

CD-1 (209)
Back-up Notes Summary Page
Kamloops Street and 24th Avenue

BY-LAWS

CD-1 (209) - By-law No. 6312 and any subsequent amending by-laws

http://app.vancouver.ca/bylaw_net/Report.aspx?bylawid=6312

Consequential By-laws

Parking No. 11428 Schedule C <https://bylaws.vancouver.ca/parking/SchedC.pdf>

POLICIES and GUIDELINES

Nanaimo Station Area CD-1 Guidelines (Kamloops Street and 24th Avenue Site) (By-law No. 6312) – <http://former.vancouver.ca/commsvcs/guidelines/CD-1/N001.pdf>

Transportation 2040 (2012) -
http://vancouver.ca/files/cov/Transportation_2040_Plan_as_adopted_by_Council.pdf

PUBLIC HEARINGS - Minutes, Reports, Posted By-laws, etc.

PH Date *February 11, 1988* - Item 2

Summary - from RS-1 to develop low-rise apartments or townhouses on sites adjacent to the A.L.R.T. system and impacted by the guideways, stations, bus loops and additional traffic on arterial streets

By-law and Guidelines enacted on *March 22, 1988*

PH Date *May 12, 1988* - Item 7

Summary – to amend CD-1 (209) to revise the maximum permitted dwelling units per hectare to be consistent with the stated maximum permitted dwelling units per acre

TA enacted on *June 21, 1988* – [By-law No. 6360](#)

PH Date *September 12, 1995* - Item 2

Summary – to amend CD-1 (209) to delete the acoustic requirement for on-site open space (i.e. balconies, terraces, patios, etc.)

TA enacted on *January 11, 1996* – [By-law No. 7515](#)

PH Date - *February 24, 2000* – Item 1

Summary – to amend CD-1 (209) to provide floor space exclusions to provide construction incentives to control building envelope leaks

TA enacted on *March 14, 2000* – [By-law No. 8169](#)

PH Date *December 12, 2006* - Item 2 - <https://council.vancouver.ca/20061212/ph20061212WEB.htm> Summary –
to amend CD-1 (209) to allow “one-family dwelling with secondary suite” as a use
TA enacted on *December 12, 2006* – [By-law No. 9414](#)

PH Date *November 24, 2015* - Item 1 - <https://council.vancouver.ca/20151124/phea20151124ag.htm> Summary –
to amend CD-1 (209) to update the off-street parking requirements
TA enacted on *December 15, 2015* – [By-law No. 11411](#)

Backup Notes

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

#209

* SITE F - KAMLOOPS STREET AND 24TH AVENUE

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

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

Nanaimo Station Area
Kamloops Street at 24th Avenue

BY-LAW NO. 6312

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-344b(ii) 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 2 815 m² (30,300 sq. ft.), the calculation of which shall include the area of the westerly adjacent lane once consolidated with the site.

5. Dwelling Unit Density

The maximum dwelling unit density for multiple dwellings shall be 16.2 units per hectare (40 units per acre).

unit per hectare density changed to 99.0 by By-law #6360.

6. Height

The maximum building height measured above the base surface shall be 11.9 m (39 ft.), except that within 30.5 m (100 ft.) of the boundary of the area outlined on Schedule "A" abutting 24th Avenue the maximum building 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 A minimum of 75% of the off-street parking spaces required for multiple dwellings shall be provided underground, except that spaces required for senior citizens' housing may be surface parking.

9. Vehicular Access

Vehicular access to underground parking shall be provided from the lane west of Kamloops Street or from 24th Avenue.

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

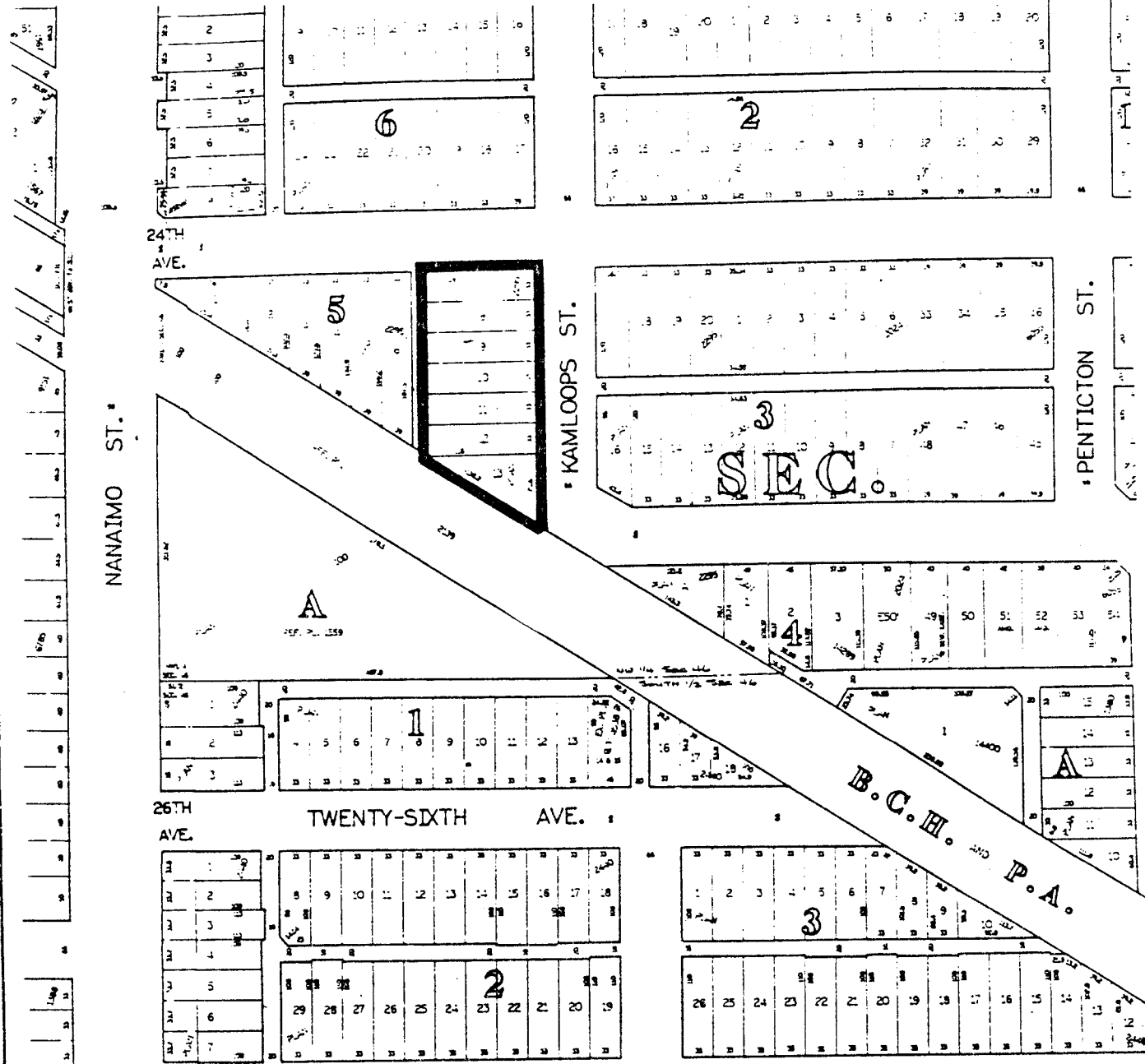
"I hereby certify that the foregoing is a correct copy of a By-law passed by the Council of the City of Vancouver on the 22nd day of March 1988, and numbered 6312.

