



LITTLE MOUNTAIN
ADJACENT AREA REZONING POLICY
JANUARY 2013



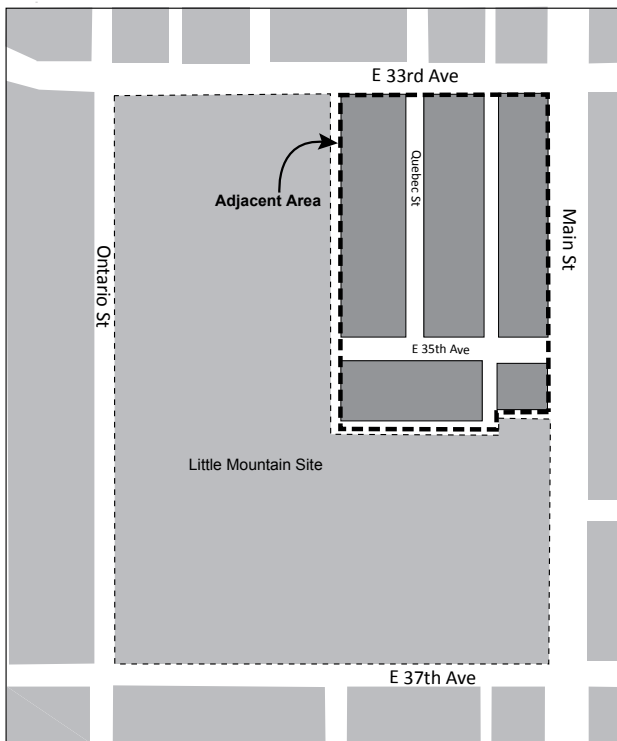
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1.0 INTENT & PRINCIPLES

The intent of this rezoning policy is to provide direction in the consideration of rezoning applications in the Adjacent Area (figure 1); an area of primarily single family homes located 'adjacent' to the 15 acre Little Mountain site at 33rd Ave and Main St. In addition to applicable City Policies, this policy document provides guidance on building heights and density, housing types, public benefits, transportation and sustainability.

Figure 1. Adjacent Area Rezoning Policy boundary



Proposals for the Area will be guided by the following principles:

TRANSITION IN SCALE AND HEIGHT

- The Adjacent Area will provide an appropriate transition and 'stepping down' in scale and height from the larger Little Mountain site to the residential neighbourhood north of 33rd Ave and the mixed use buildings along Main St.

DIVERSE & INNOVATIVE HOUSING TYPES

- Ground oriented housing such as row houses, townhouses (conventional, courtyard or stacked) along with low to mid-rise apartments will be the primary building typologies of the Adjacent Area. This will enable flexibility in responding to varying site configurations, values and market conditions while contributing a greater diversity of housing types to the area.
- Innovation in the design of these building types will create opportunities for greater diversity, affordability and family oriented housing, through initiatives such as 2-3 bedroom units suitable for families, lock off suites, ground-oriented entrances and outdoor space.

CONNECTIONS & PERMEABILITY

- Connect and integrate the area with the surrounding community and Queen Elizabeth Park through permeable site plans, pedestrian pathways and improved connections with existing streets.

