

littlemountain introduction

1

WELCOME!

We would like your input on redevelopment concepts for the Little Mountain site.

A variety of density options have been generated by the project proponents, Holborn Properties. Your feedback will help identify an appropriate scale of development for more detailed planning.

The planning process will result in a document called a Development Framework which establishes principles and objectives relating to:

- land use
- sustainability
- transportation
- density, building forms and heights, and character
- public benefits (daycare, neighbourhood house, etc.)

The Framework will be presented to Council at the end of the process and, if adopted, will guide any future rezoning of the site.

YOUR COMMENTS



Your comments are valuable to us!

1 fill out a comment form and drop it off at the sign-in table or mail it back to us by July 25



2 talk to someone from:

- City of Vancouver
- Holborn Properties (the proponent)
- The Little Mountain Community Advisory Group

INTRODUCTION TO THE PROCESS



The Province of BC, the owner of the 15-acre Little Mountain site, has engaged a development partner, Holborn Properties, to redevelop the site including 234 new non-market housing units.

The City is leading a collaborative planning process with the Riley Park community and Holborn Properties to develop a vision for Little Mountain. This process follows the terms of the Memorandum of Understanding (MOU) signed between the City and the Province in May 2007.

The planning process to create this vision should be completed in winter 2011/12 and will include the public at all stages.

open house July 2011

What will be built on the site?

The Little Mountain site is proposed to be a largely residential development with a substantial social housing component.

There will be:

- Market housing: condominiums and townhouses.
- A minimum of 25% family-sized units
- At least 234 units of social housing, with 186 of those for families (2 or more bedrooms) and 10 units specifically for urban Aboriginals. The City will be exploring ways to achieve at least 20% of the total residential units as affordable housing.
- Local-serving retail and commercial uses on Main Street
- Public green space and open space

Other City and community priorities include: a new Little Mountain Neighbourhood House, childcare, urban agriculture opportunities and a recognition of Little Mountain's history

When will it be built?

The current stage of planning, creating the Development Framework, is intended to wrap up by early 2012. Then the proponent will apply to the City to rezone the site, which takes approximately a year to complete.

Following the Letter of Understanding signed by BC Housing and the City in 2009, a social housing component would be included in any first phase of development.

Who is involved?

The City of Vancouver is managing the public process and developing the policy which will guide the redevelopment of the site. The City regulates land use and the form of development. City Council has the ultimate authority to approve the Development Framework and any subsequent Rezoning.

The community has identified priorities and will review proposals and materials at all stages. A Community Advisory Group has been working closely with the City and Holborn Properties since January 2010, helping guide the process and sharing their knowledge and views.

Holborn Properties is the development partner selected by BC Housing. They will put forward development proposals for review by the City and the community, and will ultimately own the site and develop the project.

BC Housing owns the property and will oversee the construction and operation of the new social housing



ADVISORY GROUP MEETING



ADVISORY GROUP WORKSHOP

littlemountain planning process

3

STAGE 1: DEVELOPMENT FRAMEWORK

jul 2007

City Council approved planning program for Little Mountain
Memorandum of Understanding (MOU) signed between City and BC Housing

nov 2009

City Council approved revised work program and timeline for
Little Mountain

dec 2009

Open House #1: Presented background information and planning
objectives, and identified community aspirations

jan 2010

The Little Mountain Community Advisory Group formed to help guide
the planning process

june 2010

Open House #2: Present initial site plan scenarios and Guiding Principles

july 2011

Open House #3: refined site plan, density concepts, financial
analysis, traffic impacts

WE ARE
HERE!

fall 2011

Open House #4: Refined development proposal and draft Development
Framework policies

winter 2011/12

Development Framework presented to City Council for approval

STAGE 2: REZONING

upon
submission

Review of Rezoning Application & public process and enactment of
rezoning (approximately 15-18 months)

COMMUNITY CONSULTATION



Community input is key in planning the Little Mountain site. The City and Holborn Properties have consulted with the local community including the current and former residents of Little Mountain Housing, and will continue to do so.



City staff are leading this consultation, with input from Holborn Properties, the Community Advisory Group and BC Housing.



The City's key objectives of community consultation are:

- 1 to ensure community interests and aspirations are identified before development options are prepared, and to draw on community background and knowledge of the site.
- 2 to generate options that balance community, BC Housing, City, and Holborn's objectives.
- 3 to provide opportunities for community review of development options.
- 4 to review draft development policies with the community before seeking Council consideration.



Today's Open House is the third of a series of opportunities for your participation. We welcome your feedback on any aspect of the planning process.

open house july 2011

Memorandum and Letter of Understanding

4

MEMORANDUM OF UNDERSTANDING (MOU)

A Memorandum of Understanding (MOU) was signed by the City of Vancouver and BC Housing on July 26, 2007.

