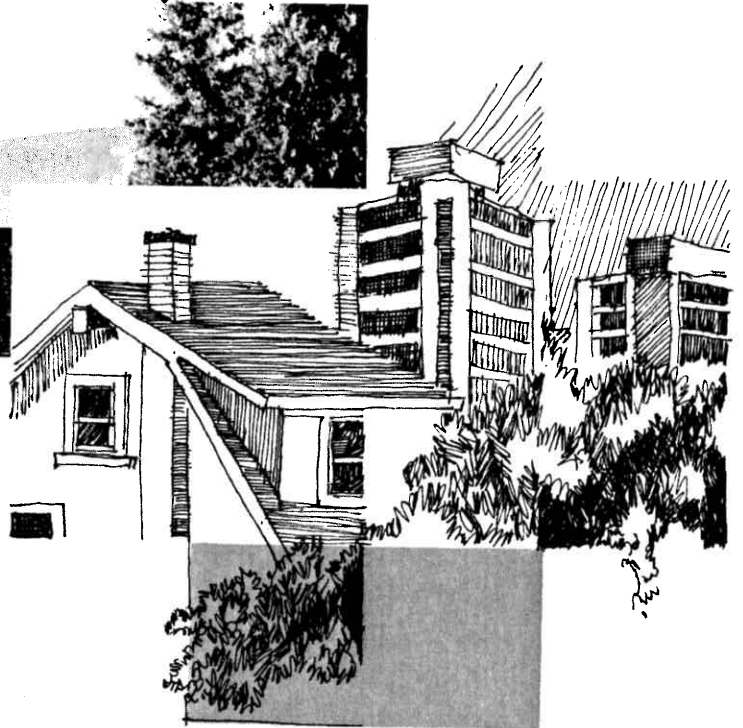
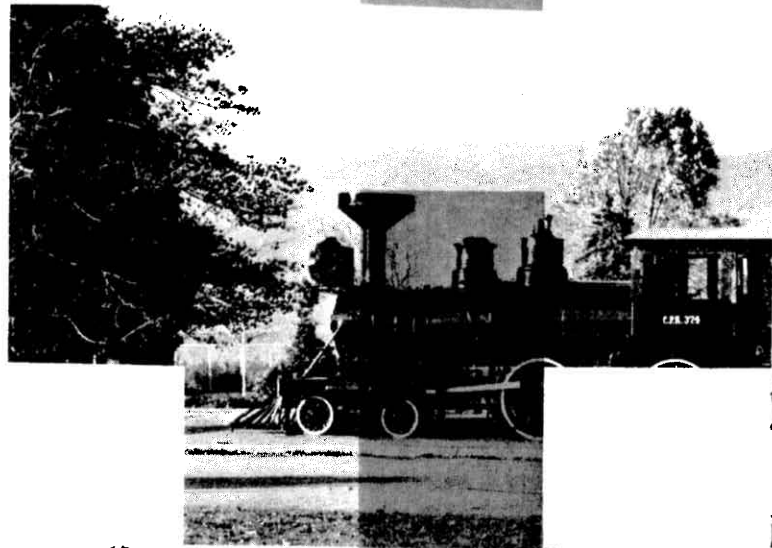




The Kitsilano Neighbourhood Plan

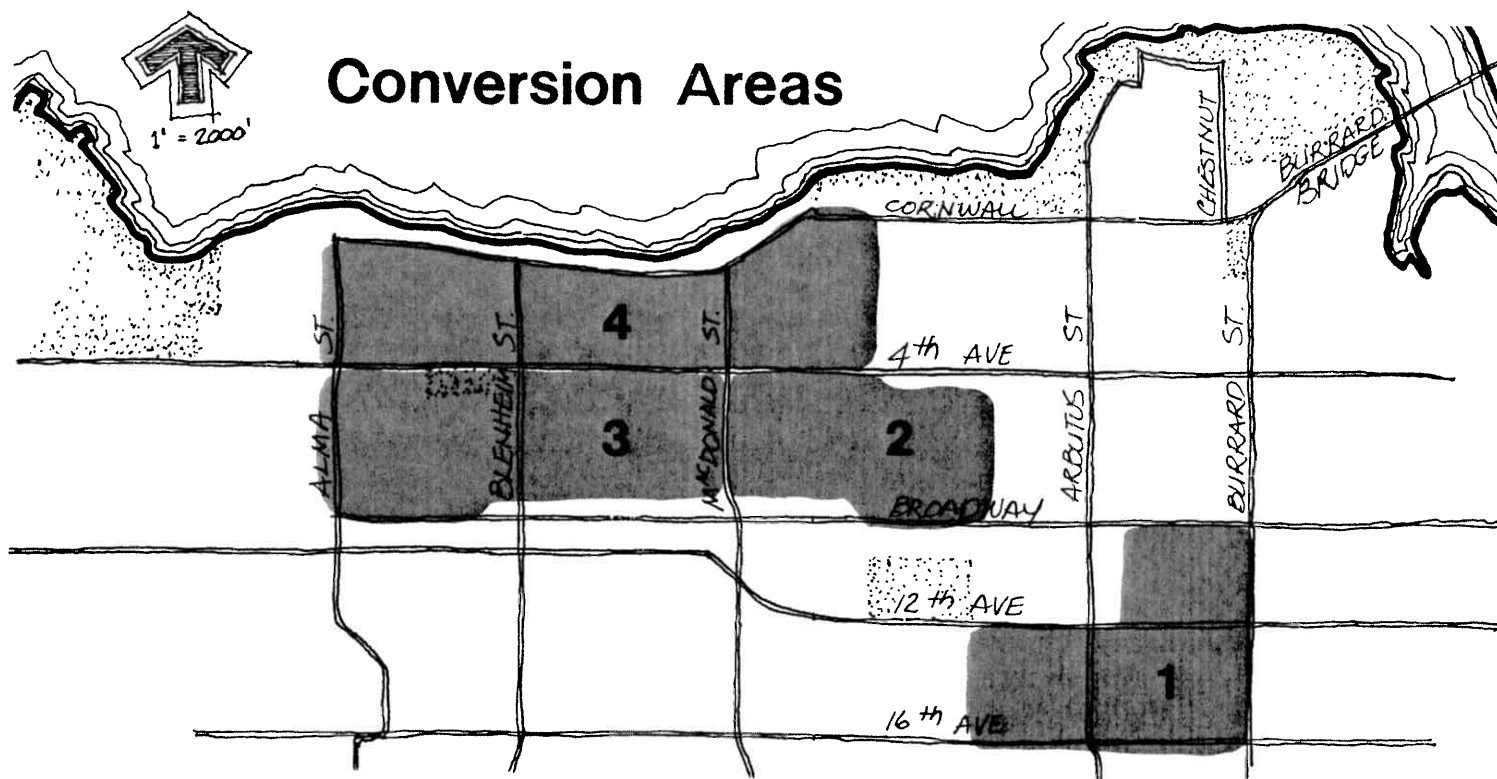
This brochure is a summary. A detailed plan may be obtained from the City Planning Department at City Hall. 873-7344



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CONVERSION AREA PLANS

Adopted by City Council March 29, 1977
New Zoning not yet enacted

BACKGROUND

The areas zoned RT-2 (duplex) and RS-2 (single family) are referred to as "conversion areas" in this Plan to reflect the fact that multiple conversion dwellings (i.e. houses converted into any number of suites) constitute a significant land use in those areas.

In order to deal with the large land area zoned RT-2 and RS-2, four sub-areas were created which approximated functioning neighbourhoods (see map).

It was determined that these conversions areas have an unique function in the community in that they: provide a transition between adjacent higher and lower density development, provide diversity of housing types, help maintain the community's historical character, provide a stock of low to moderate income rental housing, enable property ownership by people with moderate income.

ISSUES

1. The economics of conversion housing

This was studied in October 1975 by Western Realesearch for the Planning Department. The study concluded that the continued existence of these conversion zones is sound from an economic and investment point of view, including the owner-occupier view.

2. Need for certainty about future development and character

Some people felt that the areas should be zoned to higher density, some felt it should be lower. This created uncertainty which had an adverse effect on the neighbourhoods.

3. Allowing townhouses and garden apartments

The RT-2 and RS-2 zones allowed these uses. There was much debate on whether or not they should continue to be allowed, and if so, at what scale and at which locations.

4. Upzoning

The appropriateness of this had to be discussed in relation to the Kitsilano apartment area and apartment demand in the whole City.

5. Traffic and Parking

Lack of on-street parking was seen as a major problem, one which was often worsened by the creation of additional suites in houses.

6. Maintenance of Buildings

Some people holding property for speculation did little to maintain the building.

7. Loss of Families

The numbers of families (with children) in the conversion areas have been steadily decreasing while the total population has been increasing. Converting houses from single family dwellings to housekeeping and sleeping units and the high cost of housing compound the problem.

8. Options for residents to remain in the area

High land and construction costs, increasing property taxes and high maintenance costs all make it difficult for people to stay in the area.

POLICIES

The Policies adopted for these areas were developed in an attempt to deal with the issues mentioned above. Rather than listing the total of 59 Policy statements which were adopted by City Council for the Conversion Areas, a brief description of the problems and solutions unique to each area will be given

here. Copies of the detailed Plan are available from the Planning Department.

CONVERSION AREA 1

Because of location, the RT-2 and RS-2 zones in this area were dealt with together as one Conversion Area. It was noted, however, that there are distinct character differences between the area to the west of Arbutus and the area to the east of Arbutus. For this reason while policies were adopted which apply to both areas, some policies were also adopted for each.

The area to the west of Arbutus has a high percentage of single family dwellings and a low percentage of converted housing with a resultant lower density. There is no major development pressure in this area now and the primary goals are to preserve as much of the area as possible and to alter the trend to reducing the number of families by orienting new development towards the creation of housing suitable for families.

The area to the east of Arbutus is characterized by large older homes, many of which have been converted to suites, boarding houses or nursing homes. There has been considerable pressure to change the zoning to permit even higher zoning. However, it has been agreed that the character of this area should be preserved as much as possible. Any new development will maintain the scale, density and design characteristics of the area.

