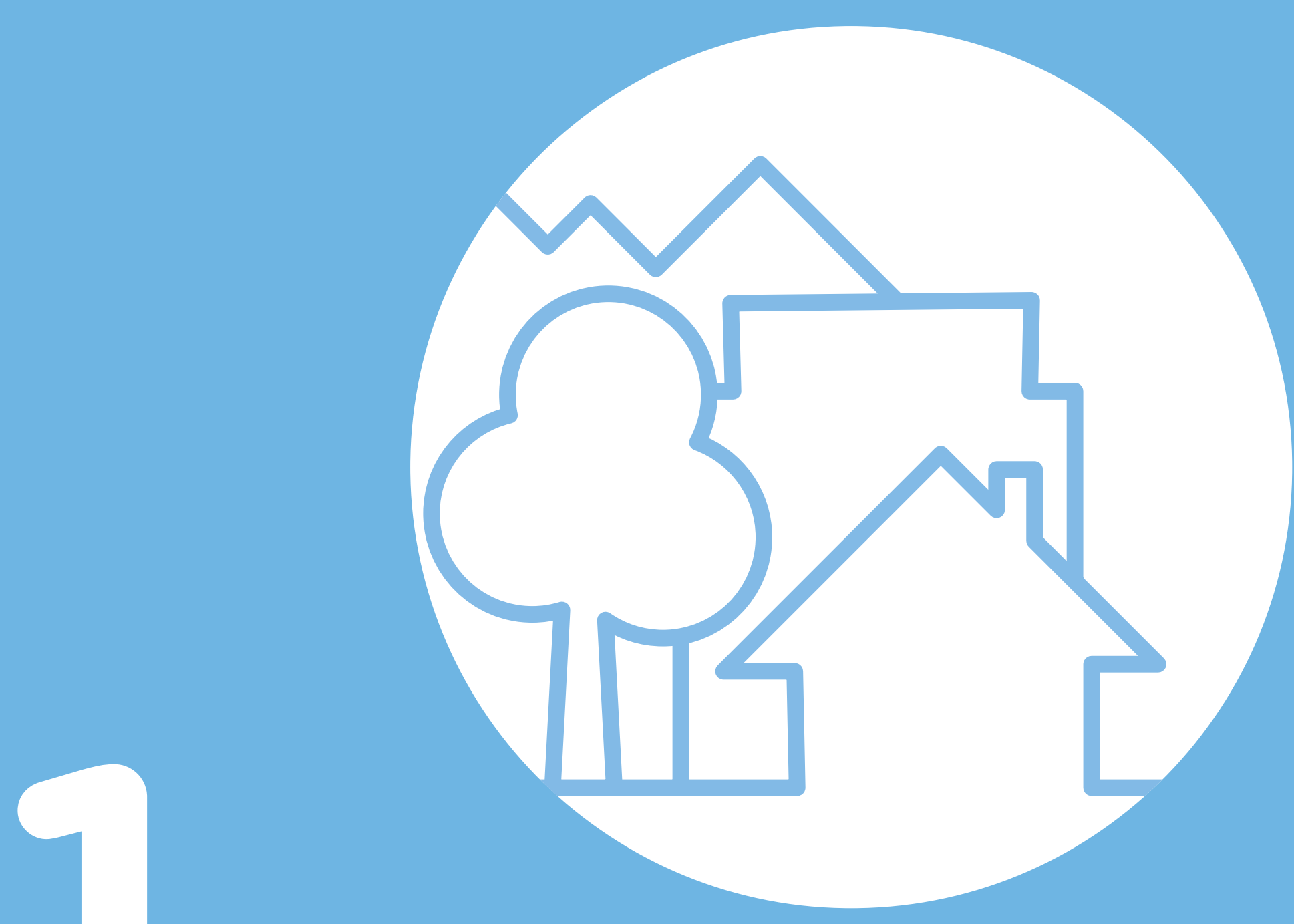
The Señákw Lands are a 10.5-acre parcel located north of the site and adjacent to the Molson Brewery on Burrard street.

The proposed Señákw project is on Squamish Nation reserve land and as such Squamish Nation's land use planning jurisdiction applies to any future development and not the City of Vancouver's.

The proposed Señákw project includes approximately 6,000 units as well as new shops and services. Squamish Nations members will be voting on the proposal in December 2019.

DEVELOPMENT PLANNING PRINCIPLES

In order to guide the future use of this site, four draft development planning principles were created. These principles will be used to envision future change that is appropriate to the existing/future context, utilizes vacant land, integrates into the community, and increases housing options and affordability.



