



NEW HOUSING

Vision participants looked at the future housing needs of RPSC residents including young singles and couples, families with kids, and seniors. Some, like singles and couples, prefer apartments or rental suites in houses. Families with children want the features of single family homes like bigger units, private yards, basements, and individual front doors — but at an affordable price. Many couples whose children have left home also want these features and continue to stay in their single family homes.

Demand for New Housing

By 2021 RPSC's existing residents will create about 1,050 (10%) more households — today's children will grow-up and maintain their own households; some couples will separate and become two households. Most importantly, there will be a significant increase in the number of mature households as the baby boomers age. All of this would take place without any migration into RPSC. Of course, people will continue to move to Vancouver from elsewhere and some will move into RPSC, causing additional demand for housing.

Mismatch Between Supply and Demand

Today there is capacity for only a few types of additional housing units in the community. Very few additional single family lots are available and about 36% of single family houses already have suites. With the recent changes to single family zoning, additional rental suites are allowed in all of the single family areas in the community. Some apartments can be built along the major arterial streets and above stores in the commercial areas. In total, the capacity under existing zoning stands at over 3,400 more housing units, meeting the overall future housing demand. However about two thirds of those housing units are in apartments (mostly above shops) and one third in additional rental suites (usually in the basement). Most future demand is from mature households who typically prefer 'ground-oriented' units (e.g. with ready access to a front or rear yard) but not in the form of a basement suite — so there is a mismatch between demand and supply under existing zoning.

Vision participants suggested some additional types of housing needed by residents in the future — infill, duplexes, cottages, four-plexes, six-unit villas, traditional and courtyard rowhouses, along with apartments (four storey, six storey, and twelve storey). All these housing types would typically provide units at a lower cost than a new single family house. Excluding apartments, all would offer features similar to those of a single family house (e.g. 'ground-orientation'). Many participants felt that alternative forms of tenure such as co-ops or co-housing should be pursued in new multi-family housing projects.

Development Cost Levies and Community Amenity Contributions

Development Cost Levies (or DCLs) are charged on most new development, including residential projects. The revenue collected helps to finance parks, daycare, transportation, and replacement (social/non-profit) housing needed to serve the growing number of residents and employees.

Community Amenity Contributions (or CACs) refer to contributions from private rezonings which help address growth costs, area service deficiencies, and/or other community needs, on top of DCLs. On larger sites CACs are typically negotiated as part of the rezoning process and on smaller sites they are calculated on a 'flat rate' (i.e. dollars per square foot) basis.

Addressing Possible Impacts of New Housing

Vision participants generally felt that there was a need for new housing types better suited to meeting future housing demands, and to reflect the diversity within the community. However, residents were concerned about impacts of additional housing such as parking demands, increased traffic, loss of neighbourhood character, and loss of privacy. Impacts on community facilities and amenities were also a concern. As a result, each proposal for a new housing type has been made conditional on an assurance that potential impacts would be addressed prior to changes in zoning to allow for new housing. In addition, there are a number of large sites (such as St. Vincent's Hospital, the RCMP 'Fairmont Complex', and Little Mountain Housing) that could be subject to privately-initiated rezonings. Prior to approval of these large site rezonings, a broad review of community facility and service needs must be conducted. This is discussed in more detail in the LARGE SITES section of this Survey.

The Directions on new housing options which follow have been divided into two sections. The Directions first focus on several housing types. Then a variety of possible locations are described. Combining various options for new housing types and locations results in the potential for different numbers of new units.



Small lot infill example

15 New Housing Types

Infill

Description: A smaller second home on a lot, usually behind the main house. Also called a 'coach house' or 'granny flat'. Units are usually strata-titled but may be rental. Usually the garage is on the main floor with the infill dwelling above. Size and height are regulated by zoning but they usually look like a small one and a half or two storey house located at the rear lane. On wider lots (50' or more) it is possible to build infill while keeping the existing home. However, on smaller lots, the side yards of existing houses are often not wide enough to provide the required fire-fighting access. As a result, small lot infill is most feasible when built with a new main house.

Status: This housing type is already allowed in parts of RPSC (north of 20th and flanking Main from 16th to 28th). It has also been permitted for 20 years on lots 50' or wider in Kitsilano (north of West Broadway), and in Mount Pleasant (east and south of City Hall).

Attractive to: Young people, small families, older singles and couples, and seniors who want access to a yard and are comfortable with stairs.

15.1 Allow More Infill

Approved

Housing variety should be increased in RPSC by allowing more infill housing than is currently permitted, provided it is:

- designed to fit into the single family area, with attention to privacy, views, shadowing and landscaping
- provided with adequate community facilities (parks, schools, etc.) and services for the additional population
- accompanied by a plan to address any parking and traffic impacts.

Percent Agree 61%/66%

More Planning & Consultation Before Changes

For Vision Directions proposing a new housing type or location, a rezoning would be required before the new housing could be built. More detailed planning with community involvement would take place before the rezoning occurred. This planning would deal with precise boundaries where new housing types would be permitted, phasing development over time, traffic and parking impacts, fire-fighting access, the need for additional services and facilities (including parks), developer contributions, etc.

