



POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: October 23, 2017
Contact: Kent Munro
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RTS No.: 11868
VanRIMS No.: 08-2000-20
Meeting Date: November 14, 2017

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: Joyce Collingwood Station Precinct Plan Sub-Area Amendments and Proposed Six-Storey District Schedule

RECOMMENDATION

- A. THAT the General Manager of Planning, Urban Design and Sustainability be instructed to make application to amend the Zoning and Development By-law to achieve the following:
- (i) Create a new district schedule for RM-10 and RM-10N zoning generally as set out in Appendix E;
 - (ii) Rezone lands as identified in Schedule A and B of Appendix E from RS-1 to RM-10N and RM-9BN;
 - (iii) Revise Schedule F of the Zoning and Development By-law as set out in Appendix F; and
 - (iv) Create a new definition of "plaza," and identify "plaza" as an eligible amenity, as set out in Appendix E.

FURTHER THAT the application be referred to a Public Hearing;

AND FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-laws generally in accordance with Appendix E for consideration at the Public Hearing.

- B. THAT the following recommendations below, C to H, be referred to Public Hearing for consideration along with A above.

- C. THAT Council approve amendments to the Joyce Collingwood Station Precinct Plan to:
- (i) Include new sub-area policies for designated areas between Euclid Avenue and Kingsway as outlined in Appendix A;
 - (ii) Amend the existing "T2" sub-area policies as described in Appendix B;
 - (iii) Clarify existing policy and design guidelines, as outlined in Appendices C and D, respectively; and
 - (iv) Set Community Amenity Contribution targets of \$64.58 per square metre (\$6 per sq. ft.) in sub-area J4.
- D. THAT, subject to the enactment of the amending by-laws described in Recommendation A, the Director of Legal Services be instructed to bring forward, at the time of enactment of such amending by-laws, related amendments to the following bylaws and policies:
- (i) Parking By-law, generally in accordance with Appendix F; and
 - (ii) Subdivision By-law, generally in accordance with Appendix F.
- E. THAT, if the application to amend the Zoning and Development By-law as described in Recommendation A is referred to Public Hearing, then an application to amend the Sign By-law to establish regulations for the new RM-10 District Schedule, generally as set out in Appendix G be referred to the same Public Hearing;
- FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-laws for consideration at the Public Hearing.
- F. THAT, subject to the enactment of the amending by-laws described in Recommendation A, Council resolve to allow the expansion of Live-Work as a use outside the DD, DEOD, HA-1/1A and HA-2 Districts.
- G. THAT, subject to the enactment of the amending by-laws described in Recommendation A, the General Manager of Planning, Urban Design and Sustainability be instructed to bring forward, at the time of enactment of such amending by-laws, RM-10 and RM-10N Guidelines, generally in accordance with Appendix G, for Council adoption.
- H. THAT, subject to the enactment of the amending by-laws described in Recommendation A, the General Manager of Planning, Urban Design and Sustainability be instructed to bring forward, at the time of enactment of such amending by-laws, related amendments to the Strata Title Policies for RS, RT and RM Zones, generally in accordance with Appendix H, for Council adoption.

REPORT SUMMARY

In June 2016, Council approved the Joyce-Collingwood Station Precinct Plan (the "Plan"). At that time, Council directed staff to undertake additional planning work for blocks between the Precinct Plan area and Kingsway, which is the heart of the neighbourhood centre. At the request of community members, staff also undertook a review of the planning boundary for sub-area T2.

This report provides an overview of the technical analysis and community engagement work related to these investigations, along with proposed amendments to the Plan, that, if approved, will:

- Create a new "J4" sub-area to connect the existing Precinct area with Kingsway;
- Introduce new ownership and rental opportunities in townhouse, low-rise (up-to six-storey), and mid-rise forms;
- Introduce the City's first six-storey district schedule to facilitate the delivery of multi-family housing;
- Create a modest expansion to commercial uses along Joyce Street to strengthen local shopping opportunities;
- Allow live-work as a permitted use to enhance local employment opportunities;
- Introduce public realm improvements, including street trees, wider sidewalks, and public seating, to support improved transit service, walking and cycling; and
- Revise the existing T2 sub-area boundary to expand the four-storey zone.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

In June 2016, Council approved the Plan, which set out long-term land-use, transportation and public amenity directions for the area centred around Joyce Station.

Other related city-wide policies include:

- Greenest City: 2020 Action Plan (2011)
- Housing and Homelessness Strategy 2012-2021 (2011)
- Transportation 2040 (2012)
- Healthy City Strategy (2014)
- Housing Vancouver - Emerging Directions (2017)
- Financing Growth (2004)

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS

The General Manager of Planning, Urban Design, and Sustainability recommends approval of the foregoing. The proposed zoning changes, policy amendments, and rezoning policies, as presented, support the direction provided by Council in July 2016. Overall, this approach is in keeping with the Plan as a whole, and is aligned with the City's objective to support the right housing supply to meet the needs of Vancouverites across the city. Further, the policies proposed support increased usage of transit, and better connect the Joyce station area and the neighbourhood centre on Kingsway.

REPORT

Background/Context

1. Area and Context

In June 2016, Council approved Plan. The Plan contains long-term policy aimed at supporting the creation of a compact, sustainable, transit-oriented community in the vicinity of Joyce Station - and contains policies that focus on land use, building types and design, transportation, and public amenities. An important goal of the Plan was to strengthen and enliven the experience along the Joyce Street shopping area.

Importantly, the Plan sets out directions on adding new multi-family housing within walking distance of the SkyTrain station. The Plan also provides guidance around an estimated \$240 million in new public benefits, including non-market housing, childcare, and local park, library and transportation improvements over the coming decades.

Housing goals in the Plan are to be achieved through a mixture of zoning changes and rezoning policy. Council approved zoning changes in September 2016, including the introduction of RM-7AN (duplex/ townhouse) and RM-9BN (low-rise apartment) zoning in the Plan area.

When the Plan was approved in July 2016, Council passed a motion directing staff to

[C]onsult with the neighbours in the vicinity of the three blocks fronting Joyce Street, to explore land use, affordable housing and public realm improvement possibilities which could enhance the connection between the Station Precinct Plan area and the existing neighbourhood shopping area that is centred along Kingsway.

This additional work should explore the potential for some additional multiple-family housing, including but not limited to rental and other forms of more affordable housing, and for public realm enhancements along these blocks to make a more complete, cohesive and comfortable environment between these two important areas.

Staff is to report back to Council with recommendations subsequent to the completion of the focused scope of work described.

2. Planning Process and Community Engagement

In responding to the Council motion, staff undertook the following work:

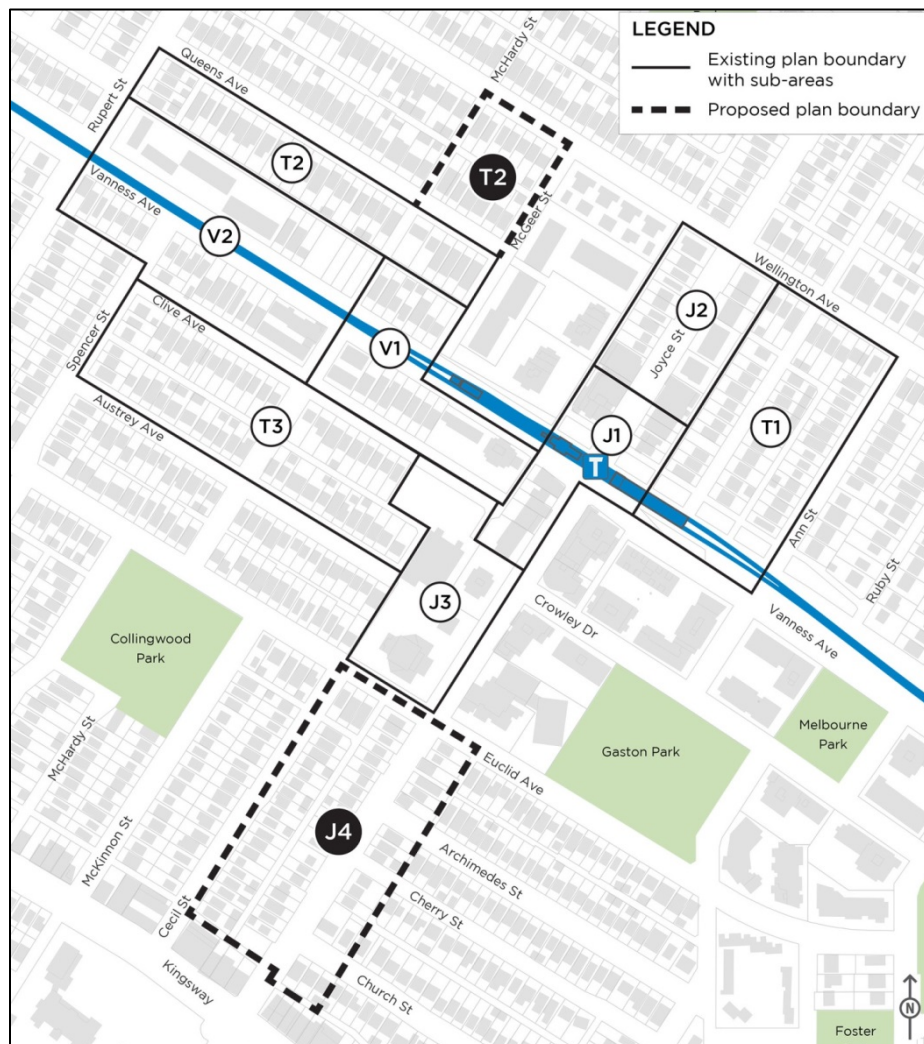
- Identification and analysis of the area to be studied;
- An initial consultation process with the community (December 2016) to identify community issues, assets and opportunities;
- Technical analysis that explored urban design considerations, economic viability, transportation, neighbourhood character, and public realm considerations;
- A second series of engagement events with the community (February 2017) to share options and gather feedback;

- Assessment of incentives to support rental housing; and
- Development of a draft six-storey district schedule and guidelines involving architectural and urban design analysis and refinement.

In addition to the aforementioned Council motion, in late January 2017, City staff received correspondence from nine of 13 residents of both the 3300-block of Queens Avenue and the 3400-block of Wellington Avenue - an area immediately adjacent to the existing T2 sub-area. Signatories to this letter indicated that they wished to be included in the Joyce-Collingwood Precinct planning process. Given the timing of the request, staff were able to explore changes to this area as part of this current planning effort.

Both of the aforementioned areas are at the periphery of the Joyce Collingwood Station Precinct, and are identified Figure 1.

Figure 1: Joyce Collingwood Station Precinct, the New J4 Sub-Area and T2 Sub-Area Extension



Strategic Analysis

1. Proposed J4 Sub-Area

In response to the July 2016 Council motion, staff defined the boundaries of the planning area as shown in Figure 2. The area includes the eastern side of Cecil Street (which runs parallel to Joyce Street) in order to explore the potential for transitional heights and densities. On the west side of Joyce Street where adjacent streets run perpendicular to Joyce Street, the boundary aligns with the laneway.

Currently, this area is primarily zoned RS-1 and contains detached houses, one duplex, two small two-storey apartments, and a hydro substation. There is also a small C-1 zoned area located at the southwest corner of Joyce Street and Euclid Avenue. Importantly, the arterial-fronting sites in this area are particularly shallow (many under 95 ft. depth) which creates particular economic and urban design challenges, which is discussed further in the section on the proposed new zoning.

In order to explore improved connections between existing cycling facilities in the neighbourhood, staff considered a slightly expanded geography (in particular, residential streets to the east and west of Joyce Street and Cecil Street).

Joyce Street is a busy arterial street, carrying approximately 19,000 vehicles a day, and it experiences periods of congestion. It also serves an important role as both a transit corridor and a truck route. Of particular note, the width ("right-of-way") of Joyce Street is varied, ranging between 20-24 m (65-80 ft.). While the sidewalk is in reasonable condition, it is narrow and there are few street trees and no street furniture such as benches or bike racks.

Figure 2: Joyce Street Extension Area Showing Existing Zoning



The Joyce-Collingwood Station Precinct Plan prescribes a general transition in heights from the station area. Given the location of the J4 sub-area at the periphery of the Plan area, staff explored low- and medium-density building types (e.g. townhouse, low-rise, mid-rise multi-family). These were assessed in terms of their urban design and architectural performance, their fit within the fabric of the existing neighbourhood, and the community response to options. Draft options were then subject to additional testing, to assess their overall economic viability.

Urban design analysis tested townhouse, four-storey and six-storey buildings for shadowing, neighbourliness, and liveability in the study area, and confirmed the potential for these building types. Urban design analysis supports a six-storey form as a way to frame Joyce Street, extending a building type already used in other parts of the Plan to the new J4 sub-area, and further supports a lower density “transitional” form on Cecil Street. Economic analysis undertaken by a third-party consultant further supported this approach, indicating that townhouse and six-storey buildings were the most viable for future development. Additional technical analysis of higher-density building types (mid-rise, up to 12 storeys) concluded that additional height would be appropriate only at the southwest corner of Joyce Street and Euclid Avenue.

Based on this assessment, staff are recommending the following changes for Joyce Street between Euclid Avenue and Kingsway:

- Introduce a new district schedule to allow up to six-storey multi-family residential along most of Joyce Street;
- Amend the Plan to consider rezonings to six-storey mixed-use buildings on three sites at Joyce Street and Euclid Avenue, supporting the expansion of the existing commercial node, improving shopping and services, as well as the public realm;
- Allow consideration for existing height and density (up to 12 storeys) at one site at Joyce Street and Euclid Avenue to further incentivize the creation of rental housing; and
- Extend the RM-9BN (introduced as part of the main Precinct Plan) to allow townhouse, stacked townhouse and four-storey multi-family housing on the east side of Cecil Street.

A complete list of policy changes is contained in Appendix A of this report. Engagement work with the community showed strong support for the proposed changes - with 71% of participants agreeing or strongly agreeing with the directions. Overall, the policies outlined are anticipated to generate a net increase of approximately 230 new housing units (for an estimated 330 new residents), and 25 additional jobs over the next 25 years.

New Six-Storey District Schedule

Staff are recommending the adoption of the City’s first six-storey district schedule, and related design guidelines. It is expected that the approach will reduce processing times, support goals of improved affordability and further facilitate the delivery of multi-family housing, including rental.

As outlined in Appendix E, the new district schedule includes a number of important features:

- A density bonus provision that defines an outright density that can be achieved without any amenity contribution (base density) and additional density that can be

achieved with the provision of a financial contribution (per square meter) towards amenities or affordable housing. (Note: similar to other density bonus schedules this district schedule allows for either a cash contribution or an in-kind contribution through the development of social or secured affordable rental housing as set out in the *Vancouver Development Cost Levy By-law*);

- Requirements for family housing as described in the City's *Family Room: Housing Mix Policy for Rezoning Projects*;
- A limited number of conditional retail and service uses to support the local economy (e.g. neighbourhood grocery, small café, etc.); and
- A conditional allowance for live/work uses - currently restricted to areas in the downtown.

As part of the technical analysis, the draft six-storey district schedule was tested for urban design and architectural performance by third party architectural consultants, and was determined to provide a practical regulatory framework to guide appropriate future development. At present, staff are recommending this schedule be applied to Joyce Street from Euclid Avenue to Kingsway. Should this new zoning district prove successful, it may be implemented in other areas of the Precinct Plan and/or in other communities.

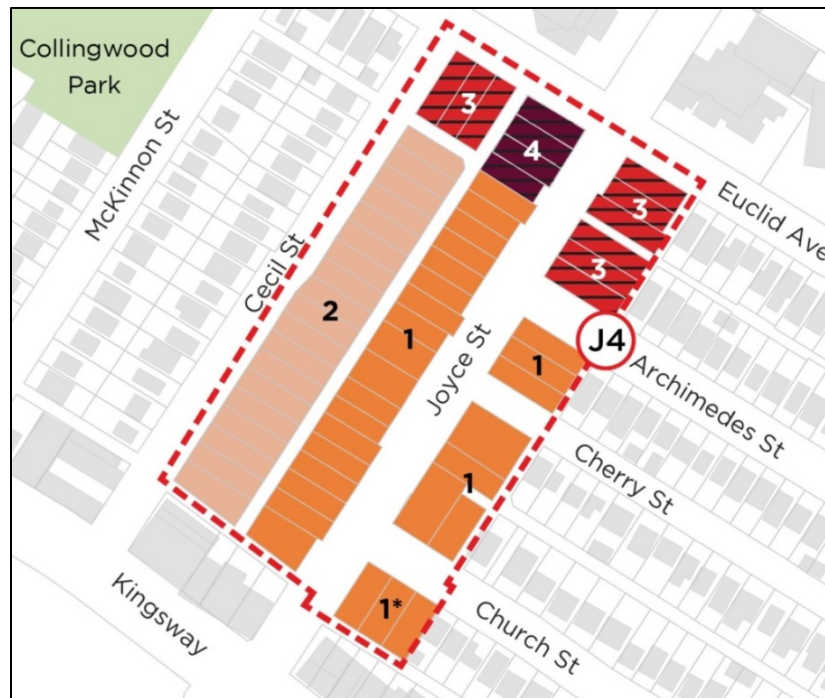
Importantly, the overall Joyce-Collingwood Station Precinct Plan provides key opportunities for affordability and rental housing on larger sites, such as St. Mary's school and parish, the City-owned site on Vanness Avenue (currently being explored by VAHA), and the BC Housing site on Vanness Avenue. Furthermore, consistent with City-wide policy, projects that deliver 100% of residential floor area as secured market rental can access other incentives (e.g. parking relaxations, DCL waivers, etc.). The City is further reviewing city-wide policies related to CAC review for rezonings involving secured rental, and staff will continue to explore these and other approaches to incentivise affordable rental across the city.

Figure 3 below provides a brief description of the new zones and rezoning areas, and Figure 4 identifies the locations in map form.

Figure 3: Policy Highlights for Proposed J4 Sub-Areas

1	RM-10N zone allowing up to six-storey residential
2	RM-9BN Zone, allowing up to four-storey townhouse, stacked townhouse, multifamily residential
3	Rezoning policy to allow consideration for up to six-storey mixed use with ground floor commercial
4	Rezoning policy to allow consideration for up to 12-storey mixed use with ground floor required to be commercial

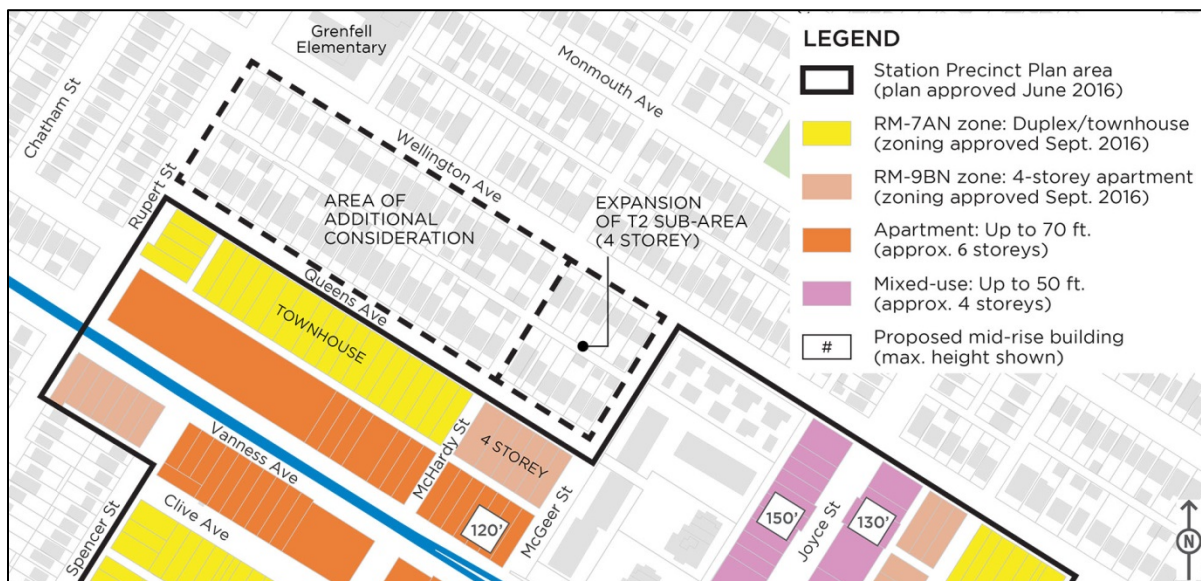
Figure 4: J4 Sub-Area Policy Map



2. Proposed Expansion of T2 Sub-Area

Staff received a request from residents of the 3300-block of Queens Avenue and the 3400-block of Wellington Avenue ("Petition Area") to consider expanding the Plan boundary. Staff met with residents from this block and the adjacent block ("Area for Additional Consideration") in May 2017. The two areas are identified in Figure 5.

Figure 5: T2 Sub-Area Expansion (Petition Area) and Area of Additional Consideration



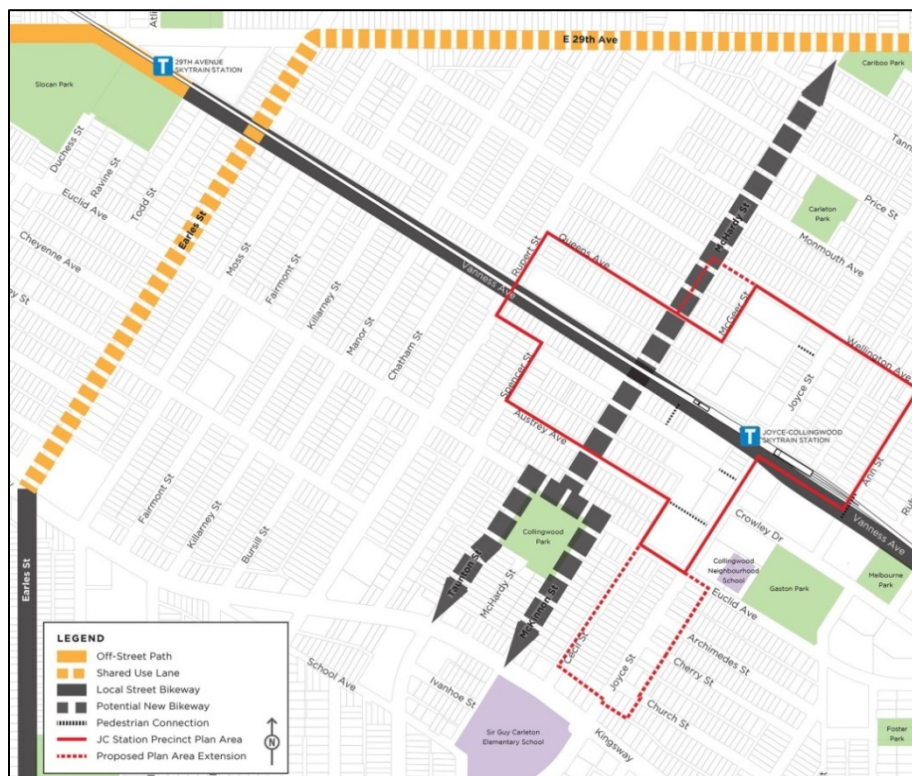
Given the approved land-use policies set out in the adjacent T2 sub-area, staff shared a recommended approach to extend the RM-7AN (townhouse) zoning and the RM-9BN (four-storey apartment and townhouse zoning) northward across one or both of the blocks. Technical and urban design analysis supported extending the form and pattern of zoning approved in the Precinct Plan to align with Wellington Avenue (the northern most street in the Plan).