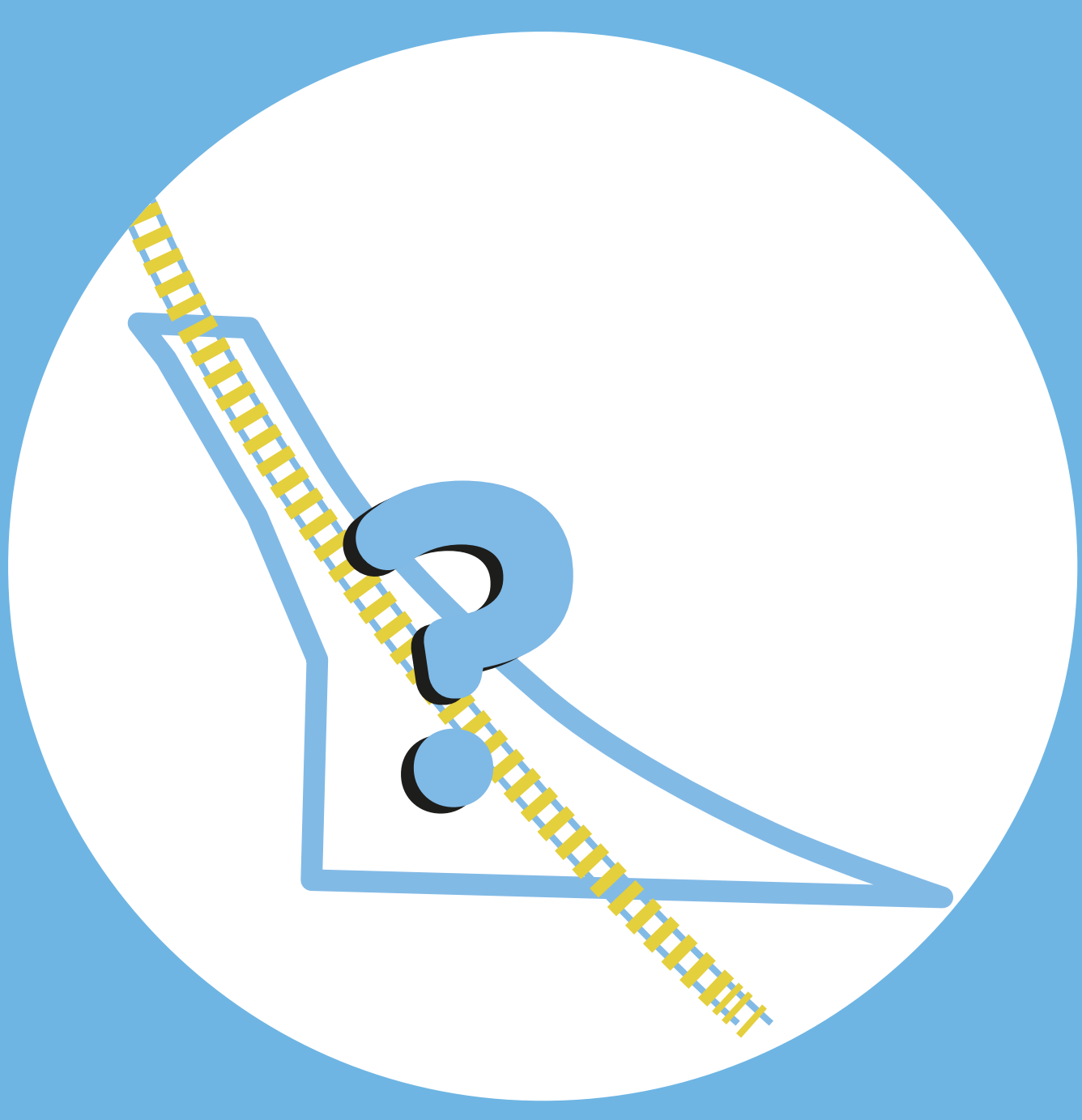
1 Consider Context

Respond to the site's unique context by providing land uses that are complimentary to the surrounding service uses and residential community to the north. The development should be designed to respond to local neighbourhood and street character.

The site is located on the southern edge of the False Creek Official Development Plan which envisioned a residential community on the southern shore of False Creek. False Creek South is one of Vancouver's pioneering waterfront communities. It is a highly liveable and walkable inner-city neighbourhood with a unique mix of land uses, housing types and tenures, transportation options, urban character, and amenities.

The area south and west of the site is referred to as the Burrard Slopes. The area currently supports a range of diverse job space and provides support services to the downtown.

The site plays an important role in bridging the Burrard Slopes city-serving role and the False Creek South residential community.



2 Utilize Vacant Land

Based on an understanding that the site is no longer required for transportation purposes related to the future Arbutus Greenway, seek to optimize development of the site in keeping with the intent of the False Creek ODP while achieving current City objectives related to housing affordability.



4 Integrate into the Community

Redevelopment of the site will ensure integration with the surrounding community by responding to the False Creek South Provisional Vision Statement & Guiding Planning Principles, and design guidelines set out in the False Creek Official and Area Development Plan. Provide spaces that support strong social connections including an active public realm, on-site amenities for building residents, and connections through the site.

3

Increase Housing Options

Provide new affordable rental housing units to address the housing needs identified in the 'Housing Vancouver Strategy'. Rents should be geared to households with incomes between \$30,000 and \$80,000 per year.

The Housing Vancouver Strategy is a 10-year strategy that aims to foster a diverse and vibrant city. Housing Vancouver targets indicate the amount and affordability of new housing required in the next 10 years to ensure a diversity of incomes and household types in the city. These targets were set based on a number of factors, including building typology, incomes served, unit types (i.e. number of bedrooms), and household tenures to ensure new housing being delivered is the "right supply" that meets the needs of current and future Vancouver residents. Of the 72,000 new homes anticipated as part of the new targets, 50% are targeted to serve households earning less than \$80,000/year, two-thirds will be available for renters, and 40% will be family sized units with two or three bedrooms.

