

Analysis of Cook Street Village Steering Committee Recommendations

Policy Topic	Steering Committee Recommendations	Staff Recommendations
Built Form Policies		
Building height	<ul style="list-style-type: none"> 13.5m maximum (to accommodate up to 4 storeys). 	<p>Staff agree.</p> <ol style="list-style-type: none"> 1. Include as a Neighbourhood Plan policy as per the current draft plan.
Density	<ul style="list-style-type: none"> Up to 1.5:1 maximum (FSR) OCP allowances for Cook Street as a secondary arterial road. Up to 2.1:1 provided that 0.4 of the increased density provides permanent secured rental housing. 	<ol style="list-style-type: none"> 2. Maintain existing OCP policy for urban villages (up to 2.5 FSR), acknowledging that approximately 2 FSR may be the likely density outcomes for most projects based on the proposed built form policies and guidelines. <p>The rationale is to keep some flexibility in the event some properties can achieve higher densities under the 4 storey limitations which may provide opportunities for community amenity contributions as part of the updated Inclusionary Housing policy.</p>
Street level uses	<ul style="list-style-type: none"> Commercial modulated, transparent storefronts in the village boundaries, residential outside. 	<p>Staff agree.</p> <ol style="list-style-type: none"> 3. Rhythm of pedestrian-oriented, transparent shop fronts to be included in design guidelines. Consider commercial ground floor uses outside of village boundary between north end of village and Fairfield Road consistent with current OCP policies.

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Street front setbacks	<ul style="list-style-type: none"> • For redevelopment using the existing zoning, the use of existing street front footprint is supported. • 2m minimum setbacks will be required for the street frontage that remains unchanged in a rezoning. • 2m minimum plus a 1m average equalling 3m setback will be required for the street frontage that has increased in a rezoning. 	<p>This recommendation is in reference to existing buildings that are non-conforming in their siting and a desire to support maintaining existing setbacks where a rezoning or land assembly is not required.</p> <ol style="list-style-type: none"> 4. Policy language can be included to consider exceptions in these circumstances. 5. Minimum 1m and average 2m setback to accommodate a combination of sidewalk cafes and retail spill over space. Additional setbacks are encouraged to accommodate additional sidewalk café space as desired.
Upper storey step-backs	<ul style="list-style-type: none"> • Stepping back 3m minimum after the second storey and all additional storeys. • Upper storey balconies will not project into the step-backs. 	<ol style="list-style-type: none"> 6. Include a combination of performance based policies and guidelines to maintain and support the existing and future healthy boulevard trees to the satisfaction of the City Arborist. Include design guidelines specifying a 5m step-back from the front property line above the second storey.
Village designation	<ul style="list-style-type: none"> • Properties within the Cook Street Village boundaries not to be considered as strategic locations. • Development to be more in keeping with OCP allowances along secondary arterial roads. 	<ol style="list-style-type: none"> 7. Update the OCP to remove policy 6.20 (re: planning complete villages and lands within 400m of villages) as it doesn't reflect the neighbourhood planning approach undertaken and has caused unnecessary confusion.
Sidewalks	<ul style="list-style-type: none"> • 3m minimum, unobstructed, slab concrete sidewalk will be maintained. 	<p>Staff agree.</p> <ol style="list-style-type: none"> 8. A 3 metre clear public sidewalk zone throughout the village is desired, with a

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	<ul style="list-style-type: none"> • Other paving materials or colouring will be used to clearly distinguish the difference between public and private realm. 	<p>minimum 2 metre unobstructed hard surfaced clear sidewalk to be maintained (as per the Victoria Subdivision and Servicing Bylaw), for pinch points where necessary.</p>
<p>Boulevard trees on Cook Street</p>	<ul style="list-style-type: none"> • All boulevard trees are designated “significant” with pre-established clearances above and below ground that meet the requirements for: <ul style="list-style-type: none"> ○ Hydro 3m clearance around power lines ○ Safe distance from building face and balconies allowing for normal tree maintenance cycles ○ Maintaining healthy, physically balanced and stable trees ○ Clearances will take into account the existing mature trees and the future growth of younger trees as well. 	<p>Staff agree.</p> <p>9. Evaluate and consider updating the Tree Preservation Bylaw (Schedule A) to designate mature trees identified within the village as significant.</p> <p>10. Site and design buildings to support existing and future healthy, lush and mature boulevard trees, using a combination of underground and ground floor setbacks and an upper story step-back.</p> <p>11. Recommend the following policy language: For new buildings fronting onto Cook Street, development proposals are required to assess and demonstrate incorporation of measures to support existing and future boulevard trees to the satisfaction of the City Arborist, and support other liveability and built form objectives through incorporation of a combination of ground floor setbacks and upper storey step-backs as follows:</p> <ul style="list-style-type: none"> a. An average 2 metre setback from the front property line for the first storey b. A minimum 5 metre setback from the front property line after the second storey

