PREFACE

This is a summary of the Nanaimo/29th Avenue Station Area Plan which was approved by City Council on May 20, 1987.

This summary contains only the Policies and related Actions to be taken, as contained in the approved Plan. The reader is referred to the Plan itself, dated June 1987, for discussion on each of the Policies. The reader may also wish to refer to the Plan for additional background material on the introduction of ALRT, the City's response to ALRT, and a profile of the communities within the Nanaimo and 29th Avenue ALRT Station Areas.
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INTRODUCTION

In the spring of 1981, the Provincial Government announced the selection of the Advanced Light Rapid Transit (ALRT) system for Greater Vancouver. The ALRT system was developed in Ontario by the Urban Transportation Development Corporation and differs from Conventional Light Rapid Transit (CLRT) in many ways. ALRT is a totally automated system designed to operate without drivers. Train movements are directed from a staffed control centre in Burnaby through a computer system which controls the speed, location and direction of all cars on the line. Operation staff rove through trains and stations to provide security, and make spot checks for tickets. In addition, a system of closed circuit television and other electronic security devices are monitored by control centre staff. All trains and stations have intercoms, public address systems and information displays. ALRT has a self-serve fare system with automatic ticket machines at stations.

The ALRT system consists of electronically powered cars about the size of a trolley bus. They normally carry 75 passengers (40 seated and 35 standing) but can accommodate up to 90 passengers during peak periods. Initially, trains will operate with four cars during the day and two cars during evenings and Sundays. The trains, travelling at speeds up to 70 km/hr., will operate daily between 5:00 a.m. and 2:00 a.m. at frequencies ranging from every 4 minutes during peak periods to every 5 minutes in off peak periods. In future, six car trains will operate as often as 75 seconds apart thus increasing the systems capacity from an initial 10,000 passengers per hour to 20,000 passengers per hour. ALRT’s ultimate capacity of 30,000 passengers per hour is achievable through system changes including larger cars.

The first phase of the ALRT system between downtown Vancouver and New Westminster, covers 21.4 kilometres and opened for revenue service in January 1986. The trip takes approximately 27 minutes. Construction of the second phase, scheduled for completion in 1989, will extend ALRT 7 kilometres from New Westminster to the Scott Road area in Surrey. The timing of extensions to the Whalley-Guildford area in Surrey and to Lougheed Mall and Burton Station have not been finalized. A possible future route to Richmond is even less certain.

The route chosen by B.C. Transit, a Provincial Crown Corporation which owns and operates ALRT, generally follows the CLRT alignment proposed by the GVRD with similar station locations.

City Council did not endorse the entire ALRT alignment in Vancouver as proposed by B.C. Transit. Specifically, the alignment along Commercial Drive was controversial. Council and local residents called for B.C. Transit to construct a cut-and-cover tunnel under Commercial Drive to reduce impacts on the community. B.C. Transit preferred to construct an elevated alignment along the lane east of Commercial Drive. Between December 1981 and June 1982, the City pursued negotiations aimed at sharing the estimated $14 million tunnel cost with the Provincial government. However, negotiations broke down and B.C. Transit proceeded with construction of the east lane align-ent
Council approval of this portion of the alignment was never granted. The ALRT alignment in the downtown area, including Terminal Avenue, was endorsed by Council in 1981. The alignment between Victoria Drive and Boundary Road was endorsed by Council in May 1982 following Public Meetings in the affected communities. In endorsing this portion of the alignment, Council also instructed staff to begin negotiations with B.C. Transit to resolve ALRT impacts such as loss of privacy, traffic and parking, bus integration and safety and security concerns.

STATION AREA PLANNING

Recognizing that rapid transit could have dramatic effects on Vancouver’s future development, City Council assigned Planning staff to enhance ALRT’s opportunities, while assisting in mitigating any negative impacts. Council initiated the ALRT Planning Program in December 1981 and work began early in 1982. ALRT staff have shared a site office with the Mount Pleasant Local Areas Planning Program at 323 East Broadway.

For the four eastside ALRT stations, local area planning programs were established to prepare community plans for those areas within a 10 minute walk of the stations. The Broadway and Joyce Station Areas have each had their own planning program while the Nanaimo and 29th Avenue Station Areas have been combined into a single program.

In February 1983 invitations were mailed to every household and business in the Nanaimo/29th Avenue Station Areas inviting all to a Public Information Meeting for introduction to the Planning Program. Over 400 interested people attended and everyone was invited to join the Nanaimo/29th Avenue Station Area Planning Advisory Committee.

The purpose of the Planning Advisory Committee is clearly outlined in its Council Approved Terms of Reference as:

(a) to prepare and recommend to the community at large and to City Council a comprehensive community plan to guide the future of the Nanaimo/29th Avenue community including policies, actions and ways and means of implementation mainly in response of development of the Advanced Light Rapid Transit System;

(b) to make presentations and recommendations from time to time to City Council and to other governments and organizations on matters of concern to residents of the area including: land use (zoning, subdivision, and development permits); social/recreational space, facilities and services; transportation, traffic and parking; social issues; housing; and other similar issues.
The terms of reference also call on the Planning Advisory Committee to be representative of and accountable to the community and to develop a working relationship with Planning Department staff and to maintain an open membership policy subject to regular attendance by members.

