



To: Planning Committee

Date: January 22, 2013

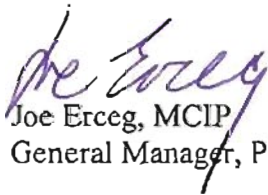
From: Joe Erceg, MCIP
General Manager, Planning and Development

File: 08-4200-03/2012-Vol 01

Re: Proposed Changes to the Steveston Village Conservation Strategy

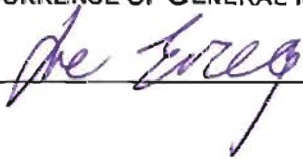


Staff Recommendations

1. That the proposed Review Concept to amend the Steveston Village Conservation Strategy outlined in this report be endorsed in principle for the purpose of carrying out public consultation.
2. That staff report back on the outcome of the above public consultation regarding the proposed Review Concept.



Joe Erceg, MCIP
General Manager, Planning and Development

Att. 1

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Development Applications	<input checked="" type="checkbox"/>		
Transportation	<input checked="" type="checkbox"/>		
Engineering	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: 	REVIEWED BY CAO	INITIALS: 

Staff Report

Purpose

The purpose of this report is to present a proposed Review Concept to address Council's concerns regarding the Steveston Village Conservation Strategy (the Strategy). The Review Concept proposes several changes to clarify the Conservation Strategy and implementation, and seek permission to proceed to public consultation.

Origin

At the June 21, 2011 meeting of the Planning Committee, staff presented a report for the rezoning of 3531 Bayview Street (application RZ 10-547513). The Committee considered the proposal and referred the application back to staff. Staff were directed to re-examine the Steveston Village Conservation Strategy and the rezoning proposal, specifically to review the parking reductions, permitted density, building height policies and general design guidelines of the Strategy. In addition, staff was to provide information on how the rezoning proposal could be amended to better conform to the Strategy.

The rezoning proposal was withdrawn by the new property owner on May 11, 2012. The new owner has submitted a modified proposal under a new rezoning application, which is being reviewed to ensure that it is compatible with the proposed Village Conservation Strategy Review Concept described in this report.

Background

The Steveston Village Conservation Strategy was developed to provide an incentive-based program to support and facilitate heritage conservation in the Steveston Village, and in particular preservation of 17 heritage buildings identified as important features of the community. The Strategy was approved by Council on June 22, 2009. In the process Council designated the Steveston Village Core as a Heritage Conservation Area and established development application requirements for the alteration of land and buildings located within the Conservation Area. Council also adopted revisions to the Development Permit Guidelines in the Steveston Area Plan (Schedule 2.4 of the Official Community Plan). The new development permit guidelines are intended to preserve the exteriors of the 17 identified heritage buildings in the Village, and provide general guidelines for the alteration or re-development of the other 73 non-heritage buildings in the Village Conservation Area.

Findings of Fact

The Strategy provides incentives for heritage preservation and new development which respect the historic character and value of Steveston Village including:

- Density bonus provisions to increase density from a base density of 1.0 FAR to 1.2 FAR to promote heritage conservation and retain the small scale character of the Village and for a contribution to affordable housing;