A total of nine of the 13 property owners in the Petition Area supported the introduction of four-storey zoning to their block, while only about half (51%) of residents in the westerly blocks supported any change. Based on staff's assessment that four-storey apartment is the right building type in this location, and supported by community input, staff are recommending an amendment to the existing T2 sub-area. This would extend the boundary of the sub-area to the Petition Area block and extend the 4-storey RM-9BN zoning to the Petition Area. As noted, staff are only recommending changes to the Petition Area at this time. Proposed changes to the T2 sub-area are further outlined in Appendix B and D.

3. Enhanced Connections

Presently, the segment of Joyce Street between Euclid Avenue and Kingsway serves as a busy, often congested street. Its four lanes include one travel lane and a parking lane in each direction, and serves as an arterial travel route for approximately 19,000 vehicles a day. Joyce Street is also a key transit corridor, and B-line service will be added in the near future. At 245 m, the block length also creates additional safety concerns for pedestrians crossing the street.

Figure 6: Proposed Local Street Bikeway Options



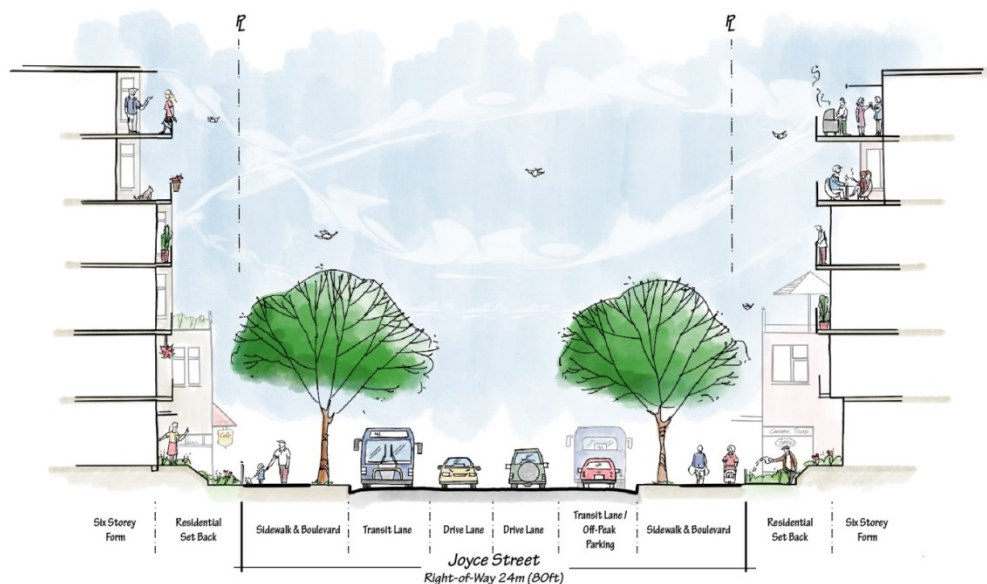
Technical analysis has identified a number of near-term and longer-term opportunities to support the goal of enhanced connections for different modes of travel, improving physical and social connections between the Plan area and Kingsway, and enhancing street life. Proposed policies will:

- Provide safety improvements to encourage more walking and cycling, including safer crossings on major streets, attention to gaps in the sidewalk network, new or upgraded signals, and accessibility features;
- Explore new mid-block active transportation connection at Cherry Street between Cecil Street and Joyce Street at the time of redevelopment;
- Designate McHardy Street (west of the J4 sub-area) as a local street bikeway to connect the Joyce Station area and Kingsway (see Figure 6);
- Ensure better connections to neighbourhood assets, including Collingwood Neighbourhood House, shopping areas, and local schools; and
- Affirm priority for bus transit on the street by introducing rush hour parking restrictions, transitioning the curb lane to bus only, and securing dedications through development to achieve a consistent 24 m (80 ft.) street right-of-way. The demand for street parking is anticipated to decline as new developments are built with parking on-site.

4. Improved Public Realm

In addition to the street improvements noted above, staff are recommending other policies to enhance the public realm in the area. As part of setback requirements associated with new developments, additional sidewalk infrastructure will enable community-supported improvements including street trees and seating areas. At the expanded commercial node, additional public realm improvements could include public art, weather protection, and outdoor patios. Additional shops and services in this area will further support the overall public life of the street.

Figure 7: Cross Section illustrating policies of J4 Sub-Area, Joyce Street



In keeping with the potential to create new and engaging public spaces through the development process, staff are also recommending that “plaza” be included in the list of amenities identified in the RM-10 and RM-10N zone. This would provide additional clarity related to the potential expenditure of amenity charges collected through the development process. A corresponding definition of plaza is recommended for inclusion in the definitions in section 2 of the Zoning and Development By-law, and is noted in Appendix E.

5. Live/Work Uses

To further encourage a diversity of businesses, staff are proposing to allow live/work uses as part of the new RM-10 and RM-10N district schedule as well as the areas covered by the mixed-use rezoning policies. As live/work uses are currently restricted to the Victory Square, Gastown, Chinatown, and Hastings Street areas of downtown (DD, DEOD AND HA-1/1A and HA-2 Districts), specific Council approval will be required to authorize the changes that are proposed.

By way of background, on October 18, 2005, Council amended the Zoning and Development By-law, the Downtown District Official Development Plan and the Downtown - Eastside/Oppenheimer District Official Development Plan to include Live-Work Use as a conditional approval use. At the time, the introduction of a new mixed use which permitted dwelling units to be used for a combination of live and work, or all-live or all-work, created challenges for the BC Assessment Authority in classifying and assessing the properties for taxation purposes. For instance, a live-work unit that may have been assessed as residential, based on its highest and best use, was then taxed as commercial, resulting in a higher annual tax payment compared to a commercial business a short distance away. As a result, in October 2005, Council supported the prohibition of any further expansion to live-work zoning beyond the approved downtown areas until outstanding property assessment, classification and taxation issues had been resolved.¹

In 2013, the BC Assessment Authority published a document entitled “Classifying Live/Work Property (Home-based Businesses): Class 1 and 6”. The document provides direction for the consistent classification of live-work properties. Given the clarification by the BC Assessment Authority of practices and procedures for the classification of live-work units for tax purposes, staff are recommending that Council repeal the prohibition on the further expansion of Live-Work Use beyond the approved areas in the downtown core. Should Council proceed with this approach in the J4 sub-area, live-work uses could be further utilized in other districts and areas of the city.

PUBLIC ENGAGEMENT

Consultation: December 2016 - January 2017

The first set of consultation activities, initiated in December 2016, included two open houses, along with an online questionnaire that was made available until January 10, 2017.

The purpose of the first events was to share the details of the Council motion and to invite the community to share their ideas about (a) the appropriateness of different housing

¹ See Council Report dated October 18, 2005, entitled *Live-Work Use in the Victory Square, Gastown, Chinatown, and Hastings Street Areas*. Link: <http://council.vancouver.ca/documents/p2complete.pdf>

typologies, (b) ways to support and enhance local economy, (c) neighbourhood character, and (d) transportation issues and public realm. Approximately 125 submissions were received, noting general support for duplex, townhouse, low-rise and mid-rise buildings in the study area, along with a desire for additional shops and services, pedestrian and public realm improvements. A summary of this engagement exercise is contained in Appendix I.

Material from the December-January engagement informed the proposed sub-area policies, discussed below. These were presented to the community in February and provided the opportunity for a second set of engagement activities. Feedback from these is discussed later in the report.

Consultation: February 2017

A second set of open houses was held in February 2017. At these events, staff shared technical analysis and proposed allowable building forms for the study area, along with an overview of community feedback from the December events. Community members were provided an opportunity to share their feedback on the proposed approach and offer additional input into future growth and change in the area. An online questionnaire and materials were also circulated and remained active until February 26, 2017.

The consultation revealed strong support for housing directions (71% agreeing or strongly agreeing), transportation (74%), public realm (85%) and local economy (68%). A smaller number (50%) agreed or strongly agreed with character related policies. A complete summary of this engagement exercise is contained in Appendix I.

Consultation: Petition Area - May 2017

In May 2017, City staff held a meeting for residents of the Petition Area block, and the blocks immediately to the west ("Area for Additional Consideration"). Staff presented a proposal that would extend RM-9BN into the Petition Area, and the RM-7AN into the Area of Additional Consideration—essentially extending the types and pattern of zoning from the approved Precinct Plan one block north.

Participants at the meeting were invited to share their feedback on the proposal through a comment form. Copies of the form were also hand-delivered to each residence within the two blocks under consideration.

A total of 36 distinct responses were received, 34 of which were from residents of the blocks in question. Of these:

- 9 of 13 residences (70%) in the Petition Area responded, with 8 respondents (89%) indicating support or strong support for the introduction of four-storey zoning on their block.
- 25 of 45 (56%) of residences in the "Area for Additional Consideration" responded, with 13 responses (52%) indicating support or strong support for the introduction of Townhouse zoning on their block. Eleven residences (44%) disagreed or strongly disagreed with the proposal. One response (4%) was neutral or unsure.

A complete summary of this engagement exercise is contained in Appendix I.

FINANCIAL IMPLICATIONS

City-wide Development Cost Levies (DCL's) collected from development help pay for facilities made necessary by growth including parks, childcare facilities, replacement (social/non-profit) housing and engineering infrastructure.

The proposed RM-10N and RM-9BN zones in the new J4 Sub-Area and T2 Sub-Area extension will minimize the need for individual site-specific rezoning applications. This will streamline the development process, provide certainty for the community and for future applicants, and reduce the costs and risk of development. The density bonus provision included in two districts provide an opportunity for amenity share or affordable housing share contributions to be offered in exchange for additional density. Two district schedules contain density bonus zone contributions which would be offered as follows:

- In the RM-10N, a rate of \$161.46 per square metre (\$15 per square foot); and
- In the RM-9BN, the rate of \$36.13 per square metre (\$3.36 per square foot).

The rezoning policies in the J4 provide for a target Community Amenity Contribution of \$64.58 per square metre (\$6 per square foot).

These density bonus and Community Amenity Contributions are expected to support the delivery of the Joyce Collingwood Public Benefit Strategy.

The approved Joyce-Collingwood Precinct Plan included a \$240 million Public Benefit Strategy that reflects the needs and desires of the community, and is intended to provide strategic direction to guide the City (including City Council, Park Board and Library Board) in making investment decisions on public amenities and infrastructure in Joyce-Collingwood over the next 25 years. The City's fiscal capacity, emerging opportunities and evolving needs across the city and in this neighbourhood, including the effects of the additional development in the new sub areas, will determine of the actual amenity package that will be delivered incrementally over the long-term. As such, the Public Benefit Strategy will be reviewed and refined periodically and integrated into the City's 10-year Capital Strategic Outlook, 4-year Capital Plan and annual Capital Budget for prioritization and funding consideration on a citywide level.

CONCLUSION

This report seeks Council approval to amend the Joyce Collingwood Station Precinct Plan to include the area between Euclid Avenue and Kingsway as a new J4 sub-area, introduce a new six-storey district schedule and site specific rezoning policies to better connect these blocks of Joyce Street between the station and Kingsway, and provide additional housing choice.

The report further seeks Council approval to expand the existing T2 sub-area, covering an additional block of Queens and Wellington Avenues, to extend the four-storey apartment zone (RM-9BN).

The General Manager of Planning, Urban Design and Sustainability recommends approval of the aforementioned recommendations, and referral of the zoning changes to Public Hearing.

Proposed Amendments to Joyce Collingwood Station Precinct Plan J4 Sub-Area Policy

Policies outlined herein will be inserted into the Joyce-Collingwood Station Precinct Plan immediately after Section 5.3 Sub-Area J3: St. Mary's Parish Site. Subsequent sub-area sections will be renumbered appropriately.

5.4 Sub-Area J4

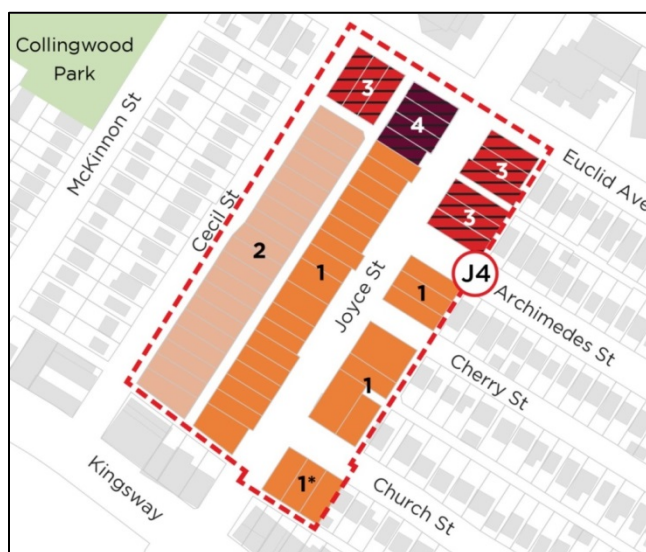
- 5.4.1 Allow a mix of building types including 12-storey and six-storey mixed-use buildings at Euclid, to six-storey apartments on Joyce Street, to four-storey apartments on the west side of Cecil. Suggested height limits and other details as indicated in Figure 5.5.
- 5.4.2 Introduce a RM-10N district schedule, and allow residential buildings up to six-storeys fronting Joyce Street, as indicated in Figure 5.5. Buildings will be considered up to a maximum height and density as set out in the RM-10N District Schedule.
- 5.4.3 Introduce RM-9BN zoning to allow rowhouse/townhouse and up to four-storey multi-family buildings on the east side of Cecil Street. Buildings will be considered up to a maximum height and density as set out in the RM-9BN District Schedule.
- 5.4.4 For 5301 Joyce Street to 5327 Joyce Street, consider rezoning for a mixed-use building including a mid-rise building up to 12 storeys, and up to 40m (130 ft.) above a three-to-four-storey (up to 13.7m; or 45 ft) building base. A minimum of frontage of 33.5m (110 ft.) is required. A maximum net density of 3.5 FSR* will be considered. Explore reduced CACs for heights above six-storeys, for projects that provide 100% of residential floor area as secured rental housing, and leverage improved affordability.
- 5.4.5 For 5326 Cecil Street and 3380 to 3396 Euclid Street; 5304 to 5330 Joyce Street (Euclid Avenue to Archimedes Street); and 5342 to 5362 Joyce Street (lane to Archimedes Street), consider rezonings for mixed -use buildings up to six storeys, and up to up to 22.8m (75 ft), with a maximum net density of up to 3.0 *FSR. A minimum frontage of 30.2m (99 ft) is required.
- 5.4.6 For mixed use-projects, ground floor uses are required to be local-serving retail and services. should aim to offer approximately 0.5 FSR for retail commercial uses, and aim to deliver fine-grain local-serving retail, with retail frontages of no more than 15m (50 ft).
- 5.4.7 For sites involving rezonings on the east side of Joyce, consider Heritage Revitalization Agreements to support retention and refurbishment of one or both of the existing low-rise apartments located at 5330 and 5362 Joyce Street.
- 5.4.8 Require acoustic mitigation from environmental noise (including road and SkyTrain noise) to ensure liveability.
- 5.4.9 For sites where statutory rights-of-way (SRW) are in place related to Metro Vancouver infrastructure, (e.g. storm trunk generally aligned with Cherry St), work with Metro Vancouver to explore opportunities to increase the SRW width to better accommodate infrastructure and pedestrian thoroughfare.

- 5.4.10 Consider the sale of E/W lanes located between 3307 Church Street and 5426 Joyce Street, and between 5330 Joyce Street and 5342 Joyce Street, as part of future redevelopment opportunities in the area.
- 5.4.11 Ensure future redevelopment supports sustainable transportation along Joyce Street, and mitigates traffic and parking impacts.
- 5.4.12 Seek a consistent 24m (80 ft.) right-of-way to support transit movement and public realm improvements; transition on-street parking on Joyce Street to bus lanes, to align with future Joyce Station upgrades
- 5.4.13 Support pedestrian connectivity with a mid-block crossing at Cherry Street, and create an active transportation connection (secured with a Right-of-Way agreement) generally aligned with Cherry Street, from Joyce through to Cecil Street.
- 5.4.14 Designate McHardy Street as a local street bikeway.

**Note: Some site assemblies may not be able to achieve the maximum FSR. Anticipated exclusions from gross floor area will be those typical of multi-family zones in Vancouver, except as otherwise noted in this Plan.*

Figure 5.5: Policy Highlights for Proposed J4 Sub-Area

1	RM-10N zone allowing up to six-storey residential
2	RM-9BN Zone, allowing up to four-storey townhouse, stacked townhouse, multifamily residential
3	Rezoning policy to allow consideration for up to six-storey mixed use with ground floor commercial
4	Rezoning policy to allow consideration for up to 12-storey mixed use with ground floor required to be commercial



Proposed Amendments to Joyce Collingwood Station Precinct Plan
T2 Sub-Area Policy

Policy or Guideline No. (Page)	Existing Text	Revised policy/guideline
5.6.2 (p.32)	Allow four-storey apartments on blocks adjacent to taller buildings closer to the SkyTrain station (permitted townhouse and four-storey apartments are identified on figure 5.7).	Allow four-storey apartments on blocks adjacent to taller buildings closer to the SkyTrain station, <u>or other locations as identified</u> , (permitted townhouse and four-storey apartments are identified on figure 5.7).
p.32	Figure 5.7: Sub-Areas T2 & T3 - Clive and Queens Avenues	Map to be amended to reflect new T2 sub-area boundaries. Map to be retitled: Sub-Areas T2 & T3 - Clive, <u>Queens and Wellington</u> Avenues

Miscellaneous Amendments to Joyce Collingwood Station Precinct Plan
Policy and Narrative

The following amendments reconcile the proposed sub-area policies outlined in Appendix A with text and policies contained in the larger Joyce Collingwood Station Station Precinct Plan.

Policy or Guideline No. (Page)	Existing Text	Revised policy/guideline
p.3	Figure 1.1: Comparison of Planning Area Boundaries	Map to be amended to include new sub-areas as part of JC Station Precinct Plan boundaries
p.11	Figure 3.1: Quadrants around Joyce Collingwood Station	Map to be amended to reflect new sub-area boundaries.
p. 12	Figure 3.2: Building Height Transitions	Map to be amended to reflect new sub-area boundaries, as well as adjustments around the location of mid-rise and low-rise buildings.
p.16	Figure 3.6: Height Transitions	Add <u>underlined</u> : 6-14 Storey Buildings Near Joyce-Collingwood Station <u>and on sections of Joyce Street</u> .
4.2 Local Shopping and Services (p. 19)		Add new 4.2.2; renumber subsequent policies. Add <u>underlined</u> : <u>Enhance the existing commercial node at Joyce and Euclid with new mixed-use opportunities on the east and west sides of the street.</u>
p. 21	Figure 4.4: Housing Policies	Map to be amended to reflect new sub-area boundaries.
4.3.1 (p.22)	First bullet: Allow for a variety of residential building types (e.g. townhouses, mid-rise and high-rise)	Add <u>underlined</u> : First bullet: Allow for a variety of residential building types (e.g. townhouses, <u>low-rise</u> , mid-rise and high-rise).

<p>4.3.2 (p.23)</p>	<p>Second column:</p>	<p>Add <u>underlined</u>:</p> <p>First bullet: Provide opportunities to increase the market rental stock.</p> <p><i>Add new sub-bullet:</i></p> <p><u>Explore opportunities to incent increased affordability for projects that deliver 100% residential floor area as secured rental housing.</u></p>
<p>p.29</p>	<p>Add proposed J4 sub-areas here. Renumber subsequent all subsequent policies, as appropriate</p>	<p>Add policies, as described in Appendix A.</p>
<p>5.6 (p.32)</p>	<p>Sub-Areas T2 and T3: Clive and Queens Avenue</p>	<p>Rename: <u>Sub-Areas T2 & T3: Clive, Queens, and Wellington Avenues.</u></p> <p>Add policies, as described in Appendix B.</p>
<p>6.2.6 (p.35)</p>	<p>Consider options for a northeast-southwest cycling route in the neighbourhood.</p>	<p>Replace as follows:</p> <p><u>Designate McHardy (and portions of Taunton/Mckinnon) as a designated local street bikeway to connect the Joyce Station area and Kingsway.</u></p>
<p>p.36</p>	<p>Figure 6.1: Existing Transportation Network and Proposed Walking and Cycling Routes.</p>	<p>Amend to include new J4 and expanded T2 subarea boundaries;</p> <p>Include mid-block pedestrian connection at Cherry Street.</p> <p>Include McHardy Street as a designated local street bikeway. (See Figure 2 in Council Report).</p>
<p>6.3 Transit p.38</p>	<p>Include reference to transit policies/rush regs/long-term designation of Joyce as transit priority,</p>	
<p>6.4 Motor Vehicles p.41</p>	<p>Include reference to transit policies/rush regs/long-term designation of Joyce as transit priority.</p>	

Miscellaneous Amendments to Joyce Collingwood Station Precinct Plan
Design Guidelines

Policy or Guideline No. (Page)	Existing Text	Revised policy/guideline
Design Guidelines p.61	The following guidelines provide broad built form direction for new development within the Station Precinct Plan area. For all proposals, sound urban design principles and best practices should be applied.	Add <u>underlined</u> : The following guidelines provide broad built form direction for new development within the Station Precinct Plan area. For all proposals, sound urban design principles and best practices should be applied. <u>Particular flexibility will be exercised to accommodate retention of character buildings.</u>
p. 61	In the area that provides pedestrian access to the SkyTrain station, the intent is to create a generous and comfortable space for the high volume of pedestrian activity.	Add <u>underlined</u> : In the area that provides pedestrian access to the SkyTrain station, <u>and to the Kingsway neighbourhood centre</u> , the intent is to create a generous and comfortable space for the high volume of pedestrian activity.
8.1 (p.61)	Mixed-Use Buildings: Joyce Street (applies to Sub-Areas J1, J2 and J3)	Add <u>underlined</u> : Mixed-Use Buildings: Joyce Street (applies to Sub-Areas J1, J2, J3, <u>and J4</u>)
8.1.13 (p.62)	Commercial floors adjacent to the lane should be set back 1.2m (4 ft.) and residential floors set back 6.1m (20 ft.)	Replace as follows: Setbacks at a lane should vary depending on building scale and use, and generally be provided as follows: <ul style="list-style-type: none"> • Commercial uses: 1.2m (4ft) minimum • 2 and 3 storey residential building: 1.8m (6ft) minimum • six-storey residential building at a rear lane: 3.7m (12ft) minimum • Residential floors above 21.3m (70 ft.) at a rear lane: 6.1m (20 ft.)
8.1.15 (p.62)	Floors above the fourth level must be set back from adjacent property lines by at least 20 ft	Add <u>underlined</u> : <u>For buildings exceeding 6- storeys</u> , floors above the fourth level must be set back from adjacent property lines by at least 6.1m (20 ft.)

