

EXPLANATION**A By-Law to amend the First Shaughnessy District Schedule of Zoning and Development By-Law No. 3575 regarding small-scale multi-unit housing in the First Shaughnessy District and other miscellaneous amendments**

Following the Public Hearing on June 13 and June 18, 2024, Council resolved to amend the First Shaughnessy District Schedule of the Zoning and Development By-law regarding new requirements pursuant to Bill 44 – Housing Statutes (Residential Development) Amendment Act, 2023 and other miscellaneous and related amendments. The attached by-law will implement Council's resolution, and is to come into force and take effect on June 30, 2024. No public hearing was required for any aspect of the amendments proposed for the sole purpose of complying with section 565.03 of the Vancouver Charter.

Director of Legal Services
June 26, 2024

BY-LAW NO. ____

**A By-Law to amend the First Shaughnessy District Schedule of
Zoning and Development By-Law No. 3575
regarding small-scale multi-unit housing in the
First Shaughnessy District and other miscellaneous amendments**

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. This by-law amends the indicated provisions and schedules of the Zoning and Development By-law.
2. Council strikes out the First Shaughnessy District Schedule in its entirety and substitutes the First Shaughnessy District Schedule attached to this by-law as Schedule A.
3. In Schedule F, Council adds the following line to the chart, below the line for FC-2 (False Creek Flats):

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FSD	\$1,506.95 per m ²
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”

4. A decision by a court that any part of this by-law is illegal, void, or unenforceable severs that part from this by-law, and is not to affect the balance of this by-law.
5. This by-law is to come into force and take effect on June 30, 2024, except that sections 2 and 3 do not come into force or take effect and the Zoning and Development By-law existing on June 25, 2024 remains in force and effect with regard to any complete development permit applications for coach house accepted on or before June 26, 2024.

ENACTED by Council this _____ day of _____, 2024

Mayor

City Clerk

First Shaughnessy District (FSD)

District Schedule

1 INTENT AND OVERVIEW

1.1 Intent

The intent of this schedule is to protect the distinct estate character of First Shaughnessy by conserving protected heritage property while allowing increased dwelling unit density with multiple conversion dwellings, infill, and secondary suites. Multiple dwelling is only permitted on sites without protected heritage property. Renovations and additions should be compatible with, subordinate to, and distinguishable from existing buildings. For all developments, emphasis is on sensitive site planning, compatible building scale, flexible and varied outcomes of built form and high quality design, materials and construction.

For the purposes of this schedule:

“below-market homeownership unit” means a dwelling unit with:

- (a) at least 2 bedrooms; and
- (b) a floor area of not less than 90 m²,

that is subject to a registered agreement with the BC Housing Management Commission with terms that ensure the dwelling unit will be sold at an initial price of a minimum of 50% below fair market value to purchasers that meet income and other eligibility criteria as specified by the BC Housing Management Commission in consultation with the Director of Planning, and that is in compliance with a partnering agreement between the City and the BC Housing Management Commission;

“conserved” and “conserving” means protecting, preserving, or enhancing the heritage character or heritage value of heritage property or a heritage conservation area, retaining the heritage character or heritage value of heritage property or a heritage conservation area and extending the physical life of protected heritage property by preservation, rehabilitation or restoration in accordance with the [First Shaughnessy Heritage Conservation Area Design Guidelines](#); and

“footprint” means the projected area of the extreme outer limits of the principal building measured at the basement level, excluding:

- (a) entries, porches and verandahs; and

- (b) a portion of the building located at the first storey that has:
 - (i) a total area not exceeding 37 m²,
 - (ii) a height no greater than 1 storey, and
 - (iii) a depth that is the lesser of 6.0 m and 35% of the building depth.

Without limitation, applicable Council policies and guidelines for consideration include the [First Shaughnessy Heritage Conservation Area Design Guidelines](#) in the Heritage Conservation Area Official Development Plan.

1.2 Overview

The table below provides an overview of the outright and conditional approval uses in the First Shaughnessy district, categorized by the minimum site area required, where applicable. Applicable density, form and placement regulations in section 3 of this schedule are cross-referenced in the third column.

Minimum Site Area	Use	Density, Form and Placement Regulations
--	Multiple dwelling on a site without protected heritage property	3.1
	Multiple conversion dwelling	3.2
	Infill	3.2
	Other uses permitted in section 2.1 of this schedule	3.3

2 USE REGULATIONS

2.1 Outright and Conditional Approval Uses

All outright and conditional approval uses are subject to all other provisions of this by-law, including [Section 2](#), [Section 10](#) and [Section 11](#), and compliance with the regulations of this schedule including section [2.2](#).

The uses identified in the table below as outright approval uses are permitted in these districts and will be issued a permit.

The uses identified in the table below as conditional approval uses may be approved in these districts by the Director of Planning, with or without conditions, if the Director of Planning considers the intent of this schedule and all applicable Council policies and guidelines.

Uses are listed under their general land use category. Applicable use-specific regulations in section [2.2](#) of this schedule are cross-referenced in the third column. Cross-references to applicable use-specific regulations are provided for information purposes only and do not form part of this by-law.

Use	Approval	Use-Specific Regulations
Dwelling Uses		
Infill	Conditional	2.2.1
Multiple Conversion Dwelling	Conditional	2.2.1
Multiple Dwelling, on a site without protected heritage property	Conditional	2.2.2, 2.2.3
Seniors Supportive or Assisted Housing	Conditional	
Single Detached House	Conditional	
Single Detached House with Secondary Suite	Conditional	
Institutional Uses		
Child Day Care Facility	Conditional	
Church, existing as of March 8, 2016	Conditional	
Community Care Facility	Conditional	
Group Residence	Conditional	
Public Authority Use, essential in this district	Conditional	
Office Uses		
Office	Conditional	2.2.4
Retail Uses		
Farmers' Market	Conditional	
Service Uses		
Bed and Breakfast Accommodation	Conditional	
Short Term Rental Accommodation	Conditional	
Utility and Communication Uses		
Public Utility	Conditional	
uncategorized		
Accessory Buildings, customarily ancillary to any use listed in this section 2.1	Conditional	2.2.5
Accessory Uses, customarily ancillary to any use listed in this section 2.1	Conditional	2.2.6
Deposition or extraction of material, which alters the configuration of the land	Conditional	

2.2 Use-Specific Regulations

- 2.2.1 For infill and multiple conversion dwelling the total number of dwelling units on a site must not exceed 6 dwelling units, except that:
- (a) on a site with protected heritage property:
 - (i) with a minimum site area of 4,645 m² or more, the total number of dwelling units permitted is increased to 8 dwelling units, or
 - (ii) with a minimum site area of less than 4,645 m², the Director of Planning may increase the total number of dwelling units permitted to 7 dwelling units if the Director of Planning considers:
 - (A) all applicable Council policies and guidelines,
 - (B) the impact of any additional on-site parking on mature trees, existing gardens and landscape design, and
 - (C) the impact of the additional unit on the protected heritage property;
 - (b) on a site without protected heritage property, the total number of dwelling units permitted is increased to 8 dwelling units where all of the dwelling units are non-stratified and secured as residential rental tenure.
- 2.2.2 For multiple dwelling, the total number of dwelling units on a site must not exceed 6 dwelling units, except that the total number of dwelling units permitted is increased to 8 dwelling units where all of the dwelling units are non-stratified and secured as residential rental tenure.
- 2.2.3 For multiple dwelling, the Director of Planning may permit more than 1 principal building on a site, if the Director of Planning considers the intent of this schedule and all applicable Council policies and guidelines.
- 2.2.4 Office is only permitted if it is a consulate on a site that abuts West 16th Avenue, King Edward Avenue or Granville Street.
- 2.2.5 Accessory building customarily ancillary to any use listed in section 2.1 of this schedule may only be permitted if:
- (a) no accessory building exceeds a building height of 4.5 m, measured to:
 - (i) the highest point of a flat roof, or
 - (ii) to the mean height level between the eaves and the ridge of a gable or hip roof, provided that no portion of an accessory building exceeds 6.1 m in building height;
 - (b) all accessory buildings are located:
 - (i) at least 3.0 m from a flanking street, and
 - (ii) at least 1.5 m from an interior property line;

- (c) the floor area of all accessory buildings for off-street parking on the site does not exceed 81 m²; and
- (d) an accessory building on a corner site which has located at its rear, a site that fronts the street flanking the corner site, has a setback of at least 7.3 m from the flanking street.

2.2.6 For all uses except for multiple dwelling, vehicle parking in a principal building is only be permitted if:

- (a) the parking was in existence on September 29, 2015; or
- (b) there is unnecessary hardship due to the slope or configuration of the site, or it would be necessary to alter or remove features that have heritage character or heritage value worthy of conservation, in order to accommodate parking in an accessory building.

3 DENSITY, FORM AND PLACEMENT REGULATIONS

This section contains density, form and placement regulations organized by use.

3.1 Multiple dwelling on a site without protected heritage property

Multiple dwelling on a site without protected heritage property is subject to the following regulations.

3.1.1 Density and Floor Area

3.1.1.1 The maximum floor space ratio is 0.25 plus 139 m² to a maximum permitted floor area of 911 m².

3.1.1.2 Despite section 3.1.1.1 above, the Director of Planning may increase:

- (a) the permitted floor space ratio to a maximum of 0.50 for multiple dwelling containing no less than 4 and no more than 8 dwelling units where all of the dwelling units are secured as residential rental tenure, except that 1 dwelling unit may be occupied by a registered owner of the site;
- (b) the permitted floor space ratio to a maximum of 0.50 for multiple dwelling containing no less than 4 and no more than 6 dwelling units where at least 1 dwelling unit is developed as a below-market homeownership unit, if a partnering agreement between the City and the BC Housing Management Commission that establishes the terms and conditions related to a below-market homeownership program has been entered into and is in effect; or
- (c) the permitted floor area by 1 m² per amenity share or per affordable housing share provided to the City at no cost to the City, to a maximum floor space ratio of 0.50 for multiple dwelling containing no less than 4 and no more than 6 dwelling units,

if the Director of Planning considers the intent of this schedule and all applicable Council policies and guidelines.

3.1.1.3 Despite section 3.1.1.2(c) above, the maximum floor space ratio achievable as a result of the provision of amenity shares or affordable housing shares must otherwise comply in all respects with this schedule and this by-law.

3.1.2 Building Form and Placement

Regulations	FSD
3.1.2.1 Maximum building height for:	
(a) rear buildings	8.5 m and 2 storeys
(b) all other buildings	11.5 m and 3 storeys
3.1.2.2 Minimum front yard depth	8.5 m

Regulations		FSD
3.1.2.3	Minimum side yard width	4.5 m
3.1.2.4	Minimum rear yard depth for:	
	(a) buildings in a courtyard configuration	4.5 m
	(b) all other buildings	12.1 m
3.1.2.5	Maximum site coverage	35% of the site area
3.1.2.6	Maximum building depth	19.8 m
3.1.2.7	Maximum building width	17.4 m
3.1.2.8	Minimum separation between:	
	(a) buildings located on a site frontage	2.4 m
	(b) rear buildings	2.4 m
	(c) buildings located on a site frontage and rear buildings	6.1 m

Building Separation

3.1.2.9 Minimum separation between buildings must be measured from the closest portion of the exterior walls of any other building on the site.

Discretion to Vary Other Regulations

3.1.2.10 The Director of Planning may vary any of the regulations in this section [3.1.2](#) if the Director of Planning considers the height, bulk, location and overall design of the building or buildings and the impact on the site, surrounding buildings, neighbouring sites, streets and views and all applicable Council policies and guidelines.

3.2 Multiple conversion dwelling and infill

Multiple conversion dwelling and infill are subject to the following regulations.

3.2.1 Density and Floor Area

- 3.2.1.1 On a site with protected heritage property that is conserved, the maximum floor space ratio is 0.45.
- 3.2.1.2 On a site without protected heritage property, the maximum floor space ratio is 0.25 plus 139 m², to a maximum permitted floor area of 911 m².
- 3.2.1.3 Despite section 3.2.1.2 above, the Director of Planning may increase:
- (a) the permitted floor space ratio to a maximum of 0.45 for a site containing no less than 4 and no more than 8 dwelling units where all of the dwelling units are secured as residential rental tenure, except that 1 dwelling unit may be occupied by a registered owner of the site;
 - (b) the permitted floor space ratio to a maximum of 0.45 for a site containing no less than 4 and no more than 6 dwelling units where at least 1 dwelling unit is developed as a below-market homeownership unit, if a partnering agreement between the City and the BC Housing Management Commission that establishes the terms and conditions related to a below-market homeownership program has been entered into and is in effect; or
 - (c) the permitted floor area by 1 m² per amenity share or per affordable housing share provided to the City at no cost to the City for a site containing no less than 4 and no more than 6 dwelling units, if the Director of Planning considers the intent of this schedule and all applicable Council policies and guidelines.

if the Director of Planning considers the intent of this schedule and all applicable Council policies and guidelines.

- 3.2.1.4 Despite sections 3.2.1.1, 3.2.1.2 and 3.2.1.3 above, the maximum floor space ratio for infill is 0.30 of the infill site area as determined by the following calculation:
- (a) where the gross floor area of the basement, first and second storey of the principal building is equal to or less than 543 m², the infill site area is the total site area minus 1,208 m²; and
 - (b) where the gross floor area of the basement, first and second storey of the principal building is more than 543 m², the infill site area is calculated in accordance with the following formula, where "x" equals the gross floor area of the basement, first and second storey of the principal building, measured in m²:

$$\text{site area for infill floor space ratio calculation} = \text{total site area} - \frac{x}{0.45}$$

- 3.2.1.5 Despite section 3.2.1.4 above, the maximum floor area for infill must not exceed 279 m², or 50% of the gross floor area of the basement, first and second storey of the principal building, whichever is less.

3.2.1.6 Despite section 3.2.1.3(c) above, the maximum floor space ratio achievable as a result of the provision of amenity shares or affordable housing shares must otherwise comply in all respects with this schedule and this by-law.

3.2.2 Building Form and Placement

Regulations	FSD
3.2.2.1 Maximum building height for:	
(a) infill	7.6 m and 2 storeys
(b) principal buildings	10.7 m and 3 storeys
3.2.2.2 Minimum front yard depth	25% of the depth of the site
3.2.2.3 Minimum side yard width for a site with a frontage:	
(a) 22.9 m or greater	20% of the site width
(b) less than 22.9 m	15% of the site width
3.2.2.4 Minimum rear yard depth for:	
(a) infill	4.5 m
(b) all other buildings	12.1 m
3.2.2.5 Maximum site coverage	35% of the site area
3.2.2.6 Maximum building depth	40% of the site depth

Building Height

3.2.2.7 The Director of Planning may increase the maximum building height of a principal building to a height not exceeding 13.7 m, if the Director of Planning considers the impact of the additional height on neighbouring sites with respect to massing, shadowing and overlook, and all applicable Council policies and guidelines, and:

- (a) the roof has no flat portions;
- (b) the roof has a minimum slope of 8:12; and
- (c) the roof is a gable or hip roof.

Front Yard

- 3.2.2.8 Despite the minimum front yard depth in section 3.2.2.2 above and section 10.8 of this by-law, basement floor area underneath entries, porches and verandahs may project into the front yard to a maximum of 1.8 m measured horizontally.

Side Yard

- 3.2.2.9 The Director of Planning may decrease the minimum side yard width for an existing accessory building that is converted to residential use.
- 3.2.2.10 Despite section 3.2.2.3 above, the Director of Planning may increase the minimum side yard width if, in the opinion of the Director of Planning, it is necessary to protect the privacy or liveability of a neighbouring site or building.

Rear Yard

- 3.2.2.11 The Director of Planning may decrease the minimum rear yard depth for an existing accessory building that is converted to residential use.
- 3.2.2.12 Despite section 3.2.2.4 above, the Director of Planning may increase the minimum rear yard depth if, in the opinion of the Director of Planning, it is necessary to protect the privacy or liveability of a neighbouring site or building.

Building Depth

- 3.2.2.13 The Director of Planning may increase the maximum building depth to a maximum of 60% of the site depth if the Director of Planning considers:
- (a) the height, bulk, location and overall design of the building or buildings and the impact on the site, surrounding buildings, neighbouring sites, streets and views;
 - (b) the amount of open space;
 - (c) the preservation of the heritage character and heritage value of the area; and
 - (d) all applicable Council policies and guidelines .

3.3 Other Uses

Uses not regulated by sections 3.1 and 3.2 of this schedule are subject to the following regulations.

3.3.1 Density and Floor Area

- 3.3.1.1 The maximum floor space ratio is 0.45 for protected heritage property that is conserved.
- 3.3.1.2 For all other developments, the maximum floor space ratio is 0.25 plus 139 m², provided this maximum does not exceed a total floor area of 911 m².

3.3.2 Building Form and Placement

Regulations	FSD
3.3.2.1 Maximum building height:	10.7 m and 3 storeys
3.3.2.2 Minimum floor elevation for the first storey	1.4 m above finished grade
3.3.2.3 Minimum front yard depth	25% of the depth of the site
3.3.2.4 Minimum side yard width for a site with a frontage:	
(a) 22.9 m or greater	20% of the site width
(b) less than 22.9 m	15% of the site width
3.3.2.5 Minimum rear yard depth	12.1 m
3.3.2.6 Maximum site coverage	35% of the site area
3.3.2.7 Maximum building depth	40% of the site depth
3.3.2.8 Maximum building footprint	Permitted floor area + 2.5, up to a maximum of 557 m ²

Building Height

- 3.3.2.9 Despite the maximum building height in section 3.3.2.1 above, the third storey must be a partial storey not exceeding 50% of the storey immediately below.
- 3.3.2.10 The Director of Planning may increase the maximum building height of a principal building to a height not exceeding 13.7 m, if the Director of Planning considers the impact of the additional height on neighbouring sites with respect to massing, shadowing and overlook, and all applicable Council policies and guidelines, and:
 - (a) the roof has no flat portions;

- (b) the roof has a minimum slope of 8:12; and
- (c) the roof is a gable or hip roof.

Floor Elevation

3.3.2.11 The Director of Planning may reduce the minimum floor elevation if the Director of Planning considers the site context and all applicable Council policies and guidelines.

Front Yard

3.3.2.12 Despite the minimum front yard depth in section 3.3.2.3 above and section 10.8 of this by-law, basement floor area underneath entries, porches and verandahs may project into the front yard to a maximum of 1.8 m measured horizontally.

Building Depth

3.3.2.13 The Director of Planning may increase the maximum building depth to a maximum of 60% of the site depth if the Director of Planning considers:

- (a) the height, bulk, location and overall design of the building or buildings and the impact on the site, surrounding buildings, neighbouring sites, streets and views;
- (b) the amount of open space;
- (c) the preservation of the heritage character and heritage value of the area; and
- (d) all applicable Council policies and guidelines .

Building Footprint

3.3.2.14 The Director of Planning may increase the maximum building footprint by an amount not exceeding 20% of the building footprint requirements in section 3.3.2.8 above if the Director of Planning considers:

- (a) the height, bulk, location and overall design of the building or buildings and the impact on the site, surrounding buildings, neighbouring sites, streets and views;
- (b) the amount of open space;
- (c) the preservation of the heritage character and heritage value of the area; and
- (d) all applicable Council policies and guidelines.

4 GENERAL REGULATIONS

All uses in this district are subject to the following regulations.

4.1 Amenity Shares and Affordable Housing Shares

4.1.1 For the purposes of this schedule, amenity has the meaning set out in [Schedule F: Affordable Housing and Amenity Share Cost Schedule](#) of this by-law.

4.1.2 For the purposes of this schedule, the cost of an amenity share or affordable housing share is the amount specified per m² in [Schedule F: Affordable Housing and Amenity Share Cost Schedule](#) of this by-law for the FSD zoning district.

4.2 Computation of Floor Area

4.2.1 Computation of floor area must include:

- (a) all floors having a minimum ceiling height of 1.2 m, including earthen floor, both above and below ground level, measured to the extreme outer limits of the building;
- (b) stairways, fire escapes, elevator shafts, and other features that the Director of Planning considers similar to the foregoing, measured by their gross cross-sectional areas and included in the measurements for each floor at which they are located; and
- (c) where the distance from a floor to the floor above, or where there is no floor above, to the top of roof joists, exceeds 3.7 m, an amount equal to the area of the floor below the excess height.

4.2.2 Computation of floor area must exclude:

- (a) balconies, decks, and other appurtenances that in the opinion of the Director of Planning, area similar to the foregoing if the total area of these exclusions does not exceed 8% of the permitted floor area;
- (b) areas of undeveloped floors that are located:
 - (i) above the highest storey or partial storey, and to which there is no permanent means of access other than a hatch, or
 - (ii) adjacent to a storey or partial storey with a ceiling height of less than 1.2 m;
- (c) where floors or portions of floors are located in an accessory building, infill building, or a principal building, and are used for off-street parking or loading, provided that the maximum exclusion for a parking space does not exceed 7.3 m in length;
- (d) for all uses except for multiple dwelling, basements in principal buildings where the basement does not extend beyond the outermost walls of the first storey, including entries, porches and verandahs, except that this exclusion will only apply to that part of basements used for parking in principal buildings if:

- (i) there is unnecessary hardship due to the slope or configuration of the site, or because it would be necessary to alter or remove features that have heritage character or heritage value worthy of conservation, in order to accommodate parking in an accessory building,
 - (ii) the site has no lane access, and
 - (iii) the exclusion does not exceed 81 m²;
- (e) basements or cellars in protected heritage property, except that this exclusion will only apply to that part of basements or cellars used for parking in protected heritage property if:
- (i) there is unnecessary hardship due to the slope or configuration of the site, or because it would be necessary to alter or remove features that have heritage character or heritage value worthy of conservation, in order to accommodate parking in an accessory building, and
 - (ii) the exclusion does not exceed 81 m²;
- (f) entries, porches, verandahs, and covered porches above the first storey if:
- (i) they are open or protected by guards that do not exceed the required minimum height, and
 - (ii) the total area being excluded does not exceed 20% of the floor area being provided;
- (g) unconditioned floor areas with a ceiling height or height to the underside of the joists of less than 2.0 m, located below the floors of entries, porches and verandahs complying with section **4.2.2(f)** above, to which there is no access from the interior of the building; and
- (h) for multiple dwelling, multiple conversion dwelling containing 3 or more dwelling units, or infill, floors or portions thereof that are used for heating and mechanical equipment or uses that the Director of Planning considers similar to the foregoing, up to a maximum of 3.7 m² per dwelling unit.
- 4.2.3 The Director of Planning may vary the requirements in section **4.2.1(c)** above if, in the opinion of the Director of Planning:
- (a) the resulting building massing does not overshadow or adversely affect the site or neighbouring sites;
 - (b) the excluded floor area enhances the design, liveability, and architectural expression of the building; and
 - (c) the excluded floor area enhances the heritage character and heritage value of the area provided that the total excluded area does not exceed 37 m².