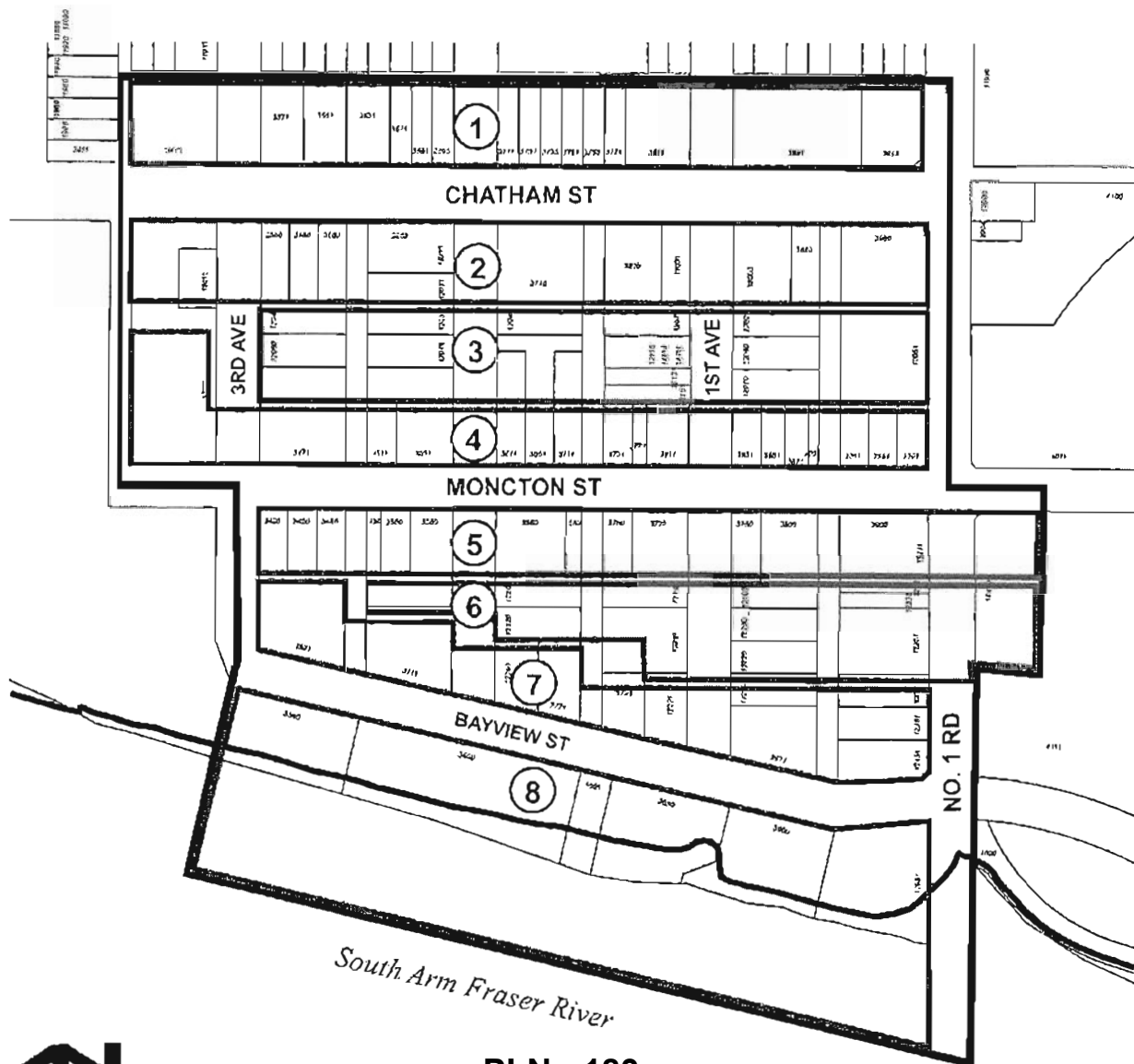
- Additional density bonus provision of 0.4 FAR for a maximum of up to 1.6 FAR for the preservation of an existing heritage resource, contributions to a Heritage Grant Program, and a contribution to affordable housing;
- Parking reductions of up to 33% of the Zoning Bylaw parking requirement for residential and non-residential uses as an incentive for heritage conservation and to encourage a compact and walkable community and;
- Ground floor (non-residential) slab elevation is to be measured from the existing street grade.

Analysis

1. Village Sub-Areas

For the purposes of this report, Conservation Strategy policies have been categorized based on 8 Village sub-areas, as shown on the following map:

Figure One – Sub-Areas in the Steveston Village



These areas are:

1. Chatham Street North
2. Chatham Street South
3. Chatham Street Midblock
4. Moncton Street North
5. Moncton Street South
6. Moncton Street Midblock
7. Bayview Street North
8. Bayview Street South / Riverfront

A larger version of this map and a detailed table summarizing how the proposed Review Concept applies to these sub-areas is provided in **Attachment 1**.

2. Parking - General

As an incentive for heritage conservation and to encourage the retention of the small scale of development, the existing Strategy permits a reduction in off-street parking of up to 33% as follows:

- Residential use: from 1.5 to 1 space per dwelling unit plus 0.2 visitors' space per unit. In mixed-use buildings, residential visitors' parking is shared with non-residential parking.
- Non-residential uses:
 - General and Convenience Retail, Office, and Service Uses - from 3 to 2 spaces per 100 sq. m of floor area;
 - Restaurant - from 8 to 6 spaces per 100 sq. m of floor area; and
 - General Industrial - from 1 space per 100 sq. m of floor area to 0.66 space per 100 sq. m of floor area.

Planning Committee Concerns

Concerns were raised at Planning Committee regarding the residential parking reduction allowed under the existing Strategy. Committee members expressed a range of opinions regarding the parking reductions in the Strategy: some members had no concerns with the 33% reduction permitted; some Committee members supported some level of parking reduction; and some were not in favour of any reduction to required off-street parking. One concern was that the permitted reduction for residential parking would result in too much residential parking occurring on the streets, creating a shortfall in available on-street parking.

