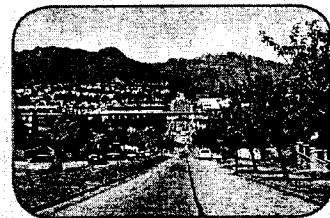
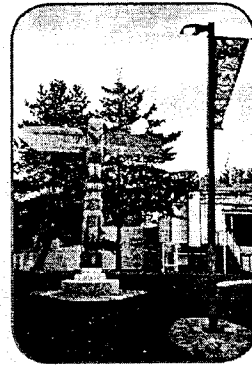


# RENEW RENEW RENEW COLLINGWOOD

## community VISION



# DRAFT

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# Vision Highlights

## Renfrew-Collingwood Today

Renfrew-Collingwood is a dynamic, family-oriented neighbourhood, known for its active community spirit and remarkable diversity. Its residents value the area's single family neighbourhoods, views from public places, and open sections of Still Creek and Renfrew Ravine. The area's parks offer precious open space and are heavily used as are the community centre, pool, neighbourhood house, and community policing centre. The Vision seeks to maintain these community assets.

The Renfrew-Collingwood Vision also seeks to improve the community. Residents want more actions to protect the environment and daylight Still Creek and new initiatives to improve community safety and increase the attractiveness of parks, school grounds, streets and lanes. Primary arterials should be made safer and easier to cross and several secondary arterials should be reclassified as collectors. Residents seek increased input to decisions which affect them, enhanced walking/biking routes, and expanded recreation programs for youth, seniors, and families. The Vision supports additional seniors housing and new housing variety around more attractive shopping areas.

## Create More Attractive Parks, Streets, Lanes, and Public Places



There should be more variety in park design, appearance, and activities to serve the diverse population of the community. School grounds should become attractive, usable community spaces. More park space should be added in poorly served areas of Renfrew-Collingwood and along restored areas of Still Creek. Renfrew Ravine should be enhanced and all parks should be better maintained. More attention should be paid to safety in parks. Streets should be enhanced as pleasant green links that connect the neighbourhood and there should be greener alternatives to fully paved lanes. Views from public places like parks and streets should be protected. Existing major public buildings with heritage character should be retained with compatible renovations and additions.

## Create a Cleaner Community, Focus on Environmental Initiatives

Residents and businesses, with City support, should work to create a clean and litter free Renfrew-Collingwood. Individuals and businesses should increase recycling and composting and improve their conservation of energy and water. The quality of community streams like Still Creek and Renfrew Ravine should be improved. The City should work with other levels of government to incorporate sustainable practices in their own operations and to regulate noise, emissions, and water/energy use.

## Enhance Community Safety

Individuals, the community, and the police should increase their efforts to create a safer community. Prevention initiatives, especially for youth and around SkyTrain stations, should be increased. The City should initiate a comprehensive look at prostitution to reduce its negative community impacts.



## **Create Neighbourhood Centres around Important Shopping Areas**

Collingwood Village, Norquay Village, and select mini-nodes (22<sup>nd</sup>/Rupert, 22<sup>nd</sup>/Renfrew, and 29<sup>th</sup>/Rupert) should be enhanced to act as the heart of their adjacent neighbourhoods. New housing should be added to help support the shopping areas. On the commercial streets improvements should make them more convenient, safe, and comfortable: shops and services should be continuous along the ground floor of buildings and there should be more street trees and sidewalk merchandise, improved pedestrian safety, additional convenient parking, more attractive store fronts, and cleaner streets and lanes.



## **Make Streets Safer**

Conditions and safety for residents, pedestrians, and transit users should be substantially improved on all arterial streets in Renfrew-Collingwood. Sidewalks and pedestrian crossings should be improved, traffic speeds controlled, intersection safety enhanced, and the adverse impacts of trucks reduced. Several secondary arterials should be reclassified as neighbourhood collectors and more local streets should have traffic calming and parking reserved for residents. Buses should be more frequent, comfortable, and convenient and they should be given more priority on streets.

## **Improve Community Involvement in Decision-making**

Residents should have greater and more timely input into decisions about changes in their community involving matters ranging from major items like SkyTrain stations and prostitution to recurring decisions on transit and park planning, street and traffic changes, and development proposals (including the location of drug treatment centres). The City and the community should form more partnerships when planning and implementing community projects. An annual community capital program should be established to be spent on unique community priorities.

## **Maintain and Enhance Single Family Neighbourhoods**

Residents want to maintain the single family character of most of Renfrew-Collingwood while introducing design controls for new homes across the community. Incentives should be developed to retain the community's heritage and character homes. Resolution of complaints arising from rental suites should be handled more consistently and efficiently.



## **Enhance Community Services**

Additional affordable services for seniors, youth, and families from a range of cultural backgrounds are desired in new or upgraded facilities. Library services should be reviewed and modified to better serve the public. Information on all services provided either by the City or others should be available in languages, forms, and locations which are convenient for residents and businesses.

## **Add New Housing Opportunities**

Homes with a legal rental suite should be permitted in more areas of the community, provided they have adequate parking, pay their fair share for services, and are accompanied by the community facilities and services needed by the additional population. Housing variety should also be increased around Collingwood, Norquay Village, and a few smaller commercial nodes to help support shops and services and put people close to shopping and transit. Some small developments designed for seniors should be permitted near parks, shopping, and transit to allow seniors to stay in the community as their housing needs change.

## **Improve Walking and Biking Routes**

Popular walking and biking routes which link destinations like schools, community facilities, and parks within Renfrew-Collingwood should have safer crossings of busy streets, more greening, and other improvements.

The following CityPlan Directions provide a checklist for Community Visions:

#### **Strengthen Neighbourhood Centres**

- Provide shops, jobs, and services close to home, and create safe, inviting public places to meet and socialize.

#### **Improve Safety and Better Target Community Services**

- Identify ways to increase safety; to better provide community services; and to use arts and cultural activities to support community identity and participation.

#### **Reduce Reliance on the Car**

- Make it easier to get around on foot, by bike, and by transit.

#### **Improve the Environment**

- Suggest ways to improve air quality, conserve water and energy, and reduce waste.

#### **Increase the Variety and Affordability of Housing**

- Find ways to help meet the housing needs of community residents of all ages and incomes.

#### **Define Neighbourhood Character**

- Define what aspects of neighbourhood character, heritage, and appearance to retain, and decide the character of new development.

#### **Diversify Parks and Public Places**

- Meet park needs, and identify a variety of designs, activities, and locations for all kinds of public places, from play areas to greenways and gathering places.

#### **Involve People and Redirect Resources**

- Find new ways to involve people and to redirect resources to bring CityPlan Directions and the Community Vision to life.

# Vision Background

## What is This Vision?

This Vision describes the kind of community that people who live and work in Renfrew-Collingwood want it to become over the next 10 to 20 years, and how CityPlan Directions should be implemented in Renfrew-Collingwood. It identifies what people value and want to preserve, what improvements are needed, and how change should occur. It will be used at City Hall to help set priorities for capital projects, direct City programs and services, and make decisions affecting this community. It also provides an opportunity for community organizations and individuals to act on directions that the community has endorsed.

## How was this Vision Created?

The Vision Directions were developed by people who live and work in Renfrew-Collingwood. The program began in January 2002 with community outreach and a weekend Visions Fair in April 2002. The heart of the process was a series of intensive public workshops in spring and fall 2002 where over 650 people spent many hours developing ideas and options on a variety of topics. From these sessions, Vision Directions were created and published in the *Community Vision Choices Survey*, distributed to all households, businesses, and property owners in June 2003. In addition, a special random sample of households was given the same survey. Over 1800 people responded to the survey to create a shared Vision for the future. In February 2004 the Vision Directions that were supported by the survey were approved by City Council.

A Community Liaison Group, which was composed of a wide range of community volunteers, provided continuity throughout the process, served as a 'watchdog' of the process to ensure that community input was carried through, and advised staff on community outreach and other matters.



## Making the Vision Happen

After the Vision is approved by Council, implementation begins. Both the City and the community are key players in making the Vision a reality.

For the City, the Vision directions provide a policy framework for decisions on local issues such as development proposals, traffic management, and community services. The Visions also help direct programs such as public art, greenways, park stewardship, and crime prevention to where they are most needed. While some directions are implemented relatively quickly, others require more detailed planning, for example, plans to make major roads safer and more attractive; designs for new types of housing; and improvements to local shopping areas. In order to identify and track short term and long term City actions, City staff develop a Vision Implementation Action Plan. The Action Plan describes how the Vision directions can be met using various City resources and programs such as capital funding, business improvement assistance, zoning, traffic calming, and neighbourhood centre planning programs. The Action Plan is reviewed with the community, reported to Council, and posted on the City's website where the public can monitor progress .