It established the following general objectives with respect to the redevelopment of Little Mountain:

- Create a high quality, higher-density, socially-inclusive and environmentally sustainable community that will be an asset within the larger Riley Park neighbourhood;
- Provide a range of housing options for Vancouver's growing and changing population; and
- Generate funds that can be used by BC Housing to develop social, including supportive, housing in the city and in the rest of the province.

The MOU also included several key principles:

- That the 224* existing units of social housing will be replaced on site, with at least 184 suitable for families with children, and that existing tenants will be relocated by BC Housing during the redevelopment. These tenants will have priority for moving into the new social housing units when they are complete.
- That the 224* units will satisfy the City's social housing requirement.
- That the net proceeds from the sale of the site (after the existing social housing is replaced) will be invested into the development of social housing, half in Vancouver, and half elsewhere in the province.
- That the City would issue a demolition permit for the existing buildings as soon as they became vacant and in advance of a Development Permit.
- That the Province would select a developer for the site through an RFP process.

** Later directions from BC Housing state that 234 units are to be provided*

LETTER OF UNDERSTANDING (LOU)

A Letter of Understanding between the City and BC Housing was signed on September 20 2009. It addresses issues of tenant relocation, building demolition and replacement affordable housing.

- The Letter of Understanding was drafted in the context of BC Housing's application to demolish the buildings on-site.
- It defines a phasing plan for the demolition and confirms that remaining tenants can be relocated into buildings within the last phase to be demolished.
- It also establishes that BC Housing and the City will give priority to the building of new social housing, including replacement of the existing 224* units, and that as part of the rezoning process, the City will require that social housing components of the project be built as part of the first phase of development.

littlemountain adjacent area

5

RILEY PARK SOUTH CAMBIE VISION

The RPSC Vision, adopted 2005, recommended that the single family and apartment area (south of 33rd and west of Main) "should also be considered for possible zoning changes when planning for redevelopment of the Little Mountain Housing site."

WORK DONE TO DATE:

The City has met with property owners in the adjacent area to discuss possible options for the future of the area in response to the changes on the Little Mountain site.

The economics of a variety of possible housing forms and densities have been analyzed by the City's consultant, Coriolis. This work was done to understand what types of change would be financially viable.

The analysis found that, generally, existing single family homes in the area are more valuable than constructing new low density buildings such as rowhouses. For most properties to redevelop, four to six storey developments would be needed.

Planning staff will continue to work with residents, and directions for this area will emerge as greater clarity on the Little Mountain Housing site is gained.



NOT YET DETERMINED: FORM/HEIGHT

ROWHOUSES?



6 STOREYS + ?



4 STOREYS?



MIX?



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littlemountain funding community amenities

6

The City's policies for growth are that community livability should be maintained as the city grows and that new development should contribute to paying for its growth costs and impacts.

To address needs arising from growth, the City relies on a variety of financing tools: chiefly, the capital plan, supported by property taxes, and revenues raised from new developments.

New development helps deliver new public amenities in two ways:
Development Cost Levies and Community Amenity Contributions

DEVELOPMENT COST LEVIES (DCLs)

DCLs are a charge collected from all new development. They are applied on a per-square-foot basis and are paid when the Building Permit is issued.

It is important to note that DCLs are collected over time, not upfront, and this affects when amenities can be built.

Based on the Vancouver Charter, DCL revenues can only be used to help pay for the following growth-related capital projects:

- park land acquisition and improvements
- assisting with replacement (affordable) housing
- childcare facilities including land acquisition
- constructing, altering, expanding or replacing sewage, water, drainage and transportation facilities (including greenways, bikeways and public realm)

COMMUNITY AMENITY CONTRIBUTION (CAC)

Community Amenity Contributions (CACs) are in-kind or cash contributions provided by developers when City Council grants additional development rights through rezonings.

CACs can help address the increased demands that may be placed on City facilities as a result of a rezoning (from new residents and/or employees), as well as mitigate the impacts of a rezoning on the surrounding community.

Examples of in-kind amenity contributions include child care facilities or park space incorporated into the new development.

Cash contributions may be put toward amenities such as these, and others including libraries, community centres, transportation improvements, cultural facilities and neighbourhood houses.



Public open spaces



Greenways/bikeways



Childcare



Neighbourhood house

open house July 2011

guiding principles > urban design principles

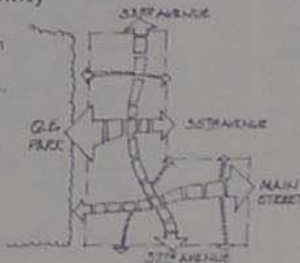
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The following urban design principles capture design-related desires for the site and are based on community input to date.

