



City of Vancouver *Zoning and Development By-law*

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planning@city.vancouver.bc.ca

CD-1 (207)

3528-3576 Victoria Drive

By-law No. 6310

(Being a By-law to Amend By-law 3575, being the Zoning and Development By-law)

Effective March 22, 1988

(Amended up to and including By-law No. 8169, dated March 14, 2000)

Guidelines:

Broadway Station Area Guidelines for CD-1 By-law No. 6310

1 *[Section 1 is not reprinted here. It contains a standard clause amending Schedule D (Zoning District Plan) to reflect this rezoning to CD-1.]*

2 The area shown included within the heavy black outline on Schedule “A” is rezoned to CD-1, and the only uses permitted within the said area, subject to such conditions as Council may by resolution prescribe, including design guidelines, and the only uses for which development permits will be issued are:

- One-family dwelling, subject to the regulations that would apply if located in the RS-1 District;
- Multiple dwelling;
- Accessory uses customarily ancillary to the foregoing.

3 Floor Space Ratio

3.1 The maximum floor space ratio for multiple dwellings, calculated as if located in the RM-4N District, shall be 1.0, except that the following shall also be excluded from the floor space ratio calculation:

- (i) enclosed balconies and other features designed to reduce transit noise, provided the Director of Planning first approves the design of any such feature, and provided further that the total area of all such enclosures and other features does not exceed eight percent of the permitted floor area; and
- (ii) the following ancillary amenity facilities for the social and recreational enjoyment of the residents provided that the area of such excluded facilities does not exceed 20 percent of the allowable floor space:
 - saunas;
 - tennis courts;
 - swimming pools;
 - squash or raquetball courts;
 - gymnasium and workout rooms;
 - games and hobby rooms;
 - other related indoor uses of a social or recreational nature which in the opinion of the Director of Planning are similar to the above.

3.2 The maximum floor space ratio, calculated as if located in the RS-1 District, for all other uses shall be 0.60.

3.3 Where exterior walls greater than 152 mm in thickness have been recommended by a Building Envelope Professional as defined in the Building By-law, the area of the walls exceeding 152 mm, but to a maximum exclusion of 152 mm thickness, shall be excluded in the computation of floor space ratio, except that this section shall not apply to walls in existence prior to March 14, 2000. [8169; 00 03 14]

4 Site Area

The minimum site area for a multiple dwelling shall be 3 716 m² (40,000 sq. ft.), the calculation of which shall include any land dedicated for street or lane purposes subsequent to June 23, 1987.

5 Dwelling Unit Density

The maximum dwelling unit density for multiple dwellings shall be 86.5 units per hectare (35 units per acre). [6360; 88 06 21]

Note: *Information included in square brackets [] identifies the by-law numbers and dates for the amendments to By-law No. 6310 or provides an explanatory note.*

6 **Height**
The maximum building height, measured above the base surface, for a multiple dwelling shall be 11.9 m (39 ft.), except that for that portion of the area outlined on Schedule "A" within 30.5 m (100 ft.) of the boundary abutting the lane to the north, the maximum height shall be 9.2 m (30 ft.).

7 **Acoustics**
All development permit applications shall require evidence in the form of a report prepared by a person trained in acoustics and current techniques of noise measurement demonstrating that the noise levels in those portions of the dwelling units listed below shall not exceed the noise levels set opposite such portions. For the purposes of this section the "noise level" is the A-weighted 24-hour equivalent (LEQ) sound level expressed in decibels.

Portions Of Dwelling Units	Noise Level (Decibels)
bedrooms	35
living, dining, recreation rooms	40
kitchen, bathrooms, hallways	45

[7515; 96 01 11]

8 **Off-street Parking**

8.1 Off-street parking shall be provided, developed and maintained in accordance with the provisions of the Parking By-law except as follows:

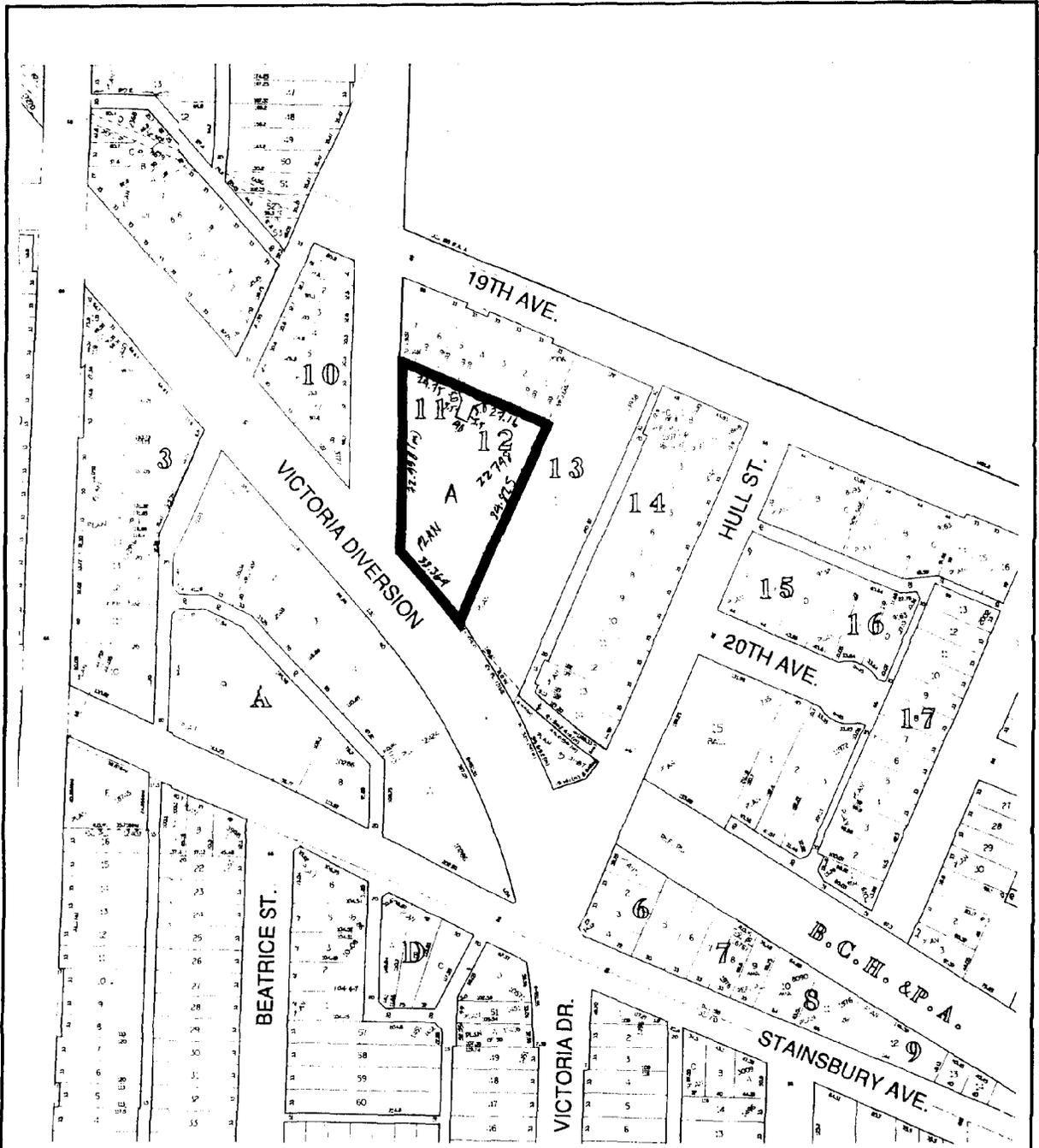
- (a) for multiple dwellings - a minimum of 1.5 spaces per unit shall be provided;
- (b) for units designated solely for families of low income under the provisions of the National Housing Act - a minimum of 1 space for every dwelling unit shall be provided.

8.2 Off-street parking spaces required for multiple dwellings shall be provided underground, except that spaces required for senior citizens' housing and parking for visitors may be surface parking.

9 **Vehicular Access**

Vehicular access to underground parking shall be provided from Victoria Drive.

10 *[Section 10 is not reprinted here. It contains a standard clause including the Mayor and City Clerk's signatures to pass the by-law and to certify the by-law number and date of enactment.]*



The property outlined in black (■) was rezoned:
 From **C-2 & RS-1** to **CD-1** by By-law No. 6310

CD-1 (207) 3528-3576 Victoria St. City of Vancouver Planning Department	date prepared: Aug. 1992	
	sectional(s): T-15	
scale: 1:2500		

207
Broadway Station Area
Site J6 - Vic. Dr. at
Victoria Diversion

Broadway Station Area
Victoria Drive at Victoria Diversion

BY-LAW NO. 6310

A By-law to amend the
Zoning and Development By-law,
being By-law No. 3575

THE COUNCIL OF THE CITY OF VANCOUVER, in open meeting assembled, enacts as follows:

1. The "Zoning District Plan" annexed to By-law No. 3575 as schedule "D" is hereby amended according to the plan marginally numbered Z-344a and attached to this By-law as Schedule "A", and in accordance with the explanatory legends, notations and references inscribed thereon, so that the boundaries and districts shown on the Zoning District Plan are varied, amended or substituted to the extent shown on Schedule "A" of this By-law, and Schedule "A" of this By-law is hereby incorporated as an integral part of Schedule "D" of By-law No. 3575.
2. The area shown included within the heavy black outline on Schedule "A" is rezoned to CD-1, and the only uses permitted within the said area, subject to such conditions as Council may by resolution prescribe, including design guidelines, and the only uses for which development permits will be issued are:
 - One-family dwelling, subject to the regulations that would apply if located in the RS-1 District;
 - Multiple dwelling;
 - Accessory uses customarily ancillary to the foregoing.
3. Floor Space Ratio
- 3.1 The maximum floor space ratio for multiple dwellings, calculated as if located in the RM-4N District, shall be 1.0, except that the following shall also be excluded from the floor space ratio calculation:
 - (i) enclosed balconies and other features designed to reduce transit noise, provided the Director of Planning first approves the design of any such feature, and provided further that the total area of all such enclosures and other features does not exceed eight percent of the permitted floor area; and
 - (ii) the following ancillary amenity facilities for the social and recreational enjoyment of the residents provided that the area of such excluded facilities does not exceed 20 percent of the allowable floor space:

- saunas;
- tennis courts;
- swimming pools;
- squash or raquetball courts;
- gymnasium and workout rooms;
- games and hobby rooms;
- other related indoor uses of a social or recreational nature which in the opinion of the Director of Planning are similar to the above.