In both these sub-areas, owners will be permitted to create basement suites, add on to existing single family homes or conversion homes and build new duplexes. The total floor space permitted will be lower for the area to the west of Arbutus. Townhouses (limited in scale) will be permitted to the east of Arbutus, but not to the west, whereas infill housing will be permitted to the west of Arbutus because the position of existing housing on many of the properties in the area facilitates the construction of this type of development.

The commercial area at Arbutus and 16th will be maintained essentially as it is.

Tennyson School provides the only large amount of public open space within the area. N.I.P. funds have been allocated for alterations to the school grounds which will result in a park like situation, usable by all in the neighbourhood.

CONVERSION AREA 2

This area has one of the highest proportions of families with children of all the neighbourhoods within Kitsilano. With the increase in the number of multiple conversion dwellings in the area (almost half the houses have now been converted), the number of families has decreased, and the amount of singles and childless couples increased. It is felt that there is a relatively healthy social mix in the area now, and that any future development should be geared towards maintaining the existing overall mix.

This area already has the highest units/acre density of any of the conversion areas. No major increases in density will be allowed, although additional floor space will be permitted to encourage larger suites.

The area roughly bounded by Trafalgar, Broadway, MacDonald and 4th Avenue was zoned RS-2 (Single Family). It was noted this area had essentially the same characteristics as the portion of this Conversion Area to the east of Trafalgar. Therefore, this area will have the same zoning as the remainder of Conversion Area 2.

As in Conversion Areas 1 and 4, owners in this Area may be permitted to add on and/or convert (to dwelling units only),

have basement suites or redevelop to small scale townhouses. As the lack of parking is a major concern, an additional off-street parking space will be required for each new dwelling unit created.

CONVERSION AREA 3

This area has the highest proportion of single family houses of all the Conversion Areas in Kitsilano. There is a strong desire by the residents to maintain the existing character of the area. The strong family emphasis will be maintained and the unit density of the area should not increase significantly.

As there is some conversion housing in the area, it was felt new duplexes would still be in character, and therefore will be permitted. In order to encourage owners to keep their houses, they will be permitted to achieve the same floor space as would be permitted in a new duplex, and they can convert to provide one additional dwelling unit. One off-street parking space will be required for each new unit.

It was felt that permitting townhouses and apartments could change the physical characteristics of the area too drastically. Therefore, these uses will not be permitted in this area.

When the Plan was written, Blenheim Street was classified as a primary arterial, and therefore could have become a six-lane major thoroughfare in the future. Council instructed that this classification be changed to a "collector" street which would result in two travelled lanes, with cross streets having stop signs.

The small pockets of adjacent apartment zones were rezoned to the same zoning which was created for Kitsilano's Apartment Area to provide greater flexibility and design control. The zoning in the adjacent commercial areas was changed to encourage ground floor retail uses and upper floor residential. The Design Guidelines adopted for the Apartment Area proper will apply to these areas also.

CONVERSION AREA 4

This area was originally split at Bayswater into two different zoning districts (RT-2 and RS-2). It was noted, however, that there was a consistency in building and people types throughout the area and therefore it was agreed it should be considered to be one neighbourhood. The two zoning districts became one.

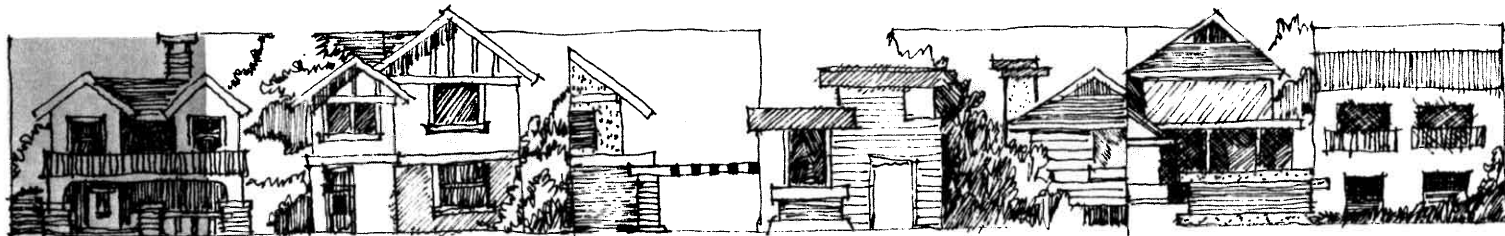
There is a diversity of people in this area and this feature was felt to be highly desirable. Any future changes should be geared towards maintaining this diversity. By encouraging the provision of units suitable for families, the stability of the area can be reinforced.

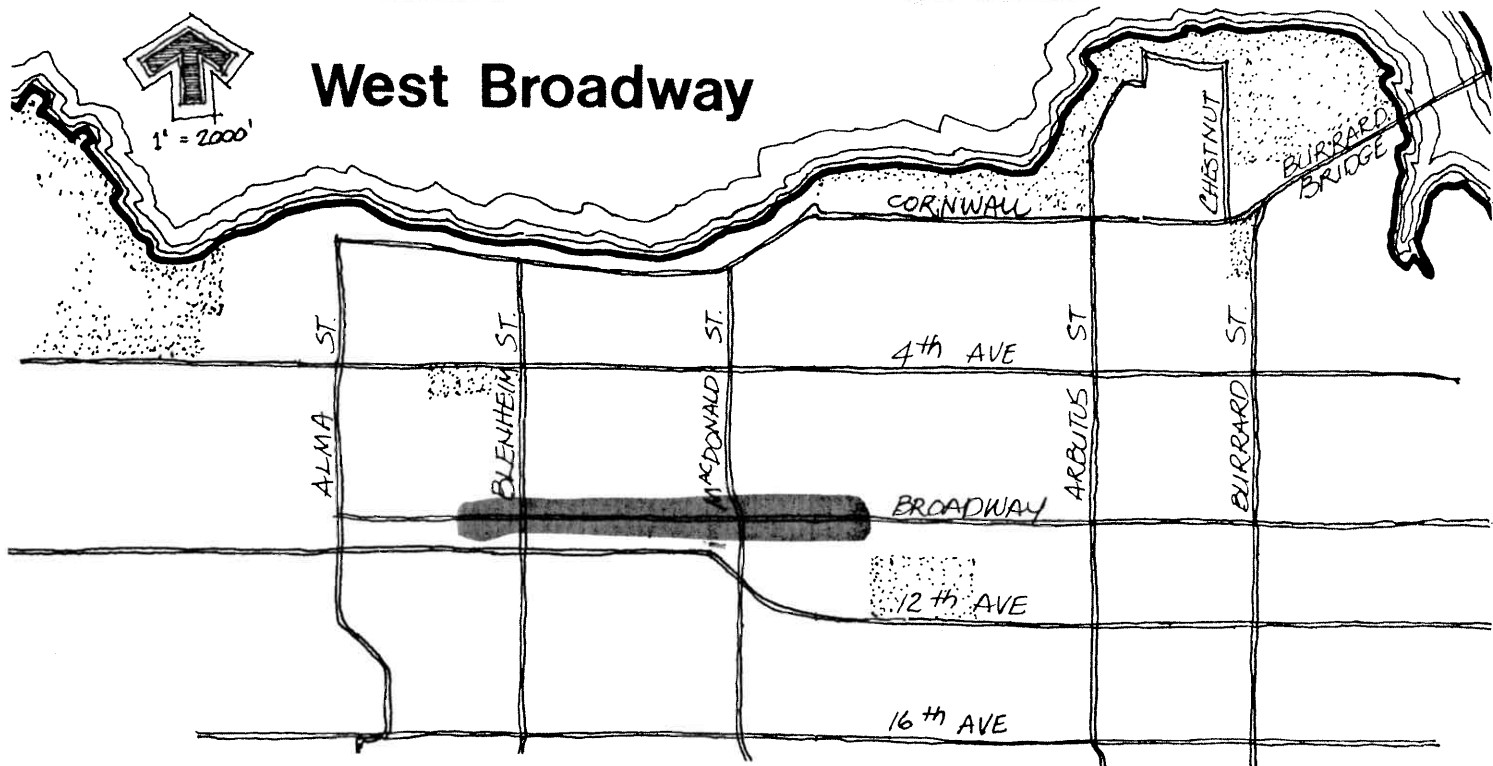
To help encourage the retention of existing housing, owners will be permitted to add on to their houses, and/or convert to suites or provide basement suites.

Small scale townhouses and/or apartments may be permitted if certain conditions are met. The design of the new development and the opinions of surrounding residents will be considered.

Before the Plan, Point Grey Road was classified as a primary arterial (potential of six lanes) and 4th Avenue was a secondary arterial (generally four lanes) when in fact 4th Avenue was the more heavily used street. The classification of these streets was changed (4th Avenue to be a primary arterial and Point Grey Road a secondary) to reflect the actual usage and desired future usage.

It was agreed that the commercial area at 4th and MacDonald should function as a local shopping area meeting the needs of the surrounding neighbourhood. The zoning was changed to reflect this.





WEST BROADWAY

Adopted by City Council July 27, 1976

New Zoning enacted on December 12, 1976

BACKGROUND

In April 1970, the West Broadway Merchants and Owners Committee asked the City to initiate a beautification scheme for the area. In February 1972, City Council approved the appointment of a design consultant for such project. By November 1972 the consultant had completed a development plan and a beautification scheme. Because of concerns of residents in the area, Council agreed to proceed with the beautification but the development plan was to be studied further.

The major features of the beautification scheme include tree planting, special pavers on the sidewalks and three mini-parks. These improvements were carried out in the spring and summer of 1976.

PLANNING ISSUES

The central issue to be resolved was to determine the role of this commercial area. In general, commercial centres could be one of three types:

- (1) Local: Provides convenience goods and services required by nearby residents on a day-to-day basis;
- (2) District: In addition to services provided in the local centre, it serves as the retail and service centre for a whole residential district (25,000 - 30,000 people);
- (3) Regional: Serves as a focal point for a large segment of the metropolitan region (100,000 - 300,000 people).

Clearly, West Broadway presently functions mainly as a district centre. The Planning Department has identified some of the factors which create a "healthy" district centre and those items which tend to inhibit the proper functioning of this type of area. These were then used to prepare the Policies contained in the Plan.