An example of this process is provided by the Kensington- Cedar Cottage (KCC) Community Vision. The Community Vision contains Directions supporting duplexes, fourplexes, sixplexes, and rowhouses to address future housing needs. After the Vision was approved by Council, City staff refined these housing types with advice from a Housing Area Working Group (made up of local residents and property owners), architects, and local developers. Locations for new housing, zoning, design guidelines, and improvements to community connections and greening were also dealt with. In a subsequent community survey, residents and property owners supported building duplexes, 'small houses', and rowhouses. The Kinsway and Knight 'Housing Area Plan' has been approved by City Council, and the new zoning to allow the housing types has been adopted by City Council.

People's Ideas...

- allow infill with no stairs and improve access especially for seniors
- can create more community in back lanes
- provides a less expensive housing option and retains neighbourhood character
- allows for aging in place
- allows community members to increase density of their own lots

Duplexes

Description: A duplex provides two units on a parcel of land. Each unit can be individually owned. Since each half of a duplex uses less land and is smaller than a new single family house, they are more affordable than a new single family home. The units may be side-by-side, front-to-back, or up-and-down. Duplexes provide many of the features of a single family home including yards, individual entrances, garages, and enough floorspace to meet the needs of a family.

Status: Duplexes are currently permitted on a few lots in RPSC and are common in other areas like Kitsilano (north of West Broadway).

Attractive to: Families, couples, and parents whose children have left home.



Duplex example

15.2 Allow More Duplexes

Approved

Housing variety should be increased in RPSC by allowing more duplexes than are currently permitted, provided they are:

- designed to fit into the single family area with attention to privacy, views, shadowing and landscaping
- provided with adequate community facilities (parks, schools, etc.) and services for the additional population
- accompanied by a plan to address any parking and traffic impacts.

Percent Agree 63%/69%

People's Ideas...

- can be less expensive for small families
- allow suites in duplexes to improve affordability
- not suited for building on small lots

Cottages or Small Houses on Shared Lots

Description: Two or three 33' lots developed together to accommodate between four and eight free standing homes. Units could be individually owned. The units facing the street would have shorter front yards (16' versus the usual 24') than a typical single family house. A walkway between the front units would provide fire-fighter access to the rear units. Rear units would be constructed over the area typically used for a garage and extend into the rear yard. A driveway from the lane could go between the rear units to a central 'carriage court' and a parking space for each front unit. Each cottage or small house would have an individual entrance, front porch, private outdoor space, and could range in size from about 1,000 to 1,700 square feet. They would provide many of the features of a single family home including free standing buildings and a size suitable for families.

Status: A new housing type in the city recently approved in the Kingsway and Knight 'Housing Area Plan'

Attractive to: Especially attractive to families with children, two income couples, parents whose children have left home, and seniors who are comfortable with stairs.

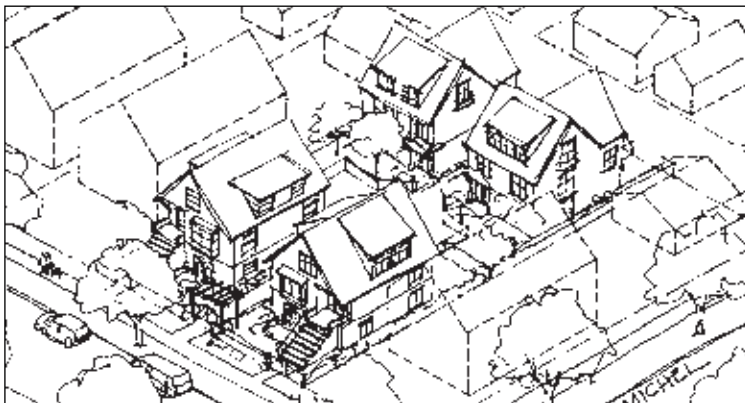
15.3 Allow Some Cottages or Small Houses on Shared Lots

Approved

Housing variety should be increased in RPSC by allowing some small houses on shared lots, provided they are:

- designed to fit into the single family area with attention to privacy, views, shadowing and landscaping
- provided with adequate community facilities (parks, schools, etc.) and services for the additional population
- accompanied by a plan to address any parking and traffic impacts.

Percent Agree 61%/65%



Small houses on shared lots example



Fourplex example (see Direction 15.4)

People's Ideas...

- could be affordable to first time buyers
- could increase positive use of lanes and potentially decrease crime
- work well in part of neighbourhood with larger than average lots
- keeps more green space and park like setting
- must provide adequate parking on-site
- need small houses for seniors

Fourplex & Villa (six units)

Description: Four to six strata-titled units on one 50' lot or six units on two 33' lots. A fourplex is a pair of front-to-back duplexes and would occupy the space usually filled by single family homes (e.g. same 24' front yard depth). A path for fire-fighting access would connect from the street to the rear-facing units. A villa (with 6 units) would be similar, although two upper units (with roof decks/balconies) could be added. All units would feature separate ground access, and ground-level units all provide private outdoor space. All parking would be at the lane. Units would typically range from 1,100 to 1,200 square feet.

Status: A new type of housing in the city.

Attractive to: Smaller families, couples, and parents whose children have left home and seniors comfortable with stairs.