1. Integration and Permeability

Connect and integrate the site with the surrounding community and Queen Elizabeth Park through a network of diverse public spaces including streets, mews, paths, and open spaces.

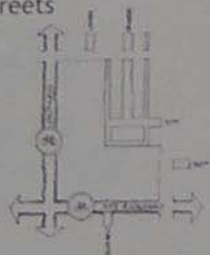
Connections with existing streets and lanes will invite pedestrians and cyclists into and through the site. Movement patterns will reflect new and future desire lines of connection to and from destinations.



2. Greenway/Bikeways & Local Streets

Minimize, reduce or eliminate vehicle impacts on the Ontario and 37th Ave greenway/bikeways and on surrounding local streets and lanes.

Where possible, conditions for pedestrians and cyclists will be improved through increased separation from traffic and improved design. Primary street access to the site is to be from 33rd Ave and Main St.



3. Streets for People

Design new streets to prioritize pedestrians and cyclists over motorized vehicles. Traffic will be highly calmed, and through movement of vehicles across the site will be discouraged.

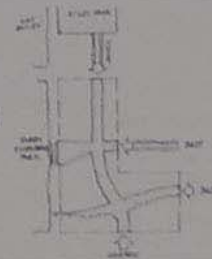
Any vehicles on site have a purpose in being there (e.g. access to homes, shops, services and deliveries) not simply short-cutting across the site.



4. Public Space Focus

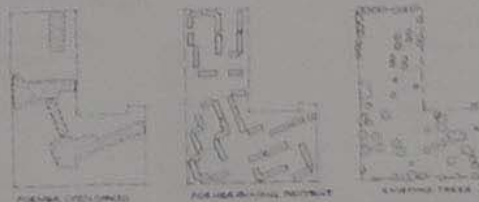
A highly-public open space system will form the key organizing element and focus of the site. The system will include: a primary east/west connection to QE Park at 35th and connections north/south from 33rd to 37th ave and east/west at 36th Ave.

The open space system will invite people westwards through the site to QE Park, and bring the park eastwards into the site.



5. Memory & Trees

Reflect the historical patterning, connections, community and places of Little Mountain through site planning, public realm elements, public art, etc. Retain significant trees where possible & organize open spaces and public ways around them. Where retention is not possible, relocation should be considered.



6. Legibility & Animation of Public Places

Create public spaces that are truly public, active, safe, and welcoming through the design of these spaces and the relationship of buildings and activities to them.



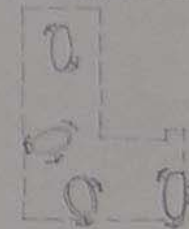
7. Sustainable Public Spaces

Create public open spaces that build a complete and sustainable community by meeting the needs of different ages and abilities, and supporting greenest city objectives through rainwater management, urban agriculture and habitat consideration.



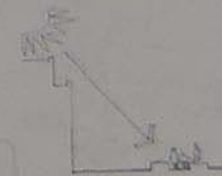
9. Integrated Social Housing

Integrate social housing buildings throughout the site with units in a variety of building types and sizes.



10. Solar Access

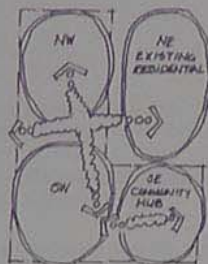
Consider solar access on parks, public spaces and neighbouring residences in the form, height, and placement of new buildings.



Continued....

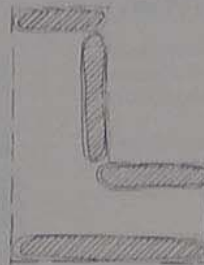
11. Distinct Quadrants

Create distinct quadrants linked by public ways and open space, with a unique character and focus for each.



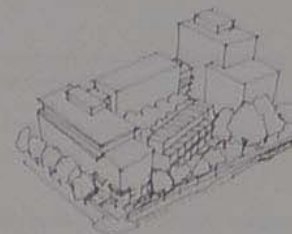
14. Transitional Edges

Create a respectful relationship with the surrounding community through a respectful scale of buildings along 33rd and 37th Ave and adjacent to existing neighbourhood lanes.



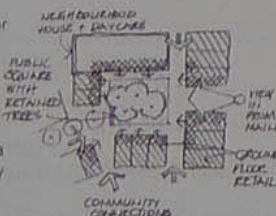
17. Variation

Blocks are to be composed of distinctive buildings, varied in scale, and limited in length. Create a rich and varied interface with the adjacent neighbourhood streets through a variety of building setbacks, edge treatments, and retained trees.