4.3 Measurements

- 4.3.1 Building depth is measured in a straight line parallel to the property line, from the required front yard to the required rear yard, except that where an existing building encroaches into the required front yard, the distance must be measured from the front exterior wall rather than the required front yard.
- 4.3.2 Projections into the front and rear yards that are permitted under section **3.3.2.12** of this schedule and section **10.8** of this by-law must not be included in the calculation of building depth.

4.4 Storm Water and Impermeability

4.4.1 This section applies to a permit for any development that:

- (a) increases the impermeable area of a site existing as of May 11, 1982, by more than 1% of the site area; or
- (b) creates a community care facility, group residence, multiple conversion dwelling, infill single detached house or infill duplex.

4.4.2 The Director of Planning must not issue a permit referred to in section 4.4.1 above, unless the property owner has first entered into a storm water storage agreement, to the satisfaction of the Director of Legal Services and the City Engineer, to:

- (a) construct a storm water storage system on the site that is designed and certified by a professional engineer to meet the following criteria:
 - (i) a minimum storage capacity equal to the volume of water that would be present if water 15 mm deep covered the entire site, and
 - (ii) equipped with a device to restrict the maximum storm water flow from the site into the public sewer to 17.5 litres per second per hectare of site area;
- (b) maintain the storm water storage system at the expense of the owner;
- (c) grant a statutory right of way and equitable charge to the City; and
- (d) release and indemnify the City from all liability related to the storm water storage system.

5 RELAXATIONS

- 5.1 The Director of Planning may relax the front, side, and rear yard regulations prescribed in this schedule if, in the opinion of the Director of Planning, there is unnecessary hardship due to the configuration of the site and the Director of Planning considers:
- (a) all applicable Council policies and guidelines;
 - (b) the height, bulk, location and overall design of the building or buildings and the effect on the site, surrounding buildings, neighbouring sites, streets and views;
 - (c) the amount of open space;
 - (d) the preservation of the heritage character and heritage value of the area; and
 - (e) the relaxation does not exceed 60% of the front, side, or rear yard requirements in this schedule.
- 5.2 The Director of Planning may relax any regulation in this schedule, except those regulations regarding use or density, with respect to protected heritage property that is conserved, if, in the opinion of the Director of Planning, the protected heritage property is conserved and the proposed development will make a contribution to conserving heritage property, except that, before granting a relaxation under this section, the Director of Planning must consider the intent of this schedule and all applicable Council policies and guidelines.

EXPLANATION

**A By-law to amend the Heritage Conservation Area
Official Development Plan By-Law No. 11349
regarding small-scale multi-unit housing and other miscellaneous amendments**

Following the Public Hearing on June 13 and June 18, 2024, Council resolved to amend the Heritage Conservation Area Official Development Plan regarding new requirements pursuant to Bill 44 – Housing Statutes (Residential Development) Amendment Act, 2023, and other miscellaneous and related amendments. The attached by-law will implement Council’s resolution, and includes a corrected reference to Annex A3-1 rather than Appendix A3-1, and is to come into force and take effect on June 30, 2024. No public hearing was required for any aspect of the amendments proposed for the sole purpose of complying with section 565.03 of the Vancouver Charter.

Director of Legal Services
June 26, 2024

BY-LAW NO.

**A By-law to amend the Heritage Conservation Area
Official Development Plan By-Law No. 11349
regarding small-scale multi-unit housing and other miscellaneous amendments**

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. This by-law amends Schedule 1 of the Heritage Conservation Area Official Development Plan By-law No. 11349.
2. In Schedule A of Schedule 1, Council:
 - (a) in section 1.4.2(a), strikes out “single-family”;
 - (b) strikes out section 1.4.3;
 - (c) renumbers section 1.4.4 as section 1.4.3;
 - (d) strikes out section 1.4.5;
 - (e) strikes out Appendix A3 and substitutes a new Appendix A3 as attached to this by-law as Schedule A; and
 - (f) strikes out Annex A3-1 in its entirety.
3. A decision by a court that any part of this by-law is illegal, void, or unenforceable severs that part from this by-law, and is not to affect the balance of this by-law.
4. This by-law is to come into force and take effect on June 30, 2024, except that section 2 does not come into force or take effect and Schedule 1 of the Heritage Conservation Area Official Development Plan By-law existing on June 25, 2024 remains in force and effect with regard to any complete development permit applications for coach house accepted on or before June 26, 2024.

ENACTED by Council this day of , 2024

Mayor

City Clerk

Schedule A

HCA ODP - Appendix A3



City of Vancouver *Land Use and Development Policies and Guidelines*

*Planning and Development Services, 453 West 12th Avenue, Vancouver, BC V5Y 1V4 tel 604.873.7000 fax 604.873.7060
planning@vancouver.ca*

FIRST SHAUGHNESSY HERITAGE CONSERVATION AREA DESIGN GUIDELINES

*Adopted by City Council on September 29, 2015
Amended March 8, 2016 and XXXX*

March 2016

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5.1 General Form of Development 18

1 Introduction

These design guidelines must be read in conjunction with the Heritage Conservation Area Official Development Plan (“the HCAODP”), the Heritage By-law, the Heritage Procedure By-law and the First Shaughnessy District Schedule and apply to all development in the First Shaughnessy Heritage Conservation Area (hereinafter “First Shaughnessy”), including alterations to protected heritage property, new development, and alterations to existing unprotected buildings.

The design guidelines provide a framework for reviewing all development in First Shaughnessy. They outline the broad design principles of architecture and landscape design that shaped the area. The design guidelines discuss conservation principles and the approach to the conservation of heritage character-defining elements. They also provide guidance on site planning, massing, and building composition. All development should reflect the design principles and methods that guide development in the First Shaughnessy.

2 Historic Design Elements in First Shaughnessy

2.1 Overview

The heritage character and heritage value of First Shaughnessy is derived from the planning and architectural philosophies that prevailed during the early stages of Vancouver’s development history. Late nineteenth century visions of residential architecture and urban design, evoked by terms such as “picturesque landscape”, “pastoral landscape” and “garden suburb” are planning philosophies that inspired First Shaughnessy. To understand the heritage character-defining elements of the area, and how they are to be conserved, it is important to understand the principles of the architecture, urban design, and landscape design that applied to the original development of First Shaughnessy.

This section examines:

- (a) the planning philosophy that informed the design of the First Shaughnessy development, including the arrangement of streets and configuration of lots;
- (b) the streetscape and landscape which contributes significantly to the identity of the area; and
- (c) the architectural history which influenced residential design in First Shaughnessy.

2.2 Streetscape

The work of landscape architect Frederick Law Olmsted strongly influenced the design of First Shaughnessy. From the 1850s to the 1890s, Olmsted designed many parks and neighbourhoods in other North American cities. Olmsted’s parks, boulevards, and neighbourhoods combined vehicular and pedestrian circulation within a naturalistic flow of landscaping. Streets followed the natural contours of the land to form an organic relationship with the existing topography. Roads and paths wound their way past trees, lawns, rustic stone walls and picturesque architecture, melding urban infrastructure with these romantic rural elements. The configuration of lots also followed the curves of the road taking on a similar romantic disposition.

First Shaughnessy, planned by Montreal landscape architect Frederick Todd in collaboration with Danish engineer L.E. Davisk, reflects the romantic urban landscape inspired by Olmsted. The curved streets that follow the natural topography, centre boulevards, tree-lined sidewalks, offset intersections, narrow driveways, mature trees, large lots with irregular configurations, and varying lot sizes all contribute to the pastoral image of the neighbourhood.

An important quality of the streetscape of First Shaughnessy is the limited visual presence of automobiles. Site access and internal circulation on First Shaughnessy sites includes narrow driveway entries that provide a clear transition between the street and the site. Oblique views from the street into sites are created by using enclosure elements such as gateposts, hedges, and other landscape treatments incorporated in the vicinity of the site access. Generously landscaped front yards screen vehicles and enhance glimpses of the house. Compressed landscaped openings,

combined with long vistas of richly landscaped front yards, are a unique characteristic of First Shaughnessy.

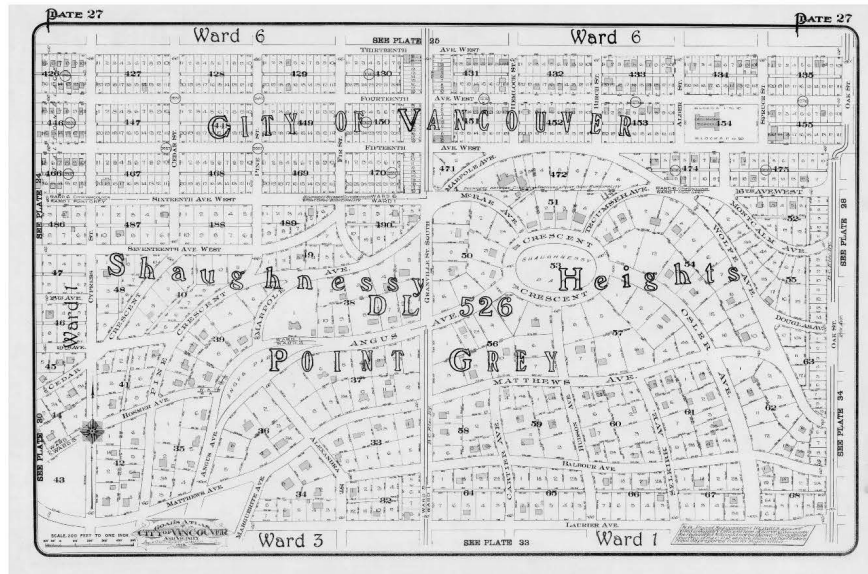


Figure 1 Vancouver Fire Insurance Plan, 1912, Plate 27 [Library & Archives Canada] This plan captures the portion of the First Shaughnessy Neighbourhood where the curved streets that follow topography occur.

2.3 Landscape

First Shaughnessy was strongly influenced by the Garden Suburb concept of large estate sites with grandly scaled houses set in large private gardens. A notable feature of these large sites is a substantial front yard that conveys the scale of the site relative to the size of the building on the property. The front yard leading to the main entrance of the principal building, is designed as an “antechamber”: a landscaped area with spatial qualities that emphasize the transition from the street to the house by defining the front yard as a semi-enclosed vestibule through the careful arrangement of tree canopies, hedges, walls and other landscaping devices. The antechamber expression relies on heavy enclosure from the street in order to present the estate scale legacy.

Because First Shaughnessy’s development occurred within a short period of time, the neighbourhood has a consistent, cohesive image. Although front yards vary between sites, their appearance from the street is similar. The successful relationship between the streetscape and the house is attributable to seven landscape principles: enclosure, screening, layering, filigree, filtering, revealing and skyline. The use of these principles has created the verdant, mature landscapes and streetscapes that are integral to the heritage value of First Shaughnessy. These landscape principles are further described in Section 3.3.1 of the Guidelines.



Figure 2 The Rose Garden at the A.D. McRae residence, Hycroft, June 22, 1922 [W.J. Moore, photographer. City of Vancouver Archives Bu P567]. Garden Suburb: One of the key defining characteristics of First Shaughnessy was the development of garden settings that complemented the architecture of estate mansions.

2.4 Architecture

The pre-First World War era of home construction in Shaughnessy was a time of architectural revivals. Architects offered their clients a choice of historical styles to reflect the owner's ideals and ambitions. The favoured society architects of the period were Samuel Maclure of Victoria and his Vancouver partner Cecil Croker Fox, designers of the classic Tudor revival homes Rosemary and Miramar. Many others also catered to the desire to create grand and beautiful mansions that expressed the status of their wealthy clients.

With few exceptions, all houses built prior to 1940 in First Shaughnessy exhibit historical references in their architectural style. Deference to traditional styles is one of the distinguishing features of the neighbourhood; however, none of the buildings were designed as replications of these styles of the past. Rather, these houses represent several styles, the forms and details of which were interpreted by various architects practising during Shaughnessy's early development period. Three prominent trends in form and style evident in those historical references are:

- (a) American Vernacular including Craftsman, Dutch Colonial Revival, Queen Anne Revival and Mission Revival
- (b) English Vernacular including British Arts and Crafts and Tudor Revival
- (c) Classical including Georgian Revival, Foursquare and Neoclassical Revival.

Many First Shaughnessy houses have a tripartite composition that divides the facade into three parts: base, middle, and top. The base is expressed in robust material such as stone masonry. The middle, comprised of the main and upper floors, forms the principal plane of the elevation. The top, or attic component, is composed of a decorative triangular gable framed by a steeply sloped roof. A rigorous approach to the composition of architecture and its well-considered relationship to the street is strongly characteristic of the area.



Figure 3 The Nichol House [W.J. Moore, photographer. City of Vancouver Archives Bu P567]. The house design exhibits a tripartite composition with the display of a discernible base, middle and top. The significant front yard rose garden, a protected heritage feature, is an integral component of the heritage value of this property.

3 Design Guidelines in First Shaughnessy

3.1 Overview

Development in First Shaughnessy should exhibit site planning characteristics that distinguish the heritage conservation area; large sites and generously landscaped front yards. This distinct estate image was created within a short period of time when exceptional houses were built with a definitive architectural approach. Exceptional materials and skilled craftsmen were readily available. Today, in recognition of current housing standards, construction material availability, and sustainability concerns, a comprehensive design approach is needed to execute similar high quality standards and complementary design in the neighbourhood.

3.2 Compatible Design

Compatible design does not require new design to replicate the historical styles established in First Shaughnessy; however, a sensitive contextual design approach is necessary to reflect the design principles and legacies outlined in Section 2 of these guidelines.

In order to be compatible, new design should achieve the following:

- (a) compatible landscape design, parking access and overall site planning;
- (b) compatible massing and visual scale of the building relative to the streetscape context;
- (c) sensitive building placement having regard to adjacent sites, privacy and overlook, and preservation of open space between buildings; and
- (d) consistency of proposed grades with natural, existing grades, particularly near property lines.

3.3 Landscape Design

3.3.1 Landscape Principles

The careful selection and configuration of trees and landscape in First Shaughnessy is instrumental in creating the enclosure, screening, layering, and skyline inter-relationship with the built form discussed in Section 2.3. Landscape design in First Shaughnessy should provide designs that are sensitive, well crafted, and apply the following:

- (a) **Enclosure:** The concept of enclosure in First Shaughnessy refers to the boundary between the public and private realm occurring at the property line. The traditional landscape enclosure is composed of a low, rough-cut masonry wall with a taller evergreen behind it. "Enclosure" also includes other boundary forms, such as fences, trellises and lattices.
- (b) **Screening:** The degree of transparency and privacy provided by the density of landscaping such as hedges, shrubs and tree canopy. Screening creates privacy for residents, conceals vehicles, and conveys a sense of graciousness of the property to the street.
- (c) **Layering:** Layering is a spatial and perceptual design attribute. In spatial terms, layering refers to multiple levels and bands of landscaping which blend together to form the private landscape towards the front of the site. These strata consist of large and small trees, which vary in size, colour, type and texture; bushes and shrubs, many blossoming or ornamental; flowering plants of all types; ground cover; and formal parterres and flower beds. Perceptually, these layers form the "antechamber" in the front yard, but may extend beyond, emphasizing the sense of depth of the property as seen from the street. "Layering" creates a dynamic landscape as one moves in or through the garden.
- (d) **Skyline:** Throughout First Shaughnessy, the mature and varied growth of many species of trees creates a skyline that frames buildings and provides a backdrop for the built environment.

3.3.2 Retention of Trees and Landscape

The number, size and variety of long-lived specimen trees on public and private land in First Shaughnessy is unequalled in any other part of the city. The variety of tree types and tree canopy creates interplay of scale and space between trees that contributes to First Shaughnessy's picturesque and park-like character. All development should retain mature trees and landscaping where possible. Conservation of on-site heritage features such as landscape walls or similar features is strongly encouraged.



Figure 4 A pair of Sequoia Trees in First Shaughnessy. An example of the long-lived specimen trees that are a defining feature in First Shaughnessy.



Figure 5 Original gate and granite pillars at 1203 Matthews. The narrow driveway curves gently to conceal on-site parking. Edges of the driveway are screened with mature shrubbery and trees.

3.3.3 Landscape Components

There are many complex landscape components that should be taken into account when site planning and coordinating a landscape design for large sites in First Shaughnessy. These components include:

- (a) Site works: storm water retention tanks, pad mounted transformer (PMT), retaining walls, light wells and similar items have significant impact on site planning, trees, and landscaping. Confirm with BC Hydro prior to submitting an application to the City to ensure a space is reserved when a transformer is needed on site. These works should be carefully positioned on the site so they do not affect mature trees, mature landscaping, or any other significant landscape features to be conserved;
- (b) Outdoor amenities: outdoor amenity areas, like pools, hot tubs, outdoor kitchens, and sports courts generate gatherings, activity, and noise which impact neighbouring sites. Outdoor amenities should not be located:
 - (i) within 2 m of a property line, or
 - (ii) within the required front yard or side yard;
- (c) Paved areas: patios, driveways, pool decks or similar hardscape features, must be carefully located within the overall landscape design. Paved areas should meet the following criteria:
 - (i) excessive areas of paving must be avoided,
 - (ii) paved areas near property lines must exceed minimum setbacks to accommodate landscape transition and planting,
 - (iii) high quality paving materials must be used, and
 - (iv) on a site where parking can be accessed from the lane, driveways from the street should be removed when the site is redeveloped. If the existing driveway serves an existing porte-cochère, it may be retained but should not be extended further to the rear; and
- (d) Equipment and systems: pool heating equipment, fountain pumps, heat pumps, air conditioners, generators, or any similar noise generating machinery must be located within an accessory building to curtail noise impacts on neighbouring properties.

The above noted landscape components must be carefully considered and incorporated into a cohesive landscape image. A key goal in such a vision for the landscape and garden design should ensure that individual landscape components are subordinate to the overall garden design and softscaping.

3.3.4 Landscape Materials

First Shaughnessy has a tradition of use of high quality material in every realm of design. The first impression of many sites occurs at the street edge where granite walls and high quality gate and fence materials are used. New development should continue this legacy of high quality materials. The principles outlined in Section 3.7.5 of the guidelines also apply to landscape materials.

The following materials are widely used in First Shaughnessy and are considered high quality, authentic materials: granite stone, high quality concrete pavers, and metals that develop patina such as copper and zinc.

3.4 General Standards for Conservation

3.4.1 Definition of Conservation

“conservation”, “conserved” or “conserving” mean protecting, preserving, or enhancing the heritage character or heritage value of heritage property or a heritage conservation area, retaining the heritage character or heritage value of heritage property or a heritage conservation area and extending the physical life of protected heritage property by preservation, rehabilitation or restoration.

3.4.2 Assessment of Heritage Character and Heritage Value

Assessment of the heritage character and heritage value of property should be informed by the provisions of the Heritage Procedure By-law and by the Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada, which defines:

- (a) “heritage value” as “the aesthetic, historic, scientific, cultural, social, or spiritual importance or significance for past, present or future generations. The heritage value of an historic place is embodied in its character-defining materials, forms, location, spatial configurations, uses and cultural associations or meanings.”; and
- (b) “character-defining elements” as “materials, forms, location, spatial configurations, uses and cultural associations or meanings that contribute to the heritage value of an historic place, which must be retained in order to preserve its heritage value”.

3.4.3 Conservation Principles

A necessary component of preserving and protecting the distinct character of First Shaughnessy is the careful conservation of the buildings, landscape and streetscape that are an integral part of this heritage conservation area. Conservation includes preservation, rehabilitation and restoration of existing material and is an inherently sustainable activity. A careful, gentle, and respectful approach should be taken towards the conservation of heritage character elements. The following principles for conservation and retention of heritage character and heritage value are based on the Standards and Guidelines for the Conservation of Historic Places in Canada:

- (a) the existing condition of a character-defining element should be evaluated to determine the appropriate degree of intervention required;
- (b) minimal intervention is the preferred approach;
- (c) incongruent design features should not be added;
- (d) intact character-defining elements should be left in place;
- (e) intact character-defining elements should be protected and stabilized until subsequent intervention is undertaken;
- (f) character-defining elements should be repaired rather than replaced; and
- (g) extensively deteriorated, or missing character-defining elements should be replaced in kind by use of surviving prototypes to make matching versions.

3.4.4 Approach to Conservation

The following approach should be used in the conservation of character-defining elements:

- (a) Understand: how an element contributes to the heritage value of the building;
- (b) Document: the composition, form, material, detail dimension, and condition of any element before undertaking an intervention;
- (c) Assess: assemblies such as wall, roof, or other areas of the building to identify a scope of work;
- (d) Protect: existing character-defining elements to ensure their conservation;
- (e) Stabilize: protect, reinforce, shore or support any unsafe, or unstable character-defining elements until repair work is undertaken; and
- (f) Retain: existing character-defining elements in place.

3.4.5 Heritage Character-Defining Elements

The following elements are some of the significant heritage character-defining elements that contribute to heritage character and heritage value. In the evaluation of any project, the Director of Planning may determine that character-defining elements other than those listed below have heritage character or heritage value.

The following character-defining elements should be conserved:

- (a) Exterior Form: the basic exterior form includes the orientation, scale, massing, composition and roof shape of the building. The exterior building form also contributes to the neighbourhood context which includes its spatial relationship with neighbouring buildings and the streetscape. All these attributes of exterior form enhance heritage character and heritage value.
- (b) Roof: most early architecture in First Shaughnessy display prominent roof forms. Roof design includes elements such as cupolas, turrets, chimneys, gutters, weathervanes, gables, eaves, parapets, dormers, soffits, and fascias. Roof designs are integral to heritage character and heritage value.
- (c) Exterior Walls: The type and quality of materials used for cladding of exterior walls contributes to heritage character and value. Original cladding should be retained where possible. The Building Code offers exemptions to facilitate retention. Where replacement is required, replacement to match existing is expected.
- (d) Windows and Doors: exterior windows and doors include components such as frames, trims, mouldings, sashes, muntins, stained and leaded glass. The hardware on windows and doors adds further detail and interest. The location and design of windows and doors give the building a sense of scale, rhythm, proportion and depth.
- (e) Entries and Porches: the location and design of the entry and porch of a building contribute to the heritage character and heritage value of the building.
- (f) Landscape Features: include any fence, retaining wall, fountain, patio, terrace, statuary or similar feature or garden of significance that is located on a site and outside the exterior walls of a building.

3.5 Renovations and Additions

3.5.1 Protected Heritage Buildings

Protected Heritage Buildings must be retained and conserved. Renovations and additions to protected heritage property should be physically and visually compatible with, subordinate to, yet distinguishable from the existing building. The renovation should be respectful of the period and style of the house. For example, Foursquare buildings warrant special attention in terms of finding sensitive ways to add to the building while still preserving the original form of the building. Wherever possible, original forms, materials and details should be revealed, left in place, preserved, and restored in place.