CITY CLERK"

BY-LAW No. 6312 BEING A BY-LAW TO AMEND BY-LAW No. 3575
 BEING THE ZONING & DEVELOPMENT BY-LAW

SCHEDULE A

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



SCALE: 1:2000
 FILE No. RZ - KAMLOOPS ST. & 24th AVE.



Z 344 b (ii)

Clause 2 continued

SITE G - NANAIMO STREET AND 29TH AVENUE
Present Zoning: RS-1 One-Family Dwelling District
C-1 Commercial District; and
M-2 Industrial District
Proposed Zoning: CD-1 Comprehensive Development District
Amend Sign By-law No. 4810

SITE H - KAMLOOPS STREET AND 26TH AVENUE
Present Zoning: RS-1 One-Family Dwelling District
Proposed Zoning: CD-1 Comprehensive Development District

SITE M - 28TH AVENUE AND KASLO STREET
Present Zoning: RS-1 One-Family Dwelling District
Proposed Zoning: CD-1 Comprehensive Development District

SITE O - SLOCAN STREET AND 29TH AVENUE
Present Zoning: RS-1 One-Family Dwelling District
Proposed Zoning: CD-1 Comprehensive Development District

SITE P - 29TH AVENUE AND A.L.R.T. STATION
Present Zoning: RS-1 One-Family Dwelling District
Proposed Zoning: CD-1 Comprehensive Development District

SITE Q - EARLES STREET AND 29TH AVENUE
Present Zoning: RS-1 One-Family Dwelling District
Proposed Zoning: CD-1 Comprehensive Development District

SITE R - KINGS AVENUE AND EARLES STREET
Present Zoning: RS-1 One-Family Dwelling District
Proposed Zoning: CD-1 Comprehensive Development District

SITE S - KINGS AVENUE AND RUPERT STREET
Present Zoning: RS-1 One-Family Dwelling District
Proposed Zoning: CD-1 Comprehensive Development District

(i) Any consequential amendments pertaining to the above-noted sites

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 documents entitled:
- "Nanaimo Station Area Guidelines - Walker Street and Copley Street Site"
 - "Nanaimo Station Area Guidelines - Nanaimo Street and Vanness Avenue North Site"
 - "Nanaimo Station Area Guidelines - Kamloops Street and 24th Avenue Site"
 - "Nanaimo Station Area Guidelines - Nanaimo Street and 29th Avenue Site"
 - "Nanaimo Station Area Guidelines - Kamloops Street and 29th Avenue Site"
 - "29th Avenue Station Area Guidelines - 28th Avenue and Kaslo Street Site"
 - "29th Avenue Station Area Guidelines - Slocan Street and 29th Avenue Site"
 - "29th Avenue Station Area Guidelines - 29th Avenue at A.L.R.T. Station Site"
 - "29th Avenue Station Area Guidelines - Earles Street and 29th Avenue Site"
 - "29th Avenue Station Area Guidelines - Kings Avenue and Earles Street Site"
 - "29th Avenue Station Area Guidelines - Kings Avenue and Rupert Street Site."

Clause 2 continued

Mr. R. Scofield, Zoning and Subdivision, advised the City Engineer has also requested a revision to his guideline (blue document) for the storm water storage requirement which affects the following five sites:

Nanaimo/29th Avenue Station Areas - Sites B, C, H, M and P;

The revised guideline as follows will further reduce the ambiguity between pervious and impervious surfaces:

"STORM WATER STORAGE

The following table, prepared by the City Engineer, rates the pervious character of various surfaces to guide applicants in the City's administration of the storm water storage provision of the by-law.

ITEMS CONSIDERED

ITEMS CONSIDERED

Pervious

- Grass
- Gardens
- Decorative Stone Driveways and Walkways (Gravel size or smaller)
- Turfstone Pavers for Driveways (use 3/4 of pervious area in the pavers)
- Overhangs such as Bay Windows with pervious ground beneath

Impervious

- Buildings
- Concrete
- Black Top
- Asphalt
- Wood
- Wooden Decks with spaces between the slats to pervious ground beneath
- Swimming Pools
- Concrete/Brick Pavers
- Gravel Driveways"

Mr. P. Wotherspoon, Planner, advised this application recommends CD-1 rezoning for eleven sites adjacent to the A.L.R.T. system and impacted by the guideways, stations, bus loops and additional traffic on arterial streets. The intent is to develop low-rise apartments or townhouses, designed to fit into the character of the neighbourhood and provide a buffer between the guideway and existing single family homes. To achieve this, the highest buildings (low-rise apartments) will be situated nearest the guideway, to shield the townhouses which, in turn, will shield the single-family homes.

Over the eleven sites, floor space ratios will range from .75-1.00, heights from 30 ft. - 39 ft., and unit density from 25-40 units per acre.

In addition to the draft by-laws, draft guidelines for each site were submitted for approval. These guidelines addressed the concerns raised by the community during the planning process. They will be made available to applicants and used by staff in the evaluation of development projects. Approval of the draft by-laws and guidelines will provide for the development of new multiple housing on these sites which can deal with the impacts of the A.L.R.T. system in this area.

In response to a request for examples of actual unit figures on some sites, Mr. Wotherspoon advised:

- Site B - 30 units
- Site P - 56 units
- Site H - Approximately 20-22 townhouses
- Site G - 105 new units

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

Clause 2 continued

If all sites are developed there will be approximately 400 new units in this area.

The Mayor called for speakers for or against the proposal and the following addressed Council:

- Mr. Larry Olkovick, Nanaimo/29th Avenue Station Area Citizens' Planning Committee, pointed out the eleven sites recommended for rezoning were identified as a result of numerous meetings in the community. New developments will shield existing single-family homes from the negative impacts of the A.L.R.T. system by providing a better living environment for all residents, various housing types for families, seniors, handicapped, etc. and affordable housing for those wishing to live in the City where they work. The Nanaimo/29th Avenue Station Area Citizens' Planning Committee wholeheartedly supported the rezoning application for all eleven sites.