15.4 Allow Some Fourplexes & Villas (six units)

Not Approved (Uncertain)

Housing variety should be increased in RPSC by allowing some fourplexes and villas, provided they are:

- designed to fit into the single family area, with attention to privacy, views, shadowing and landscaping
- provided with adequate community facilities (parks, schools, etc.) and services for the additional population
- accompanied by a plan to address any parking and traffic impacts.

Percent Agree 49%/53%

People's Ideas...

- well suited to a co-operative or co-housing form of shared ownership to create community and affordable housing options
- provides safe environment for young children
- best suited to areas with larger houses
- good access for seniors

Comment: This Direction did not receive majority support in the general survey, and did not receive high enough agreement in the random survey to be classified as Approved. In both surveys, the Direction received more agree votes than disagree votes (general survey: 1.5 to 1, random survey: 2.0 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion when additional housing planning occurs in the community.

Traditional Rowhouses

Description: A single row of attached housing units with separate front and rear entrances. The homes may be individually owned or strata-titled. They usually have individual garages or parking areas on the lane. Front yards would have the same depth as a new single family house, building depth could be slightly longer. Each rowhouse unit would be about 15' wide so that six would fit on an assembly of three 33' lots. Each unit would have about 1,200 to 2,400 square feet of floorspace.



Traditional rowhouses example

Status: RPSC has some existing row-house units. (Examples include the Little Mountain Housing (Main & 37th) and along 16th near Oak.)

Attractive to: Families with children, established couples, and seniors who could manage stairs.

15.5 Allow More Traditional Rowhouses

Not Approved (Uncertain)

Housing variety should be increased in RPSC by allowing more traditional rowhouses than are currently permitted, provided they are:

- designed to fit into single family area with attention to privacy, views, shadowing and landscaping
- located in select areas and built as small projects rather than as a wide-spread replacement for existing housing types
- provided with adequate community facilities (parks, schools, etc.) and services for the additional population
- accompanied by a plan to address any parking and traffic impacts.

Percent Agree 48%/52%

People's Ideas...

- can lead to more interaction between neighbours, a more active streetscape
- need more private green space with less privacy
- must provide adequate parking on-site
- cheaper to build but risk to privacy

Comment: This Direction did not receive majority support in the general survey, and did not receive high enough agreement in the random survey to be classified as Approved. In both surveys, the Direction received more agree votes than disagree votes (general survey: 1.6 to 1, random survey: 2.0 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion when additional housing planning occurs in the community.

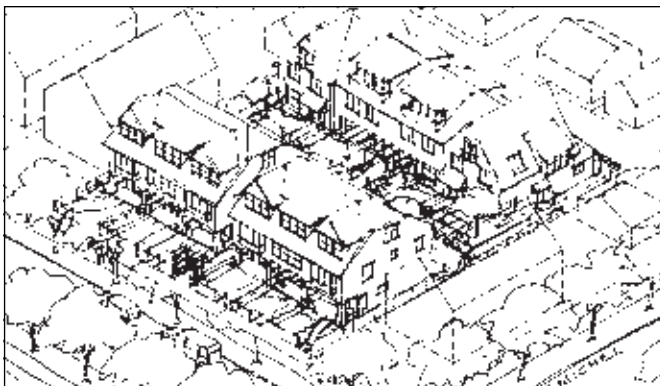
Courtyard or Carriage Court Rowhouses

Description: Two rows of attached units, one row near the street and the other row near the lane, grouped around a common open space. The units would likely be strata-titled. Courtyard rowhouses would have parking for all units in a single row that backs directly onto the lane. Carriage court rowhouses have their parking integrated with each unit, requiring part of the courtyard for car movement. An assembly of three 33' lots could accommodate up to nine units. Both types would have a pathway providing pedestrian/fire-fighter access to the rear units from the street.

Courtyard rowhouses would each have about 1,000 to 1,600 square feet of floorspace. The front yard would be shorter than for a typical single family house, varying from 12' to 16' (versus 24'). Building depth of front units would be less than for a new single family home. The courtyard would typically be about 30' deep. Rear units would be built partly above the garage and partly in the area required for a rear yard in new single family homes. Carriage court rowhouses would be similar except the courtyard would be divided into private open space and maneuvering space for cars (which could be finished in pavers to make it more attractive).

Status: Both types would be new to the city.

Attractive to: Families with children, established couples, and seniors who are comfortable with stairs.



Courtyard rowhouses example

15.6 Allow Some Courtyard or Carriage Court Rowhouses

Not Approved (Uncertain)

Housing variety should be increased in RPSC by allowing some Courtyard or Carriage Court rowhouses, provided they are:

- designed to fit into single family area with attention to privacy, views, shadowing and landscaping
- located in select areas and built as small projects rather than as a widespread replacement for existing housing types
- provided with adequate community facilities (parks, schools, etc.) and services for the additional population
- accompanied by a plan to address any parking and traffic impacts.

Percent Agree 47%/47%

People's Ideas...