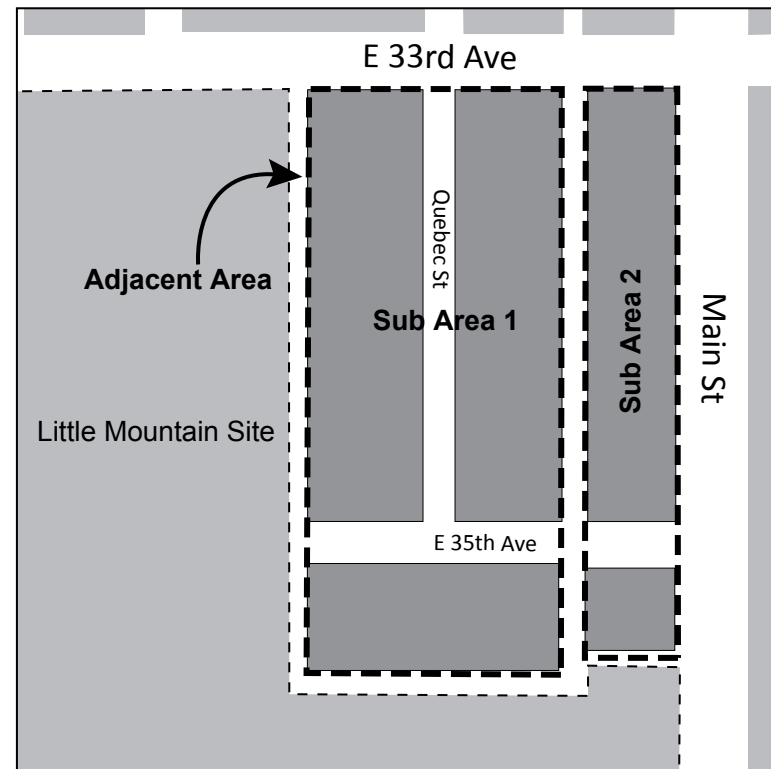
2.0 APPLICATION

Prior to submitting a formal inquiry on any site in the Adjacent Area, applicants are strongly encouraged to meet with City staff to discuss submission requirements, expectations related to density, form, scale of development and building character, and to identify any performance based building code requirements.

Architectural guidelines will be written and approved as part of the rezoning for the main Little Mountain site. When these are approved by Council, developments in the Adjacent Area should reference these guidelines. In general, buildings should reflect a contemporary west coast expression with an emphasis on quality and durability.

Recommended policies contained in this document are specific to the sub areas as noted in Figure 2.

Figure 2. Adjacent Area Sub-Areas



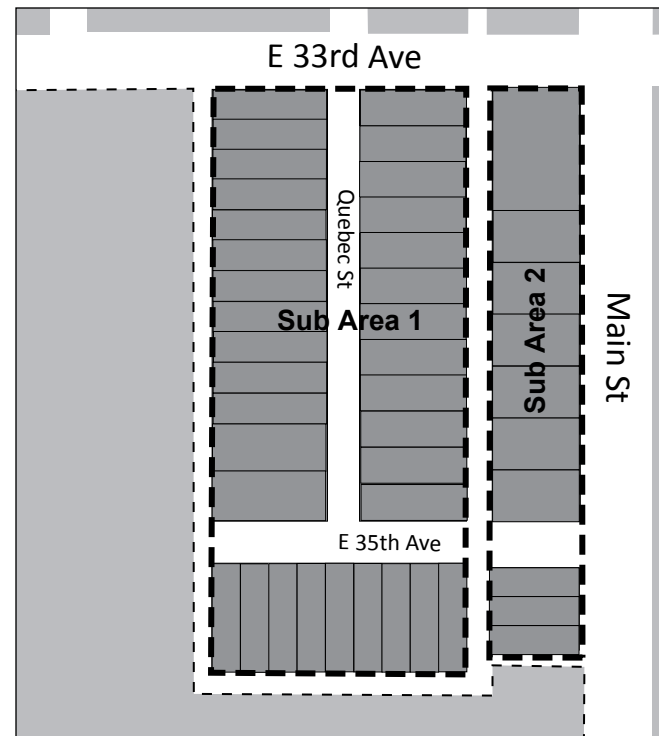
3.0 HOUSING TYPES, HEIGHT & DENSITY

The Adjacent Area Rezoning Policy enables the consideration of rezoning applications that meet the following principles and policies regarding built form, height and density.

3.1 LOW TO MID-RISE APARTMENT FORM POLICIES

Rezoning applications will be considered for low to mid-rise apartments from 4 to 6 stories in Sub-Areas 1 and 2 of the Adjacent Area provided they meet the following principles and policies. Variations may be considered in non-standard situations which constrain the development of the recommended building form.