Since its inception on February 15, 1983 the Committee has met bi-weekly with a variety of sub-committee meetings also being held. Discussion has been centered on the solution of issues mainly related to the ALRT system and the preparation of this Station Areas Plan.

The Planning Program in the Nanaimo/29th Avenue Station Areas has involved broad public participation including the open house and public meetings to advise residents of progress on the Planning Program and obtain their views and concerns on planning matters. Direct input has been provided by the City’s Planning, Engineering and other civic departments and agencies. The City is indebted to the many people who contributed their time and energy as members of the Nanaimo/29th Avenue Station Areas Planning Advisory Committee. Particular recognition is due to the following people who served as Chairperson and Vice-Chairperson:

Chairperson: Owen Henry
Nette Pereboom
Larry Olkovich

Vice-Chairperson: Jack Toomey
Don Sheard

PLAN OVERVIEW

Working with the Planning Advisory Committees, planning staff prepared numerous reports to City Council on various ALRT matters. Through these reports, several of which were jointly prepared with other civic departments, Council established a policy framework which provided the basis for further planning in the ALRT Station Areas. This framework acknowledged the need to address both city-wide and local community issues, summarized below:

City-Wide Issues

Growth trends and patterns in Vancouver and the region over many years have resulted in several problem conditions. These include an imbalance between office employment and housing potential, an increasing distance between home and work place and a tendency toward urban sprawl. These conditions have significant implications for public budgets, environmental quality, livability, and private costs.

First, Vancouver has a much higher capacity for downtown office employment growth than for providing nearby housing for new employees. Whereas under existing zoning the downtown commercial area can grow to about three times its present size, there is relatively little practical zoning capacity remaining
for housing. While this fosters a strong vibrant downtown it also results in sustained high City housing prices and the necessity for many employees to live outside Vancouver.

Secondly, and partly because of the above situation, more people have to travel longer distances between home and workplace because the opportunities for them to live within their means close to work are limited. This results in higher travel costs to the individual, greater public costs in providing for transportation (transit and road system) and an increasing disruption of neighbourhoods through which commuters must travel.

Thirdly, the pattern of residential development outside the City has tended to be very dispersed and of low density. The results of this sprawl are high public costs to provide urban services and a tendency not to be able to create the critical mass of activities that provide interesting urban environments with diverse opportunities. Another result is rapid consumption of the region’s scarce open space.

The introduction of rapid transit to Greater Vancouver, as well as solving some of these transportation problems, can also act as a catalyst in shaping urban growth and form into more efficient and desirable patterns. The costly and inefficient aspects of suburban sprawl, created in part by the reliance on the automobile, can be constrained by the new accessibility rapid transit stations provide, particularly for adjacent neighbourhoods.

ALRT presents a major opportunity to help solve Vancouver’s transportation and growth problems by increasing the accessibility of the neighbourhoods around the stations to the downtown employment centre. It is therefore logical to focus new housing into ALRT Station Areas. With more people able to walk to ALRT, dependence on cars should decrease, thus reducing the number of auto commuters using City streets. Moreover, increasing population around the stations will build ridership and contribute to the success of the ALRT and related public transit. Based on the experience of other cities with rapid transit systems, the probability that a person will use transit rather than a private vehicle is predicted to be high within 450 metres (one-third mile) of a station. By focussing passenger movement to stations at prescribed intervals, ALRT provides an opportunity to concentrate development at nodes rather than in a linear pattern of development fostered by the street system.

Local Community Issues

The following statistics illustrate that the local communities surrounding the Nanaimo and 29th Avenue ALRT Stations are stable, family-oriented and ethnically diverse, providing housing predominantly for lower-middle and middle income families:

- There were 13,570 people living in the Nanaimo and 29th Avenue Station Areas in 1981. This represents a 1.4% increase from the 1971 population of 13,380;
- 60% of all households have one or more children. This is significantly higher than the city average of only 33% of all households having children;

- About 90% of the Station Areas is zoned RS-1 One-Family Dwelling and approximately 70% of all homes were built before 1960. Many of the "single-family homes" contain illegal secondary suites and new residential development is commonly in the form of "Vancouver Specials" which replace older, smaller homes;

- Most homes within the Station Areas are owner-occupied and over half of all the residents have lived where they are for at least five years;

- 45% of all residents in the Station Areas were born outside of Canada and 47% of the population has a mother tongue other than English;

- Family incomes are 17% below the city average.

Providing for medium and higher density residential development in the Station Areas will be a challenge given the built-up character of the surrounding communities. The challenge is to add new housing opportunities while maintaining the quality of the Station Areas for existing residents. Therefore, in order to maintain the stability of most of the residential areas, redevelopment should be channelled to specific under-utilized and deteriorating areas in the communities.