- Ms. Zwanette Pereboom, a member of the Citizens' Planning Committee for six years, briefly reviewed the process leading to selection of the eleven sites under consideration for rezoning. She reiterated the advantages of new development and stressed the importance of imposing specific guidelines on each site. Ms. Pereboom requested assurance that, once approved, any changes to the guidelines would not be made without a further Public Hearing. She strongly supported rezoning of all sites.

The following speakers were opposed to rezoning Site B - Walker and Copley Streets, for the reasons noted:

- Mr. Wally Hobbs, 3538 Copley Street - was concerned that 30 units per acre will triple existing density and compound parking problems. He considered one and a half parking spaces per unit unrealistic and 39 feet height excessive as, due to the location of this site in relation to the guideway, a buffer could not be provided. Mr. Hobbs submitted two petitions, a total of 47 signatures collected by area residents, in opposition to rezoning Site B.

- Mr. Bill Banting, 3548 Walker Street adjacent to Site B, expressed great concern that a 39 feet high development would obstruct the views enjoyed by himself and his neighbours.

- Ms. Baljit Toor, 3597 Walker Street, stated the construction of any development would add to the already disturbing impacts of the A.L.R.T. system.

- Ms. Sandra Parent, 2219 East 25th Avenue, was concerned about the development of more low-rental housing and an increase of related problems in the neighbourhood.

- Mr. Paul Dickinson, 3539 Copley Street, reiterated Mr. Hobbs' statement that no development on Site B would provide a buffer to the A.L.R.T.

Additional speakers from the floor cited increased density, low income housing - more crime, parking problems and a preference for single-family homes over multiple dwellings, as their reasons for opposing the rezoning.

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

Clause 2 continued

- Mr. Wade Luciak, 2916 East 29th Avenue, spoke in favour of rezoning Site B. He supported the concept of staggered height developments between the A.L.R.T. guideway and existing single-family homes as proposed by the Planning Department. Mr. Luciak viewed this as a perfect example of a potentially beautiful townhouse development.

Mr. Scobie and Mr. Wotherspoon responded to specific concerns raised by some of the speakers.

- Mr. Jeff Weldon, 4021 Kamloops Street (re Site F, Kamloops Street and 24th Avenue), recently moved into the area because of convenience of A.L.R.T. He was concerned about increased traffic and the lack of parking and asked if these issues had been studied. Mr. Weldon also requested information on possible dates for construction starts on any of the sites.

- Mr. Sada Nand, 4569 Earles Street, supported rezoning Site Q.

- Mr. Wade Luciak, 2916 East 29th Avenue, supported rezoning Site P.

- Mr. Peter Kavanagh, 4539 Moss Street, supported all rezonings, particularly Sites P, Q and R, even though parking will create a problem. He requested the Planning Department to consider development of a small retail facility on Site P or Q, similar to that on the south side of the ALRT.

- Mr. Manfred Schmid, 2769 East 28th Avenue, also supported the rezonings in general, advocating that people who work in Vancouver, should be given an opportunity to live in the City, should they so wish.

Several unregistered speakers expressed their opposition to rezoning individual sites specific to their concerns, which included:

- lane access to proposed developments
- increased traffic
- additional parking problems
- excessive heights obstructing views.

In response to the main areas of concern, staff comments are briefly summarized below:

- where multiple dwelling developments are proposed - site will be signed, community will be notified and building design will be submitted to Council for approval;
- lane access to buildings will be located as near as possible to street;
- building height is measured from base surface - 30ft applies to any building in RS-1 area, 39 ft. is approximately four-storeys high;
- guidelines call for submission of view analysis with the development permit application, to safeguard view corridors.

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

Clause 2 continued

In conclusion, Mr. Wotherspoon noted that some change in the neighbourhood is inevitable, due to the ALRT system. However, it is hoped the proposed rezonings will achieve a better form of housing which will fit into the character of the neighbourhood, whilst alleviating the impacts of the ALRT. Another objective is to provide affordable housing as an incentive to young families to remain or return to Vancouver which, in turn, will increase school enrolment.

MOVED by Ald. Davies,

- A. THAT Site B (Walker and Copley Streets) be deleted from the application.
- B. THAT the application respecting Sites C, F, G, H, M, O, P, Q, R and S, as amended, be approved, subject to the condition proposed by the Director of Planning as set out in this Minute of the Public Hearing.

- CARRIED UNANIMOUSLY

3. Rezoning - Joyce Station Area

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

REZONING: LOCATION - JOYCE STATION AREA:

SITE B - VANNESS AVENUE AND MCHARDY STREET

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

SITE C - VANNESS AVENUE AND RUPERT STREET

Present Zoning: RS-1 One-Family Dwelling District
 Proposed Zoning: CD-1 Comprehensive Development District
 Amend Sign By-law No. 4810

SITE J - BOUNDARY ROAD AND VANNESS AVENUE

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

SITE K - ORMIDALE STREET AND VANNESS AVENUE

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

SITE R - 3450 WELLINGTON AVENUE

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

SITE U - ORMIDALE AND FOSTER STREETS

Present Zoning: M-1 Industrial District
 Proposed Zoning: CD-1 Comprehensive Development District

- (i) Any consequential amendments pertaining to the above-noted sites.

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

Clause 3 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 documents entitled:
 - "Joyce Station Area Guidelines - Vanness Avenue and McHardy Street Site"
 - "Joyce Station Area Guidelines - Vanness Avenue and Rupert Street Site"
 - "Joyce Station Area Guidelines - Boundary Road and Vanness Avenue Site"
 - "Joyce Station Area Guidelines - Ormidale Street and Vanness Avenue Site"
 - "Joyce Station Area Guidelines - 3450 Wellington Avenue Site"
 - "Joyce Station Area Guidelines - Ormidale Street and Foster Street Site".

Mr. R. Scobie, Zoning and Subdivision, noted unfortunately, the dwelling unit density provision for a multiple dwelling on a locked-in lot was omitted from the draft CD-1 By-law for Site J (Boundary Road and Vanness Avenue) in the Joyce Station Area. The following provision should be inserted, with sections 5 to 10 inclusive renumbered accordingly:

"5. Dwelling Unit Density

A maximum of three units shall be permitted in a multiple dwelling on a development site consisting of a lot left at the end of a block and beside a proposed multiple dwelling, or a lot left between an existing and a proposed multiple dwelling."