3.2 The maximum floor space ratio, calculated as if located in the RS-1 District, for all other uses shall be 0.60.

4. Site Area

The minimum site area for a multiple dwelling shall be 3 716 m² (40,000 sq. ft.), the calculation of which shall include any land dedicated for street or lane purposes subsequent to June 23, 1987.

5. Dwelling Unit Density

The maximum dwelling unit density for multiple dwellings shall be 14.2 units per hectare (35 units per acre).

Unit/hectare density changed to 86.5 by By-law # 6360.

6. Height

The maximum building height, measured above the base surface, for a multiple dwelling shall be 11.9 m (39 ft.), except that for that portion of the area outlined on Schedule "A" within 30.5 m (100 ft.) of the boundary abutting the lane to the north, the maximum height shall be 9.2 m (30 ft.).

7. Acoustics

All development permit applications shall require evidence in the form of a report prepared by a person trained in acoustics and current techniques of noise measurement demonstrating that the noise levels in those portions of the dwelling units listed below shall not exceed the noise levels set opposite such portions. For the purposes of this section the "noise level" is the A-weighted 24-hour equivalent ((LEQ) sound level expressed in decibels.

<u>Portion of Dwelling Unit</u>	<u>Noise Level</u>
bedrooms	35
living, dining, recreation rooms	40
kitchen, bathrooms, hallways	45
terraces, patios, balconies	60

8. Off-street Parking

8.1 Off-street parking shall be provided, developed and maintained in accordance with the provisions of the Parking By-law except as follows:

(a) for multiple dwellings - a minimum of 1.5 spaces per unit shall be provided;

(b) for units designated solely for families of low income under the provisions of the National Housing Act - a minimum of 1 space for every dwelling unit shall be provided.

8.2 Off-street parking spaces required for multiple dwellings shall be provided underground, except that spaces required for senior citizens' housing and parking for visitors may be surface parking.

9. Vehicular Access

Vehicular access to underground parking shall be provided from Victoria Drive.

10. This By-law comes into force and takes effect on the date of its passing.

DONE AND PASSED in open Council this 22nd day of March, 1988.

(signed) Gordon Campbell

Mayor

(signed) Maria Kinsella

City Clerk

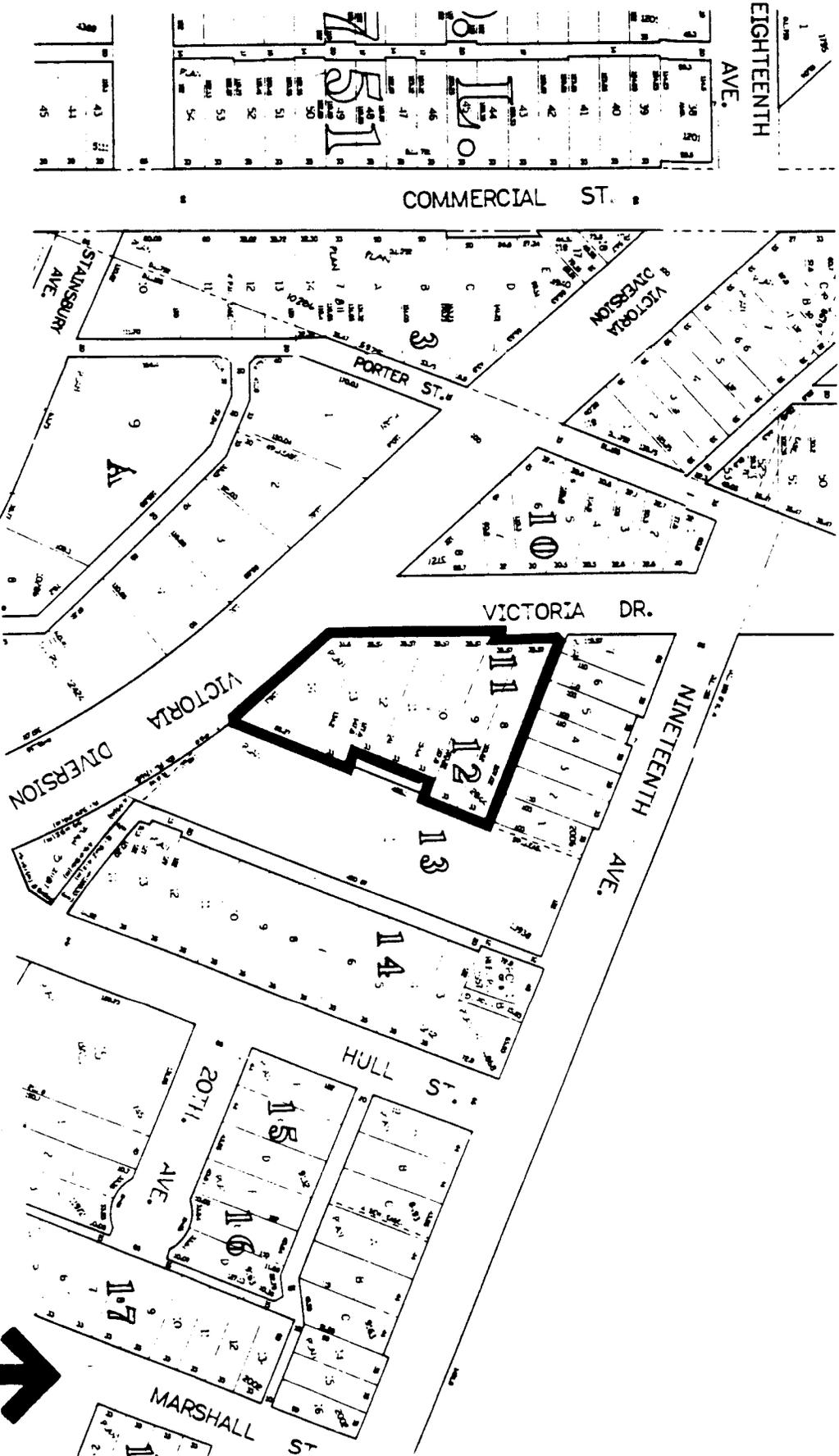
"I hereby certify that the foregoing is a correct copy of a By-law passed by the Council of the City of Vancouver on the 22nd day of March 1988, and numbered 6310.

CITY CLERK"

**BY-LAW No. 6310 BEING A BY-LAW TO AMEND BY-LAW No. 3575
BEING THE ZONING & DEVELOPMENT BY-LAW**

**THE PROPERTY SHOWN BELOW () OUTLINED IN BLACK
IS REZONED: FROM C-2 & RS-1 TO CD-1**

SCHEDULE A



**SCALE: 1:2000
FILE NO. RZ - VICTORIA DR. at VICTORIA DIVERSION**

Z 344 a

CITY OF VANCOUVER
SPECIAL COUNCIL MEETING

A Special Meeting of the Council of the City of Vancouver was held on Thursday, February 11, 1988 in the Auditorium of St. Mary's School, 5239A Joyce Street, Vancouver at approximately 8:00 p.m., for the purpose of holding a Public Hearing to amend the Zoning and Development By-law.

PRESENT: Mayor Campbell
Aldermen Boyce, Caravetta, Davies,
Eriksen, Owen, Price and
Taylor

ABSENT: Aldermen Baker, Bellamy and Puil

CLERK TO THE COUNCIL: Mrs. J. Thomas

COMMITTEE OF THE WHOLE

MOVED by Ald. Owen,
SECONDED by Ald. Davies,

THAT this Council resolve itself into Committee of the Whole, Mayor Campbell in the Chair, to consider proposed amendments to the Zoning and Development By-law.

- CARRIED UNANIMOUSLY

Mr. R. Scobie, Zoning & Subdivision, in a staff review of the agenda before Council this evening, advised 18 CD-1 rezoning proposals would be presented for Council's consideration, all relating to Station Areas. He described the intensive public participation process initiated by the individual Station Area Citizens' Planning Committees, commencing in 1982, noting the proposals were supported by the citizens' committees.

1. Rezoning - Broadway Station Area -
Site J6 - Victoria Drive at Victoria Diversion

Council considered an application of the Director of Planning as follows:

REZONING: LOCATION - BROADWAY STATION AREA - SITE J6 - VICTORIA DRIVE AT VICTORIA DIVERSION

Present Zoning: C-2 Commercial District and RS-1
One-Family Dwelling District
Proposed Zoning: CD-1 Comprehensive Development District

(i) Any consequential amendments

....Cont'd.....

Clause 1 continued

The Director of Planning recommended approval subject to the following condition proposed for adoption by resolution of Council:

- (a) The approval in principle of the document entitled, "Broadway Station Area Guidelines - Victoria Drive at Victoria Diversion site".

Mr. P. Wotherspoon, in an overview of Site J6, advised the CD-1 zoning would permit multiple family residential development that, through orientation, could deal with the impact of the elevated A.L.R.T. guideway which borders the site on its south side and help establish a stronger neighbourhood character and image.