As well, the physical impacts of the ALRT system are so severe at some locations in the Station Areas that new forms of residential development should be pursued to screen the adjoining residential areas from the ALRT guideway. The existing housing was not designed to cope with the physical impacts of ALRT. However, new development, sensitively designed for a high impact setting and scaled to fit it into the surrounding residential area, can increase housing opportunities and serve as an effective mitigation measure in those areas where there are no other solutions to ALRT's impacts.

New development in the areas around the stations could create a problem of physical compatibility as a result of changes to building form. Neighbourhood concerns centre on the need to maintain design quality and diversity, neighbourhood character, and the need to make new development compatible with adjacent housing in terms of privacy, sunlight, views and design. Based on past growth trends and on the results of the City's market study, any transition to higher density is likely to be a slow process; making the issue of compatibility a sensitive issue since existing lower scale development will coexist with new higher scale development for some time.

New residential development built for working households around stations will maximise the number of potential peak period transit riders which ALRT is designed to serve. While housing designed for singles is perhaps the ideal from a transit ridership point of view, future demand for housing in Vancouver
will be for family (ground oriented) accommodation as the children of the 1950s have families.

In community discussions, local people generally indicate an acceptance of rapid transit nearby. They know it provides them with better access and convenience and, for some, increased land value. They also know, however, it has some costs to them. The development resulting from ALRT will cause significant changes in the neighbourhoods they have enjoyed. Many people living adjacent to the ALRT alignment are very concerned about the direct effect of the system on their homes.

Local residents also worry about a decline in their quality of life caused by destabilization of land values and zoning that could pressure them to move, or an influx of new people that will cause crowding, shortage of services and a different community character. Another viewpoint of some residents is that ALRT-related change can be directed to enhance their neighbourhood by forcing an upgrading of public and private services, facilities, traffic controls and open spaces. They hope that resources will be committed to temper and accommodate the inevitable changes.

There is continued appeal for consultation and citizen participation in public decision about transit and station area development. Citizen response to the City's station area planning program has been particularly strong and supportive.

**Thrust of the Plan**

The Nanaimo/29th Avenue Station Areas Plan which emerged addresses the above-noted issues, problems and opportunities in these communities and recommends ways to deal with them. Station Area Planning has worked through a partnership of City staff and the Nanaimo/29th Avenue Station Areas Planning Advisory Committee. This partnership has ensured public discussion and resolution of the challenges facing these communities.

While some long standing issues have been examined, the major planning focus has been on the physical, economic and social impacts of the ALRT system. The goal has been to prepare this plan to guide the future of the Nanaimo and 29th Avenue Station Areas in response to the ALRT system.

The thrust of the Station Areas plan is:

- to encourage higher density residential development on vacant city-owned and other under-utilized and declining sites near the stations to attract ALRT riders and provide more housing for families;

- to promote transit tolerant residential development on designated sites adjacent to the ALRT guideway designed to fit into its context and to buffer adjacent single-family areas from ALRT impacts;
to maintain the family character of the Station Areas yet recognize the need to address the issue of illegal suites and more neighbourly and sensitive residential design;

- to resolve the difficult ALRT impacts that remain outstanding;
- to reduce the impacts of both existing and ALRT generated traffic and parking problems in the Station Areas; and
- to upgrade community facilities and services where required to accommodate future population increases in the Station Areas.

NEW DEVELOPMENT OPPORTUNITIES

Through discussion with the Nanaimo/29th Avenue Station Areas Planning Advisory Committee, it was agreed that wholesale redevelopment was not desirable but that residential development should be directed to sites meeting the following criteria:

- vacant city-owned sites
- sites severely impacted by ALRT
- sites zoned for uses other than residential
- sites either under-utilized or containing derelict properties.

Based on these criteria, 21 sites were identified along the ALRT alignment for detailed study. Following site selection, community input was received at a public information meeting, which led to citizens committee approval of detailed study of the sites. Next, the development potential of each site was analyzed. In order to obtain the view of surrounding residents, letters were sent to all property owners within two blocks of each site inviting them to a Planning Committee meeting at which staff presented a range of development options for these properties. Straw votes were held to determine resident support or opposition to redevelopment. The sites recommended for rezoning and redevelopment in this chapter are the result of this process. In addition, several sites not recommended for rezoning are discussed and some small city-owned parcels are presented for possible disposition or retention. The resultant sites are illustrated on the map below.
New Development Opportunity Sites

The following pages present the Policies and related Actions for each of these sites as approved by City Council.
POLICY 3.1
Reserve this City-owned Site.

Action #1
Instruct the Supervisor of Properties to withhold from sale the City land shown on the above map.

Action #2
Instruct the Director of Planning to discuss future redevelopment opportunities in consultation with local residents and the Supervisor of Properties.

POLICY 3.2
Encourage the development of multiple family housing on this site designed to accommodate ALRT's impacts and fit into the surrounding single-family area.

Action #1
Instruct the Director of Planning to submit a rezoning application and refer to a Public Hearing a rezoning of properties shown on the above map from RS-1 to CD-1 to permit a suitably designed comprehensive multiple family development.

