



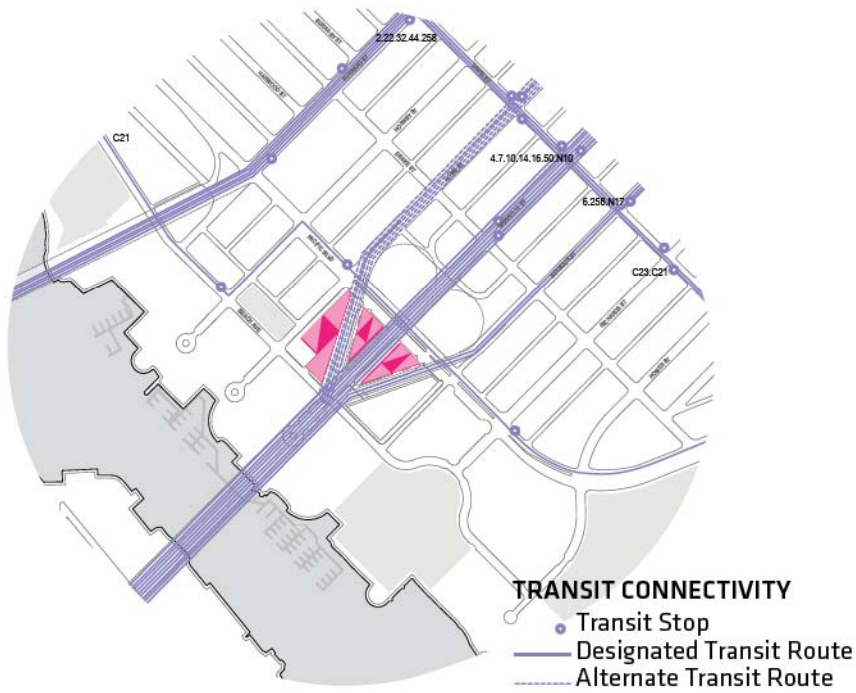


## **ENVIRONMENTAL CONSCIOUS DESIGN. SUSTAINABILITY STRATEGY \***

THE INITIAL STEP TOWARDS THE SUSTAINABILITY STRATEGY WAS TO CHOOSE A LOCATION THAT WILL ENCOMPASS SMART GROWTH PRINCIPLES AND CREATE A DYNAMIC SUSTAINABLE HUB IN A RESIDENTIALLY INTENSIVE COMMUNITY.

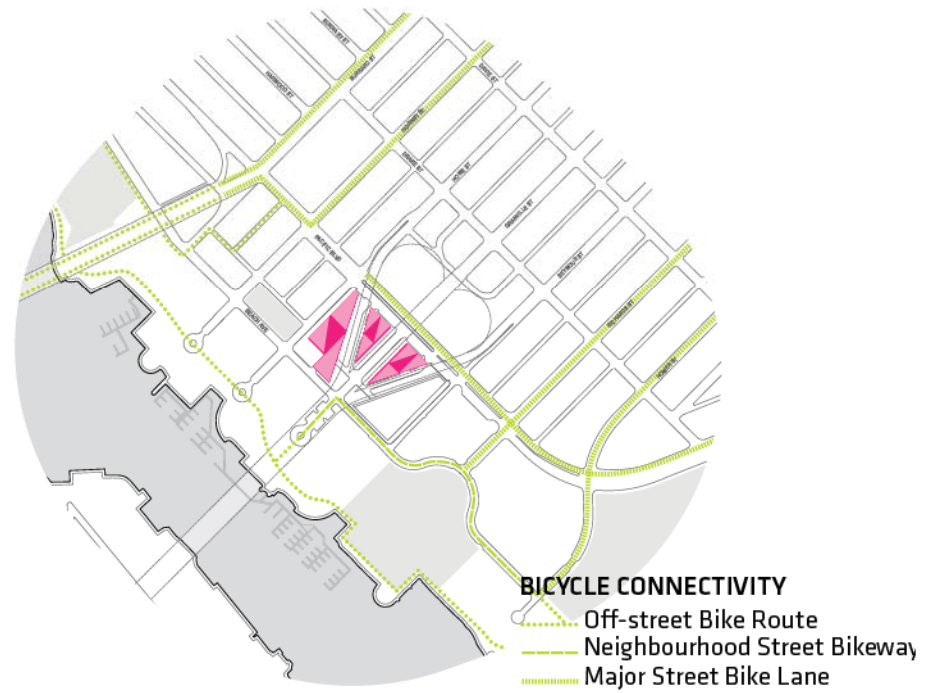
ON THE URBAN SCALE, LEED FOR NEIGHBOURHOOD DEVELOPMENT HAS BEEN TARGETED FOR SUSTAINABILITY MEASURING TOOL. THE TARGET IS A LEED ND PLATINUM CERTIFICATION.