Another issue was to determine how West Broadway could fulfill its role as a major traffic arterial while still functioning as a district shopping area. This traffic issue was dealt with in the Policies in conjunction with the clarification of the role.

Parking was felt to be a potential problem. However, it was decided that the existing situation was quite good and that the existing zoning regulations would adequately deal with future problems.

POLICIES

1. The role of Broadway West

Policy 1: *The role of Broadway West, in the context of both the City and the Region, should remain as a district commercial centre.*

Some regionally oriented "specialty" shops should be encouraged to remain, as this is an important feature of Broadway West. However, the intrusion of extensive regionally oriented office development would lead to an increased traffic congestion on the arterial street (Broadway) and alter the district service function.

2. The role of the residential component

Policy 2: *Encourage new development to include a residential component.*

It is desirable to increase the residential component in the Broadway West area to improve the "market" for the continued viability of the area, reduce pressure on residential areas, substitute residential uses for office uses, and provide additional housing.

3. Zoning

The commercial area along Broadway is considered to consist of a "core area" and a "fringe area". The intent of this is to concentrate the pedestrian-oriented retail uses within a desirable walking distance of each other within the core. At the present time, the majority of automobile oriented uses along West Broadway are located at the extremities of the commercial centre. Any proposed auto-

mobile oriented uses are permitted only in the "fringe" areas so as not to disrupt the pedestrian orientation of the core area. It may also be appropriate to allow some ground floor office in the fringes. The "fringes" are considered to consist of the area west of Trutch and the area east of Stephens.

Policy 3: The zoning of the "core" area of West Broadway should be revised to produce a pedestrian oriented district shopping centre (2700 - 3100 Blocks inclusive).

Policy 4: Shops and services catering to the needs of the district residents should be encouraged.

The C-2C zoning schedule was created for this purpose. After a Public Hearing on October 26, 1976, this new zoning schedule was enacted by City Council on December 12, 1976. New developments and changes in existing developments are now evaluated in terms of the regulations contained within the new zoning schedule and the Design Criteria listed in the Plan.

Policy 5: The fringe areas of West Broadway are beyond the core of pedestrian oriented activity and some general business and automobile oriented uses should be permitted.

This policy was implemented by the creation of the C-2C1 zoning schedule which was enacted on the same date as the C-2C mentioned above (December 12, 1976).

4. Parking

Policy 6: Any new use in an existing building will have to meet the parking requirements of the zoning by-law.

Any change of use in an old building that generates a substantial increase in the parking required (e.g., regional retail, restaurant, pub) will have to respect the by-law. No general relaxations will be allowed although again, minor ones will be allowed.

Policy 7: On-street parking should remain as a feature of the West Broadway Commercial District at this time.

The on-street parking along Broadway West serves a function greater than that of just providing parking spaces. The parking provides an important buffer between Broadway traffic and shopping pedestrians by blocking certain amounts of pollution and noise. Additionally, pedestrian safety is enhanced. Also, for those patrons of retail shops along West Broadway, it is more convenient to park in front of the stores.

Policy 8: West Broadway merchants should be encouraged to implement an off-street collective parking scheme using commercially zoned land.

If such a scheme could be implemented, this would reduce the parking overflow into residential streets, and it could provide for the possible longer term loss of on-street parking.

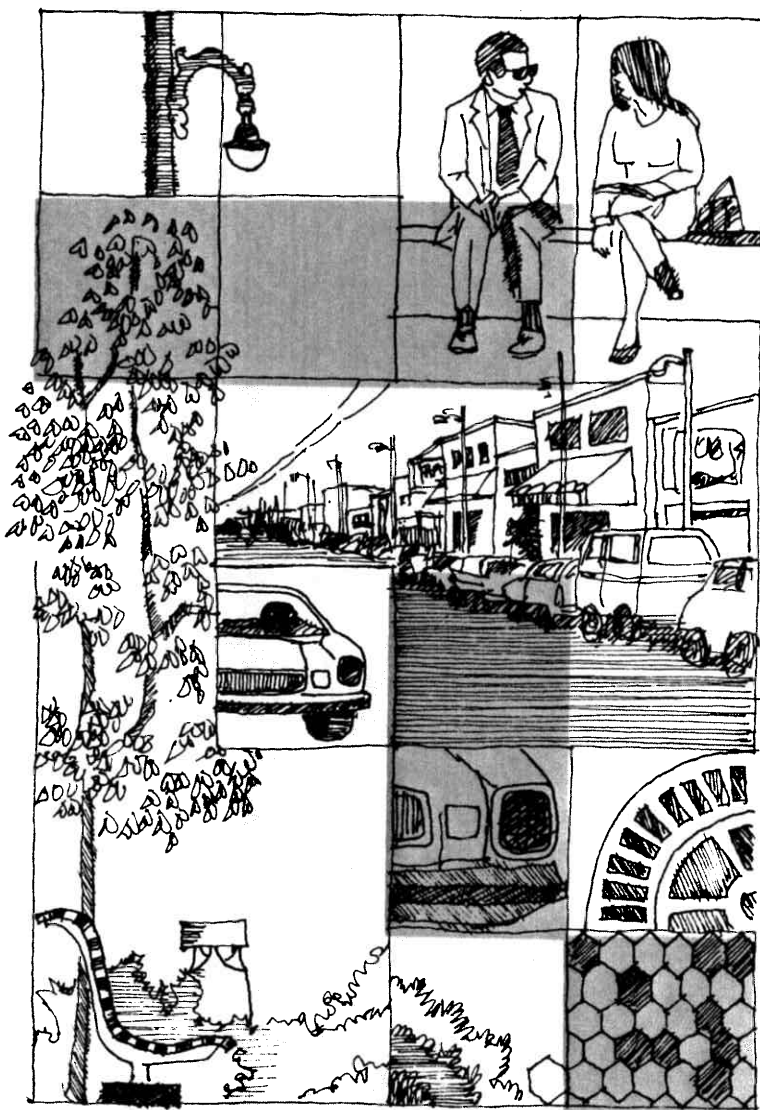
5. Lanes

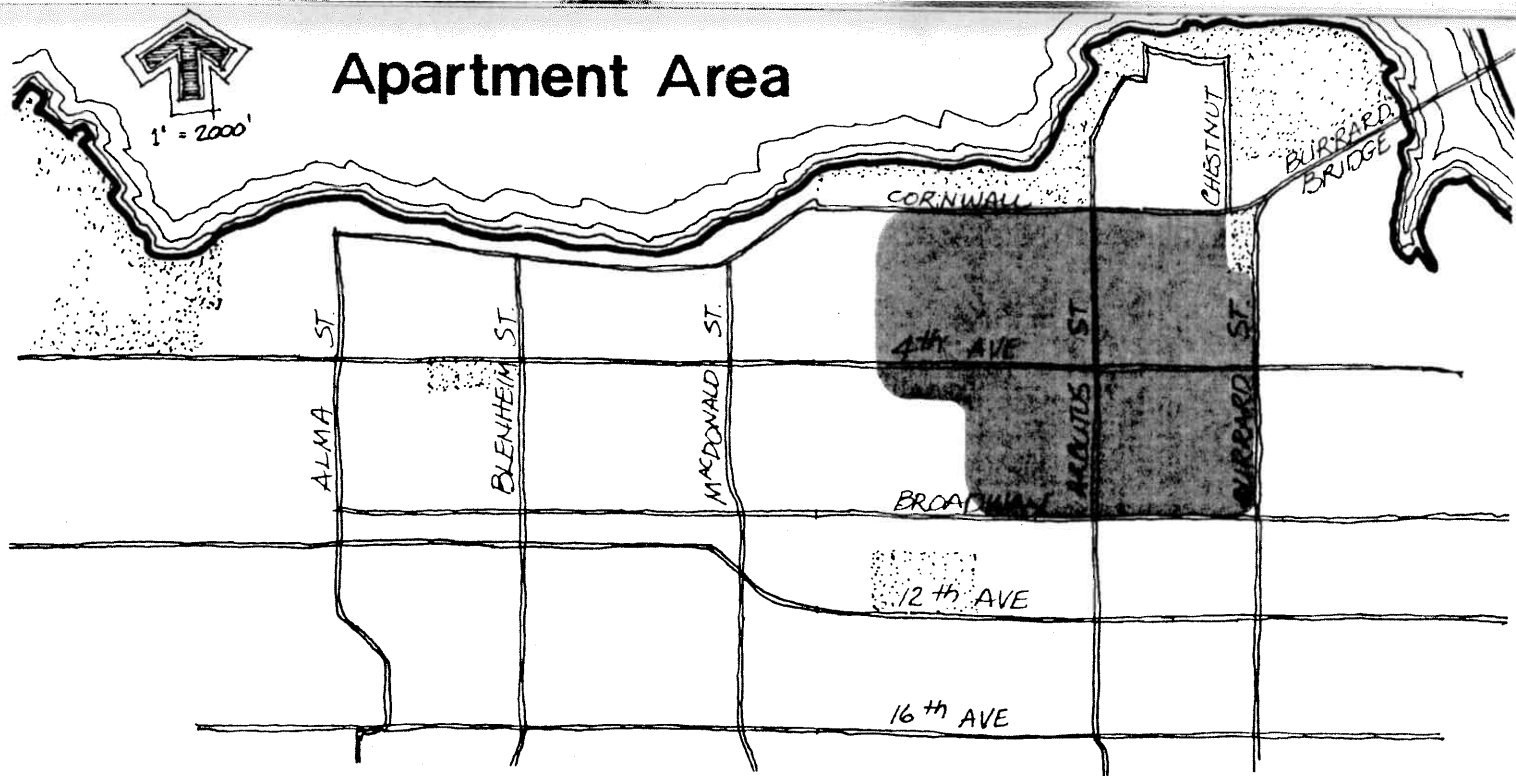
Policy 9: Dedication of lanes to complete the lane system in the area should be required as a condition of new development.

6. Beautification

Policy 10: Physical changes should enhance the appearance and character of Broadway West.

Such design features as storefront awnings and canopies, fascia signage, individuality of shop frontages, and general high quality of architectural design will help to strengthen and maintain the special pedestrian amenities and quality of the Broadway West area.





