

# PEARSON DOGWOOD

## Policy Statement

February 2014



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# BACKGROUND AND ROLE OF POLICY STATEMENT 1.0





# 1.0 BACKGROUND AND ROLE OF POLICY STATEMENT

## 1.1 INTRODUCTION

In April 2009, City Council endorsed a planning program to consider redevelopment options for the future of the Pearson Dogwood site on Cambie Street between W 57th and W 59th Avenues. The planning program began in early 2013.

A comprehensive planning program conducted over the course of 12 months identified and evaluated new policy for the redevelopment of the Pearson Dogwood site. This Policy Statement contains a set of policies to guide consideration of an anticipated rezoning application for the site. These policies are intended to be clear and robust, but also flexible enough to accommodate a variety of detailed plans and options to be refined at the future rezoning stage. Detailed outcomes will be subject to more in-depth analysis that occurs at the time of rezoning.

The intention of the policy review was to respond to VCH's desire to leverage funding for health care through redevelopment of the Pearson Dogwood site. In accordance with Council policies, the project would also consider how to intensify development given the proximity to a major arterial route and the future Canada Line rapid transit station at the corner of W 57th avenue and Cambie Street. The policy review has focused on redevelopment to create a complete community with a mix of land uses, people and activities.

The Pearson Dogwood Policy Statement considers the future mix of land uses, density and height, building forms and character, circulation and movement, public parks and open spaces, as well as community facilities to serve the new and existing community. Most topics in this document are introduced with a Background section that outlines key issues and facts followed by detail on new policy.

## 1.2 SITE DESCRIPTION

Pearson Dogwood is located between Cambie and Heather Streets and W 57th and W 59th Avenues. The site is 10.3 hectares (25.4 acres) in size and is currently zoned RT-2 (two-family residential) which conditionally permits institutional uses including Hospital and Seniors Supportive Housing. The site is landscaped with mature trees and slopes down from the NW corner to the SE corner at approximately 5% (60 feet). The site has a strong southern exposure and largely unobstructed views toward the Fraser River Delta and Mount Baker.



Pearson Dogwood Site

# 1.0 BACKGROUND AND ROLE OF POLICY STATEMENT

## 1.3 SITE HISTORY

The Pearson Dogwood site is located in Marpole and is part of the traditional lands of the Musqueam First Nation. Currently owned and operated by Vancouver Coastal Health, the property was developed for institutional health care uses in the 1950s and has been used for adults with physical disabilities and seniors needing long-term residential care. There are currently two main facilities on the site.

- *GEORGE PEARSON CENTRE* was constructed in 1952 as a tuberculosis sanatorium and subsequently used during the polio epidemic in the 1950's. The centre is now home to 120 adult residents who live with a range of physical conditions such as multiple sclerosis, spinal cord injuries, traumatic brain injuries and cerebral palsy.
- *DOGWOOD LODGE* was constructed in 1974 as an intermediate care facility. The lodge is home to 113 seniors, many of whom are living with Alzheimer's disease. Residential care is provided to people who have complex care needs, can no longer remain safely in their homes and require 24-hour on-site nursing care.

At present, the site contains single-storey buildings, surface parking areas, and open green spaces with mature trees. In addition to the two care facilities, the site is home to the Stan Stronge Pool, an aquatic facility for people with disabilities, where access is limited to medical referral, and a BC Ambulance Services station. The site currently contains a 1-acre urban farm which sits on land provided by Vancouver Coastal Health.

From VPL Special Collections Historical Photographs: Accession Number: 639.  
1955 - Marpole Oakridge Community Centre mid-right, Langara Golf course upper left.



Pearson Dogwood, 1955

# 1.0 BACKGROUND AND ROLE OF POLICY STATEMENT

## 1.4 PEARSON PLANNING PROGRAM: COUNCIL DIRECTION

In April 2009, City Council approved a planning program for the Pearson Dogwood site. At that time, City Council directed staff to:

- Undertake a public policy review process in collaboration with Vancouver Coastal Health to consider policies to guide site planning and to provide a basis for assessing future rezoning proposals.
- Conduct a public consultation process to identify and review principles, parameters and options for the site.
- Establish a Community Advisory Group comprised of existing residents, surrounding neighbours and stakeholders with an interest in the property.
- Report back to City Council with a Policy Statement for the Pearson Dogwood lands.

On April 23, 2013 Vancouver City Council passed the following motion:

- Advise Vancouver Coastal Health that the City will require assurances that the mix of health care services, facilities and residential options for people with disabilities resulting from the redevelopment reflects global best practices and full consultation;
- Remind Vancouver Coastal Health that increases in land value resulting from rezoning may result in community amenity charges offered to the city, which are not, under current policy, available to subsidize capital investments in health facilities and residential options that are a provincial responsibility;
- Seek opportunities to ensure that the planned George Pearson development maximizes the number of fully accessible and appropriately supported units available to current residents at the existing site.



*Open House at Pearson Dogwood Site (Feb 2013)*



# 1.0 BACKGROUND AND ROLE OF POLICY STATEMENT

## 1.5 EXISTING POLICIES

There are a number of City policies that establish a general framework for redevelopment and are applicable on the Pearson Dogwood site.

### *CITYPLAN:*

In June 1995, City Council approved CityPlan: Directions for Vancouver. CityPlan provides a framework for decisions on City funding, programs, and actions. It includes directions on a range of topics from transportation to arts, from housing to community services. Through CityPlan, Vancouver residents and City Council agreed on these directions for the city's future:

- Strengthen neighbourhood centres.
- Improve safety and better target community services.
- Reduce reliance on the car.
- Improve the environment.
- Increase the variety and affordability of housing.
- Define neighbourhood character.
- Diversify parks and public places.
- Involve people and redirect resources.

### *OAKRIDGE LANGARA POLICY STATEMENT (OLPS):*

Approved by Council in 1995, the OLPS provides the policy basis to evaluate rezoning applications. The Pearson Dogwood site is identified as a potential large-scale redevelopment that could accommodate additional housing, and provide community amenities to serve new and existing residents. The Policy supports multi-family redevelopment with a diversity of unit sizes, achieving 20% of all units as non-market housing, and provision of on-site amenities including park space. While the OLPS drew conclusions about heights and densities for the Pearson Dogwood site, it is recommended that these be revisited in the context of the Canada Line, a potential future station at W 57th Avenue, the Cambie Corridor Plan and the City's sustainability objectives.

### *GREENEST CITY: 2020 ACTION PLAN:*

Approved in 2011, this policy outlines actions required to achieve a healthy, prosperous and resilient city – with the ultimate goal of becoming the world's greenest city by 2020. It identifies strategies to promote green economic development, eliminate dependence on fossil fuels, promote green transportation options, utilize green building design and ensure everyone has access to nature, clean water and local food. The Plan calls for compact, complete communities which promote walking and cycling, and are well-served by services, amenities and green space. Furthermore, the plan promotes the development of neighbourhood-scale low carbon energy systems, green construction and carbon-neutral buildings. The Greenest City Action Plan is a citywide policy that has informed and directed specific policies regarding the City's sustainability objectives.

### *GREEN BUILDINGS POLICY FOR REZONINGS:*

Updated in 2010, this policy currently requires that all new buildings resulting from rezoning's be LEED® Gold certified, at a minimum.



# 1.0 BACKGROUND AND ROLE OF POLICY STATEMENT

## 1.5 EXISTING POLICIES (con't)

### *HOUSING AND HOMELESSNESS STRATEGY (2011):*

This policy provides a framework for addressing homelessness and increasing the variety of affordable housing options across the entire housing continuum to improve choice and affordability for all residents within the city. The three strategic directions are: increase the supply of affordable housing; encourage a housing mix across all neighbourhoods that enhance quality of life; and provide strong leadership and support partners to enhance housing stability.

### *HEALTHY CITY STRATEGY (anticipated in 2014):*

The Healthy City Strategy is the third component of an overall plan for sustainability including environmental, economic and social sustainability policies. This long-term, comprehensive strategy will be based on the understanding that the conditions in which we are born, grow up, play, learn, love, work and age, largely determine our health and well-being at different stages throughout our lives. The strategy will have a guiding vision and principles; three overarching areas of focus, long-term goals with mid-term targets (2025); a range of key strategies that make use of the City's full range of tools; and a three-year action plan.





# 1.0 BACKGROUND AND ROLE OF POLICY STATEMENT

## 1.5 EXISTING POLICIES (con't)

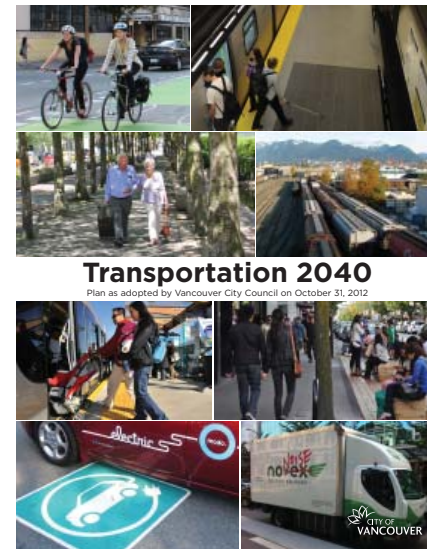
### TRANSPORTATION 2040 PLAN:

Approved in 2012 the Transportation 2040 Plan is a long-term strategic vision for the City that will help guide transportation, land use decisions and public investments for the years ahead. The goals for the Transportation 2040 Plan are:

- **Land Use:** Utilize land use to support shorter trips and sustainable transportation choices.
- **Walking:** Make walking safe, convenient, comfortable and delightful.
- **Cycling:** Make cycling safe, convenient, comfortable and fun for people of all ages and abilities.
- **Transit:** Support transit improvements to increase capacity and ensure service that is fast, frequent, reliable, fully accessible and comfortable.
- **Motor Vehicles:** Manage the road network efficiently to improve safety and support a gradual reduction in car dependence. Make it easier to drive less and accelerate the shift to low-carbon vehicles.
- **Goods, Services and Emergency Response:** Support a thriving economy and Vancouver's role as a major port and Asia-Pacific gateway while managing related environmental and neighbourhood impacts. Maintain effective emergency response times for police, fire, and ambulance.
- **Education, Encouragement and Enforcement:** Encourage sustainable transportation choices and educate all road users to promote safe and respectful behaviour. Support legislation and enforcement practices that target dangerous conduct.

Transportation 2040 includes specific and measurable targets that align with the larger goals of the plan:

- By 2040, at least two-thirds of all trips will be made on foot, bike or transit. The total number of trips by sustainable modes will grow significantly, while motor vehicle volumes will slightly decline.
- Transportation 2040 supports the Greenest City target for reducing distance driven. By 2020, the average distance driven per resident will be reduced by 20% (from 2007 levels).
- Vancouver's ultimate safety goal is to eliminate all fatalities from its transportation system.

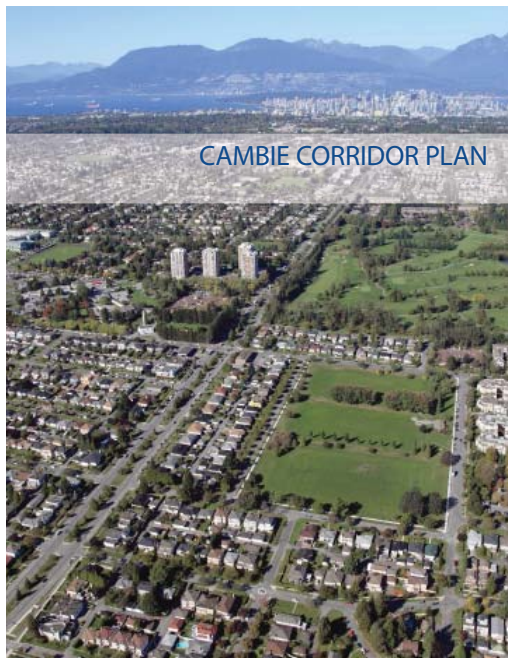


# 1.0 BACKGROUND AND ROLE OF POLICY STATEMENT

## 1.5 EXISTING POLICIES (con't)

### *CAMBIE CORRIDOR PLAN (2011):*

The Cambie Corridor Plan is a rezoning policy for the sites adjacent to Cambie Street from west 16th Avenue to Marine Drive. The Plan provides directions to accommodate growth and optimize the benefits of the Canada Line as a catalyst for significant change in the area. The plan links land use, built form, transportation infrastructure, district energy systems, affordable housing and other elements of sustainability to make highly livable, resilient and prosperous communities along Cambie Street. The Cambie Corridor Plan identifies both Pearson Dogwood and Langara Gardens as large sites with potential for greater development given proximity to the future transit station at W 57th Avenue and Cambie Street.



### *REZONING POLICY FOR SUSTAINABLE LARGE DEVELOPMENTS:*

The rezoning policy updated in 2013 applies to sites of 2 acres or more and establishes policies to achieve higher sustainability standards as an essential component in the rezoning of large development sites. The policy requires submission of defined plans and studies to address the following objectives:

1. Sustainable Site Design
2. Access to Nature
3. Sustainable Food Systems
4. Green Mobility
5. Rainwater Management
6. Zero Waste Planning
7. Affordable Housing
8. Low Carbon Energy Supply





# 1.0 BACKGROUND AND ROLE OF POLICY STATEMENT

## 1.6 ROLE OF POLICY STATEMENT

This Policy Statement establishes planning principles that will guide future redevelopment for the Pearson Dogwood lands. It provides new policy regarding:

- Land use.
- Density, building forms, heights, and character.
- Public benefits.
- Parks and open space.
- Transportation and circulation.
- Sustainability.

Created through a comprehensive planning process, including consultation with the surrounding community, existing residents, Vancouver Coastal Health and other stakeholders, the Policy Statement provides clarity on the future of the site and guides the rezoning process. The policies in this document are intended to clearly articulate the nature, scale and obligations of the Pearson Dogwood redevelopment, while also being flexible enough to accommodate a variety of detailed plans to be refined and evaluated during the rezoning stage.



# 1.0 BACKGROUND AND ROLE OF POLICY STATEMENT

## 1.7 COMMUNITY ADVISORY GROUP

The Pearson Dogwood Redevelopment Community Advisory Group played a central role in the creation of this Policy Statement. The Advisory Group was convened by VCH in consultation with the Pearson Dogwood Planning team. The Advisory Group represented a large cross-section of the community who have an interest in, or would be affected by, the redevelopment of Pearson Dogwood. The group is comprised of representatives from:

- Pearson Residents Redevelopment Group (residents on site)
- Residents in the surrounding area
- Dogwood Lodge Family Council
- Persons with Disabilities Advisory Committee (City of Vancouver)
- Disabilities community (Civil Rights Now, BC Assoc. for Community Living)
- Neighbourhood Associations (Marpole Oakridge Community Association, Marpole Matters, Oakridge Langara Residents Assoc.)
- Housing Organizations (BC Housing, Coast Mental Health, Vancouver Resource Society)
- Urban Agriculture (Farmers on 57th, Evergreen)
- Aboriginal Organizations. (VCH Aboriginal Health Strategic Initiatives, Urban Aboriginal Advisory Committee, Musqueam First Nation)
- Stan Stronge Therapeutic Pool
- Seniors Advisory Committee (City of Vancouver)
- Schools (Sir Wilfred Laurier Elementary, Sir Winston Churchill Secondary)
- YMCA



*Open House at Pearson Dogwood Site (Feb 2013)*



# 1.0 BACKGROUND AND ROLE OF POLICY STATEMENT

## 1.7 COMMUNITY ADVISORY GROUP (con't)

As defined by the Group's Terms of Reference, the role of the Advisory Group was:

1. To provide advice to City staff and VCH on the preparation and evaluation of the Policy Statement for the Pearson Dogwood site.
2. Support/advise on broad community outreach at key points in the planning process and ensure that all appropriate stakeholders/constituents/organizations are involved or informed.
3. To help identify gaps in information and, where possible, to supply relevant information to support the planning work.
4. To engage in workshops and meetings as representatives of the Pearson Dogwood, Oakridge-Marpole Communities and as representatives of special interests groups.
5. To act as liaison between the City and their community or organization and to help to identify issues and priorities of importance to that organization.