8.1.6 (p.62)	Mixed-used buildings on Joyce Street are required to include a distinct four-storey building base or “podium”. The building base is the lower portion of the building that is generally continuous at the street level.	Amend as follows; add <u>underlined</u> : Mixed-used buildings on Joyce Street are required to include a distinct four-storey building base or “podium” <u>(up to 13.7m (45 ft))</u> The building base is the lower portion of the building that is generally continuous at the street level.
8.1.9	Floors above the building base should not exceed a maximum width of 30.5m (100 ft.) (excluding open balconies) to minimize scale impacts and floorplates should not exceed 650m ² (7000 ft ²) (gross).	Add <u>underlined</u> : <u>In buildings exceeding 6 storeys, north of Euclid Street ...floors above the building base should not exceed a maximum width of 100 ft. (excluding open balconies) to minimize scale impacts and floorplates should not exceed 650m² (7000 ft²) (gross). South of Euclid Street building widths should not exceed a maximum width of 80ft and a floorplate of 511 m² (5500 ft²).</u>
8.2 (p.64)	Residential Buildings (applies to Sub-Areas V1&2, T1-T3)	Add <u>underlined</u> : Residential Buildings (applies to Sub-Areas V1&2, T1-T3, <u>and J4</u>)
8.2 (p.68)	n/a	Add new Heading: Pedestrian Connections
8.2.45 (p.68)	n/a	<u>Add new:</u> <u>Mid-block pedestrian connections should have a minimum width of 24 ft between buildings, and a 8 ft wide barrier-free path</u>
8.2.46 (p.68)	n/a	<u>Add new:</u> <u>Buildings located adjacent to mid-block pedestrian connections should provide a deeper front setback at the passage to improve their visibility and atmosphere - approximately 2.4m (8 ft). by 3.7m (12 ft).</u>
8.2.47 (p.64)	n/a	Add new: <u>Ground floors adjacent to mid-block pedestrian connections should have an active edge with entrances and windows facing the pedestrian path, whether the interface is residential or retail in nature.</u>

8.2.9	Add new 8.2.10; renumber subsequent existing policies.	Add new: <u>In J4, buildings adjacent to properties zoned for single-family, without an intervening lane, should step down height to 3 storeys within approximately 10.7m (35 ft.) of the property line.</u>
8.2.18 (p.66)	Front yards setbacks should generally be provided as follows: <ul style="list-style-type: none"> • Vanness Street (North): 4.6m (15 ft.) minimum, to achieve a buffer from the SkyTrain guideway, and accommodate a landscape buffer; • Vanness Street (South): 4.6m (15 ft.) minimum; 3.7m (12 ft.) minimum for buildings 6 storeys or less in height; • Clive Street: 3.7 to 4.6m (12 to 15 ft.) minimum to be compatible with adjacent development; • Payne Street: 3.7m (12 ft.) minimum. 	Add <u>underlined</u> : Front yards setbacks should generally be provided as follows: <ul style="list-style-type: none"> • Vanness Street (North): 4.6m (15 ft.) minimum, to achieve a buffer from the SkyTrain guideway, and accommodate a landscape buffer; • Vanness Street (South): 4.6m (15 ft.) minimum; 3.7m (12 ft.) minimum for buildings 6 storeys or less in height; • Clive Street: 3.7 to 4.6m (12 to 15 ft.) minimum to be compatible with adjacent development; • Payne Street, <u>Joyce Street and Euclid Street</u>: 3.7m (12 ft.) minimum.
8.2.19 (p.66)	Side yard setbacks should vary depending on building height: <ul style="list-style-type: none"> • Six storey buildings: 12 ft. minimum • Buildings taller than six storeys: • Four storey base: 8 ft. minimum • Six-storey base: 12 ft. minimum • Upper storeys: 18 ft. minimum 	Revise <u>underlined</u> (for consistency): Side yard setbacks should vary depending on building height: <ul style="list-style-type: none"> • Six storey buildings: 12 ft. minimum • <u>Six storey buildings in J4: 10ft. minimum</u> • Buildings taller than six storeys: • Four storey base: 8 ft. minimum • Six-storey base: 12 ft. minimum • Upper storeys: <u>20 ft.</u> minimum
p.67	Add new 8.2.28	Add: <u>On sloping sites the establishment of floor elevations needs careful consideration to respond to site topography. Floor levels should step to follow natural grade. Dwelling units should not be located more than 3 feet below adjacent grade. On some sites, this may mean that the lowest floor is comprised of both dwelling units, and non-dwelling space such as storage.</u>

8.2.28 (p.67)	Buildings with only one principle entrance should be oriented to reflect the predominant pattern on adjacent streets.	Renumber, and add <u>underlined</u> : Buildings with only one principle entrance should be oriented to reflect the predominant pattern on adjacent streets. <u>Except, buildings adjacent to Joyce Street should orient to Joyce Street.</u>
8.3 (p.68)	General Regulations (Apply to all Sub-Areas)	Replace <u>underlined</u> : General <u>Guidelines</u> (Apply to all Sub-Areas)

Policy numbering

Staff note that in preparing a revised Joyce Collingwood Station Precinct Plan, the numbering of existing policies may change. This renumbering will not involve any additional content changes (other than those identified herein).

Note: A By-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

**A By-Law to amend
Zoning and Development By-law No. 3575
to create a new district schedule and rezone designated areas from
RS-1 to RM-9BN, or from RS-1 to RM-10N in accordance with
the amended Joyce-Collingwood Station Precinct Plan**

1. This by-law amends the indicated provisions of the Zoning and Development By-law.
2. This by-law amends the Zoning District plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notation, and references shown on the plans marginally numbered Z-() and Z-(), attached as Schedule A to this by-law, and incorporates Schedule A into Schedule D to By-law No. 3575.
3. This by-law amends the Zoning District plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notation, and references shown on the plans marginally numbered Z-(), attached as Schedule B to this by-law, and incorporates Schedule B into Schedule D to By-law No. 3575.
4. In section 2, Council adds, in alphabetical order:

"Plaza means an open space for use by the public, generally provided with amenities such as seating, drinking and ornamental fountains, weather-proofing, art, trees, and landscaping. Plazas may support passive or active uses. Plazas may be publicly owned, or privately owned with a secured right-of-access for the public."
5. In section 3.2.6, Council inserts ", RM-10 and RM-10N" after "RM-9BN".
6. In section 5.14, in the paragraph in Column B which is opposite paragraph 2, Council includes ", RM-10 and RM-10N" after "RM-9AN".
7. In section 9.1, under the heading "Multiple Dwelling", Council inserts "RM-10 and RM-10N" above "FM-1".
8. Council amends the Zoning and Development By-law by enacting the "RM-10 and RM-10N Districts Schedule" as attached to this by-law as Schedule C.
9. Council amends Schedule F for Affordable Housing and Amenity Share Costs of the Zoning and Development Bylaw by adding the following:

Schedule A

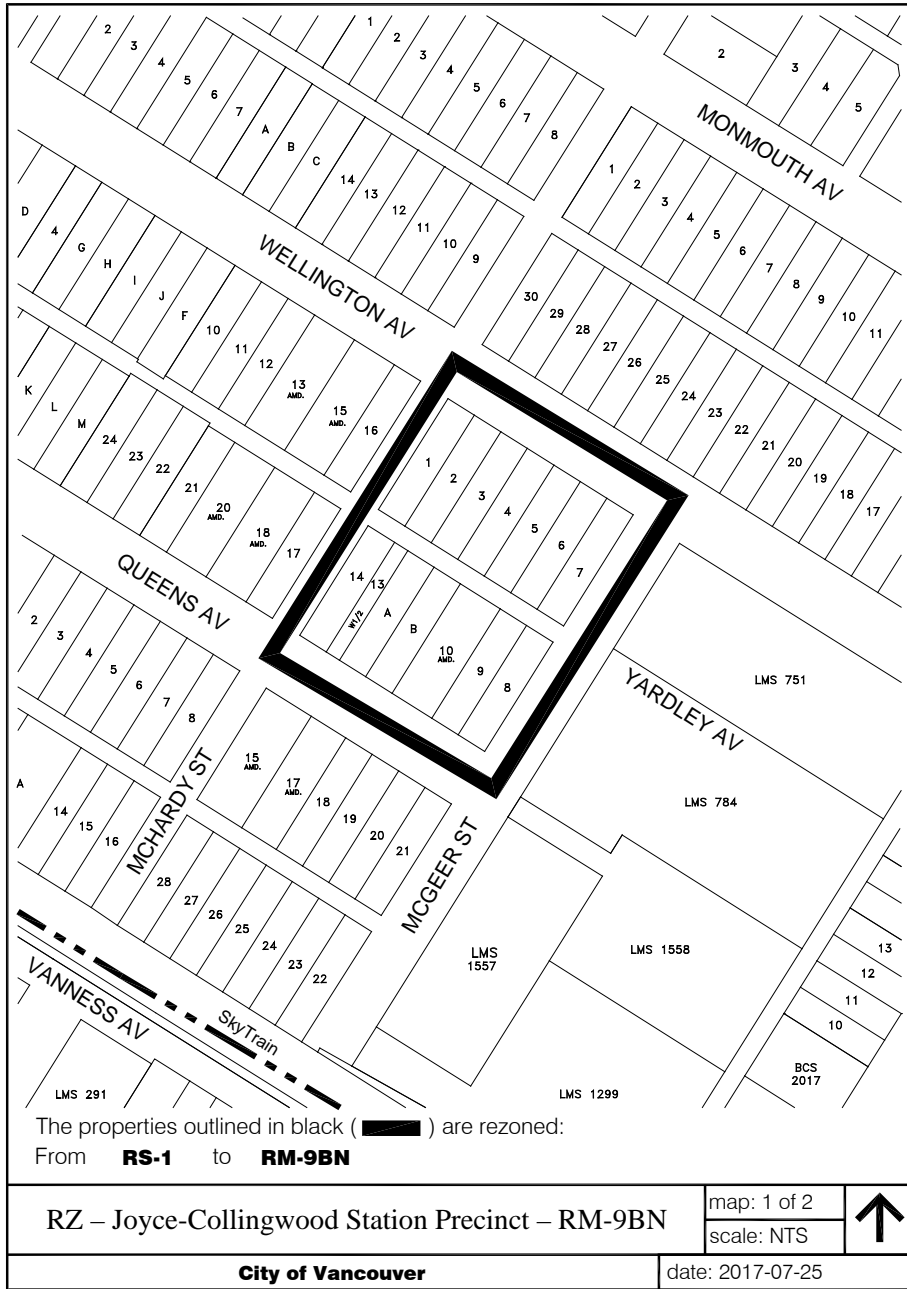
Plan showing area rezoned from RS-1 to RM-10N

Schedule A



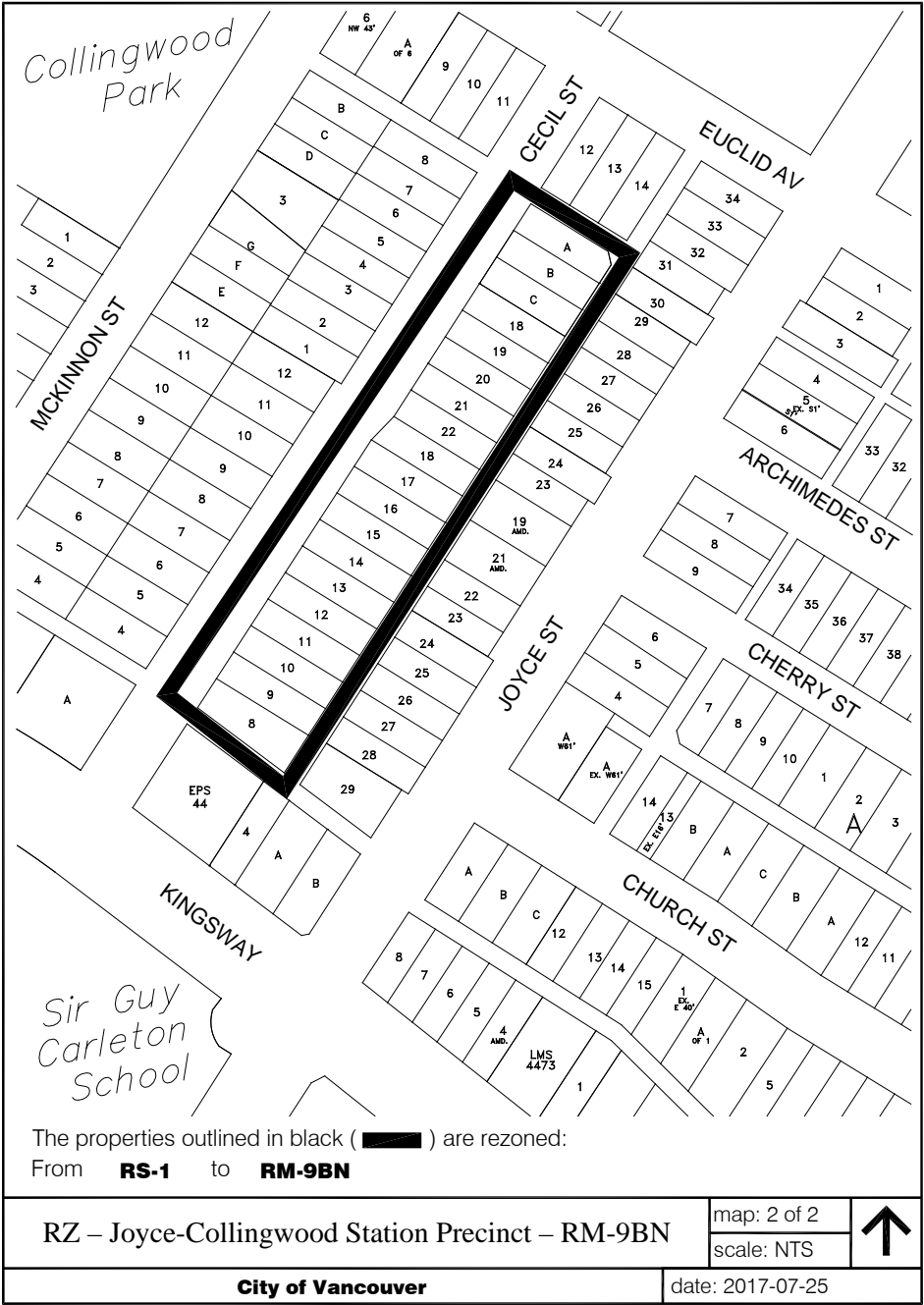
Schedule B

Plans showing area rezoned from RS-1 to RM-9BN - Queens Ave and Wellington Ave



Schedule B, continued

Plans showing area rezoned from RS-1 to RM-9BN - Cecil St



Schedule C

New RM-10 and RM-10N District Schedule

RM-10 and RM-10N Districts Schedule

1 Intent

The intent of this Schedule is to permit medium density residential development primarily in the form of 6-storey apartments, and to foster compact, sustainable, multi-family neighbourhoods that support walking, cycling and transit use, with additional allowances to enable small-scale, neighbourhood-serving retail and services. Where lot-depth is sufficient, ground oriented townhouses are encouraged at the rear of sites.

Emphasis is on a high standard of liveability and dwelling units that are varied in size, composition and tenure, including those suitable for families with children. Common and private outdoor spaces are required. Ground-oriented units are encouraged wherever possible. Secondary suites and lock-off units are permitted to provide flexible housing choices. All new development will demonstrate high-quality design and enrich the public realm.

2 Outright Approval Uses

2.1 Subject to all other provisions of this By-law and to compliance with the regulations of this Schedule, the uses listed in section 2.2 are permitted in these districts and will be issued a permit.

2.2 Uses

2.2.A • Accessory Buildings customarily ancillary to any of the uses listed in this Schedule, provided that:

- (a) no accessory building exceeds 3.7 m in height, measured to the highest point of the roof if a flat roof, to the deck line of a mansard roof, or to the mean height of the level between the eaves and the ridge of a gable, hip or gambrel roof, except that no portion of an accessory building may exceed 4.6 m in height;
- (b) all accessory buildings are located:
 - (i) within 7.9 m of the ultimate rear property line, and
 - (ii) no less than 3.6 m from the ultimate centre line of any rear or flanking lane and 1.5 m from a flanking street;
- (c) the total floor area of all accessory buildings, measured to the extreme outer limits of the building, is not greater than 48 m²;
- (d) not more than 80% of the width of the site at the rear property line is occupied by accessory buildings;
- (e) no accessory building is closer than 3.7 m to any residential dwelling;
- (f) no accessory building obstructs the daylight access prescribed in this Schedule; and
- (g) roof decks and sun decks are not located on an accessory building.

- Accessory Uses customarily ancillary to any of the uses listed in this section, provided that accessory parking spaces must comply with the provisions of section 2.2.A (b) of this Schedule.

2.2.DW [Dwelling]

- Multiple Conversion Dwelling, if:

- (a) there are no more than 2 dwelling units;
- (b) no housekeeping or sleeping units are created;
- (c) no additions are permitted;
- (d) the development complies with section 4.8 of this Schedule, and
- (e) no development permit will be issued until the requisite permits required by other By-laws that relate to design, construction and safety of buildings are issuable.

- Multiple Dwelling consisting of three dwelling units.
- One Family Dwelling, lawfully existing as of [date of enactment], which complies with the current RS-1 District Schedule.
- Two Family Dwelling, lawfully existing as of [date of enactment], which complies with the current RT-5 District Schedule.

2.2.I [Institutional]

- Community Care Facility – Class A, subject to the regulations and relaxations that apply to a one-family dwelling.

3 Conditional Approval Uses

3.1 Subject to all other provisions of this By-law, the Director of Planning may approve any of the uses listed in section 3.2 of this Schedule, with or without conditions, if the Director of Planning first considers:

- (a) the intent of this Schedule and all applicable Council policies and guidelines; and
- (b) the submission of any advisory group, property owner or tenant.

3.2 Uses

3.2.A • Accessory Buildings not provided for in section 2.2.A of this Schedule and customarily ancillary to any of the uses listed in this Schedule.

3.2.AG [Agricultural]

- Urban Farm – Class A, subject to the provisions of section 11.29 of this By-law.

3.2.C [Cultural and Recreational]

- Artist Studio – Class A, in conjunction with a Multiple Dwelling, and subject to the provisions of Section 11.18 and 11.19 of this By-law.
- Club.
- Community Centre or Neighbourhood House.
- Library in conjunction with a Community Centre.
- Park or Playground.
- Plaza.

3.2.D • Deposition or extraction of material which alters the configuration of the land.

3.2.DW [Dwelling]

- Dwelling Units, up to a maximum of two, in conjunction with a Neighbourhood Grocery Store existing as of July 29, 1980, subject to section 11.16 of this By-law.
- Infill dwelling, if it is in conjunction with the retention of a building existing on the site prior to January 1, 1940.
- Laneway house, lawfully existing as of [date of enactment], subject to section 11.24 of this By-law and the current RS-1 District Schedule.

- Multiple Conversion Dwelling not provided for in section 2.2DW of this Schedule, resulting from the conversion of an building existing as [date of enactment], if:
 - (a) the Director of Planning first considers the quality and liveability of the resulting units, the suitability of the building for conversion in terms of age and size and the effect of the conversion on adjacent properties; and
 - (b) no housekeeping or sleeping units are created.
- Multiple Dwelling consisting of four or more dwelling units.
- One-Family Dwelling with Secondary Suite, lawfully existing as of [date of enactment], which complies with the current RS-1 District Schedule.
- Principal Dwelling Unit with Lock-off Unit, provided that in Multiple Dwellings there may be one lock-off unit for every 3 principal dwelling units, except that the Director of Planning may permit a higher ratio after first considering the intent of this Schedule and all applicable Council policies and guidelines.
- Residential Unit associated with and forming an integral part of an Artist Studio, subject to section 11.19 of this By-law.
- Seniors Supportive or Assisted Housing, subject to section 11.17 of this By-law.

3.2.I [Institutional]

- Ambulance Station.
- Child Day Care Facility.
- Church, subject to the provisions of section 11.7 of this By-law.
- Community Care Facility – Class B, subject to the provisions of section 11.17 of this By-law.
- Group Residence, subject to the provisions of section 11.17 of this By-law.
- Hospital, subject to the provisions of section 11.9 of this By-law.
- Public Authority Use essential in this District.
- School – Elementary or Secondary, subject to the provisions of section 11.8 of this By-law.
- Social Service Centre.

3.2.J [Live-Work]

- Live-Work Use, in conjunction with a multiple dwelling, and subject to the provisions of Section 11.23 of this By-law.

3.2.O [Office]

- Health Care Office.
- Temporary Sales Office, subject to section 11.26 of this By-law

3.2.R [Retail]

- Farmers' Market, subject to the provisions of section 11.21 of this By-law, and to compatibility with nearby sites, parking, traffic, noise, hours of operation, size of facility, and pedestrian amenity.
- Neighbourhood Grocery Store, in conjunction with a multiple dwelling, subject to the provisions of section 11.16 of this By-law.
- Public Bike Share.
- Retail Store, in conjunction with a Multiple Dwelling.

3.2.S [Service]

- Barber Shop or Beauty Salon.

- Beauty and Wellness Centre.

3.2.U [Utility and Communication]

- Public Utility.

3.3 Conditions of Use

3.3.1 Multiple Dwellings, consisting of four or more dwelling units must include:

- (a) a minimum of 25% of the total dwelling units with 2-bedrooms;
- (b) a minimum of 10% of the total dwelling units with 3-bedrooms;
- (c) a minimum of 50% of the 2 and 3-bedroom units within the first three floors of the building;
- (d) private open space directly accessible from the unit; and
- (e) a common outdoor area, in an appropriate location so that it could be developed as a children's play area.

3.3.2 Notwithstanding sections 3.3.1, the Director of Planning may vary the distribution and location of units, provided there are no less than 35% of the total dwelling units with 2-or 3-bedrooms, and provided the Director of Planning first considers the intent of this Schedule and all applicable policies and guidelines adopted by Council.

4 Regulations

All approved uses are subject to the following regulations, except for One-Family Dwelling, One-Family Dwelling with Secondary Suite, Two-Family Dwelling, and Laneway House.

4.1 Site Area

4.1.1 The minimum site area for a Multiple Dwelling consisting of three dwelling units, not including lock-off units, is 285 m².

4.1.2 The minimum site area for a Multiple Dwelling consisting of four or more dwelling units, not including lock-off units, or for Seniors Supported or Assisted Housing is 855m².

4.2 Frontage

4.2.1 The minimum frontage for a Multiple Dwelling of three dwelling units is 10m.

4.2.2 The maximum frontage for a Multiple Dwelling of three dwelling units is 15m.

4.2.3 The minimum frontage for Multiple Dwellings of four or more dwelling units is 30m.

4.2.4 The maximum frontage for Multiple Dwelling of four or more dwelling units is 50m.

4.2.5 Notwithstanding section 4.2.4, the Director of Planning may increase the maximum site frontage limits if the Director of Planning first considers the intent of this Schedule and all applicable Council policies and guidelines.