The Vision also provides the community with a framework for action and volunteer initiatives. City staff help set-up a community-based process to continue resident involvement and co-operation with the City. Most of the communities with approved Visions have formed implementation committees which meet monthly to share information with each other and City staff. Most committees have sub-committees working on specific issues and projects such as traffic calming, neighbourhood greenways, public art, park use conflicts, major development proposals, and community celebrations. An annual newsletter is delivered to all households and businesses which gives an update on implementation activities and invites the community to an annual meeting to review progress and identify priorities for the upcoming year.



## An Overview of the Community Vision Program

The Vision is based on *CityPlan: Directions for Vancouver* which was adopted by City Council in 1995 as an overall vision for the city. In July 1996 City Council approved the Community Visions Program as a way of bringing CityPlan's city-wide directions to the community level and reaching all communities within several years. The program Terms of Reference describe the ground rules and process for creating a Community Vision. The program asks each community to implement CityPlan directions in a way and at a scale and pace that suits the community.

## Topics Not Included in the Vision Directions

The Vision Directions cover the topics that were identified at the community workshops and public meetings as important for the community.

For some topics that were not addressed at the workshops, there are city-wide policies already in place that will continue to apply in Renfrew-Collingwood. Examples are policies on non-market housing for lower income households, special needs residential facilities, and heritage preservation. These are described in 'sidebars' within this document. Where rezoning is required, community consultation will take place on a project specific basis.

For any other topics not included in the Vision Directions, the City will still need to consult before major changes are made in the community.

# Vision Directions

## Introduction

Vision Directions are grouped into eight themes, with Directions for 26 specific topics. Different types of information are provided:

### Background Information

Introductory material for each theme and topic provides information on the existing situation and on existing City policies and practices.

### Vision Directions

The Survey asked people to respond to draft Directions on a range from Strongly Agree to Strongly Disagree. Each Direction has been classified as **Approved**, **Not Approved (Uncertain)**, or **Not Supported** based on community response in the Choices Survey. This classification appears above each Direction. Noted below each Direction is the percentage agreement it received in the general and random surveys (complete statistics and survey methodology are available in a separate publication *Report on the General and Random Surveys: Renfrew-Collingwood*).

**Approved Directions:** Most Directions received enough agreement to be classified as 'Approved'. These Directions were supported not only by 50% or more of the general survey respondents but also by at least 55% of the random survey respondents (a level that ensures support for the Direction by a majority of these respondents, taking into account the plus or minus 5% sampling error of the random survey). These Directions have been approved by City Council and are official City policy.

**Not Approved (Uncertain) Directions:** When a Direction did not receive enough support to be classified as 'approved' but the agree votes outweighed disagree votes in both the general and random surveys, the Direction is listed as 'Not Approved (Uncertain)'. These Directions were not adopted by City Council and although they are not City policy they remain on the table for further community discussion in subsequent planning processes. For these Directions, comments on their future role are provided after the 'People's Ideas'.

**Not Supported Directions:** When a Direction received more disagree than agree votes in either the general or the random survey it is classified as 'Not Supported'. These Directions were not adopted by City Council and they will not be considered in future planning processes.

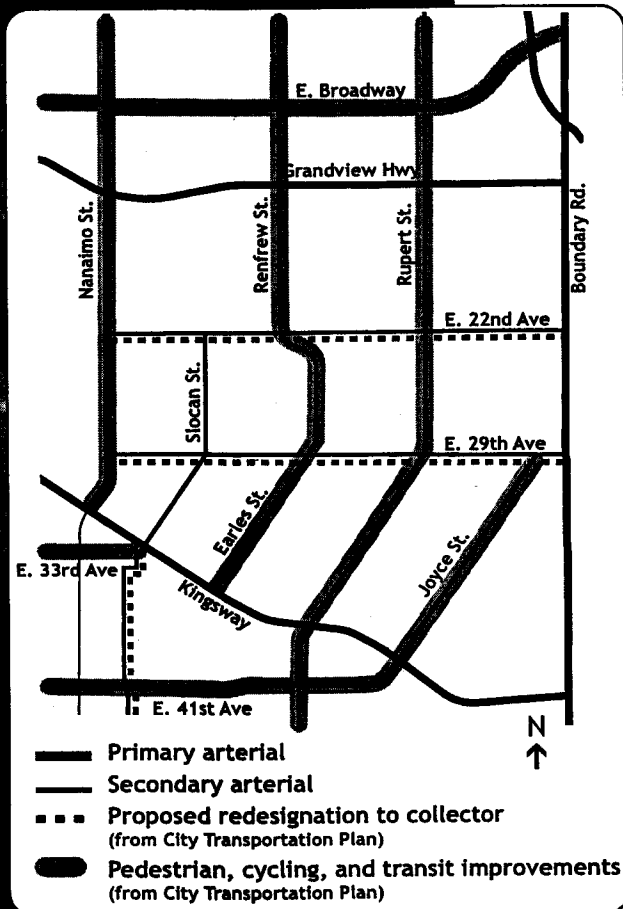
### People's Ideas

For most Directions, the specific ideas generated at the community meetings and workshops, are listed here. They are for information and future reference but are not part of the formally approved Directions.

# Traffic and Transportation

**T**raffic and its impacts are major issues in Renfrew-Collingwood. The area has some of the city's busiest streets in terms of both car and truck traffic. Kingsway, Grandview Highway, Boundary, and Broadway each carry more than 40,000 vehicles in a 24-hour period. Many of Renfrew-Collingwood's arterial streets are among the most heavily used for truck travel in the City: Kingsway, Grandview Highway, Broadway, Boundary, and Joyce each carry 600 trucks per day. Accidents are common. Nanaimo at Kingsway (with 33 crashes) and Rupert at Kingsway (25 crashes) were among the intersections with the highest number of accidents recorded in the city in 1998-2002 (Knight at 49th, with 54, had the most in the city).

Renfrew-Collingwood is also the home for five SkyTrain stations. Older stations on Nanaimo, 29th, and Joyce were joined by two new stations on Rupert and Renfrew (at Grandview Highway). For residents, the advantages of having rapid transit so close to home were balanced against safety and amenity concerns around the stations.



The Vision addresses a number of transportation issues for Renfrew-Collingwood, including improvements for pedestrians, cyclists, transit riders, and general safety. (Other Directions related to streets are in NEIGHBOURHOOD CENTRES and IMPROVING PARKS, STREETS, LANES, AND PUBLIC PLACES).

The specific types of streets included here are those identified as priorities at the Vision Fair and community workshops. These are:

- primary arterials: the busiest streets in Renfrew-Collingwood (Kingsway, Grandview Highway, Broadway, Boundary, Nanaimo, and 41st)
- secondary arterials: less-busy streets where pedestrians, bikes, and transit should be encouraged (Rupert, Renfrew/Earles, Joyce, and Slokan — south of 22nd)
- streets proposed to be removed from the arterial network: 22nd, 29th, Elliott/Clarendon



## Types of Streets

**Primary arterials:** serve through traffic and provide access to the region's major roads. They generally have two or more moving lanes of traffic in each direction, high traffic volumes, traffic signals, and rush hour parking or turning restrictions. Most are truck and transit routes.

**Secondary arterials:** also serve through traffic but they are generally narrower and less busy than primary arterials (although some, like 12th, have high traffic volumes). They may not be bus or truck routes.

**Neighbourhood collectors:** are intended to give local traffic access to the arterial road network and are not intended to act as arterials by serving through traffic. Traffic volumes should be lower than on most secondary arterials and should not increase except when new trips are generated in the local neighbourhood.

**Local streets:** provide access to homes. They are generally bordered by residential uses and used primarily by residents of the neighbourhood. Traffic volumes are low.

**Streets with increased priority for pedestrians, cyclists, and transit-users:** are arterials identified in the Transportation Plan as having the potential for increased use by pedestrians (e.g. improved crossings, pedestrian priority areas), cyclists (e.g. Bikelanes), and transit users (e.g. bus bulges, bus lanes, bus priority measures).

**Truck routes:** provide through routes for large trucks (generally trucks with three or more axles) on designated primary and secondary arterial streets. These trucks must travel on truck routes except when their origin or destination is not on a truck route — then they must take the shortest route to the closest truck route.

