

Attachment 2:
Policy and Regulation Context

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Official Community Plan / Downtown Community Plan

Land Use Designation

The existing OCP designation for this site is RT Residential – Infill Townhouse which anticipates small scale, side-by-side townhouses and rowhouses which are compatible within areas of single detached housing and other lower density ground oriented housing.

Development Permit Area

The subject site is located within the 1.3 Infill Townhouse and Rowhouse Development Permit Area. This development permit area is designated in order to provide an opportunity for an innovative ground oriented housing type with the purpose of establishing objectives for: the form and character of developments, protection of the natural environment, and energy conservation.

The proposal is not consistent with the OCP Land Use Designation nor the Development Permit Area Guidelines and an application for Official Community Plan Amendment would be required.

22nd Street Station Comprehensive Development OCP Land Use Designation

The subject sites are located in close proximity to the 22nd Street Station Area. As determined through the 2017 Official Community Plan updated process, the station area is envisioned as a high density, mixed-use node, with shops and commercial services on Seventh Avenue, east of the station. Higher density residential development would locate near the SkyTrain station, while low rise residential buildings and infill townhouses would “step down” into the surrounding neighbourhood of Connaught Heights providing opportunities for ground oriented, family friendly housing. The OCP Land Use Designation for the area around the 22nd Street Station includes a purpose as described as:

To transition to the Frequent Transit Development Area (FTDA) surrounding the 22nd Street SkyTrain Station from low density residential uses to a mixed use node, which will include infill townhouses, low and high rise residential buildings, and mixed use high rise buildings. A commercial main street is envisioned for Seventh Avenue. It is also envisioned that the highest density uses are located closest to the station and that there is a transition to lower density uses away from the station

A draft land use concept, as shown below, was included in the OCP to signal the general intent of the area.

Proposed Land Use Designation Map for the 22nd Street Station Area

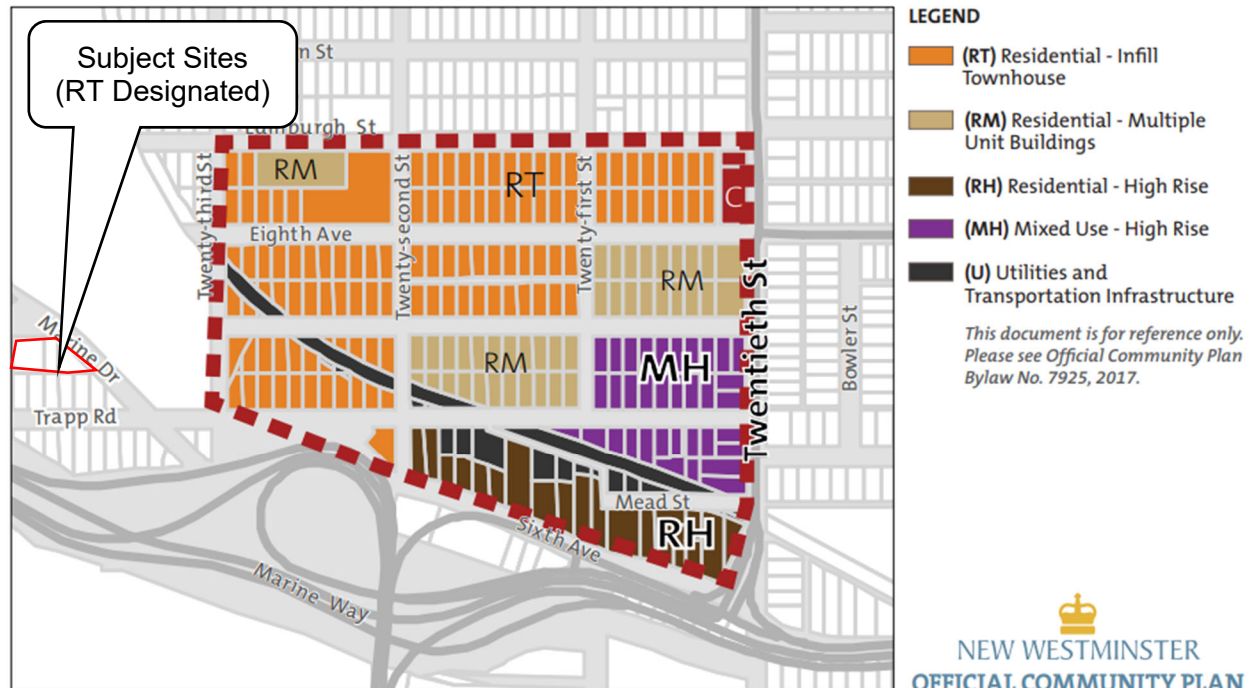


Figure: 22nd Street Station FTDA Draft Concept Plan

Zoning Bylaw

The existing zoning for the subject property is Single Detached Residential Districts (RS-2). The intent of this district is to allow single detached dwellings and secondary suites, in residential neighbourhoods. The proposed development is not consistent with the existing zoning and an application for rezoning would be required.

Inclusionary Housing Policy

The Inclusionary Housing Policy would apply to the proposed development and require the provision of affordable rental housing within the development. As the proposal exceeds the density anticipated in the current Official Community Plan Land Use Designation, the proposal is expected to be consistent with 'Option 1' in the Inclusionary Housing policy which would require a minimum of 20% of built units (subject to discussion with Council and senior government) in a proposal to be affordable. The City offers incentives to assist in achieving affordable housing proposals in "Option 1" of the Inclusionary Housing Policy including: reduction of Density Bonus / Amenity contributions, consideration of reduced parking requirements for affordable housing units and prioritized application review.

Family Friendly Housing Bylaw and Design Guidelines

A minimum of 30% of multiple unit residential ownership units must be two- and three-bedroom with at least 10% of the total number of units being three-bedroom. For multiple unit residential rental projects, these percentages are reduced to 25% and 5% respectively. Family Friendly housing requirements would not apply to affordable housing units, instead unit size would be determined based on the population served by the affordable units.

The application is preliminary in nature and information on sizes of residential units and the number of bedrooms have not yet been provided.

Transportation Policies

Master Transportation Plan

The bus stops along Marine Drive are identified in the Master Transportation Plan (MTP) as being a high priority for accessibility improvements and shelter installation. Seventh Avenue east of Twenty-Third Street is part of the Crosstown Greenway, a primary route in the bicycle network and, in this segment, served by a local street bikeway, characterized by local streets with low vehicle speeds and volumes where cyclists can share the same space with vehicles. The plan also provides guidance on design features along pedestrian routes for multi-family residential uses (e.g. widened sidewalks, boulevards, etc.). Another key part of supporting MTP objectives to encourage walking, cycling, and the use of transit is travel demand management (TDM) measures (e.g. transit pass incentives, enhanced bicycle parking, car-share program, etc.). The design of the project will need to consider the MTP objectives through streetscape improvements and other design aspects.

Connaught Heights Traffic Calming Plan

The Connaught Heights Traffic Calming Plan identifies several neighbourhood-wide improvements (e.g. sidewalks and curb let-downs, lighting, improved transit stops, etc.) covering the subject site. These improvements are prioritized on routes that provide access to transit or the 22nd Street SkyTrain Station, including Marine Drive along the north edge of the subject site. The design of the project will need to consider these traffic calming plan objectives through streetscape improvements and other design aspects.