4.3 Height

4.3.1 A Multiple Dwelling of three dwelling units must not exceed 12.2m (40 ft.) in height.

4.3.2 A Multiple Dwelling of four or more dwelling units must not exceed:

- (a) 20 m (65.6ft.) in height, except that

(b) on lots with more than one principle building, the building adjacent to the rear of the site may not exceed 10.7m.

4.3.3 Notwithstanding section 4.3.2 (a), the Director of Planning may permit a height increase up to 21.3m if the Director of Planning first considers the intent of this Schedule and all applicable Council policies and guidelines.

4.3.4 Notwithstanding section 4.3.2 (b), the Director of Planning may permit a height increase for the building adjacent to the rear of the site to 12.2m, if the Director of Planning first considers the intent of this Schedule and all applicable Council policies and guidelines.

4.4 Front Yard

4.4.1 Front yards must have a minimum depth of 3.7m.

4.4.2 Notwithstanding section 4.4.1 of this Schedule, the Director of Planning may vary the front yard for Multiple Dwellings, if the Director of Planning first considers the intent of this Schedule and all applicable Council policies and guidelines.

4.4.3 Covered porches complying with section 4.7.8 (i) of this Schedule, may project up to 1.5 m into the required front yard.

4.4.4 Notwithstanding section 10.7.1 (b) of this By-law, eaves and gutters or other projections, which in the opinion of the Director of Planning are similar, may project into the minimum front yard to a maximum of 1.0 m measured horizontally.

4.5 Side Yard and Setback

4.5.1 Side yards must have a minimum depth of 3.0m.

4.5.2 If the side of the site adjoins, without the intervention of a lane, the side yard of a site located in an RS or RT district, the minimum width of a side yard:

(i) shall be 3.0 m for all parts of a building below the fourth storey; and

(ii) shall be 10.7 m for all parts of a building at or above the fourth storey, ; except that the Director of Planning may permit a reduced side yard or side setback provided the Director of Planning first considers the intent of this Schedule and all applicable policies and guidelines adopted by Council.

4.5.3 Notwithstanding section 4.5.1 of this Schedule, if the Director of Planning first considers the intent of this Schedule and all applicable Council policies and guidelines, the Director of Planning may decrease the side yard requirement for Multiple Dwellings to 2.1m (7 ft.) for 50% of the building depth.

4.5.4 Notwithstanding section 10.7.1 (b) of this By-law, eaves and gutters or other projections, which in the opinion of the Director of Planning are similar, may project into the minimum side yard to a maximum of 1.0 m measured horizontally.

4.6 Rear Yard

4.6.1 For sites with a depth of 36.2 m or less, rear yards must have a minimum depth of 3.7 m and a rear setback of 6.1m above the fourth storey.

4.6.2 Sites with a depth greater than 36.2 m must have a minimum rear yard setback of 6.1m.

- 4.6.3 If the rear of the site adjoins, without the intervention of a lane, the side yard of a site located in an RS or RT district, the minimum depth of a rear yard:
- (i) shall be 3.0 m for all parts of a building below the fourth storey; and
 - (ii) shall be 10.7 m for all parts of a building at or above the fourth storey; except that the Director of Planning may permit a reduced rear yard or rear setback provided the Director of Planning first considers the intent of this Schedule and all applicable policies and guidelines adopted by Council.
- 4.6.4 Notwithstanding sections 4.6.1 and 4.6.2 of this Schedule, the Director of Planning may decrease the rear yard to a minimum of 1.8 m, provided the Director of Planning first considers the intent of this Schedule and all applicable Council policies and guidelines.
- 4.6.5 Notwithstanding section 10.7.1 (b) of this By-law, eaves and gutters or other projections, which in the opinion of the Director of Planning are similar, may project into the minimum rear yard to a maximum of 1.0 m measured horizontally.

4.7 Floor Area and Density

- 4.7.1 Except as provided in sections 4.7.2 of this Schedule, floor space ratio must not exceed 0.9 FSR for all uses.
- 4.7.2 For a Multiple Dwelling of four or more dwelling units where 100% of the residential floor area is either developed as:
- (i) “for-profit affordable rental housing”, and is subject to a waiver of development cost charges in accordance with the Vancouver Development Cost Levy By-law,
 - (ii) “social housing” exempt from development cost charges in accordance with section 523D (10) (d) of the Vancouver Charter, or
 - (iii) Seniors Supportive or Assisted Housing that is secured market rental housing subject to an agreed upon rental increase limit; and

if the Director of Planning first considers the intent of this Schedule, all applicable Council policies and guidelines, and the submissions of any advisory groups, property owners or tenants, the Director of Planning may permit an increase in floor area as follows:

- (a) On sites with a minimum frontage of 30m, and a minimum site area of 855 m², the permitted floor area may be increased to a maximum floor space ratio of 2.4 FSR; or
 - (b) On sites with a minimum frontage of 40m, and a minimum site area of 1115 m², the permitted floor area may be increased to a maximum floor space ratio of 2.6 FSR.
- 4.7.3 For a Multiple Dwelling of four or more dwelling units, or Seniors Supportive or Assisted Housing, if the Director of Planning first considers the intent of this Schedule, all applicable Council policies and guidelines, and the submissions of any advisory groups, property owners or tenants, the Director of Planning may permit an increase in floor area as follows:
- (a) On sites with a minimum frontage of 30m, and a minimum site area of 855 m², the permitted floor area may be increased by one m² per amenity share or affordable housing share provided to the city at no cost to the city, to a maximum floor space ratio of 2.4 FSR; or

- (b) On sites with a minimum frontage of 40m, and a minimum site area of 1115 m², the permitted floor area may be increased by one m² per amenity share or affordable housing share provided to the city at no cost to the city, to a maximum floor space ratio of 2.6 FSR.
- 4.7.4 For the purposes of section 4.7.3, the cost of an affordable housing share in the RM-10 and RM-10N Districts is the amount specified per m² in Schedule F of this By-law, for any increase in floor space ratio above 0.90.
- 4.7.5 For the purposes of section 4.7.3, the cost of an amenity share in the RM-10 and RM-10N Districts is the amount specified per m² in Schedule F of this By-law, for any increase in floor space ratio above 0.90.
- 4.7.6 For the purposes of this Schedule, amenity means one or more of the following:
- (a) Community Centre or Neighbourhood House;
 - (b) Library;
 - (c) Museum or Archives;
 - (d) Park or Playground;
 - (e) Plaza;
 - (f) Rink;
 - (g) Swimming Pool;
 - (h) Child Day Care Facility;
 - (i) Public Authority Use; and
 - (j) Social Service Centre.
- 4.7.7 Notwithstanding section 4.7.3, the maximum floor space ratio achievable as the result of the provision of amenity shares or affordable housing shares must otherwise comply in all respects with this Schedule and this By-law.
- 4.7.8 Computation of floor area must include:
- (a) all floors, including earthen floor, to be measured to the extreme outer limits of the building;
 - (b) stairways, fire escapes, elevator shafts, and other features which the Director of Planning considers similar, measured by their gross cross-sectional areas and included in the measurements for each floor at which they are located; and
 - (c) the floor area of bay windows, regardless of seat height, location in building or relationship to yard setbacks, which is greater than the product of the total floor area permitted above the basement multiplied by 0.01.
- 4.7.9 Computation of floor area must exclude:
- (a) open residential balconies or sundecks, and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, if the total area of these exclusions does not exceed 12% of the permitted residential floor area for multiple dwellings of four or more units, and 8% of the permitted floor area for all other uses ;
 - (b) patios and roof gardens, if the Director of Planning first approves the design of sunroofs and walls;
 - (c) for multiple dwelling, where floors are used for:
 - (i) off-street parking and loading, those floors or portions thereof which are located underground, provided that the maximum exclusion for a parking space must not exceed 7.3 m in length,
 - (ii) bicycle storage located below base surface, or, if located at or above base surface are contained in an accessory building which complies with section 2.2.A of this Schedule, and
 - (iii) heating and mechanical equipment, or uses which in the opinion of the Director of Planning, are similar to the foregoing, which are located below the base surface;

- (d) for multiple dwelling consisting of three units, and for dwelling uses other than multiple dwelling, where floors are used for off-street parking and loading, or bicycle storage in multiple conversion dwellings containing 3 or more dwelling units, or uses which, in the opinion of the Director of Planning, are similar to the foregoing:
- (i) those floors or portions thereof not exceeding 7.3 m in length, which are located in an accessory building which complies with section 2.2.A of this Schedule, or in an infill one family dwelling or principal building located within 7.9 m of the ultimate rear property line, up to a maximum of 48 m², and
 - (ii) on sites with no developed secondary access, those floors or portions thereof not exceeding 7.3 m in length and minimum required maneuvering aisle, which are located either in a principal building, an accessory building, or an infill building up to a maximum area that the Director of Planning may determine, provided Director of Planning first considers all applicable Council policies and guidelines;
- (e) for non-dwelling uses, where floors are used for off-street parking and loading, heating and mechanical equipment, or uses which, in the opinion of the Director of Planning, are similar to the foregoing, those floors or portions thereof not exceeding 7.3 m in length so used, which are located in an accessory building located within 7.9 m of the ultimate rear property line, or below base surface;
- (f) amenity areas, including day care facilities, recreation facilities, and meeting rooms to a maximum total of 10 percent of the total permitted floor area;
- (g) areas of undeveloped floors which are located:
- (i) above the highest storey or half-storey and to which there is no permanent means of access other than a hatch, or
 - (ii) adjacent to a storey or half-storey with a ceiling height of less than 1.2 m;
- (h) floors located at or below finished grade with a ceiling height of less than 1.2 m;
- (i) for multiple dwelling, all residential storage area above or below base surface, except that if the residential storage area above base surface exceeds 3.7 m² per dwelling unit, there will be no exclusion for any of the residential storage space above base surface for that unit;
- (j) covered verandas or porches, provided that:
- (i) the portion facing the street, side property line or rear property line is open or protected by partial walls or guard rails, which conform to the height minimum specified in the Building By-law;
 - (ii) the total excluded area, combined with the balcony and sundeck exclusions permitted in section 4.7.8 (a) of this Schedule, does not exceed 16% of the permitted floor area for multiple dwellings of four or more units, and 13% of the permitted floor area for all other dwelling uses; and
 - (iii) the ceiling height, excluding roof structures, of the total area being excluded does not exceed 3.1 m measured from the porch floor;
- (k) above grade floor area built as open to below, designed in combination with venting skylights, opening clerestory windows or other similar features which, in the opinion of the Director of Planning, reduce energy consumption or improve natural light and ventilation to a maximum exclusion of one percent of permitted floor area.

4.8 Site Coverage

- 4.8.1 The maximum site coverage for buildings is 50% of the site area, except that, for Multiple Dwelling, the Director of Planning may increase the maximum site coverage if the Director of Planning first considers the intent of this Schedule and all applicable Council policies and guidelines.
- 4.8.2 Site coverage for buildings must be based on the projected area of the outside of the outermost walls of all buildings and includes carports, but excludes steps, eaves, balconies and sundecks.
- 4.8.3 In the case of a sloping site where a structure is located in or beneath a yard, the structure will be excluded from the site coverage calculation if it does not, except for required earth cover, permitted fences and similar items, project above the average elevation of the portions of the

streets, lanes or sites located adjacent to such structure, and does not, in any event, project more than 1.0 m above the actual elevation of adjoining streets, lanes and sites.

4.8.4 The area of impermeable materials, including site coverage for buildings, must not exceed 75% of the total site area, except that for multiple dwelling, the Director of Planning may increase the area of impermeable materials, provided that the Director of Planning first considers the intent of this Schedule and all applicable Council policies and guidelines.

4.8.5 For the purposes of section 4.8.4 of this Schedule:

(a) the following are considered impermeable: the projected area of the outside of the outermost walls of all buildings including carports, covered porches and entries, asphalt, concrete, brick, stone, and wood; and

(b) the following are considered permeable: gravel, river rock less than 5 cm in size, wood chips, bark mulch, wood decking with spaced boards and other materials which, in the opinion of the Director of Planning, have fully permeable characteristics when placed or installed on grade with no associated layer of impermeable material (such as plastic sheeting) that would impede the movement of water directly to the soil below.

4.9 [Deleted - see Parking By-law.]

4.10 Horizontal Angle of Daylight

4.10.1 Each habitable room must have at least one window on an exterior wall of the building.

4.10.2 Each exterior window must be located so that a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, will encounter no obstruction over a distance of 24.0 m.

4.10.3 The plane or planes referred to in section 4.10.2 must be measured horizontally from the centre of the bottom of each window.

4.10.4 The Director of Planning may relax the horizontal angle of daylight requirement, if:

(a) the Director of Planning first considers all the applicable policies and guidelines adopted by Council; and

(b) the minimum distance of unobstructed view in a multiple dwelling consisting of 3 units is not less than 3.7m (12 ft); or

(c) the minimum distance of unobstructed view in a multiple dwelling with 4 or more units is not less than 6.1m (20 ft.)

4.10.5 An obstruction referred to in section 4.10.2 means:

(a) any part of the same building including permitted projections; or

(b) the largest building permitted under the zoning on any adjoining site.

4.10.6 A habitable room referred to in section 4.10.1 does not mean:

(a) a bathroom; or

(b) a kitchen whose floor area is the lesser of:

(i) 10 % or less of the total floor area of the dwelling unit; or

(ii) 9.3 m².

4.11 Dedication of Land for Lane Purposes

4.11.1 Where a site does not abut a lane, or abuts a lane which is less than 6.1 m in width, a portion of the site, as determined by the City Engineer, to a maximum of 3.1 m, must be dedicated for lane purposes.

4.12 (Reserved)

4.13 (Reserved)

4.14 Dedication of Land for Sidewalk and Boulevard Purposes

4.14.1 For development sites which adjoin streets set forth below, a portion of the site must be dedicated for sidewalk and boulevard improvements to achieve a distance from centerline of the street to the property line of the development site, measured at right angles:

- (i) Joyce Street 12.1m;
- (ii) Payne Street 7.6m; or
- (iii) Vanness Street 7.6m.

4.15 Acoustics

4.15.1 A development permit application for a dwelling use in the RM-10N (is this correct or should it be a different zone?) District requires evidence in the form of a report and recommendations prepared by persons trained in acoustics and current techniques of noise measurements, demonstrating that the noise levels in those portions of the dwelling units listed below, do not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. For the purposes of this section the noise level is the A-weighted 24-hour equivalent (Leq) sound level and will be defined simply as the noise level in decibels.

Portions of dwelling units	Leq24(dBA)
Bedrooms	35
Living, dining, recreation rooms	40
Kitchen, bathrooms, hallways	45

4.16 Building Depth

4.16.1 For a Multiple Dwelling with four or more dwelling units, the maximum distance between the required minimum front yard and the rear of a building may not exceed 21.3 m (70ft).

4.16.2 Notwithstanding 4.16.1 of this schedule, the Director of Planning may increase the maximum distance between the required minimum front yard and the rear of a Multiple Dwelling if the Director of Planning first considers the intent of this Schedule and all applicable Council policies and guidelines.

4.17 External Design

4.17.1 An infill dwelling must be a minimum distance of 4.9 m, measured across the width of the site, from any other dwelling use on the site, except that the Director of Planning may decrease the minimum distance for an infill one-family dwelling, provided the Director of Planning first considers the intent of this Schedule and all applicable Council policies and guidelines.

4.18 (Reserved)

4.19 Number of Buildings on Site

- 4.19.1 Notwithstanding section 10.1 of this By-law, the Director of Planning may permit more than one building on a site, in combination with a Multiple Dwelling with four or more dwelling units, if the Director of Planning first considers the intent of this Schedule and all applicable Council policies and guidelines.

5 Relaxation of Regulations

- 5.1 The Director of Planning, may reduce the minimum site area requirements of section 4.1, or frontage requirements of section 4.2, in situations where meeting the exact provisions creates unnecessary hardship

- (a) For Multiple Dwellings consisting of three dwelling units, if the lot was on record in the Land Title Office for Vancouver prior to [date of enactment] and the Director of Planning first considers the quality and liveability of the resulting units;
- (b) For Multiple Dwelling consisting of four or more dwelling units, not including lock-off units, or for Seniors Supported or Assisted Housing , on sites with:
 - (i) a frontage greater than 15m and less than 30m,
 - (ii) a minimum site area of 557 m² ,
 - (iii) where the Director of Planning considers the development site to consist of Locked in Lots, and
 - (iv) if the Director of Planning first considers the intent of this Schedule, all applicable Council policies and guidelines, and the submissions of any advisory groups, property owners or tenants,

the permitted floor area may be increased by one m² per amenity share or affordable housing share provided to the city at no cost to the city, to a maximum allowable density of 2.0 FSR, permitted floor area may be increased to a maximum allowable density of 2.0 FSR.

- (c) For Multiple Dwelling consisting of four or more dwelling units, not including lock-off units, where 100% of the residential floor area is developed as “for-profit affordable rental housing” and is subject to a waiver of development costs charges in accordance with the Vancouver Development Cost Levy By-law, as “social housing” exempt from development costs charges in accordance with 523D (10)(d) of the Vancouver Charter or as Seniors Supportive or Assisted Housing that is secured market rental housing subject to an agreed upon rental increase limit, on sites with:
 - (i) a frontage greater than 15m and less than 30m,
 - (ii) a minimum site area of 557 m² ,
 - (iii) where the Director of Planning considers the development site to consist of Locked in Lots, and
 - (iv) if the Director of Planning first considers the intent of this Schedule, all applicable Council policies and guidelines, and the submissions of any advisory groups, property owners or tenants,

the permitted floor area may be increased to a maximum allowable density of 2.0 FSR.

Schedule F
Affordable Housing and Amenity Share Cost Schedule

Zoning District	Affordable Housing Share Cost	Amenity Share Cost
RM-10 and RM-10N	\$161.46 per m ²	\$161.46 per m ²

Note: A By-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to final preparation for approval

A By-law to amend Sign By-law No. 11879

- (a) In Table 1 of Section 7.1, Council amends the text in Column 2 opposite Column 1 "Commercial, Mixed Use and Industrial Sign District (Part 9)' by striking out "and FC-2" and substituting ", FC-2 and RM-10N".
- (b) In Section 9.13, Council amends the text in line (a) by striking out "or C-7" and substituting "C-7 or RM-10N".
- (c) In Table 9.3 of Section 9.20, Council amends the text in the first row of the first column "Zoning district" by striking out "or C-7" and substituting "C-7 or RM-10N".

**A By-law to amend Parking By-law No. 6059
with regard to parking for the RM-10N District Schedule**

In Section 4 - Table of Number of Required and Permitted Accessory Parking Spaces, Council:

- 1. amends section 4.2.1.3, under COLUMN 1 - BUILDING CLASSIFICATION, by inserting after "RM-9AN", the words ", RM-10N";
- 2. amends section 4.2.1.4, under COLUMN 1 - BUILDING CLASSIFICATION, and under COLUMN 2 - REQUIRED AND PERMITTED PARKING SPACES by:
 - i. inserting a new line after the words "Multiple Dwelling in RM-9A and RM-9AN", as follows:

4.2.1.4	Column 1 Building Classification	Column 2 Required and Permitted Parking Spaces
	RM-10 and RM-10N	<p>A minimum of 0.5 space for every dwelling unit with less than 50 m² of gross floor area, and, a minimum of 0.6 space for every dwelling unit with 50 m² or more of gross floor area, plus one space for each 200 m² of gross floor area, except that, there need be no more than 1 space for every dwelling unit.</p> <p>In addition to the preceding paragraph in this Column 2, a minimum of 0.075 space for each dwelling unit and a maximum of 0.15 space for each dwelling unit for designated visitor parking unless the Director of Planning and General Manager of Engineering Services allow visitor parking off site at a location and on terms and conditions</p>

		<p>satisfactory to them.</p> <p>Visitor parking shall be part of minimum parking requirements and the total of all spaces must not exceed the maximum parking limit.</p>
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- ii. Striking out “Principal Dwelling Unit with a Lock-off Unit in RM-7, RM-7N, RM-7AN, RM-8, RM-8N, RM-9, RM-9A, RM-9N, RM-9AN and RM-9BN, RM-9BN, RM-8N, RM-9, RM-9A, RM-9N, and RM-9AN”, and substituting “Principal Dwelling Unit with a Lock-off Unit in RM-7, RM-7N, RM-7AN, RM-8, RM-8N, RM-9, RM-9A, RM-9N, RM-9AN and RM-9BN, RM-9BN, RM-8N, RM-9, RM-9A, RM-9N, RM-9AN RM-10 and RM-10N”

3. In Section 5 - Table 5.2 Table of Required Off-Street Loading Spaces, Council:

Amends section 5.2.1., under COLUMN 1 - BUILDING CLASSIFICATION, and COLUMN 2 - REQUIRED LOADING SPACES, CLASS A, and CLASS B by adding a new line after “Dwelling Use” as follows:

	Column 1 Building Classification	Column 2 Required Loading Spaces		
		Class A	Class B	Class C
5.2.1	Dwelling use in RM-10 and RM-10N	A minimum of one space, at grade, for sites located on Joyce Street		

4. In Section 6 - Table 6.2 Table of Number of Required Off-Street Bicycle Spaces, Council:

Amends section 6.2.1.3, under COLUMN 1 - BUILDING CLASSIFICATION, and COLUMN 2 - REQUIRED BICYCLE SPACES, CLASS A, by adding a new line after “Multiple Dwellings in RM-9A and RM-9AN” as follows:

	Column 1 Building Classification	Column 2 Required Bicycle Spaces	
		Class A	Class B
6.2.1.3	Multiple Dwellings in RM-10 and RM-10N	<ul style="list-style-type: none"> o 1 space per unit less than 56m² o 2 spaces per unit greater than 50m² and less than 77m² o 3 spaces per unit greater than 77m² 	A minimum of 6 spaces for any development containing a minimum of 20 dwelling units.

**A By-law to amend Subdivision By-law No. 5208
regarding the RM-10 and RM-10N District Schedule**

1. This By-law amends the indicated provisions of Subdivision By-law No. 5208.
2. Council amends the RS-1, RS-3, RS-3A, RS-5 and RS-6 maps forming part of Schedule A of the Subdivision By-law to delete the RS-1 areas being rezoned to RM-10 and RM-9BN by deleting therefrom the properties shown in black outline on Schedule A (Map 1) and Schedule B (Maps 2 and 3), respectively, to this By-law, in accordance with the explanatory legends, notations, and references incorporated therein.
3. Council amends Table 1 of Schedule A of the Subdivision By-law by inserting, in the appropriate alphabetical and numerical order, standards for RM-10 and RM-10N, as follows:

	District	Minimum Parcel Width	Minimum Parcel Area
RM-10 and RM-10N	Multiple Dwelling	40 ft. [12.192 m]	4,800 sq. ft. [445.935 m ²]

4. Council amends Table 2 of Schedule A of the Subdivision By-law by inserting, in the appropriate alphabetical and numerical order, standards for RM-10 and RM-10N, as follows:

	District	Minimum Parcel Width	Minimum Parcel Area
RM-10 and RM-10N	Multiple Dwelling	30 ft. [9.144 m]	3,000 sq. ft. [278.709 m ²]

RM-10 and RM-10N DISTRICTS GUIDELINES - DRAFT

Adopted by City Council on xx

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Note: These guidelines are organized under standard headings. As a consequence, there are gaps in the numbering sequence where no guidelines apply.