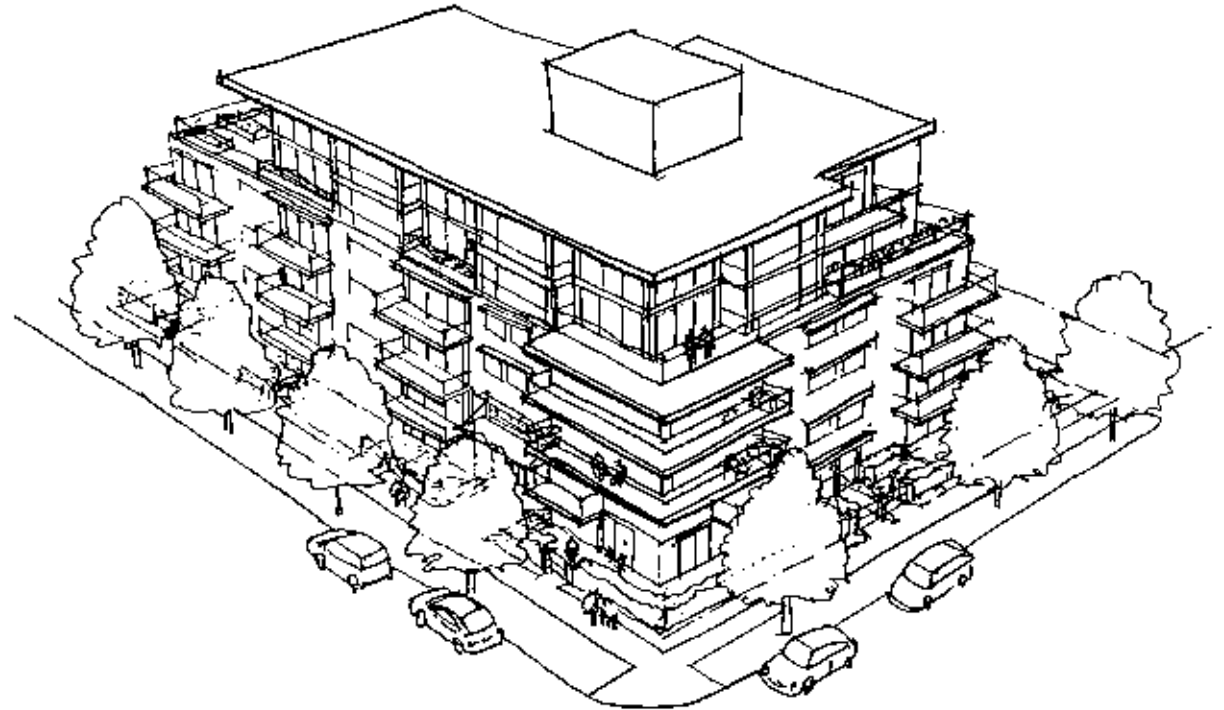
Figure 3. Low to Mid-Rise Apartment Sub Areas



3.1.1 GENERAL PRINCIPLES & BUILDING CHARACTERISTICS

Proposals should vary from the standard mid-rise double loaded corridor apartment typology in order to develop a unique housing type with as many of the following characteristics as possible:

- Designs which create opportunities for increased corner units (e.g. alphabet buildings).
- Large roof decks or balconies for outdoor living and/or urban agriculture.
- Ground oriented units and units with doors on the street.
- Minimize common circulation areas to reduce common maintenance, ventilation and heating costs.
- Passive design elements should be part of the architectural expression of the building.
- A range of unit sizes and types should be incorporated into each building to appeal to a diverse range of household sizes and income levels.
- Units with more than one exposure to improve livability and cross ventilation.
- Expression at upper levels should be varied including step backs, overhangs, varied materials and window patterning.
- Building depths should be limited to enhance liveability and natural light and ventilation. Excessive building depths that compromise these qualities are strongly discouraged.
- Buildings should express variation in design and scale to create visual interest and an interesting streetscape environment.
- Wood frame construction is encouraged to improve the affordability of units.



Illustrative example of a potential low to mid-rise development

Low to mid-rise apartment housing form examples



3.1.2 USES

- The primary use of all low to mid-rise apartment forms will be residential.
- Ground level commercial retail units will be considered along Main St.

3.1.3 FLOOR SPACE RATIO

- Low to mid-rise apartments will be considered up to a maximum net density of 2.3 FSR calculated on existing parcel areas. Anticipated exclusions from gross floor area will be those typical of most multi-family zones in Vancouver including an allowance for residential storage space, amenity areas, exclusions for enhanced thermal or building envelope performance, etc. Additional exclusions may include elements supporting urban agriculture and passive energy design. Enclosed balconies will not be considered for exclusion. Exterior balcony area up to 12% of the residential floor area is encouraged to improve liveability, create opportunities for urban agriculture and greening of the building, and to assist with solar shading.