Action #2
Instruct the Director of Planning to develop suitable provisions and companion guidelines for the proposed zoning for this site with particular regard to the following considerations:

- creation of transit tolerant residential units;
- a building design which acts as a noise and visual buffer between the ALRT guideway and adjacent single-family development, is scaled to fit into the area and creates a frontage character for both Walker and Copley Streets;
- view analysis illustrating the protection of remaining views above the guideway from those homes on the south side of Vanness Avenue;
- maximum density of 30 units per acre, FSR 1.0, a height of 35 feet near the guideway (subject to view protection noted above), scaling down to 30 feet to the north and provision of off-street parking, mostly underground, at no less than 1.5 spaces per units with access from Walker Street; and
- provision of on-site storm water storage.

Action #3
As an interim measure pending development, and in accordance with Council's resolution of April 29, 1988, instruct the Supervisor of Properties and Director of Civic Buildings to adequately maintain the appearance of this site through scheduled grass cutting and rubbish removal.
POLICY 3.4

Site development should only proceed when the remaining 4 private properties have been purchased by the City or a private developer to complete site assembly, thus permitting a comprehensive redevelopment.

Action #1

Instruct the Director of Planning to submit a rezoning application which refer to a public hearing a rezoning of properties shown on the above map from B-1 to CD-1 to permit a suitably designed comprehensive multiple family residential development.

Action #2

Should owners advise that they are prepared to sell to the City, instruct the Supervisor of Properties to initiate negotiations with property owners of the 4 private properties on the site with a view to concluding City acquisition of these parcels.

Action #3

Instruct the Director of Planning to develop suitable provisions and companion guidelines for the proposed zoning for this site with particular regard to the following considerations:

- creation of transit and traffic noise tolerant residential units;
- building design which acts as a noise and visual barrier between the ALRT guideway and adjacent single-family development, and which is scaled to fit into the area with particular regard for the need to incorporate design elements to reduce overviews into rear yards of adjacent single-family houses;
- view analyses illustrating the protection of remaining views above the guideway from those homes on the south side of Vanness Avenue;
- maximum density of 35 units per acre, FSR 1.0, a height of 39 feet (subject to view protection noted above), and provision of off-street parking, mostly underground, at no less than 1.5 spaces per unit;
- provision of on-site storm water storage; and
- dedication of city-owned lots 14, 50 and 61, Block A, D.L. 741 located on the north side of Vanness Avenue North to permit the widening and realignment of Vanness Avenue North.

Action #4

As an interim measure pending redevelopment, and in accordance with Council's resolution of April 29, 1986, instruct the Supervisor of Properties and Director of Civic Buildings to adequately maintain the appearance of the City land through scheduled grass cutting and rubbish removal.

POLICY 3.5

Reserve this City-owned Site.

Action #1

Instruct the Supervisor of Properties to withhold from sale the City land shown on the above map.

Action #2

In accordance with Council's resolution of April 29, 1986, instruct the Supervisor of Properties and the Director of Civic Buildings to adequately maintain the appearance of the City land through scheduled grass cutting and rubbish removal.

Action #3

Instruct the Director of Planning to investigate future redevelopment opportunities in consultation with local residents and the Supervisor of Properties.
POLICY 3.7

Encourage the development of multiple family housing on this site designed to accommodate ALRT impacts and fit into the surrounding single-family area.

Action #1

Instruct the Director of Planning to submit a rezoning application and refer to a Public hearing a rezoning of property shown on the above map from RS-1 to CD-1 to permit a suitably designed comprehensive multiple family residential development.

Action #2

Instruct the Director of Planning to develop suitable provisions and companion guidelines for the proposed zoning for this site with particular regard to the following considerations:

- creation of transit tolerant residential units;
- a building design which is effectively buffered from the adjacent ALRT guideway, Nanaimo Station and Nanaimo Bus Loop and is scaled to fit in to the surrounding single-family area;
- view analysis illustrating the protection of remaining views from those homes to the east of the site;
- maximum density of 40 units per acre, FSR 1.0, a height of 39 feet near the guideway (subject to view protection noted above), scaling down to 30 feet to the north, and provision of off-street parking, mostly underground, at no less than 1.5 spaces per unit with access from 25th Avenue; and
- the closing up and inclusion in the overall scheme of the lane west of the site.

Site G

POLICY 3.8

Encourage the development of multiple family housing on this site designed to accommodate ALRT impacts and Nanaimo Street noise, and designed to fit into the surrounding single-family area.
POLICY 3.9

Site development should only proceed when the 13 private properties located on the north side of 26th Avenue and Nanaimo Street have been purchased by a private developer to complete site assembly, thus permitting a comprehensive development.

Action #1

Instruct the Director of Planning to submit a rezoning application and refer to a Public Hearing a rezoning of properties shown on the above map from M-2, C-1 and RS-1 to CD-1 to permit a suitably designed comprehensive multiple family residential development.