- can lead to more interaction between neighbours, a more active streetscape
- need more private green space with less privacy
- must provide adequate parking on-site
- cheaper to build but risk to privacy

Comment: *This Direction did not receive majority support in the general survey, or the random survey. In both surveys, the Direction received more agree votes than disagree votes (general survey: 1.5 to 1, random survey: 1.5 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion when additional housing planning occurs in the community.*

Four Storey Apartments

Description: Four storey apartments generally feature smaller, lower cost units (than apartments of more than four storeys). Units may be rental or strata-titled. Each unit is usually on a single level and accessible by elevator.

Status: RPSC has existing four-storey apartments along Main, Cambie, Oak, and 16th.

Attractive to: People just entering the housing market, singles, small families, and seniors who are no longer willing or able to maintain a single family home and are uncomfortable with stairs.

15.7 Allow More Four Storey Apartments

Not Supported

Some additional four storey apartments should be permitted in RPSC, provided they are:

- designed to be compatible with adjacent residential and commercial buildings, with attention to privacy, views, shadowing, and landscaping
- located in select areas and built as small projects rather than as a wide-spread replacement for existing housing types
- provided with adequate community facilities (parks, schools, etc.) and services for the additional population
- accompanied by a plan to address any parking and traffic impacts.

Percent Agree 38%/38%

People's Ideas...

- responds to displacement of singles and young households due to area gentrification
- has better 'green footprint'
- apartment dwellers may use the car less and take more public transportation
- not appropriate in the middle of single family areas

Comment: This Direction is Not Supported because disagree votes out numbered agree votes in both the general and random surveys. Additional four storey apartments will not be brought forward for consideration when additional housing planning occurs in the community, except when under consideration in the planning for Neighbourhood Centres and Large Sites that have approved Vision Directions which support four storey buildings.

Six Storey Apartments

Description: Six storey apartments would offer a range of unit sizes and costs. Because of their increased height, some units would enjoy views. Each unit would usually be on a single level and accessible via elevator. Units may be rental or strata titled.

Status: RPSC has no six storey apartments and there is currently no standard zone where this type of apartment is intended to be built in the city.

Attractive to: People just entering the housing market, singles, small families, seniors who are no longer willing or able to maintain a single family home and are uncomfortable with stairs.

15.8 Allow Some Six Storey Apartments

Not Supported

Some six storey apartments should be permitted in RPSC, provided they are:

- designed to be compatible with adjacent commercial and residential buildings with attention to privacy, views, shadowing, and landscaping
- located in select areas and built as small projects rather than as a wide-spread replacement for existing housing types
- provided with adequate community facilities (parks, schools, etc.) and services for the additional population
- accompanied by a plan to address any parking and traffic impacts.

Percent Agree 25%/25%

Working at Home

Vision participants expressed a desire to see more opportunities for residents to work and conduct business from a residence. They spoke about needs for live/work housing, more home-based businesses and artist studio residences. These 'housing types' are not included in the Survey because some of this type of activity is already allowed in RPSC. Initiatives are underway to review the expansion of these opportunities across the city, provided compatibility with adjacent neighbours is ensured. Once technical issues are resolved and further consultation takes place, zoning may change to allow more new, purpose-built live/work buildings.

People's Ideas...

- use along major roads and at major intersections

Comment: *This Direction is Not Supported because disagree votes outnumbered agree votes in both the general and random surveys. Six storey apartments will not be brought forward for consideration when additional housing planning occurs in the community.*

Twelve Storey Apartments

Description: Twelve storey apartments could offer a range of unit sizes and costs. Because of their increased height, many units could enjoy views. Units may be rental or strata-titled. Each unit is usually on a single level and accessible by elevator.

Status: RPSC has no high-rise style apartments. This type of housing is common in parts of Kerrisdale, Collingwood, and South Granville (north of 16th).

Attractive to: People just entering the housing market, singles, small families, seniors who are no longer willing or able to maintain single family homes and are uncomfortable with stairs.

15.9 Allow Some Twelve Storey Apartments

Not Supported

Some twelve storey apartments should be permitted in RPSC, provided they are:

- located in select areas, and generally part of a major rezoning
- designed to be compatible with adjacent residential and commercial buildings, with attention to privacy, views, shadowing, and landscaping
- provided with adequate community facilities (parks, schools, etc.) and services for the additional population
- accompanied by a plan to address any parking and traffic impacts.

Percent Agree 20%/17%

People's Ideas...

- use as points or 'accents' to create visual interest on main arterial roads
- provide higher density by Canada Line stations and decrease as you move toward single family areas

Comment: *This Direction is Not Supported because disagree votes outnumbered agree votes in both the general and random surveys. Twelve storey apartments will not be brought forward for consideration when additional housing planning occurs in the community.*

Any New Housing Types

This section describes the housing types which Vision participants felt would be attractive to existing RPSC residents as they age and their housing needs change. In order to get a clear reading of the number of people who are interested in some type of new housing in the community, this Direction asked if the respondent supported (somewhat or strongly) at least one of the housing types in Directions 15.1-15.9.

15.10 Any New Housing Types

Several new housing types have been described in this section. Did you support any of the new housing types (In-fill, Duplexes, Small Houses or Cottages on Shared Lots, Fourplexes and Villas, Traditional Rowhouses, Courtyard or Carriage Court Rowhouses, Four storey Apartments, Six storey Apartments, or Twelve storey Apartments) in the Directions listed above?