3.1.4 HEIGHT

- Up to a maximum of 6 storeys (approximately 65').
- In general the upper levels of buildings should step back to minimize the apparent massing and increase sunlight access to the street and to the outdoor space of neighbouring buildings.
- Buildings that front onto 33rd Ave should step down to 4 storeys.

3.1.5 FRONTAGE

- Long frontages should generally be avoided or expressed as a series of distinct adjacent buildings or building forms. Where a longer building is proposed, it should demonstrate exceptional architecture.
- Applications should not preclude future opportunities for rezoning by isolating lots that cannot reasonably be developed, as determined by City staff.

3.1.6 FRONT YARD

- A minimum front yard setback of 3 metres is required. Increased portions of the set-back are encouraged to create and define entry areas and courtyards.
- To provide visual interest and animation of the street, ground oriented units should have individual entrances facing the street. The units should be designed with a functional entry expression and semi-private outdoor space designed for comfortable use (change of level, landscaping to entrance privacy etc.)

3.1.7 SIDE YARD

- A minimum side yard setback of 3 metres is required. Buildings are to be stepped back at upper levels.
- Where units have a primary outlook to the sideyard, the sideyard setback is to be increased appropriately.
- Building footprints should be designed with livability and access in mind and larger setbacks may be required.
- A wider setback and/or stepbacks at the upper levels may be required to establish a neighbourly relationship with adjacent properties.

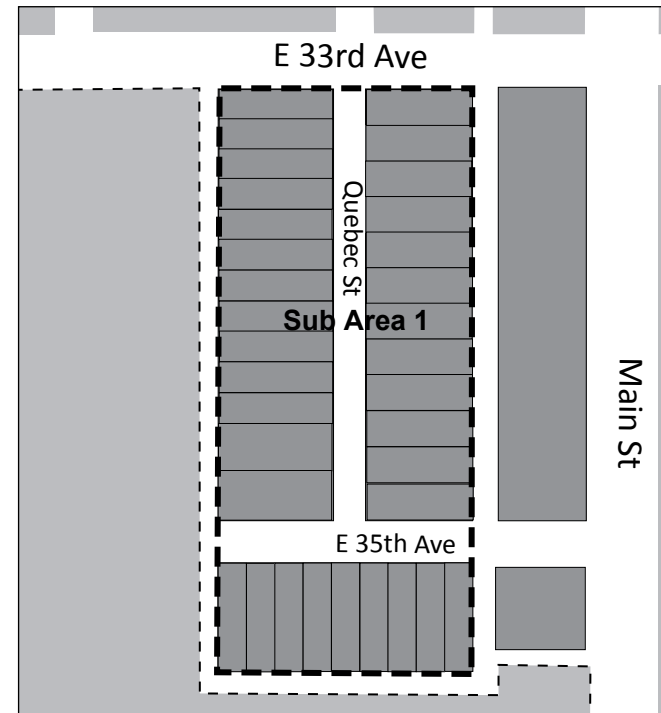
3.1.8 REAR YARD

- Rear yard setbacks will be dependent on the proposed building designs and heights and whether the proposal occupies a corner location. In general lower building forms and townhouse units should be located in close proximity to the lane.
- Buildings should avoid blank walls to the lane and seek to create a comfortable lane environment and relationship to neighbouring buildings.
- Building design and expression should recognize the importance of the lane as a public space and be designed to overlook, activate and enhance the pedestrian experience.

3.2 ROW HOUSE/ TOWNHOUSE FORM POLICIES

Rezoning applications for ground oriented housing such as row houses and townhouses will be considered in Sub-Area 1 of the Adjacent Area. A variety of building forms and configurations including conventional rowhouses, stacked rowhouses and courtyard rowhouses would meet the following principles and characteristics of this more affordable ground-oriented housing suitable for families. Innovation in design is strongly encouraged, and flexibility in the following principles and characteristics will be considered in proposals that demonstrate a superior response.