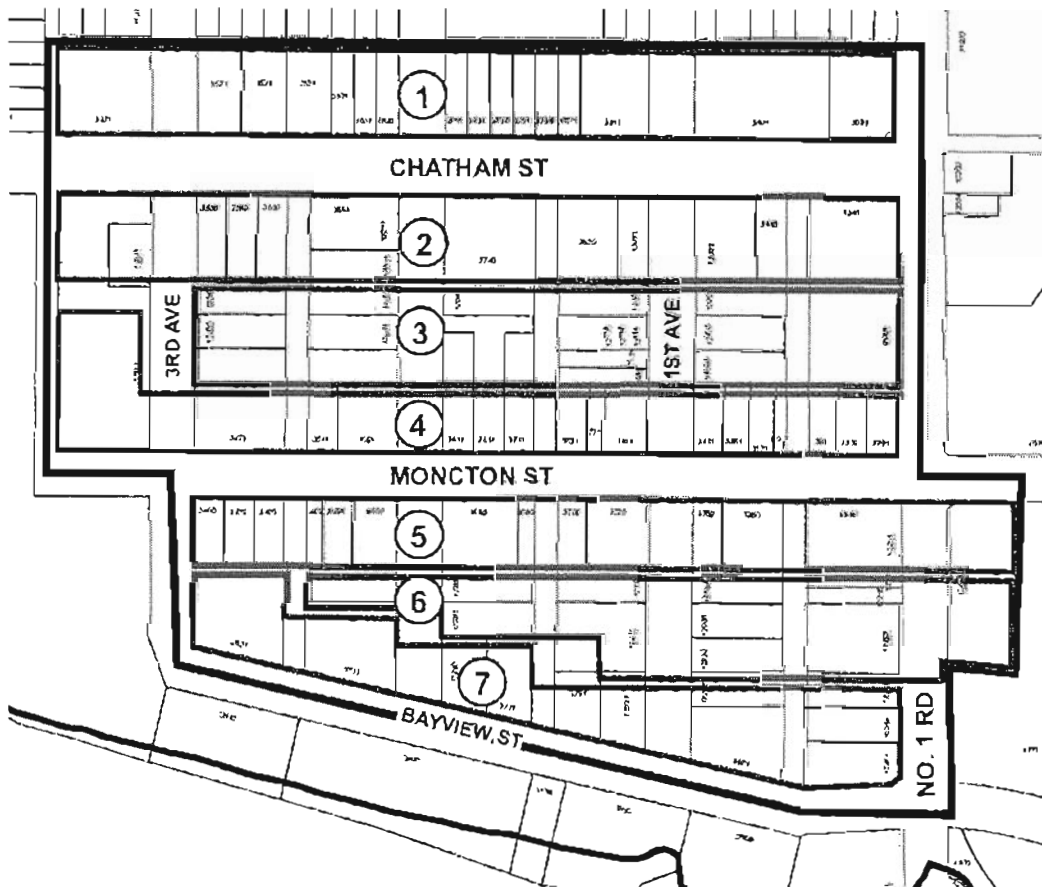
The issue of improving on-street parking in the Steveston Village will be further examined in a separate report from the Transportation Division at the February 19, 2013 Planning Committee meeting which will outline the proposed streetscape improvements for Chatham and Bayview Streets including options to increase on-street parking.

3. Future Parking Demand

Staff in Transportation Division have carried out a review of the current parking relaxation permitted in the Strategy to determine if revised parking rates would be more suitable to better represent the unique characteristics of Steveston Village. The key factors considered for assessing parking rates for the Steveston Village core are:

- The Steveston Village will continue to be a complete community with the commercial and retail establishments offering a variety of goods and services in close proximity to each other and area residents resulting in fewer vehicles trips generated;
- There is good transit service for residents, employees and visitors to and from Steveston Village; (currently, 401,402,407 410 and C93 bus lines are available that provide an eight minute frequency in the peak and 15 minute intervals in the off peak times); and
- The recommendations of the *Institute of Transportation Engineer's Parking Generation Guide* are followed wherever possible specifically for smaller scale retail uses in a village setting in order to assist in managing parking and parking reductions.

The Steveston Village Core area used for parking analysis is defined as the area within the black outline of the following map and the properties on the south side of Bayview Street between No. 1 Road and Third Avenue.



This analysis was carried out to determine if the projected future parking supply in the Village could accommodate the future parking demand anticipated at full build-out of permitted land use and density in the Village. Based on the updated analysis which took into account the above noted factors, the estimated demand for residential parking in the Village has been determined to be 1.3 parking spaces per dwelling unit.

The results of this analysis are:

Residential Uses – Staff have determined that with the range of densities permitted under the Strategy, all required residential parking spaces could be accommodated on-site, based on the rate of 1.3 parking spaces per residential unit plus 0.2 visitors' space per unit (shared with non-residential parking). If a developer wished to provide less parking on-site, there is the option to provide parking within 150 m of the property (secured in perpetuity through legal encumbrance), or the developer could choose to pay \$25,000 cash-in-lieu of each parking space not provided to the Steveston Off-Street Parking Reserve. In no case would on-street parking be used to meet residential parking requirements. Staff opinion is that cash-in-lieu payments for parking shortfall would likely be limited to non-residential spaces.

Non-Residential Uses - Based on future build-out, non-residential parking demand would exceed the future Steveston Village overall parking supply by approximately 30 parking spaces.

This non-residential parking shortfall is attributed to several properties that appear not able to meet the non-residential on-site parking requirements including properties with heritage buildings.

For those properties where required non-residential parking cannot be accommodated on-site, a cash-in-lieu payment of \$25,000 for each stall not provided can be made. In addition, it is also proposed that these non-residential shortfall cases could be partially addressed through on-street parking initiatives throughout Steveston Village, plus redevelopments which do not maximize the potential density available where additional parking on-site can be provided, and can be shared / leased to those sites with a non-residential parking shortfall.

While the Transportation Division will make efforts to increase the supply of on-street parking within the Village Core, it should be noted that there are currently sufficient public parking spaces available just outside the core area which could absorb the potential 30 space non-residential parking shortfall. These parking spaces are located within a five- to eight- minute walking distance of the Village, on Chatham Street between 3rd Avenue and 7th Avenue.