Percent Supporting at least one type 59%/63%

Comment: *This Direction is not classed as Approved because it refers to the previous Directions rather than asking a specific policy question. It is interesting that respondents under-reported their support for at least one housing type since 63%/69% supported Move Duplexes (15.2).*

Independent Living BC (ILBC) Program

The province, through BC Housing, facilitates the Independent Living BC program in partnership with the federal government, regional health authorities, and the private and non-profit sectors. Seniors with lower incomes and people with disabilities are able to rent the ILBC units for 70 per cent of their after-tax income. This covers their accommodation, meals, personal care and hospitality services, such as housekeeping, laundry, recreational opportunities, and a 24-hour response system. BC Housing provides housing subsidies to those who qualify for the ILBC program and the health authorities fund the personal care services.

Seniors' Housing

Long term community residents frequently want to stay in their neighbourhood as they age. They know the local shops and services, have friends in the community, and want to stay near their doctors and dentists. Vision participants suggested housing options which would allow older residents to stay in the community when they are no longer able or willing to look after a single family home. In addition to the housing types outlined in the previous Directions, options include additional traditional apartments and smaller scale seniors' homes. These projects would be purpose-built for seniors and some would provide for different levels of care.



Youville seniors' housing

15.11 Seniors' Housing

Approved

Some small developments designed for seniors (e.g. assisted-living facilities with various levels of care) should be considered near parks, shopping, transit, services, and on 'Large Sites' (especially near the hospital facilities on Oak) to allow seniors to stay in the community as their housing needs change.

Percent Agree 81%/84%

People's Ideas...

- need security and safety features
- locate close to shopping, services, community facilities, parks, health care facilities, community gardens
- provide some complexes where meals, supervision and/or care is included
- need units without stairs and some wheel chair accessible
- close to programs in neighbourhood houses and community centre

Seniors' Housing Rezonings

The strong community support for Vision Direction 15.11 will likely lead to individual 'site specific' rezonings. That means when a group organizing housing for seniors finds a site, they would apply for rezoning to permit their project. On larger sites, there could be a component of purpose-built seniors housing mixed within housing for other household types. Each rezoning would require consultation with neighbours prior to being considered by City Council.

Boundaries Approximate

The boundaries of the areas set out on the maps as possible locations for new housing types are approximate. For locations supported by the broad community in the Survey, there would be a planning process involving significant public consultation to determine specific boundaries where new housing types may be permitted.

16 New Housing Locations

Vision participants also looked at the locations which were important for different types of households.

RPSC contains several large sites that will likely face redevelopment over the next 10 to 20 years. These include: RCMP 'Fairmont Complex' and St. Vincent's Hospital on Heather and 33rd, the Balfour Block on Heather and 18th, King Edward Mall on Oak, and Little Mountain Housing on Main. Vision participants identified some form of new housing on each of these sites which is consistent with general City policy. Large sites would likely be redeveloped using a site-specific CD-1 (or comprehensive development) rezoning. A separate section on 'LARGE SITES' addresses housing forms and other aspects of redevelopment to guide future redevelopment on these important sites. King Edward Mall is addressed in NEIGHBOURHOOD CENTRES.

Outside of these 'large sites', the results of the Survey will be the first step in determining if and where new housing options should be considered in RPSC. For the general locations supported by the community, there will be a subsequent planning process with significant public consultation before City Council considers any zoning change.

In each of the possible Directions listed below, the reasons Vision participants supported the location are given before the choice. Participants tended to support low scale 'ground oriented' housing when located in the midst of single family housing, and higher scale, higher density housing on or near arterial roads, or around the King Edward Canada Line Station, or north of the 41st Canada Line Station.

New Housing Types On Corner Lots or Irregular Subdivision Areas

Some Vision participants felt that new housing types should be limited to the ends of blocks (e.g., corner lots) or in situations where there is an irregular subdivision pattern (e.g., very wide or deep lots, or double-fronting lots). This option would:

- allow new forms to take advantage of direct access from the side street rather than only from the lane (for corner lots)
- allow a gradual change on large lots which would likely redevelop to larger homes under existing zoning
- provide housing in locations that would be attractive to families with children, working couples, and seniors
- larger lots would allow more courtyard or yard space for new housing types which place some units near the lane
- leave large areas of single family housing unchanged.

16.1 Allow New Housing Types on Corner Lots or Irregular Subdivision Areas

Approved

New housing types should be permitted in RPSC on corner lots or areas with irregular subdivision patterns like very long and/or wide lots, or double fronting streets, subject to detailed planning and impact mitigation.