Figure 4. Row House/Townhouse Sub Area



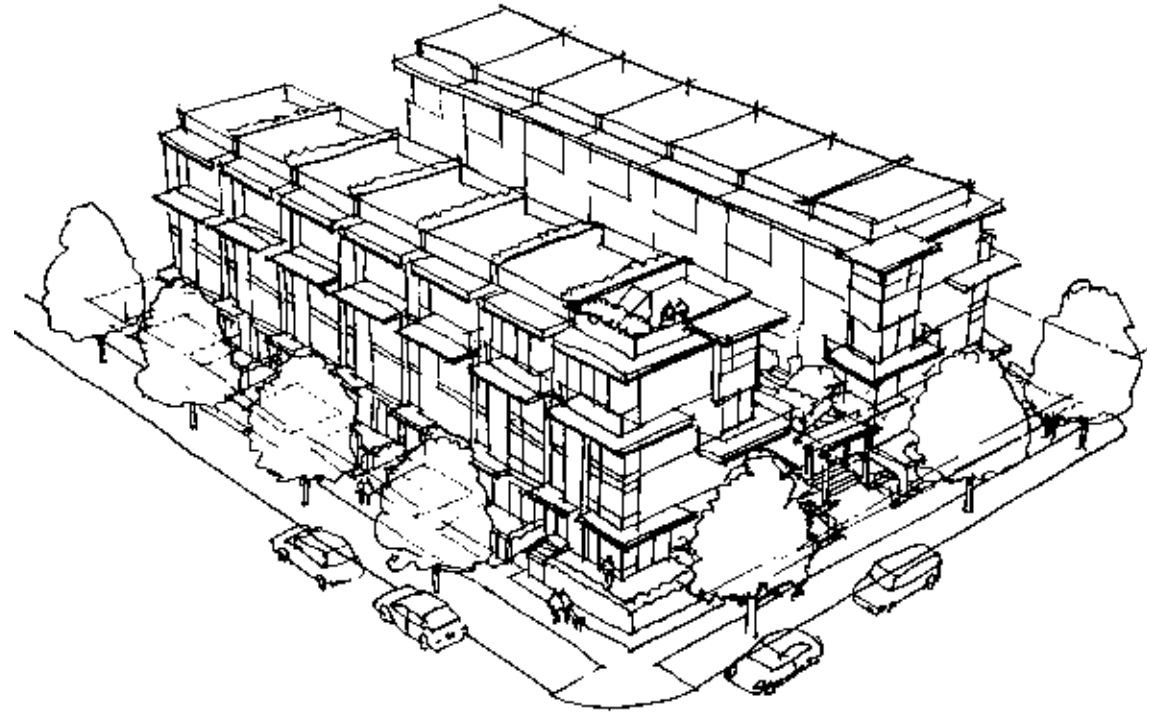
3.2.1 GENERAL PRINCIPLES & BUILDING CHARACTERISTICS

Row houses and townhouses are encouraged to provide greater opportunities for ground oriented housing suitable for families.

- Designs for stacked, courtyard or conventional townhouses will be considered.
- Proposals should include moderate unit sizes to improve affordability.
- Passive design elements should be part of the architectural expression of the building.
- Buildings should express variation in design and scale to create visual interest and a unique streetscape environment.
- Expression at upper levels should be varied including step-backs, overhangs, varied materials and unique patterning.

For building forms to be considered as row houses or townhouses, proposals should meet the following criteria:

- Individual front entrances facing the street or courtyard
- Private outdoor space provided either through front or rear yard patios/courtyards and/or rooftop decks
- Every unit has direct access to grade either on the street or through courtyards.
- No shared internal corridors
- Typically no more than one level of parking. Designs which propose at grade or near grade parking may be considered provided the parking area is 'wrapped' with inhabited space and not exposed to the street or lane.
- Building designs can include both 'through units' with windows and entrances at both ends or back to back units with windows at one end.



Illustrative example of a potential stacked townhouse development

Row-house/townhouse housing form examples



3.2.3 USES

- The primary use of all row house/townhouse forms will be residential
- Commercial uses may be considered.

3.2.4 FLOOR SPACE RATIO

- Row houses and townhouses will be considered up to a maximum net density of 1.5 FSR calculated on existing parcel areas. Anticipated exclusions from gross floor area will be those typical of most multi-family zones in Vancouver including an allowance for residential storage space, amenity areas, exclusions for enhanced thermal or building envelope performance, etc. Additional exclusions may include elements supporting urban agriculture and passive energy design. Enclosed balconies will not be considered for exclusion. Exterior balcony area up to 12% of the residential floor area is encouraged to improve liveability, create opportunities for urban agriculture and greening of the building, and to assist with solar shading.