12. Community Hub

Create a community hub on (or very close to) Main St. consisting of community amenities (neighbourhood house, childcare), locally-oriented shops and services, all gathered around a public square. The community hub is to be visible on Main St. and designed to entice people onto the site.



15. Opportunities for Height

Locate higher buildings centrally on the site, along the Queen Elizabeth Park frontage and on Main St.



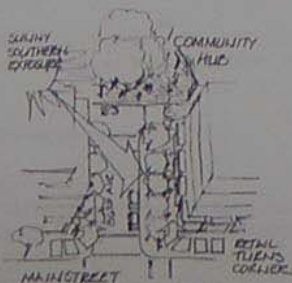
18. Views

Locate and scale buildings to preserve views to Mount Baker from the summit of Little Mountain in Queen Elizabeth Park. Create a pattern of public open spaces and buildings to create or preserve views to QE Park and the North Shore mountains from within or across the site.



13. Main Street

The focus of local retail on Main St. is to be at 36th Ave, taking advantage of corner and southern exposure, and drawing people into the site.



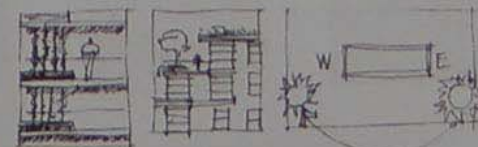
16. Sequential Views

Create opportunities for sequential views, reinforced by architectural punctuation and expression through the pattern of public ways and open spaces.



19. Visible Green

Buildings are to visibly express green elements as well as embody green building and passive design: green roofs and terraces, rooftop gardens, trees and plantings on upper levels and balconies, green walls, supports for vertical plant growth.



Guiding Principles

TRANSPORTATION

Green Movement

Prioritize pedestrians and cyclists over cars on site and along the bikeway/greenway edges of Ontario and 37th Ave Ridgeway.

Minimize traffic impacts on adjacent neighbourhoods and bikeways through site design, access and traffic calming.

Adopt a parking standard that encourages walking, cycling and transit use while also minimizing parking impacts on neighbouring streets.

Enhance access to transit and seek opportunities to improve transit service.



SUSTAINABILITY

Environmental Sustainability

Require that all new buildings at Little Mountain meet high green standards.

Incorporate high environmental standards in site design such as urban agriculture, sustainable transportation, rainwater and waste strategies, and, if feasible, a district energy system.

Social Sustainability

Introduce a variety of housing types and tenures, land uses, and public spaces to appeal to a diverse range of household sizes, interests, abilities, ages and incomes.

Provide a minimum of 25% family-oriented units.

Economic Sustainability

Create a Development Framework which supports an economically-viable and sustainable project, and meets as far as possible the goals and objectives of the community, City and proponent.



COMPLETE COMMUNITY

Affordability

Include low-income social housing and explore opportunities for middle-income housing (such as rental and/or affordable home ownership).

Provide a minimum of 234 replacement social housing units, and seek opportunities to achieve a higher number, with a target of 20% of the total number of units on site.

Include a social housing component in the first phase of development. Integrate social housing and market housing throughout the site.

Neighbourhood Shopping and Services

Locate neighbourhood-serving shops and services on Main Street to serve new residents and the local community.

Explore opportunities for job creation, local ownership, green and co-op businesses, and community-building uses.

Community Amenities

Locate a neighbourhood house with a highly-visible presence on Main Street, or on 33rd near buses and the new Hillcrest Community Centre.

Provide childcare facilities and other community amenities to serve the existing community and new development where possible.

Create flexible spaces and public places that can accommodate a broad range of activities such as opportunities for play, arts and fitness, community gardens and a farmers market.



littlemountain > site plan

10

Draft site plans were explored with the Advisory group and general public to better understand the issues and concerns related to traffic and pedestrian movement, connectivity, open space needs, etc.

The four site plan scenarios below were prepared by Holborn for discussion and comment at the June 2010 open house.