Progress towards these targets is reported annually to Council via the Annual Progress Report and Databook. The 2019 Progress Report demonstrated that, while the City is making significant progress on housing targets for most income categories, targets for households with incomes below \$80,000 per year are not being met. One key strategy to address this need is to work with the development industry to incentivize the development of "moderate income rental housing", which includes a proportion of units with rents set and controlled at rates that are affordable to households with incomes between \$30,000 and \$80,000 per year.

Maximum Moderate Income Rents by Unit Type and Targeted Household Incomes vs Average Market Rents (City of Vancouver)

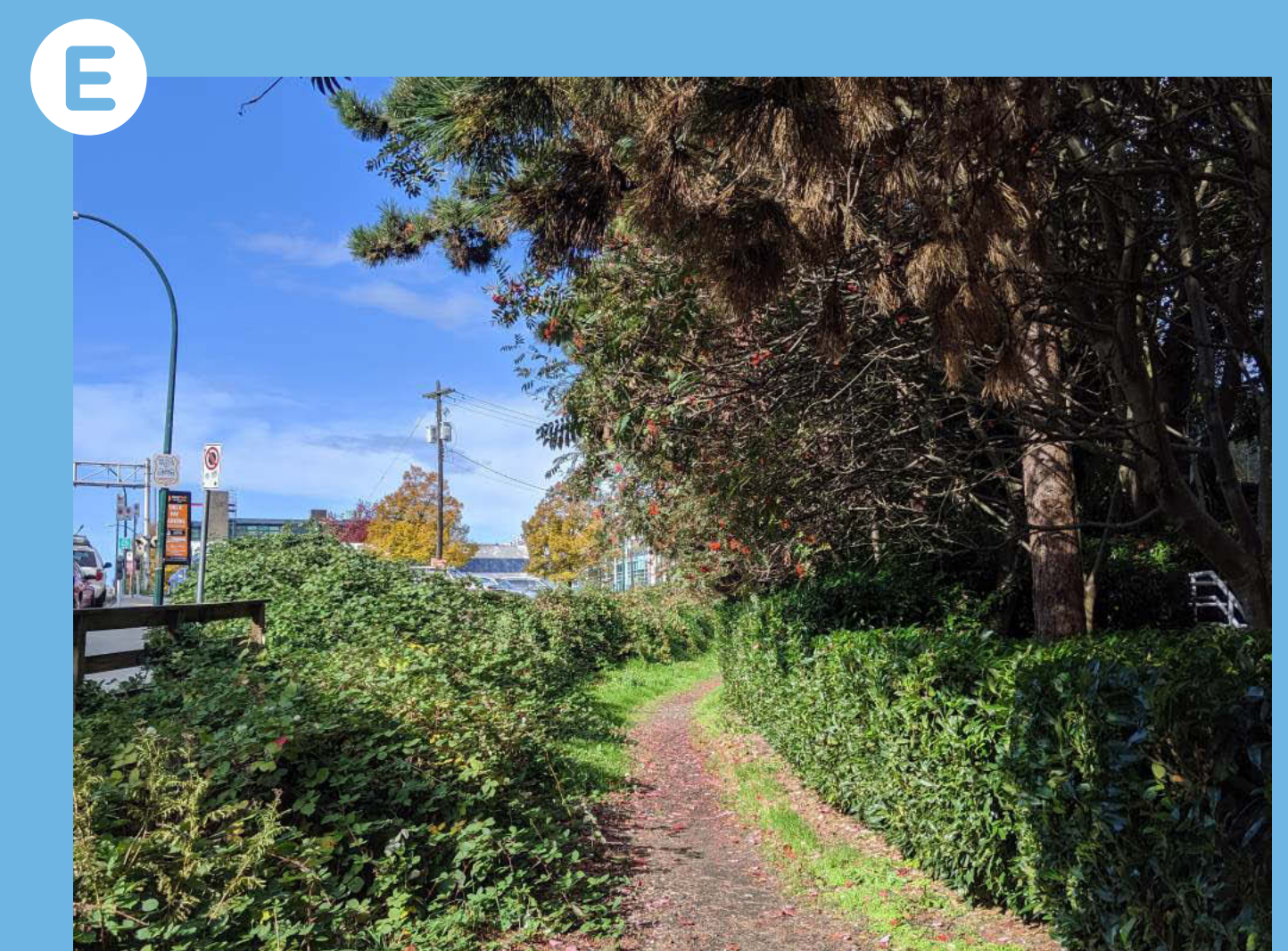
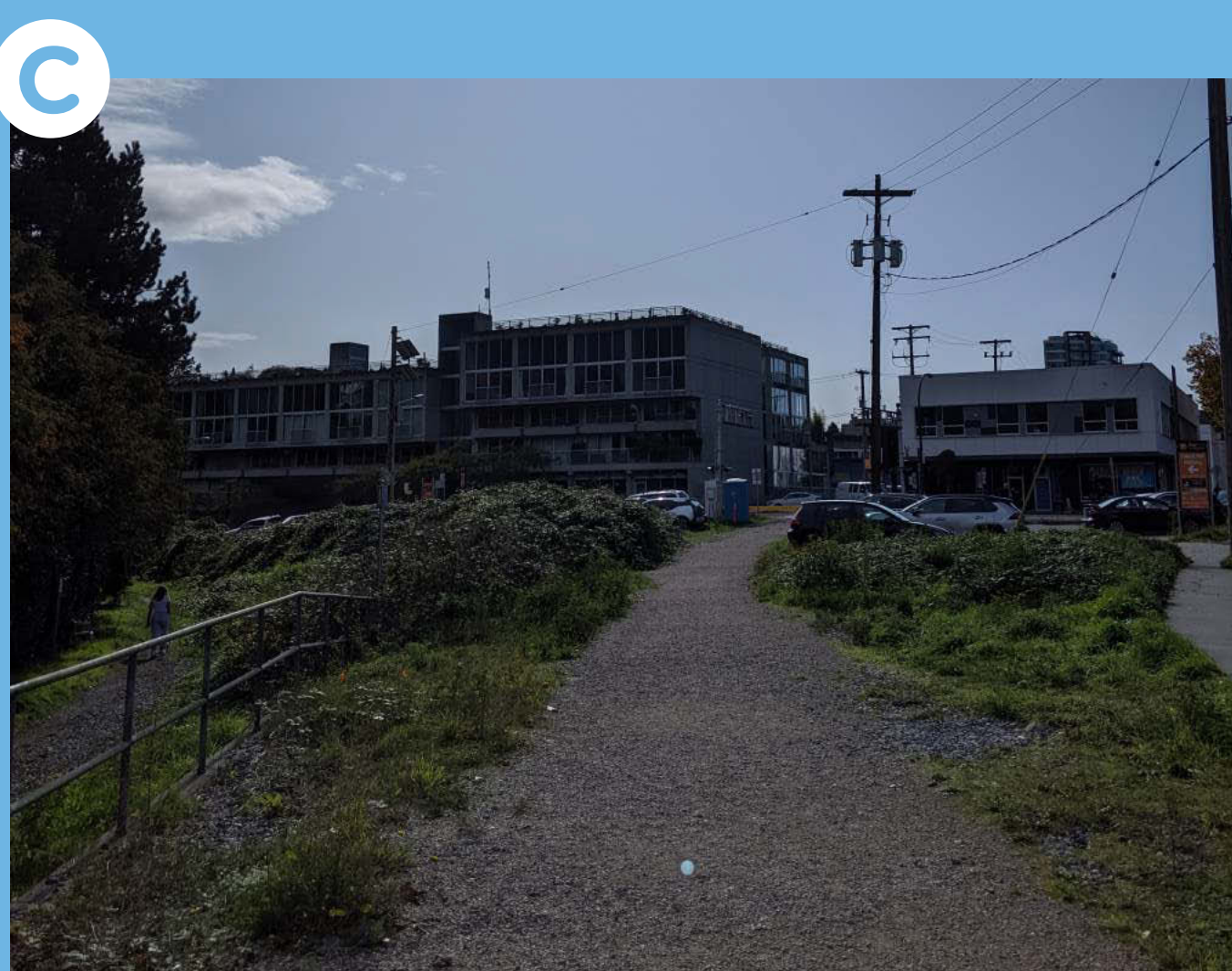