The City Engineer has also requested a revision to his guideline (blue document) for the storm water storage requirement which affects the following two sites:

Joyce Station Area - Sites B and C

The revised guideline as follows will further reduce the ambiguity between pervious and impervious surfaces:

"STORM WATER STORAGE

The following table, prepared by the City Engineer, rates the pervious character of various surfaces to guide applicants in the City's Administration of the storm water storage provision of the by-law.

ITEMS CONSIDERED

ITEMS CONSIDERED

Pervious

Impervious

- Grass
- Gardens
- Decorative Stone Driveways and Walkways (Gravel size or smaller)
- Turfstone Pavers for Driveways (use % of pervious area in the pavers)
- Overhangs such as Bay Windows with pervious ground beneath

- Buildings
- Concrete
- Black Top
- Asphalt
- Wood
- Wooden Decks with spaces between the slats to pervious ground beneath
- Swimming Pools
- Concrete/Brick Pavers
- Gravel Driveways"

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 Puil

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.

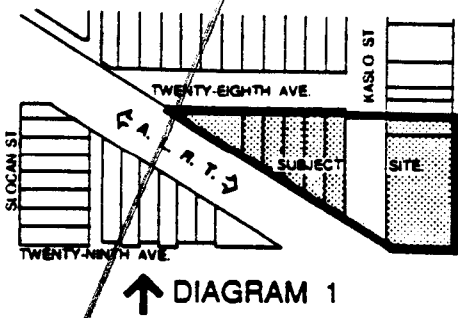
MOVED by Ald. Bellamy,
THAT the application of the Director of Planning be approved.

- 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



- (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

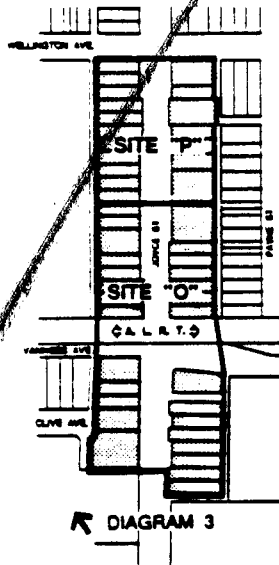
Council considered an application of the Director of Planning as follows:

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.

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.

**NANAIMO STATION AREA
GUIDELINES FOR CD-1
BY-LAW NO. 6312**

- KAMLOOPS STREET AND
24TH AVENUE 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.

NANAIMO STATION AREA
GUIDELINES FOR CD-1 BY-LAW
KAMLOOPS STREET AND 24TH AVENUE SITE

1 APPLICATION AND INTENT

These guidelines should be used in conjunction with the CD-1 By-law for multiple residential development on the Kamloops Street and 24th Avenue site, zoned CD-1 (Figure 1). The guidelines will be used by City staff in the evaluation of projects. Applicants should also refer to Chapter 3: New Development Opportunities and Chapter 7: Implementation and Development Principles in the Nanaimo/29th Avenue Station Areas Plan.

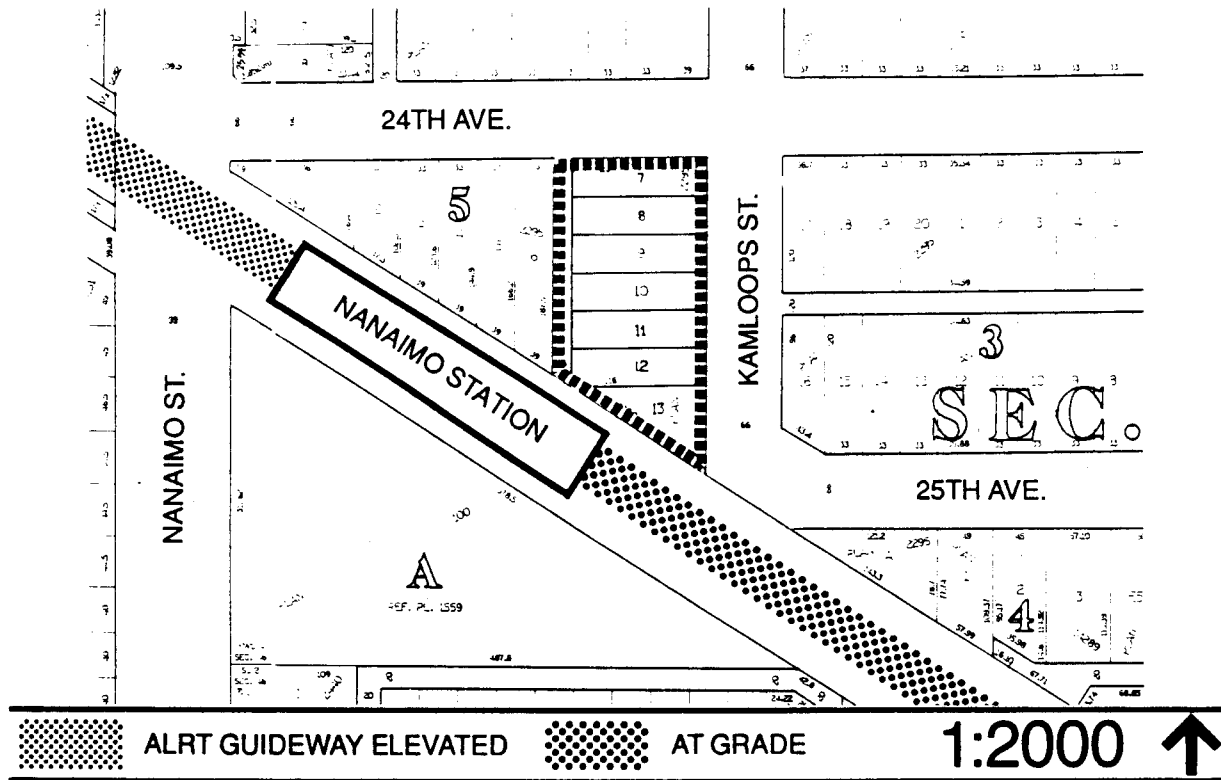
The ALRT redevelopment sites are mainly located in established single-family neighbourhoods. Most sites are also adjacent to and physically impacted by the ALRT system or busy arterial streets. The major guideline objectives are:

- (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 this 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 system and nearby single-family homes. New development should be scaled to fit into the surrounding single-family area and should create a frontage character for both Kamloops Street and 24th Avenue.

Figure 1. Nanaimo Station Area - Kamloops Street and 24th Avenue Site.



2 GENERAL DESIGN CONSIDERATIONS

2.1 Site Context

This site is located in a stable residential area and is surrounded by single-family homes to the north and east. The site fronts on Kamloops Street and is bordered on its south and west sides by the Nanaimo Station and bus loop, the ALRT guideway and the B.C. Parkway.