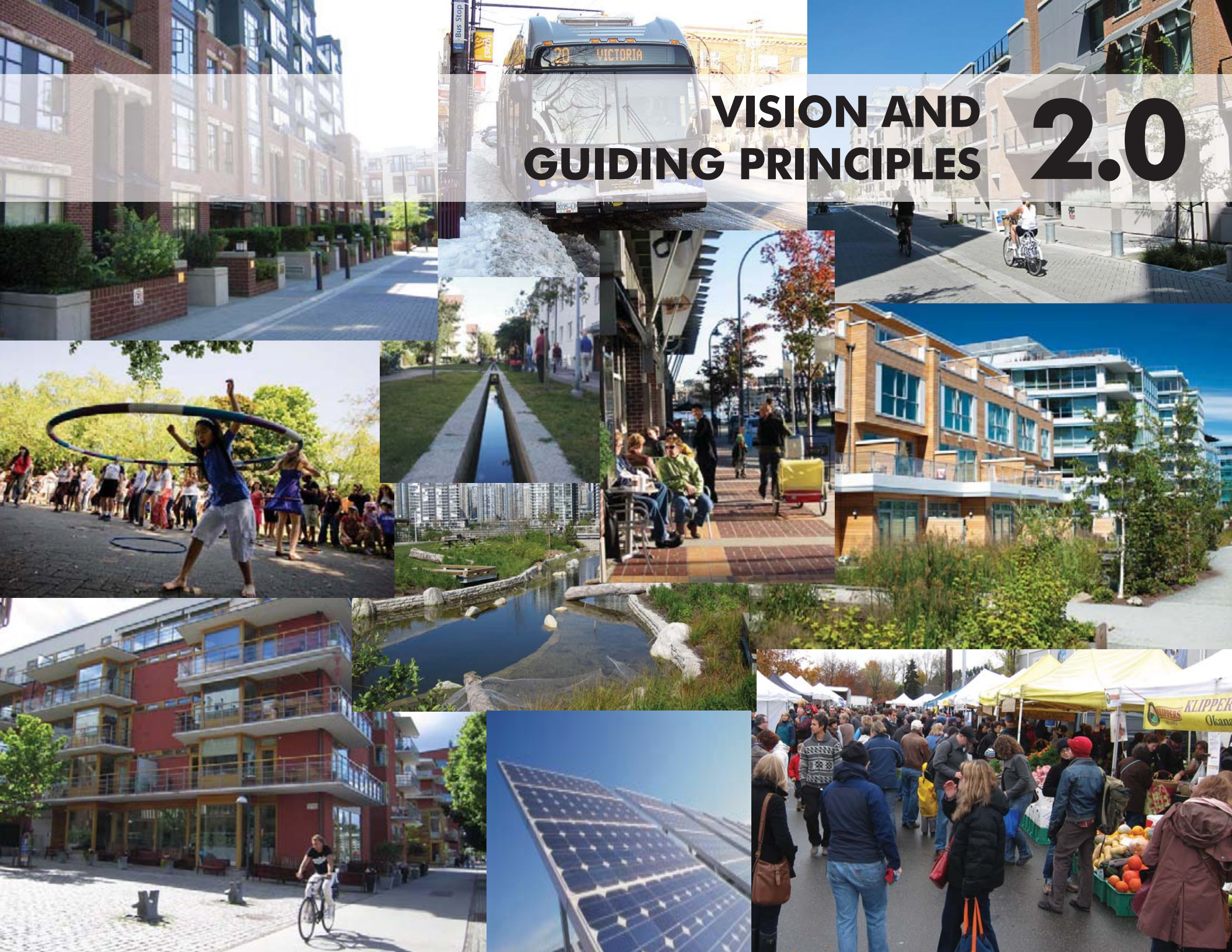
The Community Advisory Group met five times throughout the course of the policy planning program and will continue to be a resource in future stages of the redevelopment. Its contribution was invaluable in the creation of this document.



*Design Charrette at Pearson (Feb 2013)*



# VISION AND GUIDING PRINCIPLES 2.0





## 2.0 PRINCIPLES AND OBJECTIVES

### 2.1 VISION

With a history of long-term health care on the property, the planning process has strived to envision a new community through a lens of “whole health”. Whole Health is defined as “whole people, whole communities and whole ecologies”. The Pearson Dogwood site will become a complete community which meets the City of Vancouver’s objectives around environmental, economic and social sustainability.

### 2.2 GUIDING PRINCIPLES

These high-level principles for the development of Pearson Dogwood summarize and integrate the more-detailed policies in chapters to follow. Those policies in turn reflect priorities and aspirations identified in the planning process, as well as existing City policies and objectives.

#### *COMPLETE COMMUNITY*

Pearson Dogwood will be home to people of different incomes, ages and abilities; have good access to transit, jobs and services; and be well served by community amenities and health facilities such as a Community Health Centre, a therapeutic pool, childcare and recreational facilities. These amenities will help create a social heart for the site and provide for existing and future needs. The community will be highly accessible and provide a spectrum of housing options with a target of achieving 20% of all units as affordable housing. All affordable housing units will be rental, comprised of family and non-family units and secured with a Housing Agreement. Health-related housing for persons with disabilities and frail seniors will be based on best-practice worldwide and designed in consultation with the respective communities.

#### *SITE PLANNING AND BUILDING FORM*

The redevelopment of Pearson Dogwood will create an attractive and sustainable urban community that is complementary to the surrounding neighbourhoods. Sun access to the site, integration with the surroundings, responding to the site’s topography, public views and architectural variety will be keys to a successful site design. Intensity of uses and buildings heights will be focused around the transit station, with lower buildings forms to the south and west.



## 2.0 PRINCIPLES AND OBJECTIVES

### 2.2 GUIDING PRINCIPLES (con't)

#### OPEN SPACES AND PUBLIC PLACES

A legible, welcoming and sustainable open space system will be the foundation of Pearson Dogwood's design. A central park, natural features such as retained trees, site topography, history, public spaces and the incorporation of water in open and public spaces will be central to the site plan. The site will deliver a 1.01 hectare (2.5 acre) City park and a similar amount of other types of open spaces to embrace a health-centred approach to the site.

#### TRANSPORTATION AND CIRCULATION

Pearson Dogwood will be universally accessible, giving priority to walking, wheelchair, cycling and transit users while also recognizing that goods delivery, emergency access and servicing are necessities. Existing sustainable transportation infrastructure, such as the neighbouring greenways and bikeways, will not be negatively impacted by the development. The project will support a future rapid transit station at W 57th Avenue and use the future station as a key organizing element in site design. Fully-accessible pathways and connections will be provided to link transit, public/open spaces and amenities on the site and provide a physical and visual link to the surrounding community.

#### SUSTAINABILITY AND GREEN INFRASTRUCTURE

Architecture, site design, energy, water, food and waste systems will have a high level of green performance, the community will be socially inclusive, and the project will be economically viable.



*Accessibility for all modes of movement*



# COMPLETE COMMUNITY 3.0





## 3.0 COMPLETE COMMUNITY

*This section provides direction on the mix of uses that will make Pearson Dogwood a sustainable and complete community providing a diversity of housing types and tenures, local services, health services and community amenities.*

### 3.1 BACKGROUND

#### LAND USES

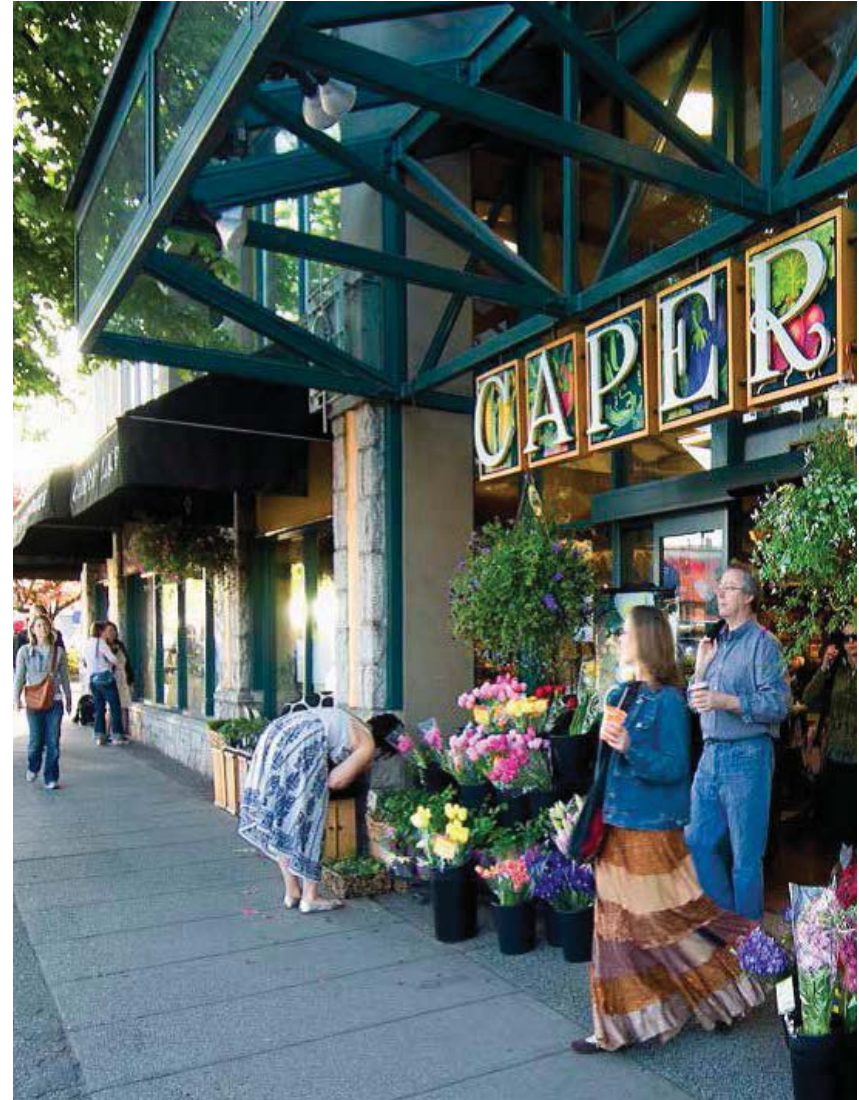
The future Pearson Dogwood will be largely residential and health-care oriented, while introducing a mix of new uses. Existing health-care-related housing and services will be replaced by new facilities and expanded to meet the current and future health-care needs of the community. Residential options will deliver a variety of household types and income levels including both market and affordable housing. The site will include vibrant social spaces, local-serving shops and services, and community amenities helping to make Pearson Dogwood a complete community, integrated into the broader Marpole neighbourhood.

#### HOUSING AFFORDABILITY, MIX & TENURE

Since 1988, the City has required that 20 percent of the units in new neighbourhoods be available for the development of affordable housing. This encourages balanced communities and ensures that people with low and moderate incomes are also able to live in well-planned, conveniently-located neighbourhoods. To meet City objectives for affordable housing and balanced communities, the Pearson Dogwood site will prioritize the delivery of 20% of all units (excluding health-care related housing) as affordable housing in a variety of unit sizes and types including housing designed to be suitable for families with children.

#### PARKS AND OPEN SPACE

The Pearson Dogwood site will provide a 1.01 hectare (2.5 acre) City park built around existing mature trees and other landscape features. In addition, a similar amount of other types of public open areas will be provided throughout the site, most notably in a large landscaped open space and plaza.





## 3.0 COMPLETE COMMUNITY

### 3.1 BACKGROUND (con't)

#### COMMUNITY AMENITIES

Community facilities are generally funded through the City's Capital Plan and through Financing Growth tools such as Development Cost Levies (DCLs) and Community Amenity Contributions (CACs). Community Amenity Contributions are provided to mitigate the impact of new development (growth) resulting from rezoning. The City expects to negotiate a Community Amenity Contribution based both on the increase in land value ("land lift") and on the impact that the added population and non-residential uses have on the City's infrastructure. This contribution could be in kind or in cash.

The needs of the area were assessed in conjunction with the Cambie Corridor public benefits study and the emerging Marpole Community Plan. The assessment identified an outstanding need for childcare facilities.

The population growth and added non-residential uses proposed by VCH for the Pearson Dogwood site will generate additional demand for social and recreation programs and services on or near the site.

In anticipation of this redevelopment proposal, VCH and the YMCA came to an agreement regarding expansion and relocation of the YMCA currently located on west 49th Avenue as an on-site amenity at Pearson Dogwood. An assessment of the YMCA's proposed programming, and the eligibility of those programs and services for consideration as part of the required Community Amenity Contribution, will be conducted through the rezoning process.

In addition, improvements to the local transportation network, including the new transit station will be required to address the increased demands on the present network.



*Stan Stronge Therapeutic Pool*

## 3.0 COMPLETE COMMUNITY

### 3.1 BACKGROUND (con't)

#### *HEALTH CARE: HOUSING & SERVICES*

There are currently two programs of health-related residential care at Pearson Dogwood. Vancouver Coastal Health is proposing to replace the existing facilities and provide housing for seniors and people with a disability with more contemporary care models on site.

While recognizing that Vancouver Coastal Health has responsibility for the residents currently in facilities on the site and the models of care which are inherent to this redevelopment proposal, it is recommended that the following assumptions guide the planning of health care, housing and supports for the residents at Pearson Dogwood.

VCH is committed to:

- The models for providing health care, housing and supports to the seniors and persons with disabilities communities, including those currently on the Pearson Dogwood site, will be planned in consultation with those constituents including consultation with the Seniors Advisory Committee.
- Ensuring the UN Convention and choices for the residents of Pearson for community models of care.
- Collaborating with the BC Coalition of People with Disabilities, City of Vancouver Persons with Disabilities Advisory Committee and the Pearson Residents Redevelopment Group.
- Using the "Proposal for Housing and Support for Pearson Redevelopment" as the basis for implementing housing and supports for the Pearson redevelopment with the condition that overall costs are no higher than the current overall operational costs at Pearson, including administrative costs and adjusted for inflation.
- Not including 37 beds from Pearson as part of the 150 bed residential care facility proposed on the site. No person currently residing at Pearson will be transferred to another facility/institution unless it is their choice.
- Having the Greenhouse model and other social models of housing and supports on the site for the Pearson residents. These will be part of integrated buildings and not part of a residential care facility.
- Increasing the number of housing units with supports to 114 housing units for all the Pearson residents.
- VCH is committed to working with the Pearson residents to develop individualized support plans utilizing the support and tools provided by Pearson Residents Redevelopment Group (PRRG) and the Community and Residents Mentors Association (CARMA). This process will assist with identifying housing and support options for individuals.
- VCH will use a facilitated process to consult with PWDAC, PRRG and BC Coalition for People with Disabilities about housing and care options for PWD. These options will respect the UN Convention on the Rights of Persons with Disabilities.



## 3.0 COMPLETE COMMUNITY

### 3.1 BACKGROUND (con't)

Vancouver Coastal Health is also proposing to construct a Community Health Centre (CHC) to replace the existing CHC at Knight Street at East 49th Avenue. It is intended to serve Community Health Area (CHA) 6, the southeastern area of the City from 41st Avenue to the Fraser River and Granville Street to Boundary Road.

Community Health Centres accommodate a variety of primary care services ranging from pre-natal and healthy baby clinics, clinics for people with chronic health conditions, mental health and addiction counselors, speech therapists, nutritionists, immunization clinics, youth drop-in health clinics, and primary care physicians.

Both Vancouver Coastal Health and the City of Vancouver have existing policies and goals related to ensuring equitable access to primary health care. It will be important to ensure that access for all residents of Community Health Area 6 is maintained following this redevelopment.



*Pearson Dogwood is within Community Health Area 6*

## 3.0 COMPLETE COMMUNITY

### 3.2 POLICIES

#### 3.2.1 HOUSING

Pearson Dogwood will be a predominantly residential community with a mix of market and affordable housing options in a range of unit sizes and types.

##### 20% AFFORDABLE HOUSING

- A target of 20% of all units at Pearson Dogwood will be secured through a Housing Agreement as affordable rental housing for low- and moderate-income households.
- Of the 20% affordable housing, a minimum of 50% of the units will be subsidized and rented from the shelter welfare rate up to levels suitable for households within the BC Housing Income Limits (HILs), with the remaining units renting at affordable market rates for moderate-income households. The mix and options to achieve the 20% affordable housing units will be determined as part of the rezoning.
- Recognizing the opportunity in this redevelopment to provide a continuum of housing, including for low income seniors, Staff and the Applicant will work with the Seniors Advisory Committee, to give special consideration at the time of rezoning, to the housing needs of seniors.
- The City has an interest in long-term ownership and maximizing affordability of the affordable housing units.

##### FUNDING AFFORDABLE HOUSING

- The City's priority continues to be to secure 20% of the units in large developments as mixed affordable housing with a particular focus on increasing capacity for low-income households through leverage of City tools (CACs, DCLs and property tax), and partnership funding from senior government and non-profit organizations. The City will consider a range of options to deliver affordable housing at

Pearson Dogwood for key target income groups as laid out in the 2011 Housing and Homelessness Strategy in the most cost-effective way.

##### FAMILY HOUSING

- Provide a range of housing designed to be suitable for families with children. A minimum of 25% market family-oriented units, with a target of 35% market family housing should be achieved, including both two and three bedrooms units.
- A minimum of 50% of the affordable housing units should be designed to be suitable for families with children, and include two, three and four bedroom units.
- All buildings with family units should be designed in accordance with the High-Density Housing for Families with Children Guidelines.

##### ADAPTABLE / UNIVERSAL UNIT DESIGN

- Provide a range of housing which is designed to enable residents to remain in their homes / community as their needs and physical abilities may change over time. Units should be designed to meet a range of standards for unit adaptability, relevant standards to be assessed and determined at the Rezoning stage.

##### MUSQUEAM FIRST NATION HOUSING

- In accordance with an agreement between Vancouver Coastal Health and the Musqueam First Nation, this project will deliver housing dedicated for the use by the Musqueam. While these units will be counted towards meeting the 20% target for Affordable Housing, they would not be eligible for funding from the Community Amenity Contributions anticipated at the rezoning stage.



## 3.0 COMPLETE COMMUNITY

### 3.2 POLICIES (con't)

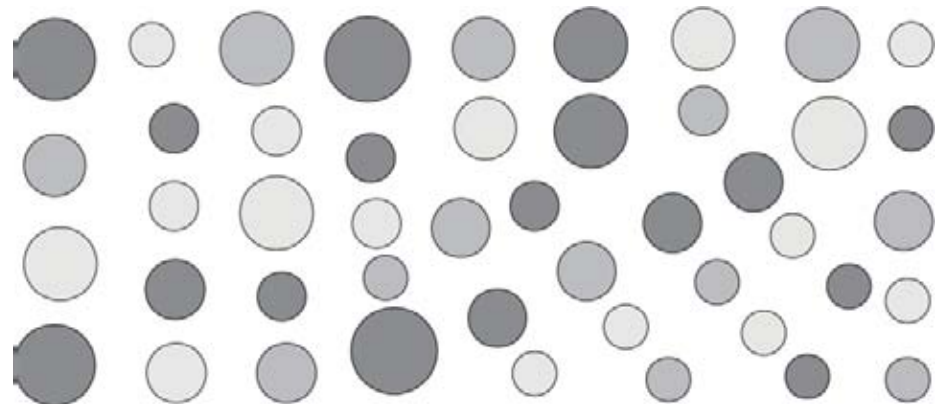
#### 3.2.1 HOUSING (con't)

##### INTEGRATE HOUSING OPTIONS

- Integrate social housing units throughout the site with units in a variety of building types and sizes.
- Integrate supportive housing units dedicated to persons with a disability throughout the site in a variety of building types and sizes.
- Market housing should include opportunities for 'flex suites' or 'breakaway suites', as well as units with modest finishes, to improve the variety of unit types, price points and tenure, and provide additional ways to achieve affordability in market housing.
- Explore opportunities to increase affordability through wood-frame construction for buildings of six storeys or less.