ON THE ARCHITECTURAL SCALE, THE VITAL ELEMENTS OF INTENSIFICATION, CONNECTIONS TO THE CITY, RESOURCE MANAGEMENT AND TRANSIT ORIENTED DEVELOPMENT ARE THE VALUES WHICH WILL FEED INTO THE INDIVIDUAL BUILDINGS AT BEACH AND HOWE. THE RESIDENTIAL BUILDING WILL BE MEASURED WITH LEED NC 2009. ALTHOUGH THE TARGET REQUIRED BY CITY OF VANCOUVER IS LEED GOLD, WE ARE STRIVING FOR LEED PLATINUM.



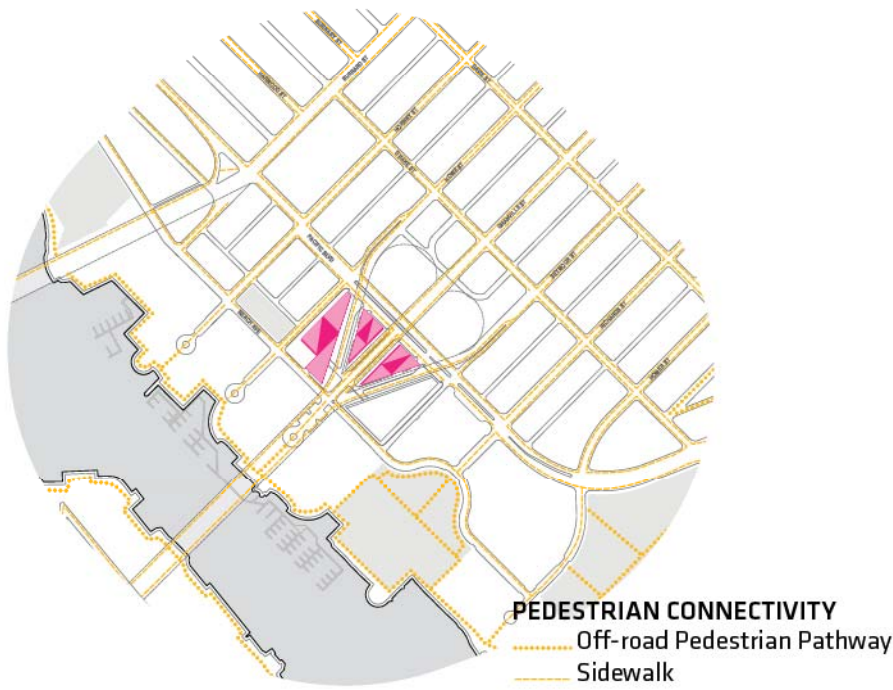
**TRANSIT ORIENTED DEVELOPMENT**

BEACH AND HOWE IS LOCATED IN PROXIMITY TO THE CANADA LINE WHICH ALLOWS RESIDENTS TO CONNECT TO METRO VANCOUVER WITHOUT USE OF VEHICLES. ADDITIONALLY, BEACH AND HOWE IS CENTRALLY LOCATED TO SEVERAL BUS LINES, PROVIDING CONNECTIONS TO THE REST OF THE CITY. THIS TRANSIT ORIENTED DEVELOPMENT WILL YIELD A MIXED USE, HIGH DENSITY, PEDESTRIAN ORIENTED STREETScape WITH CONNECTIVITY.



**CYCLING NETWORK**

IN ADDITION TO PUBLIC TRANSIT BEACH AND HOWE IS CONNECTED TO A VAST CYCLING NETWORK INCLUDING THE SEAWALL, HORNBY STREET BIKE LANES AND ACCESS FROM THE PACIFIC STREET BIKE LANE COMING FROM THE BURREARD BRIDGE.