Council was advised there is a Class B heritage building on the site. It was built in 1900 and is the earliest surviving home in the area. It was hoped the house could be retained and incorporated in a compatible manner into new development on this site although it may be necessary to relocate it further north along Victoria Drive.

The Mayor called for speakers and the following addressed Council:

- Mr. C. Muskeyne, submitted a letter (on file), from Mr. Bruce Richards, Secretary-Treasurer, International Association of Machinists and Aerospace Workers, Local 692, owner of 3576 Victoria Drive, seeking assurance that the proposed rezoning will not adversely affect the saleability of this property. Mr. Muskeyne advised the property had been offered to the City on several occasions and the owner would appreciate further consideration in this regard.

- Mr. Binder Lalli, 3325 Kingsway, advised he was interested in buying the City-owned lots on Site J6.

MOVED by Ald. Davies,
THAT the application be approved subject to the condition proposed by the Director of Planning as set out in this Minute of the Public Hearing.

- CARRIED UNANIMOUSLY

2. Rezoning - Nanaimo/29th Avenue Station Areas

An application of the Director of Planning was considered as follows:

REZONING: LOCATION - NANAIMO/29TH AVENUE STATION AREAS:

SITE B - WALKER AND COPLEY STREETS

Present Zoning:	RS-1 One-Family Dwelling District
Proposed Zoning:	CD-1 Comprehensive Development District

SITE C - NANAIMO STREET AND VANNESS AVENUE NORTH:

Present Zoning:	RS-1 One-Family Dwelling District
Proposed Zoning:	CD-1 Comprehensive Development District

SITE F - KAMLOOPS STREET AND 24TH AVENUE

Present Zoning:	RS-1 One-Family Dwelling District
Proposed Zoning:	CD-1 Comprehensive Development District

....Cont'd.....

CITY OF VANCOUVER
SPECIAL COUNCIL MEETING

A Special Meeting of the Council of the City of Vancouver was held on Thursday, May 12, 1988 in the Council Chamber, Third Floor, City Hall at approximately 7:30 p.m., for the purpose of holding a Public Hearing to amend the Zoning and Development By-law.

PRESENT: Mayor Campbell
Aldermen Baker, Bellamy,
Owen, Price and Taylor

ABSENT: Aldermen Boyce, Caravetta, Davies,
Eriksen and Pui

CLERK TO THE COUNCIL: Mrs. J. Thomas

COMMITTEE OF THE WHOLE

MOVED by Ald. Bellamy,
SECONDED by Ald. Owen,

THAT this Council resolve itself into Committee of the Whole, Mayor Campbell in the Chair, to consider proposed amendments to the Zoning and Development By-law.

- CARRIED UNANIMOUSLY

- 1. Text Amendment - Landscape
Setback - McLean Drive and
East 3rd Avenue

An application of the Director of Planning was considered as follows:

TEXT AMENDMENT: LANDSCAPE SETBACK - McLEAN DRIVE AND E. 3RD AVENUE

- (i) The proposed amendment to Schedule C of Zoning and Development By-law No. 3575, if approved, would establish a 6.0 ft. landscape setback along the west side of McLean Drive from Grandview Highway North to Third Avenue, and along the south side of Third Avenue from McLean Drive to the lane west of McLean Drive.
- (ii) Any consequential amendments.

The Director of Planning recommended the application be approved.

There were no speakers for or against the application.

MOVED by Ald. Bellamy,
THAT the application of the Director of Planning be approved.

- CARRIED UNANIMOUSLY

2. Rezoning - 4000 Block Nanaimo Street

Council considered an application of the Director of Planning as follows:

REZONING: LOCATION - 4000 BLOCK NANAIMO STREET (Lot C, Northwest Quarter of Section 46, T.H.S.L., Plan 21336)

Present Zoning: CD-1 Comprehensive Development District (By-law No. 6313)

Proposed Zoning: RS-1 One-Family Dwelling District

(i) The draft by-law, if approved, would rezone the site to a rezoning more consistent with present site use and development as vehicular (transit) access to the bus loop at Nanaimo Station.

(ii) Consequential amendments to CD-1 By-law No. 6313.

The Director of Planning recommended the application be approved.

There were no speakers for or against the application.

MOVED by Ald. Bellamy,
THAT the application of the Director of Planning be approved.

- CARRIED UNANIMOUSLY

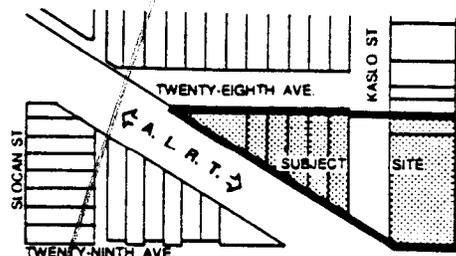
3. Rezoning - Kaslo Street End and 28th Avenue

Council considered an application of the Director of Planning as follows:

REZONING: LOCATION - KASLO STREET END AND 28TH AVENUE (See Diagram 1 below)

Present Zoning: RS-1 One-Family Dwelling District

Proposed Zoning: CD-1 Comprehensive Development District



↑ DIAGRAM 1

- (i) The draft CD-1 by-law, if approved, would accommodate the use and development of the site generally as follows:
 - one-family dwelling;
 - multiple dwelling;
 - maximum floor space ratio of 1.0 for a multiple dwelling and 0.60 for a one-family dwelling;
 - maximum density of 35 units per acre;
 - maximum height of 35 ft.;
 - acoustic requirements;
 - storm water storage requirements; and
 - provisions regarding off-street parking
- (ii) Any consequential amendments.

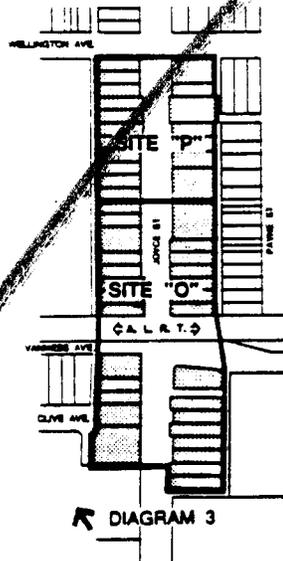
6. Rezoning - Joyce Street between Wellington and Euclid Avenues

Council considered an application of the Director of Planning as follows:

REZONING: LOCATION - JOYCE STREET BETWEEN WELLINGTON AND EUCLID AVENUES (See Diagram 3 below)

Present Zoning: C-1 Commercial District
Proposed Zoning: C-2C Commercial District - Site "O" on Diagram 3;
RM-4N Multiple Dwelling District - Site "P" on Diagram 3.

Any consequential amendments.



The Director of Planning recommended approval.

There were no speakers for or against the application.

MOVED by Ald. Taylor,
THAT the application of the Director of Planning be approved.

- CARRIED UNANIMOUSLY

7. Text Amendment - CD-1 By-laws Nos. 6310-6320 Inclusive

Council considered an application of the Director of Planning as follows:

TEXT AMENDMENT: CD-1 BY-LAWS NO. 6310-6320 INCLUSIVE

- (i) The proposed amendment to Section 5 (Dwelling Unit Density) of each of the CD-1 By-laws, if approved, would revise the maximum permitted dwelling units per hectare to be consistent with the stated maximum permitted dwelling units per acre.
- (ii) Any consequential amendments.

Clause No. 7 Continued

The Director of Planning recommended approval.

There were no speakers for or against the application.

MOVED by Ald. Baker,

THAT the application of the Director of Planning be approved.

- CARRIED UNANIMOUSLY

8. Parking By-law No. 6059 -
Text Amendment to Section 4.2.1.3

Council considered an application of the Director of Planning as follows:

PARKING BY-LAW NO. 6059 - TEXT AMENDMENT TO SECTION 4.2.1.3

(i) The proposed amendment, if approved, would establish off-street parking requirements for a multiple dwelling or infill multiple dwelling located in the RT-5N Zoning District.

(ii) Any consequential amendments.

The Director of Planning recommended approval.

There were no speakers for or against the application.

MOVED by Ald. Price,

THAT the application of the Director of Planning be approved.

- CARRIED UNANIMOUSLY

RISE FROM COMMITTEE OF THE WHOLE

MOVED by Ald. Bellamy,

THAT the Committee of the Whole rise and report.

- CARRIED UNANIMOUSLY

ADOPT REPORT OF COMMITTEE OF THE WHOLE

MOVED by Ald. Bellamy,

SECONDED by Ald. Owen,

THAT the report of the Committee of the Whole be adopted and the Director of Legal Services be instructed to prepare and bring forward the necessary by-law amendments.

- CARRIED UNANIMOUSLY

The Special Council adjourned at 7:50 p.m.

BROADWAY STATION AREA GUIDELINES FOR CD-1

BY-LAW NO. 6310

- VICTORIA DRIVE AT
VICTORIA DIVERSION SITE

Adopted by City Council March 22, 1988



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NOTE: The guidelines in this document are organized under standardized headings. As a consequence, there are gaps in the numbering sequence where no guidelines apply under a standardized heading.

BROADWAY STATION AREA
GUIDELINES FOR CD-1 BY-LAW
VICTORIA DRIVE AT VICTORIA DIVERSION SITE

1 APPLICATION AND INTENT

These guidelines should be used in conjunction with the CD-1 By-law for multiple residential development on the Victoria Drive and Victoria Diversion site, zoned CD-1 (Figure 1). The guidelines will be used by City staff in the evaluation of projects.