3.2.5 HEIGHT

- Building heights up to 4 storeys (45') will be considered.

3.2.6 FRONTAGE

- Long frontages should generally be avoided or expressed as a series of distinct adjacent buildings or building forms. Where a longer building is proposed, it should demonstrate exceptional architecture.
- To provide visual interest and variation, buildings should express separate units with individual entrances facing the street
- Applications should not preclude future opportunities for rezoning by isolating lots that cannot reasonably be developed, as determined by City staff.

3.2.7 FRONT YARD

- A minimum front yard setback of 2.4 metres is required.
- A reduced front yard setback may be considered, particularly on lots less than 36m in depth, to improve the relationship with units facing the street and/or to provide more open space in the courtyard/rear yard.
- Each unit should provide some private outdoor space through front or rear yard patios/courtyards and/or rooftop decks.

3.2.8 SIDE YARD

- A minimum side yard of 1.9m is required along the full depth of the building.
- If possible, a wider side yard than required should be considered to establish a neighbourly relationship with adjacent properties.
- In cases where entrances may front onto the side yard, a wider set back will be required to maintain a neighbourly relationship with adjacent properties.

3.2.9 REAR YARD

- Rear yard requirements may be minimized to enable the creation of private or semi-private space.
- Buildings should avoid blank walls to the lane and seek to create a comfortable lane environment and relationship to neighbouring buildings.

3.2.10 COURTYARD

- Courtyards should be large enough to ensure the livability of all units and fire access requirements. A minimum depth of 24' is suggested.
- Different site configurations and massing should be explored to achieve this minimum depth. Massing should also strive to maximize the sunlight available to the courtyard, such as through variation in height and step backs at upper levels.
- Courtyards should be enhanced with suitable landscaping and pathways.

4.0 PUBLIC BENEFIT POLICIES

4.1 GENERAL PRINCIPLES

A 2008 evaluation of community amenities in the surrounding area concluded that the area is generally well served with community facilities and parks. A new neighbourhood house, childcare and park improvements were identified needs and will be delivered through the redevelopment of the Little Mountain site.

Community Facilities are generally funded through the City’s Capital Plan and through Financing Growth tools: Development Cost Levies (DCLs) and Community Amenity Contributions (CACs).

4.2 DEVELOPMENT COST LEVIES

The City-Wide DCL will apply to the redevelopment of the Adjacent Area.

4.3 COMMUNITY AMENITY CONTRIBUTIONS

An area-specific, fixed-rate Community Amenity Contribution target will be applied to the Adjacent Area based on the building form proposed.

| Building Form | Density | Fixed-Rate CAC Target |
|-----------------------|---------------|-----------------------|
| Rowhouse/Townhouse | up to 1.5 FSR | \$0 per square foot |
| 4-6 Storey Apartments | up to 2.3 FSR | \$23 per square foot |

- To be considered for the row house/townhouse fixed-rate CAC target, proposals must meet the building criteria as listed in Section 3.2.1.
- The fixed-rate CAC target applies only to the net increase in floor space allowed by the new zoning.
- The fixed-rate CAC target will be updated periodically to reflect market conditions.

4.4 EXISTING RENTAL BUILDINGS

- The fixed rate will not be applicable to the existing RM-3A zoned rental properties along Main St as they are subject to the Rate of Change by-law protecting rental housing. These properties will follow a standard negotiated approach to determine an appropriate CAC. Any financial pro-forma evaluations will need to reflect the rental replacement requirement when establishing the value of the land under existing zoning for the purposes of identifying the land lift (or increase in land value) that may occur upon rezoning.

4.5 ALLOCATION OF PUBLIC BENEFITS

- The priority will be to direct Community Amenity Contributions to the Affordable Housing Reserve Fund in order to help achieve the 20% social housing target on the Little Mountain site, or to help deliver other social housing units in the Riley Park South Cambie area.



5.0 HOUSING POLICIES

5.1 GENERAL PRINCIPLES

Proposals for the Adjacent Area should strive to develop a diverse range of housing types that serve a range of households.

