



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

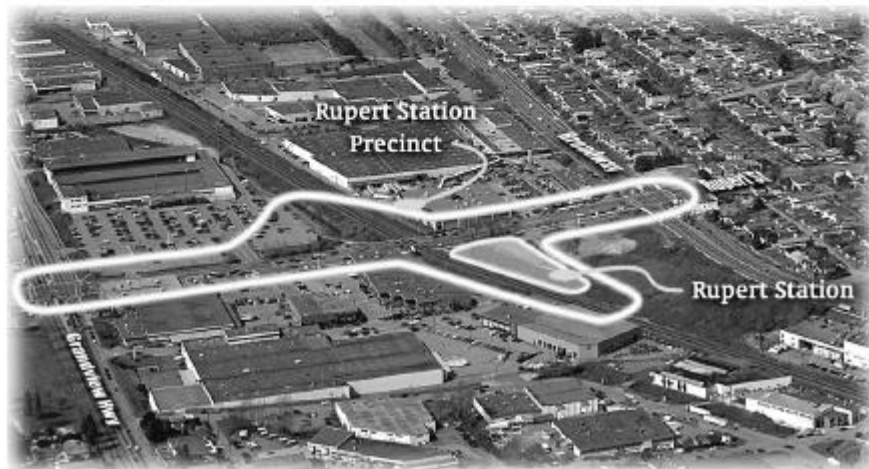
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## RUPERT AND RENFREW SKYTRAIN STATION PRECINCTS

*INTERIM REZONING POLICIES AND GUIDELINES:  
GRANDVIEW/BOUNDARY INDUSTRIAL AREA*

*Adopted by City Council July 22, 1999*

*Policies to be used in conjunction with the I-3 High Technology Guidelines and the I-2/I-3 Educational, Institutional, Cultural and Recreational and Uses Guidelines*



# INTERIM REZONING POLICIES FOR SKYTRAIN STATION PRECINCTS

## Intent

The intent of this interim policy is to provide for a range of ground-oriented businesses within and immediately adjacent to SkyTrain stations for the convenience of area workers, transit users, and the nearby community. This will help to create a walkable, comfortable, safe and attractive street environment and public realm conducive to transit use. Automobile-oriented uses and those requiring extensive loading facilities are discouraged.

**Policy 1. Extent of the Precinct Station:** For the purpose of these policies, sites within the Grandview/ Boundary study area presently zoned I-2 or Still Creek CD-1, and either abutting or directly across a street or railway right-of-way to a SkyTrain station (see reference maps on next pages).

**Policy 2. Location:** Uses subject to these interim policies should be located at grade, either within a station, on a station site, or on street faces on Rupert, Renfrew, Hebb Avenue or East 11th Avenue, directly adjacent to or across from a station.

**Policy 3. Uses:** Generally small-scale uses which help make a station environment more vibrant and also feel safer, and which do not tend to either generate destination automobile traffic or require large off-street loading facilities. These may include:

- Convenience stores and services (e.g., news stands, local grocery store)
- Small cafes
- Professional/community services and offices
- Light manufacturing
- Artist studio (excluding associated residential component)

**Policy 4. Density:** The floor area under the provisions of these policies will not exceed 232.2 m<sup>2</sup> (2,500 sq. ft.) per subject site. However, the total allowable density within a mixed use development comprised of I-3 or HOR uses will be governed by those uses.

**Policy 5. Height:**

- (a) if as a stand-alone use (i.e., if no other I-3 or HOR uses as per these interim policies): 9.2 m (30 ft.);
- (b) if incorporated into a mixed use development with I-2, Still Creek CD-1 or I-3, then as per relevant District Schedule.

**Policy 6. Built Form:**

- (a) small storefronts with entries facing identified streets
- (b) transparency at grade facing street(s)
- (c) no blank walls exceeding 1.0 m in length
- (d) weather protection on street elevation(s)
- (e) materials: generally as included in I-3 interim design guidelines

**Policy 7. Off-Street Parking:** None required for floor area developed under Policy 5.

**Policy 8. Mixed Use Development:** These station precinct policy directions may also be achieved as an integral component of a mixed use development in an I-3, HOR or I-2/I-3 Conditional Use application. In such an event the height and density limits of the base schedule would apply. Please refer to the applicable policies and guidelines.

*Note: Depending on the specific location of the subject site, the application should describe how the Central Valley Greenway and Bikeway, Still Creek, traffic and circulation requirements and utilities are to be accommodated.*

This figure illustrates the overall concept plan for the Central Valley Greenway and Bikeway.

## Vancouver Greenways/Bikeways Program Central Valley Trail