1 Application and Intent

These guidelines are to be used in conjunction with the RM-10 and RM-10N Districts Schedule of the **Zoning and Development By-law**.

In this zone, a multiple dwelling will generally take the form of a 6-storey apartment building. On deeper sites a second, smaller building may be proposed at the rear of the site.

1.1 Intent

The intent of these guidelines is to:

- (a) Encourage the development of medium-density multiple dwellings, that include a range of unit sizes, many of which are suitably sized for families (i.e. include two- and three-bedroom units);
- (b) Ensure the design of common outdoor space that accommodates children's play;
- (c) Ensure a high standard of livability for all new dwelling units, including lock-off units. Emphasis is placed on natural light and ventilation, as well as usable private outdoor space for each unit. Ground-oriented access is encouraged where practical;
- (d) Encourage activation of residential street life;
- (e) Encourage an active lane interface, with lane-facing residential units on suitable sites or visual connections to landscaped open space.
- (f) Ensure durable and sustainable design, while allowing architectural diversity.

1.2 Application

These guidelines apply to conditional multiple dwellings with 4 or more units.

For developments proposing a multiple dwelling with 3 units ("triplex") under the outright provision, these guidelines do not apply. New one-family dwellings, one-family dwellings with secondary suite, laneway houses and two-family dwellings are not permitted in this zone. For renovations to these existing buildings, refer to the appropriate zones noted in the RM-10 and RM-10N Districts Schedule.

2 General Design Considerations

2.1 Neighbourhood/Streetscape Character

New multiple dwellings will be significantly larger than most existing buildings, but should reflect desirable characteristics of ground-oriented housing that are practical for a multiple dwelling. The intent is to create buildings that foster neighbourliness and social connection. New buildings should incorporate:

- (a) A clear entry identity from the street including, for ground level units, individual front doors, porches and patios;
- (b) Rich landscape character by providing varied plants of substantial size throughout the site;
- (c) Vehicular access at the rear of the site, and parking below grade;
- (d) Visually open semi-private spaces adjacent to the lane or street at the rear of the site.

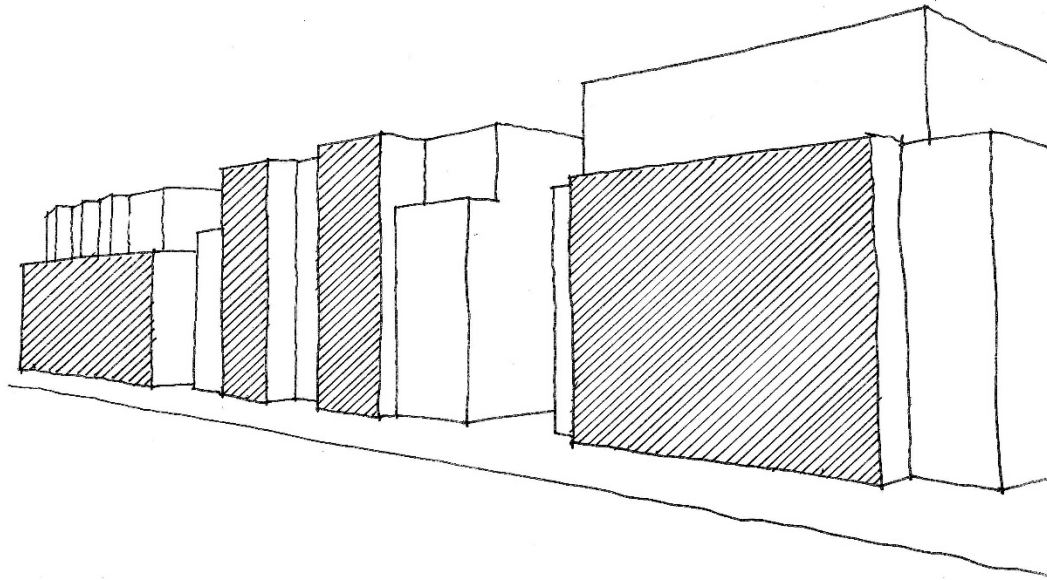
As new development occurs, there will be a change in the character of the street. New buildings are encouraged to have varied architectural character, however they should, over time, maintain a consistent primary building face, to create a consistency to the streetscape.

2.2 Development Scenarios and Building Typologies

2.2.1 Development Scenarios

The Districts Schedule provide some flexibility in multiple dwelling form and siting depending on lot depth. Most developments will require lot consolidation to meet a minimum site width. The option for individual lots, is a triplex (multiple dwelling consisting of 3 dwelling units, not including lock-off units).

Figure 1: Street wall



New multiple dwelling development consisting of 4 or more units, not including lock-off units, can be considered on sites less than 30 m in width only where they are Locked-in and there is no opportunity to assemble lots (i.e. all private properties directly adjacent have already been developed as multiple dwellings).

Shallow and standard depth lots (less than 130ft) can accommodate one principle building. Standard depth lots are suitable for alphabet building forms that best utilize the site. A second, smaller principle building is possible at the rear of deep lots (130ft and deeper). Development scenarios are described in more detail below, in Building Typologies.

All buildings may incorporate a limited amount of commercial use, on the ground floor. See section 3.0 Uses.

2.2.2 Building Typologies

(a) Objectives

All multiple dwellings should provide:

- (i) ground-oriented units with doors at the street;
- (ii) a range of unit types, including a minimum number of 2- and 3-bedroom units;
- (iii) private outdoor space for all units (exception may be made for studio units where generous common outdoor space is provided);
- (iv) unit layouts that maximize natural lighting and provide cross-ventilation to units, to the greatest extent possible;

- (v) a minimum width of major living spaces (e.g. living room) of any dwelling unit with 2 or more bedrooms, not less than 4.2 m (14 ft.);
- (v) common outdoor space in conjunction with an indoor amenity; and
- (vi) variation in form and expression, particularly at the upper two levels.

Different lot configurations will enable different building forms. Typical arrangements are described below, however variations are possible. Proposals should be reviewed against the objectives in (a).

(b) 6 Storey Apartment: Standard form

On shallow sites (110 ft and less) buildings will likely be configured around a double-loaded corridor. Where possible, designs that vary from the double-loaded corridor typology will be considered, to enable increased daylight and cross ventilation to units.

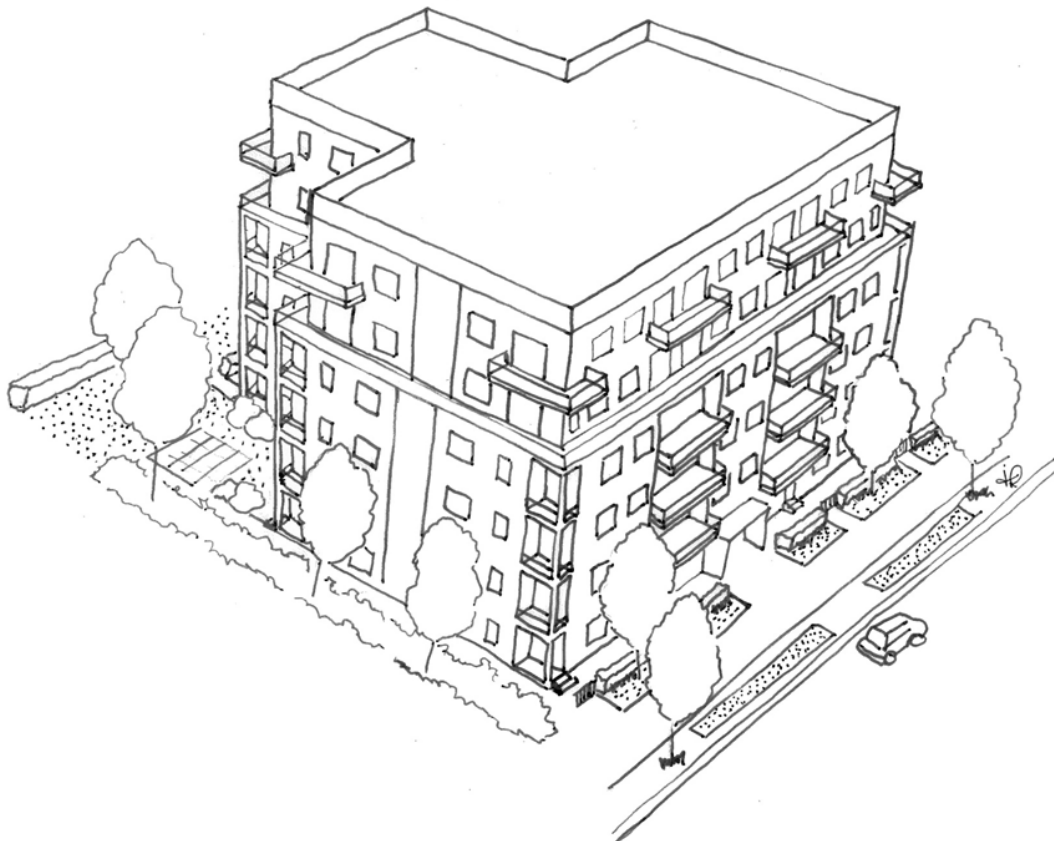
Figure 2: 6-Storey Apartment



(c) 6-Storey Apartment: Alphabet form

On a standard depth sites (110ft to 130ft) a T-form building may be proposed. This building type is most efficient on a site with a minimum frontage of 132 ft. The T-form building has a street expression similar to the standard form 6-storey apartment, but has a “wing” extending toward the rear of the site from the centre of the building. This building type presents a strong primary building face at the street, and allows two generous courtyards toward the rear of the building.

Figure 3: 6 Storey Apartment – “T” Form



On corner sites, where the rear of the subject site abuts the side yards of sites in lower-density zones, the T-form may not be appropriate. In these situations, the building wing may extend along the flanking street(s).

In both forms, the building wing should reduce in height adjacent to lower density sites.

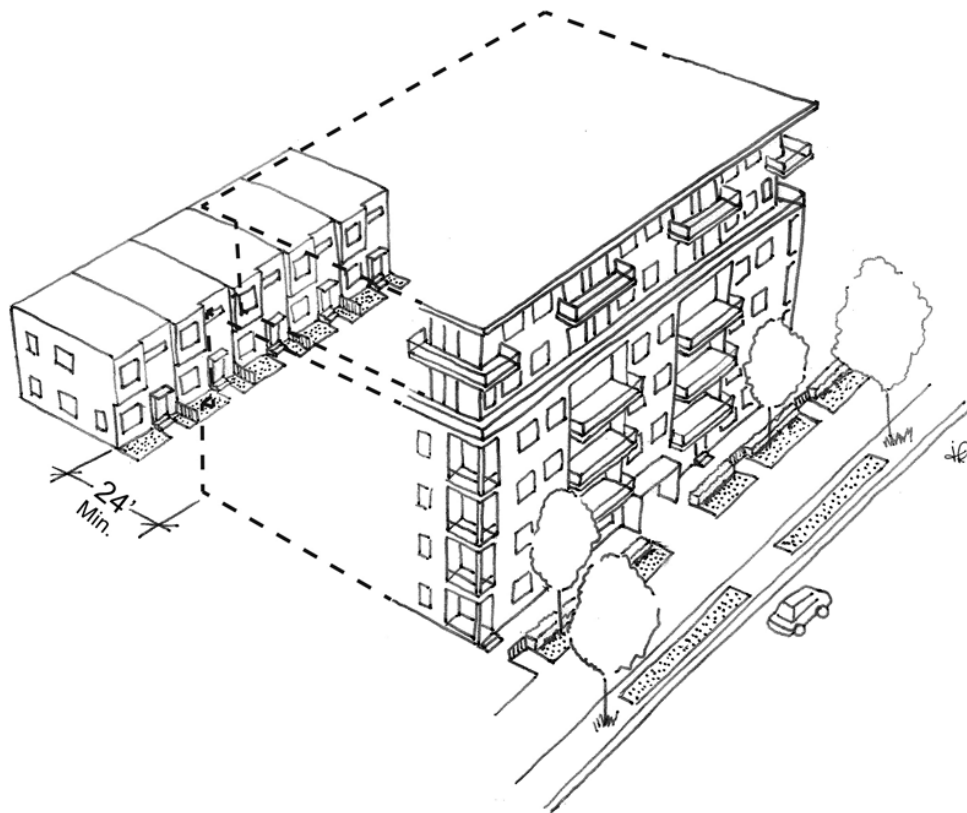
(d) Courtyard building at lane or street at rear:

Deeper sites (130ft or deeper) may accommodate a second building at the lane, (or street, if a double-fronting site) in conjunction with a 6-storey apartment. The second building could be a rowhouse, or stacked townhouse.

- (i) A rowhouse is comprised of side-by-side units. Units are not stacked on top of each other.

- (ii) A stacked townhouse is comprised of units that are stacked on top of each other. (e.g. two-level units stacked on top of one-level units). Other layout solutions may be possible.
- (iii) Dwelling units will include entries that are directly accessible from grade, facing the courtyard or street. Access to and identity of unit entries on the courtyard should be made clear and welcoming from the street.
- (iv) All dwelling units will have private outdoor space located at grade or on a roof-top.

Figure 4: 6 Storey Apartment with townhouse at lane



2.3 Orientation

New buildings should present an active, social edge to streets and lanes where feasible. Direct street access to ground level units should be provided. Private outdoor spaces for ground-level dwelling units may be located in front yards, and rear yard where there is a building at the rear of the site. An apartment building with a single entry to the building will be considered, but only when site conditions prevent individual entries.

- (a) Developments should orient the main entrances to the street, and entries should be clearly visible from the street and the sidewalk. Entries should be made welcoming with front entry porches and steps, landscaped patios, lighting and street-facing living room windows.
- (b) On corner sites, building entrances should be located facing both streets. The primary face should be oriented to the primary (arterial) street, or, if no primary street is apparent, that with the pattern of building frontages. All elevations which face a street should be fully designed and detailed as a “front”.
- (c) Units in a building located at the rear of the site, where the site is not double-fronting, should have front entrances oriented to the internal courtyard. A generous and clearly marked passage from the street to the courtyard should be provided (See 2.11 Access and Circulation). Discrete lighting of paths should be provided.
- (d) Commercial and live-work units should only be located along a street and be distinguished from the residential units.

2.5 Topography

Many sites in these districts are sloping. Care must be taken when siting the building to ensure that units have adequate access to daylight and that large blank walls are not created adjacent to the front yard. The main building (entry) level may need to be stepped to avoid units that are too far below grade, or excessively (greater than 1.5m) above grade.

The Districts Schedule offers a height relaxation for sloping sites that may be requested in exceptional situations where other design measures do not resolve the height overage. (See 4.3 Height).

2.6 Light and Ventilation

Access to natural light and ventilation affects the livability of dwelling units. A focussed design effort is required to ensure these qualities in multiple dwellings.

2.6.1 Access to Natural Light

- (a) Daylight for interior and exterior spaces for all dwelling units should be maximized.
- (b) For all dwelling units (including lock-offs), all habitable rooms (not including bathrooms and kitchens) must have at least one window on an exterior wall
- (c) Ceiling heights greater than 2.4 m (8 ft.) are supported, and are encouraged for floors at the ground level.
- (d) Dwelling units that do not have two exterior walls should not be any deeper than 9.1 m (30 ft) to ensure adequate natural light to the primary dwelling spaces.
- (e) Some shadowing on adjacent sites is expected but should be minimized.

2.6.2 Natural Ventilation

Natural ventilation allows the exchange of stale indoor air with fresh outdoor air and has an impact on the heating and cooling of spaces that is not energy intensive. Natural ventilation is affected by several factors, such as the size, type and placement of windows, ceiling heights, and prevailing winds. Natural ventilation is greatly increased when two windows on two different exposures are opened within a dwelling unit.

- (a) Building design should maximize units with two major exposures that face opposite directions or at right angles to each other where the building typology allows;

- (b) The provision of natural ventilation should work in conjunction with Horizontal Angle of Daylight regulations to ensure that each habitable room is equipped with an openable window;
- (c) Where a dwelling unit is located directly beneath the roof of a building, the stack effect of internalized air may be exploited by placing openable skylights in the roof;
- (d) Employing window types that facilitate air exchange are encouraged. Windows with openers at both a high and low level can help create air flow. Casement windows, when oriented with prevailing winds, can facilitate air flow from outside into interior spaces (scoop effect).

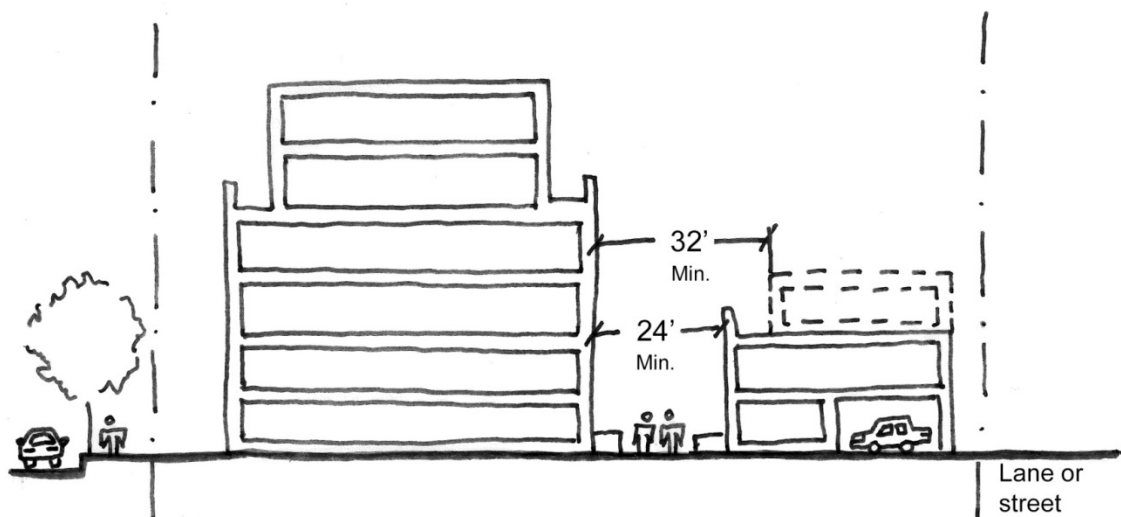
2.6.3 Light and Ventilation for Courtyard Buildings:

Courtyard building scenarios include a central courtyard, or in alphabet buildings, courtyards at the side yards. Both play a role in providing light and ventilation to adjacent units.

- (a) Courtyards between buildings at the front and rear of the site should be an absolute minimum of 7.3 m (24 ft.) clear width on the first and second levels, and a minimum of 9.8 m (32 ft.) on levels above to improve light access.(Figure 5). If there are external stairs to access stacked units, the 24 ft dimension should be increased to 30 ft. Courtyards should be increased beyond the minimum to accommodate outdoor common areas;
- (b) Courtyards for T-form buildings should each be a minimum of 12m (40 ft) wide, measured from the side property line (See 4.5 Side Yard);
- (c) There are no restrictions on what rooms can face the courtyard, but privacy and light access should be considered;
- (d) Projections into the clear courtyard width should be absolutely minimized to ensure that natural light is not restricted. Regular balcony or bay projections should be outside of the minimum dimension.

Figure 5. Courtyard

Minimum 24' width on first and second levels, increase to 32' on upper levels



2.8 Noise

Noise from both internal and external sources can disrupt the comfort of dwelling environments. Measures should be undertaken to ensure that noise is minimized, through design and construction methods.

2.8.1 External noise sources

Vehicular traffic along arterial roads is heavy and the noise impacts adjacent sites. Sites adjacent to rapid transit lines also experience noise disruption. New development should minimize the noise impacts to their habitable areas through measures which may include:

- (a) Sensitive site and building planning where flexibility exists (e.g. setback, stairwell location, single loaded corridor, locate living rooms and bedrooms away from noise sources).
- (b) Building construction (e.g. masonry construction, triple glazing), noise buffers (e.g. glazed balconies and landscaping) and alternate ventilation system (e.g. baffled wall vents). Note that while “enclosed” balconies may be permitted as a noise mitigation measure, they are not excluded from floor area.
- (c) Details reflecting the method of noise mitigation proposed for the exterior walls should be included with the drawing set as required in section 4.15 of the RM-10N District Schedule.

Noise mitigation measures should not detract from the recommendations in other sections of these guidelines such as Streetscape Character and Orientation and Access.

2.8.1 Internal noise sources

The intent of this section is to guarantee an acceptable level of acoustic separation between dwelling units within a development.

- (a) All shared walls between separate dwelling units should strive to achieve an STC rating of 65. This will most likely require a wall thickness of 25 cm (10 in.).
- (b) The overall room layouts and their relationship to adjacent units should be considered. Noise-sensitive rooms, such as bedrooms, should be located adjacent to noise-sensitive rooms in the neighbouring unit.
- (c) Locating building elements such as stairs and closets to act as noise buffers against shared walls is also an effective design solution to minimize noise impact from neighbouring units.
- (d) For structural floors between units, a high acoustical rating is recommended. Furthermore, other measures designed to dampen the transfer of vibrations should also be provided.

2.9 Privacy

While overlook of private open space and some lines of sight into windows may be unavoidable, reasonable effort should be taken to ensure that privacy is not unduly compromised.

- (a) The location and orientation of windows, decks and balconies in new development should be carefully considered to reduce looking into close-by windows of existing adjacent development;
- (b) Visual privacy for units, balconies and private open space should be enhanced as much as possible through unit planning, landscape screening, and other elements, such as solid or translucent railings.

2.11 Access and Circulation

- (a) As many units as possible should have pedestrian access to front doors from the street.
- (b) Corridors in apartment buildings should be limited in length to assist with wayfinding and a sense of place. Corridors should not exceed 22.9m in any one direction from the main entry point. To assist with orientation and improve atmosphere, introduce natural light and ventilation into corridors, whenever possible.
- (c) For courtyard development, a pedestrian access with a minimum width of 3.6 m (12 ft.) should be provided from the street to the building at the rear of the site, to provide fire-righting minimums and landscape buffer space. This requires a modest increase to the standard side yard. No part of the building, aside from eaves should continuously

overhang this set back. Access to entry doors in the rear building should be from the common courtyard.

For double-fronting developments the increased side yard is not necessary, as primary access to the rear building can be from the second street. However, a side yard less than 3.0m (10 ft) should only be considered on one side of the principle building, to allow for a comfortable pathway to the courtyard on the other side.

- (d) For proposals with buildings containing dwelling units at the rear of the site, applicants should review specific siting conditions with Building By-law and Fire Prevention staff. Additionally, in order to provide fire access to buildings at the rear of sites:
 - (i) Pedestrian access route(s) to buildings at the rear must maintain an absolute minimum building separation of 2.4 m (8 ft.) and clear path of 2.0 m (6.5 ft.); and
 - (ii) On lots without lanes, additional requirements for firefighter access, or upgrades to fire protection standards may affect the placement, separation, or construction of buildings.
- (e) Hard surface circulation should be minimized to provide only what is necessary to access dwelling units, common outdoor space or services located at the rear of the site.
- (f) Vehicular access should be from the lane, where one exists.
 - (i) Sites must be assembled in such a way that vehicular access from a lane is possible.
 - (ii) On sites without lane access, and with no means to acquire lane access through consolidation, and on double-fronting sites access may be from the street and the curb cut should be minimized.
- (d) Vehicle parking will be located below grade.
 - (i) Stair exits from, and access to the below grade parking should not be located in yards, as they impede at-grade site circulation, and impact privacy. Ideally, these stairs should be located in, or incorporated in to the building forms. Their location and access points should be reviewed with regard to the principles of CPTED (crime prevention through environmental design).
 - (ii) Vehicle ramps should provide the minimum buffer from a property line of 1m, as required by the Parking Bylaw.