5.1 HOUSING POLICIES

- Provide a minimum of 35% family oriented units (25% two-bedrooms and 10% three-bedrooms) designed in accordance with the High Density Housing for Families with Children Guidelines.
- Include opportunities for 'flex suites' or breakaway suites', as well as units with modest finishes, to improve the variety of unit types, price points and tenure, and provide additional ways to achieve affordability in market housing.
- Multi-family rental buildings on Main St currently zoned RM-3A are subject to the Rate of Change By-Law, which requires replacement of the existing units on a one-for-one basis with a similar unit mix.



6.0 TRANSPORTATION & CIRCULATION POLICIES

6.1 GENERAL PRINCIPLES

The Adjacent Area will be designed to support green mobility choices by prioritizing pedestrians, cyclists and transit users. Traffic impacts on surrounding streets and Greenways are to be mitigated through street design while non-vehicular pathways will ensure permeability through the site to the surrounding neighbourhoods and parks. The extension of 35th Ave to the Little Mountain site will improve overall street connectivity.

6.2 STREETS & LANES

- Streets will be activated and enhanced for pedestrians by including appropriately sized sidewalks, street trees, street furniture and weather protection.
- Buildings should consider their relationship to the lane and buildings across the lane. Proposals should seek to activate and enhance this space while maintaining the functional requirements of the lane.
- Streets should provide safe and visible pedestrian crossings at appropriate intervals.

6.3 CONNECTIONS

- 35th Avenue will be extended through to the main central street on the Little Mountain to allow for additional vehicular access and improve circulation.
- An east-west mid-block pedestrian and cyclist pathway is sought connecting Little Mountain and Main Street. Achieving this connection will be discussed as part of a detailed review of rezoning proposals along these blocks (see A on figure 5).
- Site plans for the block south of 35th Avenue should consider an expansion of the public realm adjacent to the lane at the western edge to create an angled north/south connection to 35th Avenue (see B on figure 5).

6.4 PUBLIC REALM

- Provide a high-quality of design of the pedestrian realm and road (materials, lighting, public art, street furniture, street trees and landscaping, and signage)
- Proposals should draw upon elements of the public realm design on the Little Mountain site.

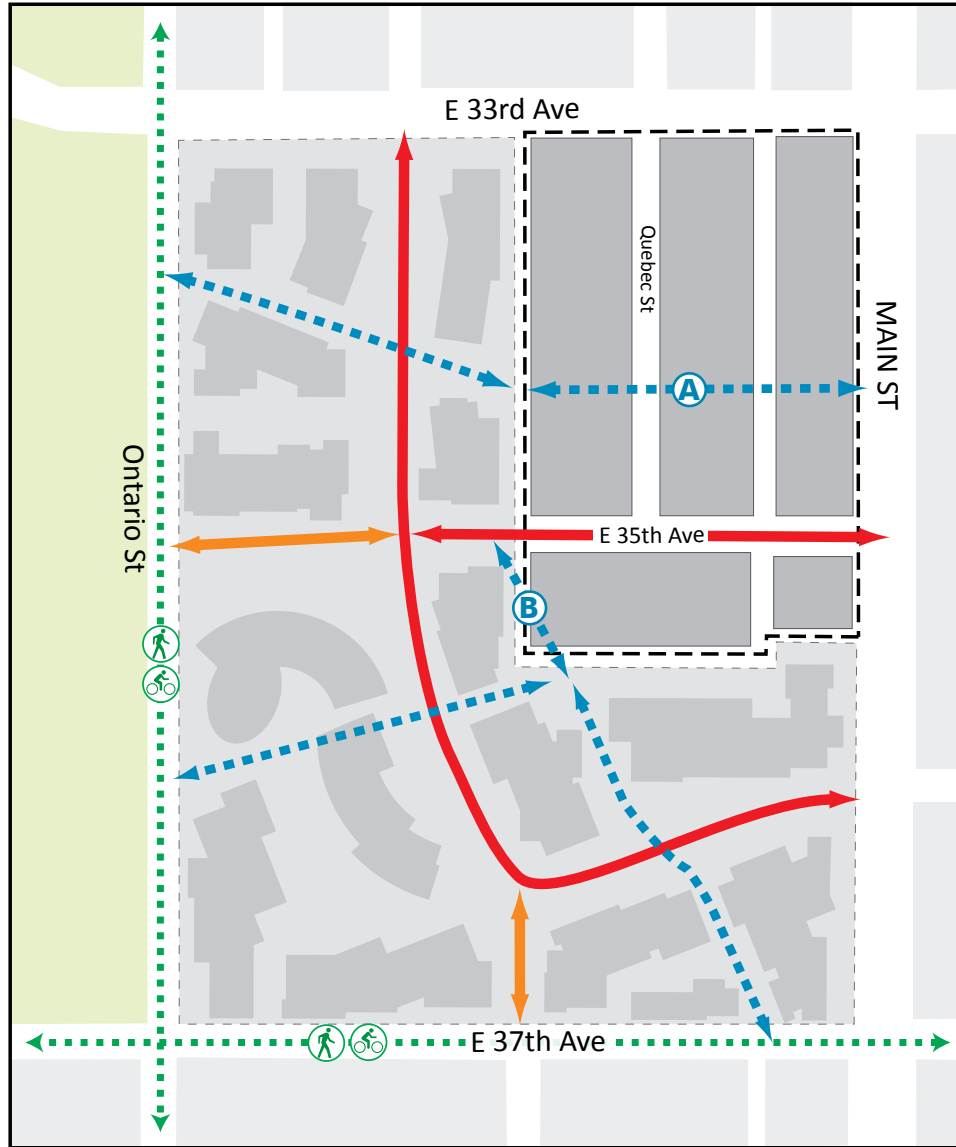
6.5 PEDESTRIAN & CYCLIST SUPPORTIVE BUILDING DESIGN

