

SKEENA TERRACE



Policy Statement

Executive Summary

Completed in the 1960s, Skeena Terrace was one of Vancouver's first social housing sites and is operated by BC Housing. It is home to nearly 600 tenants, including seniors, families, children and youth, and people of many different ethnic and cultural backgrounds.

The Skeena Terrace Policy Statement was created in partnership with BC Housing over 18 months. Due to the age of the existing buildings and infrastructure, which require extensive and ongoing repairs, BC Housing approached the City to explore how the site could be redeveloped to best meet the needs of current and future tenants. The need for new social housing is exacerbated by aging non-market housing stock across the city. Over 40% of social housing properties in Vancouver were constructed from 1970-1990. Skeena Terrace is even older than the majority of social housing sites in Vancouver, and this redevelopment presents a unique opportunity to renew and expand the aging rental stock.

The design of Skeena Terrace will incorporate strategies that promote and optimize health, and encourage physical activity through increased walking, rolling and cycling connections on-site, and to other community and transit destinations, while providing ample spaces for all-season recreation and exercise. While broad directions are confirmed in a Policy Statement, further refinement of the proposal will occur during the rezoning application phase.

Development Statistics Table:

SITE DENSITY

FSR	Maximum of 3.0 FSR (gross) inclusive of Hermon Drive
Floor area (gross)	148,761 sq. m (601,243 sq. ft.)

LAND USES

Residential	100% rental units - social housing
Retail and services	930-1400 sq. m (10-15,000 sq. ft.)
Childcare facility	74-spaces
Community amenity centre (Skeena Hut)	516 sq. m (5,556 sq. ft.)

HOUSING MIX

Family-oriented units	50-60%
3-5 Bedroom target	20%
Accessible units	10% of total units
Licensed family childcare	6 to 8 units

BUILDING HEIGHTS

Low and mid-rise buildings	Up to 12 storeys
Taller buildings	16 to 30 storeys
Landmark tower	Up to 36 storeys

BUILDING MASSING

Building length	Up to 46 m (150 ft.)
Podiums	Up to 6 storeys, with upper level step back
Tower floorplates	Maximum of 604 sq. m (6,500 sq. ft.)
Tower separation	Minimum of 24 m (80 ft.)

MOBILITY

Design targets	80% of trips walking, rolling or transit
Parking and loading	As per Parking By-law and Transportation Demand Management Study



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1. Background & Site History





Skeena Terrace - Looking North

1.1 Introduction: The Role of a Policy Statement

A Policy Statement is a planning tool used by the City of Vancouver that establishes guiding principles, objectives and policies relating to the future redevelopment considerations for the site. These considerations include: land use, density, building types and heights, mobility, affordability, sustainability and infrastructure, ecology and open space, amenities, and development phasing.

The Skeena Terrace Policy Statement was created in partnership with BC Housing over the past 18 months, and was informed by significant and meaningful engagement with current tenants, the broader community, and other key stakeholders, before being presented to Council for consideration.

The Policy Statement informs the future rezoning and redevelopment of Skeena Terrace. While broad directions are confirmed in a Policy Statement, further refinement of the proposal will occur during the rezoning phase.

1.2 Site Description & History

Skeena Terrace is located on the unceded traditional territories of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), and sə́lilwətaʔt̓ (Tsleil-Waututh) Nations. The Skeena Terrace site is 10.8 acres (4.4 hectares) in size and located north of Lougheed Highway, south of East 5th Avenue, east of Cassiar Street and west of Skeena Street. The site is currently zoned CD-1 (11B) which permits the existing residential use on the property.

Completed in the 1960s, Skeena Terrace was one of Vancouver's first social housing sites and is operated by BC Housing. It is home to nearly 600 tenants, including many seniors, families, children and youth, and people of many different ethnic and cultural backgrounds. Those tenants live in 230 Rent-Geared-to-Income (RGI) units in townhomes, low-rise buildings, and one high-rise spread across the 10.8-acre site.

The site is steeply graded from west to east and north to south. The 1960s landscape design of the site was undertaken by esteemed Landscape Architect, Cornelia Hahn Oberlander and today contains many mature trees.

Due to the age of the existing buildings and infrastructure, which require extensive and ongoing repairs, BC Housing approached the City to explore how the site could be redeveloped to best meet the needs of current and future tenants.



Plaque at Skeena Terrace



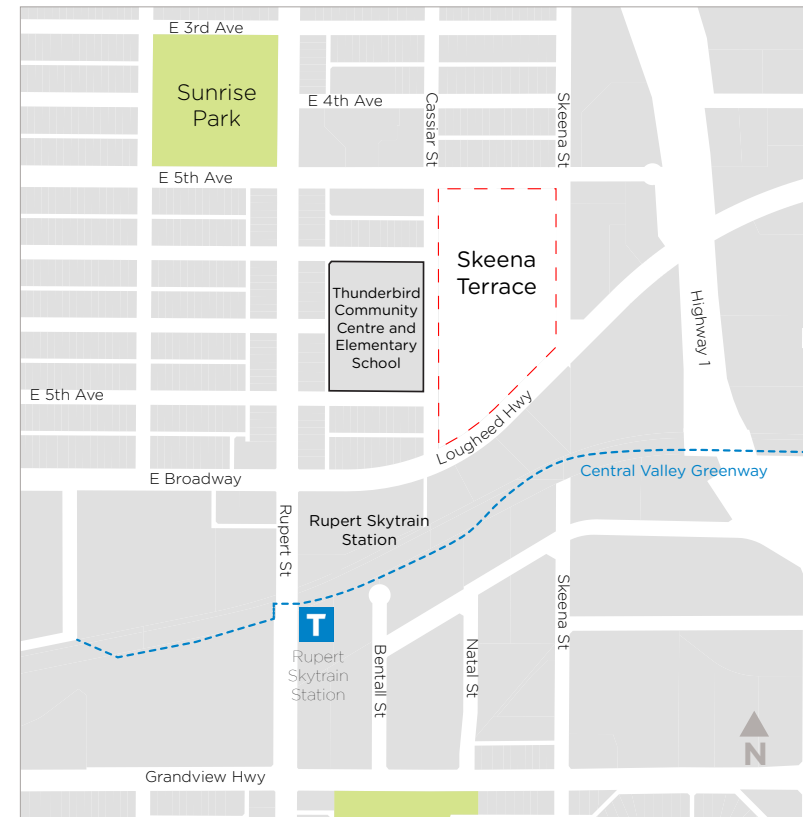
Skeena Terrace - Looking North



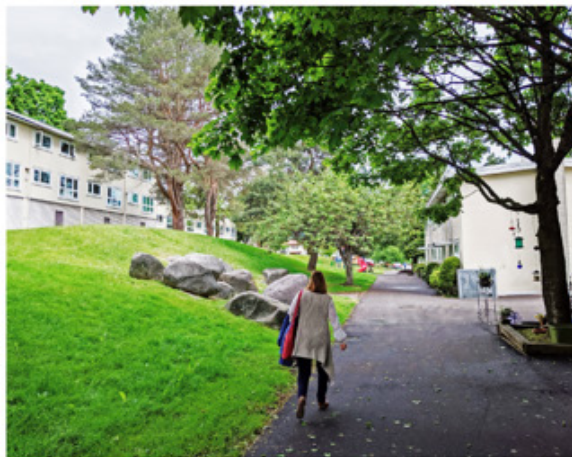
1.3 Site Context


The site is located in the Hastings-Sunrise area, to the east of Thunderbird Community Centre and Thunderbird Elementary School along Cassiar Street. The school and community centre serve as a valuable community heart for current tenants and the surrounding neighbourhood, offering programs and classes both on and off-site. The origin of the community centre is tied closely to strong community leadership from Skeena Terrace tenants, with community-led programming delivered at Skeena Terrace before the community centre was built.

The site is served by bus routes that operate along both Lougheed Highway to the south, and Rupert Street to the west. Rupert Skytrain Station is approximately 600 metres from the site and the Central Valley Greenway is located to the south. Four parks are located within approximately one kilometre of the site, including Rupert Park, Sunrise Park, Falaise Park and Thunderbird Park.



Context map



 Photos of Skeena Terrace today

Aerial Map



1.4 City Policies

The following City policies establish a general framework for the future development of Skeena Terrace. These policies, and others that may be applicable, will apply at various stages throughout the rezoning and/or permitting process. Policies are subject to change and updates over time:

- Housing Vancouver Strategy (2017)
- Affordable Housing Policies (1989, amended 1991)
- Hastings-Sunrise Community Vision (2004)
- Rezoning Policy for Sustainable Large Developments (2018, amended 2020)
- Housing Needs Report (2022)
- Tenant Relocation and Protection Policy (2019)
- Rental Housing Stock Official Development Plan (2007, amended 2021)
- High-Density Housing for Families With Children Guidelines (1992)
- Healthy City Strategy (2015)
- Green Buildings Policy for Rezoning (2010, amended 2022)
- VanPlay (2019)
- Financing Growth Policies (2004)
- Community Amenity Contributions through Rezoning (1999, amended 2020)
- CD-1 (11B) - (Skeena Terrace- 3476 East 5th Avenue)
- Climate Emergency Action Plan (2020)
- Urban Forest Strategy (2018)
- Transportation 2040 (2012)
- Community Benefit Agreement Policy (2018)
- Spaces to Thrive: Vancouver Social Infrastructure Strategy (2021)
- Culture|Shift: Blanketing the City in Arts and Culture (2019), Making Space for Arts and Culture (2019)
- City of Vancouver Childcare Design Guidelines (1993, amended 2021)
- Making Strides: Vancouver's Childcare Strategy and Early Actions (2022)
- Still Creek Rehabilitation and Enhancement Plan (2002)
- Rain City Strategy (2020)



HOUSING VANCOUVER STRATEGY (2017)

In November 2017, Council approved the Housing Vancouver Strategy (2018-2027) and the 3-Year Action Plan (2018-2020). The Strategy seeks to shift the supply of new homes toward the right supply, with targets for new units along a continuum of housing types and incomes. Housing Vancouver targets were based on the core goals of retaining a diversity of incomes and households in the city, shifting housing production towards rental to meet the greatest need, and coordinating action with partners to deliver housing to the lowest income households.

Overall, 72,000 new homes are targeted for the next 10 years, including 12,000 social, supportive and non-profit co-operative units and 20,000 purpose-built rental units. The attached Policy Statement, if approved, will include targets for social housing and family units that will be further refined in the subsequent rezoning application phase.

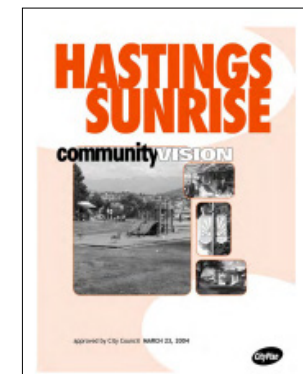
REZONING POLICY FOR SUSTAINABLE LARGE DEVELOPMENTS (2018, UPDATED 2020)

This policy applies to rezonings of sites measuring two acres or more in area and requires that high sustainability practices are implemented in the following eight areas: Sustainable Site Design; Sustainable Food Systems; Green Mobility; Potable Water Management; Rainwater and Groundwater Management; Zero Waste Planning; Affordable Housing and Resilience.

The Skeena Terrace redevelopment will need to meet or exceed the requirements of the *Rezoning Policy and Bulletin for Sustainable Large Developments*, and any applicable Council policies at rezoning.

HASTINGS-SUNRISE COMMUNITY VISION (2004)

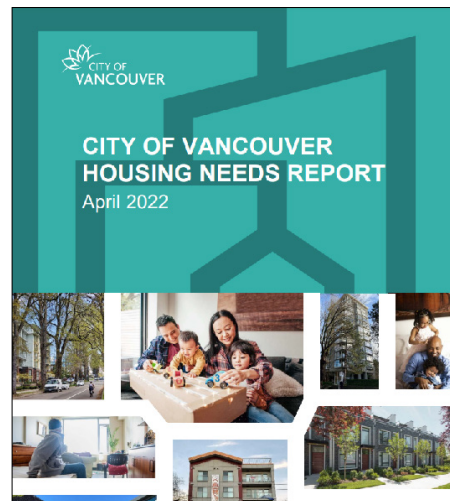
The Vision provides general directions for future development opportunities, including support to expand affordable housing options, access community amenities, support sustainable development and assess transportation improvements. The Vision anticipates that existing CD-1 sites such as Skeena Terrace will undertake a rezoning process for anything other than minor changes with appropriate community consultation. This direction has informed development of a policy statement for this site.