2010 SITE PLAN CONCEPTS



GRID SCENARIO

Liked

- No impact on Ontario & 37th Greenways
- Integration with city grid, neighbourhood, alignment of intersections

Disliked

- Too boring, unimaginative, no memory of site reflected in design
- Traffic impacts on existing lane
- Weak, 'choppy' village centre

Overall

- A general sense that people disliked this scheme (note: plan may have been misunderstood regarding the amount of vehicular road space)



CENTRAL STREET SCENARIO

Liked

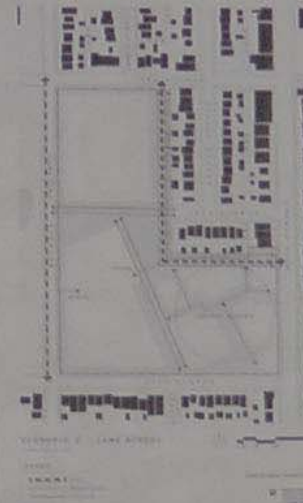
- No impact on Ontario & 37th Greenways
- Connects to existing roads
- Reflects 'memory' of site through tree preservation, angle of buildings, open spaces
- Village centre well designed

Disliked

- Could be a vehicle shortcut; traffic impacts on Main & 33rd
- Two access points not enough
- Limited circulation with only one street

Overall

- Most popular scenario (most positive responses and very few people disliked it outright)



LANE STREET SCENARIO

Liked

- No impact on Ontario & 37th Greenways
- Pedestrian and bike-centred plan
- More public space, more potential for designing public spaces

Disliked

- Traffic impacts on the northeast quadrant unfair (traffic, noise, pollution)
- Insular, not part of the larger neighbourhood
- Site doesn't carry its own traffic
- Lack of access to interior of site

Overall

- Many more people disliked this plan than liked it



SQUARES & PLAZAS SCENARIO

Liked

- No through traffic
- Clear open space pattern - pedestrian & bike routes
- Site access from Ontario minimizes impacts on neighbours

Disliked

- Access from Ontario - impacts on bikes, pedestrians, and QE Park
- Insular and not integrated (large blocks)

Overall

- Strongest opinions of all site plans
- Quite a few people liked it, but greater number disliked it. People were very passionate about this plan.

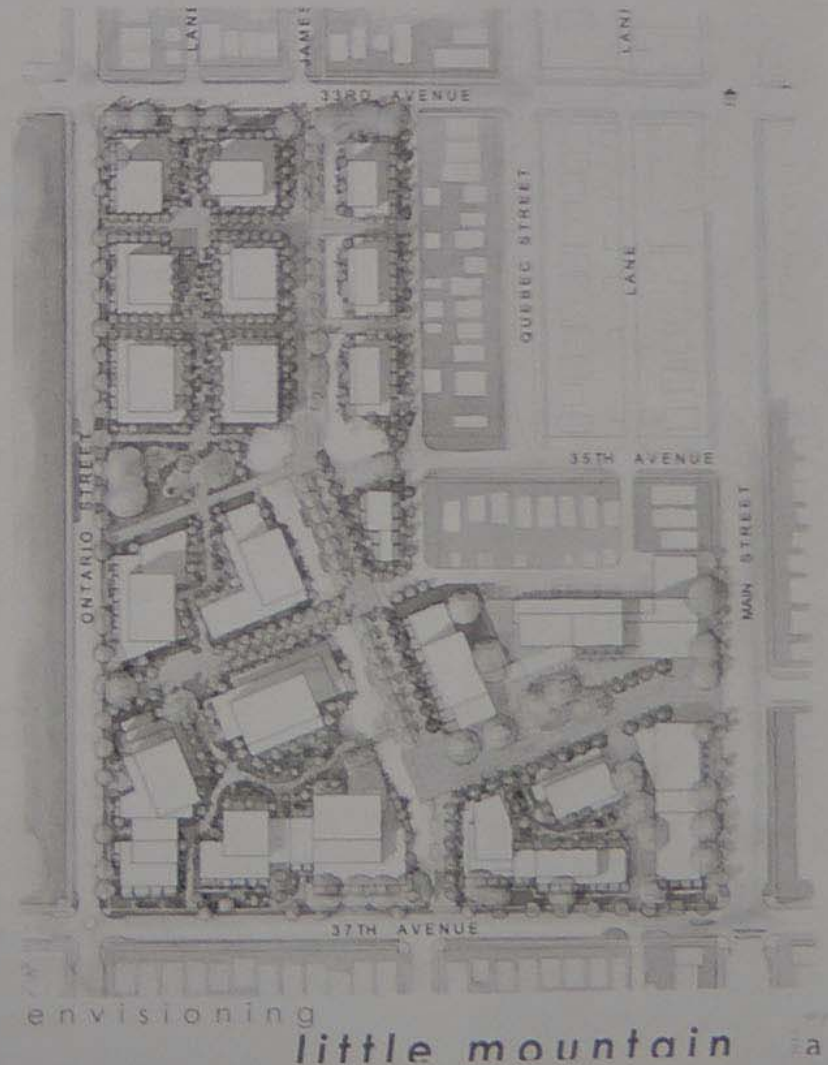
WHAT WE HEARD

open house July 2011

A consolidated site plan was prepared that reflects community and staff feedback and draws on key elements of previous draft site plans.