Action #2

Instruct the Director of Planning to develop suitable provisions and companion guidelines for the proposed zoning for this site with particular regard to the following considerations:

- creation of transit and traffic noise tolerant residential units;
- the inclusion of an amount of local retail space equal to the amount that currently exists on the two C-1 zoned privately held parcels on the northeast corner of Nanaimo Street and 26th Avenue;
- a building design which acts as a noise and visual buffer between the ALRT guideway and station and adjacent single-family development and is scaled to fit into the area;
- view analysis illustrating the protection of remaining views from those homes on the south side of 26th Avenue;
- maximum density of 35 units per acre, FSR of 1.0 (including local retail space), a height of 39 feet near the station (subject to view protection noted above), scaling down to 30 feet at 26th Avenue and the provision of off-street parking, mostly underground, at no less than 1.5 spaces per dwelling unit with access from or near Nanaimo Street;
- the closing up and inclusion in the overall scheme of the lane separating City and privately owned properties; and
- the construction of a noise fence along the north portion of the site adjacent to the ALRT alignment.

Action #3

As an interim measure pending development, instruct the Supervisor of Properties and Director of Civic Buildings to adequately maintain the appearance of the City land through scheduled grass cutting and rubbish removal.

POLICY 3.10

Encourage the development of multiple family housing on this site designed to accommodate ALRT's impacts and fit into the surrounding single-family area.

Action #1

Instruct the Director of Planning to submit a rezoning application and refer to a Public Hearing a rezoning of properties shown on the above map from RS-1 to CD-1 to permit a suitably designed comprehensive multiple family residential development.

Action #2

Instruct the Director of Planning to develop suitable provisions and companion guidelines for the proposed zoning for this site with particular regard to the following considerations:

- creation of transit tolerant residential units;
- a building design which acts as a noise and visual buffer between the ALRT guideway and adjacent single-family area, is scaled to fit into the area with particular regard to the need to protect the privacy of residents living in single-family areas which back onto the site on the north side of 27th Avenue;
- view analysis illustrating the protection of remaining views from those homes to the south;
- maximum density of 25 units per acre, FSR .75, a height of 30 feet and the provision of off-street parking, mostly underground, at no less than 1.5 spaces per unit with access from the lane south of the site;
- provision of on-site storm water storage;
- the closing up and inclusion in the overall scheme of the 26th Avenue Street end; and
- the construction of a noise fence along the north portion of the site adjacent to the ALRT alignment.
Site J

Penticton Street and 25th Avenue

POLICY 3.11

Develop this site as a park to serve the local community.

Action #1

Turn this site over to the Parks Board, for temporary development as a neighbourhood park space and landscaped area providing screening between the ALRT guideway and adjacent residential development, with site design to be developed in consultation with local residents.

Action #2

Request the Parks Board to commit sufficient funds to undertake the development of this site as a temporary park pending possible longer term site consolidation and redevelopment in conjunction with the adjoining lanes and adjacent privately owned parcels.

Action #3

That the Director of Planning and the Supervisor of Properties give further consideration to this site being used as a community garden, in consultation with local residents.

Site K

Site L

POLICY 3.12

Retain the present land use on these sites.

Action #1

Retain the existing park spaces on these two sites which form part of the B.C. Parkway system.

Site M

Kaslo Street

POLICY 3.13

Encourage the development of multiple family housing on this site designed to accommodate ALRT's impacts and fit into the surrounding single-family area.

Action #1

Instruct the Director of Planning to submit a rezoning application and refer to a Public Hearing a rezoning of properties shown on the above map from R-1 to CD-1 to permit suitably designed multiple family residential developments.

Action #2

Instruct the Director of Planning to develop suitable provisions and companion guidelines for the proposed zoning of this site with particular regard to the following considerations:

- a building design which is scaled to fit into the surrounding single-family area;

- view analysis illustrating the protection of remaining views from homes to the north and east;

- maximum density of 30 units per acre, FSR 0.75, a height of 30 feet and the provision of off-street parking at no less than one space per unit with access from the lane north of the site;

- provision of on-site storm water storage; and

- maximum site assembly of three lots.
Site N

Site 0

- the construction of a noise fence along the south portion of the site adjacent to the ALRT alignment.

Action #4

As an interim measure pending redevelopment and in accordance with Council's resolution of April 25, 1986, instruct the Supervisor of Properties and the Director of Civic Buildings to adequately maintain the appearance of the City Land through scheduled grass cutting and rubbish removal.

NOTE: Council deferred Policies 3.14 and 3.15 as well as the above-noted Actions #1-4, inclusive, pending a report back on the feelings of the seven private property owners whose lands are identified as part of this redevelopment site.

POLICY 3.14

Encourage the development of multiple family housing on this site designed to accommodate ALRT's impacts and fit into the surrounding single-family area.

POLICY 3.16

Rezoning and site development should only proceed when the seven private properties have been purchased by the City or a private developer to complete site assembly with the adjacent City land thus permitting a comprehensive development.

Action #1

Upon consolidation, instruct the Director of Planning to submit a rezoning application and refer to a Public Hearing a rezoning of property shown on the above map from RS-1 to CD-1 to permit a suitably designed comprehensive multiple family residential development.