HOUSING NEEDS REPORT (2022)

In response to increasing concerns about housing costs and their impacts on residents across British Columbia, the BC Provincial Government introduced a new Housing Needs Report requirement for all BC municipalities. The directions in this Policy Statement are well supported by the data and findings within the Housing Needs Report. Increasing the amount of social housing in Vancouver will help meet the diverse range of housing needs among current and future residents.

On April 27th, 2022, Council received a Housing Needs Report prepared by City staff. The report finds that approximately 86,000 existing households in Vancouver are in need of affordable, suitable, or adequate housing. The report also includes a baseline projection of approximately 50,000 new households (~85,000 people) from growth and change in Vancouver's population over 10 years. Housing affordability pressures impact many households, but impacts fall disproportionately on equity-denied groups, including residents who are from Indigenous and racialized communities, seniors, people with disabilities, single-parent households, and 2S/LGBTQIA+. These groups face increased risk of housing insecurity, displacement, and homelessness.



TENANT RELOCATION AND PROTECTION POLICY

The *Tenant Relocation and Protection Policy* (TRP Policy), last amended June 2019, will apply at Skeena Terrace. The TRP policy is intended to protect tenants by mitigating the impacts of displacement resulting from redevelopment activity, while recognizing that some renewal is necessary to maintain the health of the overall rental stock.

A Tenant Relocation Plan is required when tenants are displaced as a result of redevelopment or major renovation activity. Under the TRP Policy, existing tenants residing at Skeena Terrace will be protected and supported throughout the redevelopment process through measures such as ongoing tenant communication and project updates, assistance with moving expenses, providing right of first refusal to return to a new unit on-site, and all other applicable requirements outlined in the policy.



City of Vancouver *Planning By-law Administration Bulletin*
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planning@vancouver.ca

TENANT RELOCATION AND PROTECTION POLICY – PROCESS AND REQUIREMENTS

Authority - Director of Planning

Effective June 11, 2019. Updated November 10th, 2021

This Bulletin replaces the Tenant Relocation and Protection Guidelines, adopted by City Council on December 10, 2015, amended February 15, 2016, June 22, 2018, and August 15, 2018.



2. Vision & Guiding Principles



2.1 Vision

Skeena Terrace will be a vibrant and diverse community with a variety of affordable and market rental housing options with active and passive open spaces that are well-integrated into the neighbourhood, and creates positive impacts for the community as a whole.

Skeena Terrace will continue to be a family-oriented and primarily residential site, with social housing for a diversity of household types, ages, mobility and income levels. A robust Tenant Relocation Plan will address the needs of existing tenants and ensure a permanent affordable home to each household. The Skeena Terrace redevelopment provides a significant opportunity to renew aging housing stock and increase the number of secure and affordable homes for low and moderate-income families and individuals to accommodate a diverse future population.

Opportunities for higher tower forms will be focused primarily at the corner of Lougheed Highway and Skeena Street to create a new architectural landmark into Vancouver. A network of open spaces will be established throughout the site and linked from a public plaza at Cassiar Street through a combination of formal and informal shared spaces and courtyards known as “neighbourhood rooms.”

The design of Skeena Terrace will incorporate strategies that promote and optimize health and encourage physical activity including increased walking, rolling and cycling connections on-site, and to other community and transit destinations, while providing ample spaces for all-season recreation and exercise.



Panoramic view from the site today



2.2 Guiding Principles

The following eight principles will guide the future redevelopment of Skeena Terrace. They support the Vision for the site and ideas gathered through tenant and public engagement, while reflecting the goals of the City and BC Housing.

Safe, Livable & Complete Neighbourhood

Take a people-first approach to the redevelopment of Skeena Terrace to create a safe, socially-connected, complete community that is friendly, supportive and strengthens the southeast Hastings-Sunrise neighbourhood.

Tenants First

Listen carefully to the needs and aspirations of current and future tenants throughout engagement and while collaboratively designing the future of Skeena Terrace.

Equity, Diversity, Inclusion & Accessibility

Create an equitable, diverse, and inclusive Skeena Terrace that is welcoming and supportive.

Context & Connections

Celebrate and embrace the unique qualities, context and connections of Skeena Terrace.

Memory & Evolution

Recognize, acknowledge, and reflect the unique history of Skeena Terrace, its community, and diverse culture.

Resilience, Sustainability & Climate

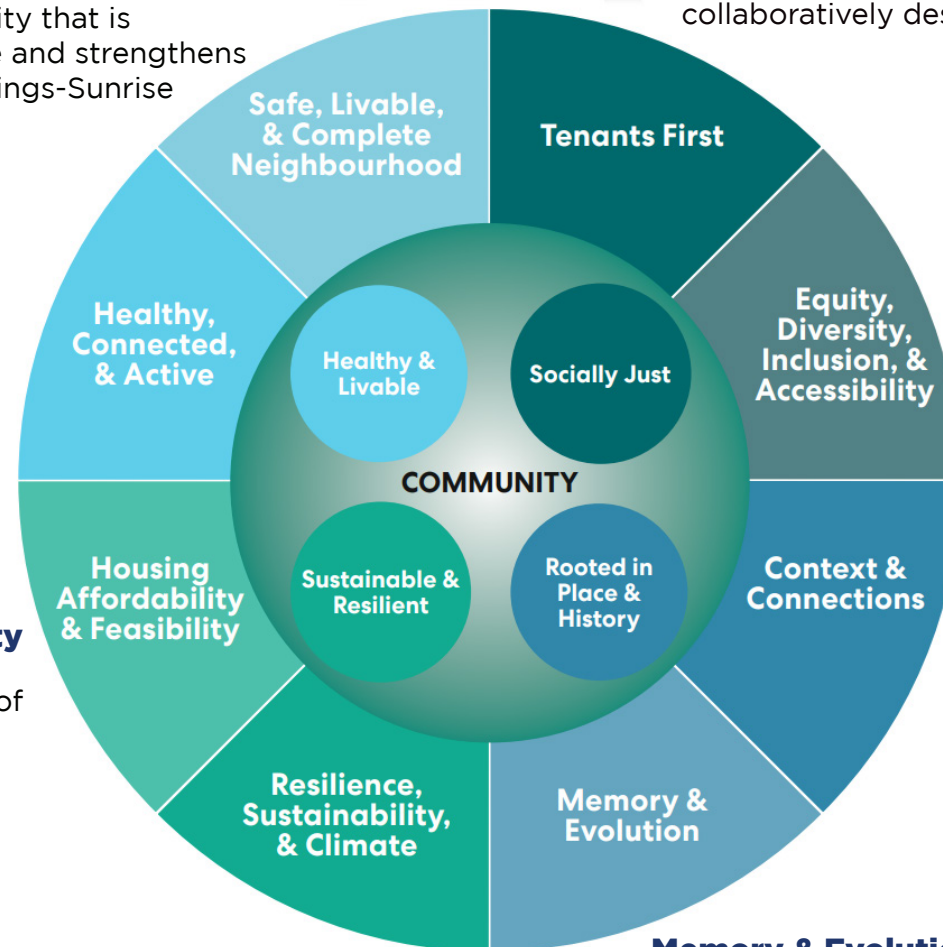
Make Skeena Terrace a precedent-setting, sustainable community that demonstrates leadership in climate action, waste, and water management through regenerative approaches.

Housing Affordability & Feasibility

Provide a diversity of housing types that are affordable to a broad range of incomes and family types.

Healthy, Connected & Active

Create a healthy, well-connected built environment that enhances residents' physical and mental well-being.



3. Skeena Terrace Housing & Tenant Protection



3.1 Background

Skeena Terrace provides the opportunity to renew an aging non-market housing site while preserving existing affordability and significantly expanding the number of secure and affordable homes for low and moderate-income families and individuals. BC Housing will continue to work with the City to determine how to appropriately meet the needs of current and future tenants through the redevelopment phase. Skeena Terrace will provide existing tenants with new, more resilient homes within their existing community, while also helping to meet the housing needs of additional Vancouver residents and newcomers on the site.

THE NEED FOR SOCIAL HOUSING

Many households in Vancouver are struggling to find secure, affordable rental housing. As of the 2016 Census, over 50,000 renter households in Vancouver were paying over 30 per cent of their income on rent and over half of these households earn incomes under \$50,000 per year.

Social housing is operated on a not-for-profit basis by affordable housing societies, co-ops, and government agencies to provide affordable, stable homes for households earning low and moderate incomes. The high number of Vancouver households facing housing cost burden indicates that significantly more social housing is required. The Housing Vancouver Strategy includes a target of 12,000 new social, supportive, and co-op homes by 2027. Skeena Terrace will provide approximately 1,900 social housing units through redevelopment.

RENEWAL OF SOCIAL HOUSING

The need for new social housing is exacerbated by aging non-market housing stock across the city. Over 40% of social housing properties in Vancouver were constructed from 1970-1990, supported by senior government programs that have since been phased out. As these buildings age, non-market housing providers are facing rising repair and retrofit costs, and the government operating agreements that covered many of these costs are coming to an end. Today, many non-profits, co-ops and government partners are looking to redevelop and renew their existing properties, and expand the number of people they can serve. Skeena Terrace is even older than the majority of social housing sites in Vancouver, and presents a unique opportunity to renew and expand the stock.



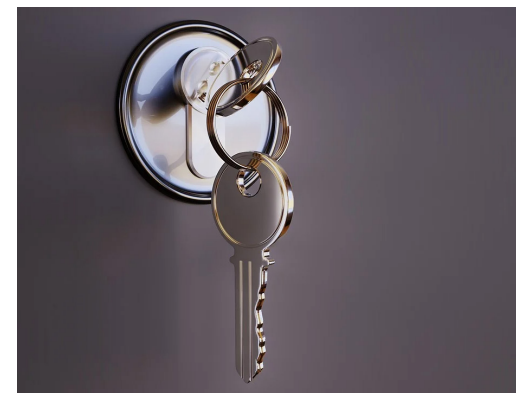
Skeena Terrace circa 1961

TENANT RELOCATION AND PROTECTION POLICY

The *Tenant Relocation and Protection Policy* (TRP Policy) will apply at Skeena Terrace. The TRP policy is intended to protect tenants by mitigating the impacts of displacement resulting from redevelopment activity, while recognizing that renewal is necessary to maintain the health of the overall rental and non-market housing stock. Existing tenants residing at Skeena Terrace will be protected and supported under the non-market TRP Policy throughout the process.

The City's current TRP Policy acknowledges that non-market housing providers and residents face different needs compared to market housing, and provides a separate framework for tenant protection and relocation. The TRP Policy requires BC Housing to develop a Tenant Relocation Plan based on a set of core principles:

1. **Ensure permanent rehousing options that limit disruption for existing residents:** relocation plans for non-market housing will minimize disruption for existing residents by providing an alternative accommodation option that involves minimal moves, prioritizes options in the current neighbourhood, and takes into account additional resident considerations e.g. access to schools, transit, etc.
2. **Maintain affordability for existing residents:** due to the low incomes and housing barriers faced by residents in existing social and non-profit co-op housing, emphasis will be placed on providing a suitable permanent affordable accommodation option for all eligible residents.
3. **Support with relocation and additional housing barriers:** residents will be provided support with moving expenses for all moves. Support will be provided for residents with additional needs.
4. **Ongoing communication and engagement:** residents will receive early communication of the intent to redevelop and the support that will be offered to them, as well as regular updates over the course of the development process.



Stock images



3.2 Policies

As the provincial Affordable Housing Agency, BC Housing has committed to a Tenants-First approach in every aspect of the redevelopment. Taking these city-wide policies into account, the redevelopment of Skeena Terrace will ensure that aging building social housing stock can be replaced and enhanced to provide a highly livable and vibrant site with affordable housing options for a wide spectrum of incomes and needs through the implementation of the following policies:

3.2.1 TENANT RELOCATION & PROTECTION REQUIREMENTS

- Develop a Tenant Relocation Plan that meets or exceeds the requirements as outlined under the *Tenant Relocation and Protection Policy*.

3.2.2 FAMILY & ACCESSIBLE HOUSING

- Provide a minimum range of between 50-60% family-oriented residential units with 2 or more bedrooms, including a target of 20% 3-bedroom to 5-bedroom units.
- As per the TRP Policy, Skeena Terrace residents will be able to return at a unit type that meets their family size needs at the time of new building occupancy.
- Design of family units will be in accordance with the High Density Housing for Families with Children Guidelines.
- At least 10% of total units will be considered accessible to better reflect Canada's population of people living with disabilities and 20% of units should include aging-in-place practices.