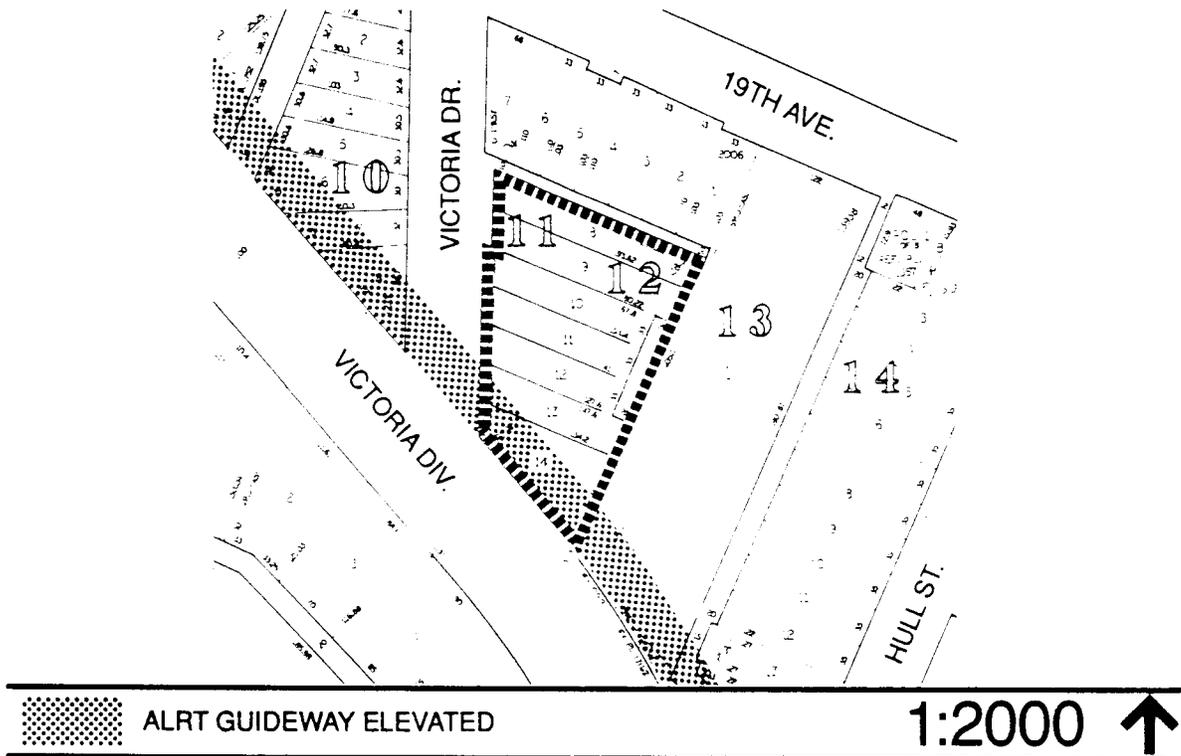
The ALRT redevelopment sites are mainly located in established single-family neighbourhoods. Most sites are also adjacent to and physically impacted by the ALRT system or busy arterial streets. The major guideline objectives are:

- (a) To ensure that new development is compatible with the physical character of the neighbourhood;
- (b) To achieve residential liveability by dealing with the impacts of the ALRT system and arterial streets; and
- (c) To achieve high quality development that assists in establishing a stronger neighbourhood character and image.

It may not always be possible to achieve all the guideline objectives outlined in this document. On each site trade offs will be considered to achieve the major guideline objectives.

The intent in developing the Victoria Drive and Victoria Diversion site is to provide multiple housing that can deal with the impact of the ALRT system. This housing should also create a noise and visual buffer between the ALRT guideway and nearby single-family homes. It should be scaled to fit into the area and designed to minimize its overlook into the rear yards of adjacent homes.

Figure 1. Broadway Station Area - Victoria Drive and Victoria Diversion Site.



2 GENERAL DESIGN CONSIDERATIONS

There is a Class B Heritage building located on this site. This home, listed on the Vancouver Heritage Inventory, was built in 1900 and is the earliest surviving home in the neighbourhood. This home should be retained and incorporated in a compatible manner into new development on this site.

2.1 Site Context

The site is located in a stable residential area with single-family homes located to the north. The New Chelsea seniors' apartment development is located to the east. The site is bordered by the elevated ALRT guideway and Victoria Diversion on its south side. John Hendry Park is north of the site.

Although there are few prominent design elements in the surrounding neighbourhood, there is potential for emphasizing the positive characteristics to create a more identifiable community. Elements that establish character include topography, view, landscaping, building scale and building features such as roof types, windows, entrances and finishing materials.

OBJECTIVE:

New development should respond positively to the site context and the existing scale and character of the surrounding neighbourhood.

This can be achieved by:

- (a) Being compatible with the scale and character of the surrounding neighbourhood.
- (b) Assisting in limiting ALRT impacts on the surrounding neighbourhood.
- (c) Ensuring that the liveability of any new dwelling units is not compromised by ALRT and traffic impacts.
- (d) Helping establish a stronger neighbourhood character and image.

2.3 Orientation

The elevated ALRT guideway creates privacy and noise problems which limit the orientation of new development. The neighbourhood subdivision pattern results in most existing homes being oriented east or west. However, homes to the north are oriented north-south with rear yards backing onto the site. New development provides the opportunity to help limit ALRT impacts on the neighbourhood, provide a neighbourly orientation to nearby single-family homes and compliment the existing development pattern.

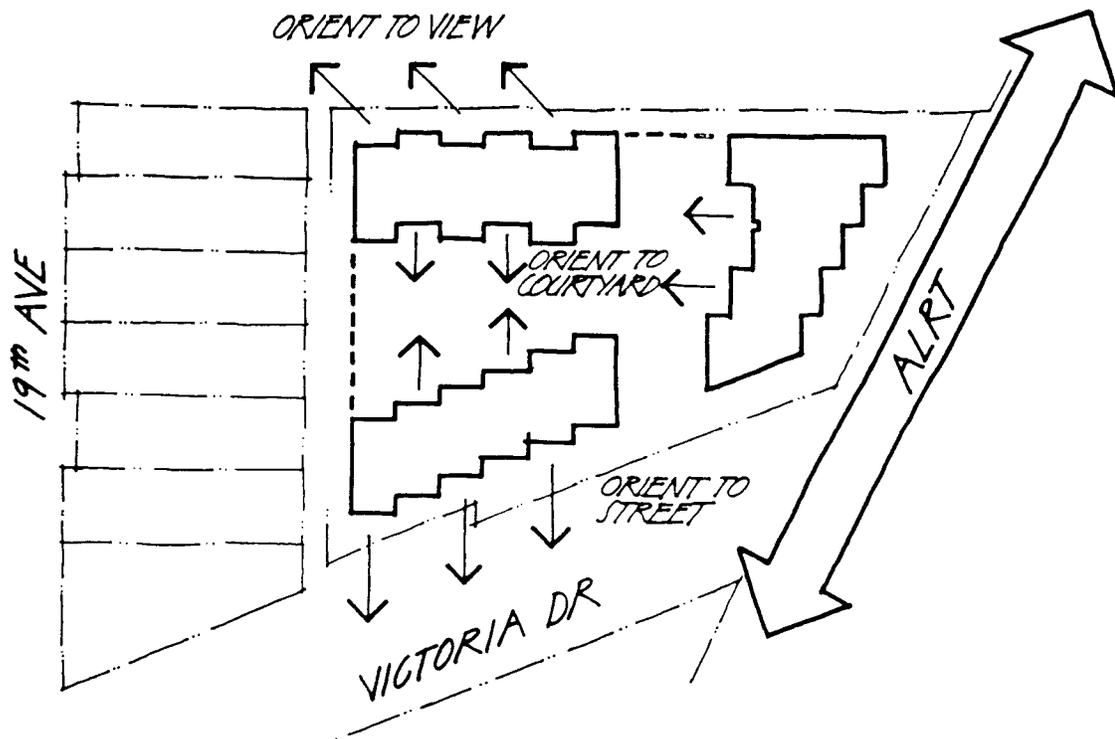
OBJECTIVE:

New development should be oriented to limit ALRT impacts, be neighbourly to nearby single-family homes and compliment the existing development pattern.

This can be achieved by:

- (a) Orienting new development away from the ALRT guideway and towards Victoria Drive, major open spaces and views.
- (b) Orienting entrances and building frontages to establish a frontage character for Victoria Drive.

Figure 2. Suggested Orientation for New Development.



2.4 View

Views are a major amenity in residential development. Good views of John Hendry Park and the northshore mountains are possible from the site. New development which takes advantage of this view opportunity should also respect views from apartments to the east.

OBJECTIVE:

New development should take advantage of any potential views without unduly compromising existing views enjoyed by nearby residents.

This can be achieved by articulating and providing breaks in roof lines to open up views.

2.6 Light and Ventilation

Adequate natural light and ventilation are necessary for residential liveability. However, the need to mitigate ALRT impacts could conflict with providing light and ventilation along building walls facing the ALRT guideway. New development must achieve solutions to this conflict to ensure residential liveability. Below grade units and their private outdoor spaces do not receive adequate light.

OBJECTIVE:

New development should provide adequate natural light and ventilation to all dwelling units.

This can be achieved by:

- (a) Maximizing the number of exterior walls with windows for each dwelling unit not impacted by the ALRT guideway.
- (b) Using alternatives to standard windows such as skylights and glass block to allow light through walls facing the ALRT.
- (c) Locating dwelling units at or above grade only.
- (d) Minimizing the impact of building massing on present light levels enjoyed by adjacent properties.

2.8 Noise

Low noise levels are a major element in residential liveability. This site is impacted by noise from ALRT trains and traffic on Victoria Diversion. New development must be noise tolerant itself and should contribute in reducing noise impacts on the surrounding neighbourhood.