Action #2

Should owners advise that they are prepared to sell to the City, instruct the Supervisor of Properties to initiate negotiations with property owners of the seven private properties on the site with a view to concluding City acquisition of these parcels.

Action #3

Instruct the Director of Planning to develop suitable provisions and companion guidelines for the proposed zoning for this site with particular regard to the following considerations:

- creation of transit tolerant residential units;
- a building design which acts as a noise buffer between the ALRT guideway and adjacent single-family development and is scaled to fit into the area;
- view analysis illustrating the protection of remaining views from homes to the north and east;
- maximum density of 35 units per acre, FSR 1.0, a height of 35 feet near the alignment scaling down to 30 feet on the east side of Kaslo on the north portion of the site and the provision of off street parking, mostly underground, at no less than 1.5 spaces per unit with access from 29th Avenue;
- provision of on-site storm water storage;
- the closing up and inclusion into the overall scheme of the Kaslo street end and the dedication of a public pedestrian easement through the development, linking the neighbourhood to the north to the 29th Avenue Station; and
- Slocan Street and 29th Avenue

Slocan Street

POLICY 3.16

Encourage the development of multiple family housing on this site designed to accommodate ALRT's impacts and traffic impacts from Slocan Street and 29th Avenue and designed to fit into the surrounding single-family area.

Action #1

Instruct the Director of Planning to submit a rezoning application and refer to a Public Hearing a rezoning of property shown on the above map from RS-1 to CD-1 to permit a suitably designed comprehensive multiple family residential development.

Action #2

Instruct the Director of Planning to develop suitable provisions and companion guidelines for the proposed zoning for this site with particular regard to the following considerations:

- creation of transit and traffic noise tolerant residential units;
- a building design which is scaled to fit into the surrounding single-family area;
- view analysis illustrating the protection of remaining views from homes toward the south;
- maximum density of 40 units per acre, FSR 1.0, a height of 35 feet and provision of off-street parking, mostly underground at no less than 1.5 spaces per unit with access from either 29th Avenue or Slocan Street;
- the inclusion of the City lane east of Slocan Street into the overall scheme; and
- the construction of a noise fence along the north portion of the site adjacent to the ALRT alignment.
Site P

29th Avenue Station

Policy 3.17

Encourage the development of multiple family housing on this site designed to accommodate ALRT's impacts and fit into the surrounding single-family area.

Action #1

Instruct the Director of Planning to submit a rezoning application and refer to a Public Hearing a rezoning of properties shown on the above map from R5-1 to C0-1 to permit a suitably designed comprehensive multiple family residential development.

Action #2

Instruct the Director of Planning to develop suitable provisions and companion guidelines for the proposed zoning for this site with particular regard to the following considerations:

- creation of transit tolerant residential units;
- a building design which is buffered from the ALRT guideway, 29th Avenue Station and bus loop and is scaled to fit into the surrounding single-family area;
- view analyses illustrating the protection of remaining views from homes to the south;
- maximum density of 35 units per acre, FSR 1.0, a height of 35 feet and provision of off-street parking, mostly underground at no less than 1.5 spaces per unit with access from 29th Avenue;
- provision of on-site storm water storage;
- the dedication of ten feet off the east side of the site to permit future development of a lane; and
- the construction of a noise fence along the south and west portions of the site adjacent to the ALRT alignment and 29th Avenue Station bus loop.

Site Q

Earles Street and 29th Avenue

Policy 3.18

Encourage the development of multiple family housing on this site designed to accommodate ALRT's impacts, the impact of traffic noise from Earles Street and designed to fit into the surrounding single-family area.

Action #1

Instruct the Director of Planning to submit a rezoning application and refer to a Public Hearing a rezoning of property shown on the above map from R5-1 to C0-1 to permit suitably designed multiple family residential developments.

Action #2

Instruct the Director of Planning to develop suitable provisions and companion guidelines for the proposed zoning for this site with particular regard to the following considerations:

- creation of transit and traffic noise tolerant residential units;
- a building design which is scaled to fit into the surrounding single-family area and new development on adjacent sites;
- view analysis illustrating the protection of remaining views from homes to the east and south;
- maximum density of 35 units per acre, FSR 1.0, a height of 35 feet and provision of off-street parking, mostly underground, at no less than 1.5 spaces per unit with access from a new lane to be created on the west side of the site;
- a minimum site assembly of two existing parcels and maximum site assembly of four parcels, without creating "locked-in" parcels;
- the dedication of ten feet from all properties as development occurs to permit the ultimate development of a lane on the west side of the site; and
- the construction of a noise fence along the south portion of the site adjacent to the ALRT alignment.
Site R

Earies Street and Kings Avenue

POLICY 3.19
Encourage the development of multiple family housing on this site designed to accommodate ALRT's impacts and fit into the surrounding single-family area.

Action #1
Instruct the Director of Planning to submit a rezoning application and refer to a Public Hearing a rezoning of property shown on the above map from RS-1 to CD-1 to permit suitably designed multiple family residential developments.