2.12 Internal Storage

The internal design of dwelling units should consider the storage needs of families. In-suite storage areas should be provided within individual dwelling units (preferred) and/or within residential storage areas located in underground parking structures. A floor space exclusion is provided for bulk residential storage space. Refer to the administration bulletin *Bulk Storage and In-Suite Storage – Multiple Family Residential Developments*.

3 Uses

3.1 Multiple Dwelling

Multiple dwellings with four or more units are required to include a minimum number of 2- and 3-bedroom units. This is to ensure that there continues to be a good supply of housing suitable for families, as an alternative to single-family houses. The required distribution of 35 percent reflects the historic percentage of family households in the city. The requirement for 10 percent 3-bedroom units help augment the supply of 2-bedroom units typically provided in apartment buildings.

To support social connections and enable outdoor play for children, a minimum amount of outdoor space is required for multiple dwellings. On most sites an area of 85m² should be provided. A portion of the open space should be programmable as children's play area. The *High Density Housing for Families with Children Guidelines* should be consulted to direct the size and design of these spaces.

See also sections 7 Open Space and 8 Landscaping.

On some sites, such as those with a shallow depth (110 ft and less), it may not be possible to accommodate the full amount of open space at grade. The at-grade area may need to be reduced

to accommodate services. Every effort should be made to maximize usable at-grade open space. To accomplish this, the permitted building depth in the district schedule may not be achievable across the building width, and private outdoor space for at-grade units may need to be inset. As an alternative, some, or all of the common open space may be provided on the building roof.

In all cases, the provision of common open space takes preference over the provision of private open space at grade.

3.2 Lock-off Units

- (a) The Districts Schedule permits a “Principal Dwelling with a Lock-off Unit” in multiple dwellings. A lock-off unit is a portion of the main dwelling unit that can be locked off to be used separately or rented out. The intent of allowing lock-off units in multiple dwellings is to increase the rental stock in the neighbourhood and to provide the option of having a mortgage helper for the owner of the unit (similar to the option of having a secondary suite in one- and two-family dwellings).
- (b) Principle dwelling units that provide a lock-off unit may include the lock-off in the bedroom count. That is to say that a 2-bedroom unit with a studio lock-off can be considered a 3-bedroom unit in this district.
- (c) A lock-off unit is an optional and flexible use, and therefore the lock-off unit has to be equipped with an internal access to the main unit.
- (d) A lock-off unit cannot be strata-titled. This is secured by covenant.
- (e) While lock-off units do not require additional vehicle parking, they do need separate bicycle parking .
- (f) In order to ensure safety and acceptable standards of liveability, lock-off units must comply with the *Principal Dwelling Unit with a Lock-off Unit Guidelines*.
- (g) The maximum number of lock-off units in developments is one lock-off for every three units. This may be increased modestly if there is no negative impacts to the livability of the building or the area.

3.3 Commercial Uses

This zone permits retail, cultural and live-work uses in conjunction with a multiple dwelling. These uses may be permitted on the ground floor of developments on sites located on arterials. These uses may be considered in locations off-arterials, however the impact on adjacent residential uses must be considered.

- (a) Uses that serve the surrounding residential neighbourhoods are encouraged, such as a small grocery store or café.
- (b) Commercial and live-work uses, which could expect an increased number of visitors, should not be accessed from internal courtyards.
- (c) Requirements of the Vancouver Building By-law should be reviewed. Parking and loading for these non-residential uses should meet the requirements of the Parking Bylaw, and should be separated from residential spaces.
- (d) Inclusion of commercial uses for a significant portion of the ground floor may require relaxation of the requirement to locate 50% of 2- and 3- bedroom units on lower 3 floors.

For further direction on live-work uses, see *Live-Work Use Guidelines*.

4 Guidelines Pertaining to Regulations of the Zoning and Development or Parking By-laws

4.2 Frontage

- (a) The minimum frontage in the Districts Schedule for a multiple dwelling with four or more units (not including lock-off units) is 30 m (99 ft.). This is a practical minimum for apartment buildings to accommodate efficient underground parking. The T-form buildings perform better on a site with a minimum frontage of 132 ft.
- (b) The Districts Schedule prescribes a maximum frontage width to encourage a variety of smaller developments. The Director of Planning can relax this maximum only to ensure

that individual lots are not “locked in” or “orphaned” with no opportunity to consolidate and develop with other adjacent lots.

Where the maximum frontage is relaxed, an exceptional effort should be made to avoid a monotonous street frontage, such as a deep courtyard entry. Assemblies that are wider than 50 m (164 ft.) should create the appearance of two buildings with the use of a deep courtyard, with minimum dimensions of 3.6 m (12 ft.) by 7.3 m (24 ft.). Consolidations that exceed 70m (230 ft) should be treated as separate developments with multiple buildings. The architectural expression of the buildings on site should vary.

- (c) Section 5.0 of the Districts Schedule provides options to individual lots that are “Locked in” or “orphaned” with no opportunity to consolidate and develop with adjacent lots.

4.3 Height

The permitted height for multiple dwellings is significantly higher than the existing single-family dwellings. It is challenging to create any meaningful modifications to be compatible with adjacent existing buildings in the multiple dwelling zone as the area transitions. The Districts Schedule describes decreased heights and increased setbacks for sites immediately adjacent to single-family zones.

- (a) The Districts Schedule permit a generous height. For sloping sites the lower storey may be recessed into grade up to 0.9 m (3ft.) The entry level floor may need to be stepped to avoid units that are too far below grade, or excessively above grade(greater than 1.5m). Upper floors may need to be stepped back to remain in the height envelope.
- (b) In exceptional conditions where the building cannot reasonably be accommodated in the height envelope the Director of Planning may permit an increase in building height to 21.3 m (70 ft.) for limited portions of buildings adjacent to the fronting street. Any height increase should achieve good livability or functionality for units located at the lowest level.
- (c) Commercial uses on the ground level should have a minimum ceiling height of 3.6m (12 ft). The discretionary height increase in the Districts Schedule may be used to account for this height.
- (d) For the portion of a T-form building “wing” toward the middle of the site, the height should be reduced to 4 storeys within approximately 10.7 m (35 ft.)
- (e) of the rear property line.
- (f) For buildings in the rear of the site, the maximum height of 10.7 m (35 ft.) and 3 storeys should be maintained.
- (g) For buildings located in the rear of the site and:
 - (i) adjacent to a zone or policy area where permitted heights are 12.2 m (40 ft.) or higher, or;
 - (ii) facing a street (double-fronting),

the Director of Planning may permit an increase in building height to 12.2 m (40 ft.) and 4 storeys.

4.4 Front Yard

The front yards of existing development vary among properties, but are often 7.3 m (24 ft.). New development will have shallower front yards. To better assist with this transition the sidewalls of these new buildings should be treated with materials and fenestration that avoid the appearance of a “blank wall”. Inset balconies should be located at corners to soften the transition between properties.

The Districts Schedule allows a relatively shallow front yard of 3.7 m (12 ft.):

- (a) to enable apartments on lots with a shallow depth;
- (b) to enable courtyard developments with improved liveability; or,
- (c) to enable outdoor common space at the rear of the site.

Developments that are facing the SkyTrain guideway should increase the minimum front yard setback to achieve a better buffer and increased planting opportunity.

Yards are measured from the ultimate property line, i.e after any dedication. The ultimate streetscape should have consistently set back primary building faces (See Figure 1).

4.5 Side Yard

A side yard setback of 3.0m (10 ft) is required for multiple dwelling developments.

- (a) The Director of Planning may allow a reduction in the side yard for buildings at the front of the site to 2.1 m (7 ft.) over approximately 50 percent of the building depth to improve livability and access to light and air to dwelling units.

On sites with a depth of 36.5m (120 ft) or more, where a T-form building is proposed, the side yard reduction to 7ft will apply to the portion of the building closest to the street (the top of the “T”). Wider side yards toward the rear of the site will form courtyards. These courtyards should have a minimum width of 12.2m (40ft.) for the remainder of the site depth. On sites with a width less than 130ft, this courtyard may be reduced in width to 7.3m (24ft.).

This reduction should not be permitted for sites which share a property line with a site that is in a RS or RT zone and are developed with a residential use. Nor should it be provided on both sides of an apartment building on a central courtyard development.

- (b) Generally, exterior side yards on corner sites should be treated as front yards, and should generally have a setback of 3.7m (12ft).
- (c) The Director of Planning may allow a reduction in the side yard setback for multiple dwellings at the rear of the site as part of a courtyard development:
- (i) for buildings not exceeding 3 storeys in height and not deeper than approximately 10.7 (35ft) in building depth (eg. Townhouse units), to 1.5 m (5 ft.);
 - (ii) for buildings higher than 3 storeys, or with a building depth exceeding 9.1m (30 ft) (e.g. back-to-back units) to 2.1m (7 ft.)

Pedestrian access to the lane or street (if double-fronting) as well as a landscape buffer must always be provided from the courtyard. The maximum side yard relaxations may not be possible.

- (d) The Districts Schedule prescribes a larger side yard setback for the fourth storey and above for sites adjacent to existing zones that will remain at a lower scale. This setback is intended to reduce the impact of scale and shadow on the lower-scale residential development. In most cases it should not be reduced.

For sites adjacent to a mid-block pedestrian connection the permitted side yard will be increased to improve privacy and public access.

4.6 Rear Yard

The Districts Schedule allow a relatively shallow rear yard to enable apartments on shallow lots. A greater set back is required above the 4th floor to assist with compatibility with lower density development across the lane, and shadow reduction.

For sites abutting the side yard of a site in a zone that will remain at a lower scale (e.g. RS or RT), the Districts Schedule prescribes a larger rear yard setback for the fourth storey and above. The rear yard and setback is intended to reduce the impact of scale and shadow on the lower-scale residential development and should generally not be reduced. The maximum FSR may not be achievable on these sites.

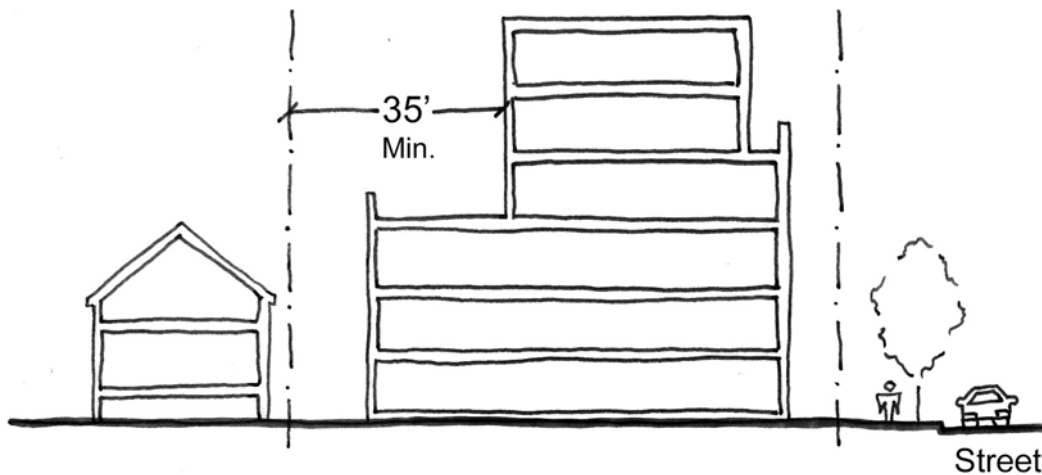


Figure 6. Lower-scale zone adjacency

The Director of Planning may allow a reduction in the rear yard setback to 1.8m:

- (a) for the rear building of a courtyard development; and
- (b) for building “wings” adjacent to a flanking street; that are no higher than 10.7 m (35 ft.) and 3 storeys.

Rear yards of sites that are double-fronting should be treated as a front yard, respond to existing context and generally have a setback no less than 3.7m (12ft).

4.7 Floor Space Ratio (FSR)

These Districts Schedules offer a range of floor space ratios, based on site size and proportion. Shallower sites are more efficient for double-loaded apartment buildings, which should generally not exceed 70ft in depth, and will yield a higher FSR. Depending on the site, form of development chosen, and site features, such as trees, it may not be possible to achieve the highest FSR.

This zone offers the purchase of an amenity share or an affordable housing share to increase FSR within conditional limits. For more information, refer to the information bulletin *Joyce-Collingwood Station Precinct – Density Bonus Zoning & Public Benefits*.

4.8 Site Coverage and Impermeability

Generally, site coverage should not be relaxed, as provision of open space and landscaped surfaces are encouraged. However, for apartment buildings otherwise achieving the intent of the guidelines, the Director of Planning may increase the area of site coverage to 65 per cent of the site area.

For developments providing underground parking, the Director of Planning may increase the area of impermeable materials of the site, provided landscaped surfaces are maximized and impermeable surfaces minimized to what is absolutely necessary for site function. Provision of green roof infrastructure to aid with the on-site retention of rainwater will also be considered.

4.9 Off-Street Parking, Loading and Bicycle Storage

4.9.1 Parking and Loading

Parking, and access to underground parking, should be located at the rear of the site, from the lane. For all multiple dwellings, underground parking is permitted and will receive a standard exclusion for the purpose of FSR calculations (see Districts Schedule).

For “T”-form buildings the parking access should enter into the portion of the building closest to the rear yard, rather than through the large side yards.

Parking structures should be absolutely minimized, and held back from site edges to allow for tree planting. Where required parking numbers makes this unfeasible, an angled slab edge can provide additional space for landscape.

Some parking or loading spaces may be required at-grade at the lane where there is no street parking available due to transit priority.

- (a) Open parking spaces should be treated with pavers that are permeable to reduce stormwater sewer loads. However, since most permeable pavers lose their permeability over time, parking areas with permeable pavers are counted as impermeable surface;
- (b) These spaces need to have a barrier-free path to the building elevator;
- (c) They should be located to limit impact on outdoor open space.

4.9.2 Bicycle Storage

- (a) Bicycle parking should be accommodated in the underground parking structure;
- (b) Creative bike parking solutions can be considered in above grade locations. However they should not detract or compete with at-grade open space.

4.10 Horizontal Angle of Daylight

The Horizontal Angle of Daylight regulation helps to ensure the liveability within a dwelling unit by requiring a window for each room (except bathrooms and small kitchens). Priority is placed on the major living spaces in which longer periods of time are spent, such as living rooms.

- (a) The relaxation of horizontal angle of daylight requirements provided for in the RM-10 and RM-10N Districts Schedule should be used to achieve a minimum standard of natural light access for rooms that are not primary living spaces, such as bedrooms, dens and dining rooms.
- (b) The main living space for each dwelling unit should face a street, rear yard, or courtyard. Relaxation of the horizontal angle of daylight for primary living spaces (i.e. living rooms) should not reduce the requirement to less than 15.2 m (50 ft.) of uninterrupted sightlines, or 7.3 m (24 ft.) in courtyard developments;
- (c) To ensure the liveability of rooms at the ground level, the floor should not be more than 0.9 m (3 ft.) below the adjacent exterior grade. A minimum ceiling height of 2.7 m (9 ft.) should be provided.
- (d) In the case of lock-off units, the required distance for an unobstructed view is detailed in the *Principal Dwelling Unit with Lock-Off Unit Guidelines*.

4.16 Building Depth

A maximum building depth of 21.3m (70 ft) is specified for multiple dwellings with 4 or more units. This is intended to ensure good daylight access into units with only one exterior wall. This dimension should generally not be increased for mid-block Standard Form (double-loaded corridor) buildings.

For alphabet-form buildings, or for corner sites that propose a wing along the flanking street, the building depth may be increased. To allow the increase the Director of Planning should consider the resulting livability of units, including access to light and ventilation.

T-form apartment buildings aim to provide relatively shallow building depths across each “leg” of the “T”. It is expected that the depth (or width) across each “leg” is 15m-20m (50 ft-65 ft.). The shallow building depth allows a high degree of natural light into the units. The “T” form allows standard depth sites to be used efficiently to enable more dwelling units.

As new buildings will project further into the site, designs should consider the impacts on privacy and shadowing to neighbours. Design revisions that still achieve the building allowance for the subject site, and minimize overlook and shadowing to neighbour sites should be explored, such as creating larger side yards in the rear portion of the site, and setting back upper storeys.

4.19 Number of Buildings on Site

The Director of Planning may permit more than one building on a site to allow an optimized use of the site to provide high-quality housing, improved access to natural light and fit with the longterm context.

- (a) On sites that are deeper than approximately 130ft to enable a courtyard development with a lower building at the rear of the site.

Buildings at the lane should generally be limited to 24 m (79 ft.) in width. Therefore, on wider sites, more than one building can be permitted. Limiting the building width improves compatibility with lower-scale buildings across the lane, and allows for better access to natural light.

- (b) On sites that has been granted discretion to exceed the maximum frontage width, and are wider than 70m (230 ft). More than one apartment building should be constructed along the street to minimize building width.

In all cases, allowing more than one building on a site should provide a superior site planning solution, maintain common outdoor space, and assist with achieving natural light and ventilation as discussed in Section 2.

5 Architectural Components

New development will differ significantly in scale from existing buildings in most areas. Development should not seek to emulate “house-like” architectural styles, but rather compose a design appropriate to the larger scale of the building. In spite of the generally larger scale, the building form should respond to particular site conditions, e.g. corner locations, adjacent heritage buildings, and create an appropriate transition.

High- quality design is expected of all developments. All walls that are visible from the street should include a cohesive and well-scaled composition of cladding materials, trim, fenestration and relief elements -such as bays, recesses, porches, balconies which provide shadow play.

5.1 Roof and Massing

5.1.1 Roofs

- (a) New development is not expected to emulate the building style of existing lower-scale development. However, roof forms on new development should have a clear, simple concept, and provide variety and texture (see Figure 11).

Figure 7: Varied rooflines on multiple dwellings



- (b) Roof top terraces should be set back from the building edge to minimize the view into adjacent yards.
- (c) Elevator penthouses, mechanical rooms, equipment and vents should be integrated with the architectural treatment of the roof, and located to minimize their visibility.
- (d) Green roofs are encouraged for all buildings, whether accessible or passive.

5.1.2 Building Massing

A variety of architectural expression is encouraged. To maintain a cohesive street expression consistent front yard should be applied.

(a) Massing of Apartment Buildings

For apartments, a variety of architectural expression is encouraged. To maintain a cohesive streetscape, the primary building face should be aligned with neighbouring apartment developments. As development occurs, where necessary, step the building face to create a transition to existing buildings and a unified and consistent character for the street.

The upper storeys should have a reduced and/or varied massing to assist with visual interest, and architectural variety. This can be achieved in several ways such as setting back or angling the walls of the upper levels from those below, creating a “crenelated” solid and void (inset balcony) rhythm. Alternately, the full building could have intermittent increased setbacks and/or vertical articulation. In all cases, the architectural expression should relate with the long-term streetscape,

Buildings exceeding 140ft in width, should create the appearance of two buildings with the use of a deep courtyard, with minimum dimensions of 3.6 m (12 ft.) by 7.3 m (24 ft.).

Buildings on arterials need not provide deep street-facing courtyards as they can amplify street noise, but can provide these at the rear or sides of the building. Vertical articulation and modulation can be created through other architectural devices on the front of the building.

(d) Massing of Buildings at the Rear of the site

It is expected that buildings at the rear of the site, as secondary principle buildings, will be rowhouses, or stacked townhouses. Other building types can be considered, however they should have a similar scale and individual entries, like townhouses. In most cases the

rear of the site is adjacent to a lane, however, in some instances, double-fronting sites have another street at the rear.

Individual buildings should not exceed 24 m (79 ft.) in width (approximately 5 to 6 rowhouses). Architectural articulation can be used to create visual interest the massing of rowhouse developments and to articulate the boundaries of individual townhouse units.

Buildings at the rear of the site should be designed to reduce apparent massing adjacent to the lane and minimize shadowing impacts on adjacent residential properties. Consideration should be given to stepping back the upper floor along the lane to reduce the massing along this exposure, or providing a deeper than permitted (1.8m) rear yard. Along streets at the rear of the site, buildings should be massed to relate to existing multiple dwelling developments along the street.

5.3 Entrances, Stairs and Porches

Entrances are a place of interest and interaction on the street or in the courtyard. They provide opportunities for individual expression and identity. Provision of individual entries to all ground level dwellings should be provided.

5.3.1 Entrances

- (a) Each street-fronting principal dwelling unit should have a clearly expressed main entrance area facing the street, including a door, porch or canopy, path or gate.
- (b) The common entrance to the building should be clearly identified, and differentiated from the individual private entries. It can be a welcoming place with weather-protection, a glazed lobby and seating.
- (c) On a corner or double-fronting site, all elevations that face a street should be treated as front elevations, and incorporate individual entries.
- (d) Courtyard units in the rear building will have main entrances oriented to the internal courtyard to accommodate fire-fighting requirements, but should also have a secondary entry at the lane to activate and animate the lane. Ideally, units will be located 0.6m to 1.2m above the lane to create privacy for the dwelling.
- (e) Pedestrian access to all entries should be easily visible from the street. Pedestrian pathways to units facing the courtyard should be clearly visible for way-finding purposes (such as through lighting, addressing and posting). The side yard should be increased to 12 ft to accommodate a safe and visible entry.
- (f) Commercial units should have entries that are definitively commercial in nature and differentiated from the residential entries. Weather protection should be provided with a minimum depth of 1.5m .

5.3.2 Porches

- (a) Entries to all ground-level units should have an entry porch or stoop, which should be comfortably sized so that 2 people can stand at the door (minimum 1.5m x 1.2m). Larger porches to accommodate seating may be possible. Entry stoops or porches should have weather protection to provide comfort and identity.
- (b) Lane entries to units should also provide a porch or stoop – at a minimum to provide a safe landing adjacent to the lane, but ideally to provide some semi-private open space.

5.3.3 Stairs

- (a) Ground level entries to individual units in apartment buildings may have a couple of steps to the entries. Excessively high stairs should be avoided. Where stairs need to climb more than 1.2m, they will need to be designed carefully to ensure that there is adequate space for a landing in the front yard and to ensure they are well-incorporated into the design.
- (b) In stacked townhouses, stairs to the upper level units become a major design element. They should be incorporated into the overall design and not have a “tacked-on” appearance.

Exterior stairs should not climb more than 2.1 m (7 ft.). Beyond this height they create excessive projections into the courtyard. The minimum courtyard widths need to be increased to accommodate stair projections.

- (c) The Building By-law should be consulted to ensure compliance for exiting requirements.
- (d) Steps are allowed in required side yards only where they are designed to facilitate grade changes from the front to the rear of the site.
- (e) Stairs from underground parking must be incorporated into the building wherever possible. They are not supportable in required yards.