Proposed Concept:

Based on the above updated staff analysis and previous comments made at Planning Committee, staff propose to adjust the parking reduction permitted in the Strategy as follows:

Table 1 – Proposed Amendments to Parking Requirements in the Village Conservation Strategy

Use	Parking Required Under Existing Strategy	Parking Required Under Proposed Review Concept
Mixed Use - Residential	33% reduction from Zoning bylaw - 1.0 space per dwelling	13% reduction from Zoning bylaw - 1.3 spaces per dwelling. Minimum of one space per dwelling on-site
Mixed Use – Residential Visitors'	0.2 space per dwelling unit (shared with non-residential uses)	No change
Mixed Use – Non-Residential	33% reduction from Zoning bylaw	No change

Under the proposed Review Concept, if a development proposal is unable to provide the 1.3 parking spaces per dwelling unit, cash-in-lieu of parking contribution can be made, but in no case will less than 1 parking space per dwelling unit be permitted. Cash-in-lieu of parking payment would be at the established rate of \$25,000 per space not provided on site.

4. Streetscape Improvements

Based on Transportation’s analysis of the streetscape improvements to Chatham Street and Bayview Street, it is expected that improvements could result in approximately 55 additional parking spaces on Chatham Street, and approximately 20 new parking spaces on Bayview Street, for a total of up to 75 additional parking spaces in the Steveston Village. As noted earlier, Transportation Division staff will present a separate report on the proposed streetscape improvement concepts in conjunction with this report, at the February 19, 2013 Planning Committee meeting.

5. Geodetic Building Elevation Point

The existing Strategy requires that the constructed floor slab for new non-residential construction meet existing road elevation. While the ground elevation throughout the Steveston Village is relatively consistent, there is a rise in grade from Moncton Street south to Bayview Street, which is the municipal dike. This change in grade is approximately 1.8 m from the grade at the intersection of Moncton Street and 3rd Avenue – which is 1.4 m GSC (Geodetic Survey of Canada) - to 3.2 m GSC at Bayview Street. The grade makes a traditional measurement of height and determination of a vertical building envelope challenging.

Planning Committee Concerns

Members of the Planning Committee expressed concerns regarding the elevation to be used as the base for determining building height. It was suggested that the Moncton Street elevation of 1.4 m GSC be used as the baseline elevation throughout the Steveston Village.

Proposed Concept:

The Review Concept proposes that the maximum slab elevation for any parking structure or non-residential floor slab be no higher than the greater of 1.4 m GSC, or the elevation of the existing adjacent sidewalk, ensuring full mobility access to non-residential areas and respecting the existing character of the area. Future development applications are to conform to this 1.4 m GSC

measurement datum. Flood protection requirements under Flood Plain Designation and Protection Bylaw No. 8204 would still apply to all developments in the Steveston Village. The 1.4 m GSC measurement datum will apply to most areas of the Village, including properties on the north side of Bayview Street.

This measurement datum will not apply to lands on the south side of Bayview Street (Area 8), as the current road elevation of 3.2 m GSC is applicable to that area. For these properties, non-residential floor slab will be the greater of 3.2 m GSC or the elevation of the adjacent sidewalk, if one exists. Establishing the 1.4 m GSC as the base elevation provides certainty of the grade benchmark in the Village and reinforces the existing road elevation as a character-defining heritage feature.

Dike Master Plan

The Engineering Department is currently preparing the Dike Master Plan, which will have implications for the Steveston area. The primary options under consideration are to improve dikes in their current location, or build a new dike on Steveston Island. Engineering staff will be reporting to Council in 2013 on the results of stakeholder consultation and provide recommendations for a future strategy. Any potential implications for heritage conservation in the Steveston Village will be identified at that time.

6. Building Height

Building height and massing are key aspects of the character of Steveston Village, particularly on Moncton and Bayview Streets as the two main streets of Steveston Village. The existing Strategy allows building heights as shown in the following table:

Table 2 – Building Height Permitted Under the Existing Steveston Village Conservation Strategy

	Before Strategy (pre – 2009)	Existing Strategy
Areas 1 to 3 Chatham St	CS2 Zone – 2 storeys (9 m) CS3 Zone – 3 storeys (12 m)	Up to 3 storeys (12 m)
Areas 4 and 5 Moncton St	CS2 Zone – 2 storeys (9 m) CS3 Zone – 3 storeys (12 m)	2 storeys (9 m); 1/3 block can be 3 storeys (12 m)
Area 6 S of Moncton St	CS2 Zone – 2 storeys (9 m) CS3 Zone – 3 storeys (12 m)	Up to 3 storeys (12 m)
Area 7 Bayview St (N)	CS2 Zone – 2 storeys (9 m) CS3 Zone – 3 storeys (12 m)	Up to 3 storeys (12 m)
Area 8 Bayview St (S)	CS2 Zone – 2 storeys (9 m) CS3 Zone – 3 storeys (12 m) ZMU10 – 2 storeys (9 m)	Up 3 storeys – height not to exceed 20 m GSC

Planning Committee Concerns

Planning Committee has expressed concerns about building height in the Steveston Village including the potential impacts of having three storey buildings on Moncton and Bayview Streets. Comments from the Committee included:

1. Moncton Street should remain generally at 2 storeys. While the existing Strategy permits a limited amount (1/3 of a block) to be 3 storeys, the existing 2 storey character was strongly supported.