##### PHASING

- Deliver as many independent supportive housing units dedicated to persons with a disability as possible, in the first phases of development.
- A target of 20% affordable housing is to be constructed with each phase of development as funding permits, and will be secured as a condition of the rezoning. Exceptions will be development phases that are predominately health care housing and services.



*Achieve Housing Mix*



## 3.0 COMPLETE COMMUNITY

### 3.2 POLICIES (con't)

#### 3.2.2 RETAIL AND COMMERCIAL USES

- Approximately 80,000 square feet of retail and commercial uses is proposed in order to meet the needs of this new development. A retail capacity study should be provided at the rezoning stage to confirm the amount of retail the community can support. All retail should be local-serving in character for example: pharmacy, café, bakery, deli, restaurant, green grocer/small grocery stores, etc. Commercial office spaces (medical, real estate, law and other professionals) would enhance and complement the retail space and health care uses proposed for the site.

#### 3.2.3 PARKS AND OPEN SPACE

- A 1.01 hectare (2.5 acre) City park will be built around existing mature trees and other landscape features. The park is intended to flow into a large open public area running east-west and north-south through the site, providing pedestrian connections through and to the surrounding community. A public plaza should be provided in the vicinity of local-serving health-care, recreational and retail/commercial uses. The plaza must incorporate electrical, water and sanitary connections.

#### 3.2.4 COMMUNITY AMENITIES

##### *SOCIAL AND RECREATION SERVICES*

- The growth in population proposed by the redevelopment of Pearson Dogwood will generate a need for additional social and recreation services. Moreover, the vision for the development as a model of a healthy community recognizes the importance of facilities that support healthy growth and development.

- With the anticipated move and expansion of the YMCA on west 49th Avenue to the Pearson Dogwood site, the facility could provide a future role for the recreational needs of the community. An assessment of the YMCA's proposed services and programs, including how they could be integrated into City services and programs, will be considered at the rezoning process.
- At this stage, the YMCA is not considered eligible for funding from Community Amenity Contributions anticipated with the future rezoning. However, the floor area could be excluded from gross floor area calculations. A review of the financial implications and benefits to the YMCA and the City will occur at the rezoning stage.

##### *NOT FOR PROFIT SPACE*

- The Pearson Dogwood site currently accommodates administrative offices for a small number of non-profit organizations, e.g., the Jack Bell Ride Share service, and the ASK Friendship Society's adult day care centre. The Pearson Dogwood redevelopment should seek to include offices for non-profit organizations, particularly those that provide health-related programs and services. An assessment of the needs in the area will be confirmed at the time of rezoning.

##### *CHILDCARE*

- Provide a 69-space fully-finished and equipped childcare, designed for infants, toddlers and pre-schoolers. Locate the childcare within close proximity to transit and near the YMCA and Community Health Centre.



## 3.0 COMPLETE COMMUNITY

### 3.2 POLICIES (con't)

#### 3.2.5 HEALTH CARE: HOUSING & SERVICES

Funding for health-care related housing and services will remain a Vancouver Coastal Health obligation and will not impact the Community Amenity Contributions anticipated at the rezoning stage. All health care housing and services are pending ministerial approval.

##### COMMUNITY HEALTH CENTRE

- The proposed Community Health Centre and other community health-related services should be located in close proximity to transit and public plazas/open space, and be easily accessible for clients who use the facility.

##### HEALTH CARE-RELATED HOUSING

- The models for providing health care, housing and supports to the seniors and persons with disabilities communities, including those currently on the Pearson Dogwood site, will be planned in consultation with those constituents.
- VCH commits to using the “Proposal for Housing and Support for Pearson Redevelopment” as the basis for implementing housing and supports for the Pearson redevelopment with the condition that overall costs are no higher than the current overall operational costs at Pearson, including administrative costs and adjusted for inflation.
- VCH is committed to working with the Pearson residents to develop individualized support plans utilizing the support and tools provided by Pearson Residents Redevelopment Group (PRRG) and CARMA. This process will assist to identify the housing and support options for individuals.
- VCH will use a facilitated process to consult with PWDAC, PRRG and BC Coalition for People with Disabilities about housing and care options for PWD. These options will respect the UN Convention on the Rights of Persons with Disabilities.
- As part of any rezoning application, VCH is to provide a plan for all health care-related facilities, housing and

supports to replace the Pearson and Dogwood facilities which demonstrates best practices, while also recognizing the overall context of Provincial health care funding.

##### THERAPEUTIC POOL

- The existing Stan Stronge Rehabilitation Pool is a valued therapeutic and recreation asset serving the lower mainland community of people with disabilities. The pool should be replaced with a new therapeutic facility built to current standards and co-located with any new aquatic facilities built on the site. This co-location will create advantages regarding mechanical and services areas and energy use. The therapeutic pool should be located in close proximity to the transit station.
- The therapeutic pool would not be eligible for funding from Community Amenity Contributions anticipated at the rezoning stage. However, the floor area could be excluded from gross floor area calculations.

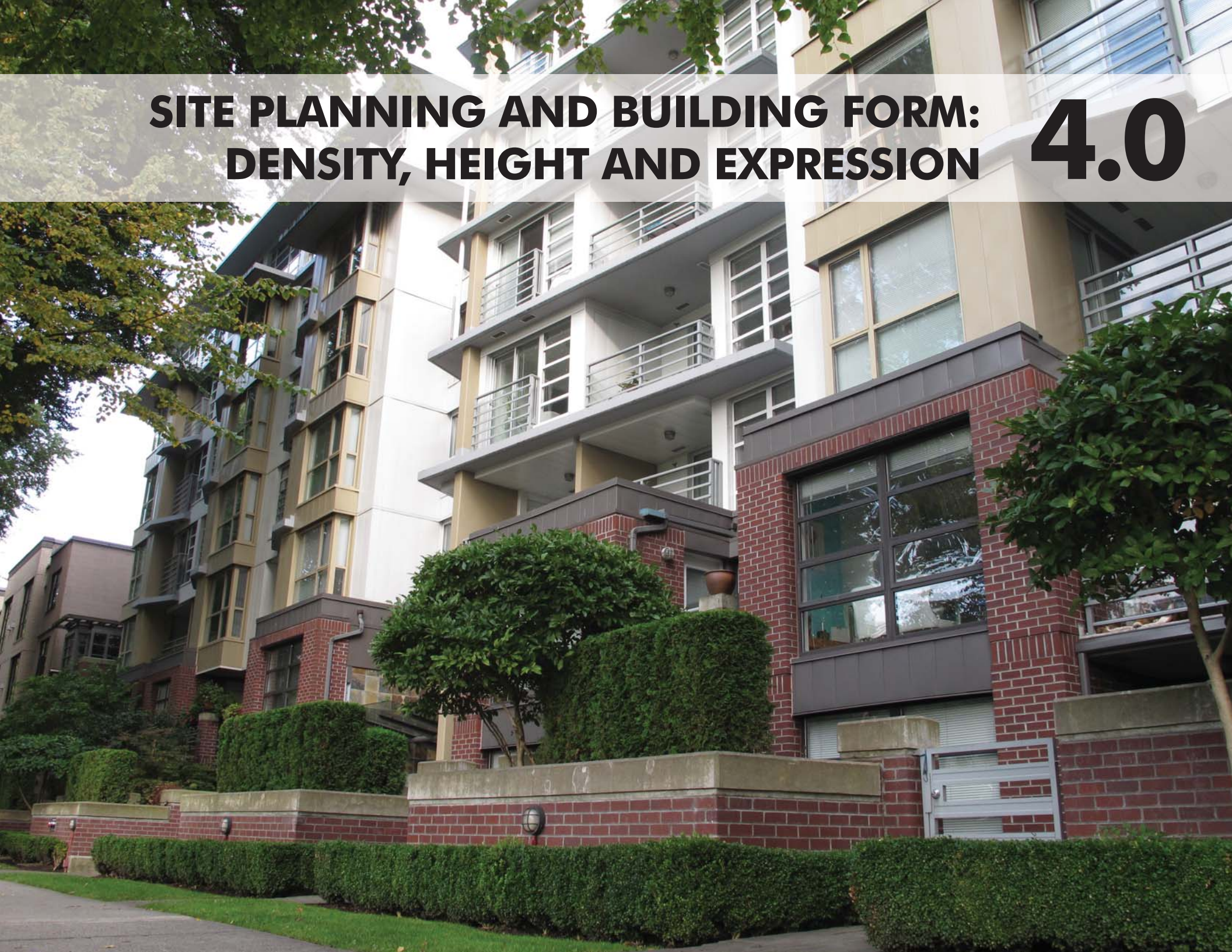
##### ADULT DAY CARE

- The Pearson Dogwood site currently accommodates the Arbutus Shaughnessy Kerrisdale (ASK) Friendship Society’s adult day centre. Adult day centres (ADCs) provide essential social supports and preventative health services to at-risk adults living in their own homes. ADCs are operated by non-profit societies and funded through the Ministry of Health and through user fees as well as fundraising by the non-profit operator. ADCs complement existing City services and ensure that frail adults living at home make more appropriate use of City emergency services such as fire and police. The City will consider the role of the ADC as a community amenity at the rezoning stage, and would exclude the floor area from floor area calculations.
- Provide a new Adult Day Care built to current standards and capable of meeting existing needs to replace the existing facility located within or in close proximity to the Community Health Centre.



# **SITE PLANNING AND BUILDING FORM: DENSITY, HEIGHT AND EXPRESSION**

# **4.0**





## 4.0 SITE PLANNING & BUILDING FORM: DENSITY, HEIGHT & EXPRESSION

*This section provides guidance on site planning, building form, massing, density, height and expression for the rezoning of the Pearson Dogwood lands.*

### 4.1 BACKGROUND

Pearson Dogwood is a large site within the Cambie Corridor section of the City. Supported by City policies, the area will experience considerable growth over the next 30 years, including several large scale developments complete with a range of community amenities. Located on both a major arterial and the Canada Line, the Pearson Dogwood site is anticipated to deliver important amenities, including affordable housing, and also meet Council's objectives with respect to the Rezoning Policy for Sustainable Large Developments. Pearson Dogwood is a significant opportunity to realize many City goals and deliver a comprehensive new community that is environmentally, socially and economically sustainable.

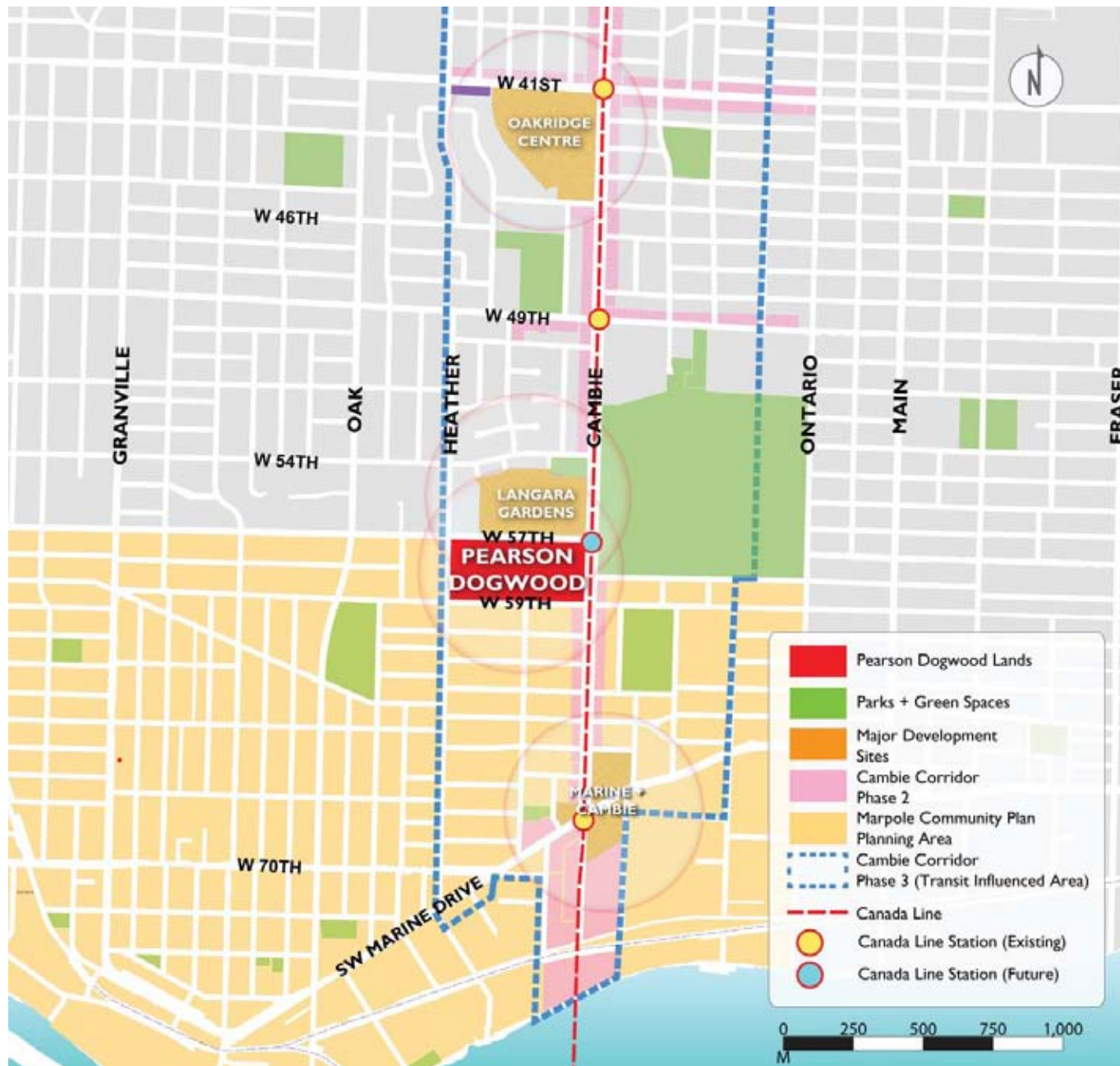
The Cambie Corridor Plan (2011) refers to the Pearson Dogwood site as a major project where a site-specific planning program will determine zoning parameters. The Oakridge Langara Policy Statement (1995) contains directions on density and height, but it is recommended that these be revisited in the context of the Canada Line, a new W 57th Avenue transit station, the Cambie Corridor Plan and the City's sustainability objectives. The Marpole Community Plan will set directions around growth and anticipated needs for the future. The Pearson Dogwood site has been designed with the emerging Marpole Plan in mind and will integrate with the goals and aspirations of the plan.

While the Pearson Dogwood site is expected to maximize the benefits of higher-density transit-oriented development, the areas directly west and south of the site will likely remain largely unchanged given the two existing schools with accompanying play fields, and a section of the Marpole community that is intended to remain single family for the foreseeable future. The policy directions contained in this Policy Statement will guide the creation of a development that is both respectful of the scale of the surrounding neighbourhood and creates opportunities for higher densities and growth along Cambie Street.

Through a City-led comprehensive planning process involving the community, Vancouver Coastal Health and other stakeholders, a conceptual plan was created. This plan is an effort to balance key objectives around sustainable development, economic viability, community amenities, the delivery of social housing and health care-related housing and services within an appropriate scale and form of development. Key factors in establishing height and building form is the overall scale in relationship to other major sites along Cambie Street and the Marpole community, and the relationship that can be formed with Langara Gardens directly north of Pearson Dogwood.

The site is organized around a permeable plan that invites people into and through the site, provides easy access to amenities, including public transit, and integrates with the surrounding community. Fundamental to site planning is the retention of existing significant trees and the notion of using water for visual relief and to guide pedestrian pathways and address rainwater management. Access to sunlight on public open spaces will be considered in the context of the site's slope, and the many view opportunities from public and private vantage points including Mount Baker, the north arm of the Fraser River, and the Fraser River delta.

## 4.0 SITE PLANNING & BUILDING FORM: DENSITY, HEIGHT & EXPRESSION



Pearson in the Cambie Corridor and Marpole Community Contexts



## 4.0 SITE PLANNING & BUILDING FORM: DENSITY, HEIGHT & EXPRESSION

### 4.2 POLICIES

#### 4.2.1 HEALTH AND WELLNESS

- The uniqueness of the site and its foundation in health and wellness should be expressed in the site development and exemplary architecture.
- The principles of universal design should be applied in the design of all buildings, residential units, and public areas.

#### 4.2.2 DENSITY

- Accommodate an overall gross density (calculated over the whole site area) of up to 2.8 FSR (approximately 3.1 million gross square feet). This figure includes all residential, commercial and health-care related floor space and all typical floor space exclusions. The YMCA, therapeutic pool and some community amenity space will be considered for floorspace exclusion subject to analysis at the rezoning phase.