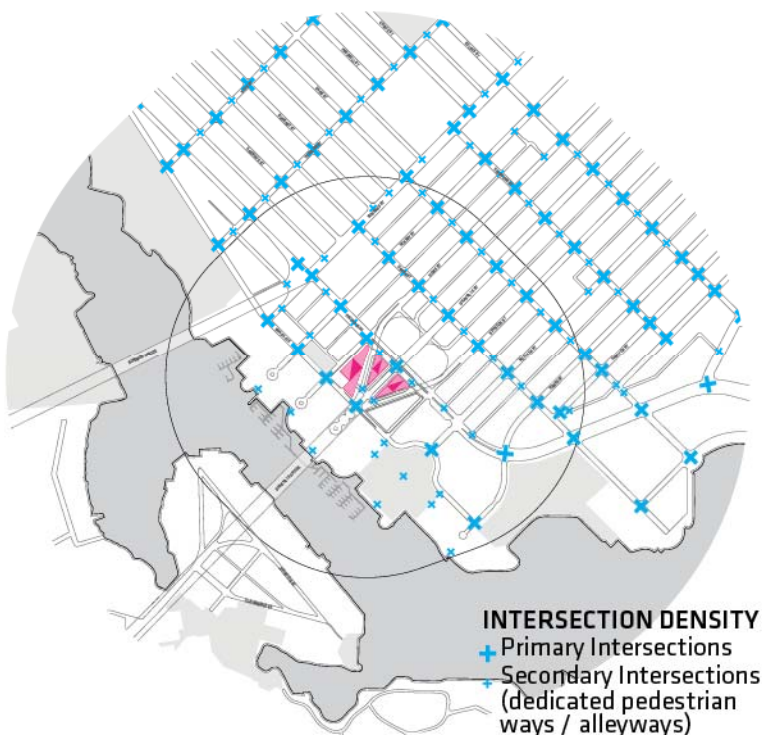
**PEDESTRIAN CONNECTIVITY**

ACCESS TO THE SITE FOR PEDESTRIANS IS ALSO FACILITATED THROUGH THE CONNECTIONS CURRENTLY PRESENT AROUND THE BEACH AND HOWE SITE TO PROMOTE WALKABILITY OF COMMUNITIES AND REDUCING THE IMPACT OF VEHICULAR COMMUTING.



**NEIGHBOURHOOD PATTERN AND DESIGN**

A GOAL OF BEACH AND HOWE IS TO EMPHASIZE THE INTENSIFICATION OF THE SITE WITH A CREATION OF COMPACT, WALKABLE, VIBRANT, MIXED USE NEIGHBOURHOODS WITH GOOD CONNECTIONS TO NEARBY COMMUNITIES.



**CONNECTIONS TO EXISTING NEIGHBOURHOODS**

THE CONNECTIONS TO THE DOWNTOWN CORE ARE REPRESENTED THROUGH THE NUMBER OF INTERSECTION CONNECTIONS AND THE SERVICES LOCATED IN AN 800M RADIUS. THIS AREA WILL BECOME A MIXED USE NEIGHBOURHOOD NODE. BEING IN PROXIMITY OF FARMER'S MARKETS, BANKS, GROCERY STORES, RESTAURANTS, COMMUNITY CENTERS AND GYMS ADDS FURTHER CONNECTIONS TO THE SITE.



**OPEN SPACE AND PARKS**

IN ADDITION TO THE SERVICES NEARBY AND CONNECTION TO DOWNTOWN BEACH AND HOWE IS WITHIN 800M OF PUBLIC OPEN SPACE AND PARKS FOR THE LOCAL COMMUNITY.



## SUSTAINABLE STRATEGIES (COMMUNITY)

BEACH AND HOWE SUSTAINABLE STRATEGY TAKES ADVANTAGE OF IT'S LOCATION AND CONNECTIONS TO DOWNTOWN VANCOUVER TO TARGET SUSTAINABLE GOALS RARELY ACHIEVED IN AN URBAN ENVIRONMENT. MORE THAN ANOTHER RESIDENTIAL DEVELOPMENT IN DOWNTOWN VANCOUVER, BEACH AND HOWE IS A REINVENTION OF A COMMUNITY TARGETING LEED NEIGHBOURHOOD DEVELOPMENT PLATINUM CERTIFICATION.

### SMART LOCATION AND LINKAGE

1. SMART LOCATION – FINALIZE INFILL SITE CALCULATIONS AND DEMONSTRATE CURRENT NEIGHBORHOOD ASSESTS
2. IMPERILED SPECIES AND ECOLOGICAL COMMUNITIES CONSERVATION – CONSULT WITH THE PROVINCIAL CONSERVATION DATA CENTER, AND PROVINCIAL OR FEDERAL FISH AND WILDLIFE AGENCIES TO DETERMINE WHETHER SPECIES LISTED UNDER THE FEDERAL SPECIES AT RISK ACT OR UNDER PROVINCIAL ENDANGERED SPECIES LEGISLATION, OR SPECIES OR ECOLOGICAL COMMUNITIES CLASSIFIED BY NATURESERVE ARE PRESENT.
3. WETLAND AND WATER BODY CONSERVATION – CONFIRM THAT PROJECT IS LOCATED ON A SITE THAT INCLUDES NO WETLANDS, NO WATER BODIES, NO LAND WITHIN 50 METRES) FEET (15 OF WETLANDS, AND NO LAND WITHIN 100 FEET (30 METRES) OF WATER BODIES
4. AGRICULTURAL LAND CONSERVATION – CONFIRMATION THAT THE PROJECT IS LOCATED ON A SITE THAT IS NOT WITHIN A PROVINCIAL, TERRITORIAL, OR LOCALLY DESIGNATED AGRICULTURAL PRESERVATION DISTRICT, AGRICULTURAL LAND RESERVE, OR FARMLAND PROTECTION PROGRAM.
5. FLOODPLAIN AVOIDANCE – CONTACT THE LOCAL FLOOD PLAIN AGENCY TO CONFIRM THAT THE SITE THAT DOES NOT CONTAIN ANY LAND WITHIN A REGULATORY FLOODPLAIN AS DEFINED AND MAPPED BY THE LOCAL FLOODPLAIN MANAGEMENT ENTITY.