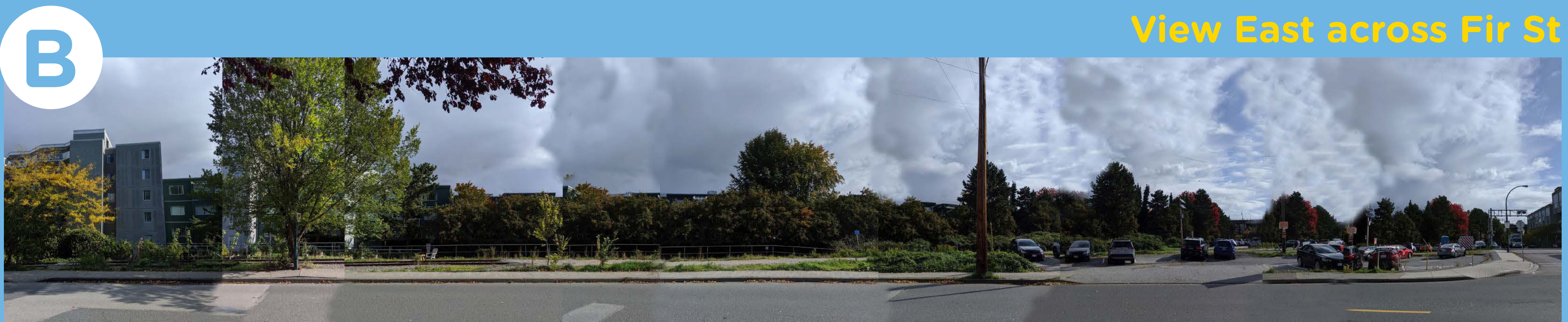
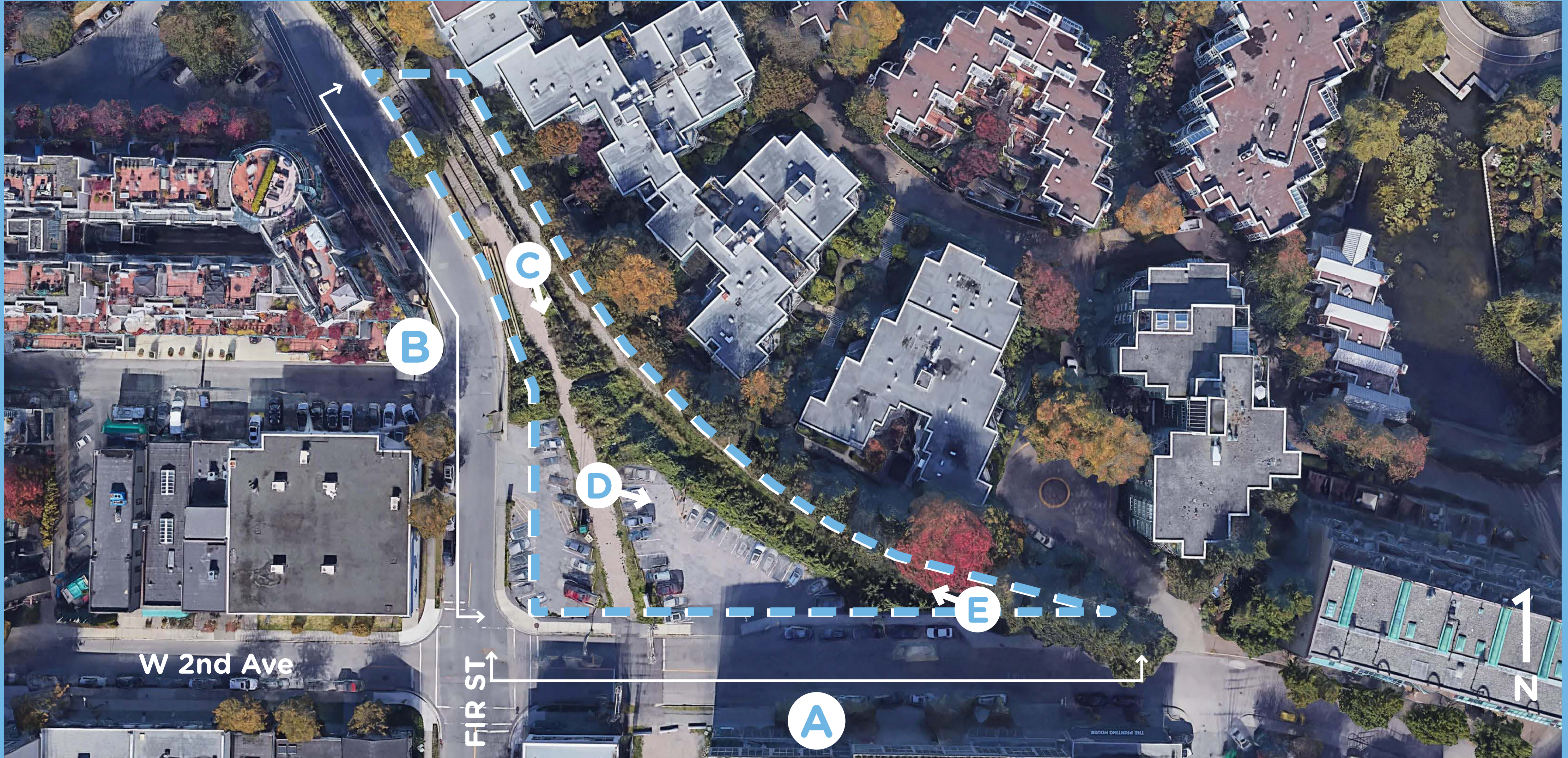
Unit	Moderate Income Unit Maximum Average Starting Monthly Rent	Household Income Served (if 30% of income spent on rent)	2017 CMHC Average Rents* (buildings constructed 2005+)
Studio	\$950	\$38,000	\$1,496
1 Bedroom	\$1,200	\$48,000	\$1,730
2 Bedroom	\$1,600	\$64,000	\$2,505
3 Bedroom	\$2,000	\$80,000	\$3,365