# 1 Primary Arterials

(Kingsway, Grandview Highway, Broadway, Boundary, Nanaimo, and 41st)

Kingsway, Grandview Highway, Broadway, Boundary, Nanaimo, and 41st will continue to be primary arterials used by traffic traveling across the city and region. They are truck and transit routes. Broadway, Nanaimo, and 41st have been designated in the Transportation Plan as having potential for 'increased priority for pedestrians, bicycles, and transit'. Traffic volumes, speeds, vehicle mixes, and noise make all these streets difficult to walk or live on and to cross. Kingsway has special needs for pedestrians crossing to reach its many retail stores (also see NEIGHBOURHOOD CENTRES).

## 1.1 Improve Conditions and Safety on Kingsway, Grandview Highway, Broadway, Boundary, Nanaimo, and 41st

### Approved

Kingsway, Grandview Highway, Broadway, Boundary, Nanaimo, and 41st should have the conditions and safety for residents, pedestrians, and transit users substantially improved by:

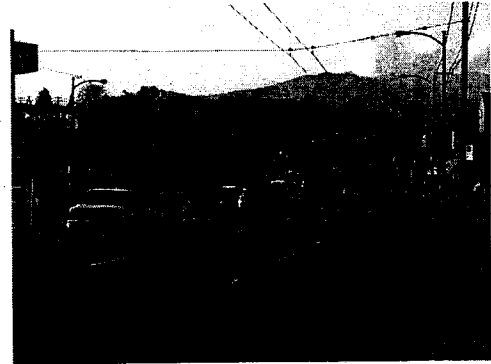
- improving pedestrian crossings and sidewalks
- reducing the speed of traffic, more enforcement of traffic rules and regulations
- improving the safety of intersections
- reducing the adverse impacts of trucks on neighbourhoods
- adding more planting, landscaping, public art.

**Percent agree 79%/76%**

### People's Ideas...

- add crossing light at Norquay Park
- improve pedestrian crossing opportunities: more pedestrian-activated signals, shorter waiting times, longer crossing times, median refuges, curb bulges, etc.
- add more signs to limit speed and provide warnings (e.g. road sense)

- create more left-turn bays to reduce congestion on arterial streets
- add warning lights that signal is about to change; synchronize traffic signals



Kingsway: primary arterial needs more and safer pedestrian crossings

# 2 Secondary Arterials

(Rupert, Renfrew/Earles, Joyce, and Slocan south of 22nd)

Rupert, Renfrew/Earles, Joyce, and Slocan (south of 22nd) are secondary arterials. Rupert (north of Kingsway), Renfrew (Broadway to Grandview), and Joyce (Kingsway to 29th) are truck routes. All carry transit vehicles for all or part of their length. Rupert, Renfrew/Earles, and Joyce are designated in the Transportation Plan as having potential for 'increased priority for pedestrians, bicycles, and transit'. Vision participants noted problems with traffic speed and pedestrian safety, particularly around schools. Vision participants felt that truck traffic along Rupert and Joyce had increased over time and was too heavy.

## 2.1 Improve Conditions and Safety on Rupert, Renfrew/Earles, Joyce, and Slocan (south of 22nd)

### Approved

The conditions and safety for residents, pedestrians, and transit users along Rupert, Renfrew/Earles, Joyce, and Slocan (south of 22nd) should be substantially improved by:

- improving pedestrian crossings and sidewalks

- reducing speed of traffic, more enforcement of traffic rules and regulations
- improving the safety of intersections
- reducing the adverse impacts of trucks on neighbourhoods
- adding more planting, landscaping, public art.

**Percent agree 82%/80%**

**People's Ideas...**

- add crosswalk or controlled light on Rupert between Grandview and 22nd to get to Falaise Park
- post speed limit signs on Rupert, Slocan, and Norquay near elementary schools
- add traffic control measures to make it easier and safer to cross to schools and parks, reduce speeds
- need left turn signal for 22nd and Rupert (many cars turn on red light)
- add crossing aid (bulges or push-button crosswalk) at Rupert and Euclid, which is an east-west corridor for bikes and pedestrians
- restrict cars to fewer lanes — use extra space for buses, extended sidewalks, median refuges, bike lanes, more landscaping/buffer for sidewalk and homes (e.g. 22nd and Rupert)
- improve pedestrian crossing opportunities — more pedestrian-activated signals, shorter waiting times, median refuges, curb bulges, crossing guards

**2.2 Rupert and Joyce Truck Routes**

**Approved**

Review the impacts of trucks along the Rupert and Joyce truck routes, and respond to adverse impacts with mitigation measures like noise abatement, stricter enforcement of traffic regulations, restricted hours of truck movement, requiring the use of inside lanes, and/or traffic management measures to redistribute traffic onto other truck routes.

**Percent agree 71%/76%**

**People's Ideas...**

- clean-up commercial and business district of Joyce: too many trucks, unsafe, dirty, noise pollution; doesn't encourage people to shop
- eliminate heavy trucks on Rupert: it shouldn't be a truck route, contributes to pollution and congestion
- too many trucks, too much noise and pollution on Rupert, need crossing at Wellington
- avoid heavy trucks on Joyce between Kingsway and Boundary and their noisy engine brakes
- restrict parking of trucks in Renfrew Heights (by Dieppe, Malta, Haida, etc.)

**City Transportation Plan**

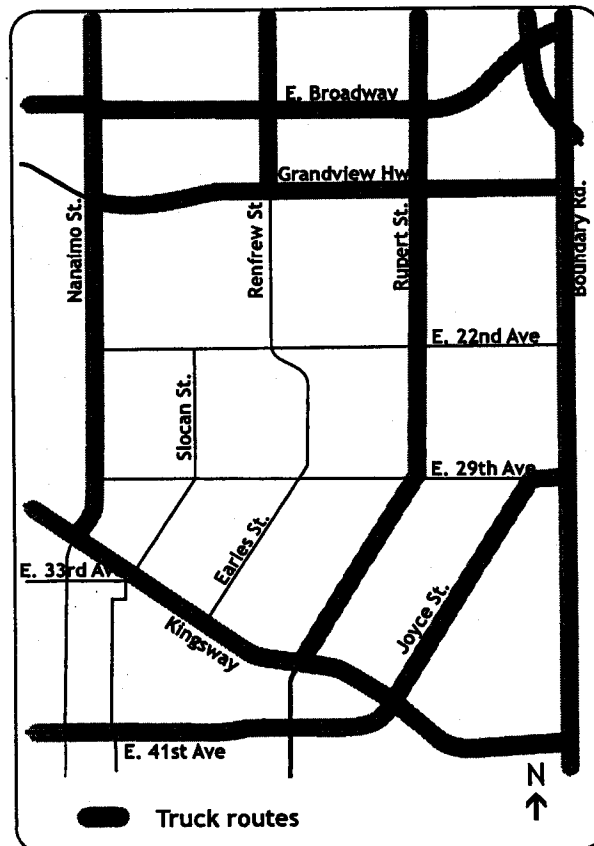
The City's Transportation Plan was approved by City Council in May 1997. The Plan's most important directions include:

- not expanding the existing network of arterial roads in the city
- improved transit and expanded cycling
- better conditions for pedestrians, especially in important shopping areas
- traffic calming to protect neighbourhoods from through traffic
- improved truck access for moving goods
- future growth in commuter trips to the downtown to be served by transit, instead of creating more car trips.



Rupert: secondary arterial needs increased priority for pedestrians, bicycles, and transit

**Truck Routes**



### 2.3 Change the Designation of Slocan (south of 22nd)

#### *Approved*

Consider changing the designation of Slocan (south of 22nd) from secondary arterial to neighbourhood collector where it would continue to give local traffic access to arterial roads but it would not be widened or improved to increase the amount of traffic it carries.

*Percent agree 56%/57%*

People's Ideas...

- include Slocan between Kingsway and 22nd when you change 22nd and 29th to collectors

## 3 Streets Proposed to be Removed from the Arterial Network

(22nd, 29th, and Elliott/Clarendon)

These streets are now secondary arterials which carry relatively low traffic volumes and pass through predominantly residential neighbourhoods. The Transportation Plan proposes, and Vision participants supported, their reclassification to neighbourhood collectors. As neighbourhood collectors they would continue to give local traffic access to arterial roads but they would not be widened or improved to increase the amount of traffic they carry and they would be redesigned to discourage through traffic.

### 3.1 Change the Designation of 22nd, 29th and Elliott/Clarendon

#### *Approved*

In accordance with the Transportation Plan proposal, the City should change the designation of 22nd, 29th, and Elliott/Clarendon from secondary arterial to neighbourhood collector to ensure these streets are not widened or changed to accommodate increased traffic volumes or speeds. These streets should be redesigned to discourage through trips.