2. North side of Bayview Street should have a maximum building height of 2 storeys. Any non-residential slab elevation should match existing Bayview Street elevation.

Proposed Concept:

The Review Concept outlined in this report would generally maintain the height guidelines established in the Strategy, with changes proposed for Moncton Street (Areas 4 and 5) and properties on the north side of Bayview Street (Area 7) as follows:

Table 3 – Proposed Building Height in the Steveston Village

	2009 Strategy	Proposed Review Concept
Areas 1, 2 and 3 Chatham St	3 storeys (12 m)	No change
Areas 4 and 5 Moncton St	2 storeys (9 m); 1/3 block can be 3 storeys (12 m)	2 storeys (9 m) max. Additional height and density may be considered on a case by case basis Change from existing Strategy
Area 6 S of Moncton St	3 storeys (12 m)	No change
Area 7 – North Side of Bayview Street	Up to 3 storeys (12 m)	2 storeys facing Bayview Street (1/2 of building) stepping back to 2 ½ storeys (in gable or roof only) North portion of site – 3 storeys (1/2 of building) 2 ½ storeys limited to 1/3 of a block (1 building in 3) Maximum height 15 m GSC (height of structure 13.6 m) Change from existing Strategy
Area 8 – South side of Bayview Street	Up 3 storeys – height not to exceed 20 m GSC	No change

The maximum building height for Moncton Street (Areas 4 and 5) is proposed to be limited to 2 storeys and 9 m (29.5 ft). This reflects the comments of the Planning Committee regarding the existing character of the street. However, it should be noted that applications to rezone for a taller building could still be submitted, and would be reviewed on a case-by-case basis. These applications would have to clearly demonstrate community benefit and exceptional heritage conservation measures as part of any application submitted for Council consideration.

The proposed Strategy would allow a maximum building height of 15 m GSC for lots on the north side of Bayview Street (Area 7) reflecting the changing grade of these properties. A 2-storey building with below-structure parking fronting onto the north side of Bayview Street will result in a three storey building on the north property line, as the site grade drops from Bayview Street moving north. The height of the structure from grade at the north property line would be a maximum of 13.6 m, and 12 m from grade at the south property line.

The Review Concept also proposes new controls for upper storey massing of buildings in Area 7 (the north side of Bayview Street). Up to ½ of the building fronting Bayview Street can be 2 storeys stepping back to 2 ½ storeys and the north ½ of the building can be up to 3 storeys. Any 2 ½ storey element would be limited to gable roof elements, to ensure that the floor area of the ½ storey is contained in the roof structure. It is proposed that a 2 ½ storey structure would be limited to 1/3 of the block, to ensure a variety of roof lines and building height along the north side of Bayview Street.

Staff will work with individual development applications to ensure that this proposed concept is met, recognizing that site specific issues and design concepts may result in some variation. However, the two storey limit for the immediate frontage of Bayview Street will be applied.

For the south side of Bayview Street (Area 8), the allowed height would remain unchanged at 3 storeys with a maximum height of 20 m GSC. The 20 m GSC height limit would result in a height of structure above grade of 16.8 m.

For the purposes of measuring height in the Village Conservation Area, an under-structure parking area (if one is provided) will be considered a storey, but the floor area of the parking structure will not be used in calculations of Floor Area Ratio.

7. Density

Existing Zoning - The existing CS2 and CS3 mixed-use zones in the Steveston Village allow a maximum Floor Area Ratio (FAR) of 1.0. The CS2 zone allows a building height of two or three storeys / 9m and the CS3 Zone allows 3 storeys / 12 m.

The existing Strategy includes two levels of density bonusing, achievable through rezoning properties to a new Steveston Conservation Zone.

1. Rezoning a site to the heritage conservation zone grants an automatic increase in FAR of 0.2 to a total of 1.2 as an incentive for heritage conservation and to encourage the retention of the historical small scale of development in the Village, and for a contribution to affordable housing, as per Richmond Zoning Bylaw requirements.
2. A further 0.4 FAR density bonus is also available resulting in a total potential density of 1.6 FAR in support of heritage conservation, contribution to the Heritage Grant program, and for a contribution to affordable housing.

Table 4 summarizes the density permitted under the existing Strategy:

Table 4 – Maximum Density (FAR) Permitted in the Existing Steveston Village Conservation Strategy

	Maximum FAR under the 2009 Strategy
Core Area – Areas 1,2,3,6 and 7	1.2 base, up to 1.6 for heritage conservation, contribution to Heritage Grant Program, and to affordable housing
Moncton Street - Areas 4 and 5	1.2 base, limited (up to 1/3 of a block) potential for up to 1.6 FAR for heritage conservation, contribution to Heritage Grant Program, and to affordable housing
Riverfront Area – Area 8	1.2 base, up to 1.6 for heritage conservation, contribution to Heritage Grant Program, and to affordable housing

Planning Committee Concerns

Planning Committee has not expressed specific concerns regarding the density bonusing provided under the existing Strategy, but concerns were raised regarding the potential impact of three-storey buildings on Moncton Street. However, the maximum 1.6 FAR permitted cannot likely be achieved without a three-storey building, and utilizing the full parking reductions as

provided in the existing Strategy. As a result, accommodating buildings in the Village which achieve the maximum 1.6 FAR will likely result in larger, taller buildings which may not be consistent with Council’s or the community’s vision for the Steveston Village.