*Source: Canada Mortgage and Housing Corporation, Rental Market Report - Vancouver CMA, 2017

For more information about the Moderate Income Rental Housing Pilot Program, please visit: vancouver.ca/rentalhousing

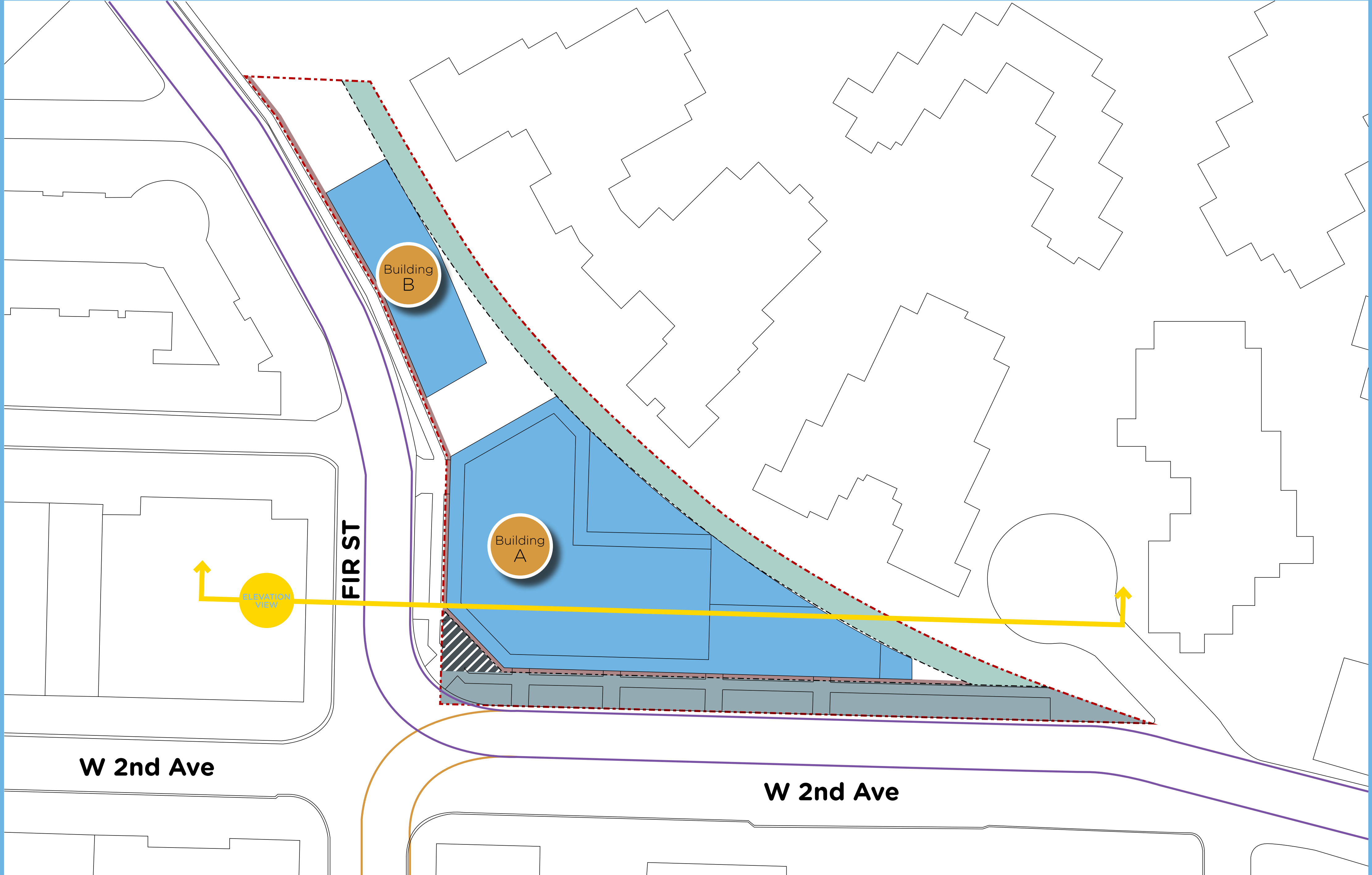
PHOTO MONTAGE

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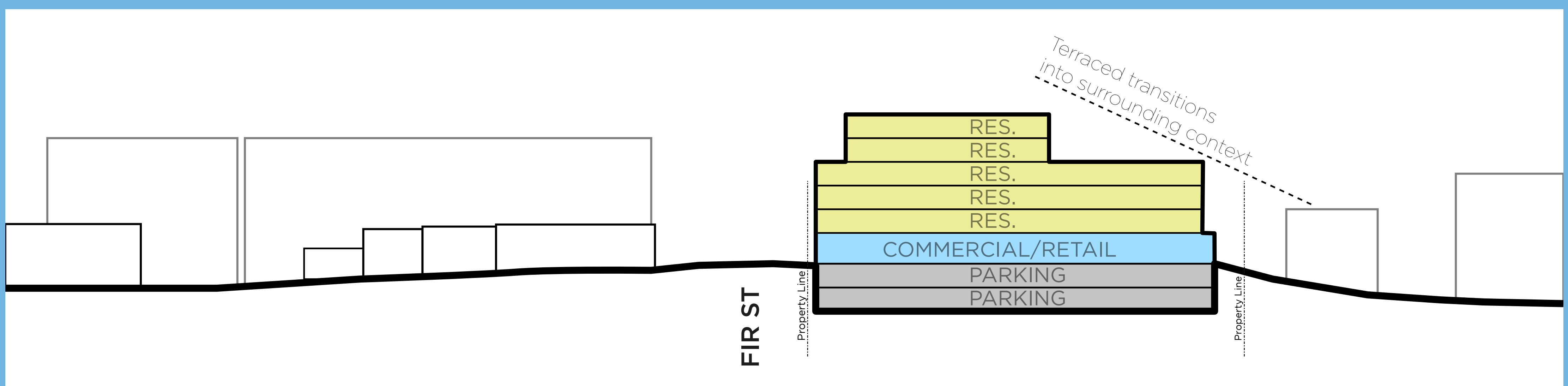
SITE PLAN & ELEVATION