*Percent agree 55%/56%*

### 3.2 Improve Conditions and Safety on 22nd, 29th, and Elliott/Clarendon

#### *Approved*

The conditions and safety for residents, pedestrians, and transit users along 22nd, 29th, and Elliott/Clarendon should be substantially improved by:

- improving pedestrian crossings and sidewalks
- reducing the speed of traffic, more enforcement of traffic rules and regulations
- improving the safety of intersections
- adding more planting, landscaping, public art.

*Percent agree 69%/63%*

People's Ideas...

- build islands, corner bulges, narrow street to slow down traffic on 22nd (from Renfrew to Boundary)
- add lights or crosswalk on 22nd at Slocan, Nootka, and Lillooet
- extend 22nd median to Rupert, add street trees
- add special lighted crosswalk, provide pedestrian lighting with local traffic calming on 29th at Rupert and Windermere



22nd: change the designation to neighbourhood collector

# 4 Traffic Calming on Local Streets

Local streets should carry low volumes of local traffic traveling at moderate speeds. The Transportation Plan recommends lowering the speed limit on all local streets to 40 km/h. In some cases, through and/or speeding traffic consistently occurs on local streets. Traffic calming reduces the speed or volume of traffic on these streets to increase safety and livability. Traffic calming may employ traffic circles, speed humps, corner bulges, traffic diverters, stop signs, or other types of signs, street closures, street narrowing, raised crosswalks, and pedestrian islands/refuge areas (sometimes planted).

Traffic calming can be put in place using one of three approaches:

- a neighbourhood-wide traffic calming plan
- property owners initiate and pay for a traffic circles or corner bulges at intersections
- City funded traffic calming on streets with problems confirmed by measurable criteria

The Vision Directions support more traffic calming in Renfrew-Collingwood.

## 4.1 Use Traffic Calming Programs

### Approved

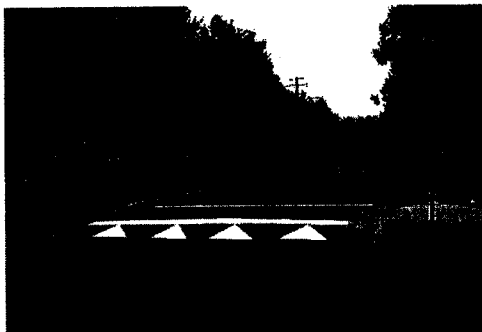
The City should do more to make Renfrew-Collingwood residents aware of its 'complaint-based' traffic calming process. Residents should take advantage of the City's traffic calming programs to bring City funded measures like traffic circles, speed humps, stop signs, and traffic diverters to streets in Renfrew-Collingwood.

**Percent agree 70%/66%**

### People's Ideas...

- need traffic calming at uncontrolled intersections
- reduce shortcutting on local streets from Grandview Highway (e.g. on Dieppe)
- control speeding traffic — add speed bumps on roads by parks and schools

- reduce speed of traffic in Renfrew Heights (on Dieppe, Malta, Haida, etc.)
- provide traffic calming in lanes too, particularly behind Kingsway



Speed table: raised pedestrian crossing to slow cars

## 4.2 Maintenance of Local Streets and Sidewalks

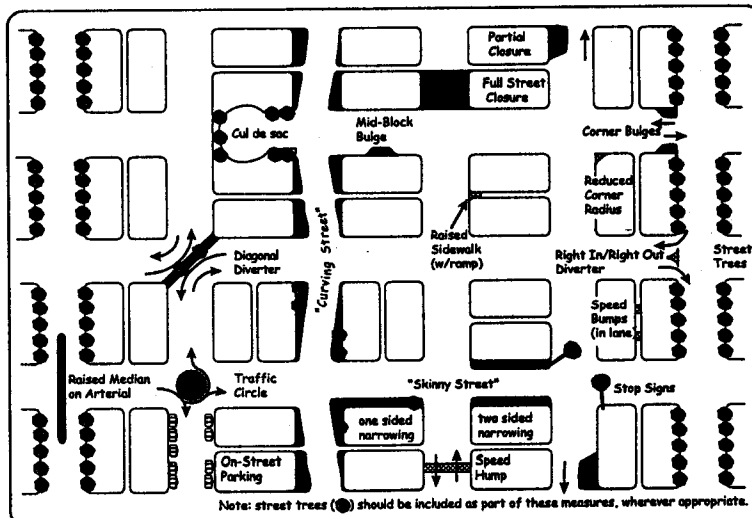
### Approved

Streets and sidewalks in Renfrew-Collingwood should be paved or repaired where necessary.

**Percent agree 85%/86%**

### People's Ideas...

- repair road on Kaslo between 18th and 20th
- fix holes on Windermere between 25th and 27th
- build sidewalks and concrete curbs on School — not safe for children
- add sidewalks and pave Vanness from Spencer to Earles



Neighbourhood Traffic Calming Measures

#### Current Traffic Calming Approaches

**Neighbourhood-wide traffic calming plan:** used when calming on one street would divert traffic to other residential streets. This approach can take two to three years to complete, involving many public meetings, open houses, and surveys. The City pays for the traffic calming devices.

**Property owner initiated circles or bulges:** owners decide on and pay for a traffic calming device. Enough residents must vote for the initiative and then all residents contribute to the cost of the improvement.

**Criteria-based traffic calming:** used for an individual problem street or street segment. The process starts with a resident requesting calming on a street (if there are no complaints the City assumes there is no problem). City staff evaluate the request using criteria which measure the extent of the problem. The criteria used by the City include:

- high traffic volumes and/or speeds
- proximity to schools, play grounds, and other pedestrian/traffic generators
- proximity to a Greenway or Bikeway
- City-initiated projects in the area
- recent increases in traffic due to new development or other traffic changes.

Based on staff's evaluation, each request is placed on a priority list of streets to be calmed. Each year the City pays for traffic calming on the highest priority streets. Streets not funded in one year are carried over to the next year's list.

### 4.3 On-street Parking on Local Streets

#### *Approved*

Improve control over parking of cars and trucks on local streets to make streets safer and provide more parking for local residents.

**Percent agree 68%/60%**

#### People's Ideas...

- restrict stopping and parking of cars when dropping kids off to school
- restrict parking on residential streets by high school students and for church services

### 4.4 Innovative Traffic Calming Measures

#### *Approved*

In addition to the traffic calming measures listed above (i.e. traffic circles, speed humps, etc.) the City should consider using the following:

- 40 km/h speed limit (30 km/h speed limit in high density areas)
- mid-street pedestrian islands/refuges
- public art/fountains
- pedestrian level lights (street lights get blocked out by trees, etc.)
- more signs: children playing, etc.
- encourage street-reclaiming with block parties and street festivals organized by residents

**Percent agree 66%/60%**

## 5 Public Transit

The Transportation Plan recognized that future growth in trips must be accommodated on the existing road system (supplemented with rapid transit). Control of transit has passed from the province to a regional body named Translink which plans, finances, and operates the system. Within Vancouver, the City owns the roads used by the buses; is responsible for bus shelters; determines whether traffic signals give priority to buses; and establishes how the streets are designed for buses.

The Transportation Plan recommends that the City work with the region to create:

- better bus stops, bus shelters, and boarding areas (e.g. with timetables and maps)
- more frequent buses
- measures to give transit priority over cars on streets (e.g. bus bulges)
- community mini-buses
- a city-wide network of express bus routes (including 41st and Broadway) and rapid transit.

The Vision Directions address how to make transit more attractive to users.

### 5.1 Bus Priority Measures

#### *Approved*

The speed and ease of boarding of buses should be increased on all routes through bus priority measures such as bus bulges.

**Percent agree 67%/70%**

#### People's Ideas...

- provide bus bulges on streets where road capacity is available
- provide buses with bus lanes or other priority measures which would allow them to by-pass traffic at congested intersections
- allow signal priority for buses at intersections



Bus bulge: helps bus priority, more boarding space

## 5.2 Improve Bus Routes and Frequency

### Approved

Translink should expand the number of bus routes and add more express routes to bring the bus closer to home or other destinations and to quicken service. Attention should be paid to the poor north-south connections and the lack of service to and from key destinations in the neighbourhood.