Proposed Concept:

Staff proposes to change the permitted density in the Strategy for Moncton Street (Areas 4 and 5) as follows:

Table 5 – Proposed Maximum Density (FAR) in the Steveston Village Conservation Strategy

	Maximum FAR under the 2009 Strategy
Core Area – Areas 1,2,3,6 and 7	1.0 base FAR up to 1.6 as incentive to retain small scale of development and for heritage conservation or contribution to Heritage grant Program, and contribution to affordable housing
Moncton Street - Areas 4 and 5	1.0 base FAR up to 1.2 as incentive to retain small scale of development and for contribution to Affordable Housing Change from existing Strategy
Riverfront Area – Area 8	1.0 base FAR up to 1.6 as incentive to retain small scale of development and for heritage conservation or contribution to Heritage grant Program, and contribution to affordable housing

For Moncton Street (Areas 4 and 5) staff propose that the maximum density be reduced to 1.2 FAR, eliminating the outright provision for 3-storey buildings and 1.6 FAR on portions of Moncton Street. The proposed change reflects the high value placed on the existing character of this street, and the Planning Committee’s concerns regarding building height and compatibility with the overall character of Steveston. The 0.2 FAR density bonus is retained as an incentive to retain the small scale of development in the Village and encourage heritage conservation.

However, it should be noted that applications to amend the Area Plan and rezone to allow higher density and a 3-storey / 12 m building height for properties on Moncton Street could still be submitted. These applications would be reviewed on a case-by-case basis, and applicants would have to clearly demonstrate community benefit and heritage conservation measures or provide the required contribution to heritage funding as part of any application submission for Council consideration.

8. Design Guidelines

The Planning Committee did not request specific changes to the existing Development Permit Guidelines for the Steveston Village. The Strategy includes Development Permit Guidelines for:

- 1 – preservation of the exterior 17 existing heritage buildings; and
- 2 - enhanced ‘Sakamoto’ guidelines for the remaining buildings in the Village.

Staff suggest that these guidelines are adequate and appropriate to assist in achieving the design quality and character envisioned for the Village, and no changes are proposed.

Summary

In summary, staff has reviewed the existing Steveston Village Conservation Strategy, and the Steveston Area Plan. This review finds that the majority of the objectives and policies of the Strategy and the Area Plan remain valid, and that some minor changes are proposed to address the concerns of the Planning Committee:

- Residential parking: amend the residential parking reductions permitted under the Strategy from 33% of bylaw requirements to 13%, minimum of 1.0 space per dwelling unit must be provided on site;
- Non-residential parking: no change for non-residential parking;
- Residential density: reduce the maximum allowed density along the North and South sides of Moncton Street to 1.2 FAR;
- Building Height: reduce the maximum building height for buildings on Moncton Street to 2 storeys and 9 m;
- Amend the maximum height for buildings on the north side of Bayview Street (Area 7) to allow the south ½ of the building to be 2 storeys, stepping back to 2 ½ storeys in and allow 3 storeys for the north ½ of the building;
- Establish a 15 m GSC maximum building height for lots on the north side of Bayview Street (Area 7); and
- Confirm the 1.4 m GSC datum elevation – determined by the road elevation at the intersection of Moncton Street and 3rd Avenue – or the elevation of the adjacent sidewalk as the base datum point for the Village. The exception to this is properties on the south side of Bayview Street, where the existing road elevation of 3.2 m GSC would be used.

Proposed Benefits

The proposed amendments to the Strategy would have the following benefits to on-going heritage conservation and development in Steveston Village:

- Revised parking requirements will ensure that real demand for residential parking is provided on-site wherever possible, and for cases where this is not possible, a cash-in-lieu of parking contribution can be made.
- Addresses concerns raised by the Planning Committee regarding the potential for 3 storey buildings on Moncton Street. Applications for three storey buildings would still be possible, but projects will be assessed on individual merit and proposed benefits to heritage conservation and preservation, rather than be an outright provision in the Strategy.
- Clarifies the existing geodetic elevation of the Village – 1.4 m GSC as measured at the intersection of Moncton Street and 3rd Avenue as the baseline for the Village, and reinforces an important character-defining historical feature of the Steveston Village. Properties on the south side of Bayview Street will be subject to the 3.2 m GSC datum.
- Clarifies and simplifies the determination of maximum building height for the properties on the north side of Bayview Street which are sloped from south to north. The proposed height of 15m GSC is a moderate height limit that would permit a two storey façade on

Bayview Street, and a three storey building to the north of properties on the north side of Bayview Street.

Financial Impact

None.