SETBACKS

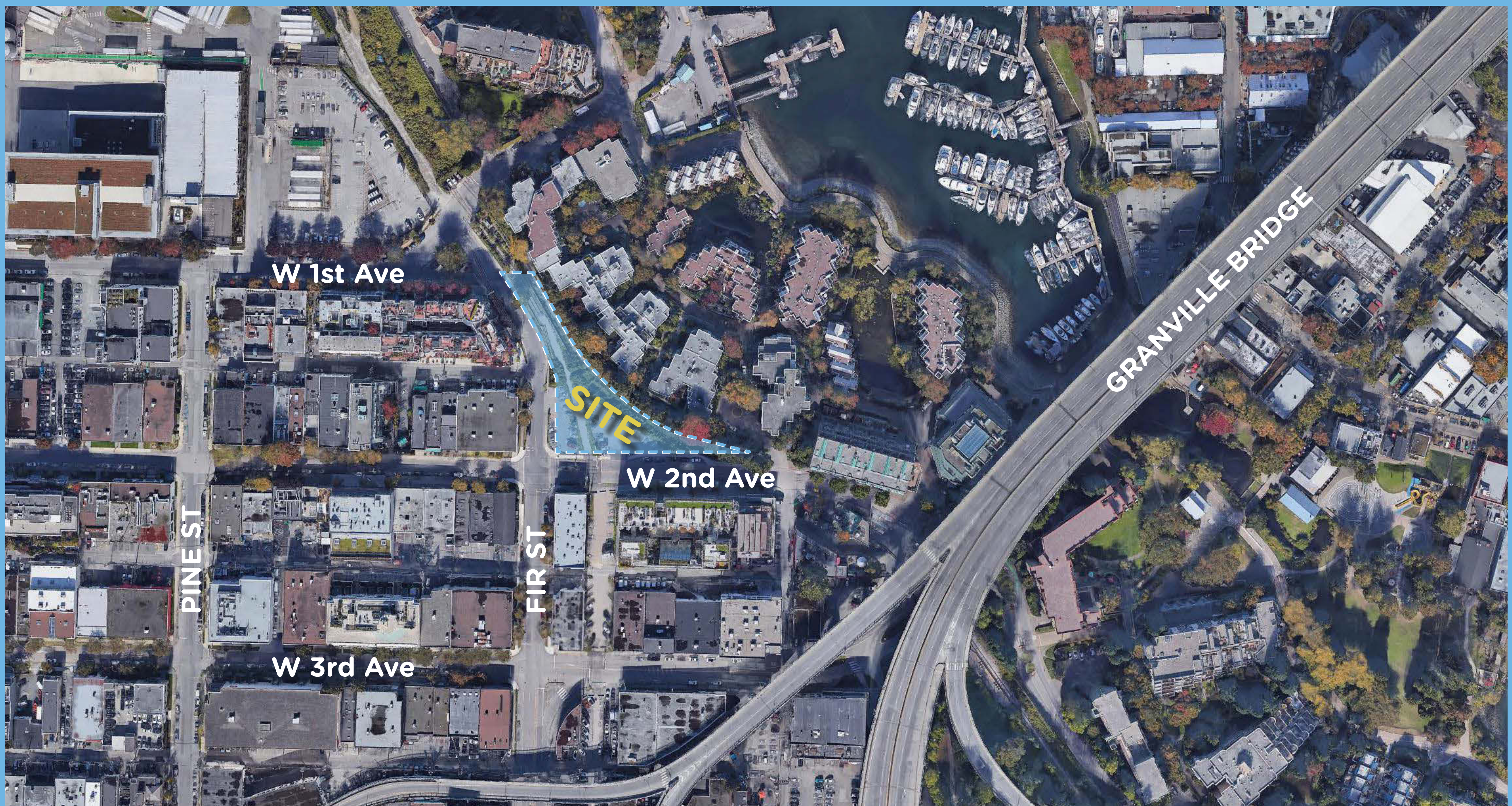


- - - Property Line
- 3.66m (12 ft.) setback
- 0.61m (2 ft.) setback
- 4.88m (16 ft.) setback
- ▨ 9m x 9m (29 ft. x 29 ft.) corner cut
- Illustrative building footprint
- Future streetcar route

ELEVATION



DRAFT DEVELOPMENT REQUIREMENTS



- 1 100% of the residential units will be secured rental, with at least 20% of the new rental floor area to be below market, having rental rates and operating requirements in accordance with the City's *Moderate Income Rental Housing Program* (or subsequent policies to be determined at time of development permit application).
- 2 Active small scale local serving commercial-retail use provided on the first floor.
- 3 Building up to 6 storeys is permitted.
- 4 Upper levels should be terraced and stepped back.
- 5 The total floor area, at and above the ground level will be approximately 7,700 sq. m (82,881 sq. ft.) – *subject to further review of Building B feasibility*
 - Building A (primary building): The floor area will be approximately 6,700 sq. m (72,118 sq. ft.)
 - Building B (secondary building): The floor area will be approximately 1,000 sq. m (10,763 sq. ft.) – *subject to further review of site constraints and building setbacks.*
- 6 A dedication or SRW and building setback of the south 4.88 m (16 ft.) of the site plus an additional 9 m x 9 m (29.53 ft x 29.53 ft.) corner-cut truncation in the ultimate southwest corner of the site is required.
- 7 Building setbacks of 3.66 m (12 ft.) from the ultimate property line, except where there is commercial frontage, in which case this may be reduced to 0.61 m (2 ft.).
- 8 Vehicle and visitor parking, loading, and bicycle parking should be provided in accordance with the Parking By-law.
- 9 Housing mix to meet the minimum 35% family units with two or more bedrooms. Inclusion of three-bedroom units is encouraged.
- 10 Comply with the *High Density Housing for Families With Children Guidelines*, including provision of indoor and outdoor amenity space.

