This section provides information on the land use mix, building types and building heights proposed for each of the sub-areas. Detailed design guidelines are provided in Section 8.

New development will be managed and regulated primarily in two ways:
- Developer-initiated rezonings
- City-initiated rezonings

Figure 5.1: Sub-Areas
5.1 Sub-Area J1: Joyce Street at Vanness Avenue

5.1.1 Allow mixed-use buildings including towers up above a four-storey building base on sites next to the SkyTrain station where a minimum frontage of 40.2 m (132 ft.) is achieved (suggested tower locations and height limits indicated on figure 5.2).

5.1.2 Ground floor uses are required to be local-serving retail and services.

5.1.3 Choice of use is permitted above the ground floor, which may include local-serving retail, service, office, or residential.

5.1.4 For residential uses, require acoustic mitigation from environmental noise (including road and SkyTrain noise) to ensure livability.

5.1.5 Allow for a larger retail space to accommodate a neighbourhood-scale grocery store (796.8 sq. m/7,500 sq. ft. to 929 sq. m/10,000 sq. ft.), where practical.

5.1.6 Explore opportunities to relocate the Collingwood Library to a new commercial space on Joyce Street.

5.1.7 All buildings fronting Joyce Street should include a distinct four-storey building base to create a human-scaled shopping street and allow for sunlight penetration to the street.

5.1.8 Upper floors of towers must be shaped to create distinct building identity.

5.1.9 Provide building breaks along the Joyce Street frontage to create mid-block pedestrian access and semi-public outdoor spaces as indicated in figure 5.2.

5.1.10 Limit vehicle crossings and remove existing crossings where possible on Joyce Street to prioritize pedestrian movement.
5.2 Sub-Area J2: Joyce Street
North of the Station

5.2.1 Allow mixed-use buildings including mid-rise buildings above a four-storey building base on larger sites with a minimum lot frontage of 40.2 m (132 ft.) and located at least 19.8 m (65 ft.) from Wellington Avenue (suggested locations and height limits indicated in figure 5.3).

5.2.2 Mixed-use mid-rise buildings will be considered up to a maximum net density of 5.0 FSR.*

5.2.3 Sites currently zoned RM but not eligible for a mid-rise building will be considered for a maximum net density of 2.5 FSR.

5.2.4 Ground-floor uses are required to be local-serving retail and services.

5.2.5 Choice of use is permitted above the ground floor, which may include local-serving retail, service, office, or residential.

5.2.6 For residential uses, require acoustic mitigation from environmental noise (including road and SkyTrain noise) to ensure livability.

5.2.7 Allow for a larger retail space to accommodate a neighbourhood-scale grocery store (796.8 sq. m/7,500 sq. ft. to 929 sq. m/10,000 sq. ft.), where practical.

5.2.8 Explore opportunities to relocate the Collingwood Library to a new commercial space on Joyce Street.

5.2.9 Mid-rise buildings must be stepped back from the four-storey building base to emphasize the lower-scale streeetwall.

5.2.10 Provide, where feasible, building breaks along the Joyce Street frontage to create mid-block pedestrian access and semi-public outdoor spaces as indicated in figure 5.3.

5.2.11 Limit vehicle crossings and remove existing crossings where possible on Joyce Street to prioritize pedestrian movement.

*Note: Some site assemblies may not be able to achieve the maximum FSR. Additional FSR may be considered for additional full floors of commercial use above the ground level. Anticipated exclusion from gross floor area will be those typical of most mixed-use zones in Vancouver, except as otherwise noted in this Plan.
Figure 5.3: Sub-Area J2 - Joyce Street North of the Station

[Map showing the sub-area J2 with Joyce Street located north of the SkyTrain station. The map includes details such as existing building footprints, heights, pedestrian connections, and study areas.]

Legend:
- ••• Study Area Boundary
- •••• Pedestrian Connection
- Building Footprint
- Maximum Mid-Rise Heights (in Feet)
- Heights of Existing Buildings (in Storeys)
- Mixed-Use: Up to 50 ft. (approx. 4 storeys)
- Park
- Unlikely to Redevelop
5.3 Sub-Area J3: St. Mary’s Parish Site

5.3.1 Allow mixed-use buildings including mid-rise and towers in conjunction with school replacement and additional non-market rental housing generally as indicated in figure 5.4.

5.3.2 Require ground floor uses to be local-serving retail and services.

5.3.3 For buildings fronting Joyce Street, choice of use is permitted above the ground floor, which may include local-serving retail, service, office, or residential.

5.3.4 For residential uses, require acoustic mitigation from environmental noise (including road and SkyTrain noise) to ensure livability.