3.2.3 HOUSING AFFORDABILITY

- 100% of the residential units will be rental tenure.
- A target of two-thirds of the units will be rented to households who make below BC Housing's Housing Income Limits (HILS) and be rented at no more than 30% of gross household income. The remaining one-third of units will be rented at up to and including market rents.
- The HILs units will be owned and operated by BC Housing directly, or through a long-term lease by a not-for-profit organization(s). The market rate rental units may be leased to a not-for-profit organization, or for-profit organization.
- The housing tenure, affordability levels, and other operational requirements will be secured in perpetuity.

3.2.4 REDEVELOPMENT PHASING

- A phasing strategy to establish sequencing of redevelopment will be determined at rezoning. The Tenant Relocation Plan and phasing strategy will be complimentary to ensure the project is phased to minimize disruption to tenants.

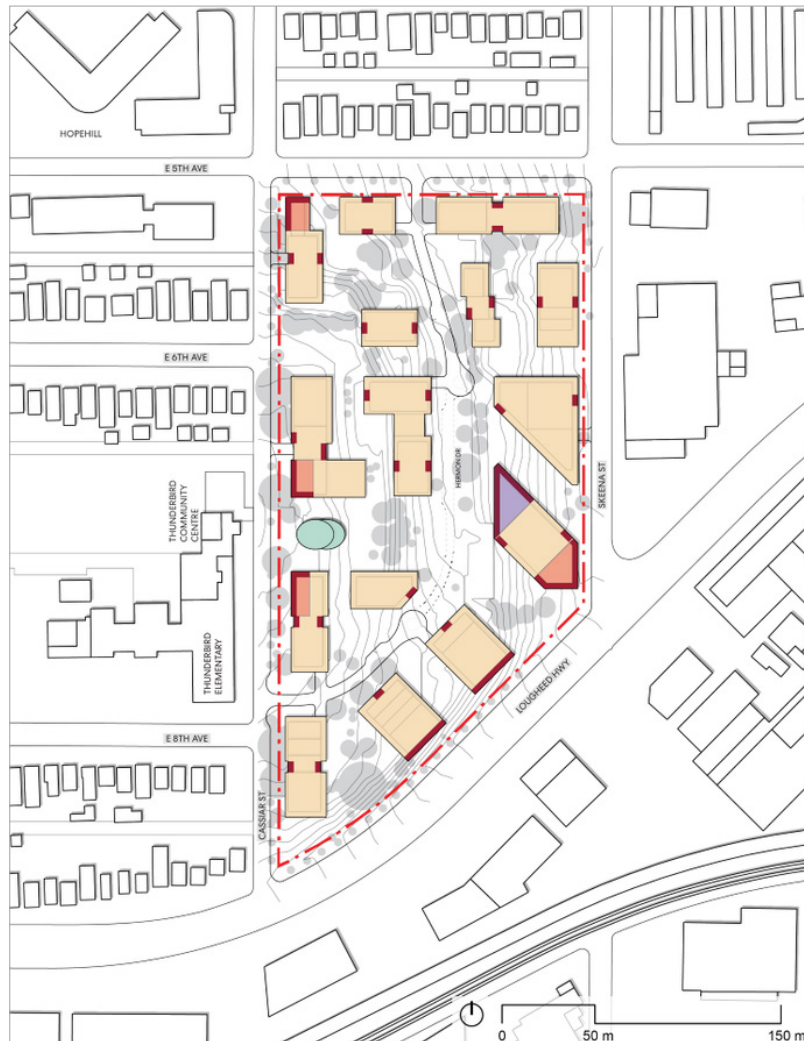


4. Land Use & Density



4.0 LAND USE & DENSITY

This section provides direction on the desired character and mix of uses to ensure that the Skeena Terrace legacy of providing affordable housing will be maintained and enhanced into the future. The site will continue to provide a diversity of housing types and tenures, supported by local-serving shops, amenities and animated open spaces. Further guidance on the desired building form of the redevelopment is included in Section 5, Built Form and Massing. Housing Requirements are contained in Section 3.



4.1 Background

Skeena Terrace was designed and built as one of Vancouver's early social housing sites and will continue to provide generations of families an affordable place to live.

Through redevelopment, there is an opportunity to optimize housing options and to expand on-site amenities and supporting uses. Increased density of up to 3.0 FSR (gross) is supportable to deliver on multiple Council objectives regarding increasing affordable rental housing stock across the city while also taking advantage of the close proximity of the site to transit and the site's unique topography.

The intent of Skeena Terrace is to align with Big Move 1 of the Climate Emergency Response and emerging direction of the Vancouver Plan to enable access to daily needs within an easy walk, roll or cycle in all neighbourhoods.

- Tenant Community Facility
- Retail
- Childcare
- Residential (Ground-Oriented Units)
- Active Frontages

Diagram to left is illustrative and land uses are subject to review during the rezoning phase



4.2 Policies

4.2.1 DENSITY

- A gross floor area* of 148,761 sq. m (1,601,243 sq. ft.) is proposed. The floor space ratio or FSR (a measure of density) is approximately 3.0 over the entire site.

4.2.2 LOCAL-SERVING COMMERCIAL

- Provide approximately 930 to 1400 sq. m (10,000-15,000 sq. ft.) of local-serving retail, primarily located across from Thunderbird Community Centre with additional opportunities at the corner of Lougheed Highway and Skeena Street.
- The majority of the floor space should be local-serving uses such as a café, deli, bakery, green grocer/small grocery store, or small-scale pharmacy, with a focus on activating adjacent open spaces, creating an inviting pedestrian-focused retail experience and serving the daily needs of residents and the local community.
- At rezoning, a retail capacity analysis will be undertaken to confirm the appropriate amount of retail floor space and optimal mix of service uses. Subject to this analysis, additional locations for retail could be explored.

**The gross floor area includes all interior floor spaces for all uses including the childcare centre, amenity spaces, and all typical floor area exclusions such as storage areas, enclosed balconies, etc. The density is calculated over the full site area.*

4.2.3 CHILDCARE FACILITIES

- Provide a fully-fit, furnished and equipped 74-space childcare centre designed in accordance with the Childcare Design Guidelines, in place at the time of rezoning.
- At rezoning, further analysis will be needed to confirm the exact location of the childcare, taking into account licensing requirements including access to outdoor space and solar performance on outdoor space.
- Consider options to use the Skeena Hut for before-and-after school care, if feasible.
- During the rezoning, target inclusion of six to eight licensed family childcare units within ground-oriented homes.



Stock image



Woodward's YMCA Child Care Centre, Vancouver, BC

4.2.5 AMENITY CENTRE (REPLACEMENT SKEENA HUT)

- Ensure on-site programs that are currently operating in the Skeena Hut are maintained and enhanced/expanded in the new 465 sq. m (5,000 sq. ft.) indoor amenity centre in ongoing programming partnership with the Thunderbird Community Centre.
- The amenity centre shall be designed as a multi-purpose space that is flexible to different uses and programming that may accommodate before-and-after school care.
- A community teaching kitchen within the amenity centre is desirable to satisfy one of the food asset requirements of the *Rezoning Policy for Sustainable Large Developments*.

4.2.6 LIVE-WORK SPACES

- At-home enterprises, uses such as live/work, artist space and 'maker spaces' that are designed to support a range of cultural uses, practices and art production, are highly encouraged in the redevelopment, and particularly along Lougheed Highway and Skeena Street, and at, or near, the new plaza along Cassiar Street.



Harbor Way, Boston MA, Copley Wolff Design Group



Collingwood Neighbourhood House community kitchen, Vancouver, BC

5. Built Form, Massing & Height



5.0 BUILT FORM, MASSING & HEIGHT

This section provides guidance on the desired building form, height and massing of the neighbourhood. The vision is to achieve high quality and sustainable building design and open spaces that are welcoming and attractive over the long term.

5.1 Background

Skeena Terrace is intended to be a primarily residential site with a mid-rise form of development (with building heights of 6 to 16 storeys) along with three taller buildings up to 36 storeys to landmark this location.

Buildings will be varied in scale with priority on the human-scale and pedestrian experience responding to the sloping topography and supporting a successful public open space network. All building typologies provide an opportunity for landscaped roofs, views, amenity spaces and rooftop play areas for children.

Three taller buildings of varying heights will be located at the southeast corner of the site. This will ensure that impacts to surrounding residential developments are minimized whilst simultaneously creating a new local architectural landmark that will be seen entering the city from the east.

Achieving a legible massing strategy along Lougheed Highway is an important consideration. The two mid-rise forms located near the corner of Cassiar Street and Lougheed Highway should have a form and architectural expression primarily oriented towards the southwest to reinforce a 'front door' to the site for people arriving from Rupert SkyTrain Station and trips from the west.



5.1.1 ANIMATION & VARIETY IN DESIGN

Skeena Terrace will be inviting, accessible and attractive. The architecture will be characterized by variation in design and scale to create visual interest. Building orientations will respond to the curved streets created by Lougheed Highway and Hermon Drive while the human scale design of the public realm interface will create interest and add character. The site edges will respond differently to varying adjacencies: Lougheed Highway to the south, employment uses to the east, Thunderbird Elementary School and Community Centre to the west and lower density residential to the north. Public spaces will create vibrancy and draw people into and through the site. This can be achieved through attractive architecture and landscape design, careful placement of passive and active uses and flexible site programs.

Design guidelines created during the rezoning phase will further refine the future site design of Skeena Terrace.

5.1.2 SUSTAINABILITY & LIVABILITY

All buildings will be designed to meet the *Green Buildings Policy for Rezoning*s, or requirements in place at the time of building design. Skeena Terrace will achieve best practices in healthy built-environment planning by delivering a selection of signature buildings using innovative green building standards and techniques. These may include mass timber and/or modular construction techniques, Passive House certification or other innovative approaches and result in highly livable dwellings and spaces.



Corner Bar, Austin, Texas



Daniel Spectrum, Toronto, Ontario



5.2 Policies

5.2.1 BUILDING VARIETY & DESIGN

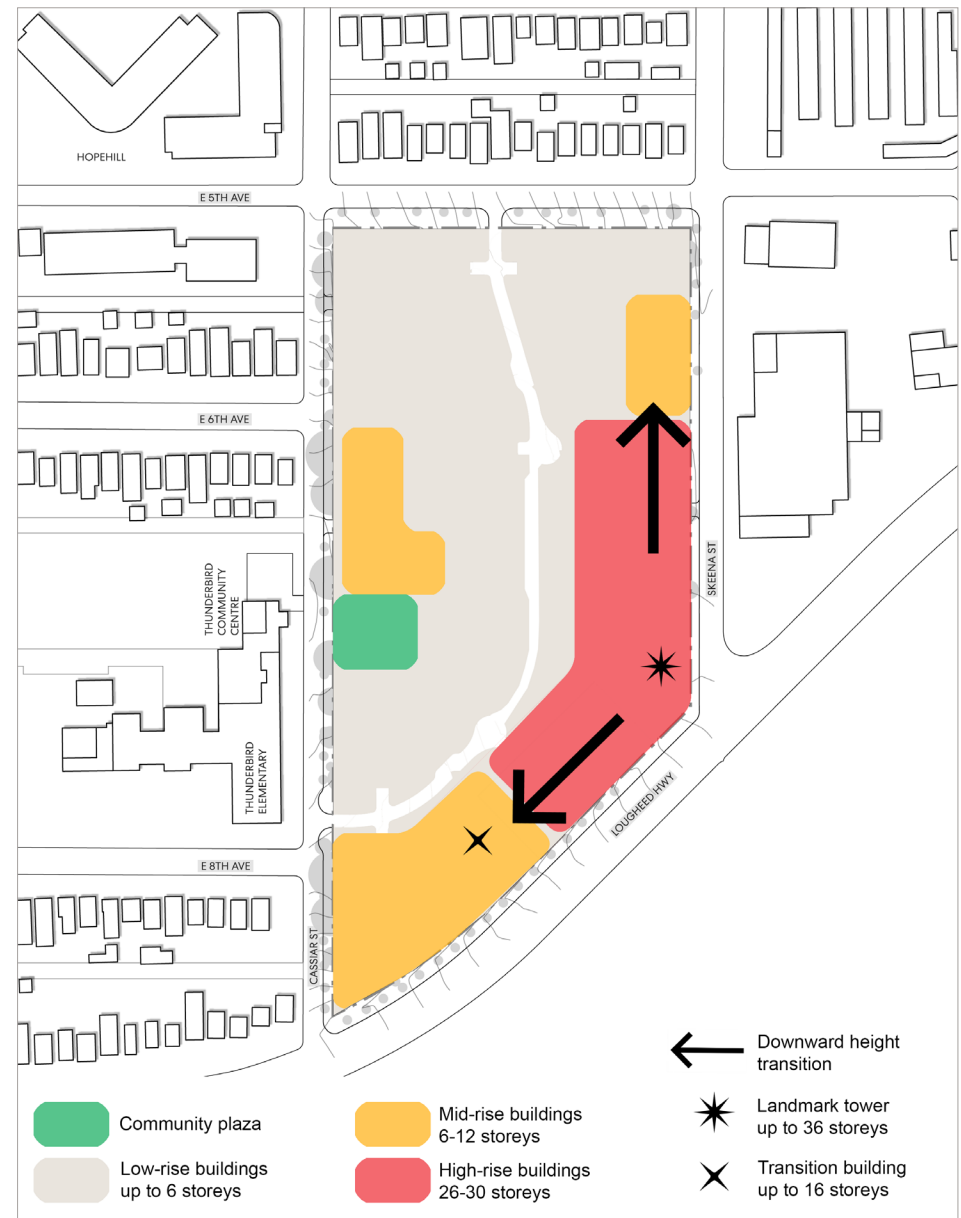
- Buildings will be varied in scale and type including ground-oriented units, terraced mid-rise buildings, mixed-use buildings and slender sculpted residential towers. Buildings will respond accordingly to the site topography.
- Building lengths greater than 46 m (150 ft.) should be avoided, regardless of height, and include both vertical and horizontal articulation where appropriate.
- Tower podiums should be no greater than six storeys in height and should step down with grade wherever feasible. Certain locations may warrant a lower podium height to improve solar access, and/or enhance the open space network.
- Building forms will address topography by stepping slabs in line with natural grade to ensure a smooth transition to adjacent commercial retail units (CRUs) and ground-oriented units resulting in a safe, inviting and accessible interface with the public realm. Buildings may also be sited to soften the landscape by concealing significant changes in grade and offering residents an accessible path to bridge the sloping terraces utilizing internal building corridors and elevators.