- (a) Additions: Whenever possible, siting of additions to the rear of a building is preferred in order to maintain the appearance of the house from the street. Whether located to the rear or to the side, all additions should propose a substantial setback from the existing face of the existing building.
- (b) Multiple Conversion Dwellings: The development of multiple conversion dwellings on protected heritage property should sensitively create units within the principal building with minimal visual effect to the building exterior. The following criteria for the design of a multiple conversion dwelling should be met:
 - (i) maintain the existing front entry, and
 - (ii) exterior fire escapes are not permitted.

3.5.2 Existing Buildings Not Protected

For renovations or additions to existing buildings that are not protected heritage property, the design, form, and massing must be generally consistent with the existing building. Renovations and additions to existing buildings should follow the design guidelines with respect to compatible design, building siting, massing and height, and architectural detailing.



Figure 6 Rosemary, 3689 Selkirk Street, 2015. View from the front yard of the ongoing refurbishment of the exterior cladding.

3.6 New Developments Including Infills

Architecture in First Shaughnessy includes a variety of styles and architectural expressions. The guidelines do not require that new building design replicate historical architectural styles or motifs (see Section 2.4). New construction should be evaluated carefully within their context to adopt the appropriate architectural approach. Contemporary architectural ideas may be considered in proposals demonstrating a rigorous design process and a high degree of compatibility with other buildings on the site, neighbouring sites and the streetscape.

On any site, infill(s) can be permitted in conjunction with the retention and conversion of any existing house.

On a site that is not a Protected Heritage Property, new multiple dwelling (“multiplex”) can be permitted in form of more than one principal building.

Multiple Dwellings (“multiplex”) use in the Zoning and Development Bylaw refers to the total number of units on the site, as opposed to the number of units in each building. A Development Permit will be issued for the whole site. A single Building Permit application is required, but separate Building Permits will be issued per building.



Figure 7 1098 Wolfe Avenue, photo courtesy of Measured Architecture, 2014. Contemporary expression in conjunction with a carefully crafted landscape design

3.6.1 Building Envelope and Footprint (Only applicable to new developments such as Single Detached House)

Building envelopes are prescribed to establish minimum standards for sites to perform favourably towards neighbouring sites with respect to height, shadowing, privacy, and overlook. The building envelope is not a basis for generating building form, nor is it anticipated that buildings should fill the building envelope. The regulations in the District Schedule for the maximum building footprint are intended to allow designers flexibility of building placement within the building envelope. This is intended to support creativity, variety, and design excellence in the neighbourhood. Substantial excavated features in the building envelope will not be supported. Sunken wells to enhance light and access to the basement will only be permitted towards the rear of the building. Light wells at the side of the building must be limited to the window that they serve at a sufficient depth to avoid the requirement for guardrails.

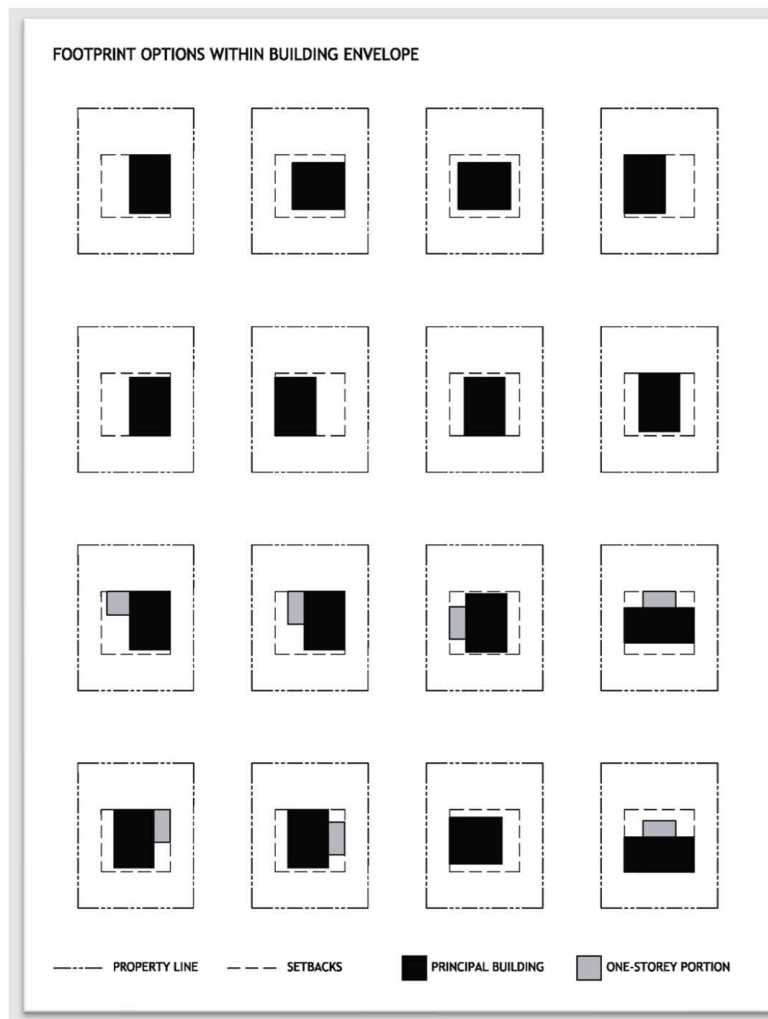


Figure 8 Some examples of possible footprint options. Other variations in building massing may occur within the envelope.

3.6.2 Principal Building Siting

Compatible design with respect to building siting applies to all developments to ensure a balanced relationship between the principal building and the streetscape, secondary buildings, neighbouring sites, and landscape spaces. Principal building siting must meet the following criteria:

- (a) be prominently sited with consideration to the streetscape;
- (b) create outside spaces designed with purpose and character;
- (c) accommodate the retention of protected trees and mature landscaping; and

- (d) demonstrate sensitivity towards adjacent outdoor areas, such as patios and swimming pools, on the site and on neighbouring sites.

For developments with more than one building (new multiple dwelling - multiplex, or infill in combination with existing building) a courtyard configuration should be considered. It consists of a larger building at the front of the site and a smaller building at the rear of the site separated by a courtyard. For wider sites that can accommodate more than two buildings, buildings may be located side-by-side along the front and/or rear of the site if the buildings fit within the scale and pattern of development on the block.

3.6.3 Principal Building Massing and Height

Principal buildings must be compatible with and generally consistent in scale, mass, and proportion to neighbouring buildings within the streetscape context. New development and renovations and alterations to existing buildings must not overwhelm the street.

For single detached house, the discretionary height limit in the District Schedule is intended to allow a partial third storey. Consideration for this additional height is to allow buildings to conform to the general neighbourhood context, and to reduce the building footprint. Various roof forms such as end-gable, cross-gable, or hip may be considered. The eaves must terminate at the level of the second floor ceiling or lower. The partial third storey must be substantially contained within the roof form. Dormers may be considered at the partial third storey subject to Section 3.7.1.

For new multiplex, the buildings are permitted to have all 3 storeys fully above ground with no basement. Basements, while permitted, are not required. Fully above ground units are encouraged for various benefits including:

- Reducing barriers to accessibility and visitability (i.e. steps)
- Reducing carbon pollution from concrete
- Allowing for gravity-flow sewer connections; and
- Minimizing impact to existing trees due to excavation.

3.6.4 Secondary Building Siting

Careful consideration of secondary building development for infill, secondary principal building, and accessory buildings can enhance and complement the estate image of First Shaughnessy. The design of secondary buildings need not mimic or replicate the existing form and detail of the principal structure. However, the design should be complementary in terms of building siting, massing, height, materials and colours, and generally consistent with the streetscape.

Siting of secondary buildings may be more flexible than siting of principal buildings if the secondary building:

- (a) is located to the rear or to the side of a principal building in deference to the principal building;
- (b) is sited to create in-between open space with a definite use and character;
- (c) accommodates the sensitive design of vehicle access, manoeuvring, and parking; and
- (d) the separation between all buildings on the site is sensitive to the scale, massing and orientation of the buildings and provides acoustic and visual privacy.

3.6.5 Secondary Building Massing and Height

Secondary buildings must be subordinate and complementary to the scale and massing of the principal building on the site and neighbouring sites. The total massing of secondary development must maintain the dominance of the existing principal building.

For multiplex, the size of the rear building(s) should be similar to that of infill on a similar site configuration. Generally, the building should be approximately 185 m² (2000 sq. ft.) to 372 m² (4000 sq. ft.) on a larger site to align with the existing context.



Figure 9 The coach house at Grey Gables. Original coach house forming entrance to the estate site is enhanced by the surrounding landscape treatments.

3.6.6 Vehicle Parking and Garages

Vehicle parking should be located in an accessory building (garage) and should be sited in the rear yard whenever possible. Vehicle parking should not be located in a principal building, except as provided in the First Shaughnessy District Schedule. Garages should be sited in the rear yard whenever possible. On a site served by a lane, the garage must be accessed from the rear of the site. The design of the garage should be generally consistent with the design of the principal building. In keeping with the original intent of the First Shaughnessy neighbourhood, garages should be visually unobtrusive. If additional cars must be accommodated on site, creative solutions such as car lifts should be incorporated to preserve the modest size of garage structures. In the case of secondary developments (rear buildings), garages could be integrated into the design of the infill building.

3.7 Architectural Components

Features such as roofs, windows and entranceways must be designed with great care. The building volume should be articulated with projections or recessions rather than uniform planes

and monolithic volumes. Individual elements of building design are discussed in the following sections.



Figure 10 Gable end detailing. Even with severely weathered finishes, the robust detailing of this gable design featuring a stained glass window, a functional soffit bracket, half timbering, a dentiled beam, and a decorative column capital together provide a rich composition.

3.7.1 Roof Design and Dormers

Roof design with a substantial slope and a dominant primary roof is a notable feature in First Shaughnessy. The roof design must not contain any subtractions or negative volumes for inset roof decks or similar outside spaces. To achieve compatible design within the neighbourhood roof design must:

- (a) have a dominant primary form;
- (b) incorporate gables and chimneys to articulate the volume of the building;
- (c) not use skylights or sustainable roof mounted technologies on any location visible from the street; and
- (d) dormers, if provided, should appear subordinate to the primary form.

When a flat roof is proposed, provide careful attention to design of upper storeys to enhance neighbourliness. Stepbacks with landscape features should be considered. The overall building design should demonstrate high quality design process and rationale.



Figures 11, 12 Hip dormer [drawing by Paul B. Ohannesian. Image used with the permission of Touch Wood Editions] and wall dormer. Prominent roof slopes with skillful use of dormers to create living space within the roof form. Exquisite masonry chimneys further enhance the roof design.

3.7.3 Windows

For protected heritage properties, wood windows should be maintained and provided. For other properties, all windows should be of high quality.

3.7.4 Entrances and Porches

Apart from their practical function of providing weather protection, the design of entrances and porches should provide further articulation, depth and visual interest to the design of buildings. The First Shaughnessy District Schedule contains a floor area exclusion to encourage new porches and to facilitate re-opening of pre-existing porches that have been filled in. Original porches on existing buildings should be preserved or restored to an open condition whenever possible. The design of new entrances and porches should be consistent with the overall composition and character of the building. Entrances to the main floor must be sufficiently above grade to give prominence to the porch and to give the building a substantial base.

3.7.5 Compatible Materials

The materials that are used in First Shaughnessy are high-quality materials installed with skill and craftsmanship. The densely articulated appearance of First Shaughnessy houses is achieved by clear architectural expression combined with robust detailing of decorative elements, such as pediments, cross-timbers, cornices and chimneys.

For protected heritage property, original materials should be conserved and refurbished in place where possible. In areas where repair is required, new materials should respect, blend, and be generally consistent with the original materials.

All new materials should have the following properties:

- (a) Durability: materials should retain their shape and properties for many years without deformation. When materials weather, fade or change colour, such change is predictable leading to a desired patina.
- (b) Authenticity: authentic materials are natural materials such as wood, stone, and slate, or materials that have integrity and durability such as concrete and brick.

4 Storm Water Storage System

4.1 General

The purpose of these guidelines is to provide information to aid the design engineer. These guidelines shall be used in conjunction with the Storm Water Storage Regulations in the First Shaughnessy District Schedule.

The following guidelines discuss storage methods, flow restriction devices and detailed design features.

4.2 Methods of Storage

Acceptable alternate storm water storage methods are:

- (a) Surface Storage in Dry Ponds: Surface storage may be provided on a tennis court or patio where the design must give special attention to the emergency overflow and the connection of footing drains.
- (b) Surface Storage in Wet Ponds: Wet ponds may be incorporated into a landscaping feature, although this may not be practical on a small or steep lot. Special attention is required in designing the flow restriction device, the emergency overflow, and the footing drain connections.
- (c) Underground in a Structure: This is suitable for all lots. Storage volume could be provided in a pipe (corrugated metal or concrete) or a tank.

4.3 Flow Control Devices

Orifice-type flow control devices must be used in First Shaughnessy. Minimum size is 50 mm, although larger sizes or a "Hydrobrake" should be considered to avoid maintenance problems.

4.4 General Design Notes

The following comments are general design guidelines:

- (a) All storage systems must have a control manhole containing the flow restriction device, an emergency overflow, a backwater valve and an effectively trapped sump (refer to the Plumbing By-law for sump and backwater valve specification). The control manhole must be accessible for inspection and maintenance, and its overflow must be above the design head of the storage system.
- (b) All habitable areas must be located at least 150 mm above the emergency overflow elevation.
- (c) Some areas of First Shaughnessy may have plumbing fixture elevation restrictions. Please check for this with the Sewer Design Branch.
- (d) The storm water storage system must be separate from the sanitary system.
- (e) The design storage head must be kept to a minimum to allow the use of the largest size orifice.
- (f) The minimum storage volume required is based on calculations using the Rational Method and assuming a 100-year design storm, a run-off coefficient of 0.95 and a constant outflow volume equal to the maximum allowed (17.5 l/s/hectare). The designer may wish to provide more storage.
- (g) For enquiries or further information, please contact:

Sewers Engineer
City of Vancouver Engineering Department
5th Floor, 507 West Broadway
Vancouver, B.C. V5Z 0B4

5 Rezoning for Affordable Housing, Rental Housing and Special Needs Housing

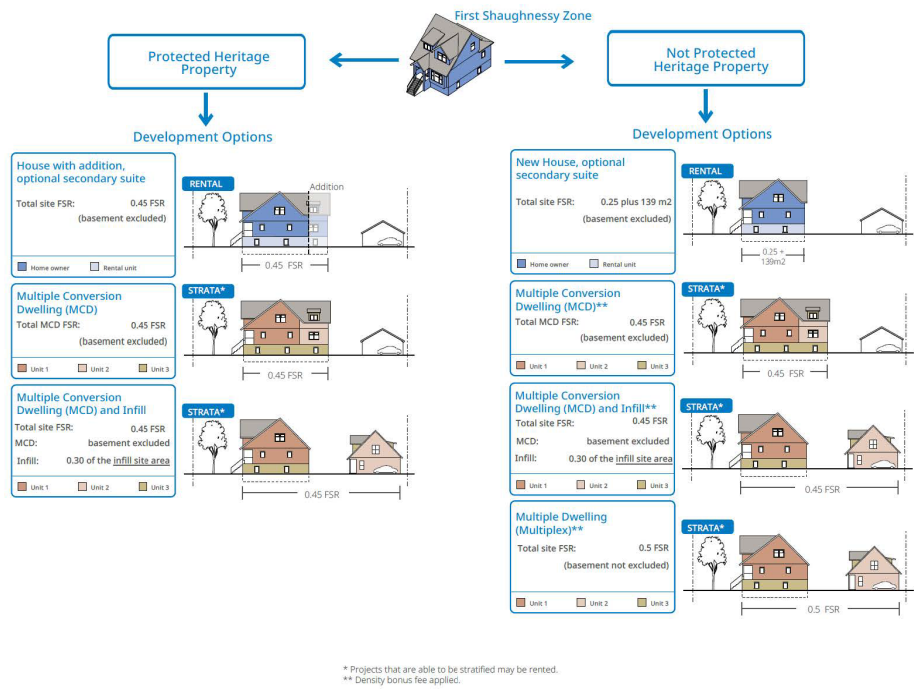
5.1 General Form of Development

Section 1.13 of the First Shaughnessy Heritage Conservation Area General Guidelines enables rezoning for affordable housing, rental housing, and special needs housing. The form of a multiple dwelling residential development differs from most residential development in First Shaughnessy. Some variations to the built form described in these guidelines may be necessary to reconcile these differences. Any variations will be assessed on a case-by-case basis specific to the site and context in terms of urban design performance as it relates to compatibility with the character of the neighbourhood.

The general form of development will be evaluated based on the following:

- (a) minimum side, rear and front yard requirements should be met;
- (b) if development occurs beside a site with non-conforming yards:
 - (i) in the case of front yards, new development should provide a transition from an existing non-conforming front yard to a conforming front yard setback, and
 - (ii) in the case of side yards, new development should be generally consistent with the existing development pattern and should include a landscape design consistent with these guidelines, to create a buffer between the new development and adjacent sites;
- (c) additional density may be considered if appropriate to context, and subject to consideration of shadow analysis, view impacts, frontage length, building massing, setbacks and similar issues and to a demonstration of community support;
- (d) existing height limits must be met;
- (e) the roof design requirements in these guidelines may not be compatible with a multi residential development and roof design may vary subject to general compatibility with the streetscape context;
- (f) landscape design should demonstrate enclosure, screening, layering, filigree, filtering, and revealing, as outlined in these guidelines;
- (g) protected trees and mature landscaping must be retained;
- (h) landscape design for multiple dwelling residential use must carefully integrate the following:
 - (i) pedestrian circulation,
 - (ii) outdoor amenity and play areas suitable for families, and
 - (iii) vehicle circulation and parking;
- (i) landscaping and building materials must be of the high quality, detailing, and authenticity required by these guidelines; and
- (j) delivery of ground-oriented housing for families.

Figure 13 – Housing options in First Shaughnessy District



EXPLANATION











A By-Law to Designate Transit-Oriented Areas in the City

Enactment of the attached by-law will implement Council's resolution of June 26, 2024 to designate certain areas of the City as Transit-Oriented Areas as required by the Vancouver Charter, and is to come into force and take effect on June 30, 2024.

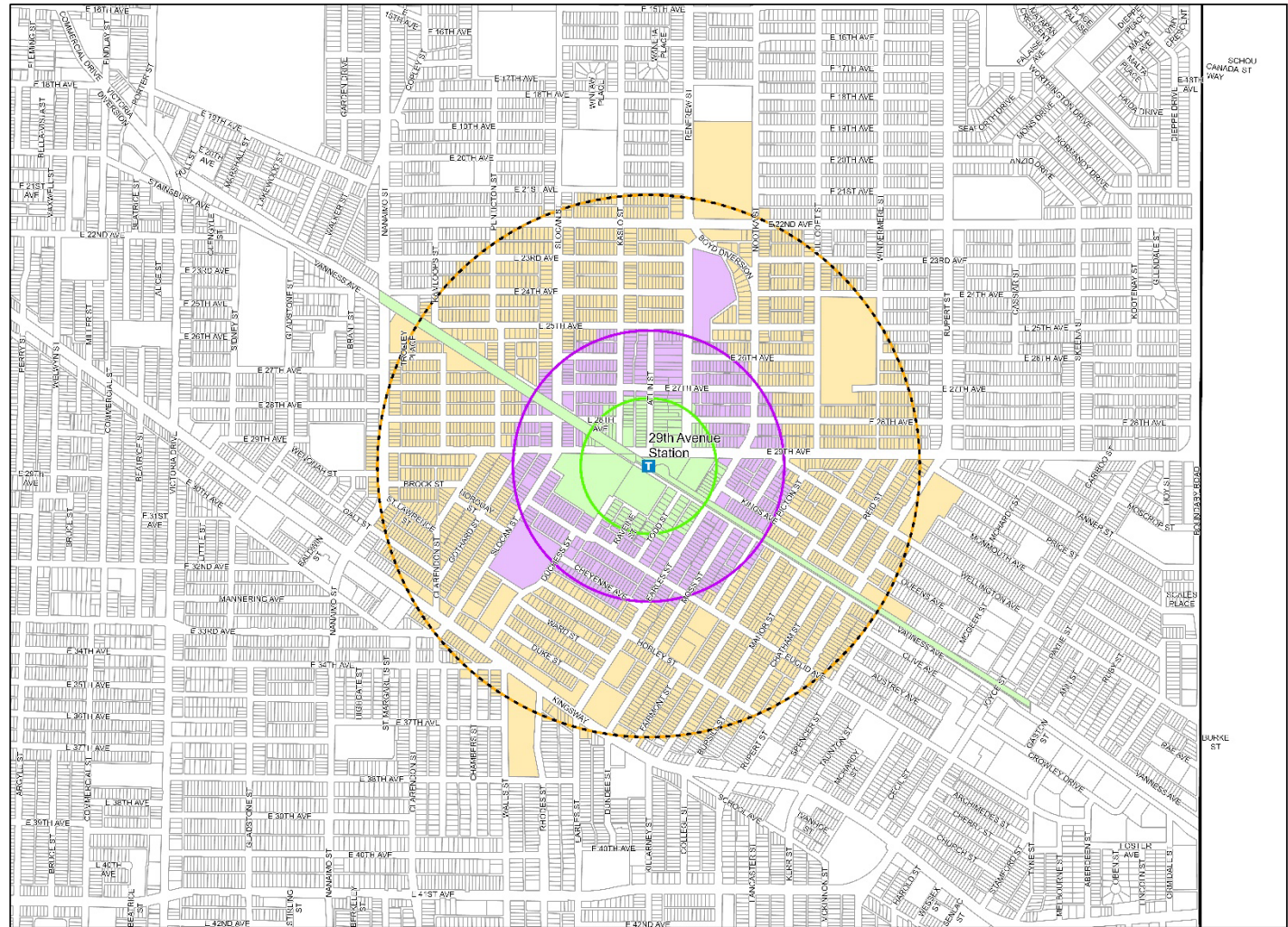
Director of Legal Services
June 26, 2024

SCHEDULE A

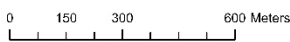
Transit-Oriented Area - 29th Avenue Station

-  Passenger Rail Station
-  Parcel
-  Municipal Boundary
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area










If the boundary of a Transit-Oriented Area bisects a parcel of land, the parcel of land is deemed to be wholly within the Transit-Oriented Area. For parcels in overlapping Transit-Oriented Areas, the tier with the highest permissible height and density applies.