5.3.5 Allow for a larger retail space to accommodate a neighbourhood scale grocery store (796.8 sq. m/7,500 sq. ft. to 929 sq. m/10,000 sq. ft.), where practical.

5.3.6 Explore opportunities to relocate the Collingwood Library to a new commercial space on Joyce Street.

5.3.7 Allow two mixed-use towers along Joyce Street above a four-storey building base (suggested locations and height limits indicated in figure 5.4).

5.3.8 Provide building breaks along Joyce Street to create mid-block pedestrian access and semi-public outdoor spaces.

5.3.9 Limit vehicle crossings and remove existing crossings where possible on Joyce Street to prioritize pedestrian movement.

5.3.10 Require improved vehicle circulation to and through the site including school pick-up and drop-off space, minimizing impact on local streets.
5.4 Sub-Area J4: Joyce Street, Euclid to Kingsway

5.4.1 Allow a mix of building types including 12-storey and six-storey mixed-use buildings at Euclid, to six-storey apartments on Joyce Street, to four-storey apartments on the west side of Cecil. Suggested height limits and other details as indicated in Figure 5.5.

5.4.2 Introduce a RM-10N district schedule, and allow residential buildings up to six-storeys fronting Joyce Street, as indicated in Figure 5.5. Buildings will be considered up to a maximum height and density as set out in the RM-10N District Schedule.

5.4.3 Introduce RM-9BN zoning to allow rowhouse/townhouse and up to four-storey multi-family buildings on the east side of Cecil Street. Buildings will be considered up to a maximum height and density as set out in the RM-9BN District Schedule.

5.4.4 For 5301 Joyce Street to 5327 Joyce Street, consider rezoning for a mixed-use building including a mid-rise building up to 12 storeys, and up to 39.6 m (130 ft.) above a three-to-four-storey (up to 13.7 m/45 ft.) building base. A minimum of frontage of 33.5 m (110 ft.) is required. A maximum net density of 3.5 FSR* will be considered. Explore reduced CACs for heights above six-storeys, for projects that provide 100% of residential floor area as secured rental housing, and leverage improved affordability.

5.4.5 For 5326 Cecil Street and 3380 to 3396 Euclid Street; 5304 to 5330 Joyce Street (Euclid Avenue to Archimedes Street); and 5342 to 5362 Joyce Street (lane to Archimedes Street), consider rezonings for mixed-use buildings up to six storeys, and up to 22.9 m (75 ft.), with a maximum net density of up to 3.0 FSR.* A minimum frontage of 30.2 m (99 ft.) is required.

5.4.6 For mixed use-projects, ground floor uses are required to be local-serving retail and services. Projects should aim to offer approximately 0.5 FSR for retail commercial uses, and deliver fine-grain local-serving retail, with retail frontages of no more than 15.2 m (50 ft.).

5.4.7 For sites involving rezonings on the east side of Joyce, consider Heritage Revitalization Agreements to support retention and refurbishment of one or both of the existing low-rise apartments located at 5330 and 5362 Joyce Street.

5.4.8 Require acoustic mitigation from environmental noise (including road and SkyTrain noise) to ensure liveability.

5.4.9 For sites where statutory rights-of-way (SRW) are in place related to Metro Vancouver infrastructure, (e.g. storm trunk generally aligned with Cherry St), work with Metro Vancouver to explore opportunities to increase the SRW width to better accommodate infrastructure and pedestrian thoroughfare.

5.4.10 Consider the sale of E/W lanes located between 3307 Church Street and 5426 Joyce Street, and between 5330 Joyce Street and 5342 Joyce Street, as part of future redevelopment opportunities in the area.

5.4.11 Ensure future redevelopment supports sustainable transportation along Joyce Street, and mitigates traffic and parking impacts.

5.4.12 Seek a consistent 24.4 m (80 ft.) right-of-way on Joyce Street, between Euclid and Kingsway to support transit movement and public realm improvements; transition on-street parking on Joyce Street to bus lanes, to align with future Joyce Station upgrades.

5.4.13 Support pedestrian connectivity with a mid-block crossing at Cherry Street, and create an active transportation connection (secured with a Right-of-Way agreement) generally aligned with Cherry Street, from Joyce through to Cecil Street.

5.4.14 Designate McHardy Street as a local street bikeway.

*Note: Some site assemblies may not be able to achieve the maximum FSR. Anticipated exclusions from gross floor area will be those typical of multi-family zones in Vancouver, except as otherwise noted in this Plan.
Figure 5.5: Sub-Area J4: Joyce Street, Euclid to Kingsway

Legend
- Study Area Boundary
- Sub-Area J4
- Building Footprint
- Maximum Mid-Rise Heights (in Feet)
- Pedestrian Connection
- Apartment: Up to 65 ft. (approx 6 storeys)
- Mixed-Use: Up to 75 ft. (approx 6 storeys)
- Apartment: Up to 45 ft. (approx. 4 storeys)
- Park
5.5 Sub-Areas V1 & V2: Vanness Avenue

5.5.1 Allow a mix of building including mid-rise buildings near the station and transitioning down to four- and six-storey apartments (suggested locations and height limits indicated in figure 5.6).