Although there are few prominent design elements in the surrounding neighbourhood, there is potential for emphasizing the positive characteristics to create an 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 and bus impacts on the surrounding neighbourhood.
- (c) Ensuring that the liveability of any new dwelling units is not compromised by ALRT and bus impacts.
- (d) Helping establish a stronger neighbourhood character and image.

2.3 Orientation

The Nanaimo Station, bus loop and ALRT guideway create privacy and noise problems which limit the orientation of new development. The surrounding neighbourhood subdivision pattern results in existing homes being oriented to the north or south. New development provides the opportunity to help limit ALRT impacts on the neighbourhood and compliment the predominant development pattern.

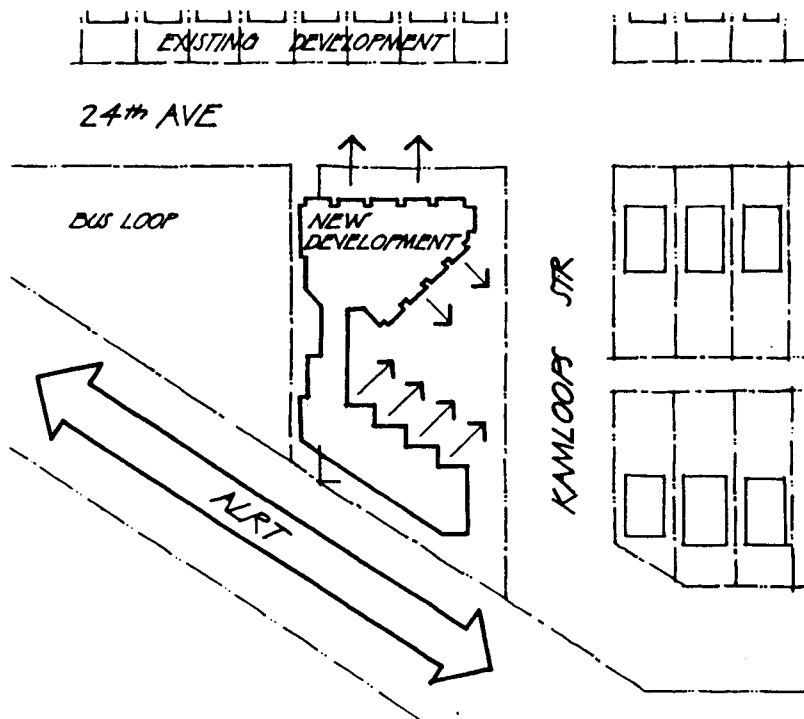
OBJECTIVE:

New development should be oriented to limit ALRT impacts and compliment the existing pattern of development.

This can be achieved by:

- (a) Orienting new development away from the ALRT and bus loop and towards existing streets and views.
- (b) Orienting entrances and building frontages to establish a frontage character for both Kamloops Street and 24th Avenue.

Figure 2. Suggested Orientation for New Development.



2.4 View

Views are a major amenity in residential development. Good views to the downtown and northshore mountains are possible from this site. New development that takes advantage of this view opportunity must also respect views from homes on the east side of Kamloops Street. A view analysis which illustrates the impact of new development on existing views will be required with any development permit application.

OBJECTIVE:

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

This can be achieved by:

- (a) Limiting building height if it will block views from nearby homes.
- (b) 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 impacts could conflict with providing light and ventilation along building walls facing the ALRT and bus loop. 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 and bus loop.
- (b) Using alternatives to standard windows such as skylights and glass block to allow light through walls facing the ALRT and bus loop.
- (c) Locating dwelling units at or above grade only.

2.8 Noise

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

2.9 Privacy

The ALRT creates privacy problems due to overlooking from the station and trains into the site and the surrounding neighbourhood. The adjacent bus loop also creates privacy problems. 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.

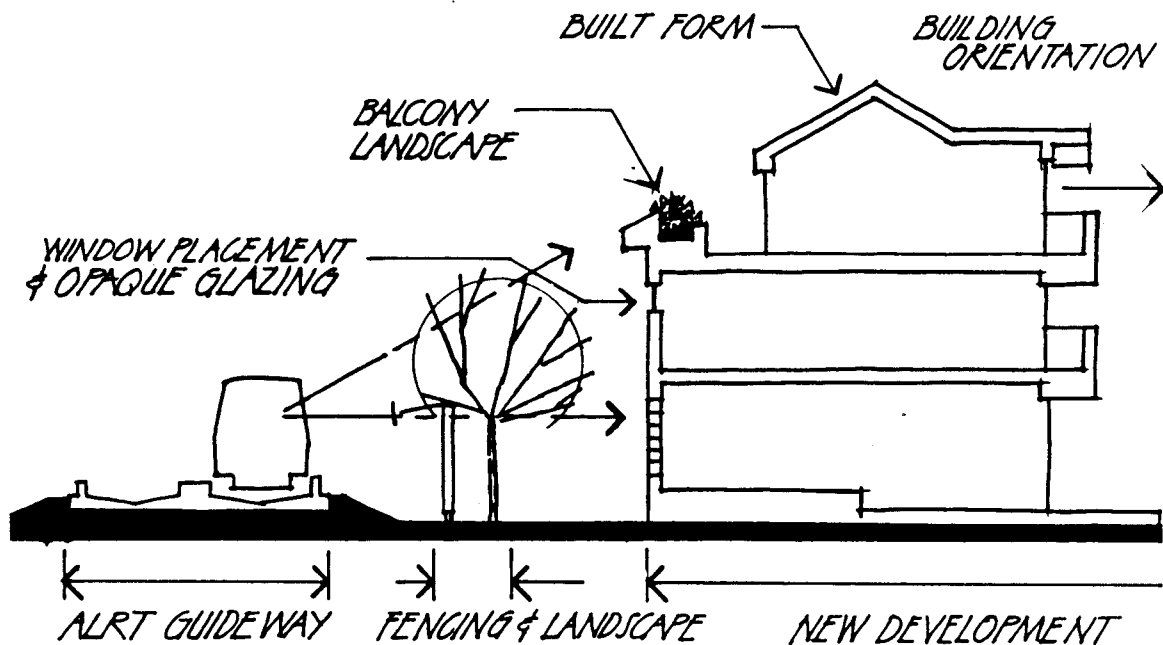
OBJECTIVE:

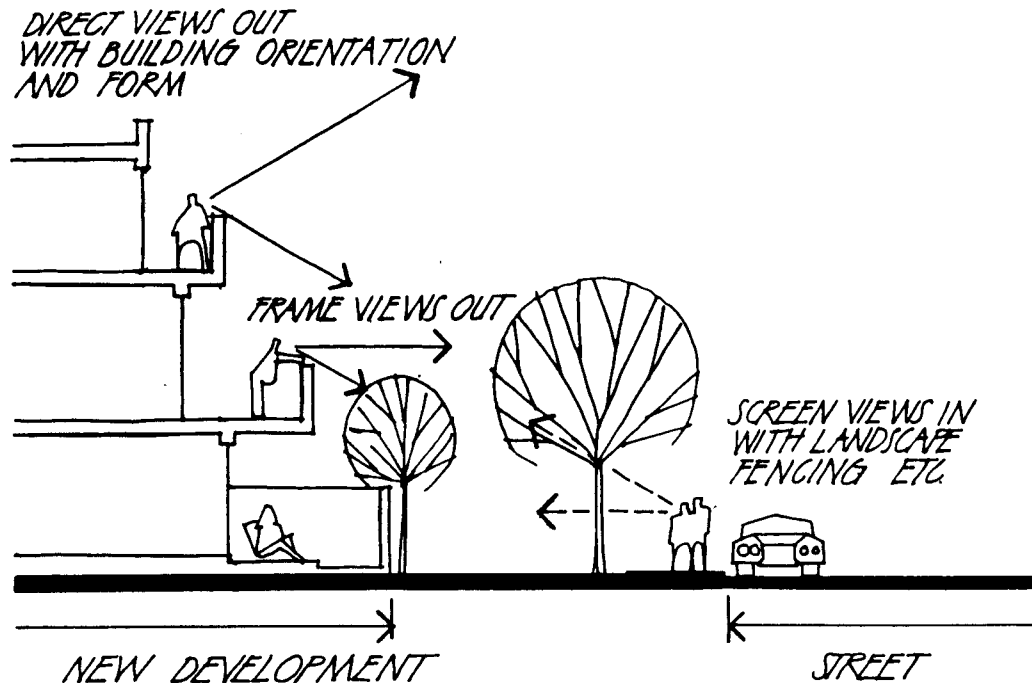
New development should respect and improve existing levels of privacy.

This can be achieved by:

- (a) Using building massing and landscaping to block views from the ALRT and bus loop 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 the careful location and treatment of windows and balconies.
- (d) Locating solid fences between the bus loop, ALRT and new dwelling units.

Figure 4. Examples 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 suitably 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. Higher density development will be on larger sites, possibly disrupting the established pattern.

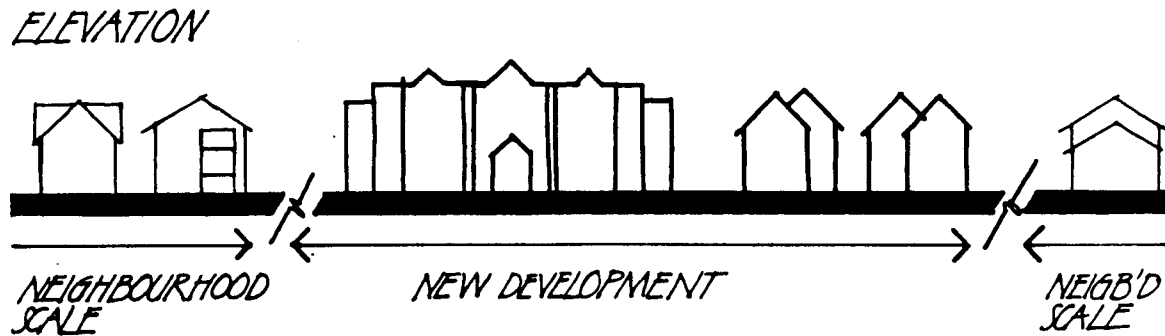
OBJECTIVE:

New development should provide a frontage character that 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.



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 ALRT and bus loop impacts and achieve its maximum density. It should also respond to lower building heights in the surrounding neighbourhood.

OBJECTIVE:

New development should screen the guideway, station and bus loop 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 ALRT and bus loop.
- (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.

Yards

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

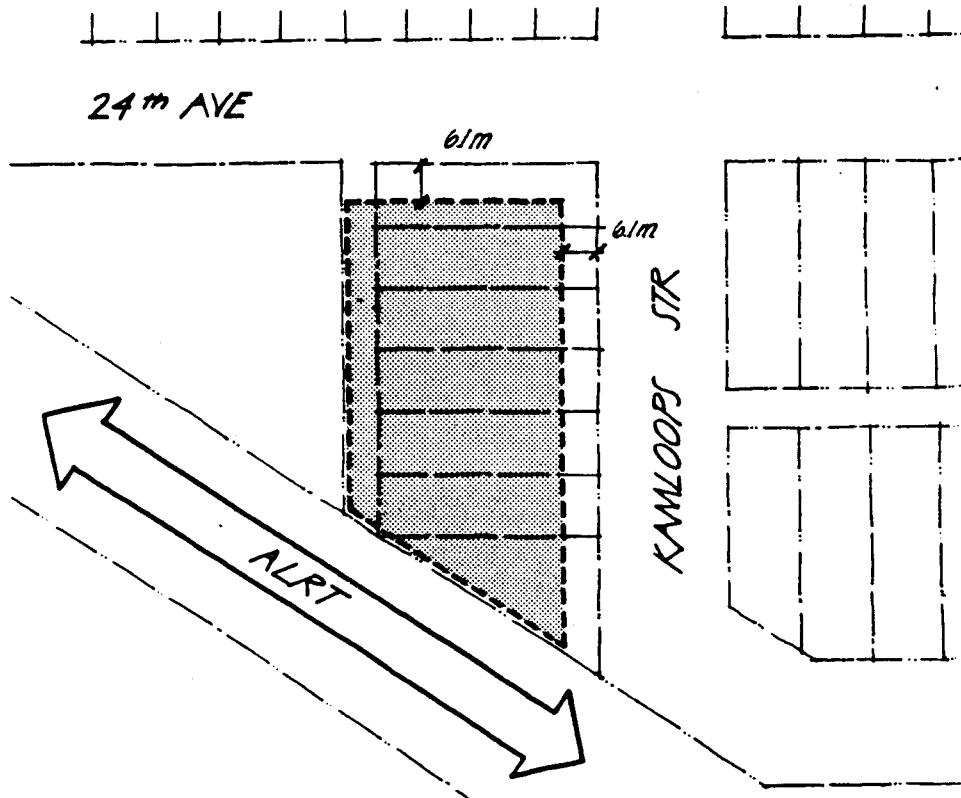
OBJECTIVE:

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 both Kamloops Street and 24th Avenue (Figure 6).
- (b) Providing no setback between the building and the ALRT and bus loop when the exposed walls have been designed to deal with privacy and noise impacts. This permits more flexible site planning, creates more useable open space and encourages more units oriented away from the ALRT and bus loop.