5.4 Windows and Skylights

Window placement and design play important roles in the overall visual composition of a building. Windows are also significant for the liveability of a unit, because they let in natural light and air.

- (a) Windows should be placed to create a rationale pattern on the building exterior, not just function of interior layout;
- (b) When a window or skylight is the only source for natural light for a room, it should also be possible to open it to guarantee natural ventilation throughout the dwelling;
- (c) Operable skylights can provide a source of natural ventilation to upper level units. A floor area is available through the Districts Schedule for compliant skylights;
- (d) Commercial frontages should have primarily transparent treatment to provide pedestrian interest and to differentiate the units from the residential units.

5.5 Balconies and Decks

- (a) Private outdoor space for each unit is a requirement of the Districts Schedule, and should be a minimum of 5.6 m² in area, and with a minimum dimension of 1.8 m;
- (b) In limited situations, Juliet” balconies that maximize light and opening, may be used for 1-bedroom or studio units where it is not practicable to provide a balcony or roof deck;
- (c) Balconies and decks should be designed as integral parts of the building massing and façade composition;
- (d) Inset, rather than projecting, balconies should be used where privacy of neighbouring properties may be a concern;
- (e) Balconies should not project into yards.

5.6 Exterior Walls and Finishing

The finishing materials of new development should be durable. High-quality materials that last longer are more sustainable and create less waste. Materials that perform well over a long period of time also increase the affordability of the dwelling.

In addition to durability, the following guidelines should be considered when choosing exterior materials:

- (a) Create a cohesive image by limiting the number of different finishing materials used;
- (b) Material changes and transitions should have a strong relationship to the overall design of the building;
- (c) Materials should be used in a way that is true to their nature. For example, stone facing should be used as a foundation element, and as the base of columns, but should not be used as a facing on upper levels with no clear means of support below;
- (d) In general, the same materials should be used in consistent proportions on all facades and not just on the street face. Materials should carry around corners and terminate at logical points to avoid appearing as a thin veneer or ‘false front’;
- (e) All sides of a building that extend in front of an adjacent building are visible from the public realm and warrant appropriate design. For corner buildings, the side façade should be articulated and have sufficient windows and detailing, comparable to the front façade;

- (f) Large blank walls should be avoided whenever possible. Window openings, detailing, materials, colour, wall articulation and landscaping should be used to enliven them and reduce their scale;
- (g) Exposed concrete foundations should be limited to 30 cm (12 in.).

7 Open Space

7.1 Public Open Space

A goal of this District is to foster neighbourliness and social connection. One way this can be accomplished is to make walking safe, comfortable, convenient and delightful. This ensures that streets and sidewalks support a vibrant public life that encourages a walking culture, healthy lifestyles, and social connectedness.

7.1.1 Mid-block Pedestrian Connections

To enable better neighbourhood connectivity, with connections to parks and transit, a pedestrian connection should be provided mid-block on the west side of Joyce Street, generally in line with Cherry Street, as identified in the *Joyce-Collingwood Station Precinct Plan*. The pedestrian connection should be adjacent to and along the existing Metro Vancouver Sewer easement.

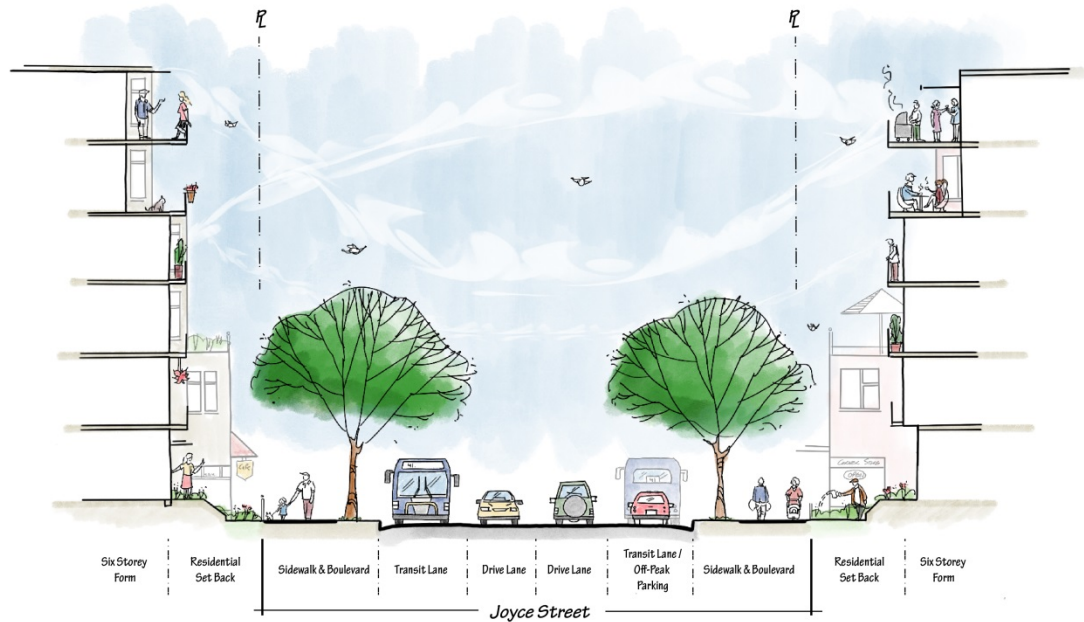
A mid-block connection can be shared between two adjacent developments or be entirely on one. The space between buildings on either side of the connection should not be less than 7.3m (24 ft.). This means that, if shared between two developments, the minimum side yards, need to be increased on each property to 3.7m (12 ft.). The connection should be comprised of a 2.4m (8 ft.) wide hard surface barrier-free walkway, centred in the space. This pathway should be secured for public access with a Right of Way agreement, and not be gated.

Each side of the walkway should be landscaped to provide privacy to the adjacent units, and visual amenity to the walkway. Retaining walls, if required, should not exceed 1m in height. Windows, and where space permits, patios should overlook the walkway to ensure safety.

7.1.2 Sidewalks and Street Trees

The streets adjacent to new development should be provided with wide sidewalks and street trees, if none exist. Along Joyce Street, a minimum sidewalk width of 1.8 m, and an outside boulevard of 1.6 m should be provided to create a comfortable and safe pedestrian environment.

Figure 8. Joyce Street section



7.1.3 Street furniture and other features

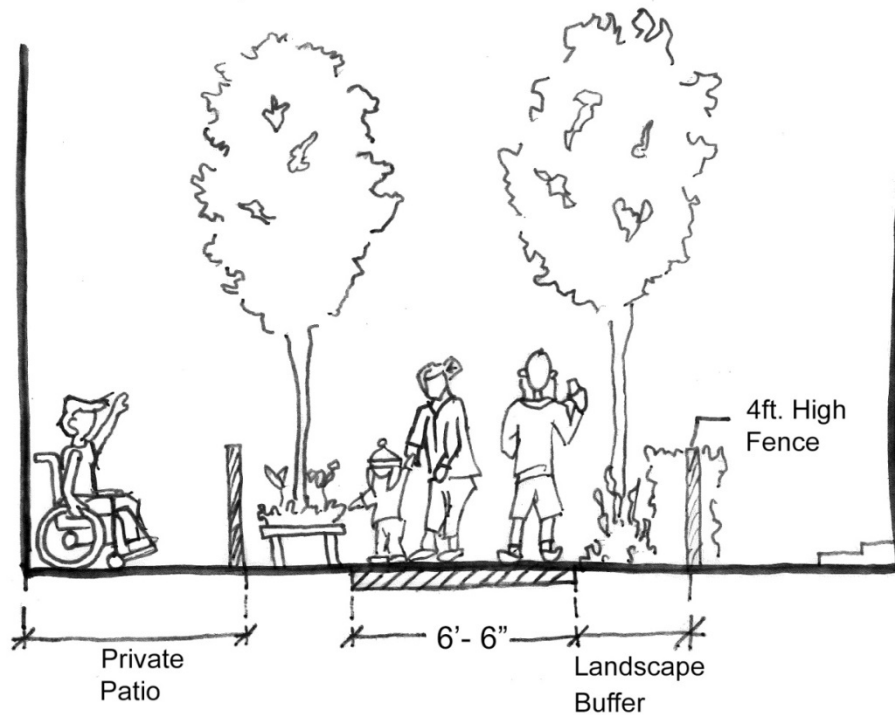
Where possible, developments are encouraged to support the enhancement of pedestrian and public life through the provision with street furniture, including seating, bike racks, and other amenities, public or community art, placemaking or environmental features (including landscaping and/or environmental features). Note, placement of these features should take into account the need to ensure ease of movement for pedestrians.

7.2 Semi-Private Open Space

The provision of open space is required as part of an overall site development and landscape plan and should take into consideration general site circulation patterns, including parking, existing landscape features, sun access, privacy and usability. Open space should be varied, including a mix of soft and hard surfaces, passive and active areas, canopied and open spaces.

- (a) The Districts Schedule requires that any multiple dwelling with four or more units provide open space on site of which a portion is programmable as children's play area. The *High Density Housing for Families with Children Guidelines* should be consulted to direct the design;
- (b) Organize semi-private open space as an organizing element, not as 'leftover' space. Provide sufficient distance, screening, landscape, and outlook considerations for the mutual comfort of dwellings overlooking or adjacent to the space;
- (c) Opportunities to use semi-private open space to encourage neighborliness (between building residents, as well as with the broader neighbourhood) is encouraged. This can be supported through the provision of seating, tables, or other fixtures, placemaking and design elements, as well as thoughtful utilization of transitional spaces such as the building entry or, where appropriate, the front "stoop."
- (d) In developments with a central courtyard, once the main open space is located, it may be possible to have private patios flanking a central walkway. The walkway should be treated as a linear social space, rather than just a corridor. Planting can create some screened privacy, however fences should be kept low.

Figure 9. Courtyard circulation should allow some social interaction.



- (e) In “T”-form buildings the larger side yards at the rear of the property should be used as semi-private open space, rather than being broken up into smaller, private patios;
- (f) Utilities such as sumps should be integrated with a paved pathway and not interrupt open space.

7.3 Private Open Space

- (a) Provide useable private open space for all units:
 - (i) For ground-oriented units, a private garden and/or patio;
 - (ii) For apartment or stacked townhouse units, a generous balcony or roof-deck with a minimum depth of 1.8 m (6 ft.) should be provided. Units with 2 or 3 bedrooms should have a minimum area of 5.6m² (60 sf);
 - (iii) “Juliet” balconies that maximize light and opening, may be used in limited situations for 1-bedroom or studio units where it is not practicable to provide a balcony or roof deck.
- (b) Roof decks add considerably to the amenity of any unit. Care should be taken to avoid direct sightlines to neighbouring windows, balconies and yards. Roof decks should be well-integrated into the overall form.
- (c) For courtyard units in the rear building a fence and landscape may be provided for privacy, but it they should be kept low, to allow some visibility between the lane and the rear yard. See Figure 9;
- (d) For units in “T”- form buildings that face the side courtyards a small area may be used as a private patio, however it should not be closed off from the semi-private courtyard. Rather soft landscaping can provide some privacy between units, but retain visual openness to the common open space.

See 8 Landscaping.

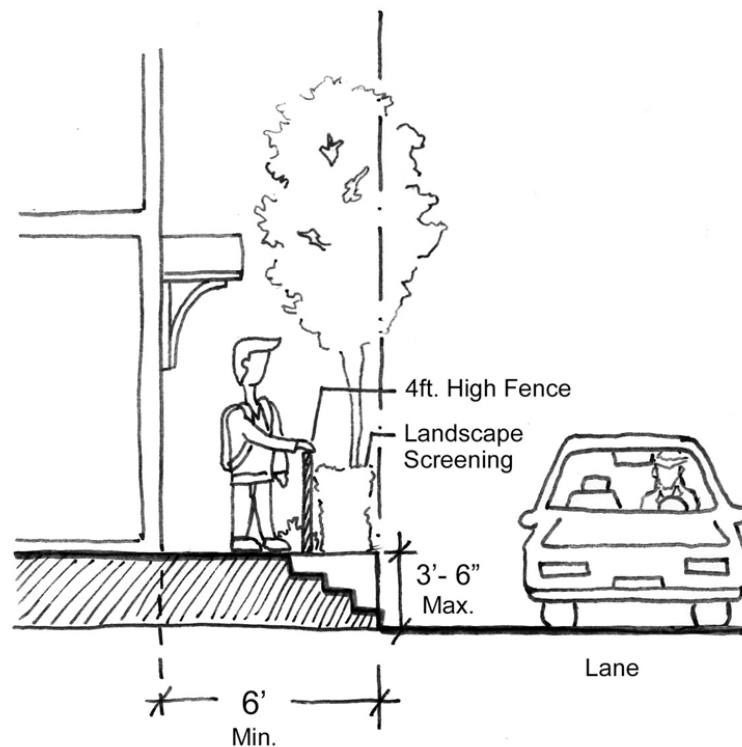


Figure 10. Residential Lane Interface

8 Landscaping

- (a) Existing trees should be kept wherever possible and new trees introduced. To enable this, below grade parking structures should be held back from site edges, or designed with a notched or angled top edge to allow for tree root development;
- (b) Patio areas in the front yard should be screened with planting that provides some visual porosity, and can be maintained at a height of 1.5m or less;
- (c) Visually undesirable building features, such as exposed foundation or utilities, should be screened with landscaping.
- (d) The front and back boulevard should be landscaped as green space, although some provisions for seating other street furniture, and placemaking elements (see 7.1.3, and 7.2 above) can also be considered. At a minimum, they should be retained as grassed areas, but more intense planting or environmental design (e.g. bioswale or rain garden) is encouraged where appropriate (see also *Guidelines for Planting City Boulevards*).
- (e) In general, the by-law fencing height limit of 1.2 m (4 ft.) in front yards, and 1.8 m (6 ft.) in rear and side yards should be respected. However:
 - (i) fences at the rear of the site, adjacent to a building at the lane or street should be reduced in height to 4ft. At a lane, they may transition back up to 6ft within 2 ft of the rear property line. Soft landscape should be used to provide privacy screening, while still allowing some visibility between the public and private property;
 - (ii) exceptions may be made for entry arbours, and trellises or screening elements immediately adjacent to patio or deck areas. Over height elements in the front yard should assist with the definition of outdoor space but should not prevent all views or glimpses of the outdoor space from the street. Any over height element should be largely transparent and limited in extent.
- (f) Where walls or fences are provided, they should be combined with soft landscaping to provide visual depth, screening and layering.

- (g) Landscaping in semi-private common spaces should be designed to provide screening and filtering of views, relying on plant material, rather than fences. Planting larger caliper trees is particularly necessary in these locations.
- (h) Where dwelling units are located at the lane, every opportunity to enhance the lanescape with landscaping should be taken. This includes:
 - (i) Entry gates and arbors over pedestrian entrances;
 - (ii) Arbors over driveway entrances;
 - (iii) Planting of trees near the lane, taking into account any overhead infrastructure and protective measures for the tree base.

9 Garbage and Recycling

For multiple dwelling developments, garbage and recycling will be collected by private contractors. Measures should be taken to ensure that waste bins are not left in the lane. Appropriate areas for garbage and recycling bins should be provided to ensure convenient pick up – either in the underground parkade or directly off the lane. The document, ***Garbage and Recycling Storage Facility Supplement***, provides detailed information on the number of containers required and dimensions and specifications of commonly used storage containers. It is available online or at the Enquiry Centre, 1st floor, 515 West 10th Avenue.

* * * * *

NOTE: STRIKE-OUTS INDICATE DELETIONS

ITALICS INDICATE ADDITIONS

STRATA TITLE POLICIES FOR RS, RT AND RM ZONES

Adopted by City Council on July 28, 2009

Amended May 15, 2013, July 9, 2013, June 24, 2014, February 2, 2016, October 4, 2016, September __, 2017 and November __, 2017.

1 Application and Intent

These guidelines apply to the strata titling of previously occupied buildings or new construction in the RS, RT and RM zones.

Under Section 242 (1) of the **Strata Property Act** of British Columbia, City Council is the approving authority for conversion of previously occupied buildings into strata lots. Pursuant to Section 242 (10) of the **Strata Property Act**, Council has delegated its approval authority to the Approving Officer for previously occupied buildings containing less than six dwelling units.

Newly constructed buildings, which are not occupied prior to registration of a strata plan at the Land Title Office, do not require the approval of City Council or the Approving Officer.

2 Secondary Suite

In the RS, RT and RM zones, one secondary suite is conditionally permitted in a one-family dwelling. The suite can either be built at the same time a new one-family dwelling (i.e. house) is being constructed, or a suite can be incorporated into an existing one-family dwelling. The construction and safety requirements of the Vancouver Building By-law (VBBL) for a secondary suite within an existing one-family dwelling (which may not be strata titled) are less demanding than for new construction.

In the RT-11 and RT-11N, and RM-7, RM-7N, RM-8, RM-8N, *RM-10 and RM-10N* zones, one secondary suite is conditionally permitted in each principal dwelling unit of a two-family dwelling. The suites can either be built at the same time a new two-family dwelling is being constructed or incorporated into an existing two-family dwelling. In the latter case, construction and safety requirements of the VBBL need to be confirmed.

Terms regarding suites are not the same in the Vancouver Building By-law and the Zoning and Development By-law (Z&D). The VBBL terms include Secondary Suite and Group “C” Residential Occupancy Classification. The Z&D terms include One-Family Dwelling with Secondary Suite and Two-Family Dwelling with Secondary Suite. Contact Development Services staff (VBBL) or Planning staff (Z&D) for how these two by-laws apply in your specific situation.

Developments with secondary suites may be strata titled in some instances, however a secondary suite cannot be defined as a separate strata lot under any circumstances.

3 Laneway House

In the RS zones and RT-11 and RT-11N, and RM-7, RM-7N, RM-7AN, RM-8, RM-8N, RM-9, RM-9A, RM-9N, RM-9AN, RM-9BN, *RM-10 and RM-10N* zones, a laneway house is conditionally permitted. A new laneway house can be built on a site which accommodates an existing one-family dwelling, or a new laneway house can be built in conjunction with a new one-family dwelling. In both cases, the one-family dwelling can also include a secondary suite.

4 Principal Dwelling Unit with Lock-off Unit

In the RT-11 and RT-11N zones, a principal dwelling unit with lock-off unit is conditionally permitted in an infill one-family dwelling, infill two-family dwelling, one-family dwelling and two-family dwelling provided it is on a site with more than two principal buildings and the site area is 511 m² (5,500 sq. ft.) or greater in size.

In the RM-7, RM-7N, RM-7AN, RM-8, RM-8N, RM-9, RM-9A, RM-9N, RM-9AN, RM-9BN, *RM-10 and RM-10N* zones, a principal dwelling unit with lock-off unit is conditionally permitted in a multiple dwelling.

For new construction, as a condition of development permit approval, the registered owner shall execute a covenant which must be registered against the title of the property prior to issuance of the Development Permit. The covenant is to ensure that the number of strata lots created upon registration of a strata plan is consistent with the number of approved principal dwelling units (i.e. the lock-off unit cannot be defined as a separate strata lot).

5 Policies

The following outlines the policies for the conversion of previously occupied buildings or new construction to strata title ownership in applicable zoning districts.

5.1 In the RS-1, RS-1A, RS-2, RS-3, RS-3A, RS-4, RS-5 and RS-6 Zones

Conversions

Council, or the Approving Officer, will not entertain any applications to convert a previously occupied building to strata title ownership where:

- (a) a suite is approved as a One-Family Dwelling with Secondary Suite as defined in the Zoning and Development By-law;
- (b) a suite is approved as a Secondary Suite as defined in the Vancouver Building By-law;
- (c) a unit is approved as a Laneway House as defined in the Zoning and Development By-law; or
- (d) a unit is approved as a Laneway House as defined in the Vancouver Building By-law.

New Construction

As a condition of development permit approval for:

- (a) a new One-Family Dwelling with a Secondary Suite;
- (b) a new One-Family Dwelling with a new Laneway House; or
- (c) a new One-Family Dwelling with a Secondary Suite and a new Laneway House

the registered owner shall execute a covenant which must be registered against the title of the property that prohibits registration of a strata plan. The city will release the covenant, on the owner's request, not less than 12 months after issuance of the occupancy permit.

5.2 In the RS-7 Zone

Conversions

Council, or the Approving Officer, will not entertain any application to convert a previously occupied building to strata title ownership where:

- (a) the site is less than 668 m²;
- (b) a suite is approved as a One-Family Dwelling with Secondary Suite as defined in the Zoning and Development By-law;
- (c) a suite is approved as a Secondary Suite as defined in the Vancouver Building By-law;
- (d) a unit is approved as a Laneway House as defined in the Zoning and Development By-law; or
- (e) a unit is approved as a Laneway House as defined in the Vancouver Building By-law.

New Construction

As a condition of development permit approval for:

- (a) a new Two-Family Dwelling on a site less than 668 m²;
- (b) a new One-Family Dwelling with a Secondary Suite;
- (c) a new One-Family Dwelling with a new Laneway House; or
- (d) a new One-Family Dwelling with a Secondary Suite and a new Laneway House.

the registered owner shall execute a covenant which must be registered against the title of the property that prohibits registration of a strata plan. The city will release the covenant, on the owner's request, not less than 12 months after issuance of the occupancy permit.

5.3 In the RS-1B, RT and RM Zones

Conversions

Council, or the Approving Officer, will not entertain any applications to convert a previously occupied building to strata title ownership where:

- (a) a suite is approved as a One-Family Dwelling with Secondary Suite as defined in the Zoning and Development By-law;
- (b) a suite is approved as a Secondary Suite as defined in the Vancouver Building By-law; or
- (c) a unit is approved as a Laneway House as defined in the Zoning and Development By-law or the Vancouver Building By-law.

An exception may be made for existing developments containing two or more principal dwelling units (One-Family Dwelling with Infill Dwelling, Two-Family Dwelling or Multiple Conversion Dwelling), in combination with Secondary Suites or Lock-off Units. In these cases, Council or the Approving Officer may consider an application to convert the previously occupied building to strata title ownership, subject to the number of strata lots being consistent with the approved number of principal dwelling units (i.e. a Secondary Suite or a Lock-off Unit cannot be defined as a separate strata lot).

All other applications to convert previously occupied buildings to strata title ownership, including a One-Family Dwelling with a new Infill Dwelling, Two-Family Dwelling or Multiple Conversion Dwelling will be subject to approval by City Council or the Approving Officer and the process outlined in the City's Strata Title and Cooperative Conversion Guidelines.

New Construction

- (a) One-Family Dwelling with Secondary Suite, One-Family Dwelling with Laneway House, or One-Family Dwelling with Secondary Suite and Laneway House

As a condition of development permit approval, the registered owner shall execute a covenant which must be registered against the title of the property that prohibits registration of a strata plan. The city will release the covenant, on the owner's request, not less than 12 months after issuance of the occupancy permit.