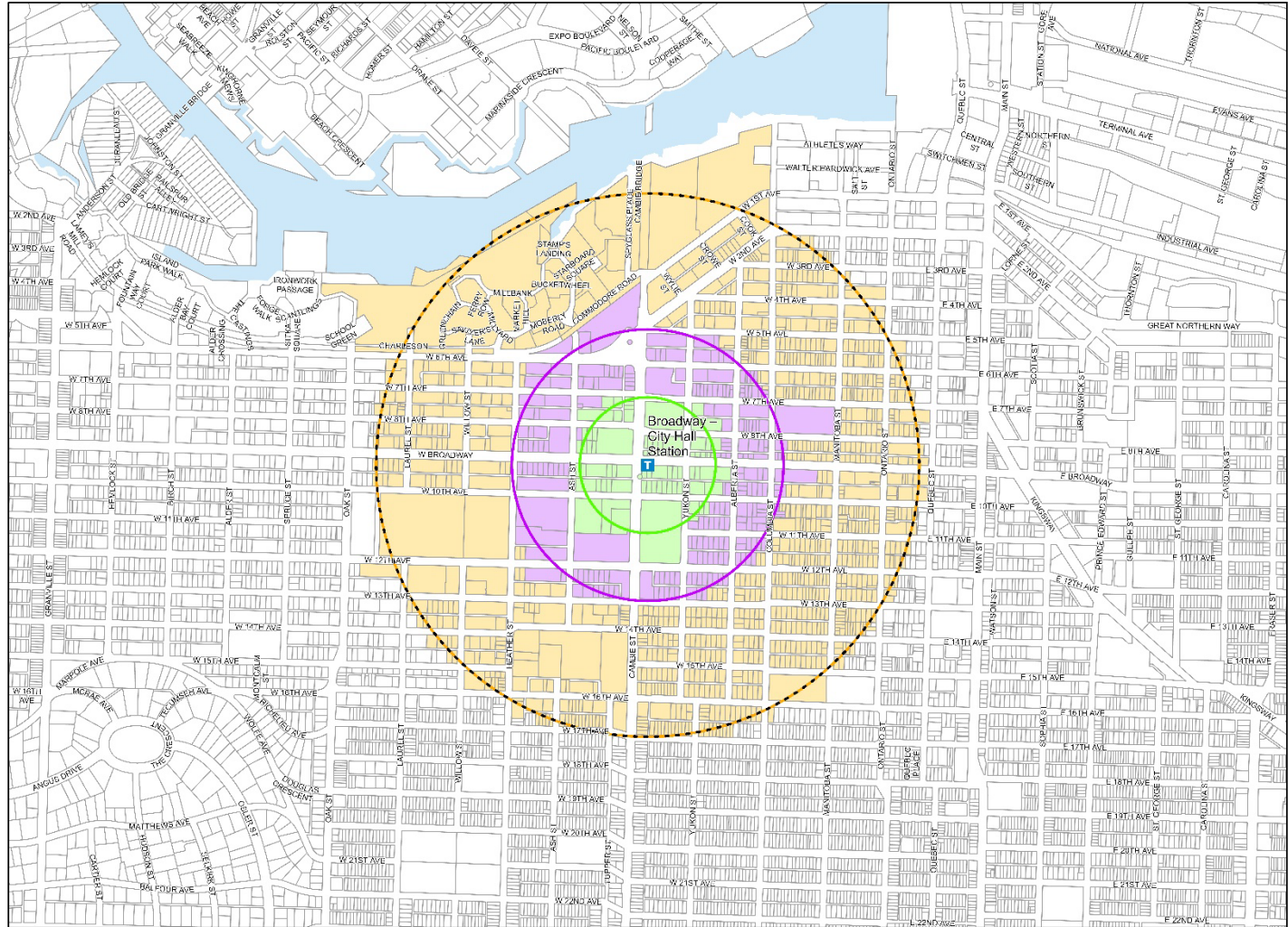
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



Transit-Oriented Area - Broadway - City Hall Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area

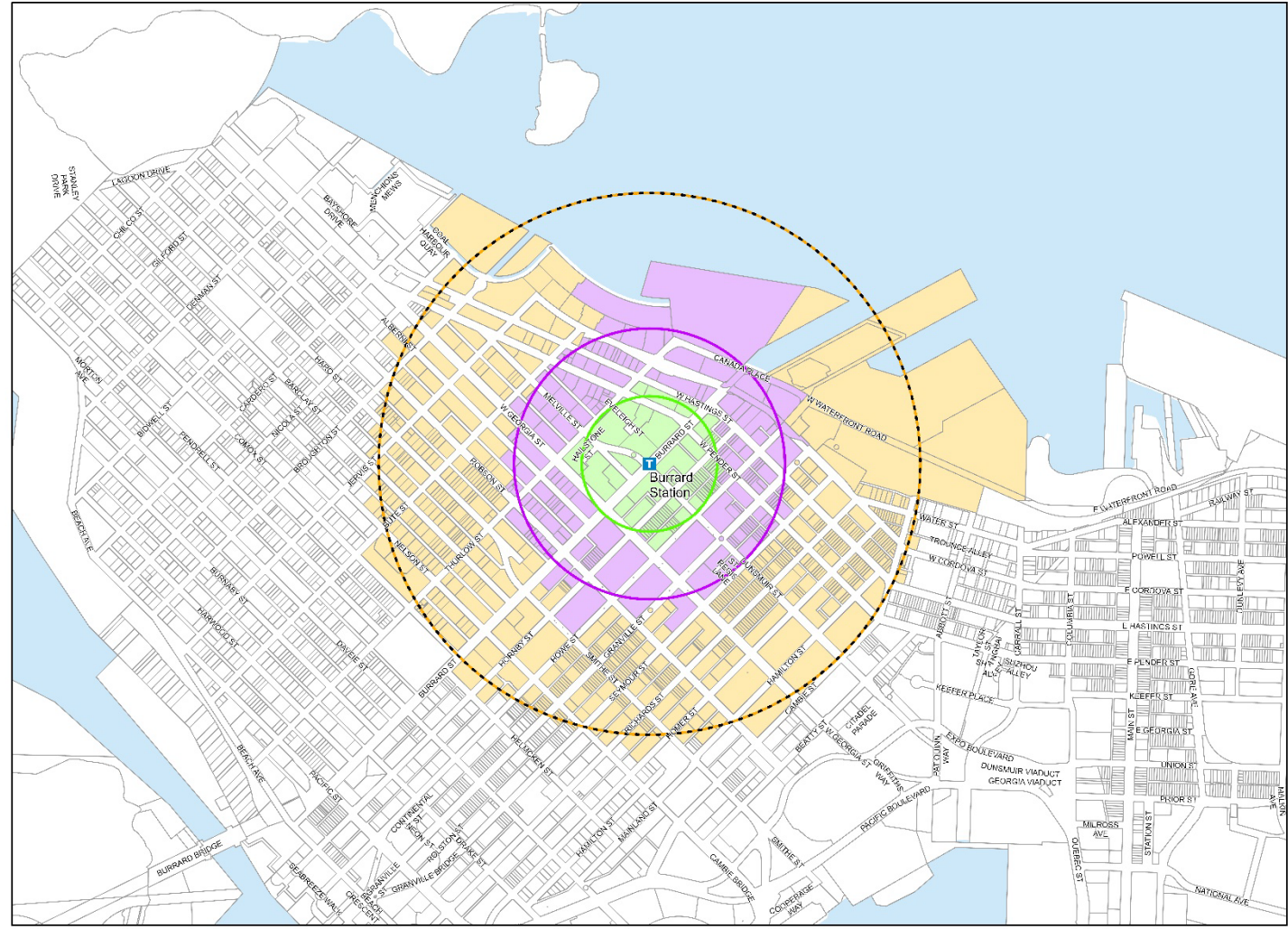
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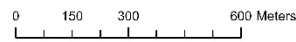
Transit-Oriented Area - Burrard Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area










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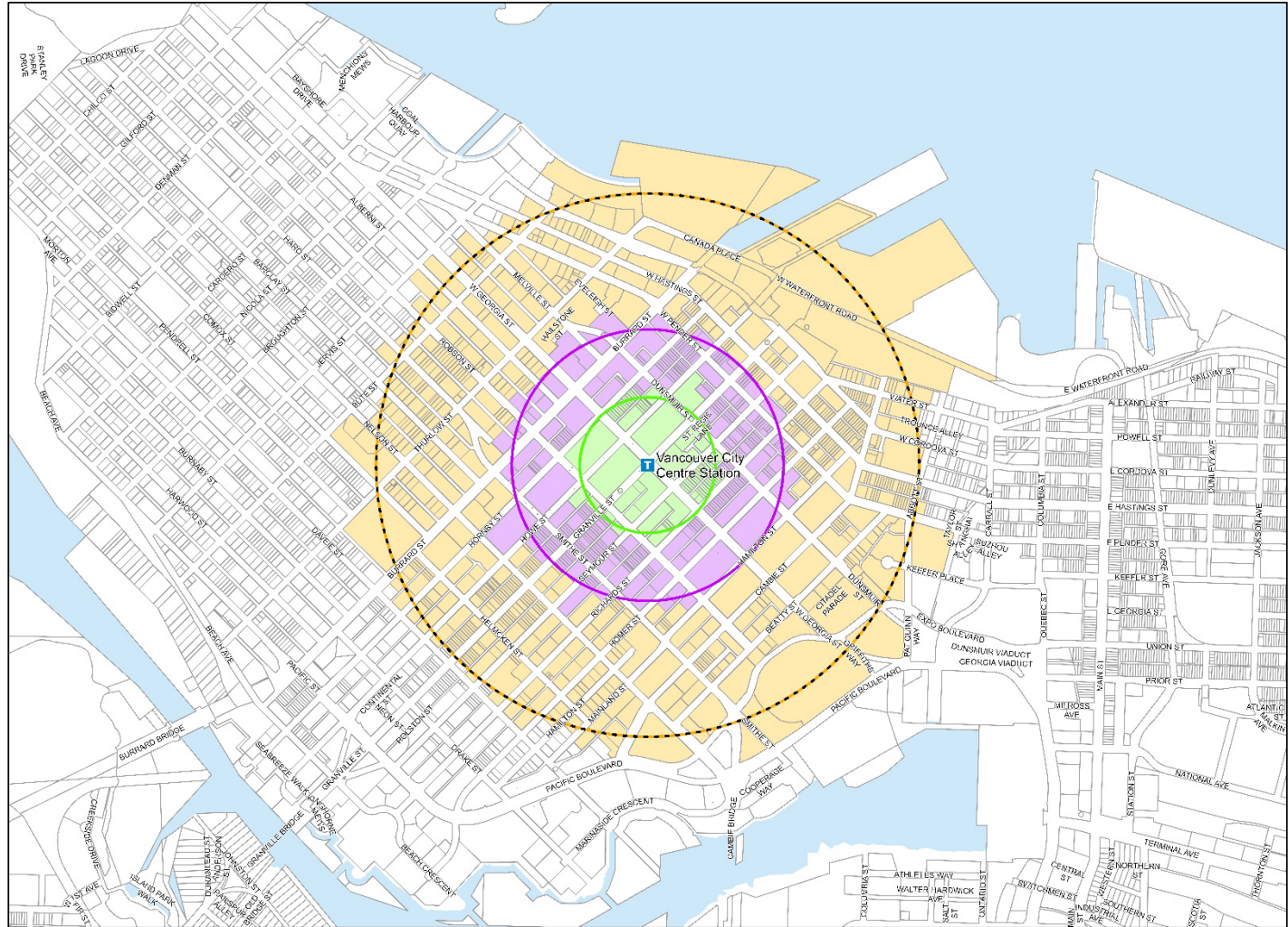
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Transit-Oriented Area - Vancouver City Centre Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area










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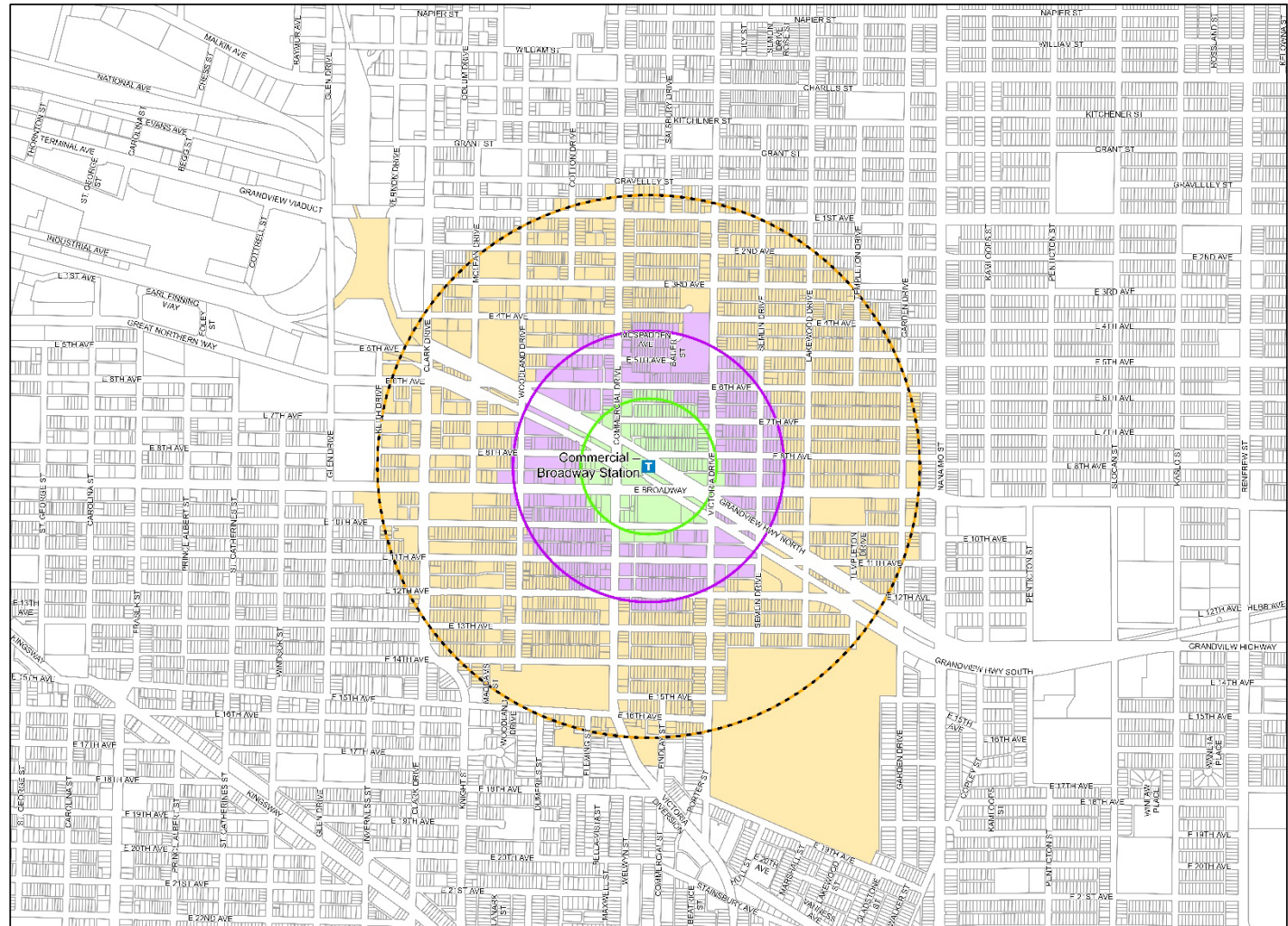
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0 150 300 600 Meters

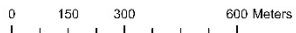
Transit-Oriented Area - Commercial - Broadway Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area









If the boundary of a Transit-Oriented Area bisects a parcel of land, the parcel of land is deemed to be wholly within the Transit-Oriented Area. For parcels in overlapping Transit-Oriented Areas, the tier with the highest permissible height and density applies.



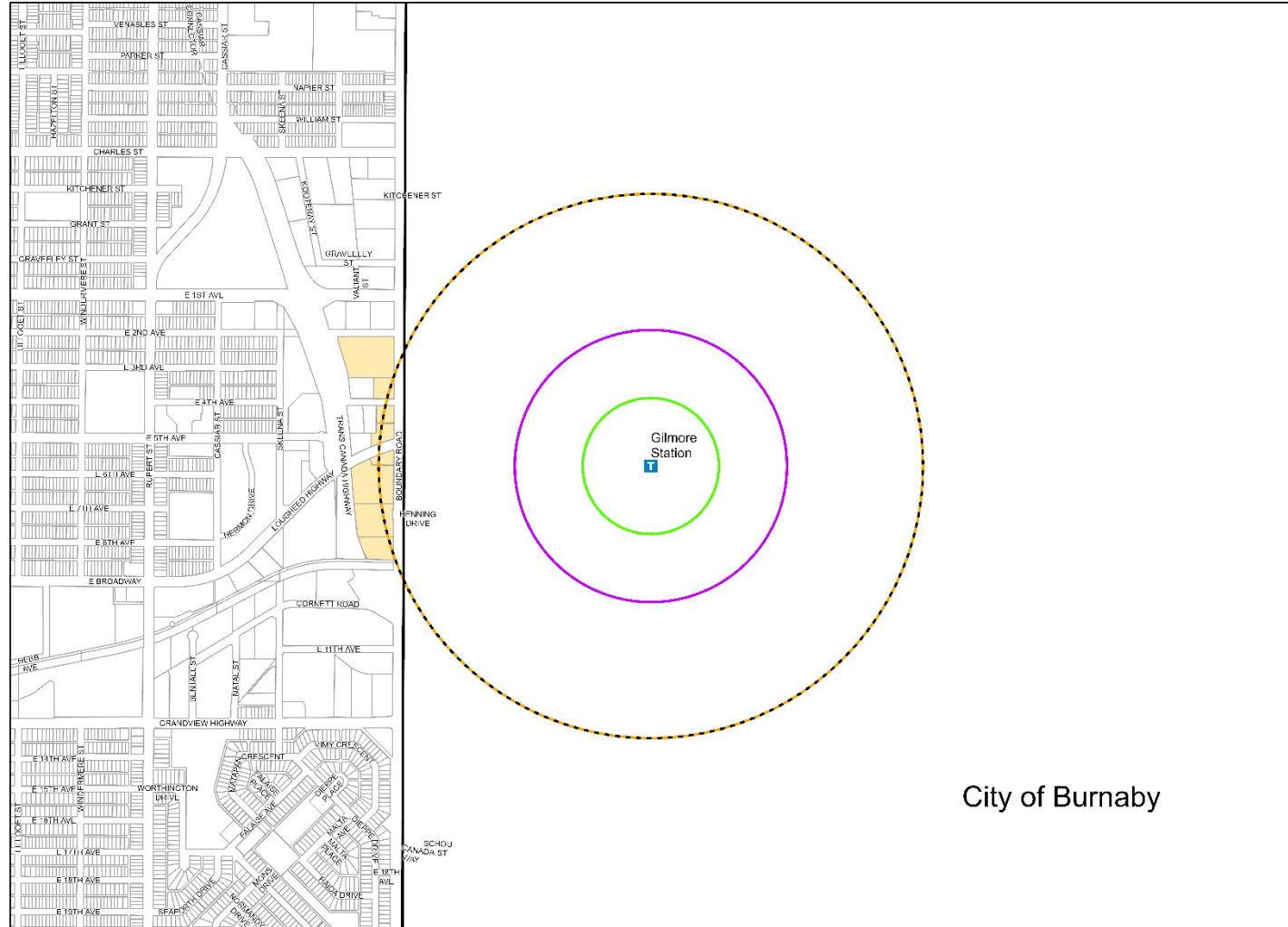
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Transit-Oriented Area - Gilmore Station










-  Passenger Rail Station
-  Parcel
-  Municipal Boundary
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  800 metre Tier Parcel
-  Transit-Oriented Area

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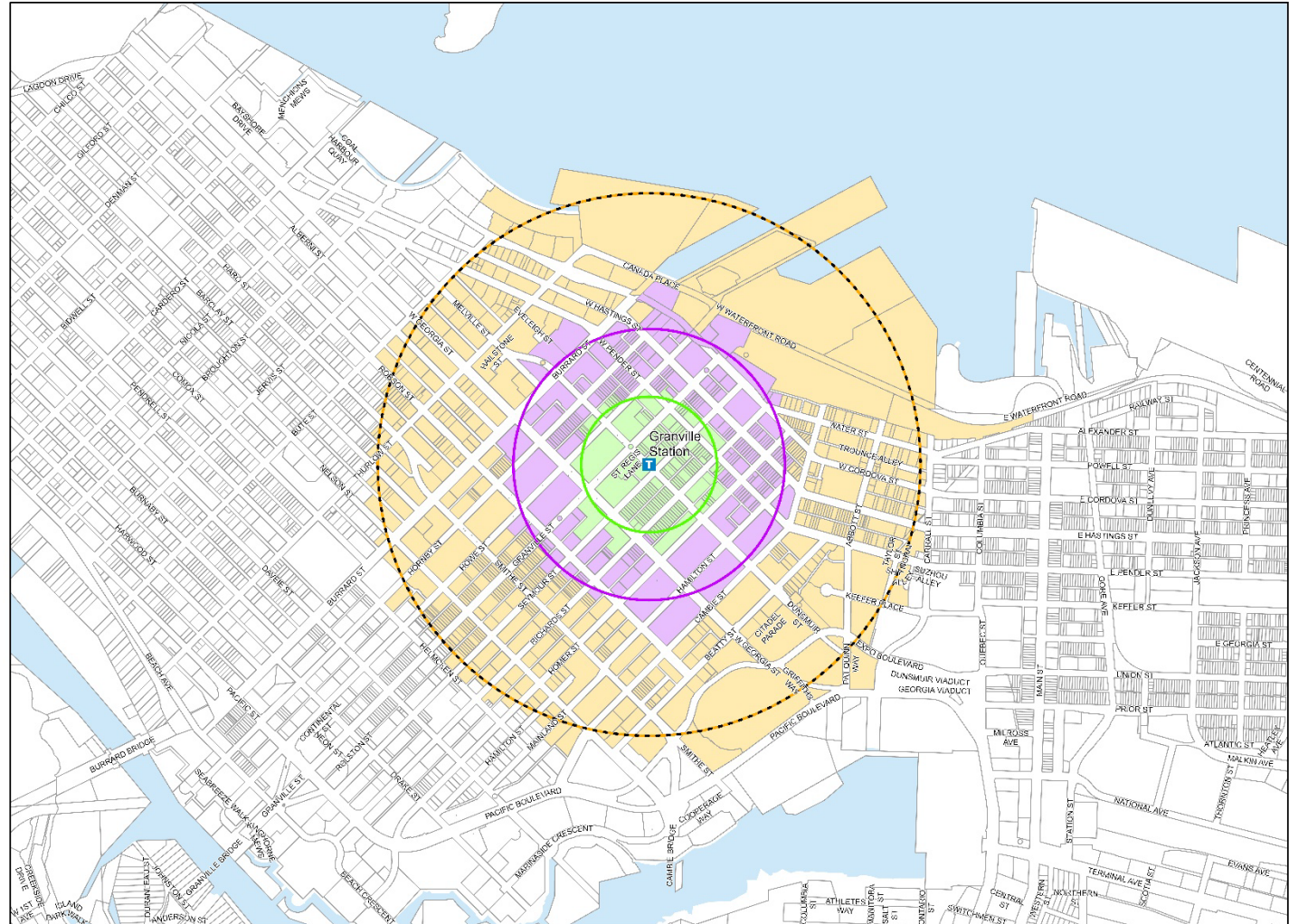