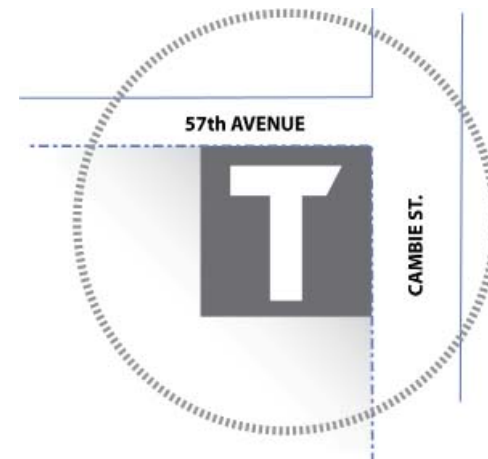
#### 4.2.3 SCALE: VARIETY OF HEIGHTS AND BUILDING TYPES

- Incorporate a range of building types, forms and heights that are visually interesting, support housing choices, create scale transitions, and provide opportunities for rooftop amenity and greening at various levels.
- Include a variety of building heights and types that enhance housing choice and improve neighbourhood fit. Building types and heights should include a balance of high-rise, mid-rise and low-rise forms. While high-rise and low-rise building forms are attractive financially, intermediate mid-rise scale is important in creating scale transitions, defining public open spaces, and accommodating density in a form that is compatible with and balances between tower forms, low-rise, and the adjacent neighbourhood.

- A variety of tower heights up to 28 storeys (approximately 81 metres or 265 feet) should be organized in a legible pattern that expresses the transit orientation of the site, anticipates potential redevelopment of the Langara Gardens site, and considers how it is viewed both from the neighbourhood and more distant places as a part of the city skyline.
- Towers above 12 storeys should reflect Vancouver's typical standard of slender towers with floorplates (a measure of all interior space on a tower floor) not exceeding 604 square metres (6,500 square feet).

#### 4.2.4 TRANSIT ORIENTATION

- Focus a higher level of activity, energy, density and height along W 57th Avenue towards Cambie and the future Canada Line Station, generally decreasing intensity moving west and south across the site.



## 4.0 SITE PLANNING & BUILDING FORM: DENSITY, HEIGHT & EXPRESSION

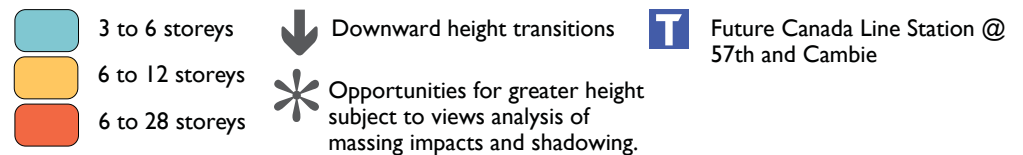
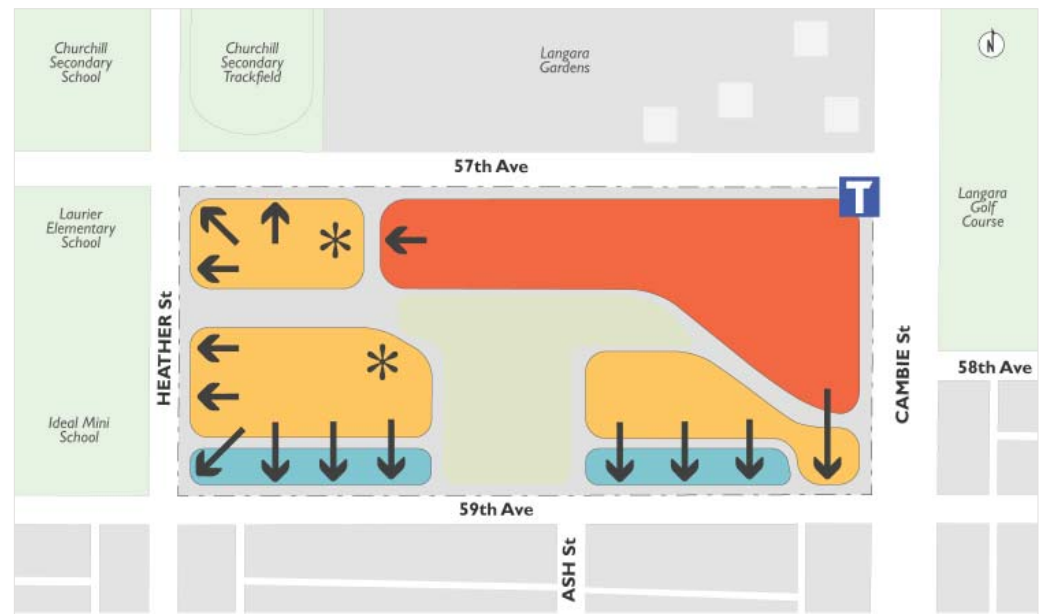
### 4.2 POLICIES (con't)

#### 4.2.5 W 57TH AVENUE: GREAT STREET

- Build on W 57th Avenue as a great street and as a seam knitting the Pearson Dogwood site and Langara Gardens together. Opportunities for the tallest buildings on the site are on the blocks along W 57th as well as Cambie.
- Reinforce the existing neighbourhood shopping located at Langara Gardens with shops and services located along the southern side of W 57th Avenue.
- Ensure that building forms and heights at the western end of W 57th Avenue provide a transition in scale, acknowledging that this end of the site projects beyond any other potential taller building sites and will be prominently viewed from points north, south, and west.

#### 4.2.6 W 59TH AVENUE TRANSITIONAL EDGE

- Create a respectful relationship with the existing community to the south and west through the scale of buildings. Limit building heights to 6 storeys, stepping down to 3 or 4 storeys approaching W 59th Avenue and the interface with single family homes.
- Explore opportunities for 3 and 4 storey townhouses and 'stacked' townhouses along the W 59th Avenue edge that enhance housing choices for families and relate well to adjacent single-family homes. Design buildings with individual entries facing the street and opportunities for private open space to overlook the street.





## 4.0 SITE PLANNING & BUILDING FORM: DENSITY, HEIGHT & EXPRESSION

### 4.2 POLICIES (con't)

#### 4.2.7 SOUTHWEST QUADRANT

- Locate and design low-rise and mid-rise buildings from 3 to 12 storeys in the southwest quadrant of the site to create a scale transition to the Marpole neighbourhood. Consider a tower form taller than 12 storeys at the western end of the public open space, subject to further analysis as outlined in the section titled 'Rezoning'.

#### 4.2.8 CAMBIE FRONTAGE

- Create a rhythm and typology along the Cambie frontage that expresses the uniqueness of the site along the Cambie Corridor. The building forms and placement should set up the opportunity for a public frontage that enhances the future station and reinforces the Green/Blue Corridor concept of the Cambie Corridor Public Realm Plan directions. Ensure that the configuration of buildings enhances their legibility by creating views into the site to parks/open spaces and public destinations, particularly from the future transit station.



*"Green Carpet" along Cambie Corridor*

## 4.0 SITE PLANNING & BUILDING FORM: DENSITY, HEIGHT & EXPRESSION

### 4.2 POLICIES (con't)

#### 4.2.9 PARKS AND OPEN SPACE FRONTAGE

- Define and shape park and open space frontages with strong street-wall buildings and building footprints that maximize opportunities for people to overlook and enjoy the public spaces.

#### 4.2.10 PUBLIC BUILDINGS

- Create the potential for public buildings such as the proposed YMCA and transit station to animate public open spaces and to achieve a presence, visibility, and architectural expression fitting to their public roles.

#### 4.2.11 DIAGONAL DESIRE LINES

- Shape and express diagonal desire lines through the site in the form and footprint of the buildings.

#### 4.2.12 SYNERGIES WITH THE LANGARA GARDENS SITE

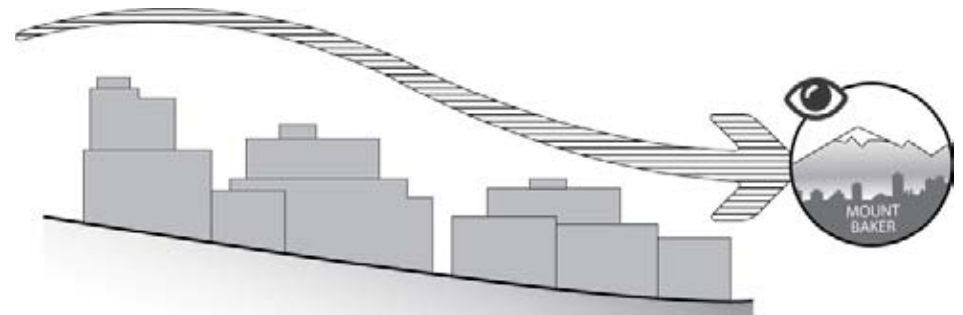
- Consider the potential future of the Langara Gardens site in the form and placement of buildings, connections, open space patterns, and uses.

#### 4.2.13 TOPOGRAPHY

- Organize buildings and open spaces to work with the site topography and optimize public views across the site.

#### 4.2.14 VIEWS

- Establish a pattern of buildings and open spaces to create or preserve views (wherever possible) to Mount Baker, and over Richmond and the southern Georgia Strait from within or across the site.
- Create visual and physical connections through the site to significant green spaces including Langara Golf Course, and Langara Gardens.
- The Cambie Heritage Boulevard provides a wide view south as one of the character defining elements of the boulevard. Building placement should protect this view through setting tower forms back from Cambie Street.
- Prepare a detailed view analysis as part of the rezoning process.



*Organize buildings and open spaces to work with topography and create views to Mount Baker*

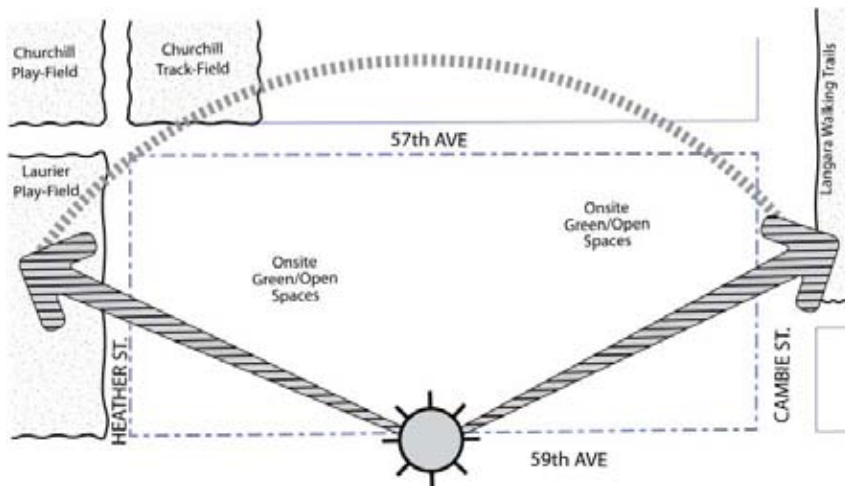


## 4.0 SITE PLANNING & BUILDING FORM: DENSITY, HEIGHT & EXPRESSION

### 4.2 POLICIES (con't)

#### 4.2.15 SOLAR ACCESS

- Solar access on parks and public spaces should guide the form, height and placement of buildings.
- Place considerable emphasis on solar access in consideration of the following:
  - Public parks, sports fields, golf course walking trail
  - Public spaces, plazas
  - Retail areas providing seating in the public realm



*Solar access on parks and other public open spaces*

#### 4.2.16 VARIATION

- Blocks are to be composed of distinctive buildings, varied in scale, and limited in length.
- Upper levels of taller street-wall buildings should be terraced and stepped back to create interest, improve access to light and views, create outdoor opportunities at upper levels, and reduce apparent bulk.
- Long frontages should generally be avoided or expressed as a series of distinct adjacent buildings or building forms. Where a longer building form is proposed, it should demonstrate exceptional architecture.

#### 4.2.17 PERMEABILITY AND LIVABILITY

- Establish an efficient building 'footprint' while ensuring livability and site permeability. Demonstrate that an optimum balance is achieved during rezoning.
- Ensure that all courtyard configurations and widths provide amenable outlooks, access to sunlight and daylight and consider how noise within the courtyard could be buffered to adjacent units.
- Ensure that building 'footprints' support highly livable dwellings in terms of depth, outlook and daylight access.
- Support the intended permeability of the plan with building form and massing that clearly signals public access where appropriate.

## 4.0 SITE PLANNING & BUILDING FORM: DENSITY, HEIGHT & EXPRESSION

### 4.2 POLICIES (con't)

#### 4.2.18 CONSIDERATION OF MASSING ALTERNATIVES AT REZONING

- Two massing alternatives were considered during the final stages of the policy planning process. The key difference between the two alternatives lies in the arrangement of the taller buildings - whether they are clustered at the future transit station, or more centrally along W 57th Avenue. Further analysis of building form, placement and massing will be required at the rezoning stage to determine a preferred approach. This analysis will also be important to determining preferred height and form in the southwest quadrant of the site and the western end of W 57th Ave at Heather Street and south of the Churchill Secondary School playing field. Analysis will include street level views from the Marpole neighbourhood to the south and west, from Oakridge/Langara to the north and west, and along W 57th Avenue viewed from the west.

#### 4.2.19 UTILITIES AND SITE SERVICING

- Ensure that existing utilities, including adjacent water, sanitary and stormwater mains, are upgraded as needed to accommodate development across the site.
- Design new utilities within the site to align with the proposed road network and follow the natural topography of the land.





# **PARKS AND OPEN SPACES**

# **5.0**





## 5.0 PARKS AND OPEN SPACES

*This section expands on some of the principles outlined in Section 4 and provides further guidance on open spaces, from public to semi-public to private, for rezoning of the Pearson Dogwood site.*

### 5.1 BACKGROUND

The history of Pearson Dogwood has been of an impermeable private site with areas of landscaping and open lawns. While the surrounding area offers the Langara Golf Course and walking trail and several school sports fields, current park space on the site is limited. A development the size anticipated on Pearson Dogwood will generate considerable demand for both park space and public open areas, both landscaped and hard surfaced, active and passive.

Providing access into the site and maintaining a sense of openness has been an important consideration in the planning process. The goal has been to create a welcoming, well-connected series of open spaces which provide access to nature, gathering spaces, connections to and enjoyment for the surrounding community. The City park has been focused around an area of significant existing trees to assist with their retention and provide the site with the benefit of mature planting. A similar amount of other types of open space should be provided, most notably in a form of a long east/west, north/south landscaped park/plaza that serves to connect the site and provide sun access, a public plaza and gathering areas for the community in addition to an integrated network of connections through the site and to the surrounding community. Given the scale of Pearson Dogwood, the site planning is expected to create a unique 'place' in Vancouver, capable of defining a neighbourhood and becoming a gathering place for local residents.

Parks and open spaces should foster social interaction and become neighbourhood meeting places. They should contribute to social cohesion by encouraging a sense of inclusion, belonging, connectedness and engagement. The qualities and configuration of the open space network are fundamental to create a welcoming, well-integrated development and a unique place with its own diverse community of residents and visiting park users.



*Existing grove of trees to be retained as part of the park and open space system*



## 5.0 PARKS AND OPEN SPACES

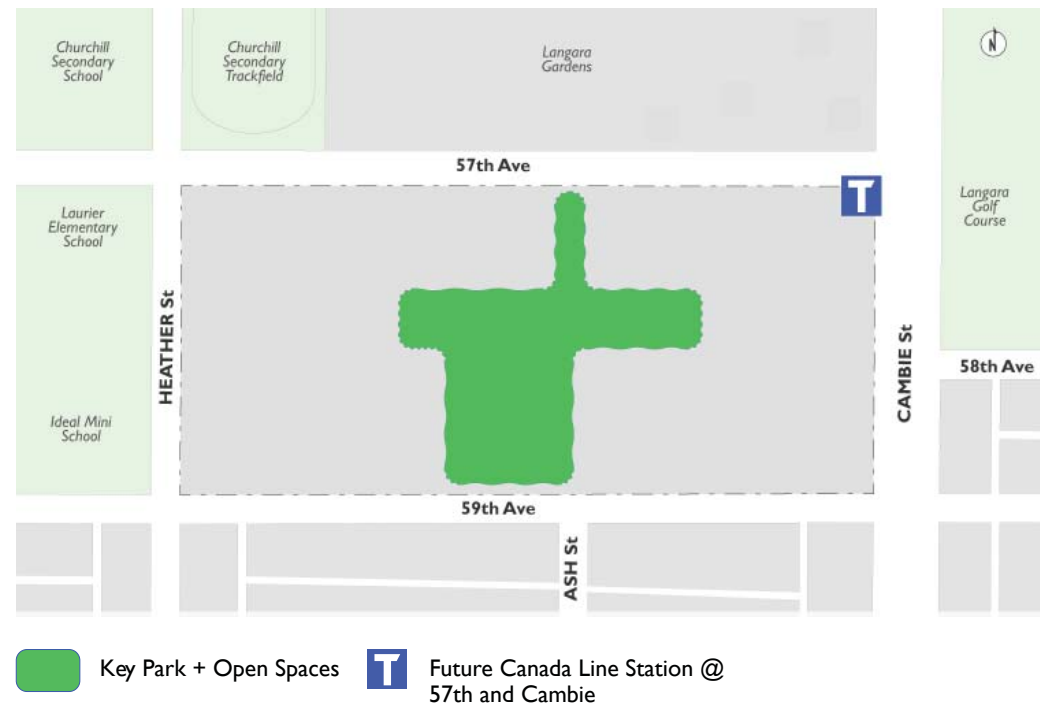
### 5.2 POLICIES

#### 5.2.1 CITY PARK DEDICATION

- Provide a single park parcel dedicated to the City with an area of at least 1.01 hectares (2.5 acres), fulfilling the park obligation resulting from the subdivision of the Pearson Dogwood site in the 1980s.

#### 5.2.2 PARKS AND OPEN SPACE

- Create a highly-public open space system that forms the key organizing element and focus of the site, creating diverse experiences within the site, strong connections to the fields and schools to the north-west and to the neighbourhood commercial uses around the transit station. A large central open space opening to the south protects an existing grove of trees and creates an invitation into and through the site from the North Arm Trail Greenway along W 59th Avenue to Langara Gardens.