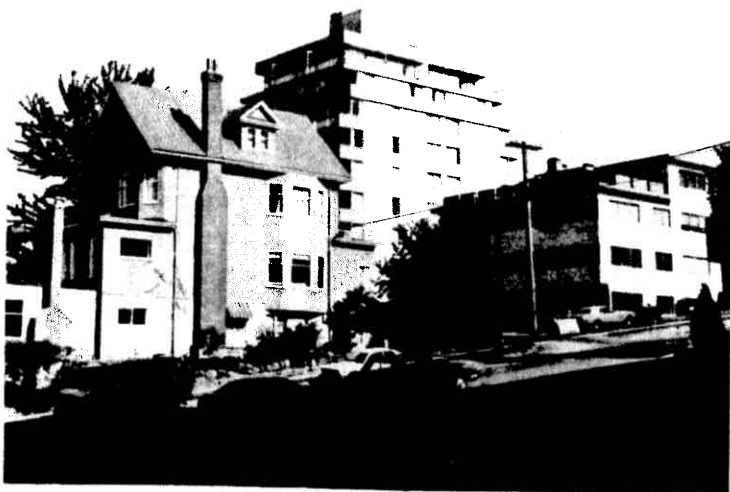
APARTMENT AREA PLAN

Adopted by Council May 6, 1975
Amended October 18, 1977
Zoning enacted March 16, 1976

BACKGROUND

The Apartment Area Plan was the first plan prepared for one of the neighbourhoods in Kitsilano. The Apartment Area was considered the most complex section of Kitsilano having the most difficult problems to solve.

One concern involved the creation of a medium-high density residential environment ensuring that the design and nature of buildings, transportation systems, parks and so on create a livable, efficient and pleasant neighbourhood. Another was the redevelopment process which created a number of social tensions involving pressures on people who lived in the area and wished to stay and a change in the type of residents residing within the area.



PLAN POLICIES

Plan Policy 5: Owners of individual buildings or groups of existing buildings should be permitted to rezone their property from the present zoning to an RT-2 zoning, at the owner's initiative.

This rezoning may facilitate preservation of a number of older buildings. In this case, there is no coercive action by the municipal government in forcing a downzoning; additionally, as the owner desires to preserve the home, he will most likely undertake improvements as they are needed. It is not known at present what benefits the property owner receiving a downzoning would receive, however rezoning could represent a serious commitment to preserve the house which may result in lower taxes and reduced pressure to redevelop.

Plan Policy 6: "Infill" housing should be permitted in the apartment neighbourhood.

The retention of older buildings may also be accomplished through the development of "infill" housing. This involves the preservation of older buildings and the construction of new on the same site. This is allowed on a conditional use basis upon meeting criteria of resident open space, privacy, light and air, design and compatibility with adjoining buildings.

Plan Policy 7: The RM-3A apartment zoning should be modified to encourage a more imaginative form of development.

Multi-dwelling buildings will be permitted in the apartment area. Design improvements are considered essential to avoid the repetitious type of development that was occurring in the area. An emphasis on a more unique and individual type of building is considered appropriate to ensure an interesting urban neighbourhood in Vancouver. In order to accomplish this, a flexible zoning, within a framework of firm guidelines was considered the most effective way of dealing with new apartment buildings. Future multiple dwelling buildings are permitted on a conditional use basis upon meeting a number of established development criteria.

A detailed explanation of these criteria is available at the Planning Department in the booklet "Kitsilano Apartment Area Design Guidelines". In summary, the criteria are:

1. Residential Areas

In discussion with community groups the overall concerns expressed over the future of the Kitsilano apartment area centered upon three issues: (i) The rate of growth and eventual total population; (ii) The design and appearance of buildings, particularly apartments; (iii) The effect that the redevelopment process is having upon residents and the social composition of the community.

i) REDEVELOPMENT POTENTIAL AND POPULATION INCREASE

It was calculated that the maximum population in this area could be 17,000 (compared to approximately 14,000 at present) and that the population could increase at a maximum rate of 400 per year. Recent census figures indicate that the population has actually dropped a little in the last five years. The interest shown in the preservation of existing houses and the creation of larger suites tends to keep any increase in population far below the maximum figures noted above.

ii) DESIGN, MIX AND APPEARANCE OF BUILDINGS

A diversity of buildings (and people) within the apartment neighbourhood is considered the most important building goal that should be worked for in order to maintain an interesting and varied neighbourhood. This includes both encouragement to resident and absentee owners to maintain and retain existing buildings, as well as future buildings of diverse types of multi-family developments.

In order to encourage building diversity and to prevent any one type of building form from "taking over" the area, the following Policies were adopted by City Council:

Plan Policy 1: *In order to encourage the retention of some older housing, the floor space ratio allowed on homes in this area should be increased to 1.0.*

The existing F.S.R. of the older homes is generally 0.5, usually as a two-storey or two-and-one-half-storey building covering 25% of the site. Allowing additions to the buildings of up to a total of 1.0 F.S.R., the resulting building could be a two-and-one-half-storey building covering 50% of the site. This is in keeping with the nature of a multiple density area. New apartments are of a higher density and also occupy 50% of the site.

Plan Policy 2: *Townhouses should be permitted in the multiple-family zone.*

A number of locked-in lots, particularly at the ends of blocks, have been created by previous apartment development and could be used particularly for a form of urban townhouse. Permission to build this type of development is contingent on meeting the criteria of resident open space, privacy, light and air penetration, and compatibility with adjoining buildings (as outlined in the "Apartment Area Design Guidelines" booklet).

Plan Policy 3: *Owners of single family homes, duplexes, conversion homes (as well as apartments) be eligible for housing maintenance assistance through the Residential Rehabilitation Assistance Program (R.R.A.P.).*

Plan Policy 4: *The City Planning Department's Heritage Group and Heritage Advisory Committee should be requested to examine buildings or groups of buildings to determine if any merit retention for heritage reasons.*

Criterion 1: Underground parking will be required in new multiple family developments.

Criterion 2: A maximum individual length of new multiple-family buildings will be 200 ft.

Criterion 3: Usable, on-site, open space should be provided in all new multiple family developments.

Criterion 5: Setbacks need not be generally observed in the area.

Criterion 6: Maximum site coverage in new multiple family units will be 65%.

Criterion 7: Design Criteria will be utilized to determine "quality" of proposed buildings and individual units.

Criterion 8: Apartments must be provided that are capable of supplying family housing.

Criterion 9: Housing units for low-moderate income or senior citizens may be provided in new developments.

Criterion 10: Floor space ratio will be permitted to a maximum of 1.9.

These last two criteria refer to "bonussing", a system whereby developers are permitted to build additional floor space if they provide low cost units to those in need of them. This is explained further in Plan Policy 10.

iii) SOCIAL IMPACT OF REDEVELOPMENT

As redevelopment occurs and the prices of new and old housing continues to rise, the lower income segments of the community find it more and more difficult to remain in the area. Social and economic diversity has been an historical aspect of Kitsilano that is desirable to retain. Therefore long-term policies were adopted which hopefully will help maintain this income mix.

Plan Policy 8: *Relocation assistance should be provided for displaced tenants as an aspect of the redevelopment process.*

Developers are asked to provide assistance (beyond that required by the Landlord Tenant Act if needed) to long term families (living in one place more than three years), senior citizens (55 years +) or low income persons (\$3,000/year or less) to find suitable alternate housing or to reach some other suitable agreement.

Plan Policy 9: *Site acquisition should be initiated for senior citizen and low-moderate income family housing.*

\$410,000 from the Neighbourhood Improvement Program was used to purchase one site on 2nd Avenue and to consolidate another site on 5th Avenue. It is anticipated approximately 50 dwelling units suitable for families will be provided on these two sites. Hopefully, more sites will be purchased and developed as funds become available and specific needs are identified.

Plan Policy 10: *Senior citizen and low-moderate income units may be provided within new multi-family units through a "bonus" system.*

"Density bonussing for low and moderate income housing" provides a developer with increased floor space (more units) if shelter is provided for individuals with low to moderate incomes or senior citizens. On February 10, 1976, City Council endorsed detailed guidelines for the operation of this program.

2. Commercial, Shopping and Industrial Area

The retail areas located within the apartment area of Kitsilano are primarily of a type and size that are of a district or local nature. This is in keeping with the apartment neighbourhood's role as a living area. To accomplish this, ground floor retail should continue to be oriented to the day to day needs of the district's population. Regionally oriented "specialty" shops have long been an aspect of the character of Kitsilano and are recommended to continue.



Plan Policy 11: *Fourth Avenue (Burrard to Balsam), Yew Street (Cornwall to First), Cypress Street (at First) and a portion of Broadway (Vine to Arbutus) should be emphasized as district, pedestrian oriented shopping areas.*

Fourth Avenue from Burrard to Balsam is the most important shopping area for the apartment neighbourhood. This function should be strengthened. Regional office potential in this area should be minimized.

Yew Street from Cornwall to First Avenue is a local "convenience" centre for the surrounding apartment residents as is Cypress and First Avenue. Broadway from Vine to Arbutus Street is generally a similar area. Additionally this area provides a transition from the larger office and regional uses located in the Broadway/Burrard node to the residential zone west of Vine Street.

The C-2B Zoning Schedule was created to implement this Policy.

Plan Policy 12: *The commercial area on Burrard Street from the Burrard Bridge to Broadway, and Broadway from Burrard to Arbutus should continue to develop with regional uses.*

This area has historically been oriented to office buildings and regional retail (particularly insurance and administrative functions). This function is recommended to continue as long as its development is not detrimental to the adjacent residential community.

At the same time, local stores and an inclusion of residential units may be permitted.

To accomplish this, the C-3A zoning was adopted in these areas.

Plan Policy 13: *The existing industrial uses bounded by Burrard, Cornwall, Cypress and First will continue at this location: future additions, however, will have greater design control.*

It is expected that the present use of the industrial zone will continue. Because of this location adjacent to an elementary school, within a residential area, and its visual impact

3. Traffic

Plan Policy 15: *Non-local traffic should be directed to the arterial streets.*

Fourth Avenue, Cornwall, Burrard and Broadway should be the primary automobile routes in the apartment area.