Figure 6. Suggested Setbacks for the Kamloops Street and 24th Avenue 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. These 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.
- (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 the sense of quality construction through window detailing. However, particular care must be taken in the treatment of any windows affected by ALRT and bus 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 by 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 bus 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 provide needed outdoor space. The design of balconies should consider privacy, useability, integration with the overall design and ALRT and bus impacts.

OBJECTIVE:

New residential development should provide balconies which are useable, private and ALRT and bus-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 bus 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 combinations of stucco and wood with some brick and stone as trim. The need to mitigate impacts may

result in blank walls facing the ALRT and bus loop. The detailing and finishing of these walls require careful attention to ensure an attractive image when viewed from nearby homes, the B.C. Parkway 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 and bus loop.

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 private 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 bus 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.
- (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 bus impacts to reduce noise and ensure privacy.
- (e) Setting back any privacy fencing from the property line to ensure the visual continuity of 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 unit privacy.

8

LANDSCAPING

Landscaping defines public-private space and creates neighbourhood character. It can also assist in mitigating ALRT and bus impacts. The predominant form of landscaping in the neighbourhood is simple, formal front yards with ornamental trees and gardens. Some areas have continuous street trees which help create a cohesive image and character 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, cobblestone, tile and lawn areas.

OBJECTIVE:

New landscaping should compliment and enhance the predominant landscape character of the neighbourhood. It should also help mitigate 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 and bus loop to visually screen new development and soften the impact of continuous building walls (Figure 7).
- (d) Layering landscape materials to achieve an appropriate interface along the street (Figure 8).
- (e) Providing consistent boulevard trees in agreement with the City Engineer to visually tie the neighbourhood together.

Figure 7. Suggested Landscaping Adjacent to the ALRT.

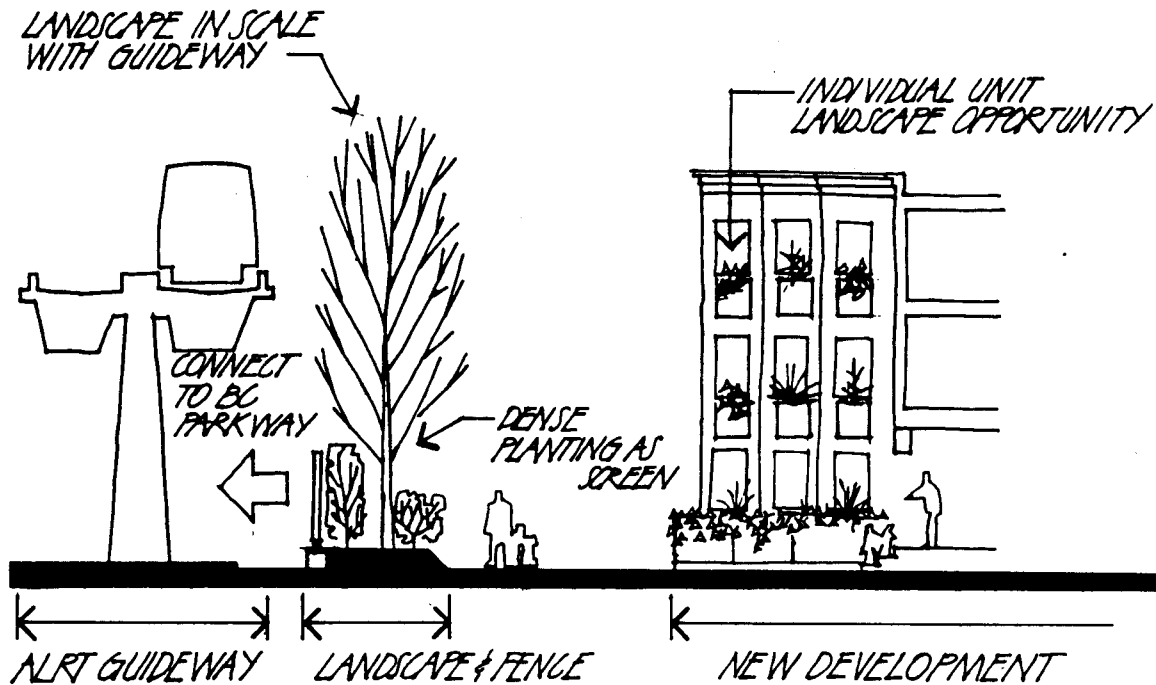
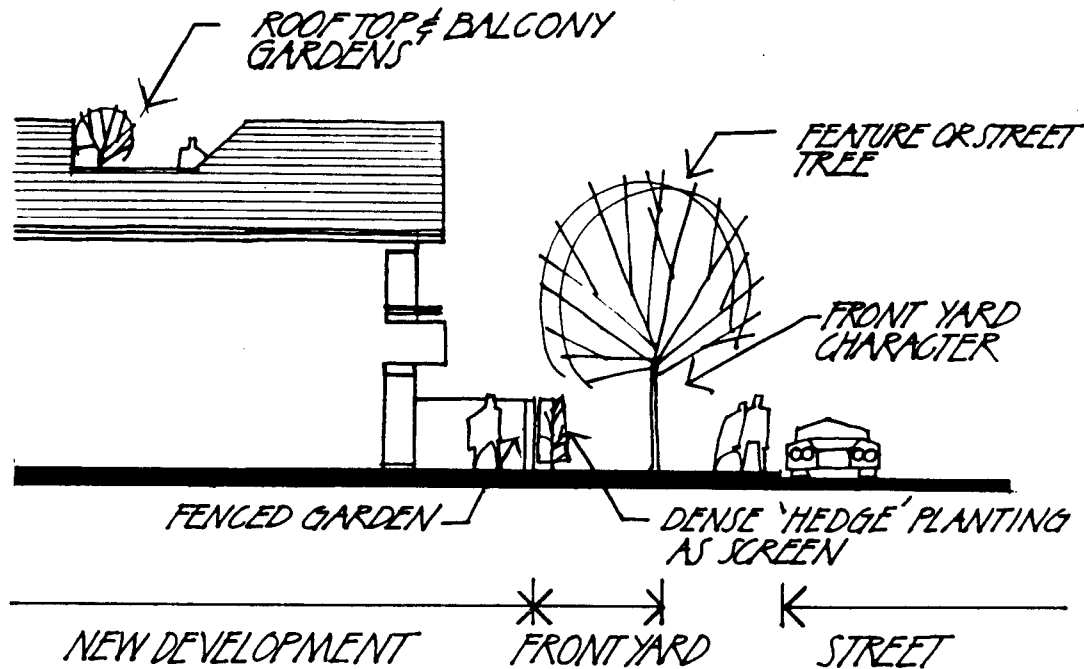


Figure 8. Suggested Street Edge Landscape Treatment.