Images from City of Vancouver archives

5.2.2 BUILDING HEIGHT

- Taller buildings should be located at the low point of the site near the corner of Lougheed Highway and Skeena Street, and transition down to the north and west edges of the site to reduce impacts on open space and adjacent developments.
- A high level of architectural treatment and design is expected in shaping and sculpting of taller buildings that consider views to and from the site, including from the SkyTrain and the Central Valley Greenway, as well as Falaise Park.
- Opportunities for height: Three taller point towers with related architectural expression will be considered up to a maximum height of 36 storeys for the tallest tower, located near the existing City of Vancouver welcome sign. The flanking towers should transition downward, with a minimum transition of four to six storeys lower between each tower being desirable. Further west, a transition building of up to 16 storeys can be included.



- The three taller buildings should meet typical City performance criteria for tower forms above six storeys, including but not limited to adequate tower separation and a maximum average gross floor plate of 604 sq. m (6,500 sq. ft.)
- Mid-rise buildings should terrace down to maximize solar access and avoid a sense of looming mass over the public realm. These building heights are well suited for the use of mass timber construction, which is strongly encouraged.
- Additional building height for common indoor amenity rooms will be considered, subject to urban design performance.

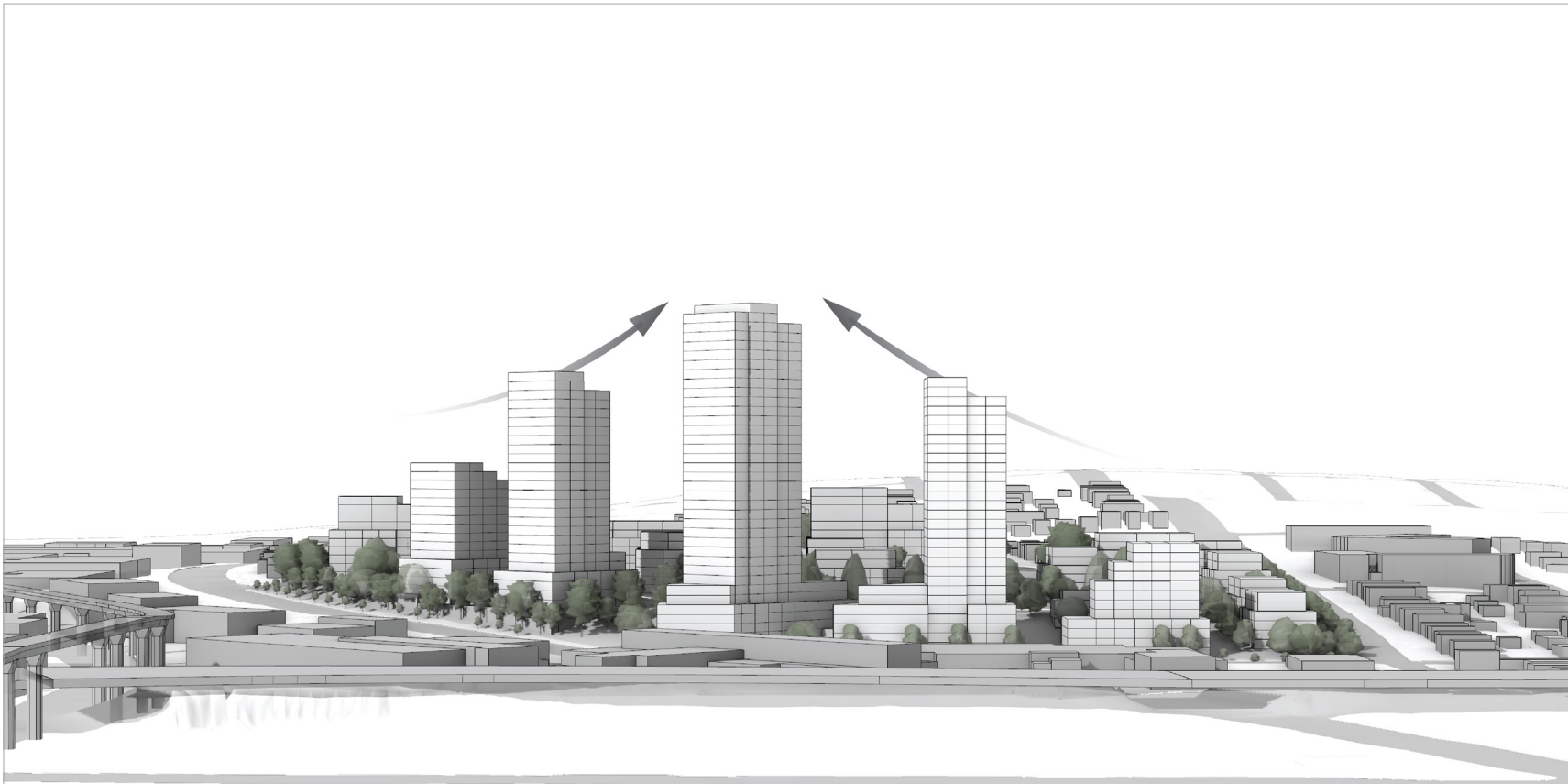


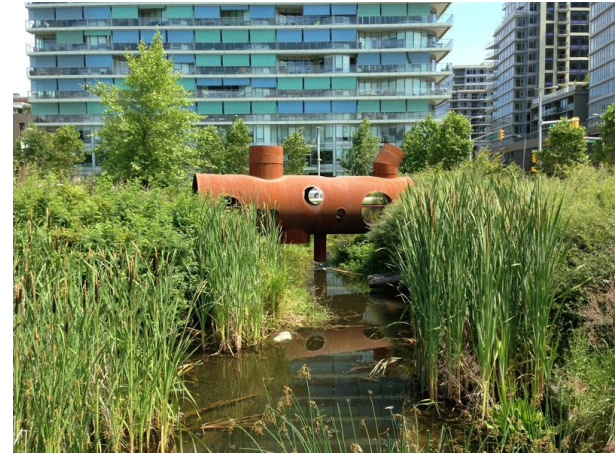
Diagram above is illustrative and building heights and massing are subject to review during the rezoning phase

5.2.3 PUBLIC REALM INTERFACE & TRANSITIONAL EDGES

- Provide a respectful relationship and transition to the surrounding community through six storey buildings with upper level step backs along the northern and western edges of the site.
- Active frontages consisting of small-scale retail, social or cultural uses, live/work units or resident amenity spaces should be provided at grade to animate edges of key open spaces and to enliven streets and pedestrian spaces, along with frequent front doors at grade and overlook from dwellings above.
- All other building interfaces should provide ground-oriented units with primary entrances and individual doors facing the public realm to animate the edges of streets, courtyards and open spaces.

5.2.4 LIVABLE & SUSTAINABLE BUILDINGS

- Design buildings to visually express green elements as well as embody green building and passive design features.
- Enclosed balconies may be considered for podium units fronting Lougheed Highway, given that a robust and varied network of public and semi-private open spaces will be provided for residents.



Hinge Park, Vancouver, BC



The Arc, Vancouver, BC



Hinge Park, Vancouver, BC



5.2.5 VIEWS & SOLAR ACCESS

- Buildings must be carefully located and designed to allow for an overall sense of layered mature landscape and open sky views, including maximizing solar access for urban agriculture and other public uses including, but not limited to, the south-facing slopes above Lougheed Highway.
- Maximize open views into the interior of the site at key entrance points, as well as outward public views from key gathering spaces within the site, aiming to enhance vistas to the North Shore Mountains and the Still Creek basin.
- Provide public viewpoints at key locations, such as the top of the slope near the corner of Lougheed Highway and Cassiar Street.
- Solar access on public open spaces, the community plaza and neighbourhood rooms will guide the form, height and placement of buildings. Consider solar performance on the community plaza between 10am and 4pm at the spring and fall equinoxes. At rezoning, a shadow analysis will be required.
- Provide a detailed view analysis as part of the rezoning application to determine optimal locations of tower elements considering significant views toward the mountains from nearby public spaces. Review of these documents will, in part, help to confirm the achievable building heights and massing.



Rendering of Blatchford Redevelopment by Perkins&Will, Edmonton, AB



Panoramic photo taken from Skeena Terrace, looking south, west and north



6. Public Places & Site Biodiversity



6.1 Background and Context

The surrounding area includes parks of varying sizes and programs. Within 600 metres of the site, Thunderbird and Sunrise Parks are local and neighbourhood-oriented parks with amenities for sports, recreation and children's play. 900 metres from the site to the north of First Avenue, Rupert Park is a larger 11-hectare community park with pitch & putt, sports fields and other active recreational opportunities.

Across the street, Thunderbird Community Centre hosts a variety of community and recreational programs. The community centred programs extend to the existing 'hut' in Skeena Terrace, which supports existing residents.

Given the focus on affordable housing, and limitations related to topography and site size, a park dedication is not sought on the Skeena Terrace site. Instead, a network of publicly-accessible open spaces and gathering places will be provided on-site.

To enhance natural systems on the Skeena Terrace, the site concept is informed by the *Urban Forest Strategy*, *Rain City Strategy* and *Biodiversity Strategy*.



Rupert Park, Vancouver, BC



Thunderbird Park, Vancouver, BC



Sunrise Park, Vancouver, BC

PUBLIC SPACES

The Skeena Terrace plan creates inclusive gathering spaces, customizable places for social connection, natural areas with an urban forest, community gardens, and play spaces, to meet the needs of residents at Skeena Terrace, and to connect to a broader network of parks and recreation amenities.

The open space will be highly visible and designed to welcome the public into and through the site. The open space network is focused on a central plaza across from Thunderbird Community Centre, with a visible storm water feature connecting the plaza to the corner of Lougheed Highway and Skeena Street. A publicly accessible pedestrian mews aligned with 6th Avenue will connect to a public play area at Cassiar Street. These key public open space features will have highly-public edges and facilitate views across the site to the North Shore Mountains where feasible. Where public access is required, the open space network will be secured by statutory rights-of-way.

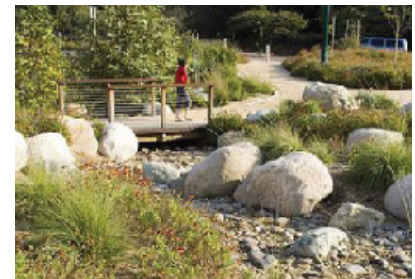
Hermon Drive will be redesigned as a “living street” to prioritize pedestrians and enhance the public realm, serving as the site’s primary north-south public connection. Entries to the site will be designed as ‘landing pads’ to welcome the public and residents into Skeena Terrace. A series of additional publicly accessible pedestrian paths will be provided following existing topography to provide more accessible low-barrier routes through the site.