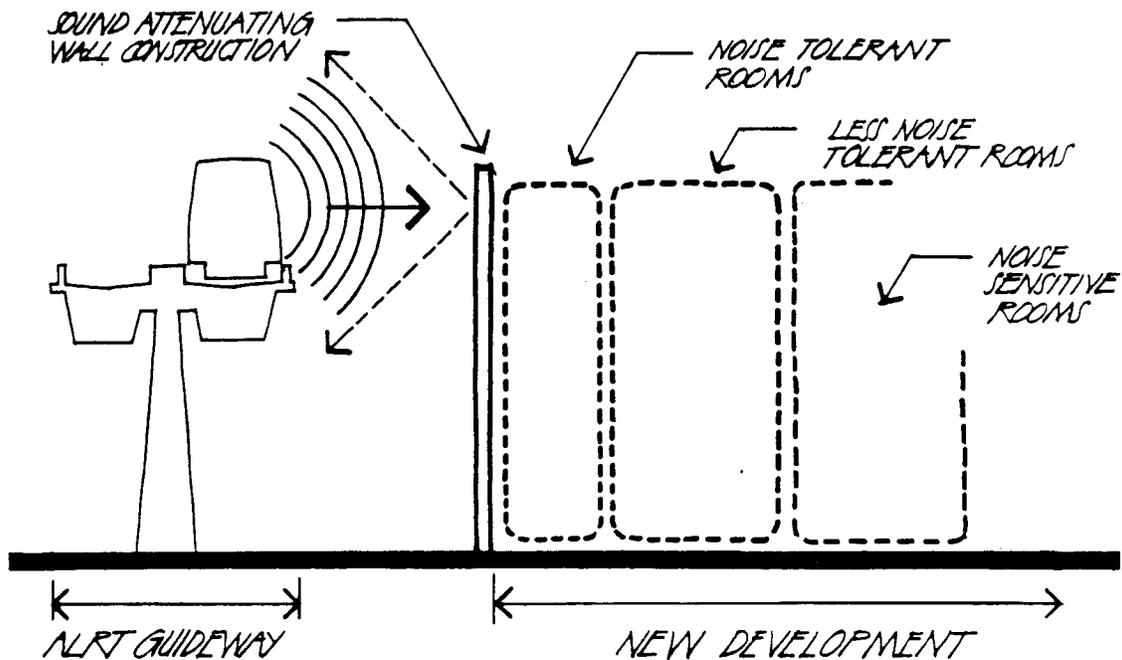
OBJECTIVE:

New development should minimize ALRT and traffic noise in dwelling units and assist in reducing ALRT and traffic noise impacts on nearby single-family homes.

This can be achieved by:

- (a) Locating rooms most affected by noise such as living rooms and bedrooms away from the noise source (Figure 3).
- (b) Locating areas not affected by noise such as stairwells and single loaded corridors between the noise source and dwelling units.
- (c) Using materials and construction methods that limit noise transmission such as masonry construction, double stud insulated walls, triple glazing and glass block.
- (d) Locating noise buffers such as glazed balconies, walls, fences and berms between the noise source and dwelling units.
- (e) Providing alternate ventilation systems such as baffled wall vents.

Figure 3. Example of New Development Responding to Noise Impacts



2.9 Privacy

The ALRT guideway creates privacy problems due to overlooking from trains into the site and the surrounding neighbourhood. New development that is higher than adjacent buildings could also create privacy problems. However, sensitive site and dwelling unit planning can reduce overlook problems and minimize loss of privacy on adjacent sites.

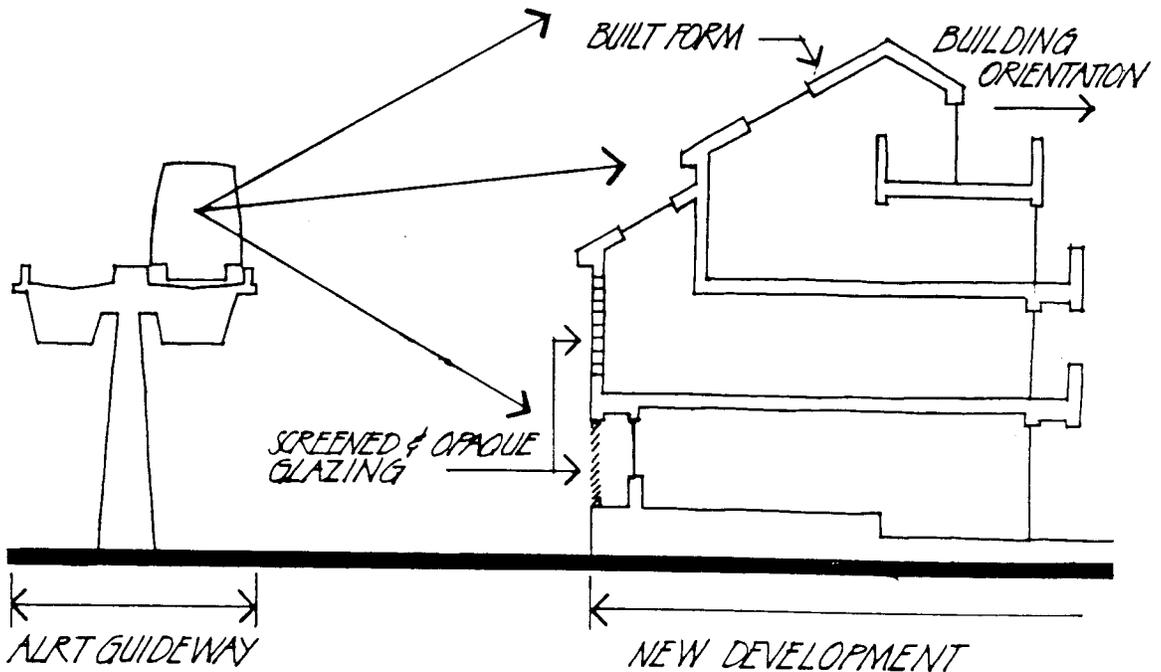
OBJECTIVE:

New development should respect and improve existing levels of privacy.

This can be achieved by:

- (a) Using building massing and landscaping to block views from the ALRT into new development and the surrounding neighbourhood.
- (b) Designing and landscaping new development to ensure that the privacy of adjacent sites is not unduly compromised.
- (c) Ensuring that new development has a high degree of individual unit privacy through careful location and treatment of windows and balconies.

Figure 4. Example of Building Configuration to Ensure Privacy.



2.13 Parking

Underground parking should be located below grade limiting any exposed structure. Any exposed structure and surface parking areas should be well screened and suitable treated.

4 GUIDELINES PERTAINING TO REGULATIONS OF THE ZONING AND DEVELOPMENT BY-LAW

4.2 Frontage

The most common building frontage in the neighbourhood is that of a single-family home on a single lot. This sets up a recognizable rhythm of spacing from house to house. New higher density development will be built on larger sites, possibly disrupting this established pattern.

OBJECTIVE:

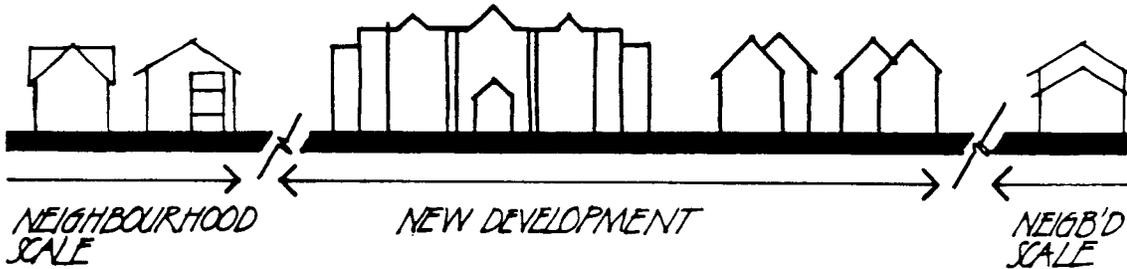
New development should provide a frontage character which is compatible with existing single-family development. It should also create visual interest and avoid an anonymous box-like image.

This can be achieved by:

- (a) Physically breaking the building into a number of smaller elements.
- (b) Visually breaking facades into smaller individual components.
- (c) Articulating building facades to express individual units.

Figure 5. Example of New Development Creating Frontage Character.

ELEVATION



4.3 Height

The existing character of the surrounding neighbourhood is in part created by the predominant one to two-storey height of single-family development. New development will be higher in order to deal with the impact of the ALRT guideway and achieve its maximum density. It should also respond to lower building heights in the surrounding neighbourhood.

OBJECTIVE:

New development should screen the ALRT from the surrounding neighbourhood and should provide a visual transition to the lower height of nearby single-family homes.

This can be achieved by:

- (a) Locating the highest building elements adjacent to the guideway.
- (b) Providing variations in height to create visual interest.
- (c) Scaling development down to the existing neighbourhood height as the distance from the ALRT increases.

4.4 Yards

Yards are an important element that create scale and character for an area. Most single-family homes in the neighbourhood have typical front yards of 6.1 to 7.3 metres (20 to 24 feet) and 1.0 metre (3 foot) side yards. Typical rear yards are 7.6 metres (25 feet). Front yards provide a continuous strip of open space on the street edge while rear yards provide private outdoor open space. The issue of providing setbacks from the ALRT guideway is complex and requires consideration of the benefits to site development and impact mitigation.