The most important traffic concern of the apartment area is the heavy "non-local" traffic on residential streets. Because of a peculiarity in the street system, automobile traffic from south of Broadway has no direct traffic route to the Burrard Street Bridge and Downtown.

The Burrard-Arbutus Connector was originally proposed in 1930 as a means of connecting the Burrard Bridge to Arbutus Street in order for vehicles to have a more direct route between downtown and points south. City Council carefully deliberated the pros and cons of the Connector again in May 1975 when adopting the Apartment Area Plan, and decided not to proceed with the Connector. City Council agreed that the traffic problem should be dealt with as much as possible by improving the existing arterial streets.

Plan Policy 16: *Traffic in the apartment area should be dealt with by the improvement of existing arterial streets and the discouragement and slowing of non-local vehicles on residential streets.*

On June 15, 1976 City Council adopted a plan for the improvements of the traffic situation in this area. This plan resulted in the widening of Burrard Street, the installation of left turn bays, the installation of stop signs on local streets, etc.

Plan Policy 17: *Cypress Street between Fourth Avenue and Kitsilano Point should be classified as a collector street.*

Plan Policy 18: *Arbutus Street between Broadway and 4th Avenue and Yew Street between 4th Avenue and Cornwall should be designated collector streets.*

Both will have 32' pavement width with all side streets having stop signs on them, thus providing a route through the area.

Plan Policy 19: *Meetings should continue to be held between civic staff and the Bureau of Transit Services to review the possibility of changes in public transit in the district.*

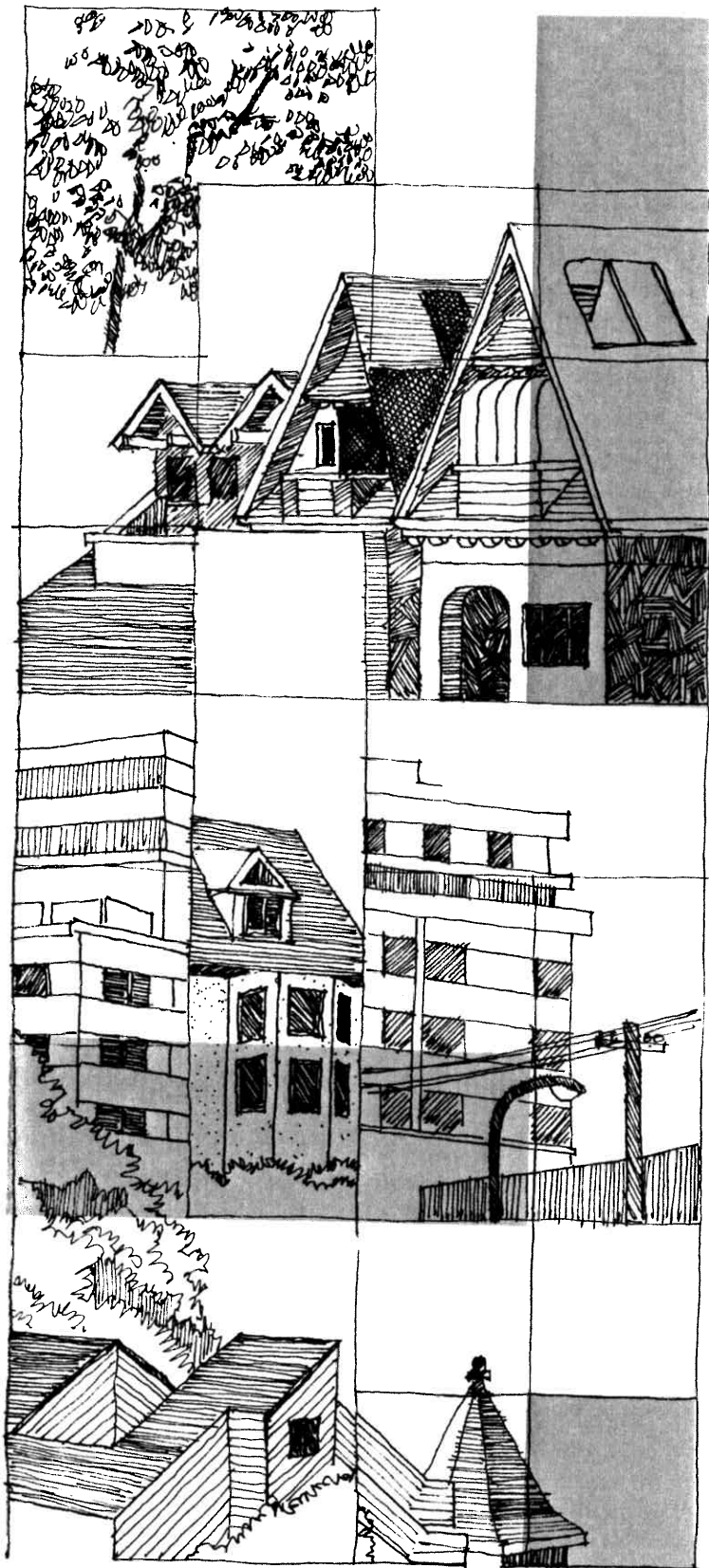
Of major concern here was the possible installation of bus service on Burrard Street. Various solutions have been proposed, though it may be several years before action occurs.



because of its siting at the bridgehead, greater design consideration will be given to buildings at this location.

Plan Policy 14: *The south side of First Avenue from Cypress to Arbutus should be rezoned to commercial with residential permitted on upper storeys.*

This area was zoned industrial, however, the south half of this block is multiple family. This action will phase out in time some of the "poorer" industrial uses and enhance the residential area.



4. Open Space and Street Scape

High density neighbourhoods have particular needs for open space and street landscaping treatments that are different from low density areas. Except for units having ground access there is a lack of open space. Although it is recommended that new development supply usable on-site open space, this will not meet the area's needs.

Plan Policy 20: *Property acquisition should be continued and completed, as soon as possible and a plan prepared to develop a neighbourhood park at Sixth and Arbutus.*

The need for additional open space is evident using a conservative standard for future park requirements; the area is deficient by at least ten acres. The park at Sixth and Arbutus in connection with the Kitsilano Beach Park, will provide locations for "active" recreation, such as tennis, games, etc.

Development of this park may be undertaken with buildings located on the fringes, as in the case of Tatlow Park. This will be resolved when property acquisition is completed.

Plan Policy 21: *The condition and appearance of the streets should continue to be improved by the City; all streets in the area should be regarded as potential walkways, and therefore pedestrian orientation should be provided whenever and wherever possible.*

In apartment areas streets and limited park areas are the only real open space available.

Plan Policy 22: *In conjunction with a comprehensive open space program, the Park Board be requested to assist in the development of an overall tree planting effort in the Kitsilano Apartment Area.*

Tree planting and landscaping of both public and private property should be utilized to enhance the streets. The Kitsilano apartment neighbourhood has virtually no street trees. This tree planting is particularly important in a higher density area for perceivable relief from the larger buildings.

Plan Policy 23: *The standard pavement width for local streets be reduced to 32'.*

This width allows parking and the free flow of two-way traffic. At the same time, it requires slow movement of vehicles. A reduced width also improves the "scale" of the streets in relationship to the residential structures and provides additional grassy areas.

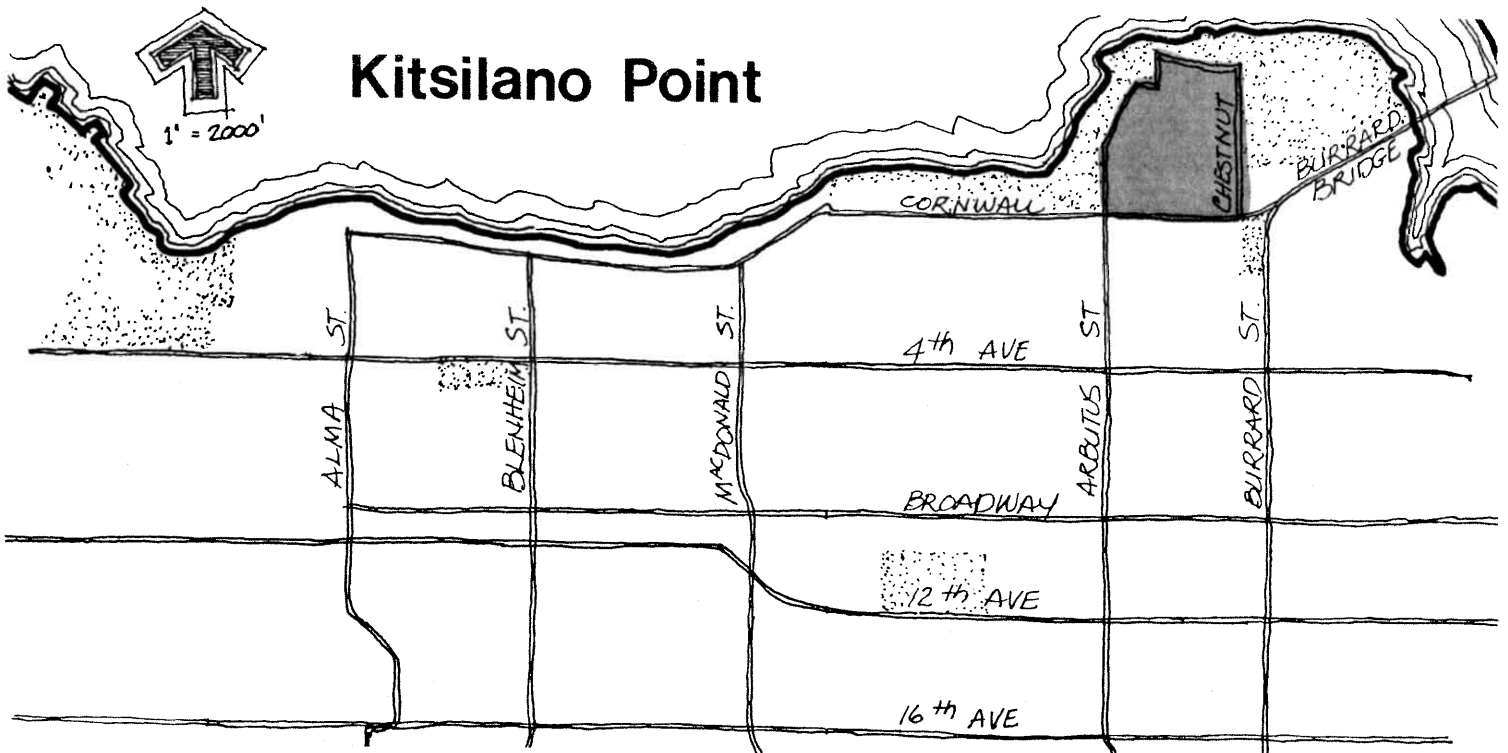
Plan Policy 24: *The future use of Seaforth Park be reviewed in conjunction with the Park Board.*

Seaforth Park (located at the foot of Burrard Street) is not used by area or city residents for recreation or open space. It is surrounded by industry and Burrard Street. Its primary function is one of a visible open area for motorists.