KEY ELEMENTS OF CURRENT PLAN

- Draws most strongly on the “Central Street” and “Squares and Plazas” site plans from 2010
- Vehicle access from arterial roads only (33rd and Main St)
- Ontario and 37th bikeways not interrupted by vehicle crossings
- Site plan organized to preserve existing trees and to reflect the memory of the site via road angles
- A water feature and rain water retention element serves as a focal point for the public to enjoy
- A ‘wedge’ park along the western part of the 35th alignment maintains public open space
- A public square with existing trees as a focal point for public life
- Clarity of public and private spaces



DENSITY EXERCISE

The Advisory Group explored a variety of hypothetical densities for the site via foam models and reported out to the larger group on their experience. The exercise helped the design team understand several site design considerations.

Participants kept an open mind during the exercise, and worked with an assigned density option; participation did not mean endorsement of any particular density. Some people commented they found it difficult to accommodate the densities in ways that fit the neighbourhood.

LESSONS

Relationships to neighbouring area:

- Consider scale relative to neighbouring single family dwellings. (lower scaled building forms and terracing of larger scaled building forms)
- Relationship to QE Park and Main St.
- Consider 'permeable' arrangements of buildings along edges of site.

Relationships to on-site open spaces:

- Consider the effects of buildings' shadowing on public gathering, play, and open spaces (the sun is a major consideration)

Site lines and view impacts:

- Consider the effects of buildings' locations and heights on site lines & views - both from within the site and from the surrounding area (i.e. views to Mt. Baker and to North shore mountains).

Relationships to existing trees on site:

- Buildings' locations to respect the retention of the large significant trees on the site.

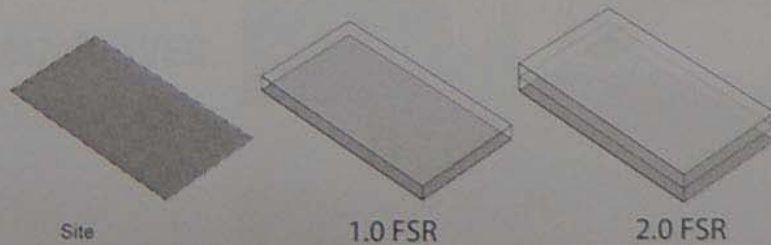
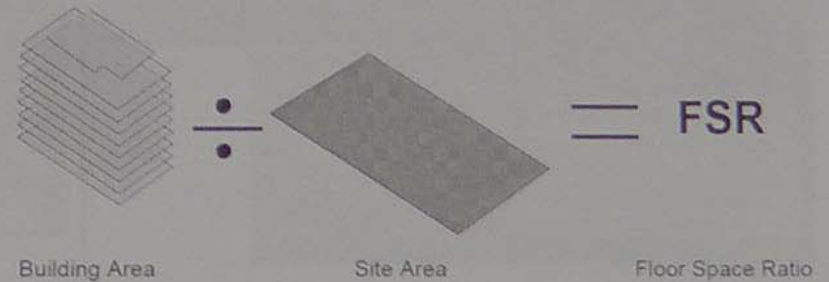
Density & Height considerations:

- Best to have highest buildings 'in the middle' of the site - along the water feature
- Perhaps some height also on QE Park edge (while maintaining 'permeability' in plan)
- Perhaps also some height along Main Street frontage given its commercial nature and existing wider street width
- Consider increases to building footprints in order to keep building heights lower.
- A desire for no 'podium and tower' types of development
- Articulation and stepping/terracing of building forms can break down building scale.

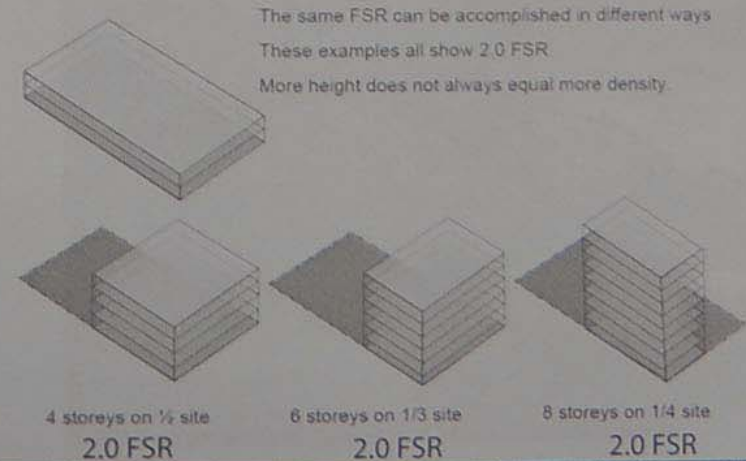


littlemountain > what is FSR?