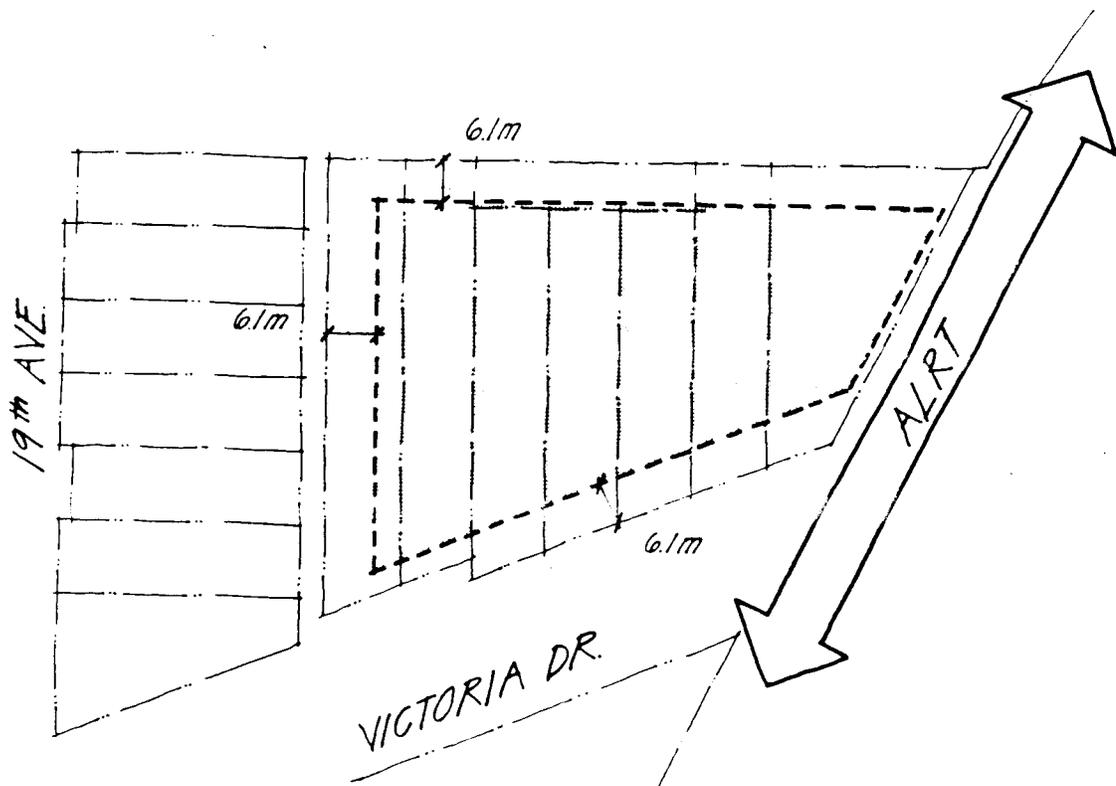
OBJECTIVE:

New development should use building setbacks that respond to ALRT impacts and respect and continue the existing yard rhythm and character of the neighbourhood.

This can be achieved by:

- (a) Providing a 6.1 metre (20 foot) setback along Victoria Drive, the easterly property line and the northerly property line following dedication for lane purposes (Figure 6).
- (b) Providing no setback between the building and the ALRT guideway when the exposed wall has been designed to deal with noise and privacy impacts. This permits more flexible site planning, creates more useable open space and encourages more units oriented away from the ALRT guideway.

Figure 6. Suggested Setbacks for the Victoria Drive at Victoria Diversion Site.



5 ARCHITECTURAL COMPONENTS

5.1 Roofs

Roofs can assist in giving an area character and identity and often define the building's use. There are a variety of pitched roof types in the neighbourhood, reflecting a residential character.

OBJECTIVE:

New development should have roofs that are compatible with the existing neighbourhood character and create visual interest.

This can be achieved by:

- (a) Integrating pitched roofs into the overall design to provide residential character. They should strengthen neighbourhood identity, be compatible with adjacent housing and avoid a "tacked-on" look.
- (b) Emphasizing entrances and expressing dwelling unit identity by incorporating secondary roofs.
- (c) Creating an attractive roofscape when adjacent to and lower than the ALRT guideway.
- (d) Clustering and screening any mechanical equipment and venting.

5.2 Windows

Windows are an important element in establishing character. Generally windows in the neighbourhood are of the standard residential type. New development provides an opportunity to enhance visual interest and a sense of quality construction through window detailing. However, particular care must be taken in the treatment of any windows affected by ALRT and traffic impacts.

OBJECTIVE:

New development should use windows that create visual interest and reinforce the residential character of the neighbourhood.

This can be achieved by:

- (a) Emphasizing residential character using articulated window types such as bay windows and windows with more detailing and emphasized framing that express unit individuality.
- (b) Suitably treating any windows affected by ALRT and traffic impacts to reduce noise and ensure privacy.

5.3 Entrances

Entrances are a key component in a building's design and traditionally are its major focus. Most older houses in the area have highly visible, single street-facing entrances, some at grade and others accessible from a substantial staircase.

OBJECTIVE:

New development should emphasize entrances.

This can be achieved by:

- (a) Providing individual grade access to as many dwelling units as possible.
- (b) Creating visual interest by the use of porches, staircases, entrance roofs and door detailing.
- (c) Locating and designing lobbies to be clearly visible and directly accessible from the street.

5.4 Balconies

With an increase in density, balconies will provide needed outdoor space. The design of balconies should consider privacy, useability, integration with the overall design, and ALRT and traffic impacts.

OBJECTIVE:

New residential development should provide balconies which are useable, private and ALRT and traffic-tolerant.

This can be achieved by:

- (a) Providing balconies with a minimum depth of 6 feet.
- (b) Orienting and screening balconies to ensure a high degree of privacy from other units, adjacent balconies and for private areas of nearby single-family homes.
- (c) Suitably screening any balconies affected by ALRT and traffic impacts to reduce noise and ensure privacy.
- (d) Integrating balconies into the overall building design to avoid a "tacked-on" look.

5.5 Exterior Walls and Finishes

Most houses in the neighbourhood are finished in a combination of stucco and wood with some use of brick and stone as trim. The need to mitigate ALRT impacts may result in blank walls facing the guideway. The detailing

and finishing of these walls require careful attention to ensure an attractive image when viewed from the Victoria Diversion or the ALRT.

OBJECTIVE:

New development should employ finishing materials that create a strong, attractive and cohesive character and minimize the visual impact of continuous building walls.

This can be achieved by:

- (a) Using a limited number of finishing materials common to the area.
- (b) Limiting uninterrupted stucco walls.
- (c) Articulating and texturing building walls adjacent to the ALRT.

7 OPEN SPACE

Open space is a major element in creating character and liveability in residential areas. Surrounding single-family homes provide open space in their front and rear yards. New development at a higher density will likely provide open space in the form of large communal spaces or patios and balconies.

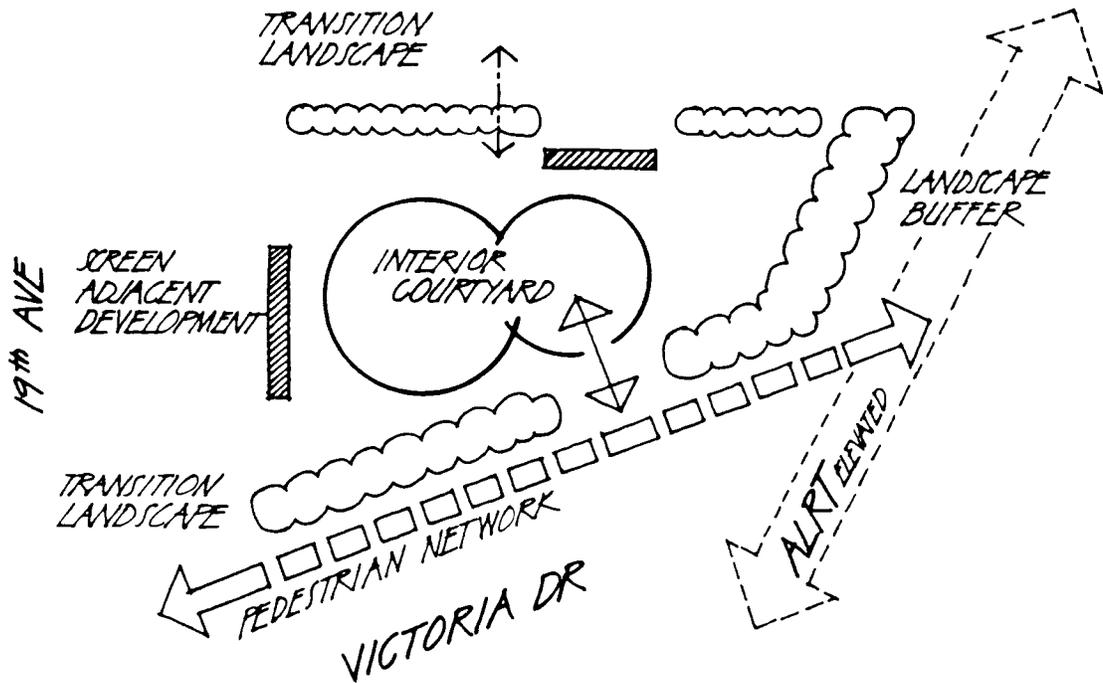
OBJECTIVE:

New development should provide a variety of open spaces which are useable, easily supervised, compatible with the characteristic open space of the neighbourhood and buffered from ALRT and traffic impacts.

This can be achieved by:

- (a) Defining open space by the careful siting and massing of buildings rather than it being left over areas resulting from the building design (Figure 7).
- (b) Providing alternatives to ground floor open space when site coverage is greater than 50% such as large balconies and roof decks.
- (c) Providing private open space directly accessible from each unit in the form of a yard, roof garden or large balcony. Ground level private open space should be defined by screening or landscaping.
- (d) Suitably screening any open space affected by ALRT and traffic impacts to reduce noise and ensure privacy.
- (e) Setting back any privacy fencing from the property line to ensure the visual continuity of the open space along the street. Any fencing should be designed to promote casual neighbourhood surveillance from the street by permitting some view of the dwelling unit without sacrificing privacy.

Figure 7. Open Space Opportunities.



8

LANDSCAPING

Landscaping defines public-private space and creates neighbourhood character. It can also assist in mitigating ALRT impacts. The predominant form of landscaping in the neighbourhood is simple, formal front yards with ornamental trees and gardens. Some areas have continuous trees which help create a cohesive image for the street. Surface treatment in new development should respond to the variety of uses to which open space will be put. Both hard and soft surfaces should be provided as needed and may include pavers, cobblestones, tile and lawn areas.