## 5.0 PARKS AND OPEN SPACES

### 5.2 POLICIES (con't)

#### 5.2.3 LEGIBILITY AND ANIMATION OF PUBLIC PLACES

- Public open spaces should be located away from noise and traffic with good solar access. They should include many things to attract people, especially those with limited mobility, and give them reason to stay, including places to sit and gather, to enjoy nature, shade and shelter, sunny spots, water, a variety of places to play or watch others play, urban agriculture and mature trees. A full sensory experience should be provided in the public areas, where sight, sound, smell and touch are activated and a positive experience with nature and the public realm is produced.

#### 5.2.4 SUSTAINABLE PUBLIC SPACES

- Create public open spaces that build a complete and sustainable community by meeting the needs of a wide range of ages and abilities, and supporting Greenest City objectives through rainwater management, sustainable food systems, green mobility and easy access to nature. The principles of universal design should be applied to the design of all open spaces.
- Community-based food production should be integrated into the entire development not just in open spaces on site but including roof tops and podiums. Edible landscaping would be appropriate on the park parcel and all other private and public open spaces. Urban farming could be integrated into other open spaces.

- Water should be incorporated into the design of the open spaces to take advantage of and celebrate the natural slope of the site, possibly reflecting the natural history of streams on the site. The design and scale of rainwater management elements should reflect anticipated yields from rain water and other non-potable sources so they can function beautifully during periods of drought, when people are most inclined to spend time out-of-doors. Water features should be designed to be safe for all users and not pose safety challenges for the visually impaired or others with limited mobility, while providing opportunities for direct contact with water.



*Precedent use of rainwater elements in public space*



## 5.0 PARKS AND OPEN SPACES

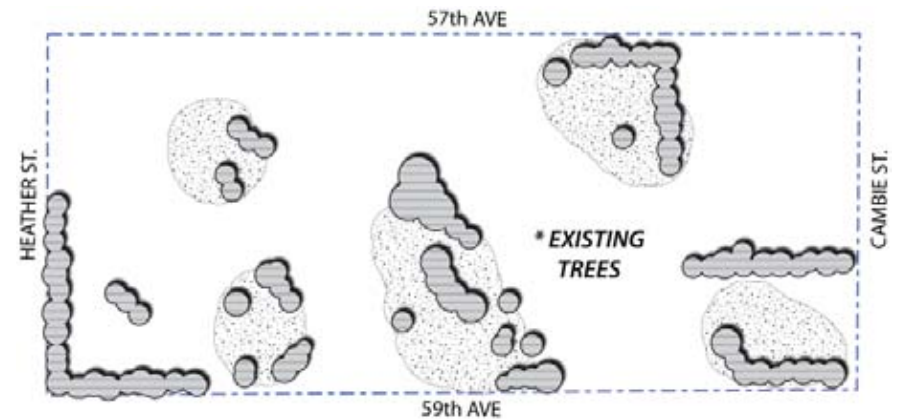
### 5.2 POLICIES (con't)

#### 5.2.5 MEMORY

- Reflecting the historical patterning of buildings on this site is challenging since they would prevent connections through the site, but there may be opportunities through public realm elements or public art at a finer grain to reflect the angled orientation of previous buildings and the resulting triangularity of previously existing open spaces.
- A public art plan and public realm plan will be developed at time of rezoning. They will recognize the Coast Salish people (on whose traditional territory the site sits) and draw upon this memory.

#### 5.2.6 TREES

- Retain significant trees where possible, and organize buildings, open spaces and public ways around them. Retention of the most desirable trees should be incorporated into the design of the City park as a central focus of the redevelopment of this site. An arborist's report prepared during the policy planning process allowed for the most important and viable stand of existing trees to be identified, which was a significant determinant of the park location. Other significant trees identified provide important transitions along the edges of the site between the new development and adjacent sites.
- A further arborist's report will be required at time of rezoning to confirm tree retention. Specifying appropriate setbacks, open space design, surface permeability and soil conditions to ensure retained trees continue to thrive will be important considerations in the rezoning process.



*Retain significant trees where possible*



# MOBILITY, ACCESSIBILITY AND CONNECTIONS (TRANSPORTATION) 6.0





## 6.0 MOBILITY, ACCESSIBILITY AND CONNECTIONS (TRANSPORTATION)

*This section provides policies that will guide the planning of walking, cycling and transit circulation, links to the surroundings, public realm design, traffic impacts and parking and loading.*

### 6.1 BACKGROUND

Green Mobility is central to the City of Vancouver's transportation priorities, with an emphasis on facilities for pedestrians, cyclists and transit users. The future of Pearson Dogwood will reflect and expand on these priorities to provide safe, easy and comfortable services for people of all ages and for those with a variety of physical disabilities. Vehicle traffic to and through the site will be controlled, prioritizing people over vehicles in street design and minimizing traffic impacts on the surrounding streets.

#### CONTEXT

There are currently no publicly accessible connections through the Pearson Dogwood site for any mode of travel. The site is poorly integrated into the surrounding neighbourhood, and walking and cycling within the site is a challenge.

The site is located adjacent to two arterial streets, Cambie Street, a regional arterial street on Translink's major road network, and W 57th Avenue, which primarily serves Vancouver. Heather Street, to the west, is a popular bikeway, and W 59th Avenue, to the south, is a greenway, part of an established city-wide network intended to:

- Make walking more interesting.
- Make cycling safer and more convenient.
- Reduce the impact of motor vehicles.
- Be 'greener' in character.
- Use public art to make the greenway more interesting.

Pearson Dogwood is located adjacent to existing bus stops on Cambie Street, served by the #15 bus, and is within a ten minute walk from both the west 49th Avenue and Marine Drive Canada Line transit stations. Cambie Street is an important corridor that is part of TransLink's Frequent Transit Network (FTN), which provides convenient, reliable and easy-to-use services with connections to east-west transit routes/services and destinations along the Canada Line. The site is also within a five minutes walk of frequent north-south bus service on Oak Street.

High level analysis was done to understand the magnitude of the proposed development on the local transportation network. This analysis indicated that the nearby roadways are expected to be able to accommodate traffic and bus transit for site build-out conditions, with some modifications to existing traffic signals required. Canada Line will have the capacity to carry the predicted additional passenger loads.



## 6.0 MOBILITY, ACCESSIBILITY AND CONNECTIONS (TRANSPORTATION)

### 6.1 BACKGROUND (con't)

#### TRANSPORTATION STRATEGY

- To apply the principles of Universal Design (design for all ages and levels of ability) to all street and public realm design, to ensure destinations throughout the site can be reached in a way that consistently feels safe, comfortable, and convenient for people of all ages and abilities.
- To encourage travel within and to the site by walking, cycling or public transit, ensuring connectivity and permeability through the site.
- To design streets with a focus on people and activity in a way that ensures that motor vehicle traffic does not divide or dominate the site.
- To ensure that the site is an integral part of the larger walking, cycling and transit network that connects it to the adjacent bikeway and greenway, Langara Gardens, Oakridge Centre, Langara-49th Avenue and Marine Drive Stations, Canada Line Walking and Cycling Bridge and the many schools, parks and amenities in adjacent neighbourhoods.
- To design the site such that it integrates with a future Canada Line station at the corner of Cambie Street and W 57th Avenue, including provision of direct walking and cycling connections.
- To protect the adjacent bikeway and greenway by mitigating vehicle impacts on the Heather Street Bikeway and the North Arm Trail Greenway (W 59 Avenue).
- To use existing arterial streets (i.e. W 57th Avenue and Cambie Street) for primary vehicle access to the site.



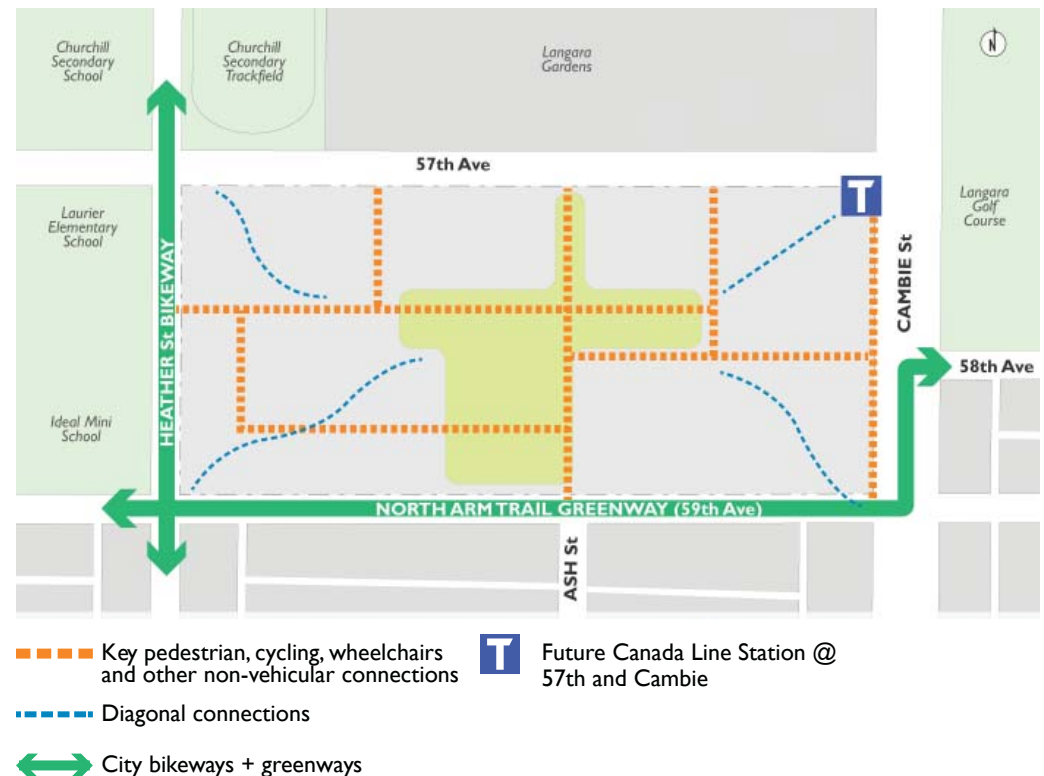


## 6.0 MOBILITY, ACCESSIBILITY AND CONNECTIONS (TRANSPORTATION)

### 6.2 POLICIES

#### 6.2.1 TRAVEL TO THE SITE

- Provide for a future W 57th Avenue Canada Line Station to facilitate better transit access, including a direct all ages and abilities link for walking and cycling from the station to the Heather Street Bikeway and the North Arm Trail Greenway;
- Provide pedestrian and cyclist end-of-trip facilities, which may include public washrooms, lockers and high-quality secure bicycle parking, to support people arriving to the site by walking or cycling;
- Locate primary motor vehicle access points into and out of the site from two accesses on W 57th Avenue, and one on Cambie Street at W 58th Avenue; and
- Design to minimize and mitigate vehicle impacts on the Heather Bikeway and North Arm Trail Greenway in consideration that access to the site may be possible from one new intersection on Heather Street and one on W 59th Avenue.

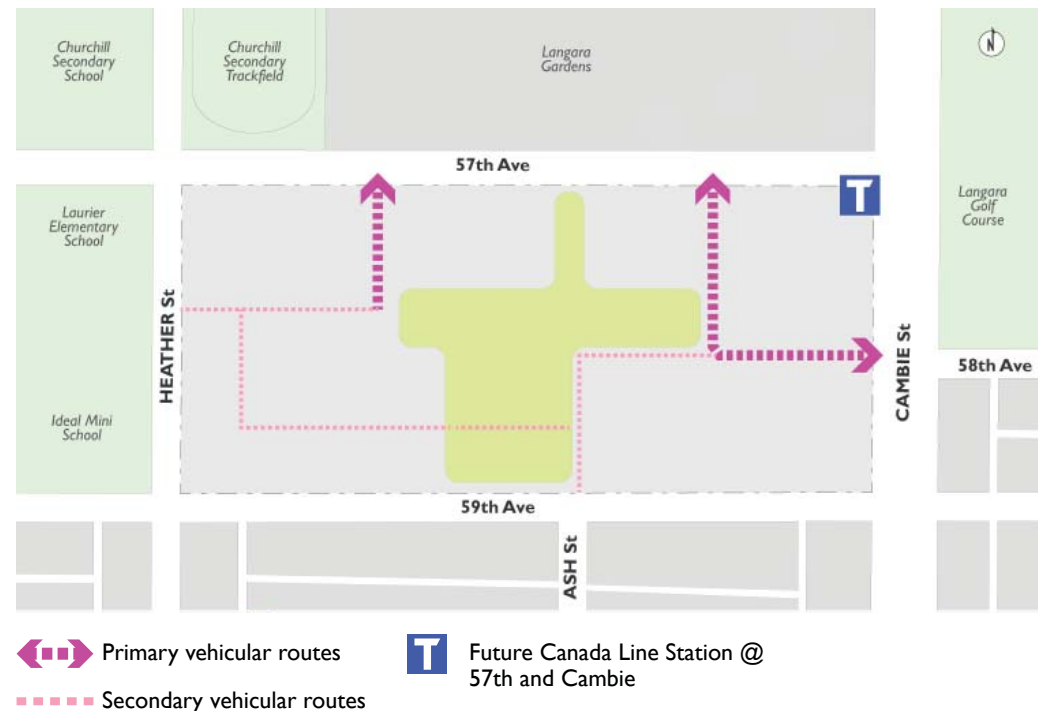


## 6.0 MOBILITY, ACCESSIBILITY AND CONNECTIONS (TRANSPORTATION)

### 6.2 POLICIES (con't)

#### 6.2.2 TRAVEL WITHIN THE SITE: NEW WALKING, CYCLING AND MOTOR VEHICLE CONNECTIONS

- Create a fine-grained network of walking and cycling routes through the site, including both dedicated City roadways and routes secured by statutory rights-of-way to break down block sizes and provide convenient links throughout the site.
- While detailed street design will be developed as part of a public realm plan at the time of rezoning, there are several key design elements that should be provided:
  - Street right-of-way widths should generally be the City standard of 20 metres (66 feet) and align with existing streets, except where design conditions show that narrower or additional width should be considered to satisfy the needs of all users.
  - Integrate all ages and abilities in the street right-of-way design for walking and cycling connections throughout the site.
  - Provide separate spaces for walking, cycling and motor vehicle travel, unless it can be clearly demonstrated that shared facilities will not compromise the safety and comfort of active modes and vulnerable road users.
  - The public realm should accommodate existing trees, where possible. New street trees should be appropriately located with consideration to species, size, and spacing.
  - Design new streets for low motor vehicle speeds, and prioritize walking and cycling movement.
  - Design sidewalks as Wellness Walkways around the site that include areas to rest, landscaped areas, benches, and other street furniture.
  - Provide on-street parking where appropriate to reduce illegal stopping and support safe and convenient access for people with mobility issues and for goods movement.
  - Allow for future public bike share at strategic locations around the site.





## 6.0 MOBILITY, ACCESSIBILITY AND CONNECTIONS (TRANSPORTATION)

### 6.2 POLICIES (con't)

#### 6.2.3 MINIMIZE IMPACTS ON NEIGHBOURING STREETS

The site should integrate into the surrounding community while minimizing the impacts of new motor vehicle traffic on surrounding neighbourhoods/streets.

- Upgrade adjacent and impacted cycling facilities to an all ages and abilities (AAA) standard by separating bike facilities and enhancing vehicle conflict points, unless it can be demonstrated that motor vehicle volumes will be reduced to a comfortable level (500 vehicles/day or less) through traffic calming and access design.
- Design roads and connections to prevent motor vehicle shortcutting through the site.
- Minimize the impact of new developments on existing on-street parking supply.

#### 6.2.4 PEDESTRIAN AND CYCLIST SUPPORTIVE BUILDING DESIGN

- Design buildings to accommodate and encourage bicycle use, through easy access to secured interior bicycle storage and exterior bicycle racks, from building entrances. Consideration should be given to at grade storage facilities and exceeding the minimum number of exterior bicycle racks.
- Provide clear linkages from buildings to adjacent greenways.
- Provide off-street space for loading/unloading people with mobility aids at facilities with programs and services for such users.
- Access to underground parking should be limited to internal lanes or streets.
- Servicing shall be contained on-site and not impact or rely on use of City streets for either servicing or maneuvering.

#### 6.2.5 PARKING STRATEGY

- Consider potential for a district approach to parking and investigate parking design to allow parking spaces to be adapted to other uses in the future. A district rather than building-by-building approach could facilitate unbundling, increased housing affordability, and increased parking use efficiency.
- Parking areas should be appropriately scaled to the needs of the development.
- Goods loading and passenger loading will be provided on-site to minimize conflicts with walking and cycling routes.

#### 6.2.6 TRANSIT INTEGRATION

- Provide for a future Canada Line Station at W 57th Avenue and Cambie Street.
- Design an internal roadway on the northeast corner of the site to allow for a future W 57th Avenue bus route to terminate at the future Canada Line Station, including locations for stops, timing points, and passenger loading.
- Improve amenities at transit stops with shelters or other weather protection, benches, lighting, litter receptacles, and information.
- Promote security by providing safe, convenient routes to stops and stations.



# **SUSTAINABILITY AND GREEN INFRASTRUCTURE**

# **7.0**





## 7.0 SUSTAINABILITY AND GREEN INFRASTRUCTURE

*This section provides direction on sustainability policies relating to green architecture and sustainable site planning.*

### 7.1 BACKGROUND

Established City of Vancouver policies ensure that all new developments – in particular, large developments – achieve very high levels of sustainability. These policies align with the Greenest City Action Plan 2020. This citywide policy identifies strategies to promote green economic development, eliminate dependence on fossil fuels, promote green transportation options, utilize green building design and ensure everyone has access to nature, clean water and local food.

Flowing from the Greenest City Action Plan are two policies that specifically impact the Pearson Dogwood site: the Green Building Policy for Rezonings and the Rezoning Policy for Sustainable Large Developments. Specific requirements for the Pearson Dogwood site regarding the Neighbourhood Energy System anticipated for the Cambie Corridor are provided below.