*Percent agree 75%/72%*

#### People's Ideas...

- add 'express' bus to #25 to UBC
- add more express routes, possibly on Kingsway or Renfrew, to get people to work on time
- reduce the number of bus stops during peak hours on routes along Kingsway or Nanaimo to improve travel times to and from the Downtown and UBC
- quicken connections between routes (e.g. speedy transfer between buses), especially to SkyTrain Stations
- expand bus hours of service
- make bus routes to major post secondary schools (e.g. Capilano College) more direct: too many transfers
- use smaller community shuttle buses on fixed routes to improve services to local destinations

## 5.3 Improve the 'Transit Experience'

### Approved

The 'transit experience' (the comfort, convenience, and sense of safety experienced by users as they walk to, wait for or ride the system) should be improved in order to attract riders, for example, with better weather protection, lighting and security, transit schedules and route maps, sidewalks and pathways, landscaping, and the provision of bike racks.

*Percent agree 74%/72%*

#### People's Ideas...

- add information on service frequency and route maps at selected bus stops and libraries (consider enlarging print)
- improve boarding areas (e.g. weather protection, lighting and security, bike racks)
- provide washrooms at major locations

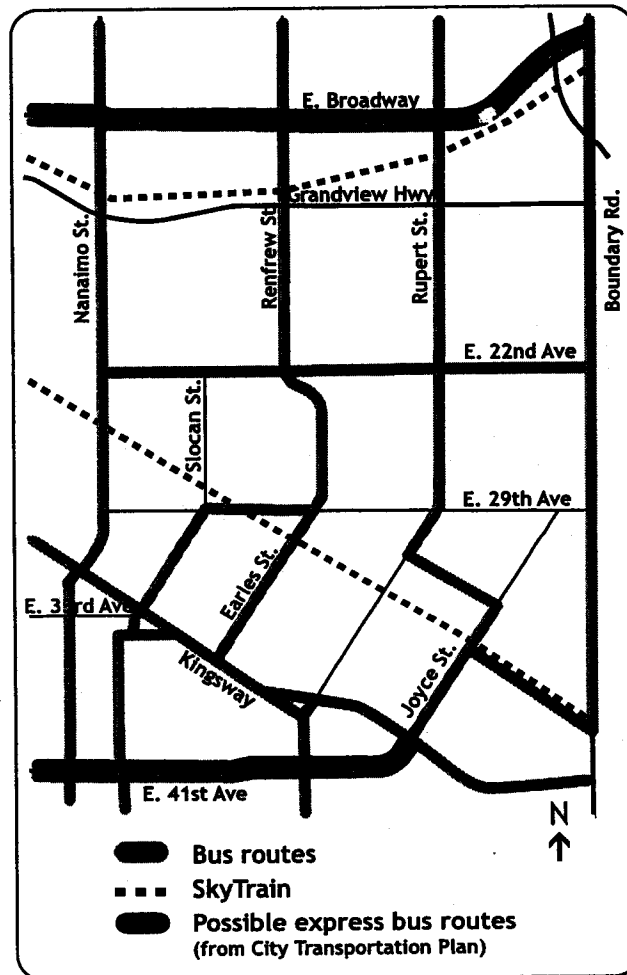
## 5.4 Improve Safety and Amenity at SkyTrain Stations

### Approved

Safety concerns and the need for improved amenity should be addressed at SkyTrain stations, especially Joyce SkyTrain station.

*Percent agree 85%/83%*

### Bus Routes



**People's Ideas...**

- clean up the SkyTrain pathway west of Joyce station — change the landscaping, widen and pave the path, add more lighting
- make the Joyce station area more inviting to pedestrians and vehicles; create a plaza, more benches
- Joyce SkyTrain station unsafe, add ticket takers at all stations, cameras and panic buttons, security people
- encourage/permit more commercial uses at SkyTrain stations (becomes a more lively place, safer place)
- increase safety of transit users, especially at SkyTrain stations, with more 'open design' (e.g. no hidden corners)
- redesign SkyTrain entrances; have artwork, public theatre, street musicians, community notice board
- planting on all SkyTrain pillars

**5.5 Review Transit Fares**

**Approved**

Translink should reduce the inequity of zone boundary fares and consider lower fares for some groups.

**Percent agree 78%/78%**

**People's Ideas...**

- encourage ridership with equitable fare/zone payment (e.g. four stops should not require a two zone fair)
- provide cheaper bus passes; create more transit promotions
- encourage merchants to give promotions for use of transit
- lower the price of tickets for students

**5.6 Local Involvement in Transit Decisions**

**Approved**

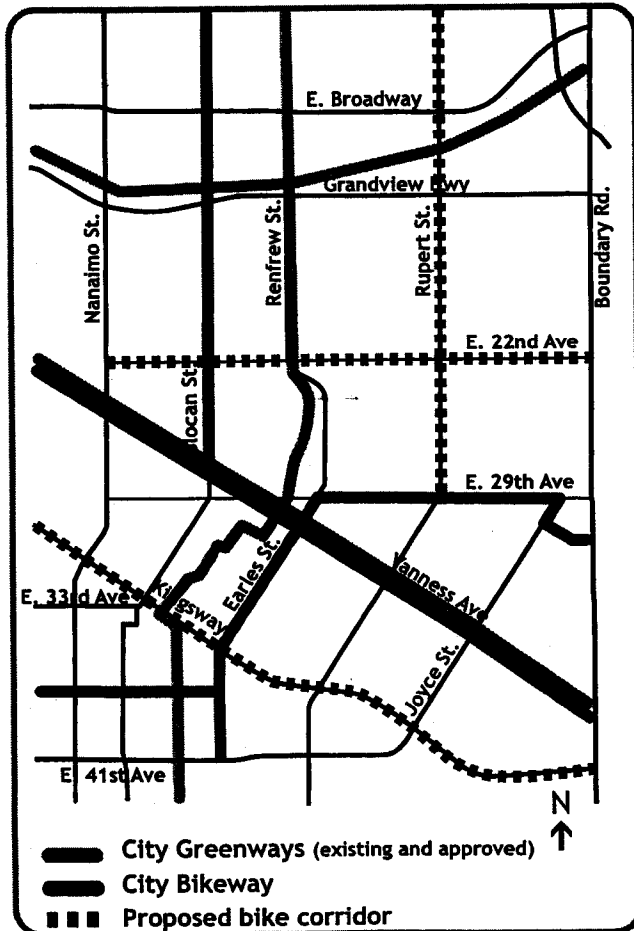
Local involvement in transit decisions should be enhanced.

**Percent agree 69%/67%**

**People's Ideas...**

- consult the neighbourhood about SkyTrain stations
- customer comment cards

**Greenways and Bikeways**



**6 Greenways and Bikeways**

Greenways, Bikeways, and Bikelanes are networks of routes designed to improve the experience of walking and cycling within the city. Work is underway through various City programs:

- Greenways to provide enhanced walking and cycling routes
- Bikeways and bike lanes to provide more functional routes specifically for bikes



City-wide Greenway: Central Valley

## 6.1 Greenway Routes and Bikeways

### Approved

Greenways should link major walking destinations within and outside of Renfrew-Collingwood and should provide safe crossings at major streets. The planned City Greenways along Vanness (Parkway Greenway), along/near Renfrew/Duchess/Wales (Eastside Crosscut), and along the new Millennium Line SkyTrain (Central Valley Trail) should be implemented as soon as possible. Proposed city-wide Bikeways within Renfrew-Collingwood should be planned and finalized. Improvements must be made to the Parkway Greenway from 29th to Boundary, and Greenway and Bikeway routes need to be more widely publicized to pedestrians and cyclists in Renfrew-Collingwood.

**Percent agree 70%/73%**

#### People's Ideas...

- remove posts in the middle of the sidewalk on Vanness (between Rupert and Joyce) as they force people out into the road
- Vanness from 29th station to Boundary is the most desolate, hidden, aesthetically bankrupt, dangerous stretch of Greenway/Bikeway north of Dodge City
- improve maintenance of roadways and sidewalks (especially arterials e.g. Kingsway and Joyce; repave Vanness between Renfrew and Joyce)
- clearly designate bike routes (e.g. maps and signage)
- make Vanness one-way to accommodate pedestrians and cyclists
- connect bikeways and greenways with other municipalities



Neighbourhood Greenway: Renfrew Ravine

## 6.2 General Walking and Biking Improvements

### Approved

The frequently used pedestrian and biking routes within Renfrew-Collingwood shown on the map (following page) should have additional greening and other types of improvements:

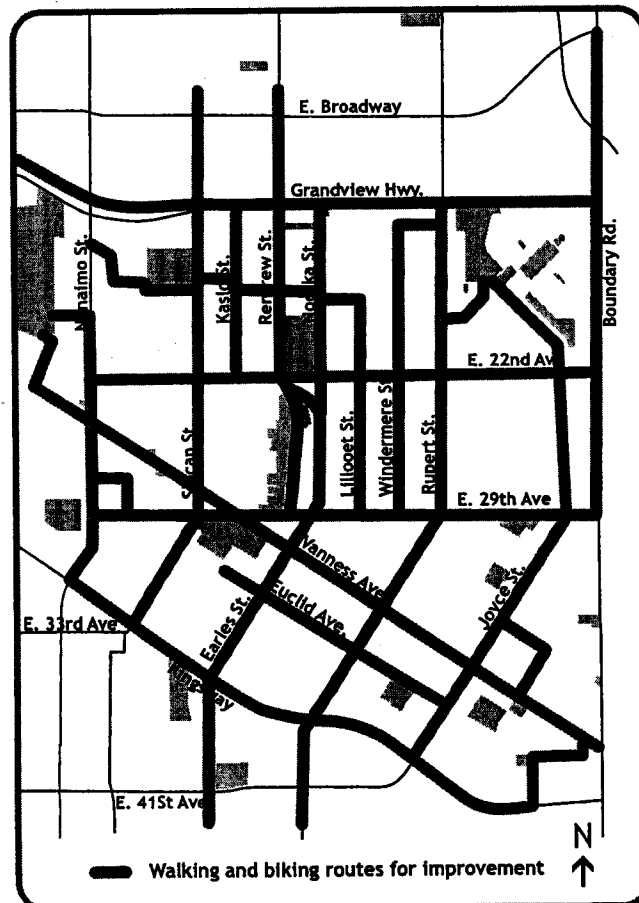
- installation of sidewalks on streets now without sidewalks and improved maintenance of existing streets and sidewalks
- better pedestrian and bike crossings of arterials
- beautification of streets and sidewalks (e.g. tree-lined streets, landscaping, flowers, benches, special paving, lighting)
- clean-up streets and sidewalks in commercial areas
- allow bikes on SkyTrain.

**Percent agree 73%/75%**



Sunrise Bikeway: north/south route from Fraser River to Burrard Inlet

### General Walking and Biking Improvements





**Greenways:** streets and routes enhanced to create an interesting and safe environment for walking and recreational cycling. The city-wide Vancouver Greenways Plan was developed with public consultation and approved in 1995. It identifies two kinds of greenways:

City Greenways which have been planned to create a city-wide network of 14 routes; and Neighbourhood Greenways which create pleasant local connections, are smaller in scale, and are initiated by neighbourhood groups, who receive technical and funding support from the City.

**Bikeways** are bike routes which cross the city on local streets which parallel arterials. These streets have features that make them 'bicycle-friendly'. For example, traffic circles can be installed to slow cars but not bikes and cyclist-activated crossing signals can be provided where Bikeways cross busy streets.

**Bikelanes** are narrow marked lanes for bikes on some arterial streets. This is a relatively new idea for Vancouver, introduced by the Transportation Plan.

#### People's Ideas...

- provide emergency phones to call 911
- make it easier to cross arterials by bike (Renfrew and Slocan)
- provide more sidewalks in residential/industrial areas
- more green landscaping and art along bike routes
- develop safe green bike connector routes between schools, parks, community centres, and neighbourhood houses
- remove 'sandwich board' signs outside stores when they are a barrier to walking
- provide traffic calming (bulges, crosswalks, etc.) to shorten crossing distance and improve visibility of pedestrians; add landscaping, flowers, and benches
- provide a safe, environmentally friendly boardwalk through Renfrew Ravine

### 6.3 Bike Parking and Racks

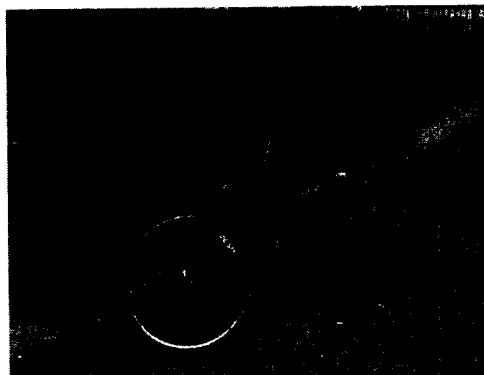
#### *Approved*

Bike parking and racks should be more readily available in Renfrew-Collingwood, particularly at major destinations.

**Percent agree 60%/59%**

#### People's Ideas...

- need more bike posts to lock up bikes
- more bike racks or parking lots for bikes
- make bike racks available on buses on all major transit routes



Bike racks in commercial areas

### 6.4 Bikelanes along Kingsway, 22nd, 29th, and Slocan

#### *Approved*

Consider Bikelanes along Kingsway, 22nd, 29th, and Slocan as part of a city-wide commuter network (this would be considered as part of a more detailed plan, to ensure that it was safe, and to see if it fits with improvements for pedestrians, shoppers, and transit users).

**Percent agree 55%/59%**

# Community Safety & Services

**R**enfrew-Collingwood has a diverse population with many languages, ethnic backgrounds, income levels, and ages. The population has been growing and becoming more diverse at a faster rate than the city as a whole. These factors create challenges to understanding and meeting people's safety, recreational, and social service needs.

Out of the broad range of services and service providers within Renfrew-Collingwood, the Vision Directions concentrate on the services which are either provided directly, or partly funded, by the City.

## Paying for Services and Facilities

The City pays for many of the services and facilities involved in policing, recreation, libraries, and so forth, mainly through property taxes. Some new sources of funds — user charges and Development Cost Levies — are now being pursued by the City.

The CityPlan direction on City finances is to continue to be cautious about increasing spending. Generally speaking, new services would need to be paid for by redirecting funds now spent on other items or in other areas. There are also usually more requests for new facilities than can be funded in any one period, so there is often a waiting period of years before a facility is expanded or rebuilt.

## Non-City Services

Most health and social services are funded by the province and provided either directly by ministries or through various agencies. The Vancouver Coastal Health Authority is responsible for health and community care services, including many for seniors. Renfrew-Collingwood is served by the Evergreen Community Health Centre, one of five health units in the city. It is located near the Joyce SkyTrain station.

## Non-government Community Services

The community is also served by the Collingwood Neighbourhood House (5288 Joyce) which is operated by a non-profit organization. It provides a range of social, educational, and recreational programs for different age and language groups in the community. The City of Vancouver provides some of its funding.

### 2001 Population

Vancouver	546,000
RC	44,950

### 1981 - 2001 Population Growth

Vancouver	 32%
RC	 47%

### English Mother Tongue

Vancouver	 49%
RC	 27%

### Chinese Mother Tongue

Vancouver	 27%
RC	 44%

### Median Income

Vancouver	 \$42,026
RC	 \$42,185

### Population in Low Income Households

Vancouver	 27%
RC	 27%

### Single Parent Families

Vancouver	 17%
RC	 18%

## Community Policing Centres

Community Policing Centres (CPCs) are dedicated to helping to reduce crime through crime prevention education, public awareness, and community involvement. Each centre is assigned a neighbourhood police officer who is the main individual responsible for the implementation and coordination of crime prevention activities. Renfrew-Collingwood is served by the Collingwood CPC office located at 5160 Joyce near the SkyTrain station.

# 7 Community Safety

Renfrew-Collingwood's overall crime rate is slightly higher than that of most other local areas in the city. In 1998, the rate of property crimes in Renfrew-Collingwood was around the middle when compared to the city's other local areas. At 13 per thousand people, Renfrew-Collingwood's rate of crimes against people ('violent crimes') was above the mid-point among the city's local areas.

Vision Directions on community safety are oriented towards the major components of crime prevention: individual actions, community initiatives, and policing approaches. In addition, there are Directions which look at particular issues: youth crime, illegal drugs, and prostitution.

## 7.1 Individual Actions to Improve Safety

### *Approved*

Individuals should take responsibility for reducing the likelihood they or their property will be affected by crime. Possible actions include making their homes more burglar resistant, getting to know their neighbours, participating in crime prevention programs, and using 'street proof' procedures when outside their home.

*Percent agree 82%/86%*

### People's Ideas...

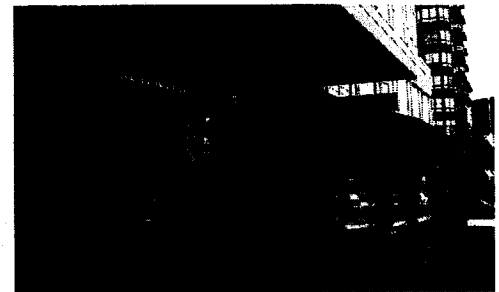
- join Crime Watch, Block Watch, report suspicious and criminal activity
- make homes more burglar resistant by placing motion sensor lights in yards and lanes, installing better locks, keeping a dog, putting lights on timers, locking doors, trimming bushes which provide cover to crooks, etc.
- reduce risk of theft from cars: add anti-theft devices, keep doors locked, never leave valuables in cars
- learn to make healthy choices (e.g. stay in groups when confronted with a difficult situation, don't carry a lot of money in places people might see it)

## 7.2 Community Policing Centres and Community Policing

### *Approved*

A Community Policing Centre should be retained in Renfrew-Collingwood with some on-going funding to ensure stability. The Police Department and the City should expand their commitment to community-based policing.