SEMI-PRIVATE SPACES

The public open space network will connect a series of more intimate and enclosed resident courtyards or ‘neighbourhood rooms’ accessible to Skeena Terrace residents, providing common backyards to gather and build community. Both the public and semi-private open spaces will also functionally contribute to the site-wide rainwater management plan and tree retention strategy.

SITE BIODIVERSITY

Responding to the site’s unique topography and the City’s policies, the layout and configuration of the site have been heavily influenced by the location of existing mature trees across the site, in an effort to maximize the retention of tree canopy within a network of connected natural soils. Introduction of new trees and robust landscaping will be introduced to support these directions.



Precedent images courtesy of PWL Consultants



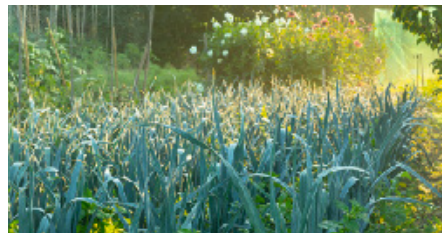
6.2 Policies

6.2.1 TOPOGRAPHY

- Skeena Terrace is a steeply graded site. Design buildings and open spaces to celebrate and respond to existing terraces and site defining topographic features.
- Use natural systems as the framework for site organization and access. Retain significant existing trees and utilize the site's topography and planned open space network to manage rainwater, reduce the urban heat island effect, and contribute to climate resilience.
- Ensure that the site is highly accessible for all through the provision of low barrier pathways and publicly accessible elevating devices, where appropriate. Where possible, outdoor spaces should include ramps to meet a 1:20 slope, or a 1:12 slope maximum if 1:20 is not possible to respond to the topography of the site.
- At rezoning, provide an accessibility strategy that demonstrates how Skeena Terrace will be a leader in accessible design.

6.2.2 ENHANCED LANDSCAPE CHARACTER WITHIN A GARDEN-LIKE SETTING

- Locate and design buildings and open spaces to enhance the existing garden-like setting by retaining large stands of mature trees; provide areas for active and passive recreation; and incorporate landscaped areas and stormwater features which connect through a series of accessible public pathways.
- Both the public and semi-private open spaces should functionally contribute to the site-wide rainwater management plan and tree retention strategy.
- Ensure that the public spaces and landscapes are designed to be high quality and sustainable. At rezoning, provide a landscape and tree planting plan that reinforces the open space network including defining public and semi-private spaces, marking key greenways, public open spaces and site connections, and highlighting entry points into the development.
- Provide a draft landscape maintenance plan with the rezoning application.



First three images: courtesy of PWL Consultants. Last image: stock



6.2.3 URBAN FORESTRY & BIODIVERSITY

- Protect large and significant trees that provide shade in summer months and water infiltration in the rainy season. Ensure trees both on-site and on the streets have ample space and soil to connect, grow, and flourish above and below ground. Complete an Arborist Report at rezoning to confirm the trees to be retained.
- Enhance the biodiversity on-site through the integration of additional tree species and understorey, pollinator meadows, and other natural areas.
- Consider how these green spaces are part of a larger network and connect with the Still Creek watershed.
- Provide a forested edge along the slope fronting Lougheed Highway that between the public sidewalk and an accessible upper pathway. Ensure that the upper pathway is designed to be safe, accessible, activated and inviting for pedestrians.



Proposed open space at the corner of Lougheed Highway and Cassiar Street



Diagram above is illustrative and the tree retention strategy will be reviewed at the rezoning phase

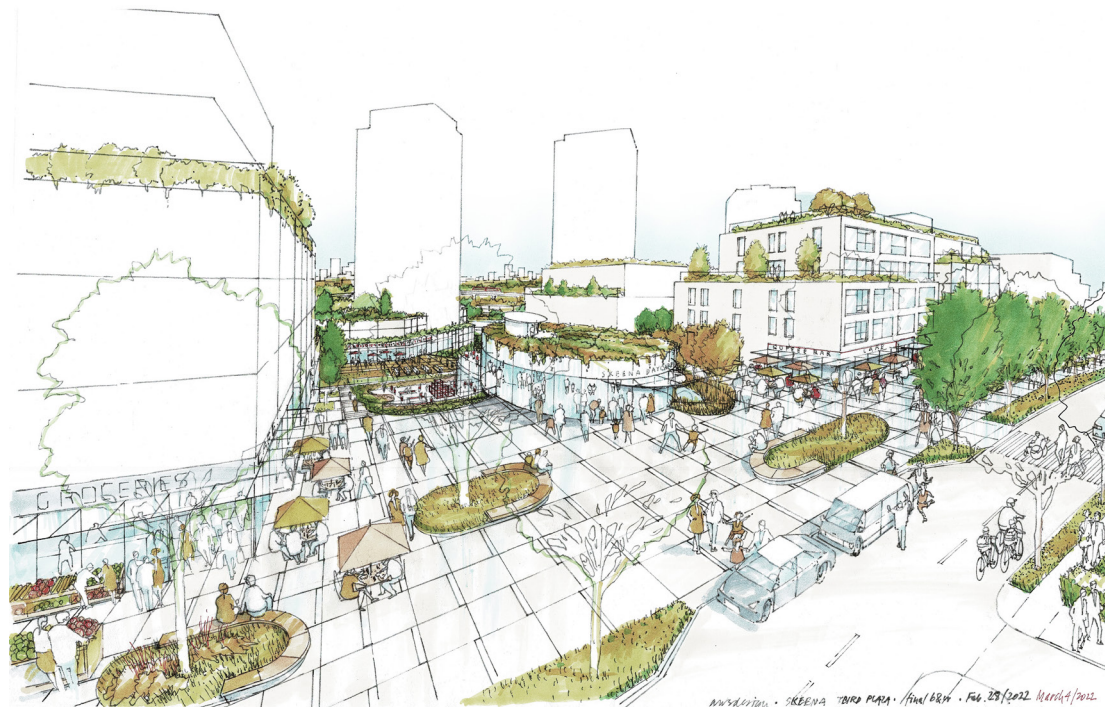
6.2.4 OPEN SPACE NETWORK & COMMUNITY SPACES

- The site will provide an open spaces and a network intended for public use, secured by statutory rights-of-way. These spaces will be designed to welcome the public and surrounding community into and through the site.

The open space network is to be structured around the following key elements:

1. Mixed-use Hub & Community Plaza

- Provide a highly active outdoor community gathering space and public plaza in a location that compliments the Thunderbird Community Centre and Elementary School and creates a public hub for the new development.
- The plaza should target a minimum of 930 sq. m (10,000 sq. ft.) of contiguous space and flexible in design to serve as a central gathering space for both on-site residents and the wider neighbourhood. Local-serving retail should frame the plaza, and be located adjacent to other community serving spaces. At the rezoning stage, consideration will be given to whether the childcare can be located within the plaza or if an adjacent location or building would be more appropriate in order to meet the space and licensing requirements of both users.
- Support the public plaza with strong indoor/outdoor connections to community spaces to enable flexible programming opportunities.



Proposed plaza at Cassiar Street



Diagram above is illustrative and accessibility plans will be reviewed at the rezoning phase

2. Gateway Landing Pads

- Provide up to nine public landing pads of varying size, scale and character located at key entrance points to Skeena Terrace. These landing pads are intended to welcome people to the site, act as a transition from the broader neighbourhood and provide informal gathering space with amenities for pedestrians.
- Near the corner of Skeena Street and Lougheed Highway, a mixed-use active public space is to be integrated with the existing bus stop and City of Vancouver welcome sign. Incorporate a storm water feature marking the low point of the site that could also highlight a connection to the Still Creek watershed.

- Existing Bike Routes
- - - Future On-Street Bike Routes
- - - Shared Street (Woonerf-like)
- Multi-use Paths
- - - Public Stairs
- Pedestrian Site Approaches
- Elevator
- Active Mobility Landing Pads
(Wider Sidewalk, Seatings, Bike Racks, Garbage Cans)
- ▲ Building Entrance



3. Sixth Avenue Pedestrian Mews

- Provide a public pedestrian mews that continues the existing street grid from Cassiar Street down to Skeena Street secured by a statutory right-of-way. This should extend to the open space adjacent to Cassiar Street. Due to challenging east-west grades across the site, stairs may be required for this connection.
- Explore opportunities to integrate landscape, seating, lighting and visible storm water features into public stairs to create areas for informal gathering.

4. Neighbourhood Rooms

- Provide a network of shared courtyards referred to as 'neighbourhood rooms', framed by buildings and linked together by a public network of open space.
- These semi-private neighbourhood rooms should be highly functional with active edges, able to be personalized to reflect individual character and cultural communities, and provide diverse programming for multiple age groups. The rooms are 'backyards' for residents where children and teens are able to safely play.
- A need for openness and access to sunlight should be balanced with a desire for a sense of enclosure and identity. Explore opportunities to refine building massing to define and enclose these neighbourhood rooms through the rezoning process.



Artistic interpretation of neighbourhood room concept, courtesy of Perkins&Will

5. Play Spaces

- Provide a range of children's play experiences that weave into the community spaces at Skeena Terrace with shaded seating for caregivers, these can be located in neighbourhood rooms, on rooftops, in publicly accessible open space, and/or integrated with the design of Hermon Drive.
- Explore playground design that encourages nature-based, adventure and/or risky play.
- Design spaces for youth and teen gathering that support play and socializing for all genders, with covered areas for all-weather use.
- Consider spaces along the Hermon Drive living street as an opportunity for informal children play spaces.

6. Community Gardens

- Community gardens should be included as inclusive and welcoming spaces to where residents collaborate and learn together while stewarding land and growing food for themselves, their families, or community. Community gardens can also improve biodiversity and provide space for cultural practices, ceremony, outdoor dining and sharing of the harvest.
- Provision of community gardens is anticipated to contribute toward fulfilment of the food asset requirements of the *Rezoning Policy for Sustainable Large Developments*.



Cottonwood Community Garden,
Vancouver, BC



Image courtesy of PWL Consultants



Image courtesy of PWL Consultants

6.2.5 LEGIBILITY & ANIMATION OF PUBLIC SPACES

- Design human-scaled public spaces that are active, safe and welcoming by prioritizing accessibility, CPTED principles, and considering activities that support community gathering with adjacent building design.
- Create a comfortable relationship between public and semi-private outdoor space, and define space and transitions, through changes in elevation, urban setbacks and storm water features. Retaining walls and planters are to be stepped with grade.
- Develop a public art plan to guide commissioning and installation of public art on the Skeena Terrace site. Large sites provide an opportunity to incorporate art installations in public spaces. Locating public art in the Cassiar Street plaza is a priority for Skeena Terrace.
- Due to the significant slope of Skeena Terrace, creative design strategies may be required to maximize safety and functionality of open spaces.



Image courtesy of PWL Consultants

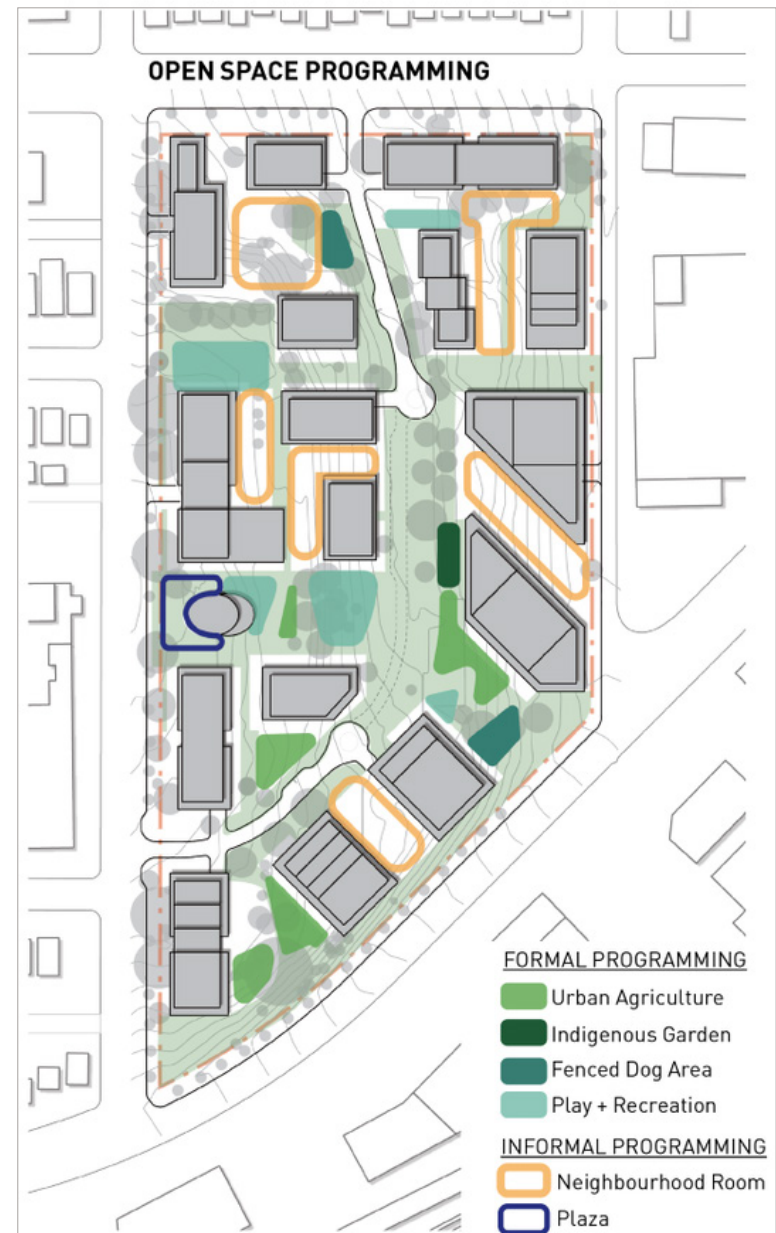


Diagram above is illustrative and open space plans will be reviewed at the rezoning phase

