



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

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## **BROADWAY-ARBUTUS POLICIES**

*Adopted by City Council on July 7, 2004*

**NOTE: To be considered in combination with applicable guidelines**

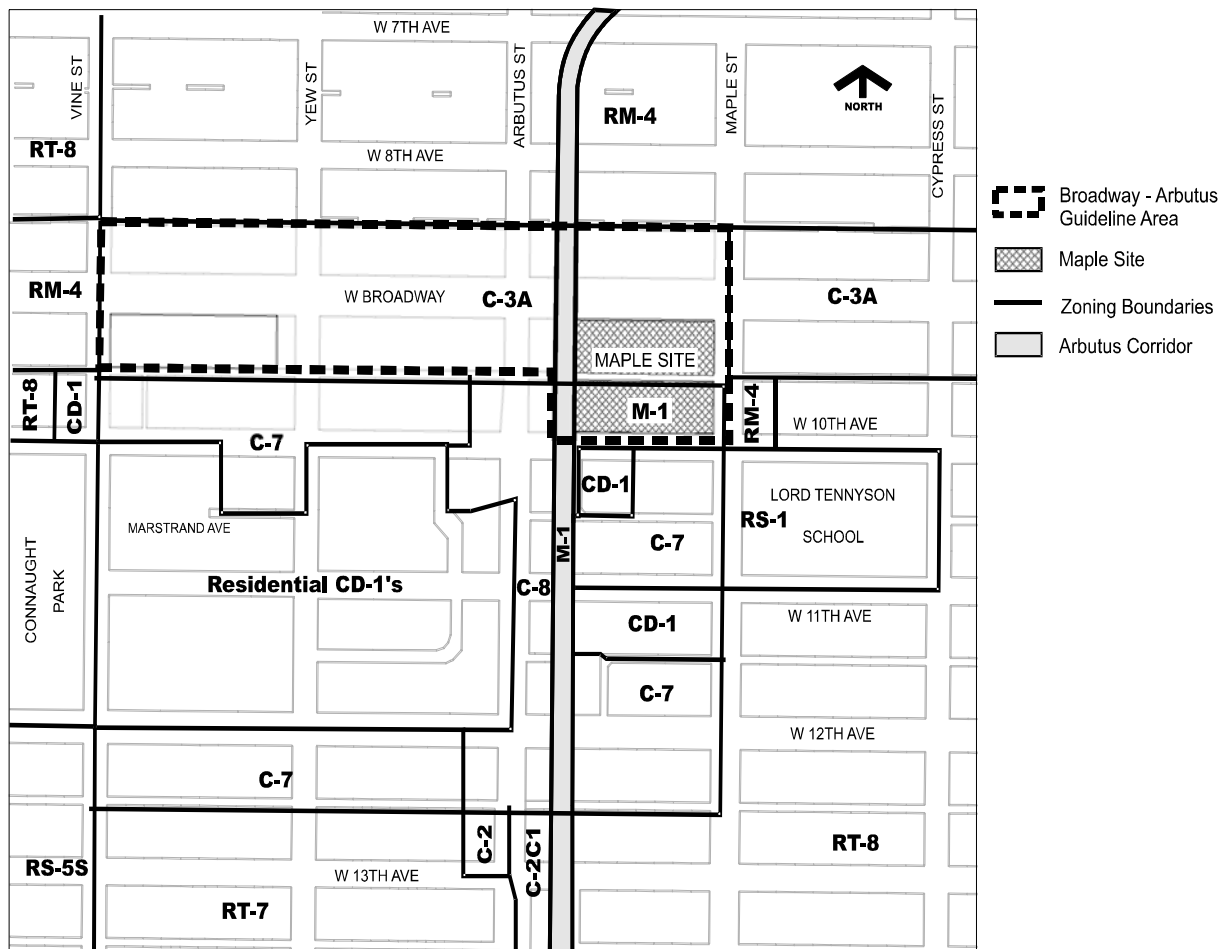
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## 1.0 Introduction

These policies apply to the area shown in Figure 1. and were initiated because of two major development proposals for this portion of Broadway in 2004. The general intent is to assist in the transition of the Broadway-Arbutus C-3A district to an attractive, vibrant area which connects and unifies the Broadway and Arbutus Street portions of this local shopping area within the Arbutus Neighbourhood Centre. The Broadway-Arbutus Policies are to be considered in combination with applicable Guidelines.