*Percent agree 83%/88%*



Collingwood Community Policing Centre

## 7.3 Community Actions to Reduce Crime

### *Approved*

Community Policing Centres, the City, the Police Department, business groups, and the community should strengthen crime prevention efforts, including more citizen patrols, improved lighting in high crime areas, reviews of building design and landscaping to reduce opportunities for crime, and wider use of crime prevention and education programs for English, Chinese, and other 'English as a Second Language' groups. Special attention should be reserved for improving safety at SkyTrain stations.

*Percent agree 87%/90%*

### People's Ideas...

- change lighting and improve look of high crime areas to attract people, especially in the evening
- invite store owners to work together to prevent crime
- help prevent vandalism by having more patrols at night by police and by people in Crime Watch
- install close circuit TV in high crime locations like SkyTrain stations

- add turnstiles to SkyTrain stations to deter transients and prevent easy escape from crime scenes
- increase SkyTrain security patrols by transit police and provide some shops or services at stations for 'eyes on the station', provide more bike patrols around SkyTrain stations
- change or keep vegetation adjacent to paths and sidewalks trimmed enough so you can see what is going on
- design places like SkyTrain stations to be visually accessible
- deal with racism by understanding different cultures (e.g. hold cultural evenings, celebrate diversity)
- improve lighting in dark areas (parks, around schools, SkyTrain walkways, etc.), install emergency phones
- make more people aware of how to reduce risks of crime in the home, car, and community
- encourage Chinese speaking residents to participate in programs

#### 7.4 Enhance Policing Services

##### *Approved*

Enhance Policing services provided in the community. There should be more patrols by police on foot and bicycle, particularly in areas of the community with high crime rates.

*Percent agree 89%/90%*

##### People's Ideas...

- ask police to have more frequent patrols in areas where drug dealing is common
- try beat and bike patrols to make police more visible, accessible

The final three safety Directions deal with a group of inter-related issues: youth crime, illegal drugs, and prostitution.

#### Youth Crime

Youth make an important contribution to improving the community and very few young people are engaged in crime. However, youth crime and some youth activities make residents feel unsafe: purse snatching, vandalism, open drug use, bullying, graffiti, feeling threatened by groups of teens, etc. The Direction seeks to reduce youth crime by enhancing youth services.

#### 7.5 Working to Reduce Youth Crime

##### *Approved*

Youth crime should be reduced through the co-ordinated efforts of schools, community organizations, and other groups working with youth. Initiatives could include:

- more effective self-esteem, positive choice, and anti-violence programs in schools
- additional facilities and programs in parks, community centres, schools, churches, neighbourhood houses, etc. to provide alternatives for youth
- youth employment programs.

*Percent agree 91%/91%*

##### People's Ideas...

- provide drug education in high school in co-operation with involved groups (e.g. Alcoholics Anonymous, Narcotics Anonymous, etc.)
- teach self-esteem, how to make healthy choices (e.g. stay in big groups when confronted with difficult situations), how to choose friends
- ensure kids learn code of conduct (respect) in schools (including modeling in teacher treatment of students)
- provide counseling and support (peer counseling, youth support groups, family support); make it multicultural
- consider stiffer penalties under the Youth Criminal Justice Act, making parents legally responsible for damage
- develop interesting and effective anti-bullying training (role plays, drama, traveling plays, videos)

#### Special Needs Residential Facilities

The term 'Special Needs Residential Facilities' (SNRFs) refers to various types of group housing for people who need some form of support or assistance in their living place. People who benefit from this housing include: the frail elderly, people with severe physical disabilities, battered women, children in care, people who have a mental illness, people with developmental delays, people in need of emergency shelter, people under the supervision of Corrections, and the terminally ill. The City's zoning permits SNRFs in all residential zones. Within Renfrew-Collingwood there are 13 SNRFs with 263 beds (5% of the SNRF beds in the city). This is lower than Renfrew-Collingwood's share of the city's population (8%). All of the beds in Renfrew-Collingwood are in community care facilities.

### Neighbourhood Integrated Service Teams

City Council created Neighbourhood Integrated Service Teams (NISTs) in 1994. Each neighbourhood based team is made up of representatives from several departments and agencies (Police, Health, Licenses and Inspections, Fire and Rescue, Planning, etc.). These multi-departmental teams work to help communities solve problems such as: unsafe buildings, garbage, noise, and illegal activity in a more coordinated and collaborative way than departments working individually. NISTs work in and with communities on a wide range of quality-of-life issues from community clean-ups to problem premises.

- provide assertiveness training to repeat victims of bullying and follow-up with bullies (counseling, anger management)
- ensure translation of bullying and crime prevention initiatives to improve chances of success
- provide more youth programs before and after school
- need more free youth programs related to jobs skills, finding jobs, preparing for life, etc.
- expand youth employment programs, particularly for part-time jobs
- promote youth volunteer programs to promote community involvement (e.g. stewardship program/project)
- educate young people about gangs

### The City's Drug Prevention Policy

The City has recently adopted a comprehensive approach to the drug problem. Despite enforcement efforts, a large share of crime in the city continues to be related to drug use and the drug trade. The City is now working towards a four pillar approach which supplements **enforcement** with **prevention** programs to reduce the number of new users, **harm reduction** to decrease the damage suffered by drug users, and enhanced **treatment** to help users to address their dependency. The approach recognizes that drug issues are not restricted to one area of the city and recommends community-based facilities for treatment and needle exchange. Full implementation is being pursued with the federal and provincial governments and their agencies, particularly the Vancouver Coastal Health Authority. Over time, there should be more prevention programs and treatment facilities in the city.

## 7.6 Community Consultation on the Location of Treatment Centres

### Approved

When the City and Vancouver Coastal Health Authority begin to plan the number and location of local treatment centres, needle exchanges, and other facilities, they should include extensive consultation with the local community.

*Percent agree 72%/68%*

### People's Ideas...

- provide safe houses
- increase opportunities for safe needle disposal (e.g. needle pipes in parks)
- have peers teaching peers about alcohol and drugs
- conduct research to find out why kids turn to drugs and work to prevent it from happening
- use reality based education where kids see rather than just hear about impacts of drugs (e.g. visits to Downtown Eastside)
- start prevention very early, in primary school
- impose stiffer penalties including lots of community service
- implement the four pillars approach including special drug courts, rehab, and detox

### Prostitution

Vision participants were concerned about the impacts of prostitution in the community: sex acts in cars and public places, traffic from people looking for prostitutes, loud arguments, and condoms on streets and schoolyards where kids might play with them. Many participants were also concerned about the workers in the sex trade: worried about their safety, recognizing many were forced into prostitution by poverty or addiction, anxious that children are drawn into prostitution by pimps. A Vision Direction was developed to address these concerns.

## 7.7 Addressing Prostitution

### *Approved*

The City should initiate a city-wide process to examine the complex issues around prostitution, develop workable solutions that are beneficial to prostitutes and communities, and strive to implement those solutions with the co-operation of senior governments and local organizations.

**Percent agree 80%/77%**

#### People's Ideas...

- clean-up condoms in parks, school grounds, and on streets
- create safe houses for prostitutes and provide them with pamphlets with safety information
- use the schools to increase awareness of methods used by pimps to attract kids into prostitution
- create a safe red light district in a well lit industrial area
- tax prostitution as a way to enhance harm reduction for workers (e.g. regular medical exams)
- gain understanding for crime motives, e.g. poverty, drug addiction
- provide community services/shelter to deal with prostitution on Kingsway (including drug use and litter)

## 8 Recreational Facilities and Services

Renfrew Park Community Centre opened in 1963. This facility is operated jointly by the Park Board and its community centre association to provide sport, recreation, art, and social programming for a wide range of residents. In addition to the community centre, residents in Renfrew-Collingwood use Collingwood Neighbourhood House for social and recreation programs.

Although there is a range of outdoor facilities and the community centre is heavily used, Vision participants identified several opportunities to enhance the area's recreation services.

## 8.1 Provide More Space and Programming for Indoor Recreation

### *Approved*

The Park Board should create more community centre space in Renfrew-Collingwood by adding to existing facilities or creating new satellite facilities.