City of Burnaby

Transit-Oriented Area - Granville Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area










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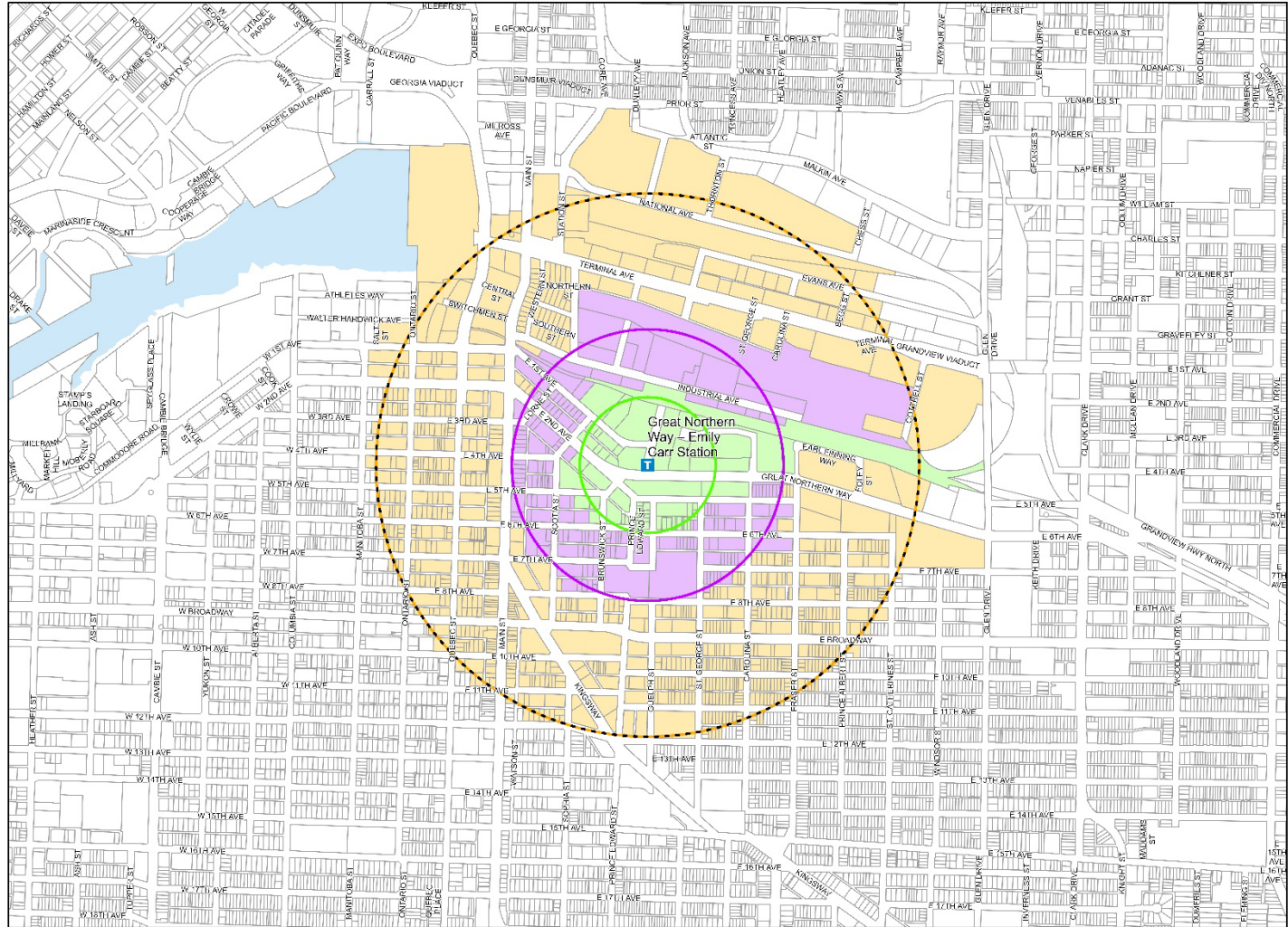
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



Transit-Oriented Area - Great Northern Way - Emily Carr Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area

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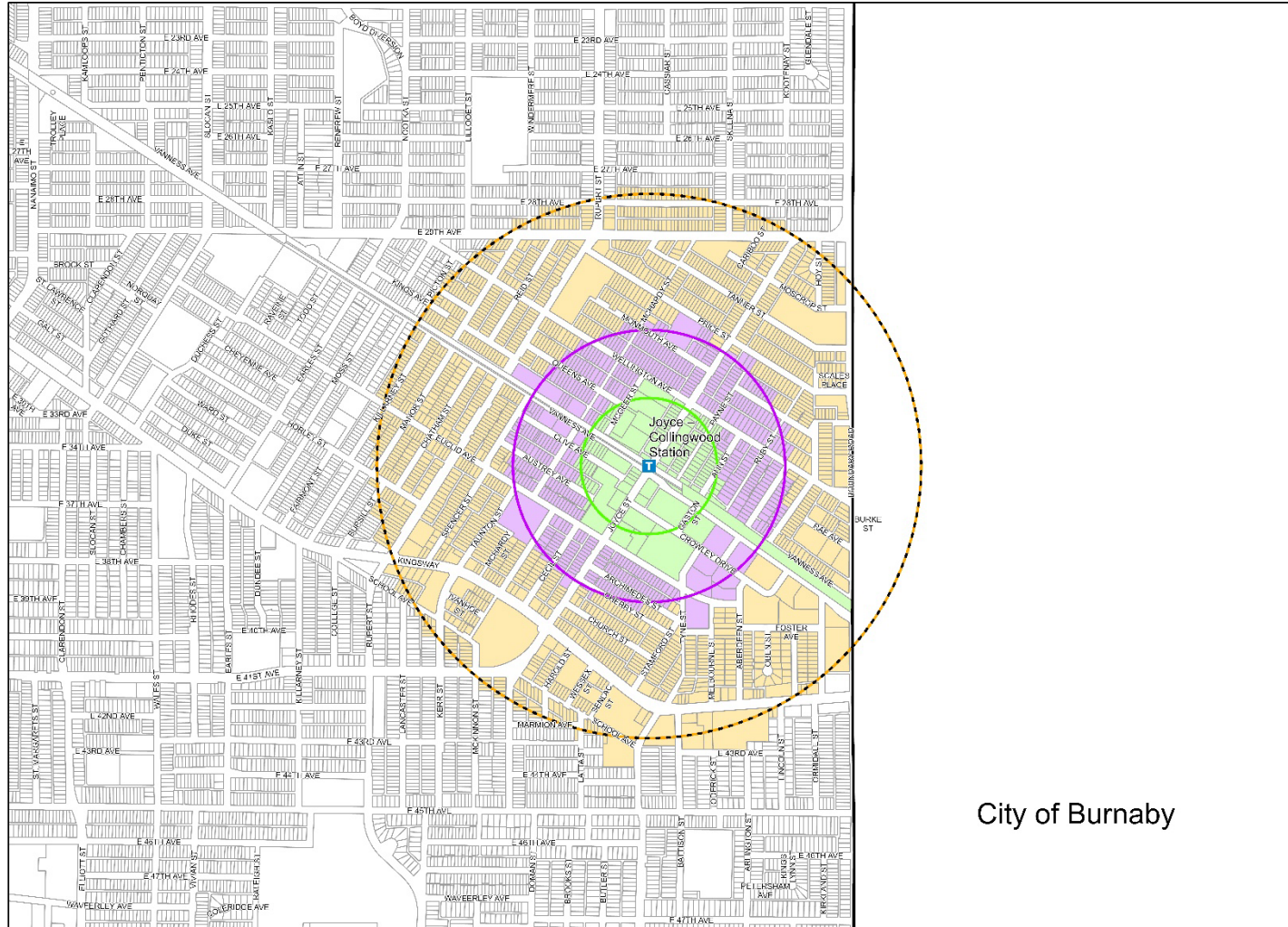
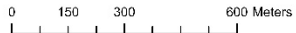
Transit-Oriented Area - Joyce - Collingwood Station

-  Passenger Rail Station
-  Parcel
-  Municipal Boundary
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area










If the boundary of a Transit-Oriented Area bisects a parcel of land, the parcel of land is deemed to be wholly within the Transit-Oriented Area. For parcels in overlapping Transit-Oriented Areas, the tier with the highest permissible height and density applies.



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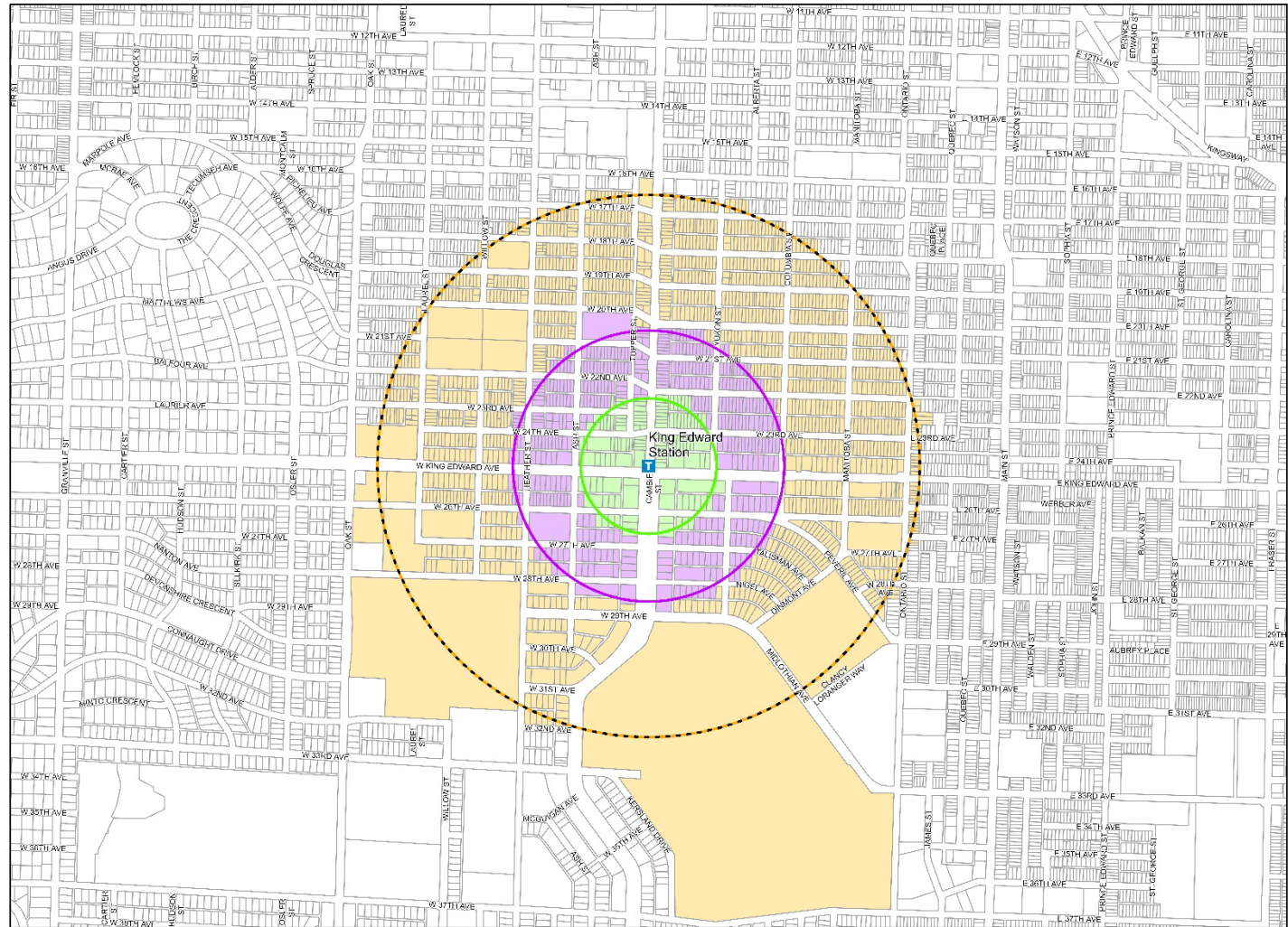
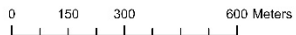
Transit-Oriented Area - King Edward Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area









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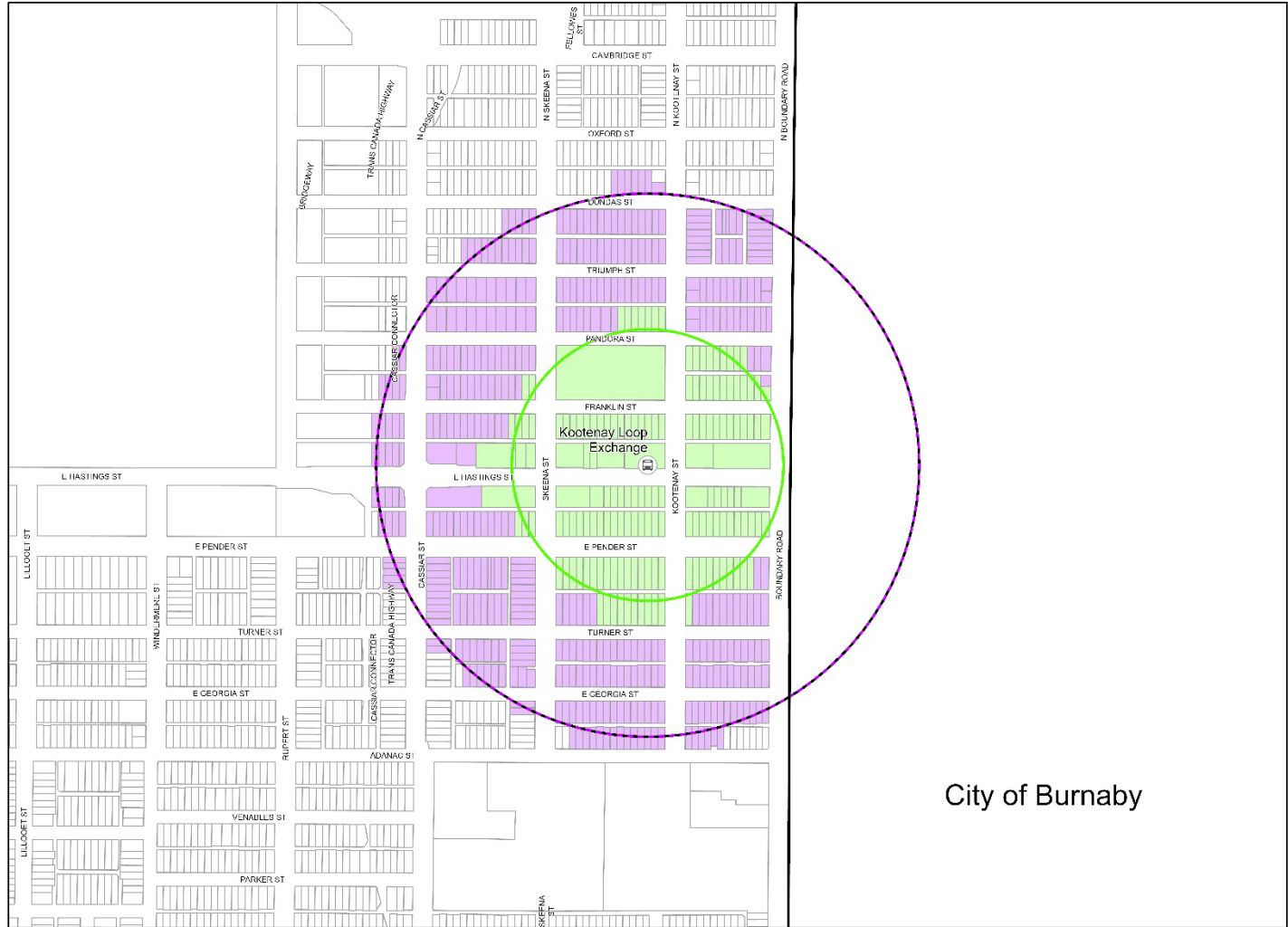
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Transit-Oriented Area - Kootenay Loop Exchange










-  Bus Exchange
-  Parcel
-  Municipal Boundary
-  200 metre Tier
-  400 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  Transit-Oriented Area

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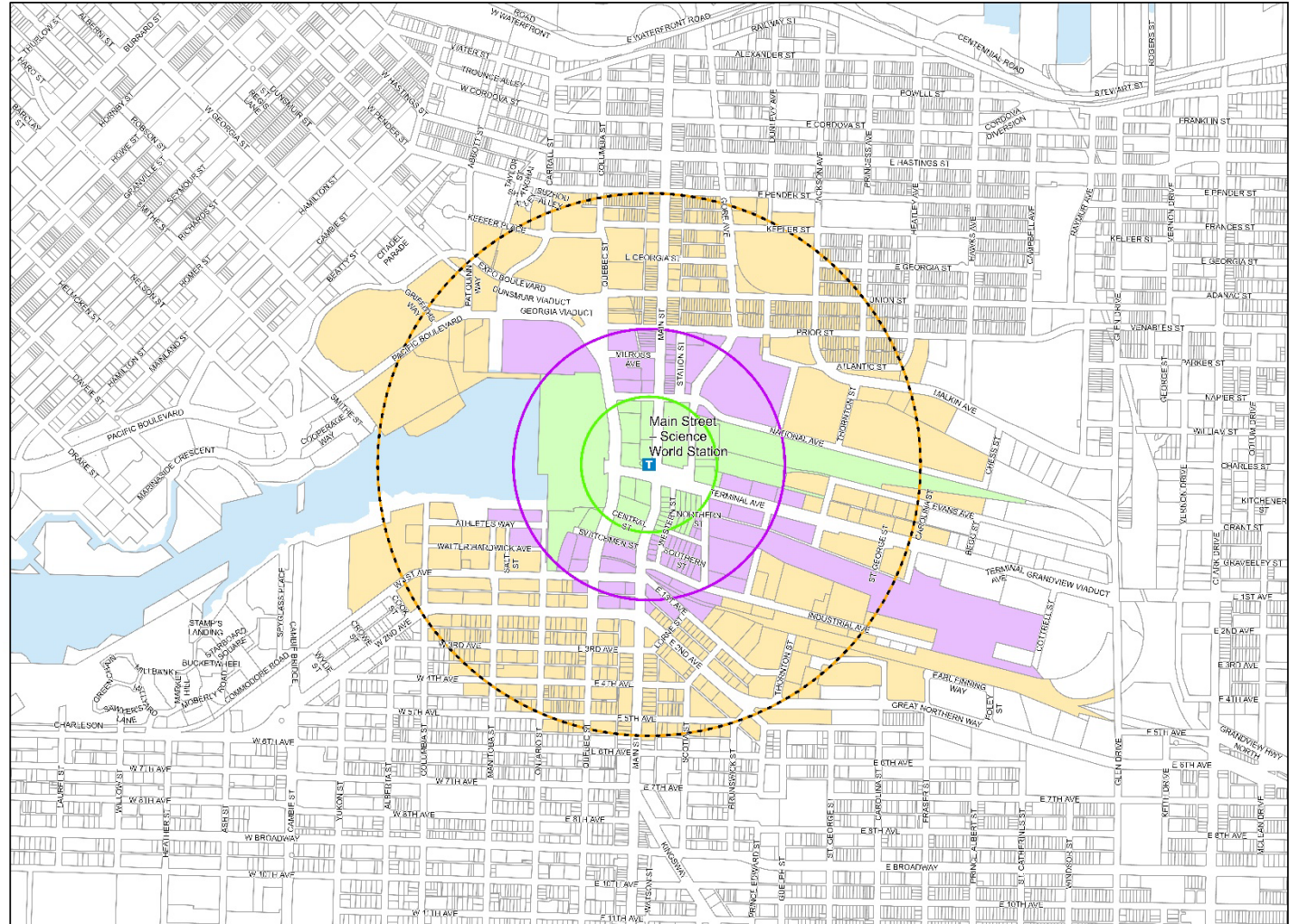


City of Burnaby











Transit-Oriented Area - Main Street - Science World Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area

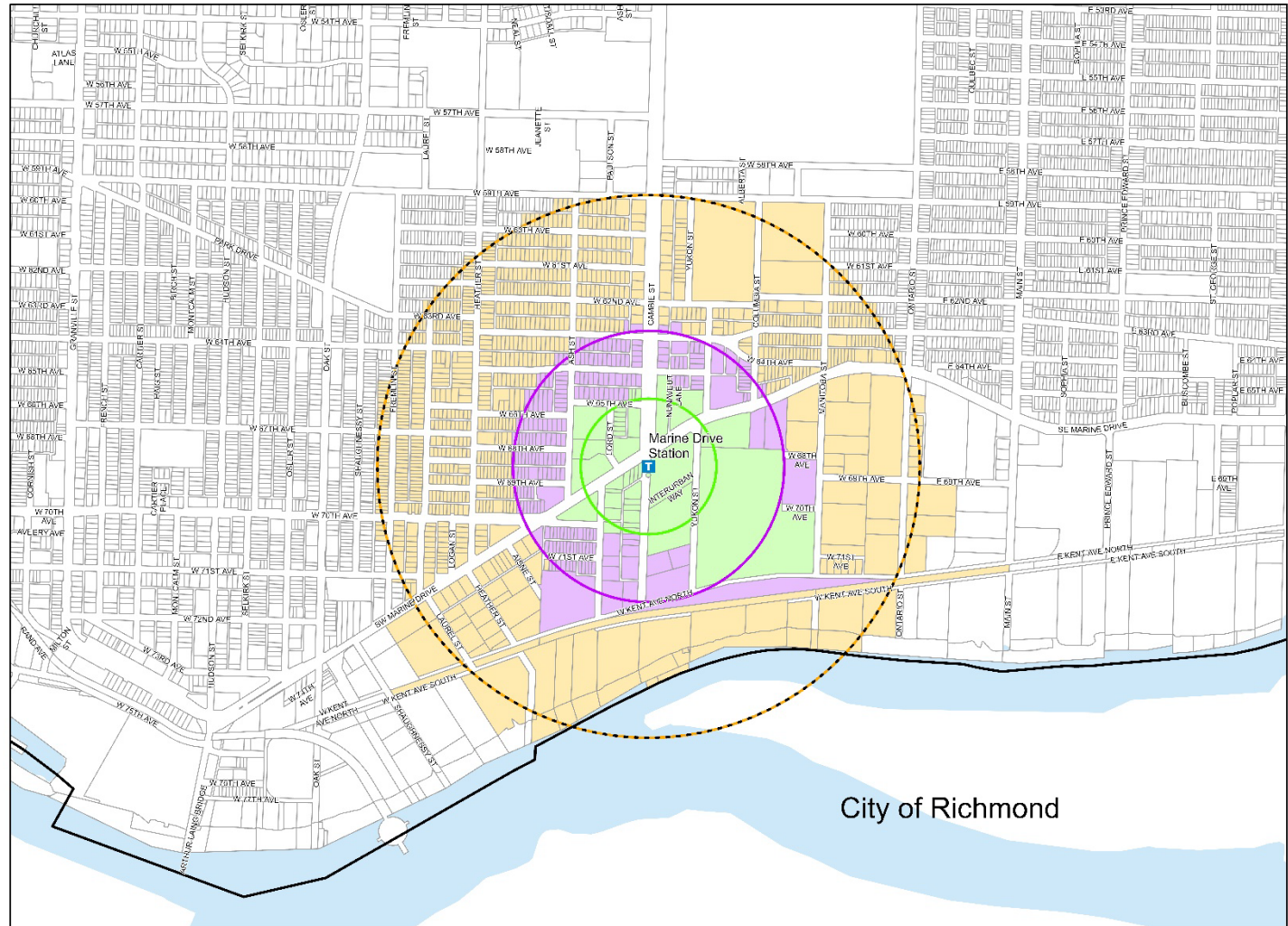
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