FSR stands for Floor Space Ratio. It is one of the ways we measure density in developments. The Little Mountain concepts presented show a range of densities with FSRs from 1.45 to 3.25. This board explains how FSR is calculated.



One complete level of building on a site would be 1.0 FSR
Two complete levels would be 2.0 FSR



FSR (Floor Space Ratio) can be calculated for a single development parcel, or it can be calculated as a gross number for an area of the city.

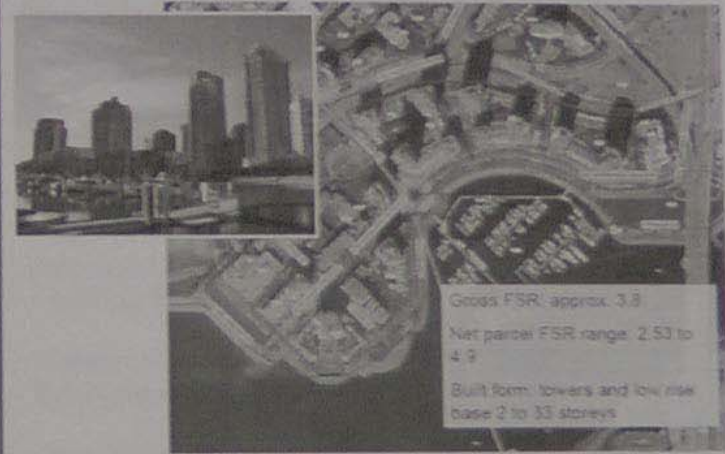
Gross FSR numbers are more useful to think about on a large site like Little Mountain.

Gross FSR numbers include the surrounding area needed to serve the development parcels: streets, open spaces, public ways, and all the spaces in between buildings.

GROSS FSR



MARINASIDE: False Creek North



Gross FSR: approx. 3.9
 Net parcel FSR range: 2.53 to 4.9
 Built form: towers and low rise base 2 to 33 storeys

SEFC: Olympic Village



Gross FSR: approx. 2.6
 Net parcel FSR range: 2.5 to 3.76
 Built Form: mid-rise 4 to 13 storeys

ARBUTUS WALK



Gross FSR: approx. 1.9
 Net parcel FSR range: 1.54 to 3.0
 Built Form: 4 to 8 storey buildings

VANCOUVER EXAMPLES

HOW WERE THESE CONCEPTS DEVELOPED?

This open house asks the public to evaluate a range of density options for the Little Mountain site.

All of the concepts are based on a site plan which reflects input from the community and the City gathered in workshops, meetings and the June 2010 open houses.

The Little Mountain Community Advisory Group played an important role in creating these density options in a series of hands-on workshops. It should be noted, however, that these exercises were not endorsements of any densities by the Advisory Group, but rather explorations and a means to illustrate design goals.

The site plan and density options at today's open house were created by Holborn Properties and their consultants.

ARE THESE PROPOSALS?

These are not development proposals; these are illustrations of different densities based on an established site plan.

They provide an opportunity for the public to evaluate how they perform in relation to the Guiding Principles.

Please refer to boards 7, 8 & 9 for Guiding Principles.

An accompanying economic evaluation of the density options helps describe how they perform financially and how they can help support the delivery of community amenities (see boards 16 and 17).

A traffic impact analysis illustrates the varying effects of different density options on local streets.



This board summarizes the financial performance of each of the density scenarios for Little Mountain.

Prepared by an independent economic consultant (Coriolis) for the City, the analysis indicates which rezoning scenarios are economically viable and how much each could contribute towards new community amenities.

The analysis is an illustration based on the best information possible at this stage in the process. The analysis will be refined as planning progresses.

HOLBORN & BC HOUSING ARRANGEMENT REGARDING SOCIAL HOUSING

The City has been informed by Holborn and BC Housing that their arrangement differs from the assumptions at bottom left by requiring Holborn to fund the social housing construction.

To do this, Holborn is seeking additional density of approximately 1 FSR (approximately 700 housing units).

Any such additional density approved by the City would normally fund increased community amenities.