Action #2
Instruct the Director of Planning to develop suitable provisions and companion guidelines for the proposed zoning for this site with particular regard to the following considerations:
- creation of transit tolerant residential units;
- a building design which acts as a noise and visual buffer between the ALRT guideway and adjacent single-family development and is scaled to fit into the area;
- view analysis illustrating the retention of remaining views from those homes to the north;
- the dedication of ten feet from all properties as development occurs in conjunction with residual B.C. Transit alignment property, to allow for the ultimate development of a lane on the south side of the site;
- maximum density of 30 units per acre, FSR 0.75 and a height of 30 feet;
- the provision of off-street parking at no less than one space per unit, located in the rear yard with access from Kings Avenue, and configured to permit direct access from the future lane;
- a maximum site assembly of three parcels; and
- single parcel development only permitted on two adjoining parcels providing shared access.

Site S

Rupert Street and Kings Avenue

POLICY 3.20
Encourage the development of multiple family housing on this site designed to accommodate ALRT's impacts and fit into the surrounding single-family area.

Action #1
Instruct the Director of Planning to submit a rezoning application and refer to a Public Hearing a rezoning of property shown on the above map from RS-1 to CD-1 to permit suitably designed multiple family residential developments.

Action #2
Instruct the Director of Planning to develop suitable provisions and companion guidelines for the proposed zoning for this site with particular regard to the following considerations:
- creation of transit tolerant residential units;
- a building design which acts as a noise and visual buffer between the ALRT guideway and adjacent single-family development and is scaled to fit into the area;
- view analysis illustrating the protection of remaining views from those homes to the north;
- maximum density of 30 units per acre, FSR 0.75, a height of 30 feet and provision of off-street parking at no less than one space per unit with access from the lane south of Kings Avenue; and
- a maximum site assembly of three parcels.

POLICY 3.21
Seek ways to promote more neighbourly and sensitive single-family home design.

POLICY 3.22
A broad public consultative process should be initiated to determine community support for a rezoning of the remainder of the RS-1 zoned lands in the Rupert/Pine Avenue to permit legalized secondary suites in existing and/or new single-family dwellings.
Action #1
Subject to Council decisions which will determine how best to proceed with the RS-L review, instruct the Director of Planning to initiate community discussions to address local concerns about the design and construction of large houses on 33 foot wide lots which are not compatible with existing homes.

Action #2
Subject to Council decisions which will determine how best to proceed with the RS-L review, instruct the Director of Planning to assist the Nanaimo/29th Avenue Station Area Planning Advisory Committee in ascertaining the views of residents and property owners concerning secondary suites in the RS-L zoned portions of the community.

Action #3
Subject to Council decisions which will determine how best to proceed with the RS-L review, instruct the Director of Planning and the Director of Permits and Licenses to develop proposals for zoning schedules and enforcement procedures concerning both existing and any new secondary suites.

POLICY 3.23
Maintain Kingsway as the community's primary shopping area and ensure that any change occurs through a public consultative process.

Action #1
Instruct the Director of Planning to initiate a consultative process involving nearby residents, merchants and property owners in response to any proposed change to the existing commercial or residential zoning on Kingsway.

ALRT IMPACTS AND MITIGATION MEASURES

ALRT IMPACT
- Residents of homes on 29th Avenue between Hull and a lane west of Marshall Street suffer noise impacts and visual intrusion from the elevated guideway.
- Between Marshall and Gladstone Streets the residents of north side homes adjacent to the storage track suffer noise impacts, visual intrusion, loss of privacy and shadowing from the guideway.
- The elevated guideway and substation creates visual intrusion shadowing (north side only) and view loss (south side only) for homes between Gladstone and Nanaimo Streets, north and south of the right-of-way. The noise, fumes, lights and activity associated with the Nanaimo Station bus loop impact homes on Kameloops Street to the east.
- Between Kameloops and Penticton Streets residents of homes to the north side of the right-of-way are experiencing visual intrusion, loss of privacy and noise impacts due to the proximity of their backyard and deck areas to the at-grade ALRT guideway.
- Residents of the home on the northwest corner of Earles and the right-of-way are experiencing noise impacts in their backyard area because of the proximity of the depressed ALRT guideway.
- East of Earles, although the ALRT guideway is depressed, owners of lower lying double fronting properties north of the right-of-way are experiencing noise impacts and privacy loss in their front or backyard areas.
- Between Chatham and Rupert Streets, as the guideway becomes elevated across over Rupert, residents of homes to the north are experiencing loss of privacy and visual intrusion in backyard and deck areas. As well, owners of three homes flanking Van Ness Avenue South experience overworking from ALRT trains.

Action #1
B.C. Transit should continue to investigate and implement technical improvements to the ALRT system to reduce the generation of noise to the manufacturer's prescribed level of 74 dB(a).

Action #2
B.C. Transit should provide mitigation for affected properties and construct noise fences as shown on the following maps and satisfy established standards (CCHC) for indoor and outdoor residential environments.