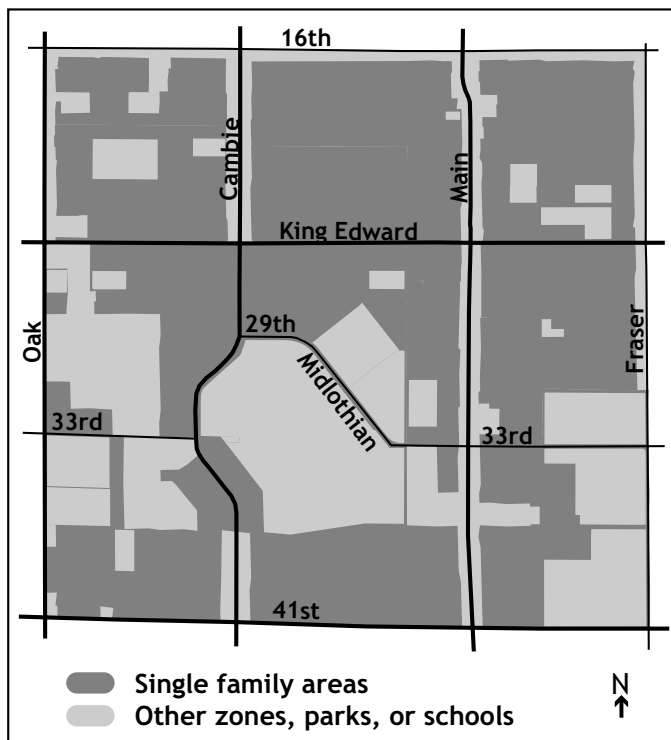
Percent Agree 57%/62%

New Housing Types Scattered Throughout the Single Family Areas

Another location proposed by Vision participants was a broad option: permitting new housing types throughout the single family areas, provided that the new housing was designed to be compatible with adjacent single family homes. The new housing could be limited to 'clumps' as small as one half block or to corner locations. Neighbourhoods would determine the types of housing which are suitable for their area. This option would:

- allow housing which is more affordable than single family housing in a wide variety of locations
- permit more existing owners to redevelop their properties with a housing form which would allow them to stay in their community as they age
- provide housing in locations attractive to families with children, working couples, and seniors
- allow people with different housing needs to live close together (e.g. parents and their grown-up children).

Scattered Throughout Single Family Areas



16.2 Allow New Housing Types to be Scattered Throughout the Single Family Areas

Not Approved (Uncertain)

New housing types should be permitted in scattered locations throughout the single family areas of RPSC, subject to detailed planning and impact mitigation.

Percent Agree 45%/48%

Comment: This Direction did not receive majority support in the general survey, and did not receive high enough agreement in the random survey to be classified as Approved. In both surveys, the Direction received more agree votes than disagree votes (general survey: 1.3 to 1, random survey: 1.5 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion when additional housing planning occurs in the community.

New Housing Types Around Parks & Community Centres

Parks are attractive to most people. Vision participants felt new housing in this location would be appropriate when the amount of private open space associated with the new housing types is limited. This option would:

- allow ready access to places to exercise for those living in small dwelling units
- be useful for children's play which cannot be accommodated in smaller yards
- potentially make community gardens available through conversion from park
- leave large areas of single family housing unchanged.

16.3 Allow New Housing Types Around Parks & Community Centres

Approved

New housing types should be permitted around parks and community centers in RPSC, subject to detailed planning and impact mitigation.

Percent Agree 53%/57%

New Housing Types Around Richmond-Airport-Vancouver (Canada Line) Stations

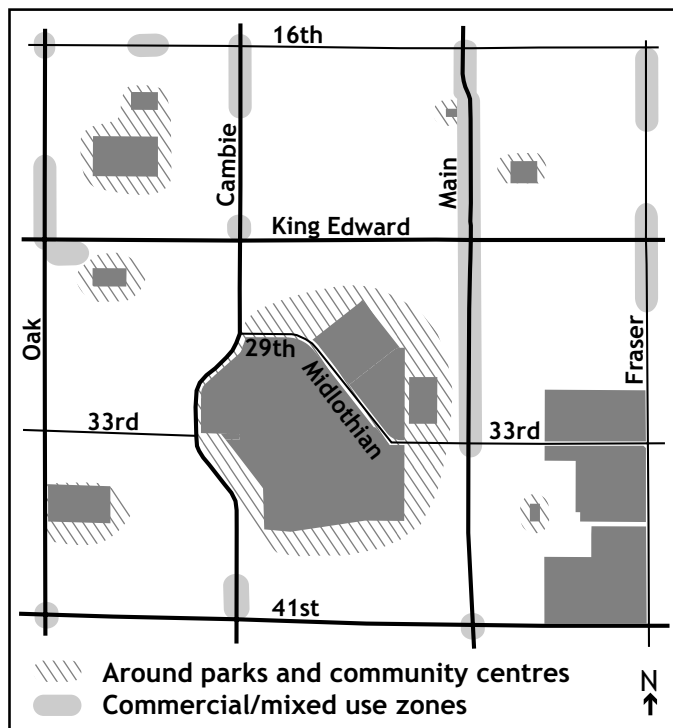
There are two Canada Line rapid transit stations along Cambie in RPSC: one at King Edward, and one at 41st. Both would be underground stations with entrances from the street, or possibly integrated into adjacent buildings. Vision participants envisioned adding a variety of new housing types around these stations. Some suggested that housing density should be highest near the Canada Line station and gradually become less dense as distance from the station increases.