Transit-Oriented Area - Marine Drive Station

-  Passenger Rail Station
-  Parcel
-  Municipal Boundary
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area

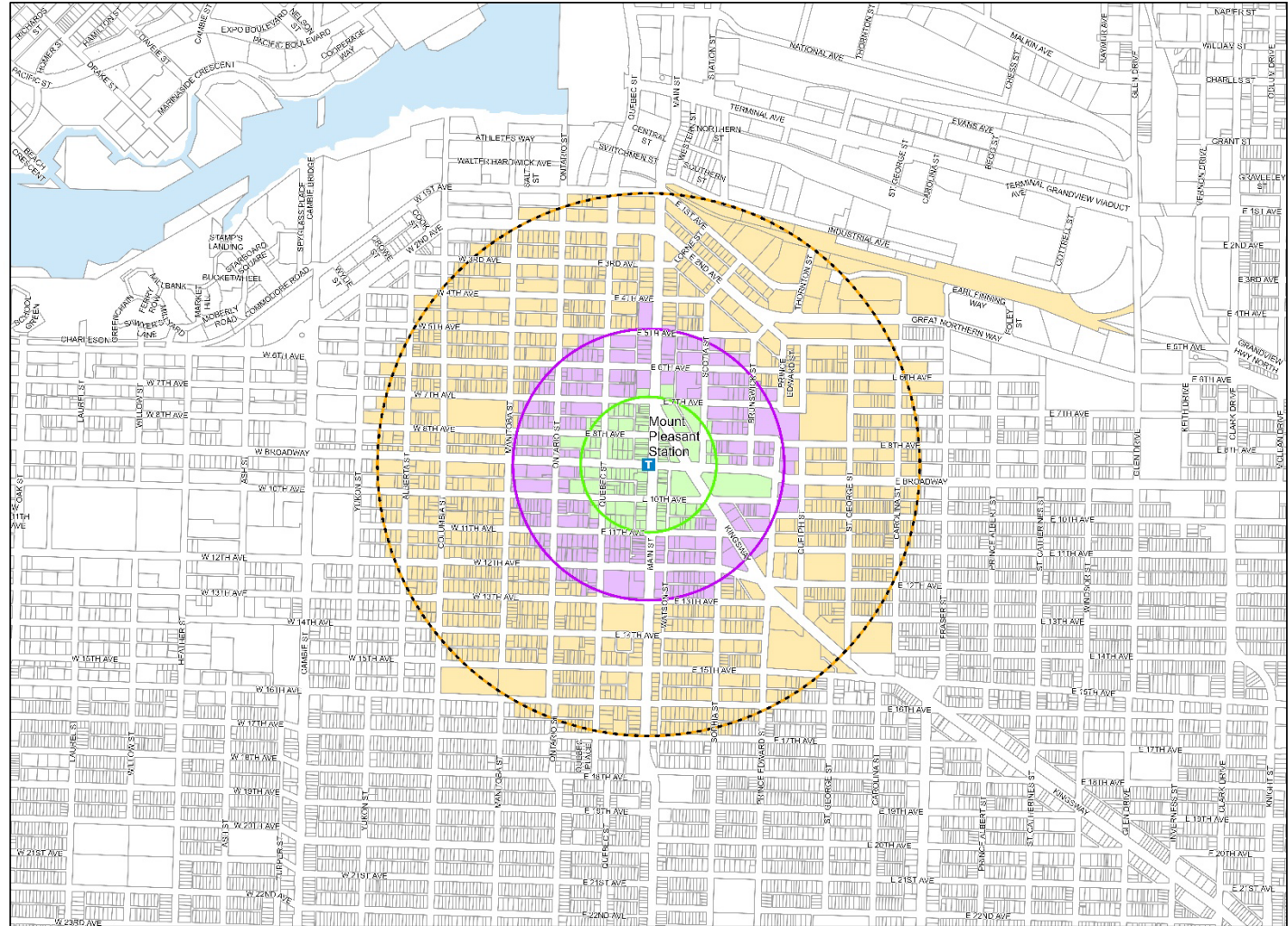
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



Transit-Oriented Area - Mount Pleasant Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area

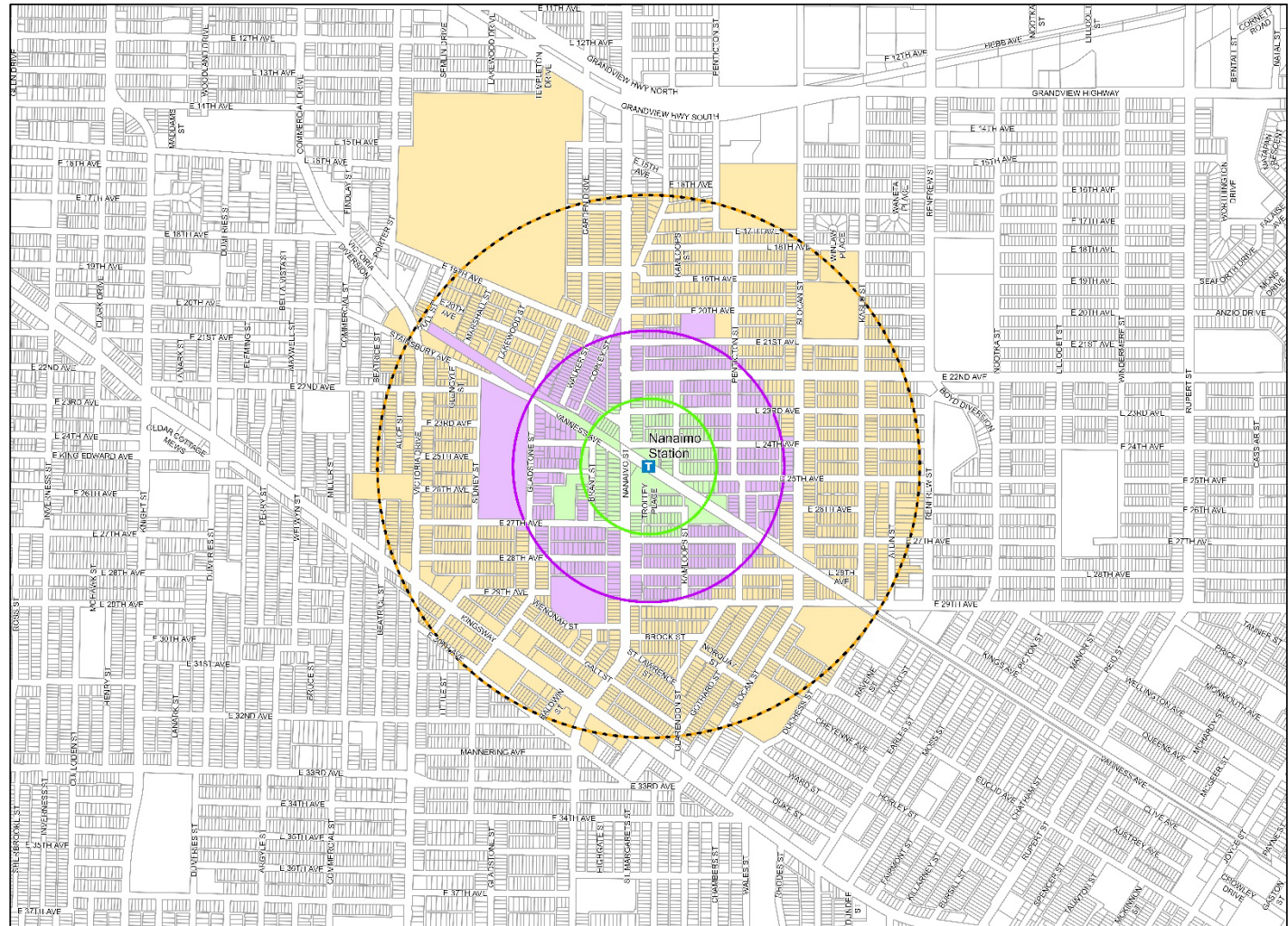
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Transit-Oriented Area - Nanaimo Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area










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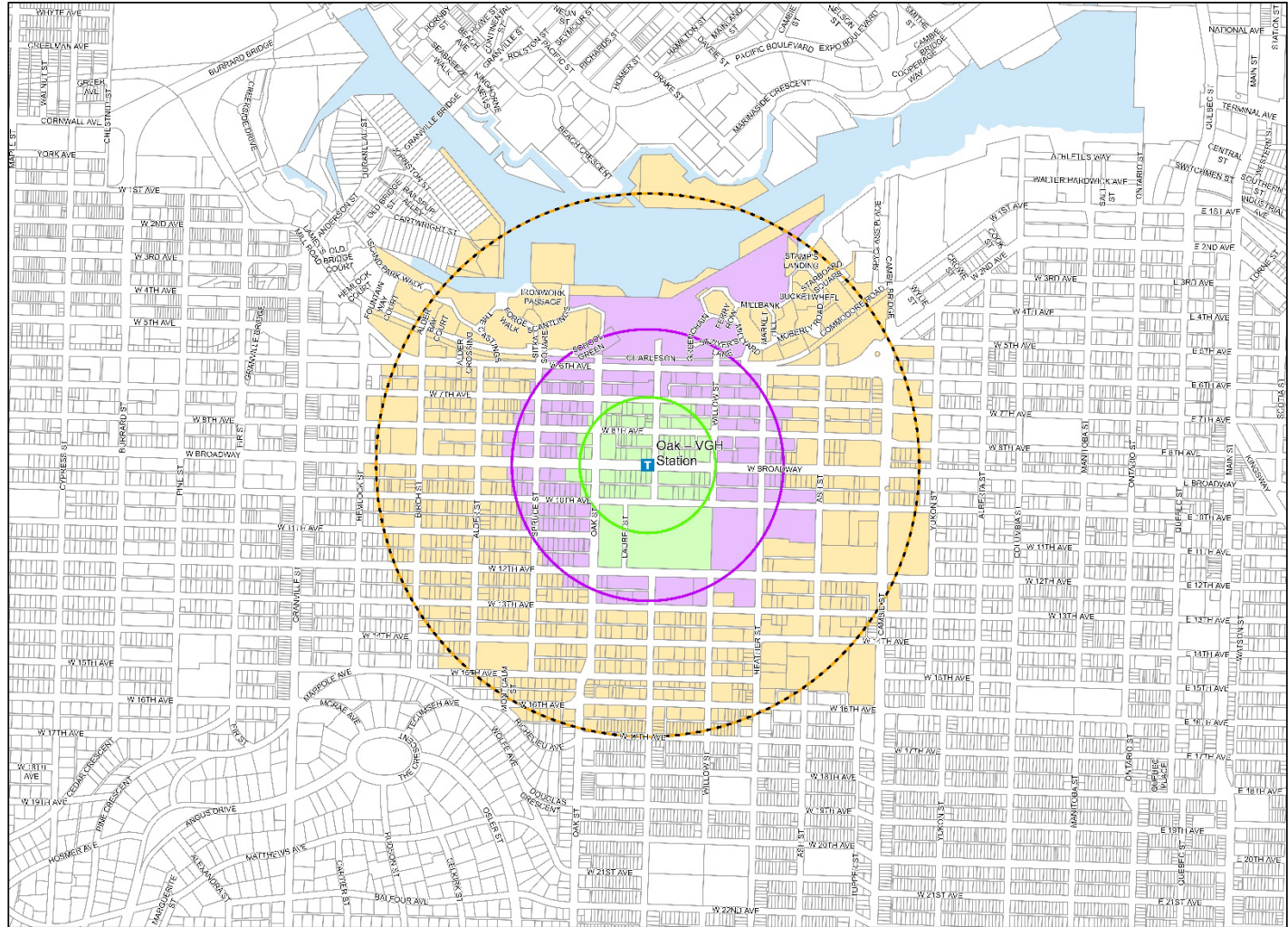
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0 150 300 600 Meters

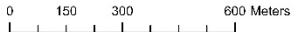
Transit-Oriented Area - Oak - VGH Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area










If the boundary of a Transit-Oriented Area bisects a parcel of land, the parcel of land is deemed to be wholly within the Transit-Oriented Area. For parcels in overlapping Transit-Oriented Areas, the tier with the highest permissible height and density applies.



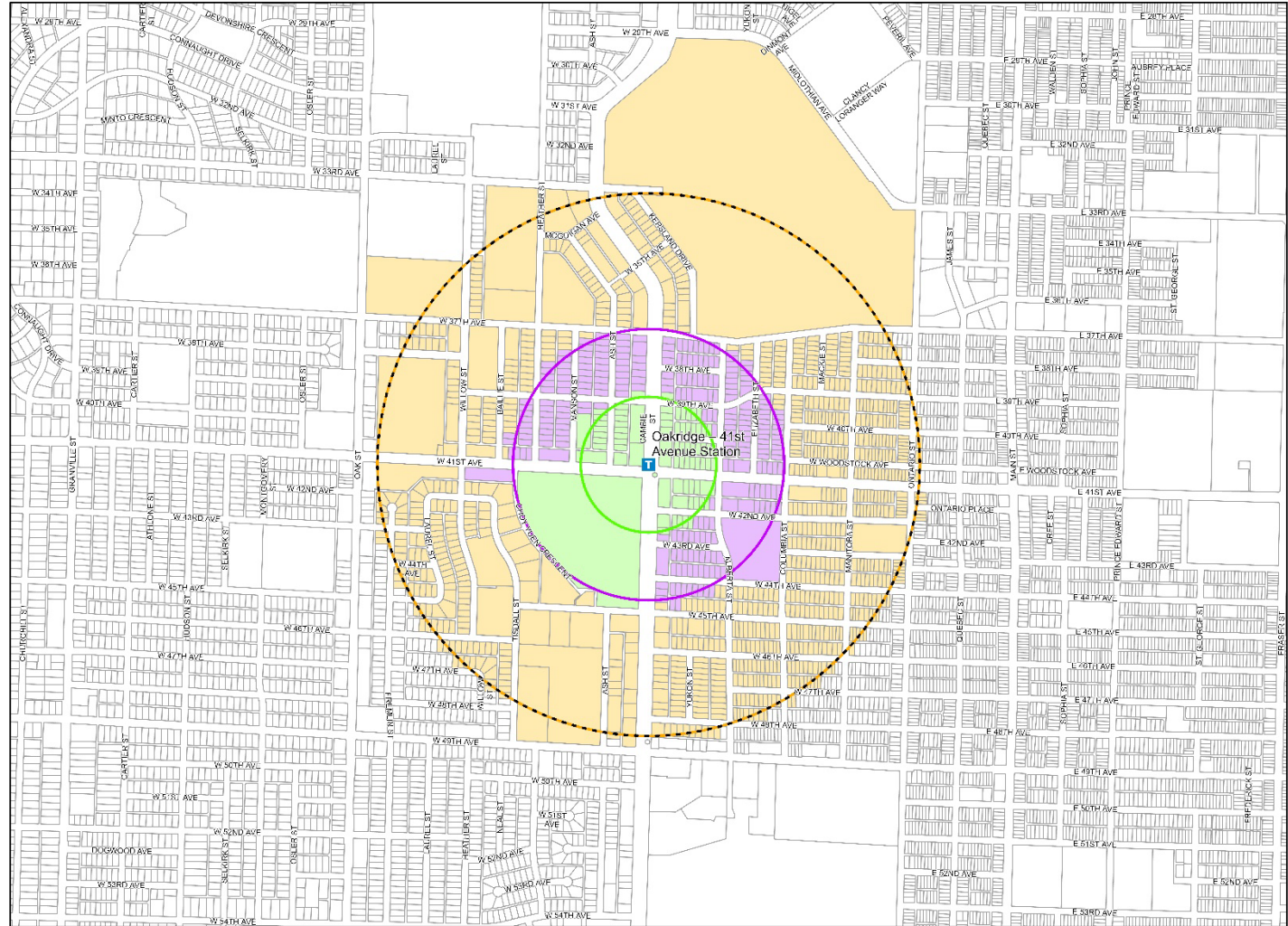
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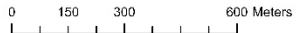
Transit-Oriented Area - Oakridge - 41st Avenue Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area










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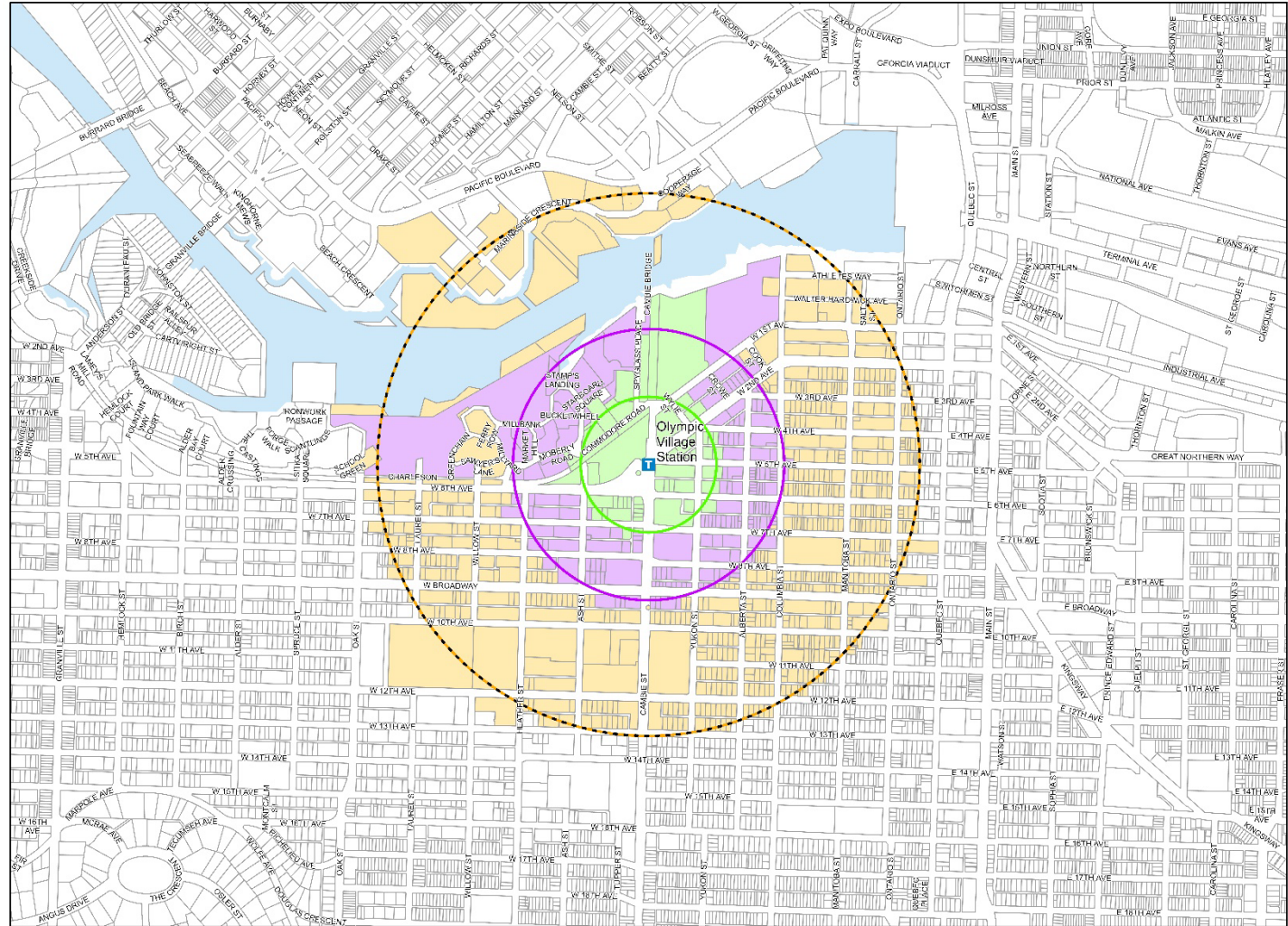
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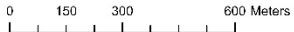
Transit-Oriented Area - Olympic Village Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area










If the boundary of a Transit-Oriented Area bisects a parcel of land, the parcel of land is deemed to be wholly within the Transit-Oriented Area. For parcels in overlapping Transit-Oriented Areas, the tier with the highest permissible height and density applies.