Action #3
That B.C. Transit and the B.C. Parkway Society commit further funds to provide mature species of coniferous trees that will provide effective visual screening from the ALRT guideway and Nanaimo Station bus loop and that City staff be instructed to work closely with B.C. Parkway and B.C. Transit to appropriately locate this landscaping as shown on the following maps.

Required Noise Mitigation and Landscaping

ALRT IMPACT
- North of the right-of-way, residents of two homes on the west side of Marshall Street, one home on the east side of Gladstone, one home on the east side of Walker Street and a
home on the west side of Kamloops Street have experienced significant noise impacts, visual intrusion and loss of privacy in their backyard areas from the elevated guideway and Nanaimo Station.

**Action #1**

That B.C. Transit purchase at the owner's request the four properties as shown on the following map and if they are resold, that they carry on title a caveat advising the new purchasers of the impacts. With regard to the property at Kamloops Street the ALRT guideway, B.C. Transit may wish to hold this property for future development.

**TRAFFIC AND TRANSPORTATION**

**POLICY 5.1**

Improve arterial streets and intersections to improve safety and accommodate existing and future traffic increases.

**Action #1**

Approve the installation of left turn bays at the following intersections:
- Victoria Drive north and south bound at Kingsway;
- Kingsway east and west bound at Rupert.

**Action #2**

Improve Stainsbury/Vanness Avenue between the Victoria Diversion and Nanaimo Street subject to the following considerations:
- the installation of a three-way stop at the intersection of Gladstone Street and Vanness Avenue;
- the prohibition of parking adjacent to Gladstone High School during school hours;
- a maximum roadway width of 33 feet; and
- the support of adjacent property owners required to participate in the cost of the improvement.

**Action #3**

Approve the construction of the Clarendon/Nanaimo connector subject to a review process involving residents nearby the proposed improvement.

**Action #4**

Approve the installation of traffic signals at the following intersections:
- Nanaimo Street at 24th Avenue
- Nanaimo Street at 22nd Avenue
- Earles Street at 29th Avenue

**Action #5**

Request the City Engineer to review the need for full traffic signals at Victoria Drive and 22nd Avenue and Slocan Street at 29th Avenue.
COMMUNITY FACILITIES

AND SERVICES

POLICY 5.4.1

Protective measures for pedestrians should be provided at major intersections to ensure adequate pedestrian access.

POLICY 5.4.2

Subcommittee on Parks and Recreation should be formed to establish a advisory body.

POLICY 5.4.3

Request the Park Board to provide priority to new development in the proposed new area in the north of the A.V. Avenu Station area.
POLICY 6.3
Any public school facility closed due to declining enrollments should be retained by the School Board to enable reuse in the future should enrollment increase, and any leases should be short-term, preclude substantial building operations by the lessee, require maintenance of the school grounds, and provide for community use of the grounds.

Action #1
Should any school be closed, request the School Board to retain any properties and advertise within the community of availability of usable school space and to ensure the cooperation from the City that students relocated in new schools are provided with safe pedestrian access to and from school.

POLICY 6.4
If school properties are to be sold to generate revenue to offset budgetary restraints, ensure that a process is established to permit public discussion and input into the disposition and future use of school sites.

Action #1
Further pursue development of a suitable zoning for schools.

NOTE: Council did not approve Action #1 above. Council resolved "That Council's decision of March 3, 1987, to take no further action on the matter of special zoning for school sites, be confirmed".

POLICY 6.5
Provide adequate security on the ALRT system, along the B.C. Parkway and at the Nanaimo and 29th Avenue Stations.

Action #1
Given the ALRT's hours of operation, B.C. Transit should be encouraged to provide full-time security at the ALRT stations.

Action #2
Request the Police Department to provide increased surveillance in John Hendry Park on summer evenings.

PLAN IMPLEMENTATION
Implementation of the plan will consist of following through with the various "Action" statements, some of which rest primarily with the Director of Planning. Many of the "Action" statements will require a response from other City departments, related Boards (i.e., Park Board) as well as the Local community. Still others will require action by City Council, particularly the rezonings and those "Action" statements concerning liaison with B.C. Transit.

In all of these, the Planner will facilitate and encourage implementation to the extent possible.

Implementation of the rezonings outlined in the Plan will require legal notice and consideration at a Public Hearing. It is anticipated that several Public Hearings will be required to deal with all of the rezonings. Implementation of the rezonings is likely to continue well into 1988.

Implementation of some of the policies in the Plan is dependent upon further study. This is particularly true with several of the traffic and transportation policies. Since these additional studies may not be completed in 1987, implementation may extend beyond 1987, resources and priorities permitting.

It must be acknowledged that implementation of several of the policies and "Action" statements in this Plan are dependent upon the cooperation of various agencies beyond the direct control of the City. This is clearly the case with "Action" statements calling upon B.C. Transit to do certain things. Nonetheless, implementation of the Council adopted policies may be pursued if only through advising these agencies of the City's position so that they may take this into consideration in their future programming and budgeting.