Next Steps / Public Consultation

Should the proposed Steveston Village Conservation Strategy Review Concept be endorsed for further consultation, staff propose that the review concept be presented for public feedback. Staff propose one open house be jointly held to also present the findings and recommendations set out in the Long-Term Streetscape Visions for Bayview Street and Chatham Street report to Planning Committee on February 19, 2013, if endorsed by Council. Staff suggest that this open house be held in April 2013 and that relevant material be posted on-line along with a feedback form to provide sufficient opportunities for the public to comment. The date and time of the proposed open house would be advertised on the City's website, in local newspapers and through posters distributed to civic facilities. Stakeholder groups, including the Steveston Merchants Association, Urban Development Institute, Vision 20/20, etc. would also be invited to attend.

Staff would then compile and consider the feedback received, and report back by July 2013 with the proposed amendments to the Steveston Village Conservation Strategy, and the Steveston Area Plan as required. The Transportation Division would also report back at the same Planning Committee meeting in July 2013 with the final recommended streetscape design for each street as well as a refined implementation strategy.

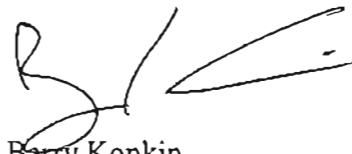
Conclusion

As directed by Planning Committee, staff has reviewed the Steveston Village Conservation Strategy, and are of the opinion that the intent of the Strategy policies are still valid.

It is recommended that the changes to the Strategy as outlined in this report be received, and that staff be directed to consult with Steveston residents and businesses and the Urban Development Institute, and report back to Planning Committee by July 2013 with results and recommendations.



Terry Crowe
Manager, Policy Planning
(604-276-4139)

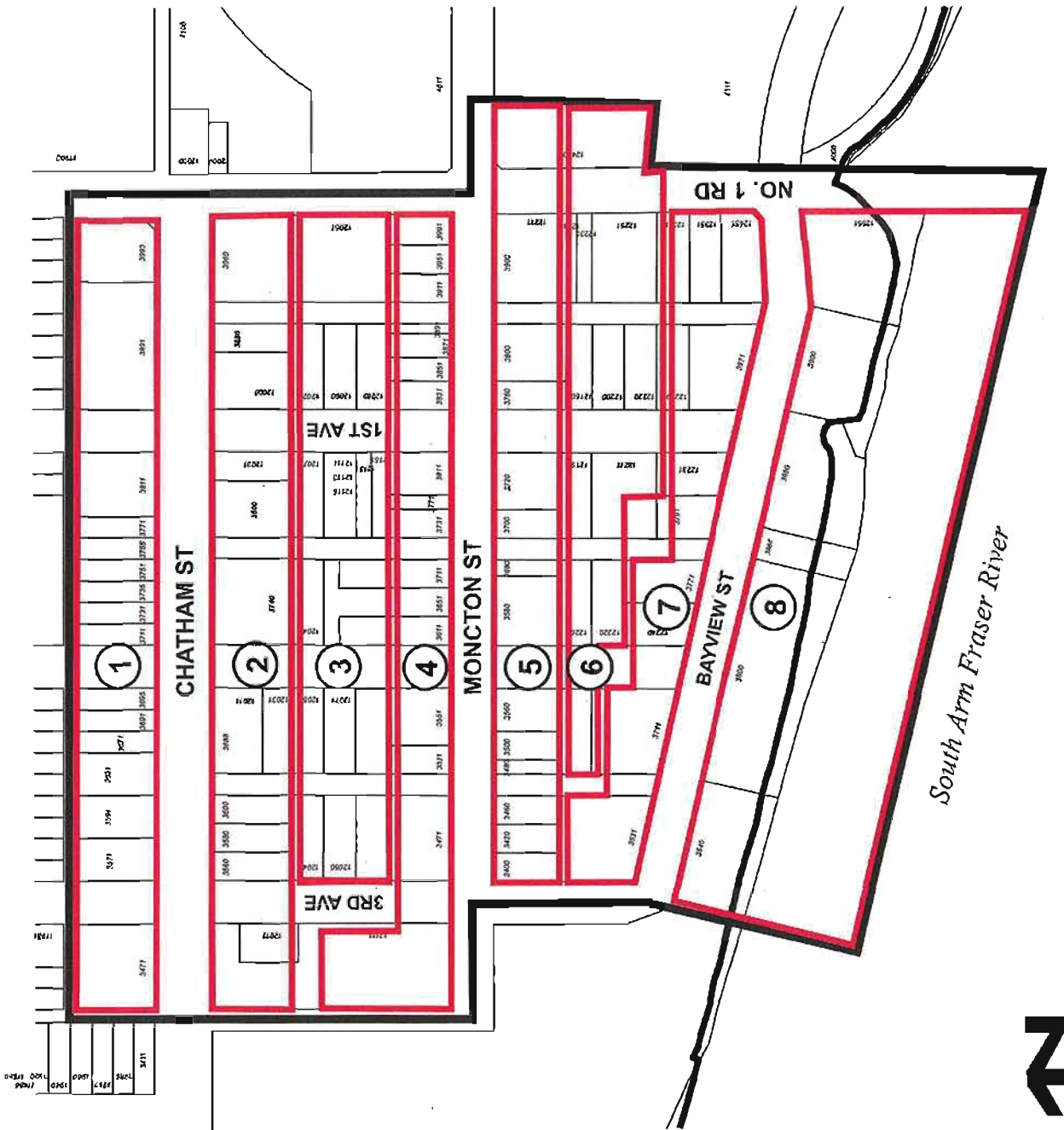


Barry Konkin
Planner 2
(604-276-4279)