## 7.0 SUSTAINABILITY AND GREEN INFRASTRUCTURE

### 7.1 BACKGROUND (con't)

#### *GREEN BUILDING POLICY FOR REZONINGS*

The Green Building Policy for Rezonings requires that all buildings demonstrate high green performance. Currently, a minimum of LEED® Gold certification (with specific points in energy performance, water efficiency and stormwater) is mandatory for all new buildings where there is a rezoning.

#### *REZONING POLICY FOR SUSTAINABLE LARGE DEVELOPMENTS*

The Ecocity Policies for Sustainable Large Developments mandate that as part of the rezoning process, a series of plans or studies be conducted by the proponent in a range of areas pertaining to environmental and social sustainability. These areas and deliverables are described below:

- 1. Site Design** - create a design that considers, and where appropriate, incorporates layout and orientation approaches that reduce energy needs and facilitate passive design solutions. Incorporate urban agriculture and replicate natural systems where possible.
- 2. Access to Nature** – provide a plan that demonstrates how the project will provide natural habitats, enhance the ecosystem as well as create public open spaces and opportunities for people to directly experience nature.
- 3. Sustainable Food Systems** - provide a sustainable local food plan that considers urban agriculture and sustainable community food systems.
- 4. Green Mobility** - create a green mobility plan, which will provide measures and strategies to prioritize more sustainable travel to and from the site. This will include prioritizing walking, cycling, and public transit over automobile use, and facilitating the incorporation of low carbon vehicles, such as electric vehicles.
- 5. Rainwater Management** – create a rainwater management plan that recognizes rainwater as a resource to enhance the community and environment.
- 6. Zero Waste Planning** – Create a solid waste diversion strategy that meets or exceeds the City’s expectations with respect to waste reduction, increased opportunities for material reuse and recycling, and reduced GHG emissions.
- 7. Affordable Housing** - create a study that considers a range of unit types and tenures to enhance the affordability that the market can provide, in accordance with Council’s Affordable Housing Policies.
- 8. Low Carbon Energy Supply** – support completion of a Low Carbon Energy Supply Feasibility Analysis to explore, in detail, the viability of low carbon neighbourhood (district) energy along the Cambie Corridor, and build on the pre-feasibility work completed to date. (Note: These requirements are in lieu of the standard requirements under this policy to investigate and implement, where viable, a low carbon energy solution on-site. Further details are provided below.)



## 7.0 SUSTAINABILITY AND GREEN INFRASTRUCTURE

### 7.1 BACKGROUND (con't)

#### *LOW CARBON NEIGHBOURHOOD ENERGY*

The Greenest City Action Plan seeks to reduce city-wide greenhouse gas (GHG) emissions by 33% or 1,110,000 tonnes of CO<sub>2</sub> per year by 2020. Neighbourhood Energy Systems (NES) are targeted to deliver 11% of this reduction (120,000 tonnes per year) by more efficiently delivering thermal energy to connected buildings and incorporating a range of potential low carbon energy sources. In October 2012, Council adopted the Vancouver Neighbourhood Energy Strategy, which identified the Cambie Corridor as a target area for NES development.

The Cambie Corridor Plan highlighted Pearson Dogwood as one of many large redevelopment sites that has the best potential to support low carbon NES development in the Cambie Corridor. A recent (2013) Pre-Feasibility Analysis for the Cambie Corridor confirmed this potential. The City is in the process of selecting a utility provider to complete a more detailed Feasibility Analysis and implement a corridor-wide NES in consultation with landowners.

In the near term, large redevelopment sites, including Pearson Dogwood, are to be established as isolated nodes of neighbourhood energy, each requiring centralized on-site natural gas boiler plants to provide interim thermal energy. In the long-term, these sites will serve a back-up and peaking energy function for the corridor-wide NES.



## 7.0 SUSTAINABILITY AND GREEN INFRASTRUCTURE

### 7.1 BACKGROUND (con't)

#### HEALTHY CITY STRATEGY (ANTICIPATED IN 2014):

The Healthy City Strategy is the third component of an overall citywide plan for sustainability. This policy will accompany the existing environmental and economic sustainability policies and focus on social sustainability. The strategy will have long-term goals with mid-term targets (2025).

The Pearson Dogwood development is anticipated to meet many of the objectives contained within the policy, specifically around the creation of a complete community for people with a range of income levels, ages, and abilities. Contributions towards specific citywide targets will be determined at the rezoning stage.





## 7.0 SUSTAINABILITY AND GREEN INFRASTRUCTURE

### 7.2 POLICIES

#### 7.2.1 REZONING POLICY FOR SUSTAINABLE LARGE DEVELOPMENTS:

- Pearson Dogwood will meet or exceed the requirements identified in the Rezoning Policy for Sustainable Large Developments, or other applicable policies.

#### 7.2.2 GREEN BUILDING POLICY FOR REZONINGS:

- Pearson Dogwood will meet or exceed the requirements identified in the Green Building Policy for Rezoning, or other applicable policies.
- Buildings are to visibly express green elements as well as embody green building and passive design: green roofs and terraces, roof top gardens, trees and plantings on upper levels and balconies, green walls and supports for vertical plant growth.

#### 7.2.3 NEIGHBOURHOOD ENERGY:

The following neighbourhood energy policies are intended to ensure future NES connectivity of the Pearson Dogwood site, as it and other large redevelopment sites serve as critical nodes for securing a corridor-wide NES:

- At the time of rezoning, the Pearson Dogwood applicant(s) is expected to work closely with the City's designated NES utility provider(s), including contributing funding towards a corridor-wide NES feasibility study (in lieu of the Low Carbon Energy Supply Feasibility Screening Study that is required under the Sustainable Large Developments Rezoning Policy).
- All thermal energy requirements, including domestic hot water and space heating, of the Pearson Dogwood redevelopment site shall be provided by the City's designated NES utility provider.
- A central boiler plant shall be provided, on private land, to

service all development within the Pearson Dogwood site. The location of the plant will be finalized at the time of rezoning, and must be mutually agreed upon by the City's designated NES utility provider and the General Manager of Engineering Services. The plant may include integration of waste heat recovery from cooling.

- All developments within Pearson Dogwood shall be designed to be easily connectable and compatible with the Cambie Corridor NES, and developments will require agreements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services to ensure connection to the Cambie Corridor NES when it is available.



# ILLUSTRATIVE DEVELOPMENT CONCEPT 8.0



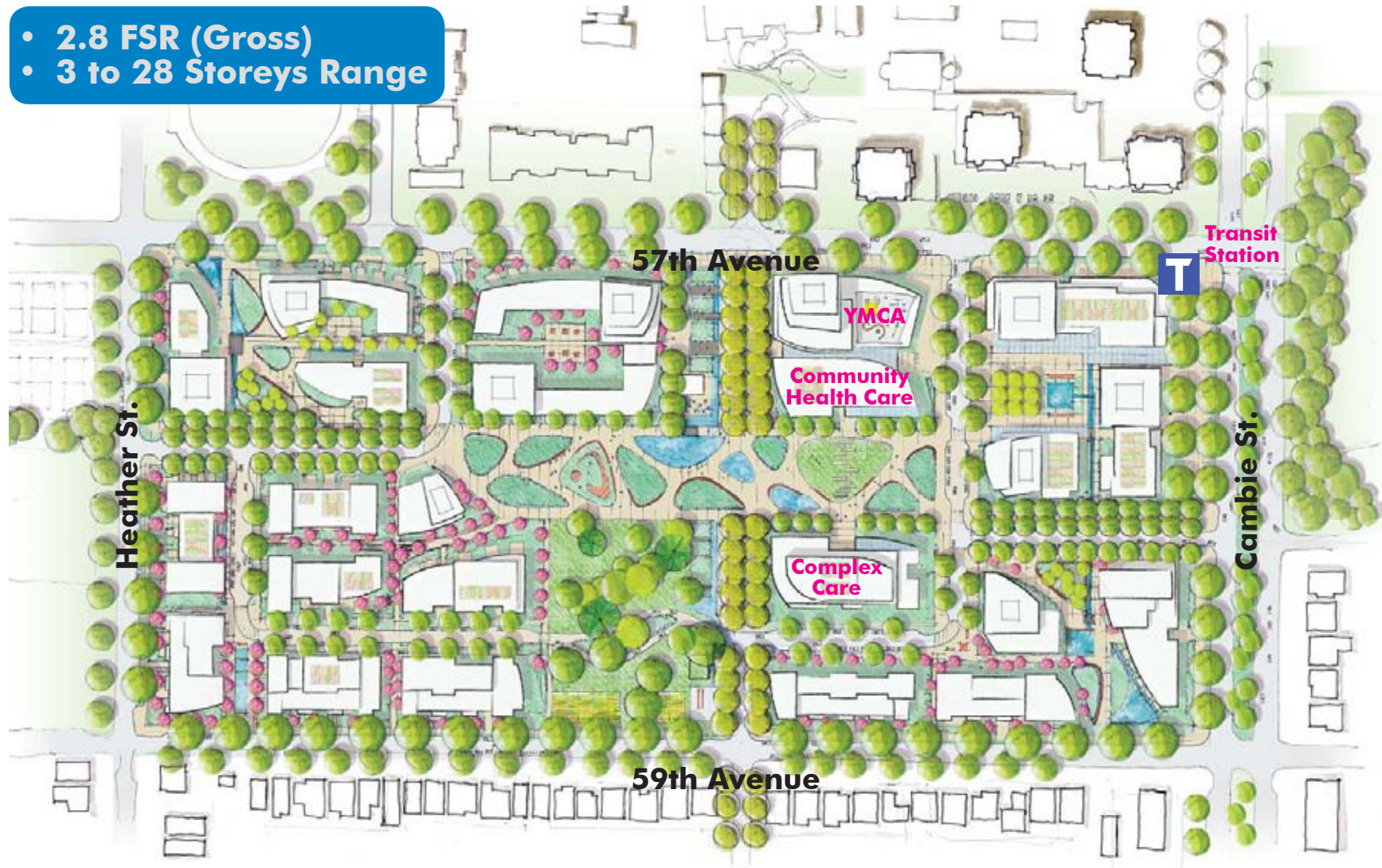


## 8.0 ILLUSTRATIVE DEVELOPMENT CONCEPT

These illustrations represent Vancouver Coastal Health's proposed development concept for the Pearson Dogwood site. Generated during the course of the planning process by architecture firm Dialog and landscape architecture firm Hapa Collective, they represent one way in which the policies can be framed, and how the policy statement document could be expressed.

### 8.1 ILLUSTRATED PLAN

- 2.8 FSR (Gross)
- 3 to 28 Storeys Range

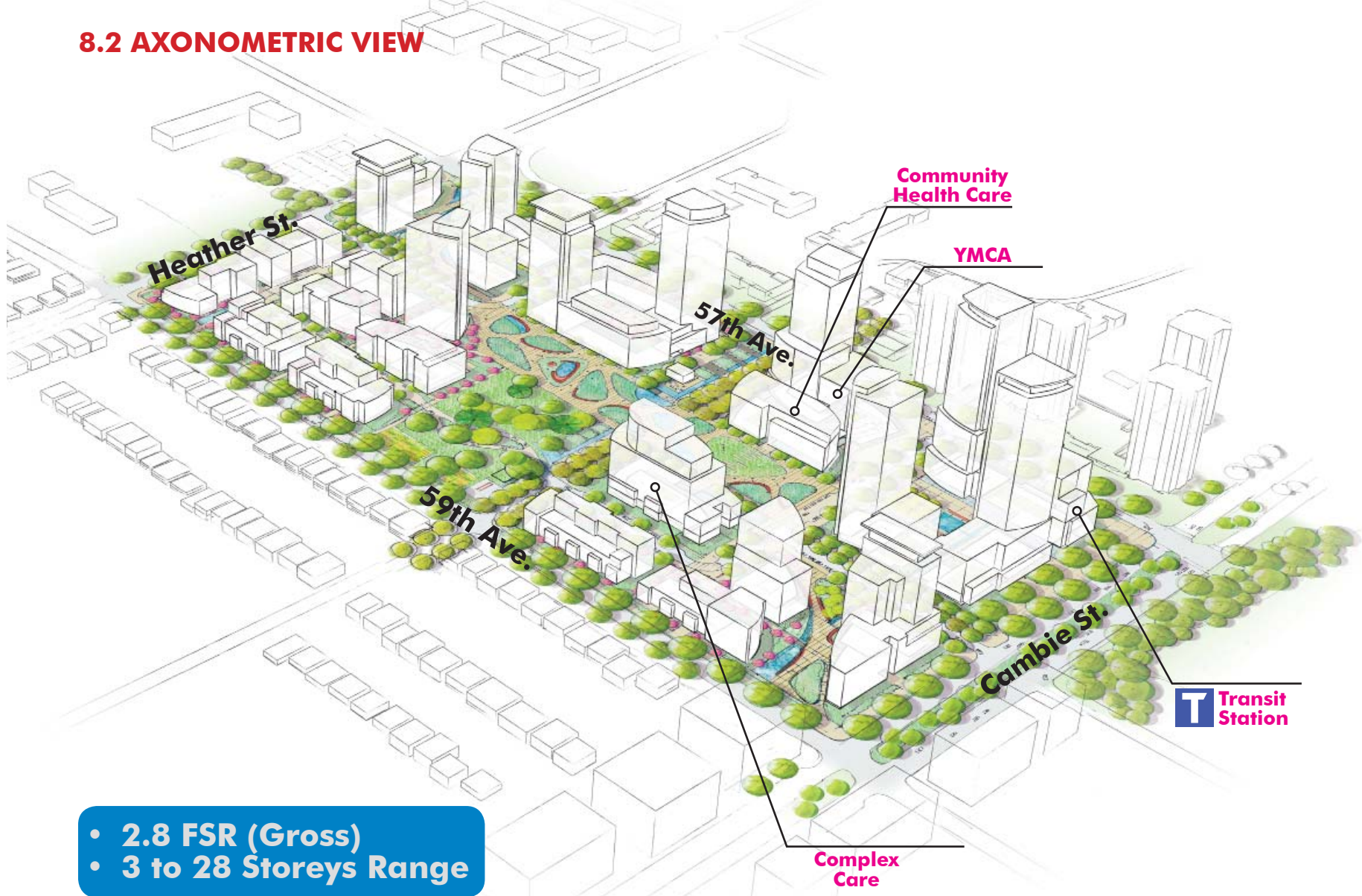




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### 8.2 AXONOMETRIC VIEW





## 8.0 ILLUSTRATIVE DEVELOPMENT CONCEPT

### 8.3 OPEN SPACE CONCEPTS

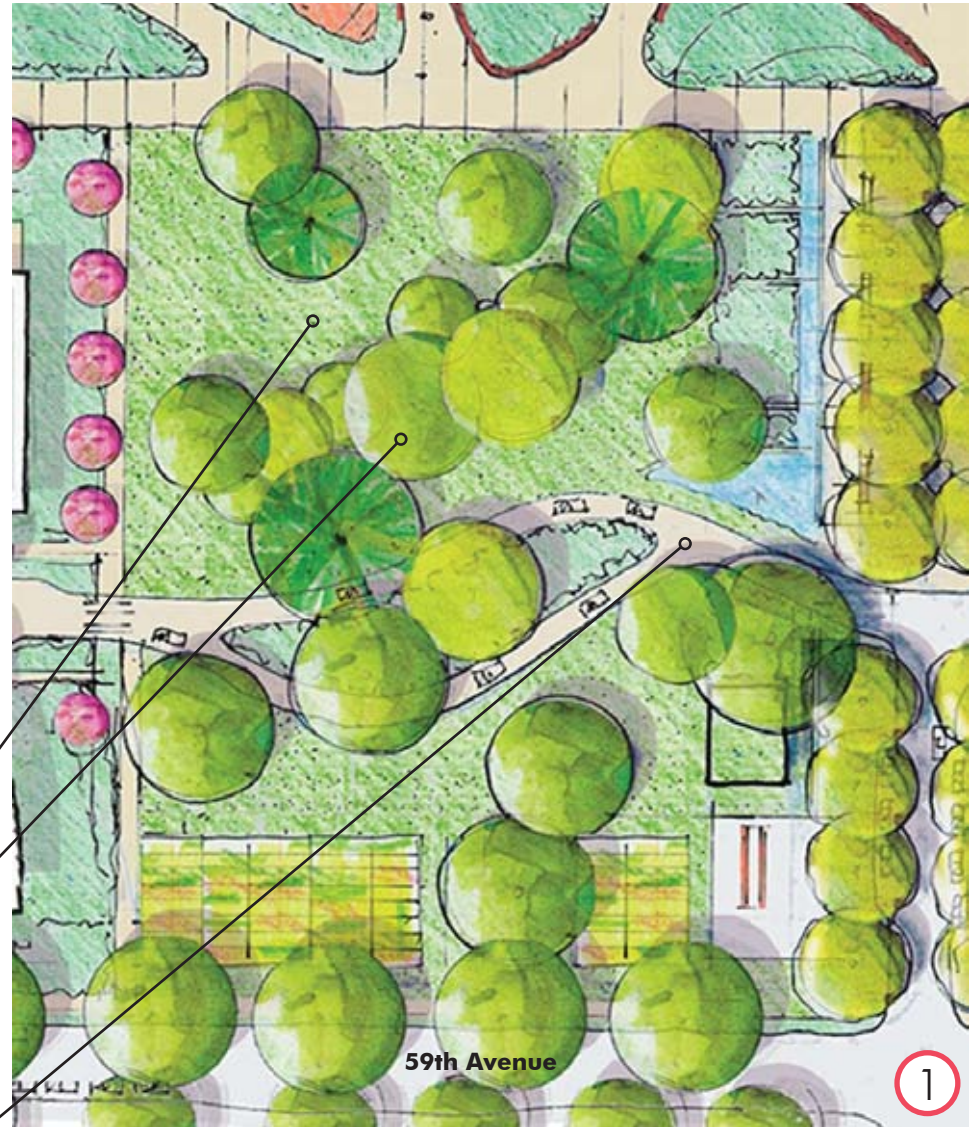
#### 8.3.1 CENTRAL OPEN SPACE + PARK



**Large park** for diverse activities and community gathering.

Grove of **retained trees**

**East-west connection** through the central open space should be designed to minimize any impacts to existing trees.



## 8.0 ILLUSTRATIVE DEVELOPMENT CONCEPT

### 8.3 OPEN SPACE CONCEPTS (con't)

#### 8.3.2 CENTRAL PUBLIC PLAZA, PROMENADE AND COMMUNITY AMENITIES



*Small-scale retail destination for social interaction.*

*East-west promenade links to the large park area as well as various health amenities and destinations.*