- (b) New Developments containing two or more principal dwelling units, in combination with Secondary Suite(s) or Lock-off Units

As a condition of development permit approval for a new development containing two or more principal dwelling units (One-Family Dwelling with an Infill Dwelling, Two-Family Dwelling or Multiple Dwelling), in combination with Secondary Suites or Lock-off Units, the registered owner shall execute a covenant to be registered against the title of the property. The covenant is to ensure that the number of strata lots created upon registration of a strata plan is consistent with the approved number of principal dwelling units (i.e. a Secondary Suite or a Lock-off Unit cannot be defined as a separate strata lot).

Consultation Overview
December 2016 - January 2017 Open Houses & Questionnaire

City staff tested sought community input on the proposed new Joyce Collingwood J4 sub-area between December 2016 and January 2017. Two open houses were held at St. Mary's Church, with both events advertised through a mail-drop within the study area and surrounding blocks. In addition, notice of the events and feedback opportunities was distributed via list-serv, through posters on utility poles, and through postcards available at Collingwood Neighbourhood House. Multilingual staff members were on hands to answer questions in English, Cantonese and Mandarin.

Date/time	Number of attendees
Saturday, December 3 11:00am-3:00pm	53
Tuesday, December 6 5:00pm-8:00pm	33
TOTAL	86

A questionnaire was made available at the open houses, and was available online until Tuesday, January 10, 2017. A total of 125 responses were received.

Participants were asked to share their ideas on a number of planning themes, including, housing, transportation and public realm, shops and services, and neighbourhood character.

Housing

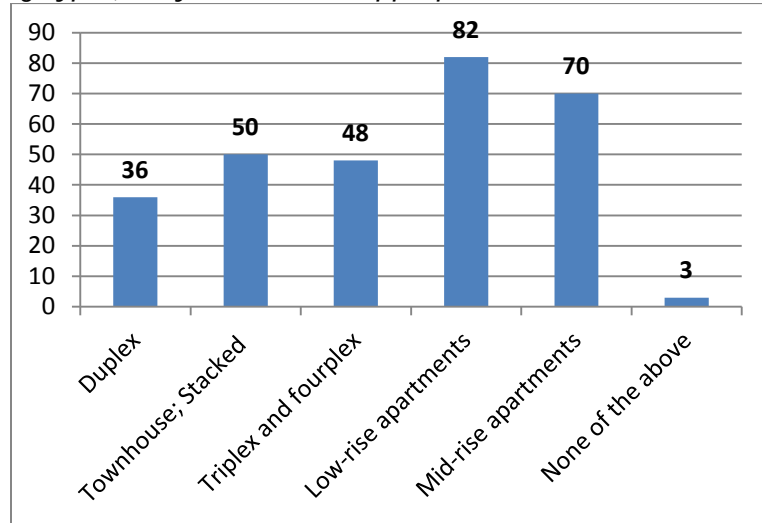
With regard to housing, participants were able to suggest the various types of housing that they felt were appropriate for Joyce Street, Euclid Street, and Cecil Street, as well as the degree of importance that they ascribed to creating new ownership or rental opportunities.

On the question of housing type, several options were provided, fully described as:

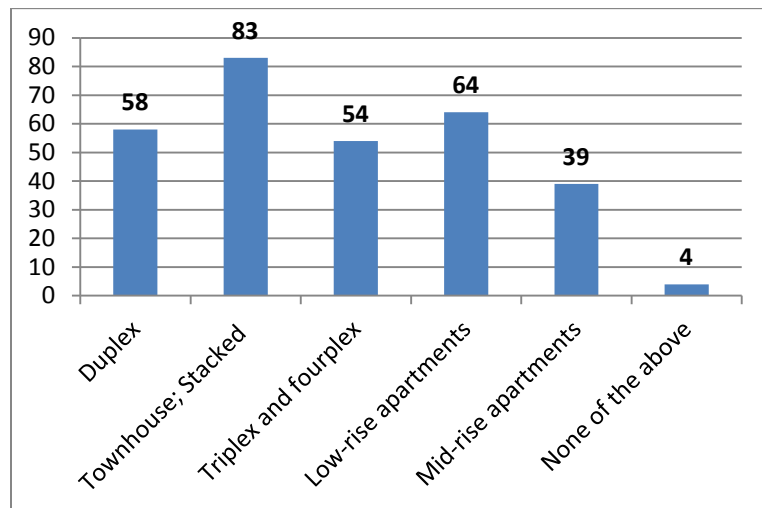
- Duplex
- Townhouse (2-3 storey), or stacked townhouse (3-4 storey)
- Triplex + Fourplex (3-4 unit buildings)
- Low-rise apartments (3-6 storey)
- Midrise apartments (6-12 storey)
- None of the above

What types of housing (building types) do you think are appropriate for...

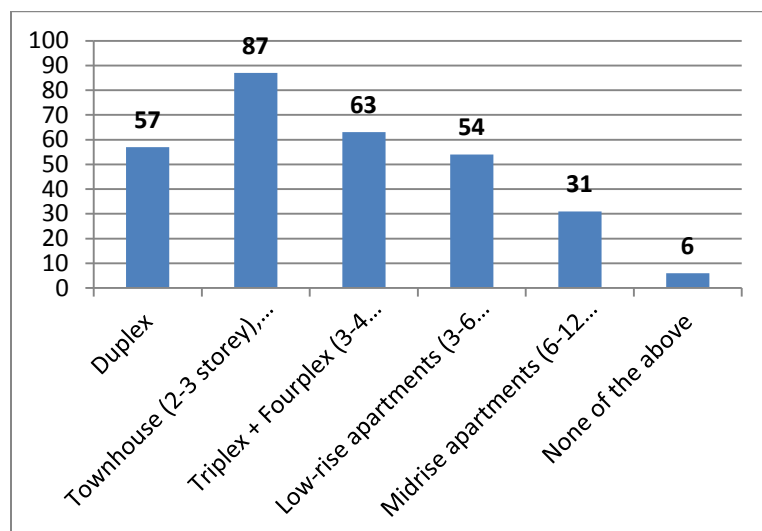
Joyce Street
(n=123)



Euclid Street
(n=125)

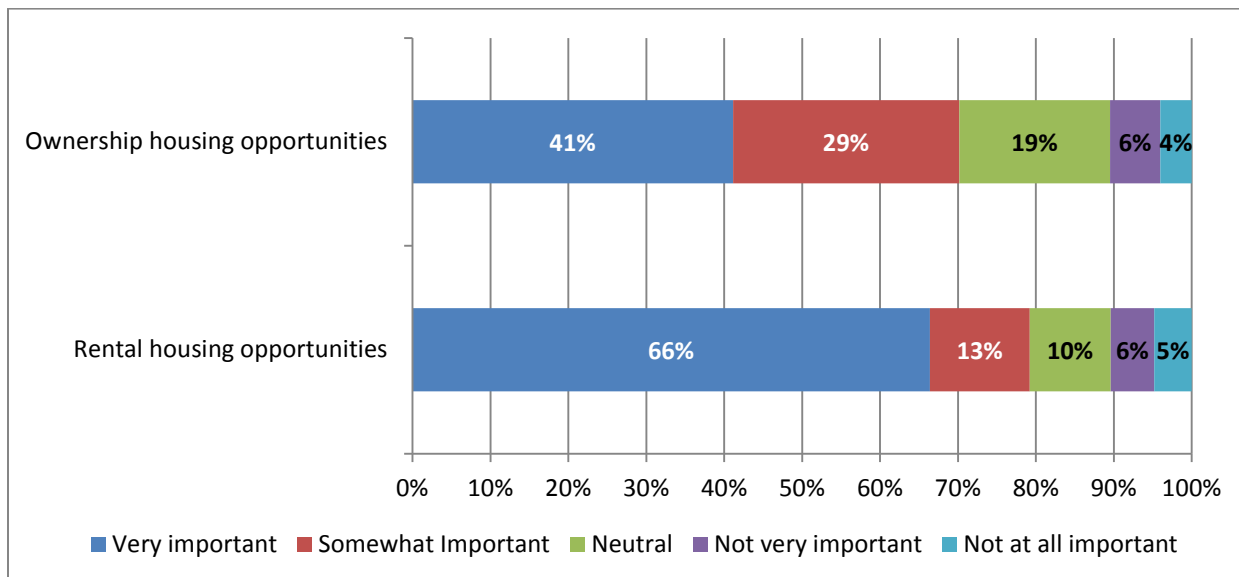


Cecil Street
(n=125)



In your opinion, how important is it for the City to prioritize the creation of (a) ownership housing opportunities; (b) rental housing opportunities.

125 respondents shared their perspective on rental housing, while 124 did so on ownership opportunities. The relative importance of the two is identified through the proportion of respondents and the answers they selected. Combined, the proportion of respondents selecting Very Important and Somewhat Important was substantial for both ownership opportunities (70%) and rental opportunities (79%).



Participants were also able to provide general comments about housing opportunities in the area. Among the key themes noted:

- Support for family housing (e.g. 2-3 bedroom) options, as well as ground-oriented building types;
- Desire to ensure that additional housing did not create a negative impact on the availability of parking;
- Various comments in support of additional ownership or rental opportunities, or for opportunities to see a variety of tenures in the neighbourhood (including coop housing, and mixed use developments);
- Other comments related to neighbourhood safety, transportation noise, and public realm.

Local Economy

Questionnaire respondents were invited to share their perspective on the opportunity for more shops and services in the study area, and on the nature and preferred locations of retail services needed.

Should there be additional shops and services located in the study area? (Percent support).

Of the 124 people that responded, 96 (77%) indicated that they supported the idea.

Response	Percent
Yes	77%
No	12%
Not sure	10%

What sorts of shops and services are needed in the study area?

87 respondents answered this question, providing a total of 261 ideas about the sorts of shops and services that were needed. The majority of these (226, or 87%) identified particular types of retail/commercial - including cafés, restaurants and pubs (80); grocery or food retail (62); medical services and retail (21); clothing (8); recreation (7); financial (6); and other miscellaneous retail (38) . A small proportion of comments (24, or 9%) referenced particular characteristics of preferred retail (e.g. "independent shops"; "locally owned"; "specialty businesses", etc.). Finally, 11 comments (4%) referenced desired public amenities (childcare, library, community centre, greenspace).

Where do you think these businesses should be located in the study area?

A total of 83 respondents answered this question. 51 of the comments (61%) noted support specifically for new shops and services on Joyce Street. Nine comments (11%) noted support for shops on Euclid. Three comments (4%) provided mixed opinions on the potential for retail on Cecil Street. Other comments identified general support for the idea of improved services, or identified additional areas outside of the study area (e.g. SkyTrain Station, Vanness, Kingsway).

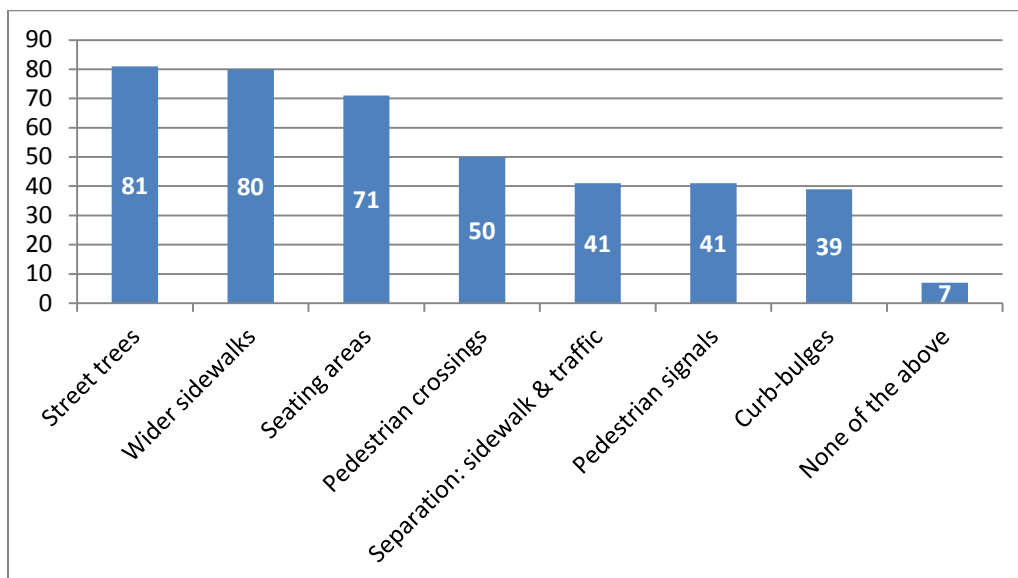
Transportation & Public Realm

Two specific questions were asked in this area, and respondents were also given the opportunity to share their ideas about public realm and pedestrian improvements, as well as cycling improvements. Note that Joyce Street is both a key transit corridor and a truck route; however, there were no specific questions on either topic.

Public Realm and Pedestrian Improvements

Respondents were able to indicate their support for the following public realm and pedestrian improvements: (1) street trees, (2) wider sidewalks, (3) seating areas, (4) new pedestrian crossings, (5) improved separation between sidewalks and traffic, (6) new pedestrian signals, (7) curb-bulges to reduce crossing distances. Multiple answers could be selected. 124 respondents answered this question, casting 410 "votes" for different features.

While the quality of the overall sidewalk network is in fair to good condition, there are several types of improvements that could be considered. 10. What sorts of improvements would you support in the study area?



Cycling

Participants were asked to weigh in on the possibility of a designated cycling connection in the area. This question enabled participants to talk about a broader geographic area, including streets to the east and west of the study area.

Currently, the study area - and adjacent areas - lack a designated cycling connection between the station area and Kingsway. Which of the following general options do you prefer for a designated cycling connection?

Connection	Percent support (n=119)
A connection to the west of Joyce Street (e.g. McHardy, Taunton, McKinnon)	59%
A connection to the east of Joyce Street (e.g. Ruby, Aberdeen)	41%

Neighbourhood Character Features

The study area contains no registered heritage sites, but does have a mixture of different building ages. Participants were invited to share their thoughts on elements of heritage or character.

Are there particular buildings or features in the study area that you would consider to be examples of "heritage" or "neighbourhood character"?

The majority of the 100 respondents to this question, the majority said “no” (52%) or “not sure” (16%). Of the sites that were identified, several of them - including Carleton School, the YMCA building, and Collingwood Neighbourhood House - are found outside the study area. Within the study area, the sites that were most frequently identified were the two two-storey apartments located on the east side of Joyce, between Euclid and Archimedes Street (referenced by 9% of respondents). Several other comments noted a desire to retain “older buildings.”

DEMOGRAPHICS

Age <i>n=46</i>		Sex <i>n=46</i>		Connection <i>n=125</i> <i>Q. allowed multiple responses</i>	
<19	2%	Male	37%	Rent in study area	12%
20-29	4%	Female	50%	Own in study area	20%
30-49	39%	Trans	0%	Rent in Joyce	24%
50-65	43%	Other	0%	Own in Joyce	31%
66-79	11%	Pref not to say	13%	Do not live in Joyce	12%
80+	0%			Work in area	2%
				Other	6%

Consultation Overview - February 2017 Open Houses & Questionnaire

City staff tested draft policies for the new Joyce Collingwood sub-area in February 2017. Two open houses were held at Collingwood Neighbourhood House. Both events were advertised through a mail-drop within the study area and surrounding blocks. In addition, notice of the events and feedback opportunities was distributed via list-serv, and through postcards available at the Collingwood Neighbourhood House. Multilingual staff members were on hand to answer questions in English, Cantonese and Mandarin.

Date/time	Number of attendees
Saturday, February 4 11:00am-2:00pm	40
Wednesday, February 8 4:00pm-7:00pm	44
TOTAL	84

A questionnaire was made available at the open houses, and was available online until Sunday, February 26. A total of 110 responses were received.

The questionnaire allowed participants to indicate their level of support for each of five policy areas (housing, transportation, public realm, local economy, and neighbourhood character) identified in the draft policies (see Appendix A). It also allowed respondents to share individual comments on each of these areas.

In general, high levels (66%+) of agreement were noted for four of five policy areas.

Table B1: Community Support for Proposed Policies, Percentage of Respondents

	% Agree or Strongly Agree	Neutral	% Disagree or Strongly Disagree	Not Sure
Housing <i>n</i> =108	71	8	17	4
Transportation <i>n</i> =106	74	11	13	2
Public Realm <i>n</i> =106	85	7	8	1
Local Economy <i>n</i> =105	68	13	18	1
Character* <i>n</i> =105	50	16	30	4

Note: Local Economy questions allowed participants to indicate support for policies that would allow “up to six-storeys” on four blocks and allow consideration of additional height (up to 12-storeys). Character questions focussed on the retention of the two pre-1940s low-rise apartment buildings, and tested the idea of additional height (above six-storeys) on these sites. Based on community feedback and further urban design analysis, policies have been amended to introduce additional height (up to 12-storeys) only on one block.

The following summarizes key themes noted in the comments:

Housing (n=38)

- General support for multi-family housing, and larger, family friendly units
- Support for rental housing, and recognition that it supports goals of affordability
- Mixed opinion on whether or not additional density and height is appropriate for the area - with several comments supporting higher buildings, and others seeking a cap at approximately four-storeys

- Desire to ensure future development did not negatively impact community amenities or transportation

Transportation (n=33)

- Support for transit-related improvements
- General support for proposed cycling and pedestrian improvements, with some difference of opinion on the location of designated cycling routes
- Concerns noted around potential impact of plan on availability of parking - and also the role that the parking lane plays in buffering the sidewalk

Public Realm (n=26)

- Strong support for proposed public realm improvements - including sidewalk improvements, seating and trees. Particular support for seating in the vicinity of the commercial node.
- Reference to improved lighting and garbage cans as other desired features

Local Economy (n=34)

- Strong support for additional shops and services in the study area
- Different opinions around whether additional height (above six-storeys) was appropriate. Approximately 2:1 ratio of comments saying that six-storeys was sufficient on sites designated for mixed use*

Neighbourhood Character (n=33)

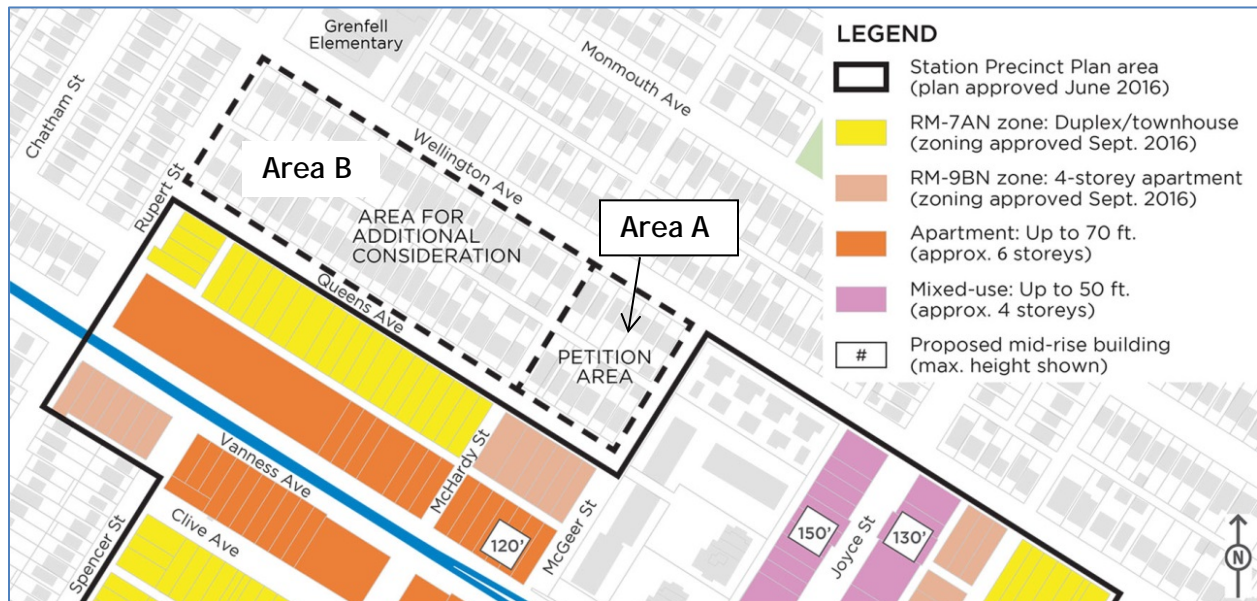
- Mixed opinion on the value of retaining the two older apartments. Approximately 3:1 ratio of comments saying that the two apartments should be redeveloped. Minority support for retention/refurbishment.*

DEMOGRAPHICS

Age n=106		Sex n=105		Language at home n=106		Connection n=110 <i>Q. allowed multiple responses</i>	
<19	0%	Male	44%	English	83%	Rent in study area	10%
20-29	20%	Female	49%	Cantonese	8%	Own in study area	25%
30-49	47%	Trans	0%	Punjabi	5%	Rent in Joyce	10%
50-65	25%	Other	1%	Mandarin	2%	Own in Joyce	26%
66-79	8%	Pref not to say	7%	Tagalog	1%	Do not live in Joyce	25%
80+	0%					Work in area	9%
						Other	4%

“Petition Area” Questionnaire - Results - July 5, 2017

During recent work on the Joyce Collingwood Station Precinct Plan, the City of Vancouver received a request (petition) from the residents of the 3400-block of Wellington Avenue (south side) and the 3300-block of Queens Avenue (north side) between McHardy Street and McGeer Street (identified as “Area A” on the map), to extend the boundaries of the planning area.



In May 2017, the City of Vancouver held a meeting for residents of this block, as well as residents of the neighbouring block bounded by Wellington Avenue, McHardy Street, Queens Avenue and Rupert Street (identified as “Area B” on the map).

The City presented a proposal to introduce two new zones onto these blocks:

- Area A (Petition Area): Four-storey apartment zone
- Area B: Townhouse zone

Participants at the meeting were invited to share their feedback on the proposal through a comment form. Copies of the form were also hand-delivered to each residence on the two blocks under consideration.

Summary of Results

A total of 36 distinct responses² were received, 34 of which were from residents of Area A and Area B blocks. Of these:

² A distinct response refers to a single response per dwelling. Where multiple responses from the same dwelling were received, these were reviewed. For dwellings that sent in multiple responses, analysis showed that the indication of support/non-support was the same. In these cases, answers from the same dwelling were combined so that no more than one distinct response was counted from each.

- 9 of 13 residences (70%) in Area A responded, with 8 respondents (89%) indicating support or strong support for the introduction of four-storey zoning on their block.
- 25 of 45 (56%) of residences in Area B responded, with 13 responses (52%) indicating support or strong support for the introduction of Townhouse zoning on their block. 11 residences (44%) were disagreed or strongly disagreed with the idea. One response (4%) was neutral or unsure.

A secondary question, wherein residents of Area A or Area B could share their opinion of changes proposed for the other blocks, revealed that 77.8% of Area A residents supported Townhouse zoning in Area B, and 48% of Area B residents supported four-storey apartment zoning in Area A.

Additional comments

Where concerns about proposed changes were noted, they focused on the following issues:

- Traffic, and ensuring that new development would not impact parking, congestion or vehicle movement through the area
- Concern about displacement of existing residents, and other impacts on the existing sense of community
- Questions about the nature of building design and form; comments in support of maintaining single-family housing

Outcomes

Based on the results, the City staff are recommending the introduction of four-storey zoning in Area A only (the area that submitted a petition to the City). Owing to the relatively even split between support/non-support, no changes are presently recommended for Area B.