7. Mobility, Accessibility & Connectivity

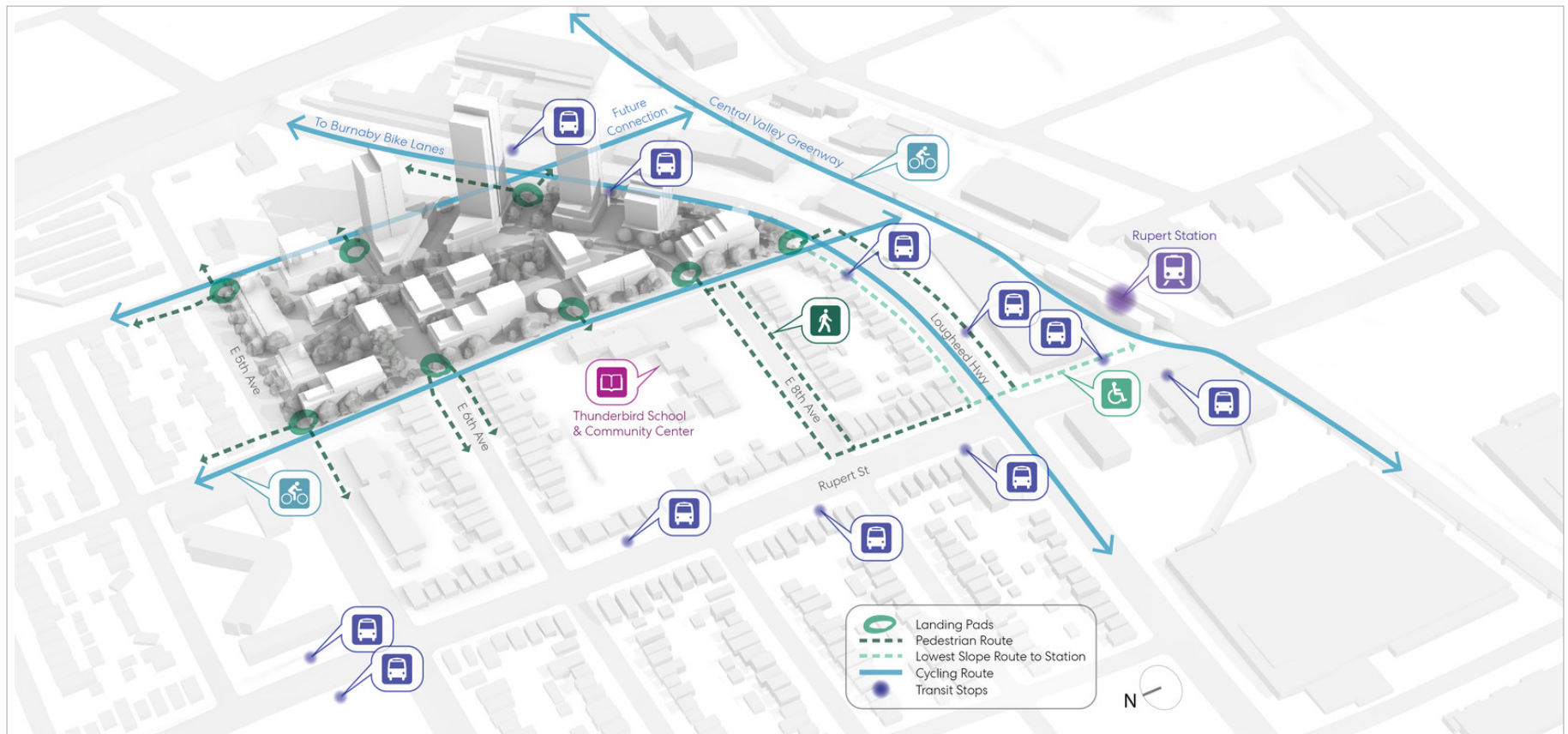


7.1 Background & Context

Accessible, active, and transit connections are at the heart of the City of Vancouver's transportation priorities. The future of Skeena Terrace will prioritize walking, rolling, and transit so that 80% of all trips are made by these modes, as described in the Climate Emergency Action Plan. Movement by these active modes will be the norm, and the site will be designed to provide an accessible, comfortable, intuitive, and interesting walking and rolling experience that integrates with the existing and future off-site networks.

The site is well located near to Rupert SkyTrain Station and the Central Valley Greenway, however access can be challenging due to gaps in comfortable walking and cycling connections. Access by foot or cycling to the broader destinations, such as the large format retail to the south, is also limited due to the nature of the nearby busy roads such as Lougheed Highway and Highway 1, the lack of crossings of the Burrard Inlet Rail corridor, and the hilly topography.

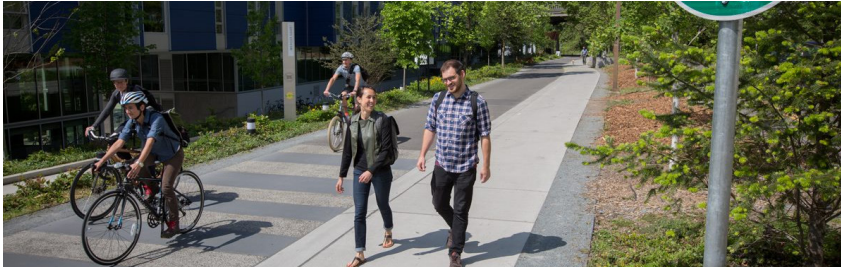
The site will be accessible to motor vehicles for pick-up/drop-off, loading, servicing, and access to underground parking. On-site vehicular traffic will be limited, and parking will be reduced by using Transportation Demand Management tools.



On and off-site mobility connections



7.2 Policies



Greenway Bicycle Trail, Burke Gilman, WA

7.2.1 STREETS FOR PEOPLE

- Prioritize comfortable and safe walking and rolling for people of all ages and abilities.
- Provide high-quality design of the pedestrian realm and streets (e.g. materials, lighting, street furniture, street trees, landscaping, signage, etc.), per the Engineering Design Manual. Use of non-standard treatments within public rights-of-way will require appropriate maintenance agreements as determined.
- Provide a Transportation Assessment and Management Study to model the trips generated by the development by all modes, to quantify the parking and loading needs, and to identify strategies to further encourage walking, cycling, and transit, while reducing vehicle use.
- Diverse ability considerations: comprehensive way-finding and accessible routes and spaces will be included to create a warm and inviting atmosphere for all residents and visitors. Further considerations could include sound-dampened areas that provide sensory respite from traffic, construction, and other signals. These design features will facilitate the use of inclusive outdoor spaces not just for travel, but also for recreational uses.

7.2.2 WALKING & CYCLING CONNECTIONS

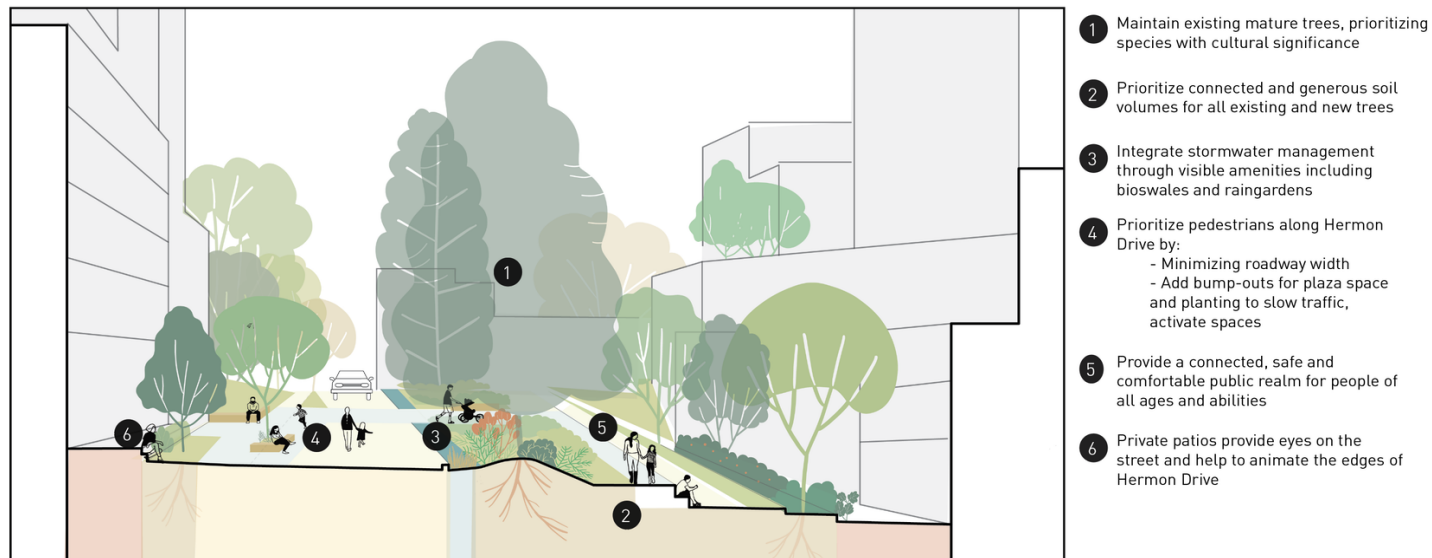
- Promote walking, rolling and biking by designing streets and public spaces that contribute to a public realm that feels interesting and safe for people of all ages and abilities to access and navigate through and surrounding the site.
- Walking and cycling connections through the site should be secured with a statutory right-of-way for public access and designed to meet the preferred characteristics of the Engineering Design Manual. For example the 6th Avenue staircase and the connection from Skeena/Lougheed to Thunderbird Community Centre.
- Provide safe and visible pedestrian crossings where the open space connection intersects with streets or bicycle paths.
- Create pathways with accessible grades, noting this can be challenging due to the site topography. Steeper grade ramps or stairs may be used for a more direct route, but a gentler-sloping pathway route should always be provided for accessibility and prioritized where possible.
- Provide clear linkages from buildings to adjacent bike paths and greenways.
- Provide space for a Public Bike Share station on private property, secured by a statutory right-of-way to the City, in a location that is in close proximity to major bike routes and important destinations.

7.2.3 STREET ENHANCEMENTS

Hermon Drive

- Design Hermon Drive as a “people-first” environment where walking, biking, resting, and socializing are the expectation. At the south and north ends motor vehicles are still allowed, but should have a purpose for being there (e.g. access to homes or driveways, pick-up/drop-off, providing services, deliveries); not just passing through.
- Design the central section as a living street, inspired by the Dutch “woonerf.” Key design features include: fewer than 100 vehicles per day, a curbsless cross section, meandering vehicle travel path, limited curbside uses for accessible passenger pick-up/drop-off, deliveries, and emergency vehicles. Public space features for walking, staying, and playing should be prioritized over vehicle movement.
- Walking pathways should seamlessly integrate into the living street section of Hermon Drive creating a continuous walking experience.
- Provide gateway treatments at either end of the living street section to clearly distinguish this environment as being different from the regular street. This will require cul-de-sac(s) and a raised driveway entrance or mountable curb to accommodate the one-way living street with very low vehicle volumes. Cul-de-sacs should be designed with a curb-to-curb diameter of 15m in site concepts. Ensure accessibility treatments are incorporated so people with visual impairments can navigate from the shared roadway back to the sidewalk.
- In the portions of Hermon Drive that are not a living street, aim for minimizing vehicle volumes and using traffic calming features to promote lower speeds.