**Figure 1 Broadway-Arbutus Local Shopping Area**



## 2.0 Local Shopping Area Objectives

- (a) To support a strong local-serving LSA that is the commercial focus for the Broadway-Arbutus Neighbourhood Centre.
- (b) To encourage local-serving small scale retail/service uses in the area.
- (c) To encourage needed local-serving anchors in the LSA, including one or more full service grocery stores.
- (d) To ensure that the size and scale of future city-serving retail and service uses are compatible with the surrounding neighbourhood and do not detract from the local-serving component of the LSA.
- (e) To maximize the amount of supporting residential floor space close to the LSA by confirming current policy to favour residential space over commercial space in this portion of Broadway C-3A.
- (f) To ensure future developments and street improvements give priority to walking, biking and transit by helping to make these modes attractive, safe and convenient.
- (g) To ensure that vehicular traffic is well managed so that the area remains accessible, and surrounding residential areas are not negatively impacted.
- (h) To ensure that the physical form and design of new buildings enhances the pedestrian and residential environments.

## 3.0 Policies and Commentary

### 3.1 Uses and Density

- (a) For Broadway (between Maple and Vine Streets), confirm current policies for uses and density - up to 3.0 FSR total with 1.0 FSR retail/commercial at grade and the remaining floor space to be residential.
- (b) Limit individual store sizes to a maximum of 10,000 square feet (929 m<sup>2</sup>), except for grocery or drug stores which are limited to 30,000 square feet (2,787 m<sup>2</sup>), except that the project at Broadway and Vine (2256 West Broadway) may be considered as currently proposed.
- (c) On Broadway continuous retail/service uses at grade is preferred, but local serving, small scale, office uses (e.g. Dental office) would be considered if pedestrian interest is maintained and overall design contributes to street character.
- (d) For the portion of the Maple site fronting 10th Avenue (M-1 site), confirm current density maximum of 2.25 FSR, with choice of use (residential or commercial), but do not permit retail except as provided for in E.
- (e) If the Maple site develops comprehensively as a single land parcel, to achieve a better overall development consider flexibility in location of uses on the site within the allowable density maximums, but only if the 10th Avenue frontage is residential.

### 3.2 Height and Built-form

#### 3.2.1 Broadway

- (a) Generally limit heights to a maximum of 55 ft. (allowing up to 5 storeys - one or two commercial and up to 4 residential).
- (b) Consider height relaxations up to 70 feet (allowing up to 7 storeys - including one or two commercial and up to 6 residential) where it can be shown that:
  - (i) Overshadowing and overlook impacts to adjacent residential areas and sidewalks are improved;
  - (ii) A better scale relationship to adjacent buildings is created;
  - (iii) On-site street level public open space is achieved;
  - (iv) Overall liveability of the residential units is improved, and
  - (v) Slimmer building form results.

- (c) Limit heights above 55 feet to a maximum of 50% of the frontage for sites exceeding 150 feet in length.
- (d) A street wall height of 30 to 40 feet on Broadway is recommended.
- (e) Height should generally be lower near the adjacent RM-4 District where 30 and 40 foot heights are common.
- (f) On the north side of Broadway, higher building massing should be located at the Broadway property line to reduce shadow and overlook impacts to the smaller scale residential buildings on 8th Avenue.
- (g) On the south side of Broadway, building massing should ensure substantial sunlight penetration to the north sidewalk at equinox.
- (h) Street walls on large sites should be articulated to improve design interest.
- (i) In general, higher building massing is most appropriate at corner locations where overshadowing impacts are less and height can be used to frame street corners.