*Central public plaza with tree-lined pedestrian connections*

YMCA

Community Health Care  
Therapeutic Pool

Complex  
Care

2



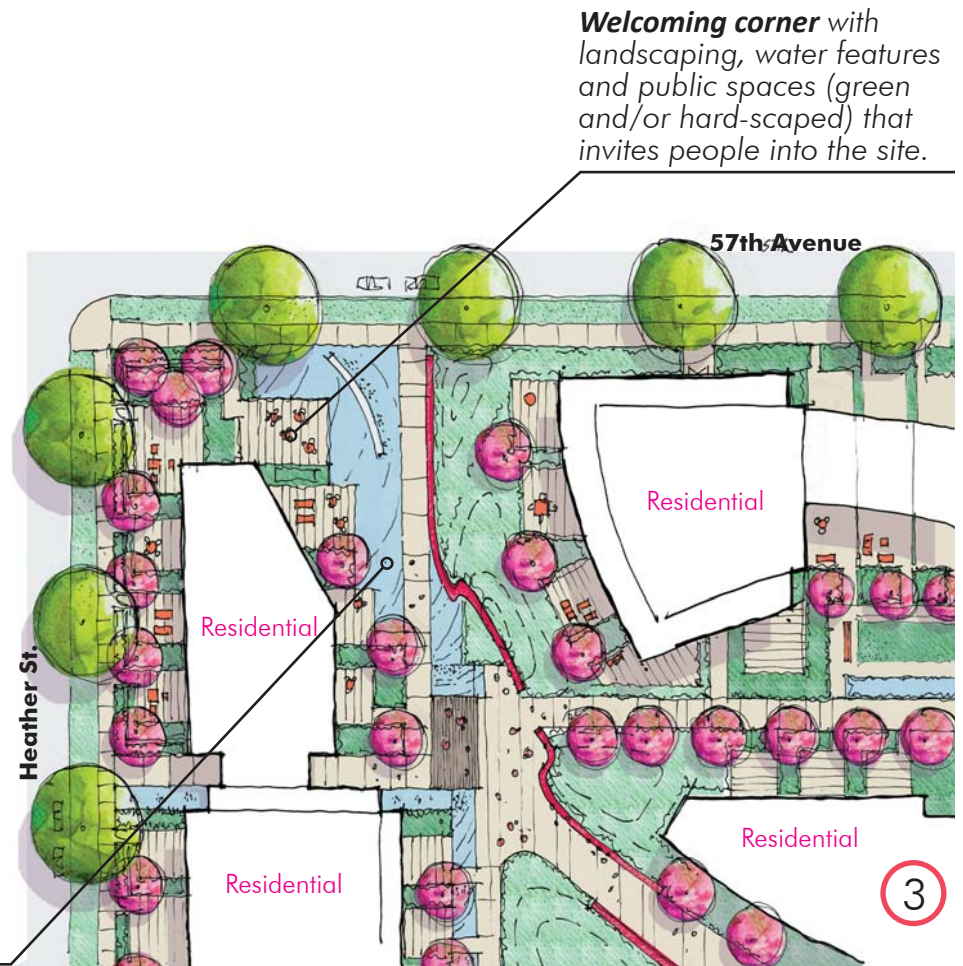
## 8.0 ILLUSTRATIVE DEVELOPMENT CONCEPT

### 8.3 OPEN SPACE CONCEPTS (con't)

#### 8.3.3 SMALL QUADRANT PARK



**Stormwater features**  
surrounded by trees, edible  
and sensory landscaping,  
and places to linger and rest.



**Welcoming corner** with  
landscaping, water features  
and public spaces (green  
and/or hard-scaped) that  
invites people into the site.

## 9.0 APPENDICES

### 9.1 SUMMARY OF PLANNING PROCESS AND PUBLIC ENGAGEMENT

#### VCH initiated Roundtable Sessions

November 26-29, 2012

#### Open Houses

January 31 & February 2, 2013

- 240 attendees
- 84 responses

June 6 & 8, 2013

- 200 attendees
- 100 responses

September 12 & 14, 2013

- 200 attendees
- 140 responses

#### Pearson Dogwood Community Advisory Group

February 20, 2013

April 22, 2013

May 27, 2013

August 26, 2013

November 18, 2013

#### COV Persons with Disabilities Advisory Committee

February 28, 2013

April 25, 2013

June 27, 2013

October 24, 2013

November 28, 2013

December 9, 2013

#### COV Seniors Advisory Committee

May 17, 2013

September 20, 2013

November 15, 2013

December 13, 2013

#### Urban Design Panel

October 9, 2013

#### Youth Engagement (at Churchill Secondary School)

April 12, 2013



Youth engagement at Churchill Secondary School



## 9.0 APPENDIX

The guiding principles are organized into five categories, and each category consists of a series of more detailed principles. There are 32 detailed principles altogether.\* These principles are presented more extensively in the preceding sections two to seven.

\*Note: Not all the guiding principles will have illustrations

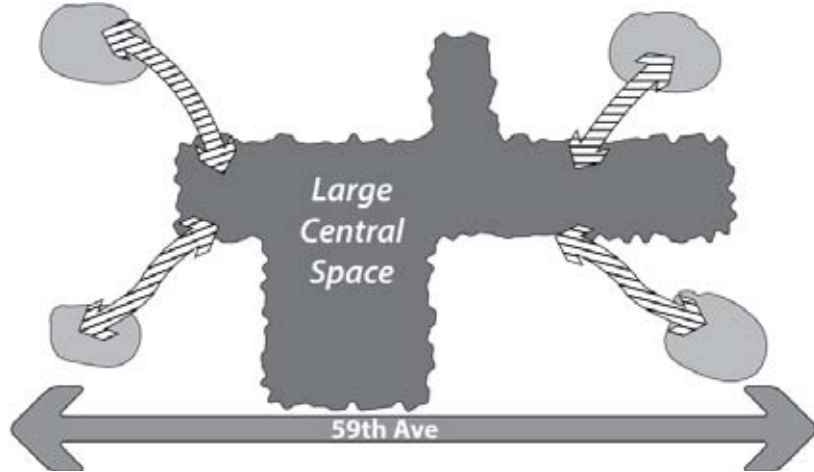
### 9.2 GUIDING PRINCIPLES

#### 9.2.1 OPEN SPACES + PUBLIC PLACES

Parks, natural features such as trees, site topography, history, public spaces and the incorporation of water in open and public spaces.

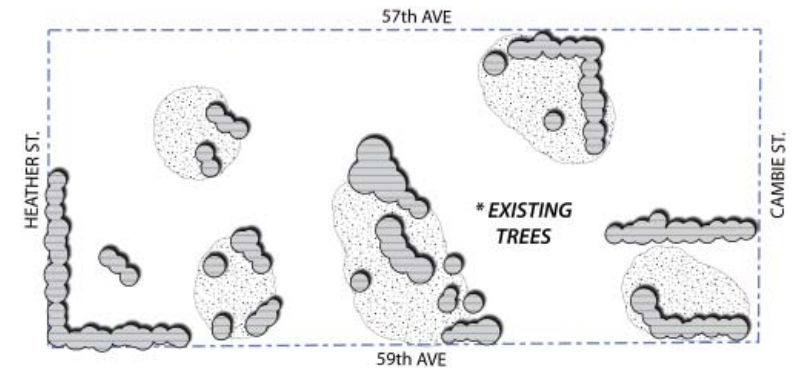
##### Park Land

Provide at least 2.5 acres of City-owned park space. Embrace health-centred approaches to open space design. In addition to larger park space(s), create a variety of open spaces including smaller, more intimate open areas, and linear connecting elements.



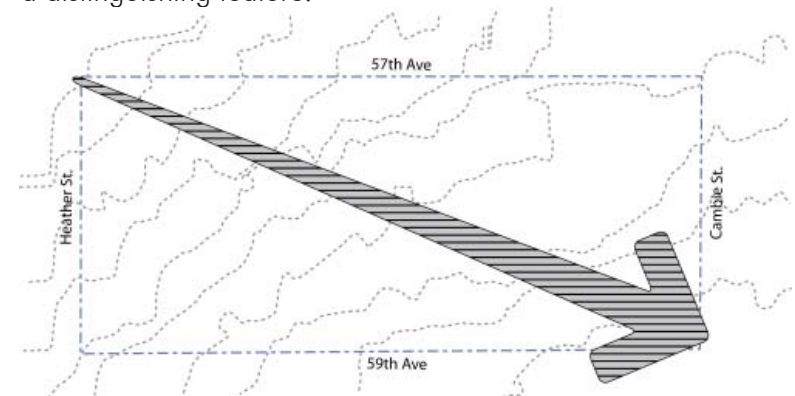
##### Natural Features

Trees, natural features and open green spaces define the Pearson-Dogwood site and should continue to do so in the future. Retain significant trees and preserve natural features wherever possible; organize buildings, open spaces, roads and public ways around these.



##### Topography

Integrate the slope of the site into the site design as an asset and a distinguishing feature.



## 9.0 APPENDIX

### 9.2 GUIDING PRINCIPLES (con't)

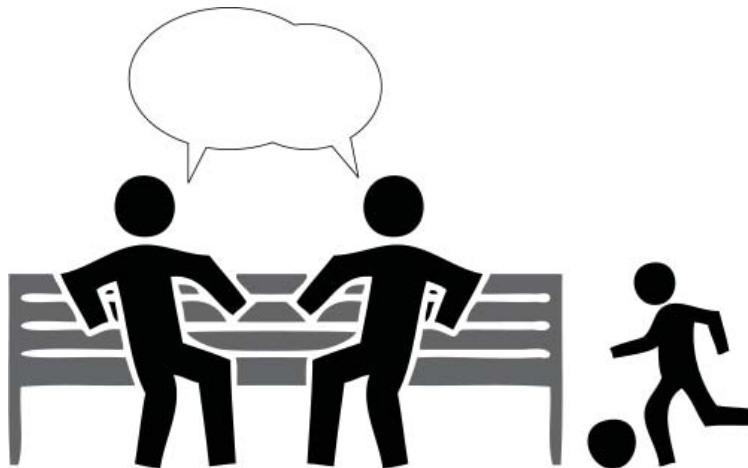
#### 9.2.1 OPEN SPACES + PUBLIC PLACES (con't)

##### History

Reflect the history of the site (natural history, Musqueam First Nation, and the Marpole community) through building placement, public realm elements and public art.

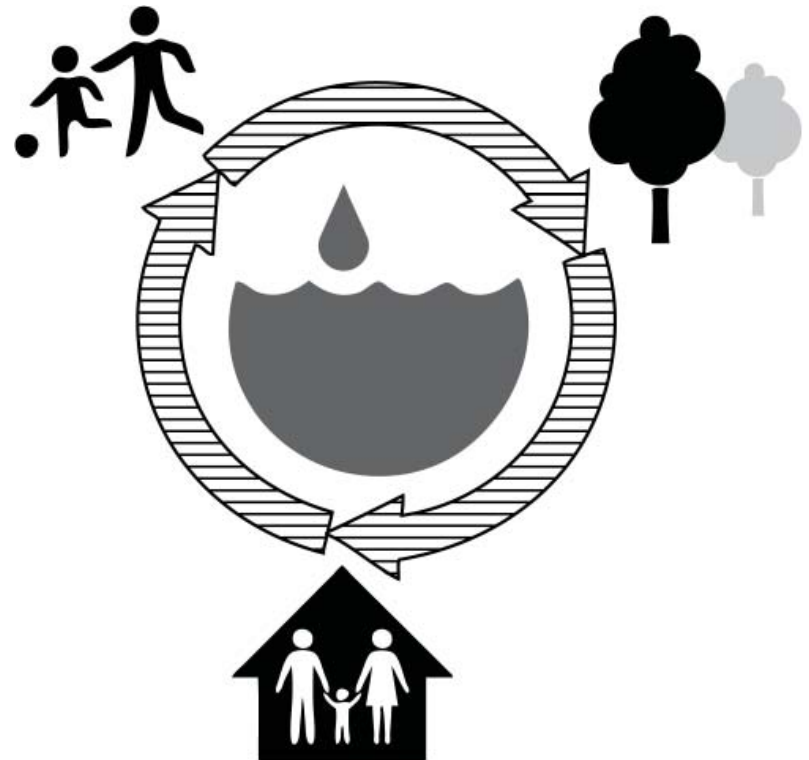
##### Design of Public Spaces

Parks and open spaces should foster social interaction and become neighbourhood meeting places. Create flexible spaces and public places that can accommodate a range of activities. Coordinate with the design objectives of the Cambie Corridor Public Realm Plan.



##### Water

Incorporate water in the design of open spaces and public places. Take advantage of the natural slope of the site in the design of rainwater management elements. Reflect the natural history of streams on the site.





## 9.0 APPENDIX

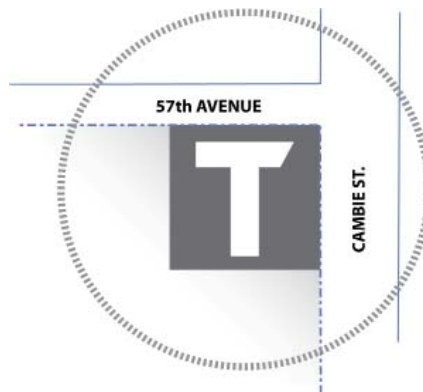
### 9.2 GUIDING PRINCIPLES (con't)

#### 9.2.2 MOBILITY, ACCESSIBILITY + CONNECTIONS

Transit, pedestrian-oriented pathways within the site, the protection of bikeways and accessibility for all levels of physical abilities.

##### Rapid Transit

Explore means and strategies to fund a new Canada line station at the corner of W 57th and Cambie, and use the station as a key organizing element of the site design.



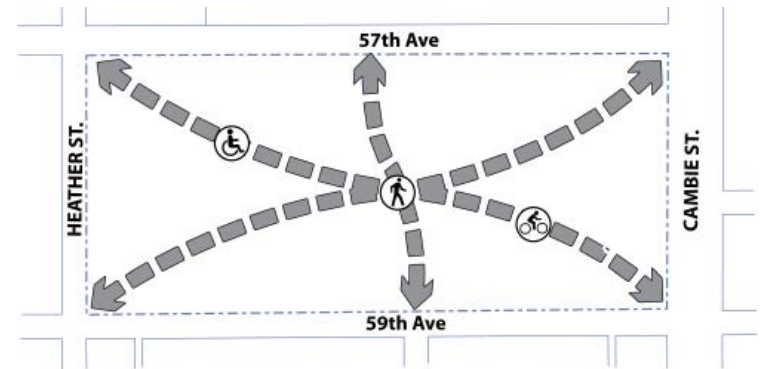
##### Prioritize Non-Automotive Transportation

Focus first on pedestrians and wheelchair users, and then on cyclists. Accessibility should be incorporated into all aspects of site design.



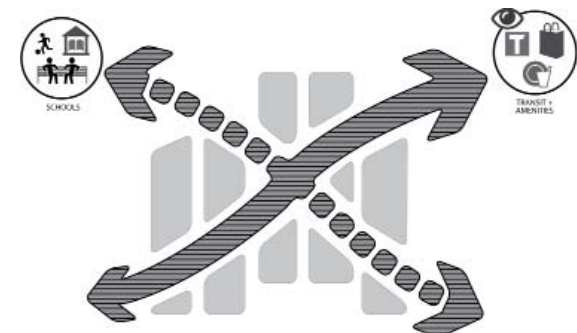
##### Pathway Connections

Pathways and 'wellness walkways' are important organizing and connecting elements of the site. Routes can be both direct and meandering – minimizing slope, and designed for wheelchair users, pedestrians, and cyclists of all ages and abilities. Direct pathways should be legible and intuitive through a simple network of direct connections between transit, public spaces and focal points. Weather protection and areas of respite should be incorporated.



##### Diagonal Connections

Express and facilitate diagonal connections across the site to transit, shops, and schools.



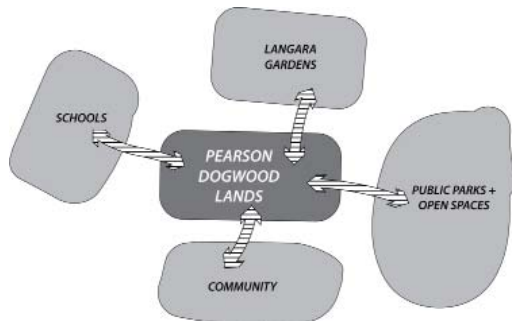
## 9.0 APPENDIX

### 9.2 GUIDING PRINCIPLES (con't)

#### 9.2.2 MOBILITY, ACCESSIBILITY + CONNECTIONS (con't)

##### Integration

Integrate the site with the surrounding community and the adjacent Langara Gardens. Create permeability throughout the site and provide a strong visual link to the City park from one of the adjacent streets, to invite the community in.