ILLUSTRATIVE DEVELOPMENT CONCEPT

PERSPECTIVE



***Artist rendering for illustrative purposes only*

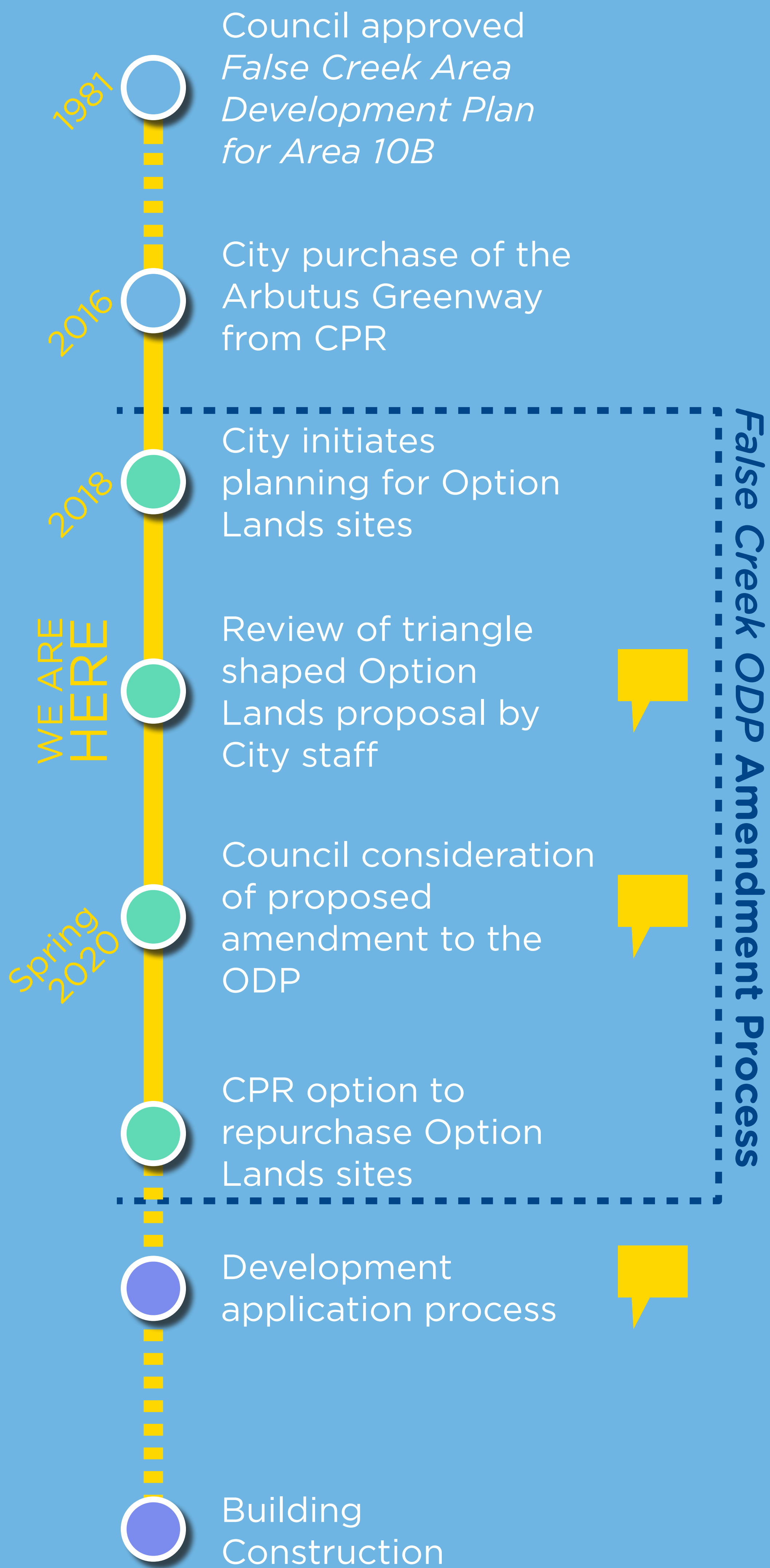
PERSPECTIVE



***Artist rendering for illustrative purposes only*

NEXT STEPS

TIMELINE



***Opportunity to provide feedback

WHAT DO YOU THINK?

Staff read and record every comment we receive and present a summary to City Council. Public comments can be submitted any time throughout the amendment process.

Please share your feedback.



Fill out a written comment sheet



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