Canada Line Station at Cambie & King Edward

A small, one-block shopping area and some four-storey apartments are located to the north of this station. Further north on Cambie is the larger shopping area between 16th and 19th which includes the Park Theatre. To the south of this station is the beginning of the Cambie Heritage Boulevard lined with single family homes. Single family homes surround the station area (within a five minute walking distance of about 250 meters).

Many participants suggested that the Canada Line stations are opportunities for new housing because of the proximity to transit, and the additional density would support the success of the line while leaving large areas of single family housing unchanged. Also, see NEIGHBOURHOOD CENTRES for comments and directions related to shopping areas around this Canada Line station.

Around Parks and Community Centres



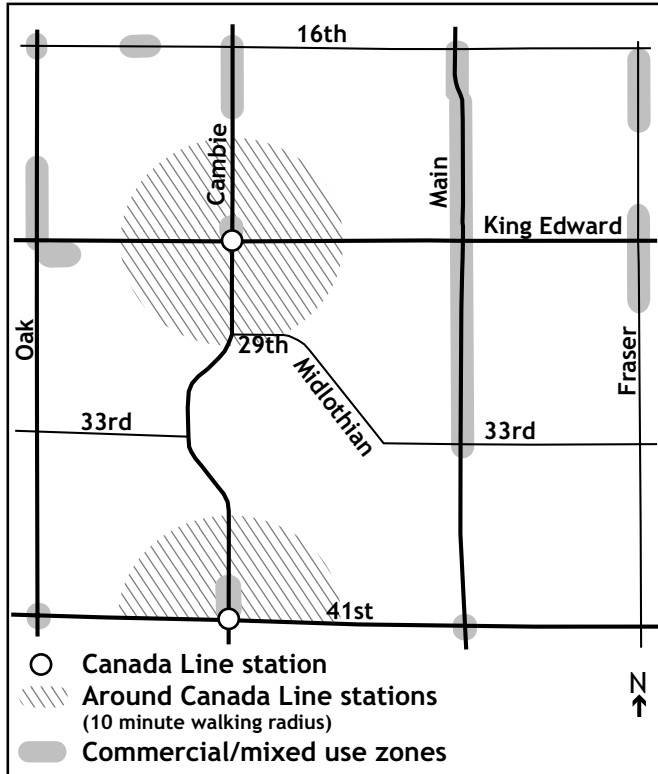
16.4 Allow New Housing Types Around the King Edward Canada Line Station

Approved

New housing types should be permitted around the King Edward Canada Line station on Cambie, subject to detailed planning, and impact mitigation.

Percent Agree 56%/59%

Around Canada Line Stations



Canada Line Station at Cambie & 41st

North of this station, within the boundaries of RPSC, is a small, two-block shopping area with some duplex housing surrounded by single family housing. South of this station is the Oakridge Shopping Centre and the multi-family housing surrounding it. While the area south of 41st is outside RPSC's boundaries, it is important to note that participants identified the entire Canada Line station area as a neighbourhood centre. They saw any future redevelopment of Oakridge Shopping Centre as having an impact both north and south of 41st, as will the development of the Canada Line station itself. They also recognized that additional housing here could also leave large areas of single family housing unchanged.

The Oakridge/Langara Policy Statement (1995) identified properties along the north side of 41st, from Willow to the lane east of Cambie, as a 'reserve sub-area'. The intent for this 'reserve sub-area' was to encourage rezoning of full blocks (i.e. street to street) if a transit station was to be located nearby. Vision

participants supported this policy and suggested several forms of new housing for this 'reserve sub-area'.

16.5 Allow New Housing Types North of the 41st Canada Line Station

Approved

New housing types should be permitted north of the 41st Canada Line station on Cambie, subject to detailed planning and impact mitigation.

Percent Agree 56%/59%

New Housing On or Near Arterial Roads

The final location suggested by Vision participants was to locate new housing on or near arterial roads (i.e., Oak, Cambie, Main, Fraser, 16th, King Edward, 33rd, and 41st). Higher density housing is already allowed in many locations along these arterial roads in RPSC. This location would:

- provide convenient access to transit for residents without cars
- provide convenient access by walking, biking or taking transit to shops and services, especially near the shopping areas
- support local shops and services with additional population
- may shield, to some extent, adjacent single family homes from the noise of arterial traffic as the new homes (with good construction practices like double-glazed windows) and their landscaping act as a buffer
- leave large areas of single family housing unchanged.

16.6 Allow New Housing On or Near Arterial Roads

Not Approved (Uncertain)

New housing types should be permitted on or near arterial roads in RPSC, subject to detailed planning and impact mitigation.

Percent Agree 56%/54%

Comment: This Direction did receive majority support in the general survey, but was .6% short of the required support in the random survey to be classified as Approved (54.4%). In the random survey, the Direction received substantially more agree votes than disagree votes (2.2 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion when additional planning occurs in the community.

Support for New Housing in at least One Location

The Directions above identify locations which Vision participants felt made sense for new housing to accommodate the changing needs of RPSC residents as they age. In order to get a clear picture of how many respondents supported new housing in any of the locations, this Direction asked if respondents supported at least one the locations in Directions 16.1 - 16.6.