##### Streets for People

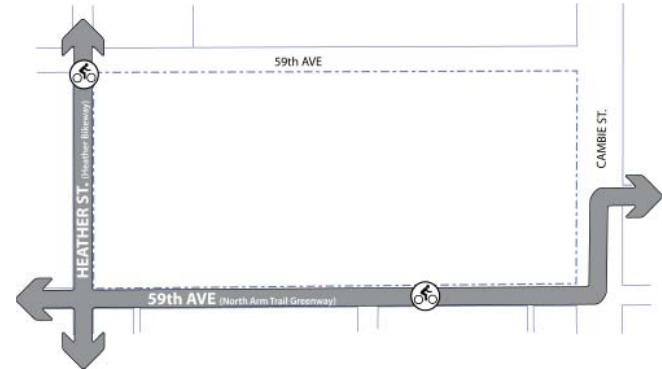
Design and configure streets as a focus for people and activity and ensure that vehicular traffic does not divide or dominate. Local streets should be traffic calmed and direct vehicular movement across the site will be discouraged. Discourage short-cutting traffic in the neighbourhood to the south. Ensure that the design of streets and connections contribute to the realization of the Cambie Corridor Public Realm Plan.

##### Part of an Active Transportation System

Consider the site as part of a larger cycling and walkway system connecting to Langara Gardens, Oakridge Centre, and the Canada Line pedestrian and cyclist bridge over the Fraser River.

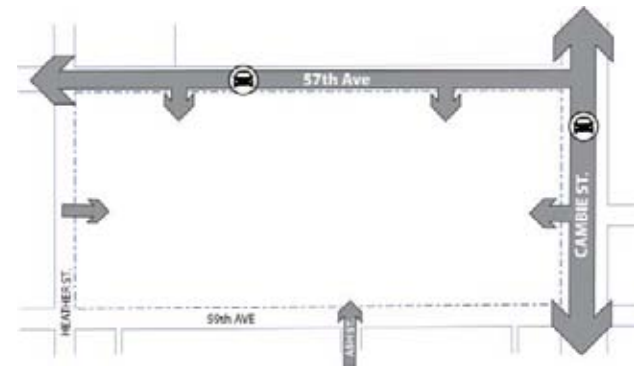
##### Protect Local Bikeways

Minimize, reduce or eliminate vehicle impacts on the Heather Street bikeway and the W 59th Avenue Greenway/Bikeway (North Arm Trail). Where possible, conditions for pedestrians and cyclists should be improved through improved design and increased separation from vehicular traffic.



##### Vehicle Access

Provide primary vehicular access to the site from W 57th Avenue and Cambie Street. Create regular intersections as opposed to off-set intersections at Ash and W 59th and the Ash connector and W 57th Avenue.





## 9.0 APPENDIX

### 9.2 GUIDING PRINCIPLES (con't)

#### 9.2.3 COMPLETE COMMUNITY

Housing types, community amenities, therapeutic pool, health services and local-serving shops.

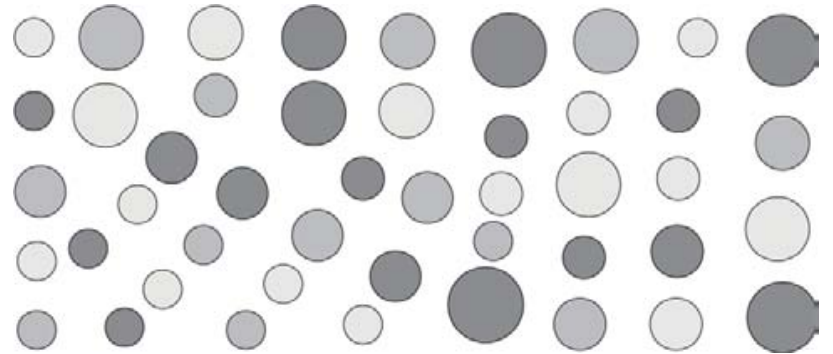
##### **Health Care Services + Housing for People with Disabilities**

Provide a range of housing options and health services to support the replacement of Pearson and Dogwood facilities. Housing models will maximize independence, engage current residents in planning and comply with 'best practice' standards. Community health services will serve residents in the broader community as well as existing residents on the site.



##### **Housing Mix**

Provide a mix of housing options for a diverse community at all income levels, ages and abilities. Integrate the mix of housing options physically and socially on the site and include 25% housing for families, rental housing and a minimum of 20% social housing.



##### **Accessible Design**

Provide a leading edge approach to accessibility in the design of all buildings and throughout the site.



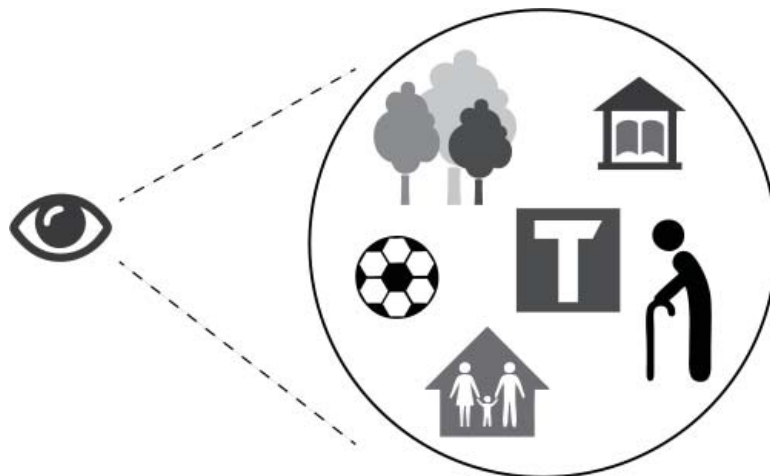
## 9.0 APPENDIX

### 9.2 GUIDING PRINCIPLES (con't)

#### 9.2.3 COMPLETE COMMUNITY (con't)

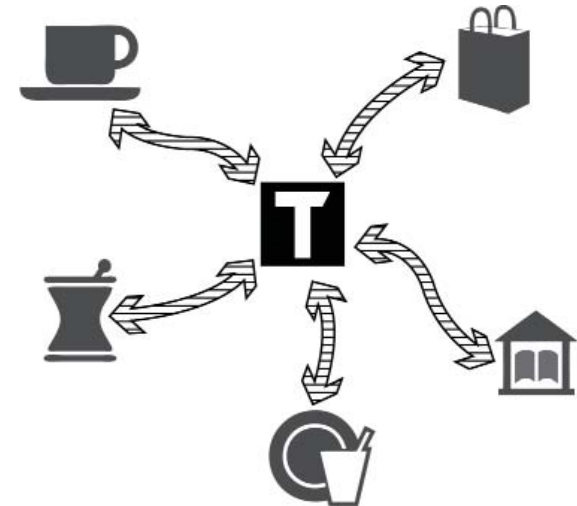
##### Community Amenities

Provide a range of community amenities such as adult daycare and childcare, recreational facilities, park space and community meeting space to meet existing and future needs in the area. Organize and cluster these amenities in close proximity to transit with a highly visible presence.



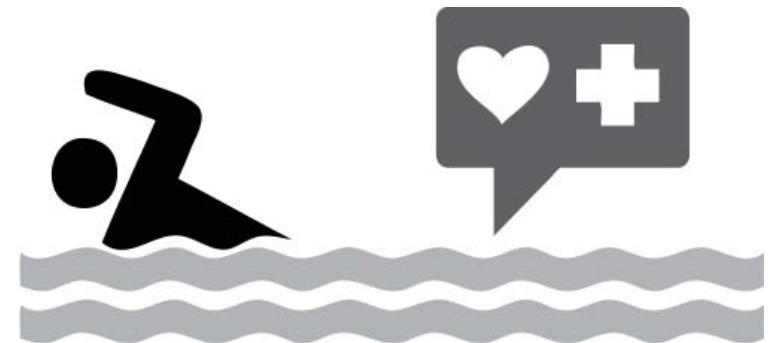
##### Local Shops + Services

Provide neighbourhood-serving shops and services such as cafés, pharmacies, and green grocers in close proximity to transit with a highly-visible presence.



##### Therapeutic Pool

Maintain or renew the Stan Stronge therapeutic pool.





## 9.0 APPENDIX

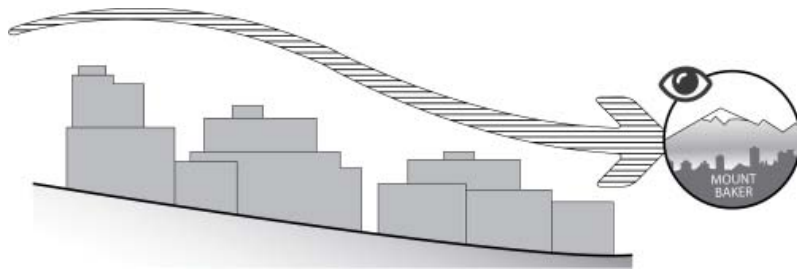
### 9.2 GUIDING PRINCIPLES (con't)

#### 9.2.4 SITE PLANNING + BUILDING DESIGN: TRANSIT, PEDESTRIAN-ORIENTED

Sun access to the site, integration with the surrounding neighbourhood, responding to the site's topography, public views and architectural variety.

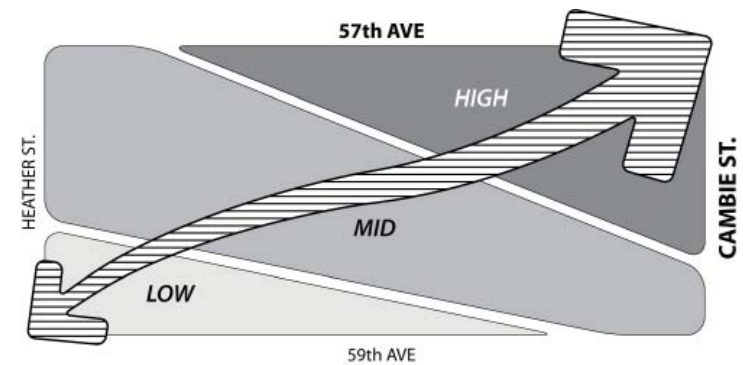
##### Topography + Views

Organize buildings and open spaces to work with the site topography and optimize public views across the site to Mount Baker.



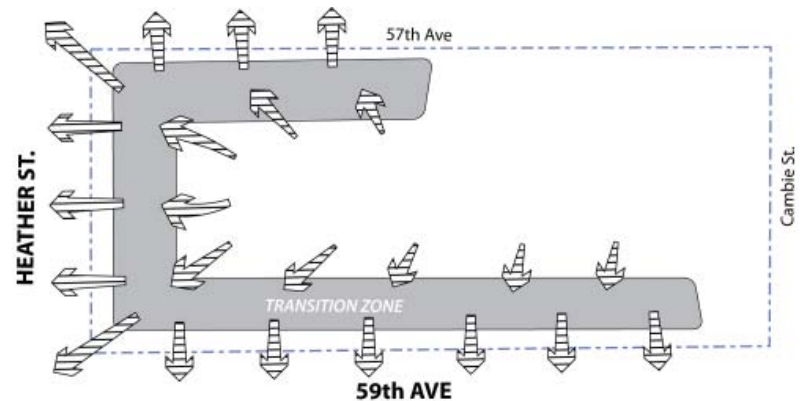
##### Intensify Activity at the Future Canada Line Station

Focus a higher level of activity, energy, density and height along W 57th Avenue towards Cambie and the future Canada Line Station, decreasing intensity moving west and south across the site.



##### Transitions

Create a transitional edge along W 57th and W 59th Avenues and Heather Street that respects the scale of the surrounding community, noting the opportunities for this area to redevelop in conjunction with the Cambie Corridor Plan.



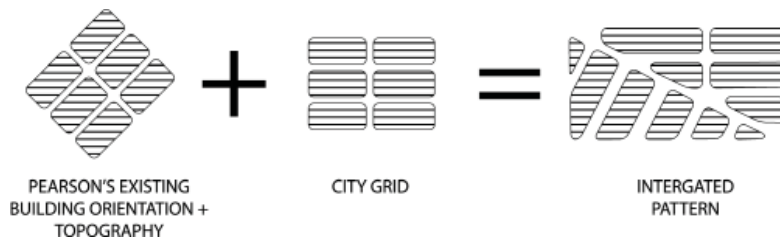
## 9.0 APPENDIX

### 9.2 GUIDING PRINCIPLES (con't)

#### 9.2.4 SITE PLANNING + BUILDING DESIGN: TRANSIT, PEDESTRIAN-ORIENTED (con't)

##### Integrate with the Surroundings

Integrate the site with the surrounding community and the adjacent Langara Gardens. Create permeability through the site and along its edges to invite the community in. Consider the city grid, the adjacent uses and pedestrian pathways through the area.



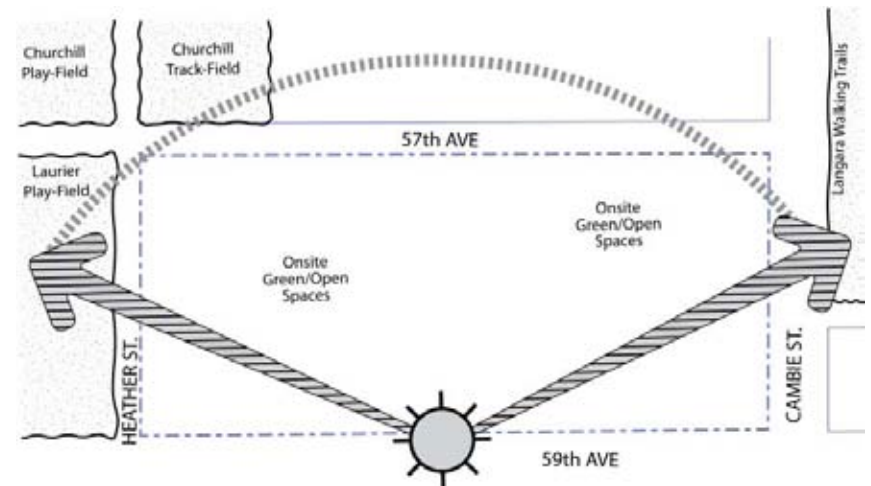
##### Variations in Architecture

Incorporate a range of building types, forms and heights that are visually interesting, support housing choices, create scale transitions, and provide opportunities for rooftop amenity and greening at various levels.

Consider a pattern of building forms that includes an organic response to the natural slope of the land, the clustering of trees and desire lines across the site.

##### Sun Access

Ensure there is direct sun on public spaces, parks, playing fields, school yards, community facilities and amenities through the design and placement of buildings.





## 9.0 APPENDIX

### 9.2 GUIDING PRINCIPLES (con't)

#### 9.2.5 SUSTAINABILITY AND GREEN INFRASTRUCTURE

LEED standards, sustainable energy systems, green walls and roofs, sustainable food systems and generally a holistic approach to site development.

##### Rezoning Policy for Sustainable Large Developments

The redevelopment of the site will meet or exceed the City's Rezoning Policy For Sustainable Large Developments, including sustainable site design, access to nature, sustainable food systems, green mobility, rainwater management, zero waste planning, affordable housing, and low carbon energy supply. All buildings will be built to LEED Gold at a minimum.



##### Regenerative Approach

A regenerative approach to health in a holistic sense will underlie all aspects of the site and its development: people, community facilities, food, transportation, energy, water, and ecology.



##### Sustainable Energy

Explore opportunities for sustainable green energy strategies that may be site-specific and/or integrated into a Cambie Corridor-wide district energy system.



## 9.0 APPENDIX

### 9.2 GUIDING PRINCIPLES (con't)

#### 9.2.5 SUSTAINABILITY AND GREEN INFRASTRUCTURE (con't)

##### Visible Green

Buildings will express green elements as well as embody green building and passive design: green roofs and terraces, roof-top gardens, trees and plantings on upper levels and balconies, green walls, and supports for vertical plant growth.



##### Sustainable Food Systems

Sustainable food system – the means by which food production, access, distribution, consumption and waste management are integrated to enhance the environmental, economic, social and nutritional well-being of the city and residents. Site specific strategies could include community gardens and orchards, edible landscaping, community kitchens, community food markets, composting, and other facilities to support local food system activities.





## **ACKNOWLEDGEMENTS**

### **Pearson Dogwood Policy Planning Project Team**

Yardley McNeill, Ben Johnson, Pat St. Michel, Patrick Chan, Kirsten Robinson, Graham Winterbottom, Tate White, Matt Shillito

### **Staff Team**

Paul Storer, Brad Badelt, Lisa Leblanc (Engineering), Daniel Naundorf, Michelle Vernoooy, Vickie Morris (Social Infrastructure), Alan Duncan (Parks), Hugo Haley, Wendy Lebreton (Sustainability)

### **Community Groups**

Pearson Residents Redevelopment Group (residents on site)  
Residents in the surrounding area  
Dogwood Lodge Family Council  
Persons with Disabilities Advisory Committee (City of Vancouver)  
Disabilities community (Civil Rights Now, BC Assoc. for Community Living)  
Neighbourhood Associations (Marpole Oakridge Community Association, Marpole Matters, Oakridge Langara Residents Assoc.)  
Housing Organizations (BC Housing, Coast Mental Health, Vancouver Resource Society)  
Urban Agriculture (Farmers on 57th, Evergreen)  
Aboriginal Organizations. (VCH Aboriginal Health Strategic Initiatives, Urban Aboriginal Advisory Committee, Musqueam First Nation)  
Stan Stronge Therapeutic Pool  
Seniors Advisory Committee (City of Vancouver)  
Schools (Sir Wilfred Laurier Elementary, Sir Winston Churchill Secondary)  
YMCA  
Vancouver Coastal Health and Lower Mainland Facilities Management staff

### **External Consultants**

Dialog (Architects), Hapa Collaborative (Landscape Architects), Bunt & Associates (Engineers)