HERMON DR.

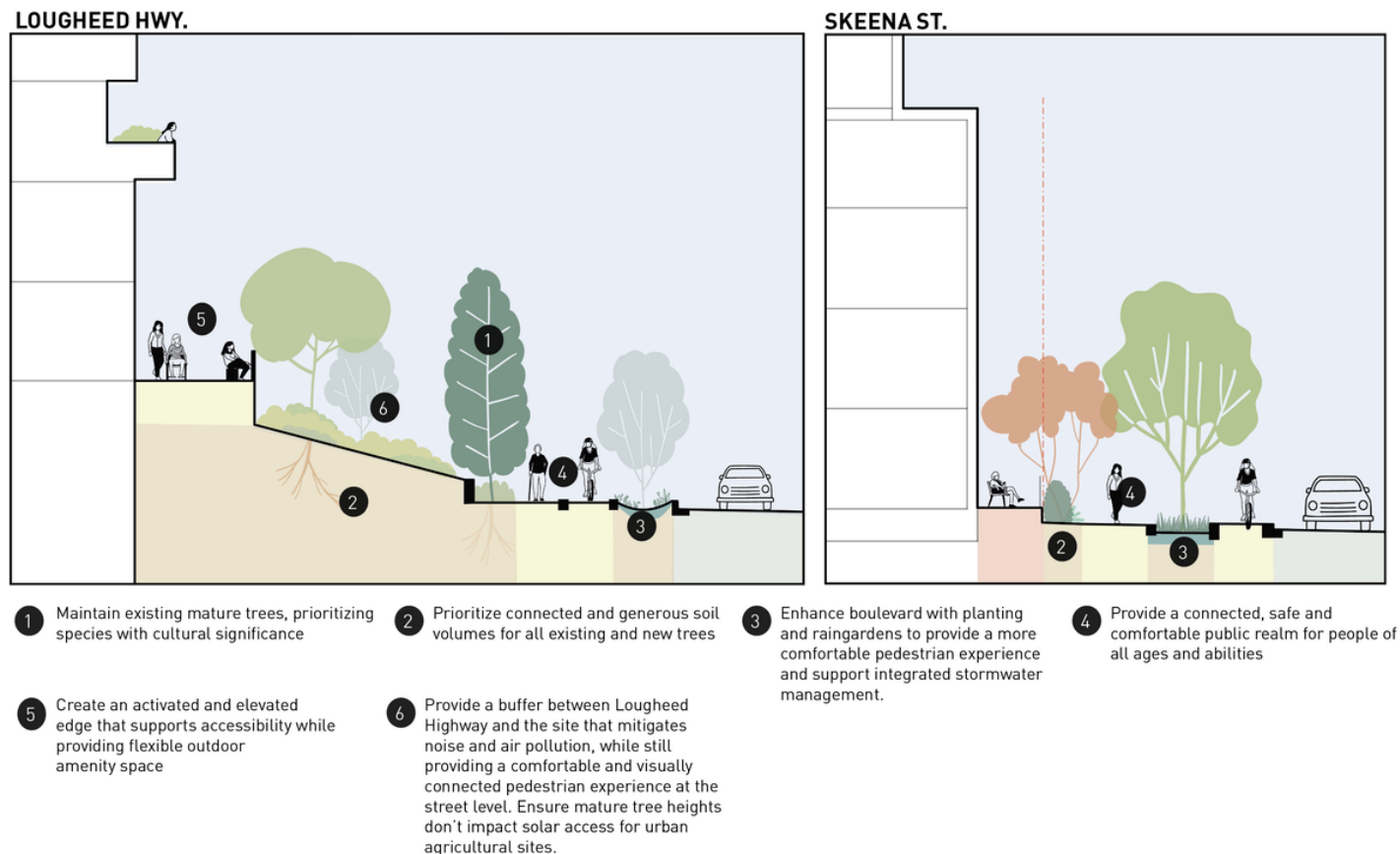


Skeena Street

- Skeena Street presents an opportunity for a north-south greenway connection to the broader cycling network, this will be further defined in the Rupert Renfrew Station Area Plan.
- Parkade driveways may be located on Skeena Street to take advantage of the site topography. Protected cycling infrastructure should be provided from the parkade driveway entrances to the intersection with Lougheed Highway.
- Skeena Street will be enhanced as a 'blue-green' street that may include green rainwater features and enhanced pedestrian and/or cycling amenities.

Lougheed Highway

- Create a comfortable walking environment with buffer spaces from traffic.
- Secure a right-of-way to allow for the introduction of a future unidirectional protected bikelane on the north side of Lougheed along the site frontage to meet the requirements set out in the Engineering Design Manual. Details of this work will be confirmed through the Rupert Renfrew Station Area Plan.



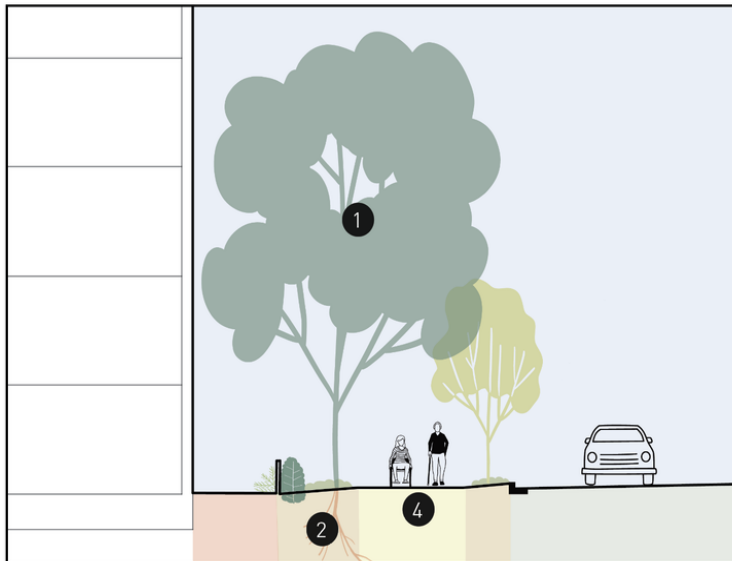
Cassiar Street

- Improve Cassiar Street frontage to provide an enhanced pedestrian realm with frequent invitations into the site and permeable green rainwater infrastructure opportunities, where feasible.
- Driveway crossings should be avoided on Cassiar Street to preserve the public realm and avoid chasing downward grades into the site.
- Improve safety and comfort for people crossing Cassiar Street to access the school and community centre, potentially bulging and raising a new mid block crossing between the school/community center and the daycare /plaza on the Skeena site.
- Intersection improvements at Cassiar Street and Hermon Drive will be required to improve pedestrian safety at this offset intersection.
- Provide a signalized crossing for Lougheed Highway at Cassiar Street to improve safety and comfort, particularly when accessing the Rupert SkyTrain station.

East Fifth Avenue

- Improve the pedestrian experience along 5th Avenue including shortening crossing distances at intersections.
- Provide green rainwater infrastructure along property frontages in public right-of-way, where feasible, along 5th Avenue.

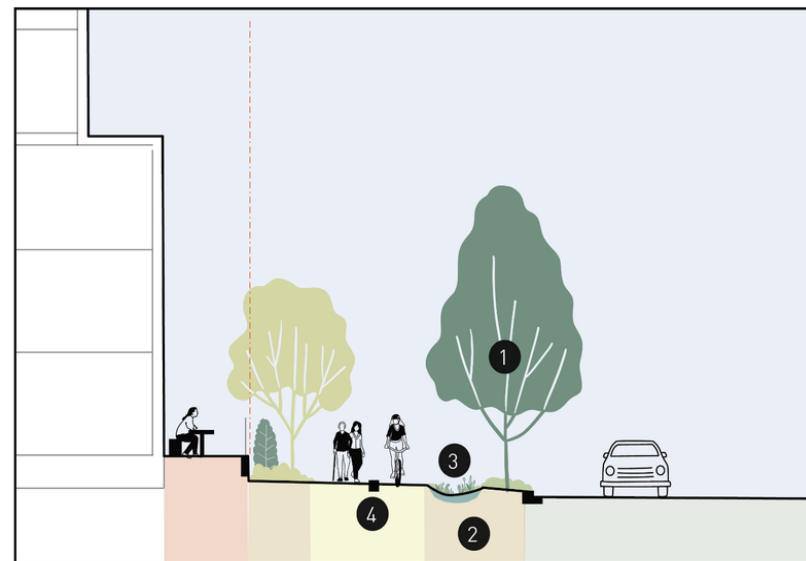
CASSIAR ST.



1 Maintain existing mature trees, prioritizing species with cultural significance

2 Prioritize connected and generous soil volumes for all existing and new trees

5th AVE.



3 Enhance boulevard with planting and raingardens to provide a more comfortable pedestrian experience and support integrated stormwater management.

4 Provide a connected, safe and comfortable public realm for people of all ages and abilities



7.2.4 TRANSIT IMPROVEMENTS

- Ensure excellent walking and cycling access to the bus stop at Lougheed Highway and Skeena Street, and to Rupert SkyTrain Station.
- Improve amenities at the Lougheed Highway and Skeena Street transit stop with weather protection, street trees to provide shade, seating, lighting, litter receptacles, and information such as wayfinding signage to welcome people into the site.



Stock image

7.2.5 PARKING & LOADING

Bike Parking

- Design buildings that prioritize and encourage “all ages and abilities” cycling by providing convenient access to interior bike storage; eliminating the need to go through parkades; providing bike parking on ground level or no lower than parkade level 1; and providing wider aisles and hallways for cargo bikes and trailers and enhanced end of trip facilities.
- Ensure that there are convenient and secure long-term and short-term bike parking opportunities for residents and people visiting the neighbourhood.

Loading & Servicing

- Commercial loading and servicing shall be contained on-site and not impact or rely on use of City streets for either servicing or maneuvering.



Vancouver, BC



Motor Vehicles

- Motor vehicle access should be located and designed to minimize impact on pedestrians, mobility aid users, cyclists, public open spaces, parks, or streets.
- The number of locations and widths of driveway crossings should be minimized and shared as much as possible. Driveways should be located on the downhill side of buildings to take advantage of grades and ramp efficiencies.
- A comprehensive parking and loading study will be required at the rezoning stage to address parking and loading needs on-site, in accordance with Transportation Demand Management tools. The provision of on-site parking should reflect the >80% sustainable mode share, and current/future residents.
- Parking spaces constructed to serve residents shall be unbundled from the residential units and available for rent to meet the changing needs of residents over time. Residents will have the option of renting parking spaces at an additional cost, and would, thus, experience a cost savings if they opt not to rent parking.
- Off-street parking may be a shared, district resource. Design parkades to be shared and not tied to residents of specific buildings. This should be reflected in the site design, e.g. elevators to parkades may be located in communal spaces to enable neighbourhood-scale access. District parking can enable a number of site enhancements, including: reducing the overall number of parking spaces; reducing construction costs to improve affordability; reducing excavation and groundwater impacts; supporting a car-free lifestyle by separating the cost of housing from the cost of parking; reducing the number of parkade entrances and potential conflicts; and preparing for a future of increased autonomous vehicles, shared fleets, and reduced private vehicle ownership.
- On-street curbside spaces should prioritize pick-up and drop-off by taxis/ride-hailing, car-share vehicles, public bike shares, other shared mobility services, and loading for smaller delivery and service vehicles (e.g. parcel/food delivery) before private automobile parking.



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8. Sustainability & Infrastructure



8.1 Background

Established City of Vancouver policies ensure all new large developments integrate high levels of sustainability measures on-site. These policies align with the Climate Emergency Action Plan which identifies strategies to cut carbon pollution in half by 2030 and to be carbon neutral before 2050. This means large developments such as Skeena Terrace must prioritize green transportation options and design low-carbon buildings on the site. Other important city-wide strategies work to ensure everyone has access to nature, clean water and local food.

Skeena Terrace is required to meet or exceed the requirements under the *Green Building Policy for Rezoning* and the *Rezoning Policy for Sustainable Large Developments*. Site and building design should factor in expected climate change impacts, including wetter winters, drier summers, and an increase in poor air quality events due to wildfires.

An integrated rainwater management strategy is expected to encourage green infrastructure infiltration, preserve rainwater as a resource, and ensure baseflow recharge to the adjacent Still Creek to support downstream fish habitat. This policy aligns with the City's Integrated Rainwater Management Plan, Rain City Strategy, Groundwater Management Bulletin and the Still Creek Rehabilitation and Enhancement Plan. Skeena Terrace is located adjacent to the Still Creek watershed with a portion of the development vulnerable to overland flood hazards. Therefore, mitigation measures should be incorporated to ensure the development is resilient to flood hazards, and sustainable into the future.