ASSUMPTIONS

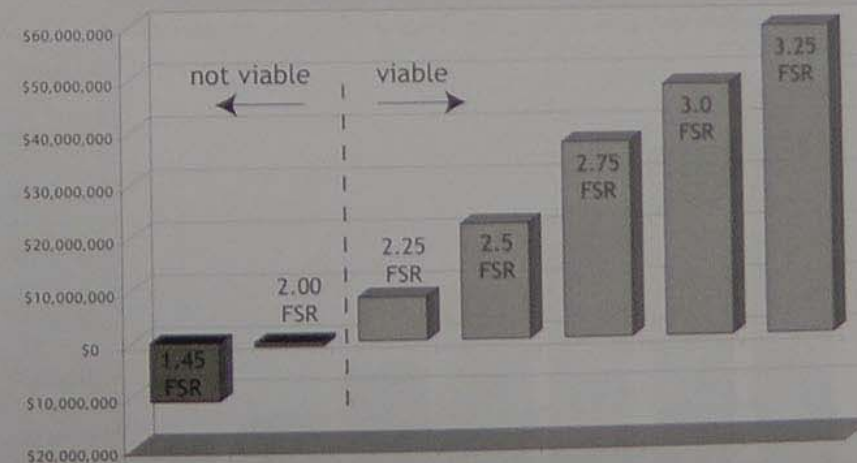
The economic analysis is based on three fundamental assumptions. These assumptions reflect typical major projects in Vancouver and the Memorandum of Understanding signed by the City and BC Housing in 2007.

Those assumptions are:

- That Holborn Properties pays market price for the land based on its value under existing zoning
- That the funds to build the 234 units of social housing come from the proceeds of the sale of the land by BC Housing to Holborn
- That Holborn provides the land for the social housing for free

The City will evaluate the project based on these assumptions.

CHANGE IN LAND VALUE (LAND LIFT)
= rezoned land value - current land value



Local community amenities that could be delivered through this development have been identified through a needs assessment, City Council direction and the Little Mountain planning process to date.

COMMUNITY AMENITY PRIORITIES

- A new Little Mountain Neighbourhood House
- A daycare facility
- Additional affordable housing (Council direction to achieve 20% affordable housing)
- Upgrades to Queen Elizabeth Park along Ontario St.
- Local transportation improvements (bike route upgrades, traffic calming, street improvements)



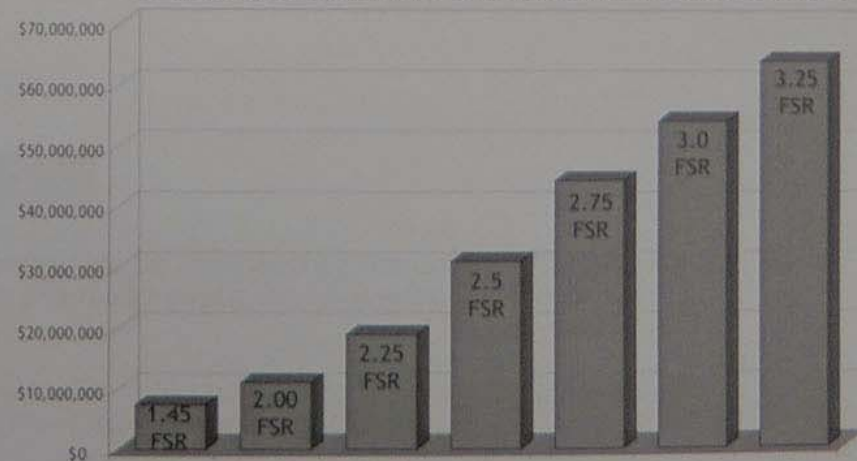
COST ESTIMATES FOR IDENTIFIED AMENITIES

- Neighbourhood House (plus operating endowment): \$2.2 - 3.5million
- Daycare (37-69 spaces) (plus operating endowment): \$8.8 - 10.0 million
- Additional affordable housing: varies
- Park Upgrades: \$2.2 - 3.5 million
- Transportation Improvements: \$1.5 - 3.0 million

This is not a list of required amenities but of possible amenities and their estimated cost. Both the list of possible amenities and cost estimates are subject to refinement as planning progresses.

POTENTIAL FUNDING FOR COMMUNITY AMENITIES

Development Cost Levies (DCLs) & Community Amenity Contributions (CACs)





FALL 2011

Fall Open Houses

The City will hold public open houses in the early fall to present refined development concepts along with draft policies that will form the Development Framework.

The open houses will be an opportunity for the community to assess the strengths and weakness of the concept and policy and share their input.



Drafting the Development Framework

City staff will draft the Development Framework policy containing directions on:

- land use
- density, building forms and heights, and character
- public benefits
- transportation
- sustainability, and
- development phasing



WINTER 2011/12

The Development Framework will be reviewed by the Community Advisory Group and the proponent and made public for review by the broad community.

Staff will present the Development Framework to Council for approval, and if approved, it will guide the future rezoning of the site.