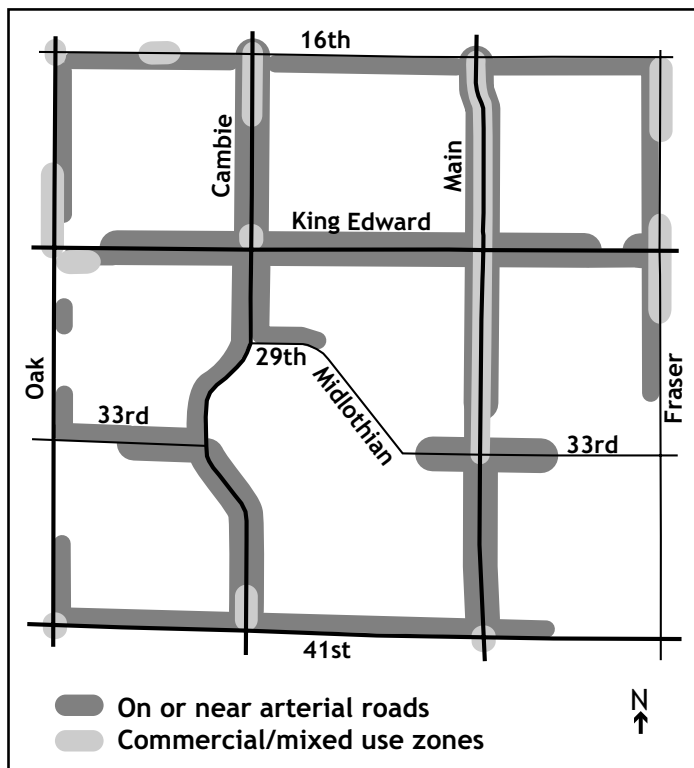
16.7 Support for New Housing in at least One Location

Did you support consideration of new housing in any of the locations identified in the Directions above (Corner or Irregular Lots, Scattered Throughout the Single Family Area, Around Parks or Community Centres, Canada Line Station at King Edward, Canada Line Station at 41st, or On or Near Arterial Roads)?

Percent Supporting at least one location 54%/59%

Comment: This Direction is not classed as Approved because it refers to the previous Directions rather than asking a specific policy question. It is interesting that respondents under-reported their support for at least one housing location (57%/62% supported New Housing Types on Corner Lots or Irregular Subdivision Areas, Direction 16.1).

On or Near Arterial Roads



Provincial Residential Tenancy Act

The Provincial legislation that guides rent increases is the Residential Tenancy Act. Under the 'Rent Increase' provisions, it allows a landlord to impose an annual rent increase that is no greater than the percentage amount calculated as follows: rent increase percentage amount = inflation rate + 2%. The 'inflation rate' means the 12 month average percent change in the all-items Consumer Price Index for British Columbia ending in the July that is most recently available for the calendar year for which a rent increase takes effect. The Act allows that a tenant may agree in writing to a rent increase greater than the percentage amount permitted. A landlord may also apply to a provincial arbitrator for an additional rent increase, beyond that permitted by the formulas, under certain conditions.

17 Housing Affordability

Housing affordability is a major concern in RPSC. Vision participants were concerned that housing is becoming unreachable for many in the community. This applies to all housing from rental apartments to single family housing. Some noted that rental suites are an important pool of affordable housing for many area residents. As the area redevelops many of the existing affordable rental suites could be lost or replaced (with less affordable suites). People should be able to stay in the community regardless of age or income. Participants felt that if a range of housing (market and non-market) is available then the rich texture of incomes, backgrounds, and occupations that characterize the community today will be maintained.

Housing Affordability

The affordability of market housing was a significant concern of Vision participants. They developed Vision Directions that include proposals for additional suites, infill, cottages, duplexes, fourplexes and sixplex villas, traditional and courtyard rowhouses, and apartments (of various heights). These Directions would allow housing that meets the changing housing needs of existing residents as they age: the children who grow-up and maintain their own household, and the couples who separate and become two households. The additional homes should be more affordable than new single family homes because they use the land more intensively and they are usually smaller. Increasing the supply of housing may also help moderate price increases.

New housing that is built in the normal development market — 'market housing' — is usually not affordable to lower income households, regardless of the type of housing it is. The City assists in providing more affordable 'non-market housing' for lower income households in a number of ways:

- directly funding affordable housing with money approved in Capital Plan plebiscites

- leasing City land, in some cases at substantial discounts, to non-profit housing sponsors who build housing funded by the provincial government
 - using housing agreements with developers, where they include lower cost or guaranteed rental suites in their market projects in return for additional density
 - using funds from Development Cost Levies to assist in buying land or paying for housing units directly.
- These non-market projects generally require a site specific rezoning, with community consultation taking place in each case.

New non-market housing directions did not emerge from the workshops but participants did want to reinstate federal/provincial government funding for non-market housing.

17.1 Housing Affordability

Approved

The City should urge federal/provincial governments to reinstate programs that fund non-market housing and to develop new initiatives that would make housing more affordable for low income households.

Percent Agree 59%/61%

People's Ideas...

- provide more affordable housing options so those with low income can own
- need more low cost options
- provide affordable housing to welfare recipients and others who require assistance
- distribute non-market housing throughout the community
- provide non-market housing on large site redevelopments