Rainwater and Groundwater Management Approaches

- Visible rainwater features will be provided throughout the site as a key concept of open space design. A central rainwater feature will be provided that connects the new plaza at Cassiar Street to the low point of the site at Lougheed Highway and Skeena Street to maximize infiltration and recharge to Still Creek. The integrated rainwater management strategy will focus on green infrastructure infiltration approaches and treating rainwater as a resource. Innovative technologies may be explored to reuse the rainwater on-site.
- Groundwater at the site should be managed in a way that preserves groundwater contribution to Still Creek baseflows, which supports salmon. As such, the extent and construction of the underground parking structure located below the high groundwater table should aim to minimize the interception and diversion of groundwater into the sewer system to maintain more natural groundwater levels around the site. Another tactic in managing and protecting groundwater is facilitating the infiltration of rainwater, which will support groundwater recharge.



8.2 Policies

8.2.1 GREEN BUILDINGS

- All new buildings will meet or exceed the green building standards identified in the *Green Building Policy for Rezoning* or other applicable policy, at the time of building design (Development Permit application).
- Consider how site-wide approaches or individual buildings can be designed to utilize 100% renewable energy or achieve zero emissions.
- Buildings should visually express green elements as well as embody green building and passive design features such as green roofs and terraces, rooftop gardens, rainwater capture and storage, trees and plantings on upper levels and balconies, green walls and supports for vertical plant growth. These features should be integrated so as to enhance the overall passive and rainwater management performance of the buildings.

8.2.2 SUSTAINABLE LARGE DEVELOPMENTS

- Skeena Terrace will meet or exceed the requirements identified in the *Rezoning Policy for Sustainable Large Developments*, to be determined at rezoning.
- Skeena Terrace will meet the sustainable food systems requirements of *Rezoning Policy for Sustainable Large Developments* by replacing and enhancing the existing community kitchen and community gardens, as described earlier. A third food asset will be determined at the time of rezoning.



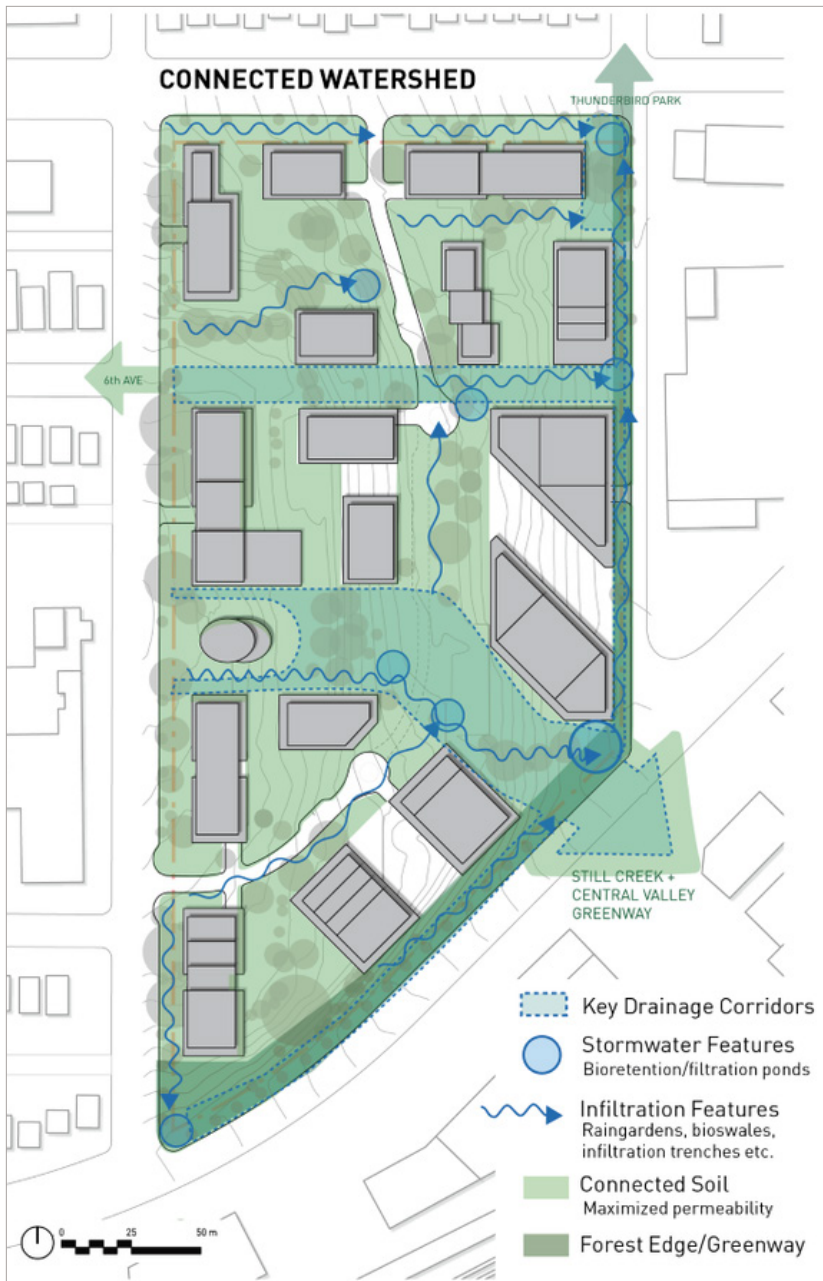
First two images: South Vancouver Family Place - Growing Eden Garden, Vancouver, BC

Above: False Creek, Vancouver, BC



8.2.3 RAINWATER AND GROUNDWATER MANAGEMENT

- Explore opportunities for district-scale rainwater management approaches.
- Incorporate green roof technologies where possible to enhance open space, reduce stormwater volume, and mitigate the heat island effect.
- Parkades should be limited in size and set back to align with the building face and provide space for rainwater infiltration, as well as new and retained trees.
- Green rainwater management strategies will also be incorporated in right-of-way improvements, as feasible, to treat runoff from highly-polluting road surfaces and to provide visual interest for pedestrians and cyclists.
- New development (including underground parking structures) will manage groundwater on-site in accordance with the *Groundwater Management Bulletin*.
- Provide a hydrogeological study of the site, including investigation and analysis of groundwater and soil conditions that may affect the development, with the rezoning application.



Connected watershed site plan is illustrative and plans will be reviewed at the rezoning phase



8.2.4 FLOOD MANAGEMENT

- In response to the Still Creek current and future flood risk, individual development sites may need to incorporate flood hazard resilient design through additional drainage management features.
- Where underground parking structures are exposed to flood hazard, additional considerations to prevent water ingress into parkade entrances through site grading or by incorporating flood gates, may be required.

8.2.5 UTILITIES & SERVICING

- Ensure that existing utilities, including adjacent and off-site water, sanitary and stormwater mains, street lighting, and third party utilities are reviewed and upgraded as necessary, at no cost to the City, to meet the City's Engineering Department criteria for capacity and servicing.
- Design and construct all new utilities incidental to servicing the site, at no cost to the City, within proposed road network or statutory rights-of-way.
- Provide all electrical services (including all third party utilities) on private property, without relying on space within streets or the public realm.
- The existing stormwater and sanitary sewer on East 5th Ave may need to be redirected and the future tie-in point should be studied to ensure net impact on the service level of the City's sewer system.
- The proposed development may trigger capacity upgrades to the City's Skeena Cornett Road pump station. The cost for upgrading the pump station will be shared with the developer once it is confirmed at the rezoning stage.



Above: stock image



Above: images from City of Vancouver archives

9. Illustrative Design Concepts





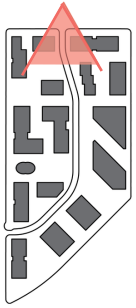
Illustrative aerial view looking southeast





Illustrative view looking northeast from the corner of Cassiar Street and Lougheed Highway

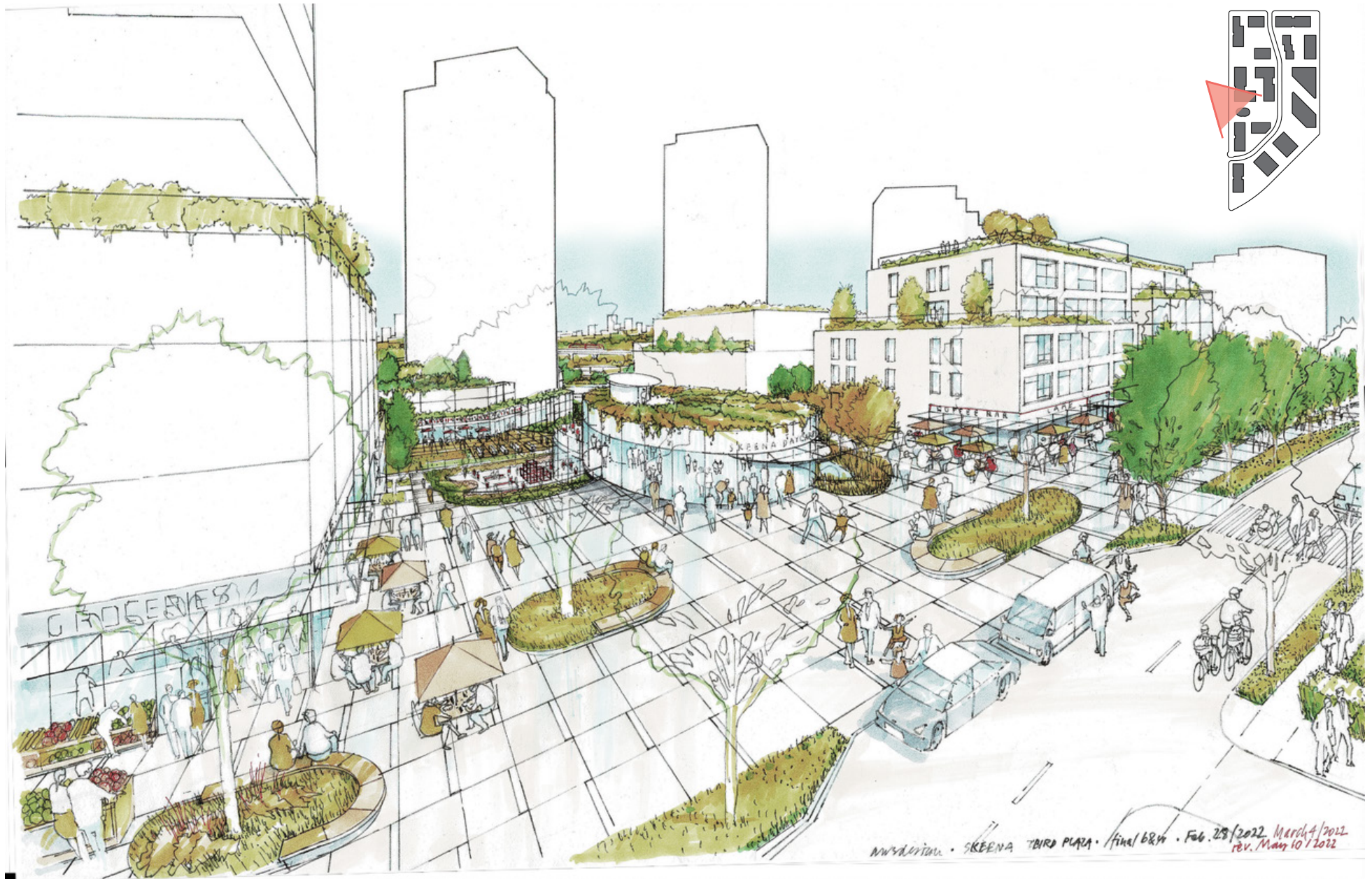




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Illustrative view looking south to Hermon Drive





Illustrative view looking southeast from Cassiar Street, toward the Plaza



Annotated Site Concept Plan





Optimum heights diagram (optimum heights are in storeys. See section 5.2.2 for policies relating to building variety and design.)



Special Thanks

SKEENA TERRACE STAFF TECHNICAL TEAM

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TENANTS

Skeena Terrace Tenants & members of the Tenants Association

STAKEHOLDERS

Thunderbird Community Centre, Thunderbird Elementary School, Hopehill (formerly Beulah Garden Homes), Hastings Sunrise Community Policing Centre (HSCPC), Vancouver Coastal Health (VCH), BC Non-Profit Housing Association (BCNPHA), Aboriginal Housing Management Association (AHMA), Community Impact Real Estate (CIRES), Disability Alliance BC, Hey Neighbour! Collective - Simon Fraser University (SFU), City of Vancouver Advisory Committees