5. People Services

Plan Policy 25: *Henry Hudson School be improved in order to be the primary community use facility within the apartment area.*

N.I.P. funds were used to renovate rooms in the school to make them more usable by the community after school hours. N.I.P. funds were also used to improve the school grounds and construct a play structure.



KITSILANO POINT PLAN

Adopted by City Council August 12, 1975

Reviewed and amended June 28, 1977

New Zoning enacted October 8, 1976

BACKGROUND

Kitsilano Point is a unique residential area. Its peninsular location, with its beach oriented activities, and its flanking museum, planetarium, music centre, and boat launching facilities, raises many problems for its residents, as well as confers many benefits. The two roles, that of being host to a wide range of regional scale public facilities and that of being home to some 2,000 Kitsilano residents, are often in conflict.

The goals of the Kits Point Plan are to keep the small residential scale of the area protected from the pressure that would otherwise work to bring high density apartments into the Point and to reduce the impact of vehicular traffic within the residential streets of Kitsilano Point.

The small scale of development on the Point is a viable community scale. It is an important characteristic not only to the residents of the Point but also the residents of the Vancouver Region. Kitsilano Point has become a unique area in the region because of this scale of development and its singular position in relationship to regional activities and to downtown Vancouver.

Plan Policy 6: *Apartments should be permitted in this area.*

A basic F.S.R. of 0.75 is permitted. Additional floor space up to 1.45 is permitted if the "Design Guidelines for the Apartment Area of Kitsilano" and the following criteria are adhered to:

Criterion 1: A maximum individual length of new multiple family buildings will be 100 ft.

Criterion 2: A maximum building height of three storeys and 35 feet is permitted.

Criterion 3: Setbacks be required as in the existing zoning.

Criterion 4: Maximum site coverage be regulated by setbacks.

Plan Policy 7: *Townhouses should be allowed as a Conditional Use on lots with a maximum frontage of 100 feet.*

Townhouses are allowed at a F.S.R. of 1.00 and subject to the Apartment Area Design Guidelines and the criteria listed above.

PLAN POLICIES

1. The duplex area north of the CPR Right-of-Way

The main goal is to encourage and preserve the small scale residential character of this area. This is being implemented by permitting some small amount of increased floor space for existing buildings and permitting only small scale new development.

Plan Policy 1: *The floor space ratio allowed on existing homes in the RT-2 area be increased to 0.75.*

The economic viability of some buildings can be extended by allowing an additional suite(s) up to a total floor space ratio of 0.75. This would be allowed on a conditional use basis, subject to design approval. However, existing regulations governing setbacks would apply.

Plan Policy 2: *Duplex developments should be allowed as an outright use in this area at a F.S.R. of 0.60.*

This policy of allowing this form of redevelopment at a lower outright F.S.R. than that allowed on existing buildings was instituted to encourage retention rather than redevelopment. Duplexes are believed to be compatible with the present and future character of the area.

To provide greater design control, new duplex developments are considered on a conditional use basis to a F.S.R. maximum of 0.75. New developments of this type are to follow the criteria as listed in Plan Policy 3.

Plan Policy 3: *Townhouses be allowed in the RT-2 area as a conditional use at a F.S.R. of 0.75.*

All new development of this type is limited by the following guidelines:

Criterion 1: A maximum frontage of 66 feet (or on irregularly shaped lots, an area of 8,000 sq. ft.) be permitted. This will maintain the existing streetscape where almost all existing lots have a frontage of 66 feet or less.

Criterion 2: On-site parking shall be required at the ratio of one parking space per dwelling unit. This is in keeping with the regional goal to reduce dependency on the automobile.

Criterion 3: Usable, on-site open space should be provided on all new multiple-family sites.

Criterion 4: A maximum building height of two and a half storeys.

Criterion 5: New multiple dwelling buildings should be capable of supplying family housing.

Criterion 6: All off-street parking shall be provided with access off a lane for all sites which abut a lane.

Plan Policy 4: *On-site parking should be permitted on all sites currently developed with residential buildings where the site abuts a lane and the proposed parking area is immediately adjacent to the lane.*

Under previous regulations, some sites were technically too small to have off-street parking. This was changed so that virtually all lots having enough room for car parking could have such parking.

Sundecks on top of garages are encouraged by excluding them from the F.S.R. and site coverage calculations.

Plan Policy 5: *The Minimum Standards of Maintenance By-law should be applied in Kitsilano Point on a priority basis.*

This type of enforcement was requested at all Kitsilano Point Planning Committee meetings and it is felt to be an appropriate method for upgrading the building conditions of Kitsilano Point.

2. The apartment area between Cornwall and the Right-of-Way

This apartment area is to function as a transition area between the apartment area to the south of Cornwall and the duplex area to the north of the right-of-way. The zoning was changed to encourage owners of existing houses to retain them by permitting additions to houses and more conversion suites. When redevelopment does occur then the following policy will apply.

Plan Policy 8: *Individual property owners should have the option to downzone their property to the regulations covering the area north of the right-of-way.*

The goal of this policy is to encourage retention of older single family dwellings, conversions and duplexes that will add to the variety of building types in the apartment area.

Plan Policy 9: *Owners of single family homes, duplexes, conversion homes and apartments should be encouraged to use the funds available through the Residential Rehabilitation Assistance Program (R.R.A.P.) to upgrade their buildings.*

3. The C.P.R. Right-of-Way

The right-of-way serves as a division between the duplex zone to the north and the apartment zone to the south.

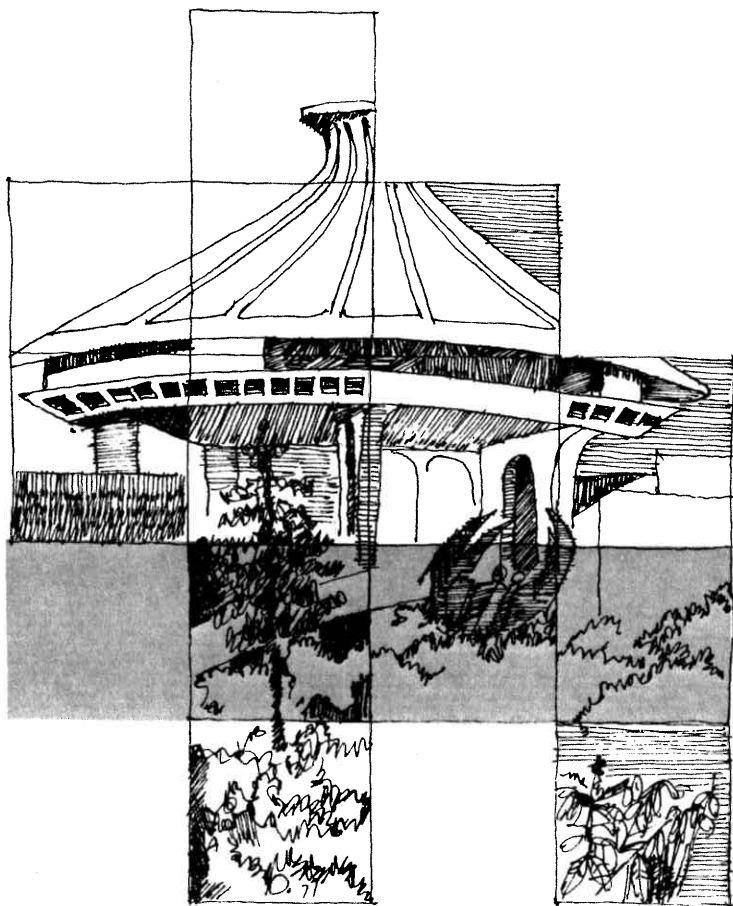
Plan Policy 10: *When developed, the right-of-way should be used for some form of family housing.*

Plan Policy 11: *If any land is made available to the City on the right-of-way it should be used to construct a small, decentralized community centre.*

4. Kits Point as a public amenity area

In addition to the established Kitsilano Beach, the Maritime Museum, the Planetarium/Centennial Museum Complex and, most recently, the Community Music School have also appeared on Kitsilano Point. Because of the proximity of these regional uses to each other, a great deal of movement occurs among them, around and through the residential area.

Therefore, planning for the future of the Point must of necessity relate the residential area to the regional uses. Since the residential area of Kitsilano Point is an integral element of the recreational/cultural complex of the area, it should be developed as a "park neighbourhood" linking the park and the residences so that it becomes a complementary component to the Point's amenity. The following policies aim to produce this result:



Plan Policy 12: *Kitsilano Point be approached as a "residential community improvement area".*

Individual property owners are encouraged to take part in the city-wide programs for curbs and paving, sidewalks and lane-paving. The City will consider additional landscaping and providing benches.

Plan Policy 13: *The Park Board should be requested to assist in a scheme of tree planting and landscaping.*

Plan Policy 14: *A bicycle path connecting the east and west sides of the recreational/cultural complex should be developed.*

One form of bike path was completed in this area in June 1976.

Plan Policy 15: *The standard pavement width for local streets should be 32 feet.*

To emphasize the feeling of community and small scale, this 32 ft. street width is recommended. This allows for two lanes of parking and traffic in both directions. This policy applies to all local streets except where a lesser width is required by existing curbs or walks or by existing or planned trees.