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		<p>c. A minimum 3 metre setback from the property line for underground parking structures to support existing and future tree root growth</p> <p>d. A maximum building height of 4 storeys and 13.5 metres.</p>
Existing village and residential boundaries	<ul style="list-style-type: none"> Where a development or building extends beyond existing village boundaries there should be both a distinct physical and visual difference in the building. Such differences should be more in keeping with a traditional residential environment. 	<p>Staff agree.</p> <p>12. Buildings to be designed to reflect their internal function and use, orient positively to public streets and open spaces and transition sensitivity to adjacent designated land use and built form.</p>
Environmental standards and environment	<ul style="list-style-type: none"> It is expected that new rezoning developments will achieve sustainability objectives by meeting LEED Gold equivalent and step 2 in the BC Energy Code building efficiency rating. It is expected that new development will address storm water management on-site, and demonstrate how it will mitigate storm water impacts on adjacent properties. The village is situated on the Fairfield Lagoon with a seismic hazard rating of high to very high. 	<p>The City has recently adopted the Step Code which will apply to all new residential and commercial buildings. The approach includes an interim period of Step 1 beginning on November 1, 2018 following by Step 3 for new single family homes and mid—rise residential buildings beginning on January 1, 2020.</p> <p>The City has a city-wide storm water management plan and guidelines and is reviewing and assessing opportunities to strengthen requirements for new development.</p> <p>13. Recommend a policy encouraging additional green building and sustainability objectives through the rezoning process.</p>

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		14. Consider new development permit guidelines for Cook Street Village to address storm water management and water conservation.
Public Realm Policies		
Boulevard	<ul style="list-style-type: none"> Diverse uses and soft and hard landscape treatments of the boulevard are encouraged. Possible treatments to beautify boulevards include grass areas, and permeable pavers where soil compaction is likely to occur. Possible uses include bike racks, flower beds, planters, seating and pedestrian scale lighting for which City funds will be needed. Amenity contributions should be explored as avenues to assist costs. 	<p>Staff agree with exploring these design interventions, but note that:</p> <p>15. Public realm improvements will be funded and implemented through a combination of:</p> <ol style="list-style-type: none"> Capital funding to be considered as part of annual financial planning processes Frontage improvements implemented as part of the development process Neighbourhood grants and other City beautification initiatives Community amenity contributions for public realm improvements.
Trees	<ul style="list-style-type: none"> Maintain and replace the chestnut trees that define the character of the village. Identification of chestnut trees on Cook Street as “significant trees” under the Tree Preservation Bylaw is encouraged. 	Staff agree.
Gathering spaces	<ul style="list-style-type: none"> Pilot sequential, temporary street closures at Oliphant, Sutej, Pendergast and McKenzie to allow for car-free events and to assess relative effectiveness and impact of each closure and 	Staff agree.

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	<p>whether the preferred one should be made permanent.</p> <ul style="list-style-type: none"> • Use methods demonstrated in the Tactical Urbanism Kit of Placemaking Victoria. 	
Street furniture and outdoor rooms	<ul style="list-style-type: none"> • Incorporate a variety of public art set within local contexts that shall include or reflect indigenous histories. • The installation of low level, pedestrian-scale lighting is encouraged. • In keeping with the eclectic character of the Village, street furniture should be diverse and changeable, associated with adjacent business and possibly making use of the boulevard to create “outdoor rooms”. 	Staff agree.
Roadway slow and safe	<ul style="list-style-type: none"> • Modify the roadway through the village in ways consistent with established passive speed-reducing practices in order to slow traffic and make the roadway a shared space equally safe for motor vehicles, cyclists, and pedestrians transiting to or through the village. • Evaluate existing pedestrian crosswalks to incorporate improvements to make drivers more aware of them and pedestrians to feel safe as well as be safe using them. Consider moving the existing crosswalk at McKenzie further south, which may provide the opportunity for a pedestrian crossing island. • Evaluate replacing the traffic light at Oxford with a pedestrian-operated flashing light. 	<p>Staff agree, with minor revisions:</p> <p>16. Recommend referencing a Right-of-Way (not a roadway) design that is safe and convenient for pedestrians, cyclists, transit users and motor vehicles through the village.</p>

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	<ul style="list-style-type: none"> • Determine if it would be beneficial to install such lights at other crosswalks including May Street. • Consideration for painting the street to visually narrow the driving lanes and provide improved parking efficiency. 	
Gateways	<ul style="list-style-type: none"> • Establish village gateways on Cook with appropriate signs (including speed lights) and artwork, at the north between Pakington and Southgate, and at the south between Park Blvd and Chapman. 	Staff agree.
Connections	<ul style="list-style-type: none"> • Identify connections from the AAA bikeway on Vancouver to Cook St on Pendergast and/or Oliphant, with a link to Oscar and Sir James Douglas School for children coming from James Bay. • Improve connection on the west side of Cook from the Village to Beacon Hill playground with hard surface materials. 	Staff agree.
Traffic Calming	<ul style="list-style-type: none"> • Establish pre-gateway pinch points (traffic islands) to slow down traffic approaching the Village between Pakington and South gate, and at the south end between Park Blvd and Chapman. • Employ additional passive hard and soft landscape and street elements to encourage reduced speeds within the village core. 	Staff agree.
Parking	<ul style="list-style-type: none"> • Provision of parking in the village will be undertaken in a dedicated study, but there 	Staff agree, with this revision:

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	<p>should be no reduction in current parking capacity. Further study of alternative parking options should be examined as part of a comprehensive passive traffic-calming/speed reducing initiative.</p>	<p>17. Revise to reference that an objective (not requirement) of the study will be to maintain on-street parking capacity.</p>