1:11,000



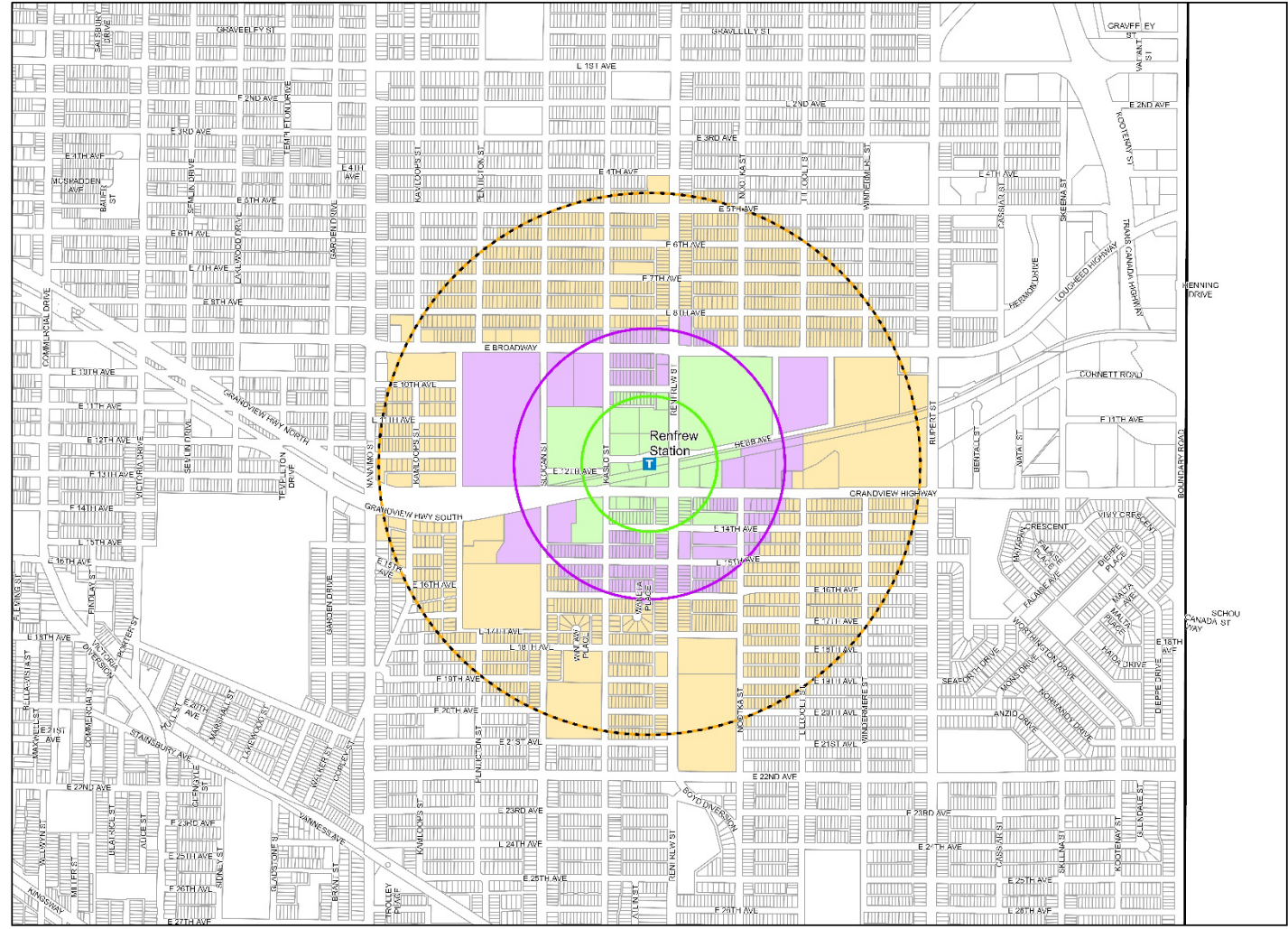
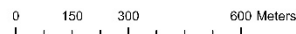
Transit-Oriented Area - Renfrew Station

-  Passenger Rail Station
-  Parcel
-  Municipal Boundary
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area











If the boundary of a Transit-Oriented Area bisects a parcel of land, the parcel of land is deemed to be wholly within the Transit-Oriented Area. For parcels in overlapping Transit-Oriented Areas, the tier with the highest permissible height and density applies.



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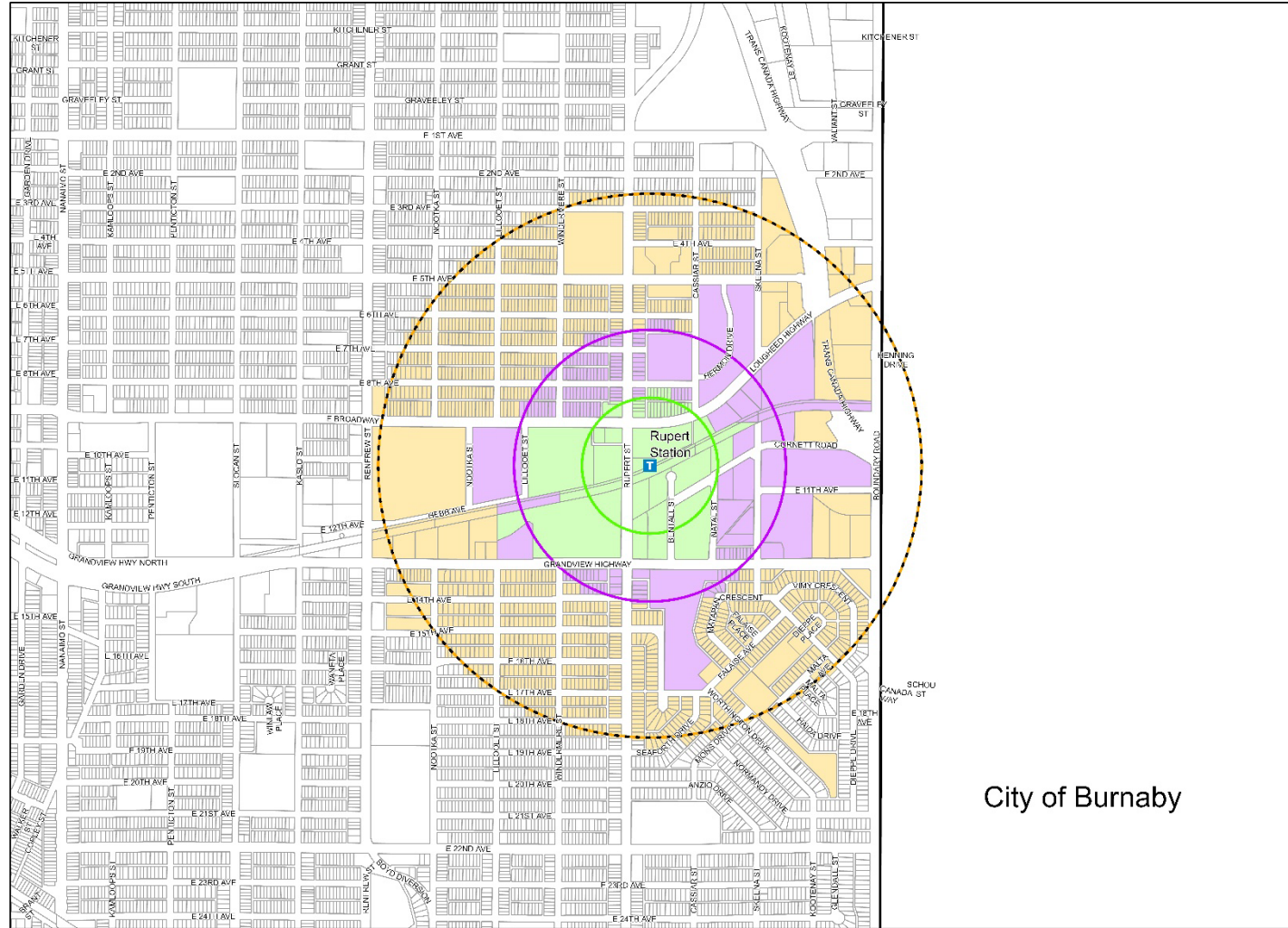
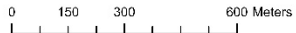
Transit-Oriented Area - Rupert Station

-  Passenger Rail Station
-  Parcel
-  Municipal Boundary
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area

If the boundary of a Transit-Oriented Area bisects a parcel of land, the parcel of land is deemed to be wholly within the Transit-Oriented Area. For parcels in overlapping Transit-Oriented Areas, the tier with the highest permissible height and density applies.












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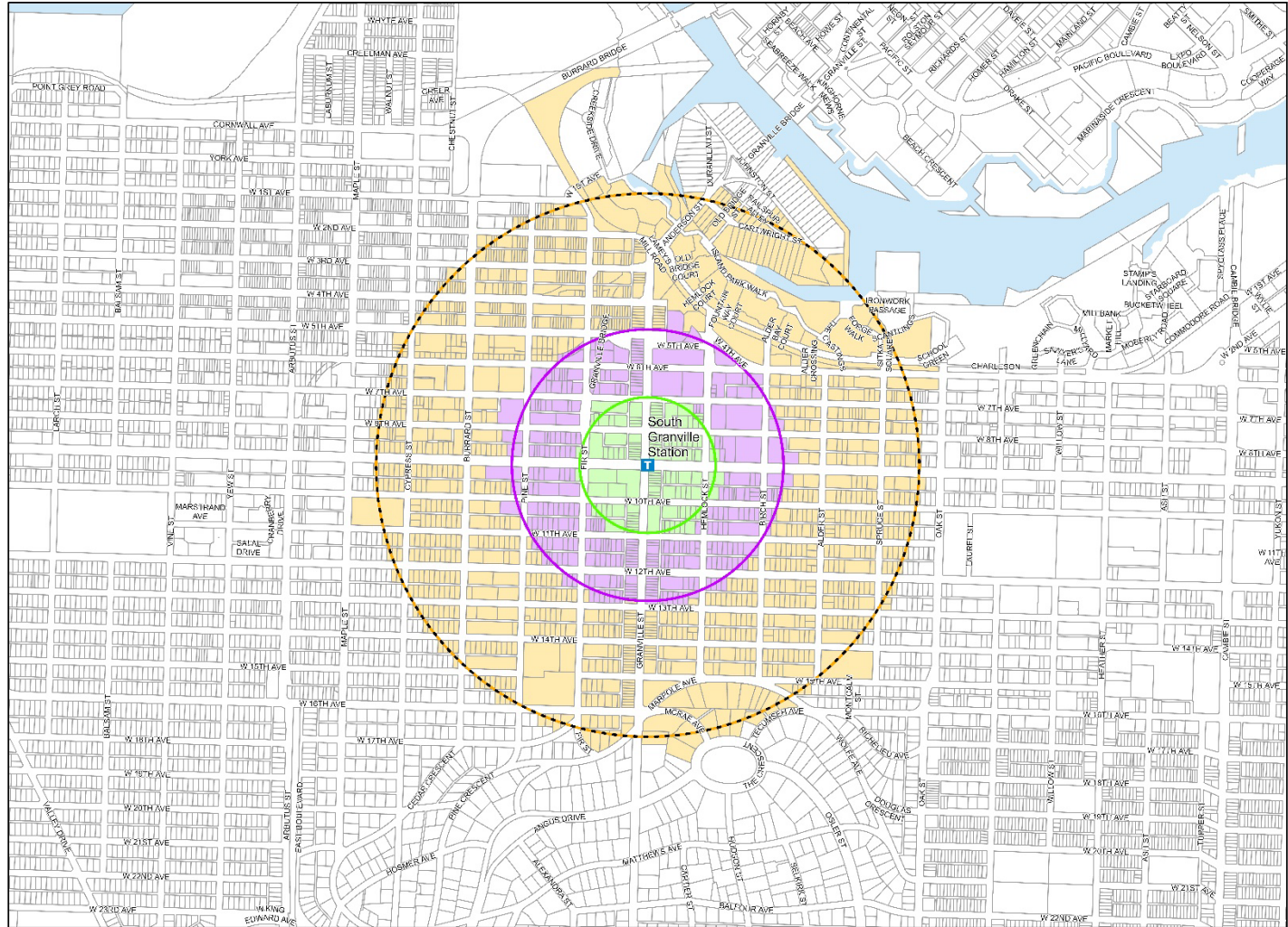


City of Burnaby










Transit-Oriented Area - South Granville Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area

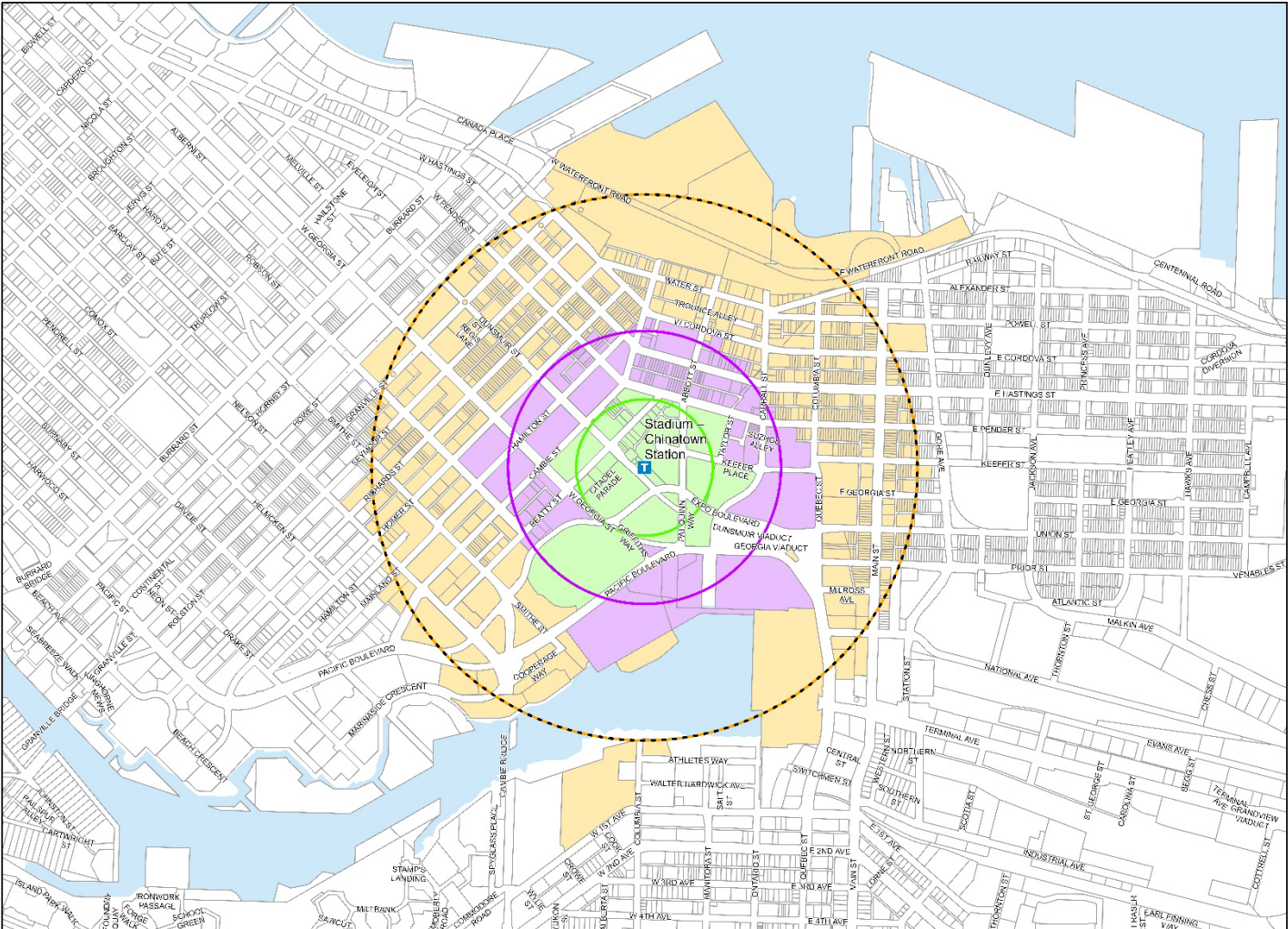
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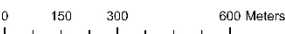
Transit-Oriented Area - Stadium - Chinatown Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area










If the boundary of a Transit-Oriented Area bisects a parcel of land, the parcel of land is deemed to be wholly within the Transit-Oriented Area. For parcels in overlapping Transit-Oriented Areas, the tier with the highest permissible height and density applies.



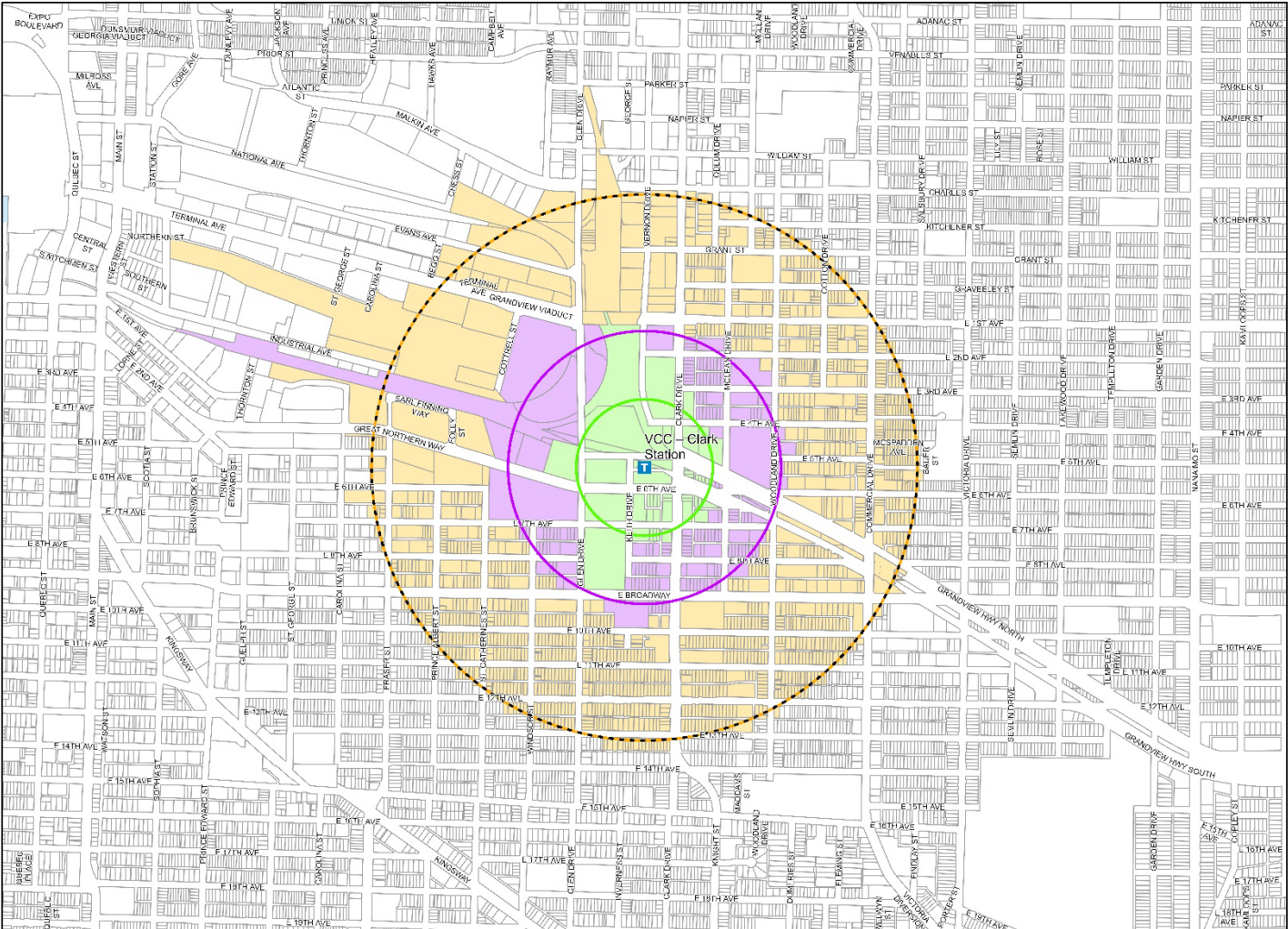
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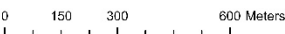
Transit-Oriented Area - VCC - Clark Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area










If the boundary of a Transit-Oriented Area bisects a parcel of land, the parcel of land is deemed to be wholly within the Transit-Oriented Area. For parcels in overlapping Transit-Oriented Areas, the tier with the highest permissible height and density applies.



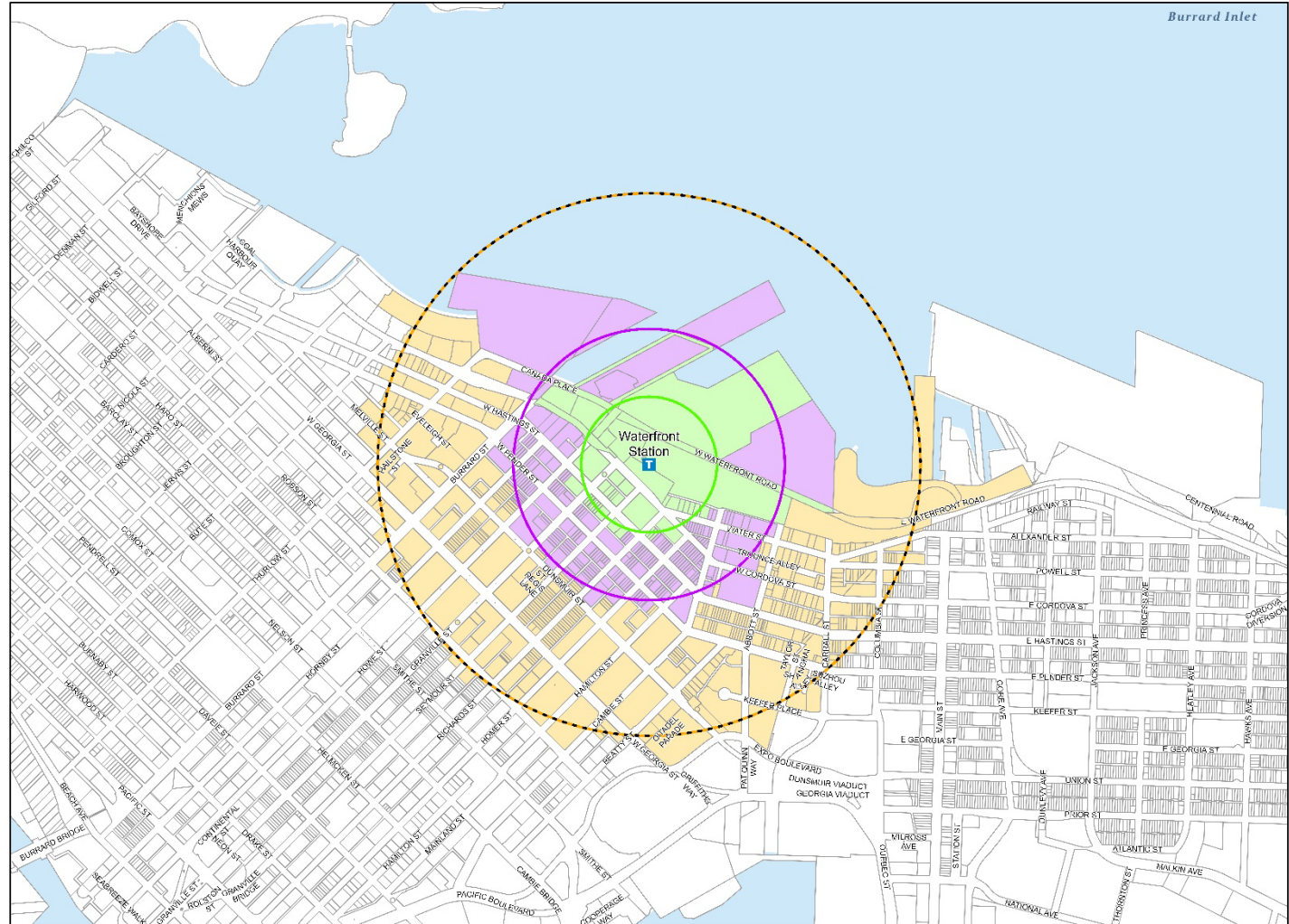
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



Transit-Oriented Area - Waterfront Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area