5. Commercial and shopping area

The small shopping area at Cornwall and Cypress should continue to cater to the day to day needs of Kits Point residents.

Plan Policy 16: *The commercial zone of Kitsilano Point be designated a local pedestrian-oriented shopping area.*

Criteria governing the design and form of new development were adopted and are available in the "Apartment Area Design Guidelines" booklet to anyone contemplating building new stores in this area.

6. Streets and Traffic

The condition and use of residential streets is of critical importance to any neighbourhood. In Kitsilano Point, streets have an additional function, that of being host to a heavy influx of traffic utilizing the regional recreational/cultural facilities that the Point has to offer. To the visitor, the residential streets serve not only as access routes but also as parking. In order to minimize the impact of visitor traffic

on the residential neighbourhood, the following policies were adopted:

Plan Policy 17: *Vehicular traffic, other than resident and resident's guest traffic, should be discouraged from entering the inner residential area.*

The City Engineer is developing methods of doing this.

The streets of this inner residential area should be viewed as pedestrian links, not traffic links, among the regional activities. Most streets can be considered as walkways, or extensions of the parks connecting the beach, the Maritime Museum and the Planetarium.

Plan Policy 18: *Fir Street should be extended north to provide a link with the City marina on False Creek and the Planetarium Complex.*

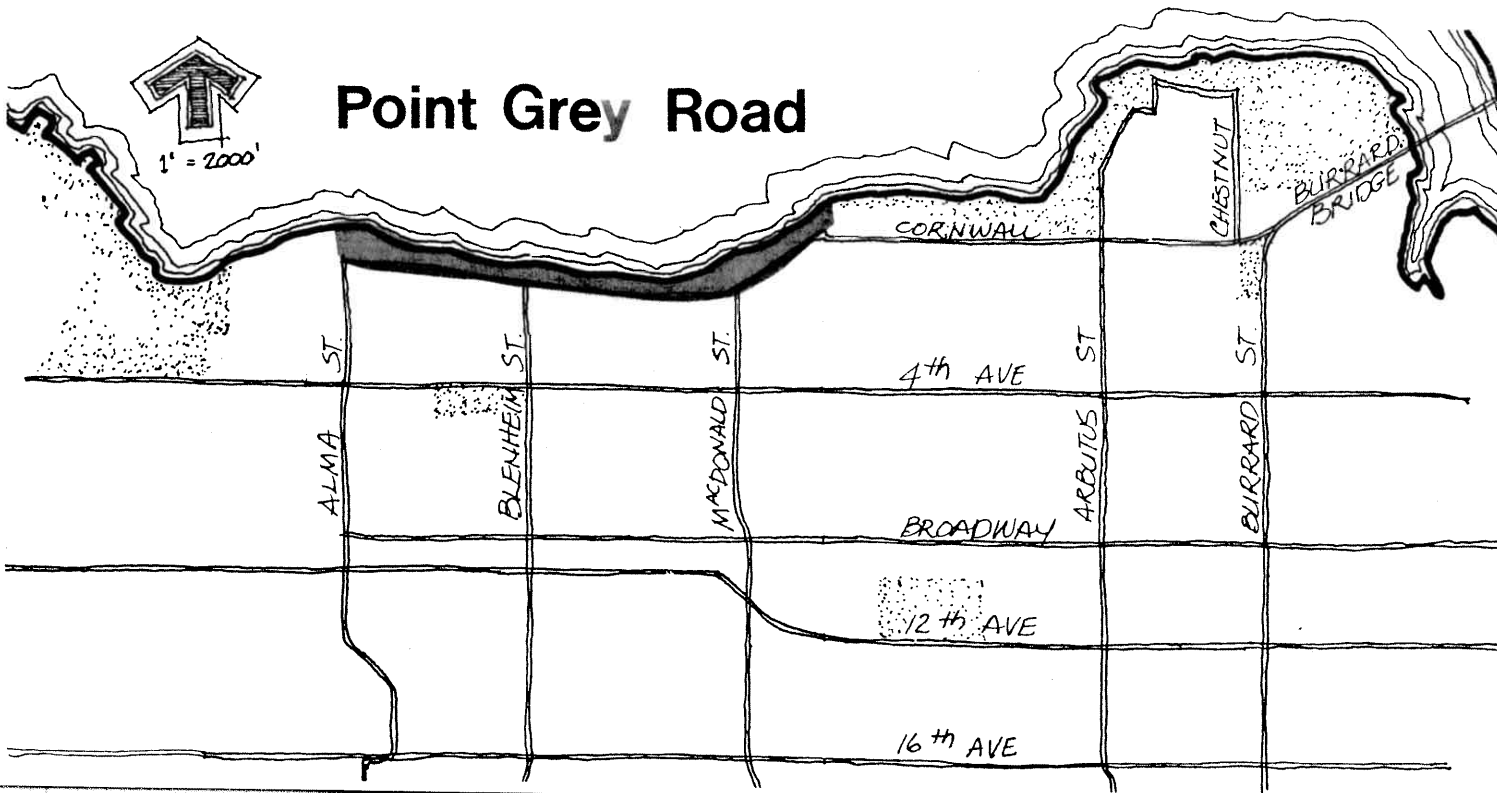
This would reduce some of the pressure on the Point by allowing traffic, especially vehicles towing boats, to move to the eastern side of Kitsilano Point from routes east of Burrard.

Plan Policy 19: *Stricter enforcement of violations of the law restricting camping in vehicles should be carried out.*

7. Community Facilities

Plan Policy 20: *Henry Hudson School should be improved in order to provide some community services to Kitsilano Point.*

N.I.P. funds were used to alter the lunchroom in the basement of the school to make it usable by the community in the evening. N.I.P. funds also paid for the construction of the playground equipment on the school grounds.



PT. GREY RD. WATERFRONT PLAN

Adopted by City Council December 7, 1976

BACKGROUND

For the past 40 years various schemes and plans for the future of the north side of Pt. Grey Rd. have been debated by City Council and the residents of Vancouver. The proposal to purchase all of the properties in order to develop a park has remained in the forefront of these discussions and is the only scheme which has resulted in direct City Council action.

In July 1969 City Council adopted a policy of acquiring properties offered for sale in certain priority areas along Pt. Grey Road. Between 1969 and 1974, 744 front feet of property was purchased. Those properties have since been redeveloped as parklands.

In 1974 City Council decided to once again review its policies with regard to Pt. Grey Road. Several public meetings were held over the next two year period to discuss various draft reports prepared on this subject. Finally on December 7, 1976 City Council adopted the following Policies as the Plan for the future development of the north side of Pt. Grey Road.

Discussions are still taking place on Pt. Grey Road issues as means of implementing the Plan are being sought.

POLICIES

1. Property Acquisition

Policy 1: *That the long term acquisition of all property on the north side of Point Grey Road be the City of Vancouver's policy (Balsam to Alma).*

Policy 2: *Property should be considered for acquisition on the basis of opportunity and availability anywhere on the north side of Point Grey Road.*

Policy 3: *A degree of emphasis, when more than one opportunity for purchase exists, should be placed on acquiring lands abutting street ends, and between Bayswater and Trafalgar.*

If a situation arose where limited funds were available and the possibility of more than one available property occurred, some priority should occur. As Council approved previously, street ends and the area between Bayswater and Trafalgar should have some degree of priority. This is because of the desirability to improve the vistas to the sea and mountains as well as improved access that is provided at the street ends. The area between Bayswater and Trafalgar should have this degree of emphasis because of the possibility of consolidation with existing city-owned property.

2. Park Development

Policy 4: *The beach area should remain in its current "natural" condition.*

The programming and development of the land for park purposes at the top of the cliff will be completed when property is acquired and should take into account the desired condition of the beach area. This stretch of beach provides one of the few "natural" beach experiences in Vancouver; intensely developed parks are immediately to the east at Kitsilano Beach and to the west at Locarno/Jericho.

3. Existing Amenities

Policy 5: *The development and maintenance of street ends as mini-parks, in a manner that will improve their usability, should be investigated and reported back to City Council.*

The beach currently has a number of access points, street ends that provide a lookout, and "miniparks". However, the access points are poorly marked in many locations and the street ends are in varying degrees of conditions.

Policy 6: *Improved signage and delineation of access points and improvement of the access points (stairs, hand rails, etc. including an additional access point at Hastings Mill Park) should be investigated and reported back to City Council.*

The City Engineer has been instructed to report back to City Council on the implementation of these two policies.

4. Private Development Along the Cliff

Policy 7: *An amendment to the Zoning and Development By-law (No. 3575) should be prepared that would require all designs for retaining walls to be approved by the Director of Planning who would give regard to location, extension from existing cliff face, materials, landscaping, texture, etc. structural adequacy and safety. In no case, however, may seawalls be constructed to extend the existing land form at the top of the cliff.*

Policy 8: *No construction of building should be permitted at the base of the cliff.*

Retaining walls that may be built in the future must be designed and built in an appropriate manner to enhance the character of the beach area. They are required to prevent erosion; however, they must be properly designed and landscaped to be compatible with the beach area.

5. The Form of Future Development

Policy 9: *The existing RS-2 and RT-2 District Schedules (with the exceptions noted in the following two policies) should be used to regulate development on the north side of Point Grey Road.*

Policy 10: *Purpose designed apartments and town-houses not be permitted on the north side of Point Grey Road.*

Policy 11: *No side yard relaxation be granted for new developments.*

When Council considered the rezoning for the Conversion Areas (September 1977) they decided that the RT-2 and RS-2 regulations should remain in effect on the north side of Point Grey Road. It had been proposed that these would be changed to give this area the same zoning as Conversion Area 4.

This Policy may be altered further in the near future as it now appears that new construction permitted under these zoning regulations is inhibiting the acquisition of properties (Plan Policy 1).



LOCAL AREA PLANNING IN KITSILANO

Local area planning was started in Kitsilano in May 1974. The intensive planning and implementation phases officially ended on October 31, 1977 with the termination of the Planning Department staff positions assigned to the program. In that time, policy plans were prepared and adopted for most of Kitsilano and many of the policies were implemented to varying degrees. In this brochure, we will attempt to bring you up to date on the activities of the Kitsilano Local Area Planning Program (KLAPP) and to briefly explain the content of the Plans which have been adopted.