5.5.2 Mid-rise buildings are allowed on limited larger sites with a minimum lot frontage of at least 40.2 m (132 ft.).

5.5.3 Minimum site assembly for six-storey buildings is 30.2 m (99 ft.).

5.5.4 Residential mid-rise buildings will be considered up to maximum net density of 3.5 FSR. Residential buildings up to six-storeys will be considered up to a maximum net density of 2.25 FSR.*

5.5.5 Lots or consolidations of lesser frontage remaining adjacent to multiple dwelling developments may be considered for lesser heights and commensurate densities compatible with adjacent multiple dwelling zoning.

5.5.6 Where new secured affordable housing is proposed, consider modest increases in height and density to assist with project viability.

5.5.7 Where properties do not front onto an open street, require consolidation with adjacent sites or alternate emergency vehicle access.

5.5.8 If necessary, require land dedication from lots on the north side of Vanness Avenue to provide a street width suitable for emergency access.

5.5.9 Floors above the fourth floor in mid-rise buildings greater than six storeys in height should not exceed a dimension of 24.4 m (80 ft.) in length or width (excluding open balconies) to minimize scale impacts.

5.5.10 Require land dedication or right-of-way, as appropriate, from lots on the south side of Vanness Street to provide an increased sidewalk width and street trees.

5.5.11 Provide a building break on the south side of Vanness Avenue to create mid-block pedestrian access (suggested locations indicated on figure 5.5).

5.5.12 Require acoustic mitigation from environmental noise (including road and SkyTrain noise) to ensure livability.

*Note: Some site assemblies may not be able to achieve the maximum FSR. Anticipated exclusion from gross floor area will be those typical of multi-family zones in Vancouver, except as otherwise noted in this Plan.
Figure 5.6: Sub-Areas V1 & V2 - Vanness Avenue

Legend
- : Study Area Boundary
- : Pedestrian Connection
- : Maximum Mid-Rise Heights (in Feet)
- : Heights of Existing Buildings (in Storeys)
- : Apartment: Up to 70 ft. (approx 6 storeys)
- : Apartment: Up to 45 ft. (approx. 4 storeys)
- : Unlikely to Redevelop
- : Park
- : Sub-Areas V1 & V2
- : Building Footprint
- : SkyTrain Station
5.6 Sub-Area T1: Payne and Ann Streets

5.6.1 Allow a mix of building types transitioning down from mid-rise buildings near the SkyTrain station to four- to six-storey apartments and townhouses (suggested locations and height limits indicated in figure 5.7).

5.6.2 Mid-rise buildings are allowed on limited larger sites with a minimum lot frontage of at least 42.7 m (140 ft.).

5.6.3 Minimum lot frontage for site assembly for six-storey buildings is 40.2 m (132 ft.).

5.6.4 Residential mid-rise buildings will be considered up to maximum net density of 4.5 FSR. Residential buildings up to six-storeys will be considered up to a maximum net density of 2.5 FSR.*

5.6.5 Lots or consolidations of lesser frontage remaining adjacent to multiple dwelling developments may be considered for lesser heights and commensurate densities compatible with adjacent multiple dwelling zoning.

5.6.6 Floors above the fourth floor in mid-rise buildings greater than six storeys in height should not exceed a dimension of 24.4 m (80 ft.) in length or width (excluding open balconies) to minimize scale impacts.

5.6.7 Require land dedication or right-of-way, as appropriate, from lots fronting Payne Street to provide sidewalks and street trees.

5.6.8 Require acoustic mitigation from environmental noise (including road and SkyTrain noise) to ensure livability.

*Note: Some site assemblies may not be able to achieve the maximum FSR. Anticipated exclusion from gross floor area will be those typical of most multi-family zones in Vancouver, except as otherwise noted in this Plan.
5.7 Sub-Areas T2 & T3: Clive, Queens, and Wellington Avenues

5.7.1 Allow a range of low-rise ground-oriented residential building types including townhouses.

5.7.2 Allow four-storey apartments on blocks adjacent to taller buildings closer to the SkyTrain station, or other locations as identified, (permitted townhouse and four-storey apartments are identified on figure 5.8).

5.7.3 Require acoustic mitigation from environmental noise (including road and SkyTrain noise) to ensure livability.