### NEIGHBOURHOOD PATTERN AND DESIGN

1. WALKABLE STREETS – DEMONSTRATE:
  - PRINCIPAL FUNCTIONAL ENTRIES ON THE FRONT FAÇADE FACES A PUBLIC SPACE, SUCH AS A STREET, SQUARE, PARK, OR PLAZA, BUT NOT A PARKING LOT, AND IS CONNECTED TO A DESIGNATED SIDEWALKS FOR 90% OF BUILDING FRONTAGE
  - AT LEAST 15% OF EXISTING AND NEW STREET FRONTAGE WITHIN AND BORDERING THE PROJECT HAS A MINIMUM BUILDING-HEIGHT-TO-STREET-WIDTH RATIO OF 1:3
  - CONTINUOUS SIDEWALKS ARE PROVIDED ALONG BOTH SIDES OF 90% OF STREETS OR FRONTAGE WITHIN THE PROJECT, INCLUDING THE PROJECT SIDE OF STREETS BORDERING THE PROJECT. SIDEWALKS MUST BE AT LEAST 8 FEET (2.4 METRES) WIDE ON RETAIL OR MIXED-USE BLOCKS AND AT LEAST 4 FEET (1.2 METRES) WIDE ON ALL OTHER BLOCKS.
  - NO MORE THAN 20% OF THE STREET FRONTAGES WITHIN THE PROJECT ARE FACED DIRECTLY BY GARAGE AND SERVICE BAY OPENINGS.
2. COMPACT DEVELOPMENT  
WITH PROXIMITY TO PUBLIC TRANSIT THE FOLLOWING DENSITIES MUST BE MET:  
FOR RESIDENTIAL COMPONENTS LOCATED WITHIN THE WALK DISTANCES: 12 OR MORE DWELLING UNITS PER ACRE (30 DWELLING UNITS PER HECTARE) OF BUILDABLE LAND AVAILABLE FOR RESIDENTIAL USES.  
FOR NONRESIDENTIAL COMPONENTS LOCATED WITHIN THE WALK DISTANCES: 0.80 FLOOR-AREA RATIO (FAR) OR GREATER OF BUILDABLE LAND AVAILABLE FOR NONRESIDENTIAL USES.
3. CONNECTED AND OPEN COMMUNITY:  
CONFIRM AN INTERNAL CONNECTIVITY OF AT LEAST 140 INTERSECTIONS PER SQUARE MILE (54 INTERSECTIONS PER SQUARE KILOMETER). AND DEMONSTRATE THE PROJECT HAS AT LEAST ONE THROUGH-STREET AND/OR NONMOTORIZED RIGHT-OF-WAY INTERSECTING OR TERMINATING AT THE PROJECT BOUNDARY AT LEAST EVERY 800 FEET (240 METERS), OR AT EXISTING ABUTTING STREET INTERVALS AND INTERSECTIONS, WHICHEVER IS THE SHORTER DISTANCE. NONMOTORIZED RIGHT-OF-WAY MAY COUNT FOR NO MORE THAN 20% OF THE TOTAL.

### GREEN INFRASTRUCTURE AND BUILDINGS

1. CERTIFIED GREEN BUILDING:  
AT LEAST ONE BUILDING MUST BE CERTIFIED AS A LEED NC BUILDING AT ANY CERTIFICATION LEVEL
2. MINIMUM BUILDING ENERGY EFFICIENCY 90% OF TOTAL PROJECT FLOOR AREA MUST SHOW A 10% ENERGY IMPROVEMENT OVER ASHRAE 90.1 2007 THROUGH ENERGY MODELING
3. MINIMUM BUILDING WATER EFFICIENCY ENTIRE SITE MUST HAVE A 20% REDUCTION IN WATER USE
4. CONSTRUCTION ACTIVITY POLLUTION PREVENTION IMPLEMENT A COMPREHENSIVE ESC PLAN FOR CONSTRUCTION