In General terms, Local Area Planning is defined as an attempt to take a very close look at a community within the City in view of its own particular needs and aspirations, and at the same time, to examine these localized concerns within the context of the problems, issues and goals of the City as a whole. This program covers not only the traditional planning concerns of zoning, land use, density, etc. but also social services, community facilities and the social character of the neighbourhood. **Active, ongoing citizen involvement is an integral part of the program.**



THE PLANNING PROCESS

In May 1974, the Local Area Planning process was started in Kitsilano with the formation of the Kitsilano Citizens Planning Committee, the appointment of Planning Department staff to work exclusively in Kitsilano and the opening of a Planning Department site office on 4th Avenue. In the first few months, an information booklet on Kitsilano was prepared and a survey of residents to attempt to determine their "needs and attitudes" was carried out. The Committee formulated a proposed list of "Goals" for the future of Kitsilano and developed a Concept Plan for the Neighbourhood Improvement Program. These proposed Goals and Concept Plan were presented at a public meeting, altered to accommodate comments received and taken to another public meeting, where they were approved for presentation to City Council in November, 1974.

The APARTMENT AREA PLAN was the next project worked on. A draft plan, based on concerns raised at Committee meetings, was prepared, taken to several public meetings, and amended several times. Finally, in May 1975, the Apartment Area Plan was adopted by Council.

Concurrently, in early 1975 the Kitsilano Point Sub-Committee was formed and a series of meetings were held which resulted in a draft KITSILANO POINT PLAN. This too was taken to public meeting, altered to reflect the concerns expressed and then was adopted by Council in August 1975.

THE KITSILANO CITIZENS PLANNING COMMITTEE

The Kitsilano Citizens Planning Committee was established by City Council in May 1974 as the focus for citizen involvement in planning Kitsilano. The Committee is made up mainly of representatives of local organizations and special interest groups, although any interested resident of Kitsilano can (and some do) serve on the Committee. At present, the Committee is comprised of the representatives from the Community Centre Association, Pt. Grey Road Ratepayers Association, Kitsilano Ratepayers Association, Kitsilano Neighbourhood House, Kitsilano Information Society, Bayview Community School, Kitsilano Point, Conversion Area 1, Conversion Area 4, K.I.D.S., the tenants, the local Greek community and senior citizens and one representative at large. The Committee expanded this representativeness through the use of Sub-Committees. Sub-Committees of interested residents were formed in each of the Conversion Areas and in Kitsilano Point. These Sub-Committees met regularly and produced plan proposals which were then passed through the Planning Committee to City Council. Sub-Committees were also struck to deal with the details of implementing the Neighbourhood Improvement Program.

The Committee's Terms of Reference (as adopted by City Council) stress that the Committee should function on a co-operative basis with City Council, rather than taking a purely advisory role. The Committee was given the responsibility of dealing with all planning matters (physical and social) in the community. These Terms of Reference were used as the model for several of the other Citizens Planning Committees established for N.I.P. and L.A.P. programs in other parts of the City.

The roles of Planning Department staff were also outlined in these Terms of Reference. The Planning Department was to carry out technical studies, provide data and other information, provide professional analysis of information gathered, and generally provide whatever technical assistance the Committee required. It was noted that the Planner was entitled to form her own opinions on planning matters and that these could be reported to Council along with the Committee's views, i.e. the Planner did not function purely as an advocate for the Committee.

In the fall of 1975, a similar process was started in the Conversion Areas. Four sub-committees were formed and they produced draft plans for the four areas which were subsequently presented at public meetings. Amendments were made, more meetings held, then the PLANS FOR THE CONVERSION AREAS were adopted in March 1977.

Since the beginning of the Planning Program, the future of Pt. Grey Road was a major issue. Meetings between residents of the area, the Planning Committee, City staff and elected Officials were held several times throughout the first two years to discuss several different Proposed Plans for this area. Finally, in December 1976 City Council adopted a PLAN FOR PT. GREY ROAD. However, the controversy rages on as no agreement on steps to implement the Plan has been reached.

Early in 1976 discussions were held with the merchants and property owners from the West Broadway shopping area. These resulted in the WEST BROADWAY PLAN which was adopted in July 1976.

The new zoning regulations which were required to implement substantial portions of these Plans have been enacted (or are about to be) after Public Hearings before City Council. The Apartment Area Plan and Kits Point Plan have been in effect long enough for a review of their effectiveness to take place, with recommendations for minor amendments being agreed to by City Council in mid-1977.

THE FUTURE

Although it is uncertain exactly what the nature of the Kitsilano planning process will be in the future, certain directions are evident. Full time staff support from the Planning Department **was officially withdrawn on October 31, 1977.** However, a limited amount of staff time continues to be allotted to dealing with problems in Kitsilano as they arise, and to maintaining liaison with the Committee.

The Kitsilano Citizens Planning Committee is presently meeting every two weeks. The Committee is strongly committed to providing continuous citizen input to planning in Kitsilano, and to ensuring that the community is informed of significant opportunities or problems which may arise.



NEIGHBOURHOOD IMPROVEMENT PROGRAM IN KITSILANO

The Neighbourhood Improvement Program (N.I.P.) established in 1973 under the National Housing Act is a cost-sharing effort (Federal - 50%, Provincial - 25%, City - 25%) to improve municipal services and utilities as well as social and recreational facilities. Kitsilano was chosen as one of the two first N.I.P. areas in Vancouver in June 1974, just after the Local Area Planning Program was started. \$1.2 million was made available to make improvements in Kitsilano.

As with L.A.P., a strong involvement by the residents of the community in the decision-making process is a requirement of N.I.P. The Kitsilano Citizens Planning Committee provided the focus for input to this program.

Through a series of discussions with groups and individuals a list of possible N.I.P. projects was drawn up by the Committee. This was taken to a public meeting in September 1974 for general community comment. This list was much refined by the Committee and then presented as a N.I.P. Concept Plan which was ratified at a public meeting in October 1974. In November, City Council adopted the N.I.P. Concept Plan.

The N.I.P. Concept Plan divided the allocation of funds into four categories:

- (1) Housing - \$584,000
This would be used to purchase sites on which housing for low - moderate income families and senior citizens could be built;
- (2) Child Care Centres - \$250,000
Originally intended to build and furnish two or three new day care centres;

- (3) Community Centre Facilities - \$150,000
Approximately \$50,000 was to be used for community facilities in schools, with the remainder to be used as seed money for renovation of the Kitsilano Community Centre;
- (4) Playgrounds and Adult Rest Areas - \$123,000
Originally intended to create three small mini-parks on street closures.

As needs were more clearly defined, and opportunities to put the money to better use arose, the Concept Plan was amended. By the end of the program (October 31, 1977) the N.I.P. funds had been allocated as follows:

- (1) Recreation Facilities - \$430,000
\$170,000 was set aside for the Community Centre renovations, the remainder was used to create community spaces in the schools, improve school grounds and create mini-park areas;
- (2) Housing - \$410,000
Two housing sites were purchased and arrangements made for a co-op and non-profit society to develop them with low - moderate income housing;
- (3) Social Facilities (Day-Care) - \$211,110
One new day-care was established (a portable building erected and furnishings provided), the remainder was used to create suitable spaces in the schools for day-care and to purchase equipment to enable existing day care facilities to operate more effectively;
- (4) Approximately \$138,000 was spent on planning and administration costs; this includes Planning Department and other civic staff salaries, funds for special studies, site office costs, the costs of publicizing and holding public meetings and the dissemination of a large amount of information to residents in the area.

RESIDENTIAL REHABILITATION ASSISTANCE PROGRAM

The Residential Rehabilitation Assistance Program (R.R.A.P.) is a Federal program which provides loans and grants to homeowners to renovate their homes. This program is available in N.I.P. areas only.

R.R.A.P. offers a maximum of \$10,000 for each house or suite to bring the housing up to city standards. Major repairs such as wiring, roofing, heating, stairs, foundations, etc. receive priority but money is also available for exterior painting, stucco, kitchen cabinets and similar renovations.

For landlords, the grant portion of the total amount available is solely dependent on the final repair costs. For resident homeowners, the determination of the grant portion includes adjusted family income and the cost of repairs.

Since this program started in Kitsilano in June 1974, over 700 applications have been received. It is estimated these represent more than \$4,000,000 in repairs.

R.R.A.P. assistance will be available in Kitsilano for at least one year beyond the end of N.I.P., possibly longer. It is anticipated there will be continuing strong interest in R.R.A.P. as the new zoning regulations in the residential areas encourage retention of existing houses and the creation of additional suites.



KITSILANO NEIGHBOURHOOD PLAN

ADDENDUM (1984)

Since the Kitsilano Neighbourhood Plan was published, a number of actions have been taken and decisions made which affect its accuracy. The plan should now be considered primarily as a source of historical information.

Many of the plan's policies have been implemented through amendments to the Zoning and Development By-law and through the adoption of guidelines (see Appendix G of the By-law). There are, however, some guidelines pertaining to development which have not been incorporated into another document. These guidelines are listed below.

Point Grey Road, North Side

- No relaxation of side yards should be granted for new development.

West Broadway, C-2C and C-2C1 Zoning Districts

- Physical changes should enhance the appearance and character of West Broadway, and should include such design features as storefront awnings, canopies, fascia signage, individuality of shop frontages, and general high quality of architectural design.
- No general relaxation of parking requirements should be granted although minor relaxations should be allowed.

West Broadway, C-2C Zoning District

- Continuous storefront facades should be provided at the property line except where commercial courtyards are provided which do not seriously interrupt the storefront continuity. Ground level setbacks may be permitted in order to create a protective overhang or pedestrian arcade provided that a significant part of the building facade is located on the property line.
- Parking and loading should be provided off the lane. Vehicular access should be provided from the lane where a lane exists. In the absence of a lane, vehicular ingress and egress may be permitted from the street.
- Parking for retail and office uses should not be permitted on residentially-zoned land.

City of Vancouver
Planning Department

January 1984