BK:cas

Attachment 1: Map and Chart of Heritage Policies

Proposed Review Concept - Steveston Village Conservation Strategy



Area 1

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone – 2 storeys CS3 Zone- 3 storeys	3 storeys	OK	No change
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m ² <u>Restaurant</u> : 6 per 100 m ²	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduction <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors <u>Non-residential</u> – as per strategy
FAR	1.0	1.6	OK	No change
Minimum slab elevation	Existing road grade	Existing road grade	OK	1.4 m GSC (or adjacent sidewalk)

Area 2

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	3 storeys	OK	No change
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m ² <u>Restaurant</u> : 6 per 100 m ²	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduction <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors <u>Non-residential</u> – as per strategy
FAR	1.0	1.6	OK	No change
Minimum slab elevation	Existing road grade	Existing road grade	OK	1.4 m GSC (or adjacent sidewalk)

Area 3

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	3 storeys	OK	No change
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m ² <u>Restaurant</u> : 6 per 100 m ²	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduction <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors <u>Non-residential</u> – as per strategy
FAR	1.0	1.6	OK	No change
Minimum slab elevation	Existing road grade	Existing road grade	OK	1.4 m GSC (or adjacent sidewalk)

Area 4

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	2 storeys 1/3 block can be 3 storeys	OK	2 storeys; additional height may be considered on a case by case basis
Off-street Parking Reduction Policy	Residential: 1.5 per unit plus 0.2 visitors Retail: 3 per 100 m ² Restaurant: 6 per 100 m ²	Residential: 1 per unit plus 0.2 visitor – 33 % reduction Non-residential: reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking Residential: 1.3 plus 0.2 visitors Non-residential – as per strategy
FAR	1.0	1.2 (up to 1.6)	OK	Maximum of 1.2 FAR; additional density may be considered on a case by case basis
Minimum slab elevation	Existing road grade (1.4 m GSC)	Existing road grade (1.4 m GSC)	OK	1.4 m GSC (or adjacent sidewalk)

Area 5

Issue	Before Strategy (pre -- 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	2 storeys 1/3 block can be 3 storeys	Some concerns 2 storey max south of Moncton Street	2 storeys; additional height may be considered on a case by case basis
Off-street Parking Reduction Policy	Residential: 1.5 per unit plus 0.2 visitors Retail: 3 per 100 m ² Restaurant: 6 per 100 m ²	Residential: 1 per unit plus 0.2 visitor – 33 % reduction Non-residential: reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking Residential: 1.3 plus 0.2 visitors Non-residential – as per strategy
FAR	1.0	1.2 (up to 1.6)	OK	Maximum of 1.2 FAR ; additional density may be considered on a case by case basis
Minimum slab elevation	Existing road grade (1.4 m GSC)	Existing road grade	OK	1.4 m GSC (or adjacent sidewalk)

Area 6

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	3 storeys	Some concerns 2 storey max south of Moncton Street	No change
Off-street Parking Reduction Policy	Residential: 1.5 per unit plus 0.2 visitors Retail: 3 per 100 m ² Restaurant: 6 per 100 m ²	Residential: 1 per unit plus 0.2 visitor – 33 % reduction Non-residential: reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking Residential: 1.3 plus 0.2 visitors Non-residential – as per strategy
FAR	1.0	1.2 (up to 1.6)	OK	Maximum of 1.6 FAR
Minimum slab elevation	Existing road grade (1.4 m GSC)	Existing road grade	OK	1.4 m GSC (or adjacent sidewalk)

Area 7

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	Up to 3 storeys	Some concerns 2 storey max south of Moncton Street Concerns regarding three storey height	Facing Bayview – 2 storeys stepping back to 2 ½ storeys (in gable or roof element only) (50% of building) Rear (north) of Bayview sites – 3 storeys (50% of building) Max. height 15 m GSC / 13.6 m building height
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m ² <u>Restaurant</u> : 6 per 100 m ²	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduct. <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors Cash in lieu for 0.3 space <u>Non-residential</u> – as per strategy
FAR	1.0	1.2 (up to 1.6)	OK	Maximum of 1.6 FAR
Minimum slab elevation	Existing road grade (1.4 m GSC)	No change	1.4 m GSC preferred	1.4 m GSC (or adjacent sidewalk)

Area 8

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone / ZMU10– 2 storeys CS3 Zone- 3 storeys	Up 3 storeys Max. height 20 m GSC	OK	Up to 3 storeys Maximum height- 20 m GSC – 16.8 m building height
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m ² <u>Restaurant</u> : 6 per 100 m ²	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduct. <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors Cash in lieu for 0.3 space <u>Non-residential</u> – as per strategy
FAR	1.0	1.2 (up to 1.6)	OK	No change
Minimum slab elevation	Existing road (3.2 m GSC)	3.2m GSC	3.2m GSC	3.2m GSC or adjacent sidewalk