

Attachment 1

Evaluation Framework: Key Considerations

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The Evaluation Framework would consider, at a minimum, the following: housing options, creative district (hubs and/or sub areas), public space network, Twelfth Street and neighbourhood connections, green infrastructure, community amenities.

- *Housing Options* – There is significant capacity in the LTS area to accommodate a range of options across the housing spectrum including supportive, affordable, rental and market housing opportunities. This work would include establishing general principles to determine the location of more dense urban forms, transitions to adjacent neighbourhoods, and optimal housing tenure mix. Financial analysis would also be required to ensure projects can deliver on tenure expectations.
- *Creative District (Hubs and/or Sub-Areas)* – Creative districts often emerge organically through adaptive re-use of older buildings, often with relatively low rents. In order to create the conditions required to make LTS a viable and successful creative district, careful study is required. Area-wide considerations may include: creation of hubs to generate synergies between similar users (e.g. artists and makers); identification of complimentary uses across the study area (e.g. small scale breweries, bakeries, food production uses); and/or defining sub-areas that take advantage of unique site conditions (e.g. large flat sites are more suitable for uses that require trucks for transport of goods). This would include general principles for flexible and adaptable building forms to support a range of uses.
- *Public Space Network* – There is a park space deficiency in the Brow of the Hill neighbourhood. Growth in the LTS area would put further pressure on existing parks. It may be challenging to secure new public park space within the LTS area because of fragmented parcel ownership, with few opportunities to secure larger park dedications. Alternative approaches may be required, that could include creating a network of connected smaller scale public spaces like plazas or enhanced streetscapes throughout the study area. The steep grades, views to the river and connections to the existing park and open space network should be considered. To amplify the “publicness” of these spaces, it may be desirable to co-locate with retail uses (in key locations) and repurposed heritage buildings. Creating a distinct district with a unique public realm, inspired by the Shipyards in North Vancouver or the Distillery District in Toronto, could help to establish the LTS as a destination within the City and region.
- *Twelfth Street and Neighbourhood Connections* – Twelfth Street is the primary connection running the length of the study area. It is identified as a Great Street and it will become the spine of the new district, connecting to upper Twelfth Street. As such, a comprehensive design for the length of the street is required considering all elements that make a great street including sidewalks, bike lanes, street trees, rain gardens, and adjacent uses. A review of the existing street network to consider new connections or street closures may be desirable to support non-vehicular movement in the area. Loading is a special consideration to support light industrial land uses, which is especially challenging on some sites due to grades and property depths.
- *Green Infrastructure* – As noted above, the design of streets and public spaces could address multiple Council objectives for rainwater management, reintroduction of natural areas, habitat and biodiversity, and establishing a tree canopy to improve resilience in response to the Climate Emergency. Given the transition from Industrial to mixed-use,

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there is an opportunity to greatly improve the existing condition and establish a new green network across multiple sites.

- *Community Amenities* – The initial catalyst submissions, propose significant residential development. An influx of new residents and visitors would generate a need for new amenities, in an area which has limited existing amenities. It may be optimal to identify the sites that are best suited to accommodate certain amenities such as a fire hall, childcare centres, etc., based on adjacencies, topography and fit. New Provincial legislation and introduction of the Amenity Community Charge may impact how this work is approached.