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 Developments.

Acoustic Requirements

BY-LAW NO. 7515

A By-law to amend
By-law Nos. 3712, 4037, 4049, 4397, 4677, 5381,
5836, 5852, 6272, 6310, ~~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"

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

Secondary suites

BY-LAW NO. 9414

A By-law to amend CD-1 By-law No.'s 4670, 4918, 5028, 5416, 5937, 5950, 6169, 6312, 6313, 6315, 6316, 6318, 6319, 6320, 6321, 6322, 6323, 6361, 6362, 6363, 6528, 7405, and 7705

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

1. To section 2 of By-law No.'s 4670 and 4918, and to section 2(a) of By-law No.'s 5416, 5937, 5950 and 6528, after "dwellings", Council adds "or one-family dwellings with secondary suite".
2. In section 2 of By-law No. 5028, Council:
 - (a) after "dwellings", Council adds "or one-family dwellings with secondary suite"; and
 - (b) strikes out "dwelling units" each time it appears, and substitutes "one-family dwellings and one-family dwellings with secondary suite combined".
3. To section 2 of By-law No.'s 6312, 6315, 6316, 6318, 6319, 6320, 6321, 6322, 6323, 6361 and 6362, to subsections (a) and (b) of By-law No. 6363, and to section 2(b) of By-law No. 6313, after "One-family dwelling", Council adds "or one-family dwelling with secondary suite".
4. In By-law No. 6169, Council:
 - (a) from section 2(a), strikes out "dwelling", and substitutes "dwellings or one-family dwellings with secondary suite"; and
 - (b) from section 8, strikes out "dwelling unit", and substitutes "one-family dwelling or one-family dwelling with secondary suite".
5. To section 2(a) of By-law No. 7405, after "One-Family Dwellings", Council adds "or One-Family Dwellings with Secondary Suite".
6. To section 2(d) of By-law No. 7705, after "One-Family Dwelling", Council adds "or One-Family Dwelling with Secondary Suite".
7. To section 3.1 of By-law No.'s 6315, 6321, 6322, 6323 and 6362, to section 3.2 of By-law No.'s 6316, 6318, 6319, 6320 and 6361, to section 6.1 of By-law No.'s 6321, 6322 and 6323, and to sections 6.3 and 7.1 of By-law No. 6362, after "one-family dwelling", Council adds "or one-family dwelling with secondary suite".

8. In By-law No. 4918, Council repeals:
 - (a) section 4, and substitutes:
 - “4. The number of one-family dwellings and one-family dwellings with secondary suite, combined, must not exceed eight per acre.”;
 - (b) section 5, and substitutes:
 - “5. The height of any one-family dwelling or one-family dwelling with secondary suite must not exceed two storeys and a cellar or one storey and a basement.”; and
 - (c) section 6, and substitutes:
 - “6. Each one-family dwelling or one-family dwelling with secondary suite must have 1.5 off-street parking spaces except for a building constructed after April 20, 2004 which must have at least two off-street parking spaces.”.
9. In By-law No. 5028, Council repeals section 5, and substitutes:
 - “5. Each one-family dwelling or one-family dwelling with secondary suite must have two off-street parking spaces.”.
10. In By-law No. 5416, Council:
 - (a) repeals the first sentence of section 7, and substitutes:

“Each one-family dwelling or one-family dwelling with secondary suite must have at least two off-street parking spaces with access from the lane.”; and
 - (b) repeals section 9.
11. A decision by a court that any part of this By-law is illegal, void, or unenforceable severs that part from this By-law, and is not to affect the balance of this By-law.

12. This By-law is to come into force and take effect on the date of its enactment.

ENACTED by Council this 12th day of December, 2006



Mayor



City Clerk

RISE FROM COMMITTEE OF THE WHOLE

MOVED by Councillor Ladner

THAT the Committee of the Whole rise and report.

CARRIED UNANIMOUSLY

ADOPT REPORT OF COMMITTEE OF THE WHOLE

MOVED by Councillor Anton
SECONDED by Councillor Chow

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

BY-LAWS

MOVED by Councillor Louie
SECONDED by Councillor Cadman

THAT Council enact the by-laws before them at this meeting as numbers 1 and 2, and authorize the Mayor and City Clerk to sign and seal the enacted by-laws.

CARRIED UNANIMOUSLY

1. A By-law to amend various CD-1 By-laws re secondary suites (By-law No. 9414)
2. A By-law to amend the Zoning and Development By-law re retail and wholesale uses (By-law No. 9415)

The Special Council adjourned at 8:20 p.m.

2. TEXT AMENDMENT: Secondary Suites: Amendments to Various CD-1 By-laws

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

Summary: To amend various CD-1 By-laws to allow "one-family dwelling with secondary suite" as a use in CD-1s that currently permit one-family dwellings.

The Director of Planning recommended approval.

Staff Comments

Joyce Uyesugi, Planner, CityPlans, was present to respond to questions.

Summary of Correspondence

Council received no correspondence on this item since referral to Public Hearing.

Speakers

The Mayor called for speakers for and against the application and none were present.

Council Decision

MOVED by Councillor Capri

THAT the application to amend the applicable sections of various CD-1 By-laws to permit one-family dwellings with a secondary suite, generally in accordance with Appendix A to the Administrative Report, "Secondary Suites: Amendments to Various CD-1 By-laws" dated October 17, 2006 be approved.

CARRIED UNANIMOUSLY



CITY OF VANCOUVER
SPECIAL COUNCIL MEETING MINUTES
DECEMBER 12, 2006

A Special Meeting of the Council of the City of Vancouver was held on Tuesday, December 12, 2006, at 7:30 p.m., in the Council Chamber, Third Floor, City Hall, for the purpose of holding a Public Hearing to consider proposed amendments to the Zoning and Development and Sign By-laws.

PRESENT:

- Mayor Sam Sullivan
- Councillor Suzanne Anton
- Councillor Elizabeth Ball
- Councillor David Cadman
- Councillor Kim Capri
- Councillor George Chow
- Councillor Heather Deal
- Councillor Peter Ladner
- Councillor B.C. Lee
- Councillor Raymond Louie
- Councillor Tim Stevenson

CITY CLERK'S OFFICE: Denise Salmon, Meeting Coordinator

COMMITTEE OF THE WHOLE

MOVED by Councillor Ladner
 SECONDED by Councillor Anton

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

CARRIED UNANIMOUSLY

1. TEXT AMENDMENT: Retail and Wholesale Definitions

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

Summary: To amend Section 2 of the Zoning and Development By-law to improve and clarify the differentiation between retail and wholesale functions.

The Director of Planning, in consultation with the Director of Legal Services, recommended approval.