OBJECTIVE:

New landscaping should compliment and enhance the predominant landscaping character of the neighbourhood. It should also help mitigate ALRT impacts and help integrate new development into the neighbourhood.

This can be achieved by:

- (a) Ensuring that new landscaping is compatible with the existing neighbourhood character.
- (b) Providing landscaped balconies, patios and roof decks.
- (c) Using landscape treatments adjacent to the ALRT guideway to visually screen new development and soften the impact of continuous building walls (Figure 8).

(d) Layering landscaping materials to achieve an appropriate interface along the street (Figure 9).

(e) Providing consistent boulevard trees in agreement with the City Engineer to visually tie the neighbourhood together.

Figure 8. Suggested Landscaping Adjacent to the ALRT.

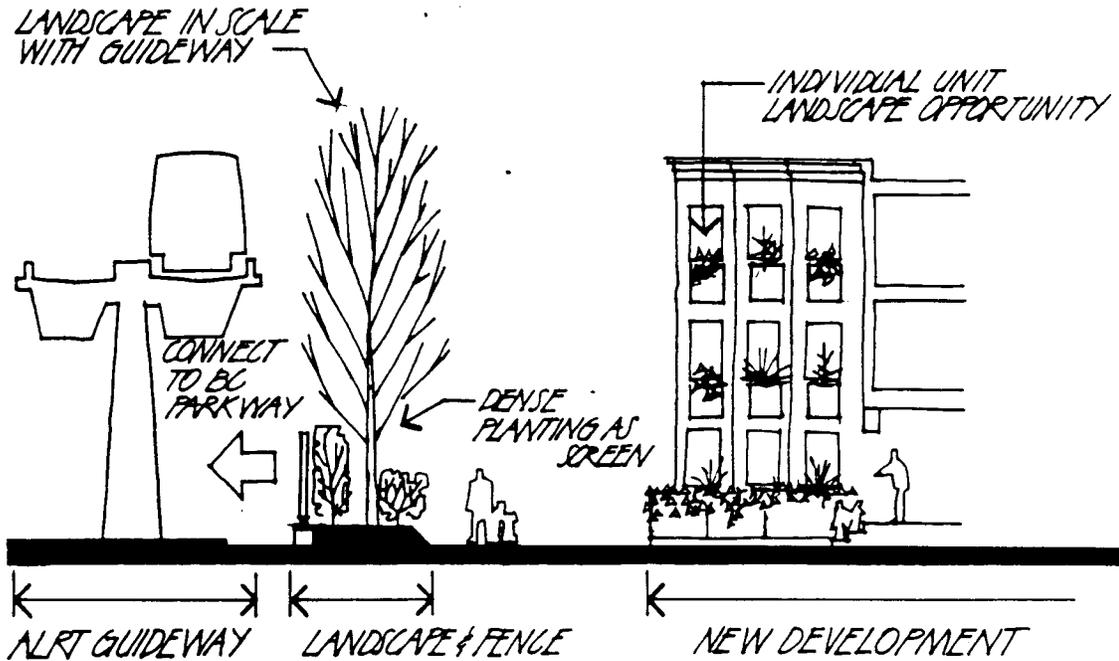
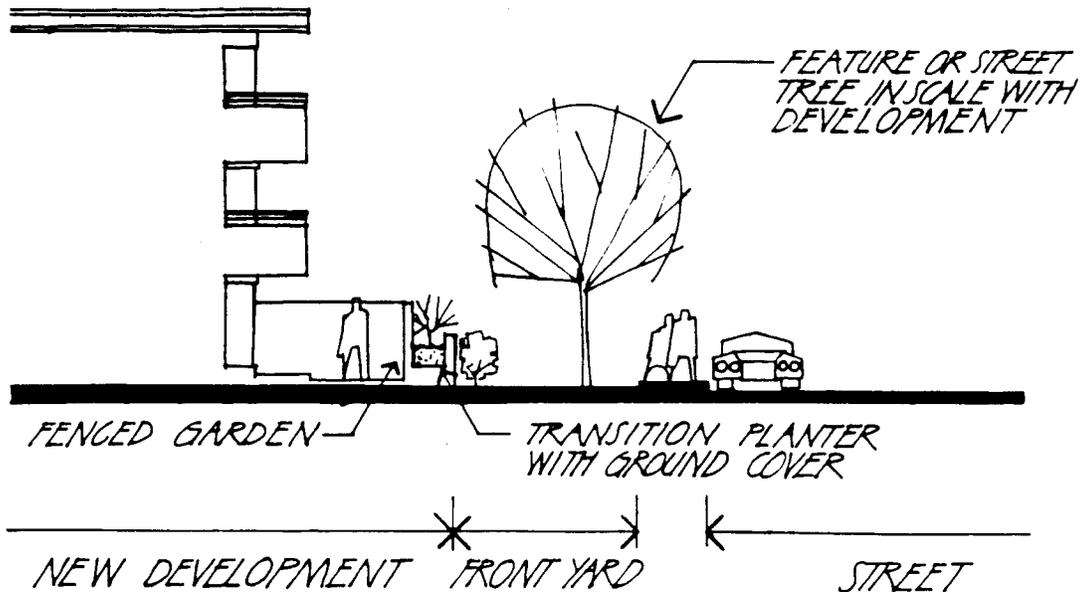


Figure 9. Suggested Street Edge Landscape Treatment.



APPENDIX

Submission Requirements

Applicants should refer to the information required for significant development permit applications contained in the Checklist in Brochure #3 Development Permits for Major Applications.

BY-LAW NO. 6360

A By-law to amend
By-laws numbered
6310, 6311, 6312, 6313,
6314, 6315, 6316, 6317,
6318, 6319 and 6320
being by-laws which each amended
By-law No. 3575 by rezoning
an area to CD-1

THE COUNCIL OF THE CITY OF VANCOUVER, in open meeting
assembled, enacts as follows:

1. The by-laws listed below in column 1 are each amended in
section 5 by deleting the figures set opposite them in column 2 and by
substituting therefor the figures set opposite in column 3:

<u>No. of By-law</u> <u>Col. 1</u>	<u>Delete</u> <u>Col. 2</u>	<u>Substitute</u> <u>Col. 3</u>
6310	14.2	86.5
6311	14.2	86.5
6312	16.2	99.0
6313	14.2	86.5
6314	10.2	61.8
6315	12.2	74.2
6316	16.2	99.0
6317	14.2	86.5
6318	14.2	86.5
6319	12.5	76.6
6320	14.6	89.0

2. This By-law comes into force and takes effect on the date
of its passing.

DONE AND PASSED in open Council this 21st day of
June, 1988.

(signed) Gordon Campbell
Mayor

(signed) Maria Kinsella
City Clerk

"I hereby certify that the foregoing is a correct copy of a
By-law passed by the Council of the City of Vancouver on the
21st day of June 1988, and numbered 6360.

CITY CLERK"

Clause 1(a) and (b) (cont'd)

This development is also in keeping with Council's strategy of reducing traffic congestion by encouraging residential development in this area and reducing commuters. The application also provides for a substantial amount of bicycle parking within the new residential complex.

Staff Closing Comments

Staff offered no additional comments.

Council Decision

Prior to making a decision, several members of Council expressed the view that staff need to reconsider their approach when notifying residents about rezoning applications, as well as other City-related issues. Members of Council also referred to a previously requested report on waterfront tower height and Council expressed a desire to see this report as soon as possible.

MOVED by Cllr. Bellamy,

THAT this application be approved, subject to the conditions as set out in this minute of the Public Hearing.

- CARRIED UNANIMOUSLY

MOVED by Cllr. Price,

THAT the City Manager ensure that when the anticipated report from the Housing Centre on housing affordability comes back, it deals with the issues related to Triangle West and new neighbourhoods.

- CARRIED UNANIMOUSLY

2. Balcony Enclosures and Acoustic Requirements

An application by the Director of Land Use and Development was considered as follows:

The proposed amendments to various zoning District Schedules, Official Development Plans and CD-1 Comprehensive Development District By-laws, would either:

- not allow any of the permitted residential floor area to be excluded from Floor Space Ratio (FSR) for enclosed balconies except in buildings existing prior to April 23, 1985 in which case the present regulations would apply; or

cont'd....

Clause No. 2 (cont'd)

- continue to permit a maximum of 8 percent of permitted residential floor area to be excluded form Floor Space Ratio (FSR) for balconies BUT to permit no more than half of excluded floor area to be enclosed; or
- permit no more than 8 percent of permitted residential floor area to be excluded from Floor Space Ratio (FSR) for enclosed balconies.

The proposed acoustic amendments would delete the acoustic requirement for balconies, terraces, patios, etc.

Amended Balcony Enclosure Guidelines and Policies are also proposed.

The Director of Land Use and Development recommended approval of this application.

Staff Opening Comments

Mr. Ralph Segal, Planner, provided background on this issue and introduced the options before Council this evening.

In 1964, in order to improve livability in higher density multiple dwelling developments, open balconies were excluded from FSR to a maximum of eight percent of residential floor area. In the early 1980s, the City received numerous requests from owners of units in existing buildings to enclose their balconies for reasons of poor insulation and acoustics, air drafts and other interior problems. In response, Council in 1985 adopted balcony enclosure guidelines by which enclosed balconies would continue to be excluded from FSR.

Subsequently, in response to the development industry's request for equity, Council permitted this exclusion to apply to new construction, subject to adherence to the guidelines. Since then, new buildings have, to an increasing degree, incorporated enclosed balconies as additional interior space displacing the private open space, the open balconies, for which the FSR exclusion had been originally provided.