- Design buildings to support walkability by providing ground oriented units with convenient 'front doors' to the public realm.
- Provide attractive pedestrian and cyclist streetscapes.
- Design buildings to encourage, not just accommodate, bicycle use. Measures may include enhanced bike storage facilities, wheel ramps, automatic door stoppers or repair facilities.

6.6 PARKING & LOADING

- Parking access should be located off the lanes while minimizing the disruption to the lane environment.
- Parking provision should encourage use of other forms of transportation and minimizes traffic impacts as well as parking impacts on the existing community. Parking standards will be established at the time of rezoning and will reflect current best practices.
- Provide convenient locations for car share opportunities to serve building residents as well as the surrounding community.

Figure 5. Key connections through the Adjacent Area and the Little Mountain site



PRIMARY CONNECTIONS

- Central Street (All Modes)
- ⇄ Pedestrian + Cyclist

SECONDARY CONNECTIONS

- - - Pedestrian + Cyclist

GREENWAYS



7.0 SUSTAINABILITY

7.1 GENERAL PRINCIPLES

Established City of Vancouver policies ensure that all new developments achieve high levels of sustainability.

7.1 GREEN BUILDINGS

- All new buildings will meet or exceed the green building standards identified in the Green Building Policy for Rezoning at the time of rezoning.
- Buildings are to visibly express green elements as well as embody green building and passive design: green roofs and terraces, roof top gardens, trees and plantings on upper levels and balconies, green walls, and supports for vertical plant growth.



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7.2 SUSTAINABLE LARGE DEVELOPMENT PLANNING

- Proposals with assemblies of two acres or more, or in excess of 500,000 sq. ft. of development, must meet or exceed the requirements identified in the Ecocity Policies for Rezoning of Sustainable Large Sites at the time of rezoning.

7.3 LOW CARBON ENERGY SUPPLY

- All rezonings, and all buildings within each rezoning, should be considered in the context of an integrated low carbon district energy strategy with the potential to significantly reduce greenhouse gas emissions associated with building heating and cooling. The City may require studies to explore the economic and technical feasibility of site- and/or district-scale low carbon energy supply opportunities for each rezoning application, and to implement such opportunities where viable. Rezoning applications shall consider the following opportunities:
 1. Connection to a nearby existing or planned low carbon district energy system, for example at Little Mountain, along the Cambie Corridor, or other nearby location;
 2. Building mechanical design enabling future connection to an off-site low carbon district energy system if and when one becomes available; and/or
 3. Implementation of a development-scale low carbon energy supply system with consideration of the viability of expanding such a system to nearby development parcels.