### 3.2.2 Maple site - 10th Avenue (M-1 portion)

- (a) Generally limit heights to 45 ft.
- (b) Allow relaxations up to 60 ft. to accommodate the daycare, or to respond to the adjacent C-3A development, where it can be shown that:
  - (i) Overshadowing and overlook impacts to adjacent residential areas and sidewalks are manageable;
  - (ii) A better scale relationship to adjacent buildings is created;
  - (iii) On-site open space for the daycare is achieved;
  - (iv) Overall liveability of the residential units is improved.

## 3.3 Movement - Pedestrians, Traffic and Parking

### 3.3.1 General

- (a) All vehicular access to sites on Broadway should be from the lane behind Broadway where lane access exists.
- (b) Commercial truck access and loading should be from lanes.
- (c) On the north side of Broadway, (as sites redevelop) require a lane dedication to complete the 20 foot wide lane system where there is no lane or where this width has not already been achieved.

### 3.3.2 For the Maple site

- (a) All non-local vehicular access and circulation should be contained at or north of the current lane entrance on Maple Street.
- (b) The closure or exchange of the City-owned lane should be supported only if it can be shown that access, circulation, parking and utility needs will function at least as well as if the lane were retained in its current configuration.
- (c) If the lane is closed and the site consolidated, all parking and loading should be contained internally, with access at the current lane location and, if necessary, on Broadway at the location with the least impact to the pedestrian realm.
- (d) A setback from the Arbutus rail corridor should be considered to facilitate a more direct connection for pedestrians between the retail/service uses on Broadway and Arbutus Street.

### 3.3.3 Recommended Actions

- (a) For the Vine site, implement measures recommended by the traffic and parking study.
- (b) For the Maple site, once a specific proposal is made in accordance with these policies, complete a neighbourhood traffic and parking impact study and implement the measures as recommended.
- (c) When plans and traffic impact studies for the Maple and Vine sites are complete, integrate recommended traffic management measures with currently planned improvements (For

example. 11th Avenue Greenway, 10th Avenue Bikeway) to provide a comprehensive traffic management/movement plan for the area in the context of giving priority to walking, biking and transit. The plan should include a streetscape component and should consider enhancements to the pedestrian environment, such as additional landscaping, street trees, special sidewalk treatment and a landscaped median on Broadway.

- (d) Request Engineering Services to report back on the effectiveness of the traffic management measures within 2 years of development completion for these sites, and to recommend any changes or additional traffic management measures required.
- (e) On-street parking regulations in the area should be reviewed in consultation with area owners and businesses to ensure on-street parking is put to best use and to help provide a better pedestrian environment.

### **3.4 Transit**

- (a) Require a 10 ft. building setback on Broadway for the two block faces on the east side of Arbutus Street (within 200 ft. of the likely station entrance locations) as these sites redevelop and until such time as the location of the Millennium Line transit station entrances are known. This space would be used to accommodate additional pedestrian traffic from a future transit station and allow space for planters, larger street trees, outdoor seating etc. Allow underground parking to encroach into this 10 foot setback.
- (b) When the Maple site redevelops, require a public open space dedication at the northwest corner of roughly 50 ft. by 50 ft. with future use to accommodate access/egress to a Millennium Line transit station and to be landscaped as public space in the interim. Do not permit underground parking under this space.
- (c) Require future development on sites adjacent the Arbutus corridor to respond to the impacts of possible future transit.

### **3.5 Public Benefits**

- (a) Continue to require a daycare facility be constructed as part of the Maple site redevelopment or allow applicants to provide a suitable daycare facility elsewhere within the Arbutus Development Cost Levy (DCL) area. Permit a FSR exclusion for the daycare space if it is constructed as part of the Maple site redevelopment.
- (b) Review street and pedestrian related improvements which will contribute to the goal of achieving a safer and more attractive pedestrian environment and better linkages to parks and greenways. Require adjacent development to construct these improvements according to current City practice.
- (c) To assist in creating a more attractive and usable pedestrian environment, request large sites to provide small street level public spaces.