Since enclosed balcony space has been successfully marketed at the full per square foot price of the rest of the dwelling unit, many developers have been more and more aggressive in seeking the full eight percent exclusion for enclosed balconies. This differs from a mix of open and enclosed balconies that were anticipated when the exclusion was first put in place.

cont'd....

Clause No. 2 (cont'd)

With the aid of photographs distributed to Council (on file in the City Clerk's Office), Mr. Segal explained that enclosure of most or all balconies bulks up buildings by filling in the volumes of open balconies and intends to create less residential, more office-like buildings. Exclusions from FSR are usually given to encourage developers to provide facilities that are considered important for livability but would likely not be provided without that incentive. In this case, bonuses are being permitted when they the negative affect of displacing the private open space for which the FSR exclusion was intended.

Recommendation A1 would eliminate the FSR exclusion for enclosed balconies except in the buildings existing prior to 1985, as per the original intent of the balcony enclosure provisions. Alternatively, should Council consider that enclosed balconies do have merit, A2 is offered which states that no more than half of the excluded balcony area may be enclosed. The third option, A3 is to simply allow outright the full eight percent exclusion to be enclosed.

This application also proposes an acoustic amendment. At present, acoustic requirements in many district schedules and CD-1 by-laws apply to standards in both rooms within the unit as well as exterior balconies and patios. As the current standard often requires balconies to be enclosed, even when this is not desired, the proposed amendment will delete this requirement. Mr. Segal also explained that amendments are proposed to the balcony enclosure guidelines which would delete provisions calling for easy conversion of enclosed balconies back to open balconies, as well as adding several additional clauses which will clarify the design intent in new construction.

Responding to a question from a member of Council, Mr. Segal advised of an error in the memorandum dated July 18, 1995 from the City Clerk, which referred this matter to Public Hearing. Recommendation A1 makes reference to excluding floor space ratio for enclosed balconies except in buildings existing prior to April 23, 1995. This should read April 23, 1985.

A member of Council enquired whether these guidelines would permit a style of balcony sometimes referred to a french balconies. Mr. Segal advised this style would not be permitted under the proposed guidelines.

Council members also enquired whether thresholds will still be required between the interior unit and the closed balconies. It was confirmed the proposed guidelines still contain this threshold requirement.

cont'd....

Clause No. 2 (cont'd)

Correspondence

All correspondence received prior to this matter being referred to Public Hearing was included as Appendix E in the Council report. One additional letter stressing the need for more open balconies in Vancouver and another favouring option A2, were also received.

Speakers

The Mayor called for speakers for and against the application, and the following addressed Council.

Mr. Hans Schmidt, representing the Society of Soundscape Preservation, expressed concern with the proposed deletion of acoustic requirements, on the grounds that if these requirements are deleted, the City is simply accommodating the noise which exists and not attempting to eliminate or reduce it. A greater emphasis should be directed towards elimination of the source of noise.

Mr. Dugal Purdie, on behalf of the Urban Development Institute (UDI), indicated his support for option A2 as it represents an appropriate compromise. The UDI is strongly opposed to A1 as this would affect proformas upon which construction was predicated upon. Mr. Purdie urged Council to support recommendation A2 with an amendment to exclude the applicability of the guidelines to enclosed space, as the Institute believes the total design of the building should be left with the architects and reviewed through the existing development permit process, without the addition of guidelines.

Mr. Stuart Howard, on behalf of the Architectural Institute of British Columbia (AIBC), lent his support to option A2, as it represents a compromise position. AIBC would ultimately prefer option 5 as stated in its May 30, 1995 brief to Council, but is willing to accept the compromise position. Mr. Howard suggested the Planning Department is naive in its support of option A1 because apartments are now significantly smaller in size and the continued requirement of an open balcony would result in a small, unusable space.

cont'd....

Clause No. 2 (cont'd)

MOVED by Cllr. Kennedy,

THAT the City continue to permit a maximum of eight percent of permitted residential floor area to be excluded from Floor Space Ratio (FSR) for balconies, but to permit no more than half of excluded floor area to be enclosed;

FURTHER THAT the requirement that thresholds be included in enclosed balconies be removed.

- CARRIED

(Councillors Chiavario, Kwan and Price opposed)

MOVED by Cllr. Kennedy,

THAT those District Schedules and CD-1 by-laws containing an acoustic regulation be amended, to delete the acoustic requirement for on-site open space (i.e., balconies, terraces, patios, etc.), generally as outlined in Appendix A of the Policy Report dated June 6, 1995.

- CARRIED

(Councillor Sullivan opposed)

MOVED by Cllr. Kennedy,

THAT the Balcony Enclosure Guidelines and Policies, amended as noted in Appendix B of the Policy Report dated June 6, 1995, to reflect more practical utilization by residents, be approved.

- CARRIED UNANIMOUSLY

MOVED by Cllr. Kennedy,

THAT Council advise the Planning Department that it supports "French Balconies" where appropriate and that language be incorporated in the balcony regulations and/or guidelines that would encourage their provision.

- CARRIED UNANIMOUSLY

Acoustic Requirements

BY-LAW NO. 7515

A By-law to amend

By-law Nos. 3712, 4037, 4049, 4397, 4677, 5381, 5836, 5852, 6272, ~~6040~~, 6312, 6313, 6314, 6315, 6316, 6317, 6318, 6319, 6320, 6321, 6322, 6323, 6325, 6361, 6362, 6363, 6421, 6425, 6429, 6475, 6489, 6528, 6533, 6564, 6582, 6597, 6663, 6688, 6710, 6713, 6714, 6715, 6730, 6731, 6738, 6739, 6740, 6744, 6747, 6757, 6768, 6779, 6787, 6817, 6827, 6965, 7006, 7087, 7092, 7101, 7114, 7135, 7155, 7156, 7157, 7158, 7163, 7166, 7173, 7174, 7175, 7180, 7189, 7193, 7198, 7200, 7204, 7209, 7223, 7224, 7230, 7232, 7246, 7248, 7317, 7337, 7340, 7381, 7425, 7431, 7434 and 7461, being by-laws which amended the Zoning and Development By-law by rezoning areas to CD-1

THE COUNCIL OF THE CITY OF VANCOUVER, in open meeting assembled, enacts as follows:

1. By-law Nos. 6429, 6597, 7092, 7101, 7224 and 7340 are each amended in section 5 by deleting the words "terraces, patios, balconies" from the left column and the corresponding number "60" from the right column.

2. The following By-laws are each amended in section 6 by deleting the words "terraces, patios, balconies" from the left column and the corresponding number "60" from the right column:

4037	6688	7087	7180
4397	6710	7155	7189
4677	6713	7157	7209
5852	6731	7163	7246
6272	6738	7166	7381
6363	6768	7173	7425
6421	6787	7174	7431
6582	6827	7175	7434
6663			

3. By-law No. 6730 is amended in section 6.1 by deleting the words "Terraces, patios, balconies" from the left column and the corresponding number "60" from the right column.

4. The following By-laws are each amended in section 7 by deleting the words "terraces, patios, balconies" from the left column and the corresponding number "60" from the right column.

5836	6321	6564	7114
6310	6322	6739	7135
6312	6323	6740	7158
6315	6325	6817	7223
6319	6528	6965	7230
6320			

5. By-law Nos. 6313, 6314, 6316, 6317, 6318 and 6361 are each amended in section 7.1 by deleting the words "terraces, patios, balconies" from the left column and the corresponding number "60" from the right column.
6. By-law Nos. 3712, 4049, 6362, 6425, 6489, 6714, 6715, 7193 and 7337 are each amended in section 8 by deleting the words "terraces, patios, balconies" from the left column and the corresponding number "60" from the right column.
7. By-law No. 6779 is amended in section 9 by deleting the words "terraces, patios, balconies" from the left column and the corresponding number "60" from the right column.
8. By-law No. 7198 is amended in section 10 by deleting the words "terraces, patios, balconies" from the left column and the corresponding number "60" from the right column.
9. By-law Nos. 7156, 7200, 7232 and 7248 are each amended in section 11 by deleting the words "terraces, patios, balconies" from the left column and the corresponding number "60" from the right column.
10. By-law No. 6744 is amended in section 12 by deleting the words "terraces, patios, balconies" from the left column and the corresponding number "60" from the right column.
11. By-law Nos. 6747 and 6757 are both amended in section 13 by deleting the words "terraces, patios, balconies" from the left column and the corresponding number "60" from the right column.
12. By-law No. 5381 is amended in section 4.8.1 by
 - (a) deleting clause (d), and
 - (b) relettering clauses (e) and (f) as (d) and (e), respectively.
13. By-law No. 6533 is amended in section 5.6.1 by deleting clause (d).
14. By-law No. 6475 is amended in section 5.8.1 by deleting clause (d).
15. By-law No. 7006 is amended in section 7 by deleting the words "common-use roof decks and patios" from the left column and the corresponding number "55" from the right column.

16. By-law No. 7317 is amended in section 9 by deleting the words "common-use roof decks and patios" from the left column and the corresponding number "55" from the right column.

17. By-law No. 7461 is amended in section 9 of Schedule "B" by deleting the words "common-use roof decks and patios" from the left column and the corresponding number "55" from the right column.

18. By-law No. 7204 is amended in section 12 of Schedule "B" by deleting the words "common-use roof decks and patios" from the left column and the corresponding number "55" from the right column.

19. This By-law comes into force and takes effect on the date of its passing.

DONE AND PASSED in open Council this 11th day of
January , 1996.

"(signed) Jennifer Clarke"
Deputy Mayor

"(signed) Maria C. Kinsella"
City Clerk

"I hereby certify that the foregoing is a correct copy of a By-law passed by the Council of the City of Vancouver on the 11th day of January 1996, and numbered 7515.

CITY CLERK"