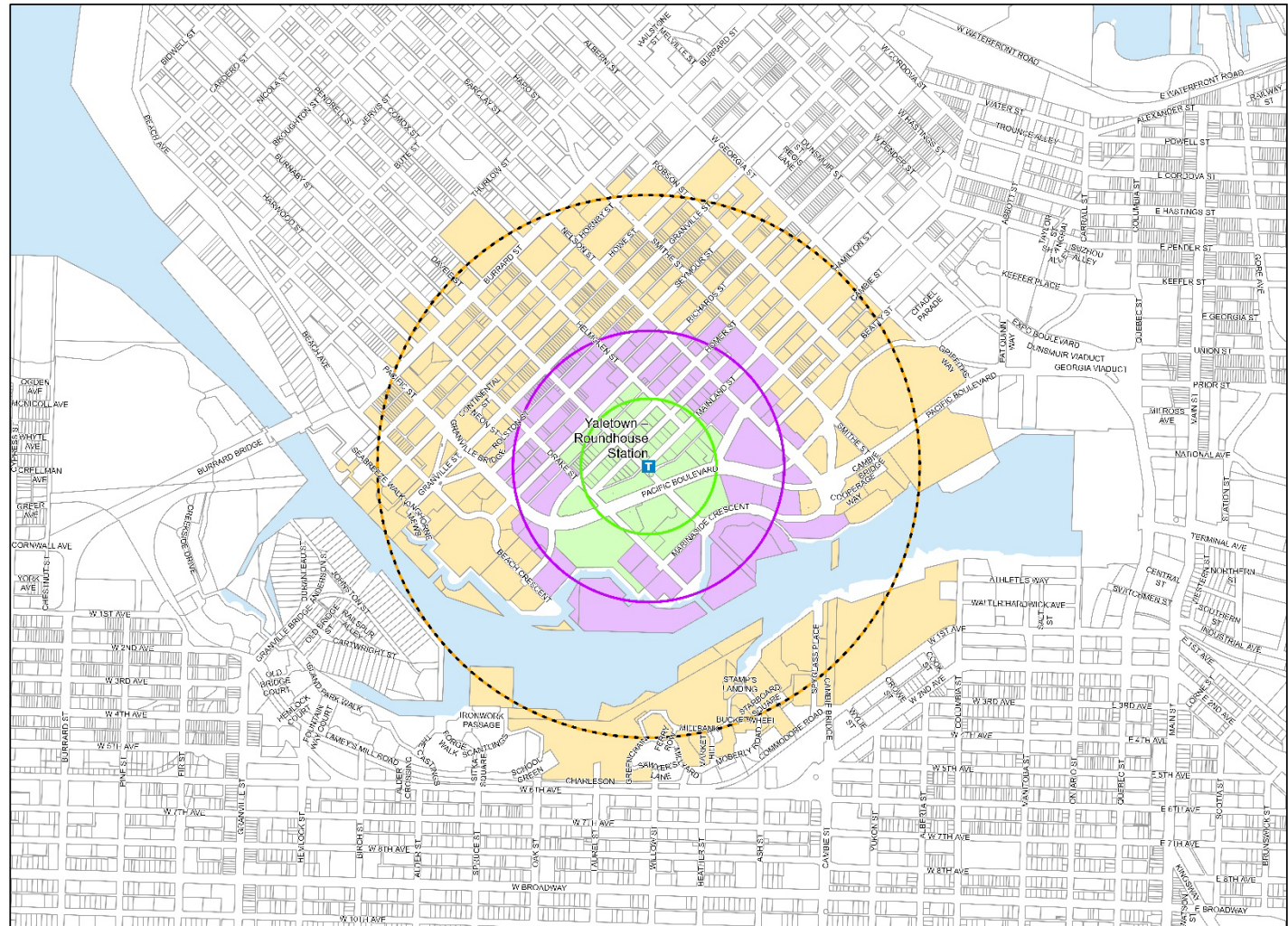
If the boundary of a Transit-Oriented Area bisects a parcel of land, the parcel of land is deemed to be wholly within the Transit-Oriented Area. For parcels in overlapping Transit-Oriented Areas, the tier with the highest permissible height and density applies.



Transit-Oriented Area - Yaletown - Roundhouse Station

-  Passenger Rail Station
-  Parcel
-  200 metre Tier
-  400 metre Tier
-  800 metre Tier
-  200 metre Tier Parcel
-  400 metre Tier Parcel
-  800 metre Tier Parcel
-  Transit-Oriented Area

If the boundary of a Transit-Oriented Area bisects a parcel of land, the parcel of land is deemed to be wholly within the Transit-Oriented Area. For parcels in overlapping Transit-Oriented Areas, the tier with the highest permissible height and density applies.



EXPLANATION

**A By-law to amend Parking By-law No. 6059
regarding parking minimums and other miscellaneous amendments**

Enactment of the attached By-law will implement Council's resolution of June 26, 2024 to amend the Parking By-law regarding minimum vehicle parking requirements, and other miscellaneous amendments, to come into force and take effect on June 30, 2024.

Director of Legal Services
June 26, 2024

BY-LAW NO. _____

**A By-law to amend Parking By-law No. 6059
regarding parking minimums and other miscellaneous amendments**

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. This by-law amends the indicated provisions of Parking By-law No. 6059.
2. In section 2, Council:
 - (a) in the definition of “Accessible Parking Space”, strikes out “means a Parking Space for the use of a person who has a loss, or a reduction, of functional ability and activity and includes a person in a wheelchair and a person with a sensory disability which includes visual impairment” and substitutes “means a parking space reserved for use by disabled persons”;
 - (b) adds a new definition for “Broadway Station Precinct” in the correct alphabetical order as follows:

“Broadway Station Precinct means that area outlined in black on Map 2A set out at the end of this section 2;”;
 - (c) strikes out the definition of “Rowhouse” in its entirety;
 - (d) adds a new definition of “Southeast False Creek ODP Area” as follows:

“Southeast False Creek ODP Area means the area outlined in black on Figure 1 of the Southeast False Creek Official Development Plan;”;
 - (e) adds a new definition for “Visitor Parking Space” in the correct alphanumerical order as follows:

“Visitor Parking Space means a parking space reserved for use by visitors;”;
 - (f) adds a new map 2A in the correct alphanumerical order, as set out in Schedule A attached to this by-law.
3. In section 3.2.1, Council strikes out “section 4.8.4” and substitutes “section 4.1.4”.
4. In section 4, Council:
 - (a) In the title of section 4, strikes out “**Off street**” and substitutes “**Off-street**”;
 - (b) strikes out sections 4.1.1 through 4.1.4 and substitutes the following:

“4.1.1 Required Parking Spaces

No parking spaces are required for the off-street parking of motor vehicles accessory to any development in the City, except for the following:

- (a) visitor parking spaces, in accordance with section 4.1.3; and
- (b) accessible parking spaces, in accordance with section 4.1.4.

4.1.2 Permitted Parking Spaces

The maximum number of parking spaces permitted for the off-street parking of motor vehicles accessory to any development, not including visitor or accessible parking spaces, must be calculated according to section 4.2.

4.1.3 Required Visitor Parking Spaces

The following number of visitor parking spaces must be provided:

- (a) for dwelling uses, including live-work use, a minimum of 0.05 spaces and a maximum of 0.1 spaces per dwelling unit; and
- (b) despite subsection (a), for multiple dwelling or infill multiple dwelling use in the RM-10 and RM-10N districts, a minimum of 0.075 spaces and a maximum of 0.15 spaces per dwelling unit, unless the Director of Planning and General Manager of Engineering Services allow visitor parking off site at a location and on terms and conditions satisfactory to them.

4.1.4 Required Accessible Parking Spaces

The following number of accessible parking spaces must be provided:

- (a) for multiple dwelling or live-work use in buildings that contain at least seven dwelling units, a minimum of 1.0 spaces plus an additional 0.034 spaces for each additional dwelling unit; and
- (b) for non-residential uses in buildings that contain at least 500 m² of gross floor area, a minimum of 1.0 spaces plus an additional 0.4 spaces for each 1,000 m² of gross floor area,

and the first accessible parking space provided, plus every tenth accessible parking space provided, must be a van accessible parking space.”;

- (c) strikes out section 4.1.6 and substitutes the following:

“4.1.6 Transportation Demand Management Plan

The following development sites must provide a transportation demand management plan satisfactory to the Director of Planning:

- (a) residential developments of 12 or more dwelling units and non-residential developments of 500 m² gross floor area or more, if the development site is located in the Downtown and Broadway Plan Area or a transit-oriented area; and

- (b) development sites involving a land parcel or parcels having a total site size of 8,000 m² or more, or containing 45,000 m² or more of new development floor area.”;
- (d) strikes out section 4.1.7 and substitutes the following:
 - “4.1.7 Number of Small Car Spaces
 - For each use on a site, the number of small car parking spaces may not exceed 25% of the parking spaces provided for that use, except that:
 - (a) if the parking spaces on a site are primarily reserved and clearly designated for employee parking in association with office, industrial, or similar uses, the number of such small car parking spaces may increase to no more than 40% of the parking spaces provided for those uses; and
 - (b) if only two or three parking spaces are provided for a use, one of them may be a small car space.”;
- (e) strikes out section 4.1.8;
- (f) renumbers sections 4.1.9, 4.1.10 and 4.1.11 as sections 4.1.8, 4.1.9 and 4.1.10, respectively;
- (g) strikes out section 4.1.12;
- (h) renumbers section 4.1.13 as section 4.1.11;
- (i) in section 4.1.11, strikes out “sections 4.2, 4.3, or 4.4 prescribe” and substitutes “section 4.2 prescribes”;
- (j) strikes out sections 4.1.14 and 4.1.15;
- (k) strikes out sections 4.2, 4.3, 4.4, 4.5, 4.5A, and 4.5B in their entirety, including any maps, and substitutes the following:

“

4.2 Table of Number of Permitted Accessory Parking Spaces in R, C, M, I, DEOD, First Shaughnessy District except for heritage sites, the Broadway Station Precinct, the Southeast False Creek ODP Area, and the Downtown and Broadway Plan Area

In the R, C, M and I districts, the DEOD, the First Shaughnessy District except for heritage sites, the Broadway Station Precinct, the Southeast False Creek ODP Area, and the Downtown and Broadway Plan Area, parking spaces for any building classified in Column 1 must meet the corresponding standard listed in Column 2.

	COLUMN 1 BUILDING CLASSIFICATION	COLUMN 2 MAXIMUM PERMITTED PARKING SPACES										
4.2.1	In the R districts, the C districts, the M districts, the I districts, the DEOD except for sub-area 1, the First Shaughnessy District except for heritage sites, the Broadway Station Precinct except for uses set out in section 4.2.3, and the Southeast False Creek ODP Area except for uses set out in section 4.2.4, but not including the Downtown and Broadway Plan Area:											
(a)	Single Detached House, Duplex, Infill Single Detached House, or Infill Duplex in the following districts, except if located in a transit-oriented area: R, C, and DEOD	<table border="0"> <thead> <tr> <th><u>Site width at rear property line</u></th> <th><u>Spaces</u></th> </tr> </thead> <tbody> <tr> <td>Less than 10.0 m</td> <td>2</td> </tr> <tr> <td>At least 10.0 m but less than 12.2 m</td> <td>3</td> </tr> <tr> <td>At least 12.2 m but less than 14.5 m</td> <td>4</td> </tr> <tr> <td>14.5 m or more</td> <td>5</td> </tr> </tbody> </table>	<u>Site width at rear property line</u>	<u>Spaces</u>	Less than 10.0 m	2	At least 10.0 m but less than 12.2 m	3	At least 12.2 m but less than 14.5 m	4	14.5 m or more	5
<u>Site width at rear property line</u>	<u>Spaces</u>											
Less than 10.0 m	2											
At least 10.0 m but less than 12.2 m	3											
At least 12.2 m but less than 14.5 m	4											
14.5 m or more	5											
(b)	Duplex with Secondary Suite, provided that it is the only use on the site other than an accessory use, except if located in a transit-oriented area	<table border="0"> <thead> <tr> <th><u>Site width at rear property line</u></th> <th><u>Spaces</u></th> </tr> </thead> <tbody> <tr> <td>At least 10.0 m but less than 12.2 m</td> <td>3</td> </tr> <tr> <td>At least 12.2 m but less than 14.5 m</td> <td>4</td> </tr> <tr> <td>14.5 m or more</td> <td>5</td> </tr> </tbody> </table>	<u>Site width at rear property line</u>	<u>Spaces</u>	At least 10.0 m but less than 12.2 m	3	At least 12.2 m but less than 14.5 m	4	14.5 m or more	5		
<u>Site width at rear property line</u>	<u>Spaces</u>											
At least 10.0 m but less than 12.2 m	3											
At least 12.2 m but less than 14.5 m	4											
14.5 m or more	5											
(c)	Multiple Dwelling in the following districts, except if located in a transit-oriented area: RM-9A, RM-9AN, RM-11, RM-11N, and RM-12N	2 spaces for each dwelling unit										
(d)	Three or more dwelling units designated solely as social housing low end of market units, except if located in a transit-oriented area	1 space for each 125 m ² of gross floor area, plus 0.5 spaces per dwelling unit										

(e)	Office Uses in the following district: FC-1	1 space for each 46.5 m ² of gross floor area
(f)	Manufacturing Uses, Office Uses, Laboratory, Production or Rehearsal Studio, Utility and Communication Uses, Transportation and Storage Uses, Wholesale Uses, and Work Shop, but not including Mini-storage Warehouse, in the following district: I-3	1 space for each 42 m ² of gross floor area
4.2.2 In Sub-Area 1 of the DEOD:		
	Office commercial, live-work, and residential uses, except any residential uses located in a transit-oriented area	1 space for each 93 m ² of gross floor area of such uses
4.2.3 In the Broadway Station Precinct:		
	Retail Uses, Office Uses, and Service Uses	1 space for each 46.5 m ² of gross floor area
4.2.4 In the Southeast False Creek ODP Area:		
(a)	Live-Work Use	1 space for each unit that has up to 250 m ² of gross floor area, 1 additional space for each additional 100 m ² of gross floor area or more above 250 m ² up to 300 m ² of gross floor area, and 1 additional space for each additional 70 m ² of gross floor area over 300 m ² , plus 10%
(b)	Grocery or Drug Store, except for Neighbourhood Grocery Store	1 space for each 100 m ² of gross floor area or more up to 300 m ² of gross floor area, and 1 additional space for each additional 50 m ² of gross floor area, plus 10%
(c)	Restaurant that has a gross floor area of 250 m ² of more, and Restaurant – Drive-in	1 space for each 50 m ² of gross floor area up to 100 m ² of gross floor area, 1 additional space for each additional 10 m ² of gross floor area up to 500 m ² of gross floor area, and

		1 additional space for each additional 20 m ² of gross floor area over 500 m ² , plus 10%
(d)	All other non-residential uses	1 space for each 115 m ² of gross floor area
4.2.5 In the Downtown and Broadway Plan Area:		
	Non-residential uses	1 space for each 115 m ² of gross floor area
4.2.6 Despite anything to the contrary in this By-law, except for relaxations set out in section 3.2:		
	Secured market rental housing, except in the Downtown and Broadway Plan Area, the Southeast False Creek area described in the Southeast False Creek ODP By-law, or the East Fraser Lands area described in the East Fraser Lands ODP By-law, and except if located in a transit-oriented area	1 space for each 125 m ² of gross floor area, plus 0.5 spaces per dwelling unit

”.

- (l) renumbers sections 4.6, 4.6.1 through 4.6.7, 4.7, 4.7.1 through 4.7.5, 4.8, 4.8.1, 4.8.2, 4.8.2A, 4.8.3, 4.8.4, 4.8.4A, 4.8.5 through 4.8.13, 4.9, 4.9.1 through 4.9.7, 4.10, 4.10.1 through 4.10.4, 4.11, 4.11.1, 4.12, 4.12.1 through 4.12.6, 4.13, 4.13.1 through 4.13.5, 4.14, and 4.14.1 through 4.14.7, as sections 4.3, 4.3.1 through 4.3.7, 4.4, 4.4.1 through 4.4.5, 4.5, 4.5.1, 4.5.2, 4.5.3, 4.5.4, 4.5.5, 4.5.6, 4.5.7 through 4.5.15, 4.6, 4.6.1 through 4.6.7, 4.7, 4.7.1 through 4.7.4, 4.8, 4.8.1, 4.9, 4.9.1 through 4.9.6, 4.10, 4.10.1 through 4.10.5, 4.11, and 4.11.1 through 4.11.7;
- (m) in section 4.3.3, strikes out “section 4.6.1 or, if the site is within the heavy black outline on Map 4.3.1, in accordance with section 4.6.2” and substitutes “section 4.3.1 or, if the site is located within the DD, CWD or HA Districts, in accordance with section 4.3.2”;
- (n) in section 4.3.4, strikes out “sections 4.6.1, or 4.6.2” and substitutes “sections 4.3.1 or 4.3.2”;
- (o) in section 4.3.5, strikes out “section 4.12” and substitutes “section 4.9”;
- (p) in section 4.3.7, strikes out “he” and substitutes “the Director of Planning”;
- (q) adds new sections 4.3.8 and 4.3.9 in the correct numerical order as follows:

“4.3.8 Accessible Parking Spaces

The Director of Planning, in consultation with the City Engineer, is to determine the location of all accessible car spaces.

4.3.9 Small Car Spaces

The Director of Planning, in consultation with the City Engineer, is to determine the location of all small car spaces.”;

- (r) strikes out section 4.4.2 and substitutes the following:

“4.4.2 Access to Parking Spaces in the R1-1 District

Access by a vehicle to any off-street parking space on any site in the R1-1 District must be from a lane abutting the site unless the City Engineer issues a crossing permit in conjunction with issuance of a development permit for the site, in which case access to the site may be from the front street.”;

- (s) in section 4.4.3, strikes out “he” and substitutes “the Director of Planning”;
- (t) in section 4.5.1:
- (i) strikes out “and Location”, and
 - (ii) in (c)(v), strikes out “and located”;
- (u) in section 4.5.3, strikes out “City Engineer” and substitutes “the City Engineer and the Chief Building Officer”;
- (v) strikes out section 4.5.5;
- (w) renumbers sections 4.5.6 through 4.5.15 as sections 4.5.5 through 4.5.14, respectively;
- (x) in section 4.5.6, strikes out “offstreet” and substitutes “off-street”;
- (y) in section 4.5.7(a), adds “, except in the RT-7 and RT-9 districts where vehicular access from the front street has been permitted” after “in which it is located”;
- (z) in section 4.5.11, strikes out “section 4.8” and substitutes “section 4.5”;
- (aa) strikes out sections 4.5.13 and 4.5.14;
- (bb) in section 4.6.1, strikes out “sections 4.8.1, 4.8.2, 4.8.2A, 4.8.3, 4.8.4, 4.8.4A, 4.8.5, 4.8.8 and 4.8.11” and substitutes “sections 4.5.1, 4.5.2, 4.5.3, 4.5.4, 4.5.5, 4.5.6, 4.5.9 and 4.5.12”;
- (cc) in section 4.6.5, strikes out “4.9.7” and substitutes “section 4.6.7”;
- (dd) in section 4.8.1:

- (i) strikes out “section 4.8” and substitutes “section 4.5”, and
- (i) strikes out “section 4.9” and substitutes “section 4.6”;
- (ee) in section 4.9.1:
 - (i) strikes out “section 4.1.1, 4.1.2, 4.1.3, 4.1.4, or 4.1.5” and substitutes “section 4.1.3 or 4.1.4”, and
 - (ii) in (a), strikes out “Map 4.12.1” and substitutes “Map 4.9.1”;
- (ff) in section 4.9.2, strikes out “section 4.12.1” and substitutes “section 4.9.1”;
- (gg) in section 4.9.3, strikes out “section 4.12.2” and substitutes “section 4.9.2”;
- (hh) in section 4.9.4:
 - (i) strikes out “section 4.12.2” and substitutes “section 4.9.2”, and
 - (ii) strikes out “section 4.1.1, 4.1.2, 4.1.3, 4.1.4, or 4.1.5” and substitutes “section 4.1.3 or 4.1.4”;
- (ii) in section 4.9.6, strikes out “section 4.12 wishes to receive a refund, he” and substitutes “section 4.9 wishes to receive a refund, that person”;
- (jj) strikes out Map 4.12.1 and substitutes a new map after section 4.9.6 as set out in Schedule B attached to this by-law;
- (kk) in section 4.11.4, strikes out “sections 4.14.1, 4.14.2, and 4.14.3” and substitutes “sections 4.11.1, 4.11.2, and 4.11.3”;
- (ll) in section 4.11.6, strikes out “sections 4.14.2 and 4.14.3” and substitutes “sections 4.11.2 and 4.11.3” in both places it appears;
- (mm) in section 4.11.7, strikes out “sections 4.14.1 through 4.14.3” and substitutes “sections 4.11.1 through 4.11.3”;
- (nn) strikes out section 4.15; and
- (oo) renumbers sections 4.16 and 4.16.1 as sections 4.12 and 4.12.1, respectively.

5. In section 5, Council:

- (a) in section 5.2.1, strikes out “(For the purpose of calculating loading spaces in the Southeast False Creek area illustrated in Map 4.5A, the number of dwelling units is to include the number of live-work units under section 4.5A.5 and social housing units under sections 4.5A.6, 4.5A.7, and 4.5A.8.)” and substitutes “(For the purpose of calculating loading spaces in the Southeast False Creek ODP Area, the number of dwelling units is to include live-work units, dwelling units designated solely for senior citizens’ housing under the National Housing Act or

other similar use, dwelling units designated solely for families of low income under the National Housing Act, and any other social housing dwelling units);

- (b) in section 5.2.11, strikes out “in the Southeast False Creek area illustrated in map 4.5A” and substitutes “in the Southeast False Creek ODP Area”; and
- (c) in section 5.4.3, strikes out “section 4.6.4” and substitutes “section 4.4.4”.

6. In section 6, Council:

- (a) in section 6.2.2.5, strikes out “Child Day Care Facility;” and
- (b) adds a new section 6.2.2.6 in the correct numerical order as follows:

“6.2.2.6 Child Day Care Facility.	A minimum of 1 space for every 17 employees.	A minimum of 1 space for every 6 full-time equivalent child care spaces.”.
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7. In section 7, Council:

- (a) adds a new section 7.1.2 as follows:

“7.1.2 Rounding of Fractional Numbers

Where the calculation of total required passenger spaces results in a fractional number, the nearest whole number shall be taken. A fraction of one-half shall be rounded up to the next whole number.”; and

- (b) in section 7.2.2, Council adds a new section 7.2.2.3 in the correct numerical order as follows:

“	7.2.2.3 Child Day Care Facility	A minimum of one space for every eight full-time equivalent childcare spaces, except that eight spaces designated for the purpose of parking and securely storing strollers or bicycle trailers may be provided instead of one of the required spaces, at the discretion of the Director of Planning.	No requirement.	No requirement.
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Broadway Precinct