**Percent agree 76%/76%**

#### People's Ideas...

- upgrade and expand workout rooms at the community centre
- provide a prominent entrance to the community centre and more parking space
- need more recreation programs in the Collingwood area, east of Rupert (between Grandview Highway and East 29th) and north of Grandview Highway
- use field house for arts projects and covered areas for Tai Chi in Slocan Park
- use other community facilities in the area (e.g. schools, churches, daycares, halls)



Renfrew Park Community Centre

#### Aquatic Facilities Review

The Park Board has sought to provide an indoor pool for approximately every 50,000 people. There are nine indoor pools to serve the city's current population of about 545,000 people. Most pools are rapidly reaching the end of their practical service life and a decision is required about their replacement. The Park Board has recently completed a major study of existing pool facilities and future options. It recommended a renewal plan including one large-scale 'city-wide' destination pool; two community pools providing features such as therapy, longer lengths or outdoor swimming; and four neighbourhood pools focusing on swim lessons, fitness, and training.

Renfrew Park Community Centre includes an indoor pool - considered a neighbourhood pool - which is widely used by the community, although it needs refurbishing.

## Child Care

The City partners with senior governments, the private sector, the community, and parents to develop and maintain an affordable, high quality, and comprehensive child care system in Vancouver. The City helps support child care by:

- providing grants to non-profit societies such as Neighbourhood Houses and Family Places for services to families with small children
- working with community centres to support child care
- providing grants to support non-profit child care services
- leasing land at reduced rates to non-profit child care societies
- using development cost levies on new development to support daycare
- negotiating for child care in larger projects as part of their rezonings
- managing City-owned child care facilities through the Vancouver Society of Children's Centres

Vision participants did not propose changes in the City's approach to helping provide child care.



More facilities needed for youth

## 8.2 Upgrade and Expand Renfrew Pool

### *Approved*

The indoor pool at Renfrew Park Community Centre should be upgraded and expanded.

**Percent agree 67%/66%**

People's Ideas...

- renovate the Renfrew swimming pool — lane expansion and longer laps for the public
- raise another million dollars for pool renovation and do it properly
- provide bigger and cleaner changing rooms
- need a pool in the Collingwood area

## 8.3 Improve Programming at Renfrew Pool

### *Approved*

Programming should be changed and improved at Renfrew Pool to better meet the needs of the community.

**Percent agree 63%/63%**

People's Ideas...

- open pool earlier and close later during weekdays
- review statistics on pool use at busy times and adjust pool schedule

## 8.4 Facilities and Programs for Youth

### *Approved*

More facilities for children and youth should be provided such as a skateboard park, playgrounds, basketball, volleyball, and tennis courts. More programs for youth should be provided.

**Percent agree 75%/77%**

People's Ideas...

- need more activities for teens or youth in all the parks
- need more places and activities for youth to hang out in the community (e.g. theatres, clubs, events)
- provide more after school care programs and summer camps
- provide youth-only space in the community
- provide water play area in Norquay Park

- provide more free youth programs related to finding jobs, preparing for life, developing job skills, etc.

- provide stewardship programs or projects for youth to promote community involvement

## 8.5 Facilities and Programs for Seniors

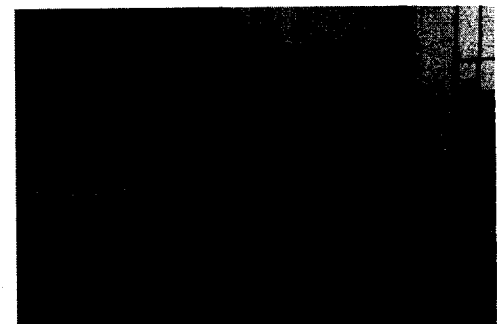
### *Approved*

Facilities for seniors should be improved and expanded in the community centre. Programs should be provided for seniors with a variety of cultural and linguistic backgrounds.

**Percent agree 76%/74%**

People's Ideas...

- increase seniors' space at Renfrew Community Centre (not enough space to meet and run programs)
- recruit more volunteers of various ages and with second language
- lengthen seniors' programs and special events
- need a part-time or full-time Cantonese and Mandarin speaking seniors' programmer
- provide more outdoor field trips for seniors



Improve services for seniors

## 8.6 Programs for Multicultural Diversity

### *Approved*

Broad participation of different people and groups in community life should be encouraged by providing more opportunities to meet with neighbours and celebrate multicultural diversity.

*Percent agree 70%/68%*

#### People's Ideas...

- help immigrants to integrate better in the community
- advertise and hold cultural festivals or a Kid's Day
- organize Aboriginal days
- organize multicultural food fairs (raise money and raise awareness of different cultures)

## 8.7 Accessibility of Programs

### *Approved*

All programs should be more accessible to people of the community regardless of age, language, and income. New ways of raising funds should be considered by the Park Board and service providers to maintain and/or increase the number of programs available to the community, with special attention to low income users.

*Percent agree 71%/74%*

#### People's Ideas...

- need to provide subsidies for seniors programs (too many user fees)
- reduce the cost of sports for children or youth
- encourage large businesses to 'adopt' the community centre
- institute a small parking fee
- charge rental to a private snack bar
- organize a mass campaign to community (letter writing campaign through schools) for capital projects
- encourage businesses to donate a percentage of sales once a month toward renovation
- raise funds by organizing garage sales and cultural activities
- encourage corporate sponsorship (space for advertising in return)

# 9 Library Facilities and Services

The Vancouver Public Library operates the Renfrew and Collingwood Branch Libraries. The Renfrew Branch Library, opened in 1994, is the largest VPL branch after the Central Library. It is also the Area Branch for South Vancouver (includes: Renfrew, Collingwood, Champlain, Fraserview, and South Hill Branch Libraries). The Collingwood Branch Library opened in 1951 and serves the residents of the Collingwood neighbourhood. There are currently no plans by the VPL to move or expand these libraries.

## 9.1 Collingwood Branch Library

### *Approved*

The Collingwood Branch Library should be expanded to better serve the diverse community.

*Percent agree 71%/69%*

#### People's Ideas...

- make Collingwood Library bigger and put a park next to it
- move library closer to facilities or integrate with other services in the area
- need more sitting and study areas in the library
- add café or an area where you can eat and drink in the library

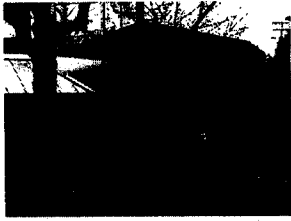


Collingwood Branch Library

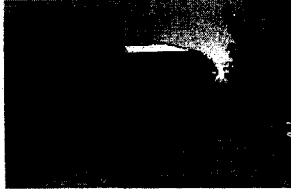
## Accessibility for People with Disabilities

City Council established the Special Advisory Committee on Disability Issues in 1977. The Committee's objective is to make the city more livable for disabled residents by removing physical and social barriers which impede full participation in city life. The Committee consults extensively with the public and with City staff. In recent years, the Committee has been actively involved in enhancing the accessibility of new apartment-type buildings throughout the City by changes to the Vancouver Building By-law. A set of amendments was approved by Council in May 2002 and the Committee is currently involved in implementation discussions.





Renfrew Branch Library



Collingwood Neighbourhood House

## 9.2 Improve Library Services

### *Approved*

The services in Renfrew and Collingwood Branch Libraries should be modified to better serve the public based on a review of factors such as opening hours, collections, programming, translation of instructions, and availability of Internet access.

**Percent agree 75%/72%**

#### People's Ideas...

- provide a larger collection of magazines, videos, and CDs
- need more computers and faster access to the Internet
- order more Chinese language novels, cook books, DVDs, and magazines
- provide Chinese book reviews and organize Cantonese tours and activities in the library
- partner with cultural organizations in providing activities for children and families
- rotate library collection between libraries (more frequently)
- retain copies of current magazines in the library — not to be taken out, but read in the library
- create loan systems between institutions (School Board, public libraries, and hospitals)
- provide or be adjacent to a 'coffee shop'
- provide more sitting area, especially in the teen section

# 10 Improving Awareness and Accessibility of Services

The City and other service providers in Renfrew-Collingwood provide a range of services. Vision participants felt more effort should be put into making these services more widely known in the community and more easily accessible to residents.

## 10.1 Information about Services

### *Approved*

The awareness of services provided by City and other service providers should be improved through initiatives to make information on these services more consistently available in locations, forms, and languages which are convenient for residents and businesses.

**Percent agree 69%/69%**

#### People's Ideas...

- advertise seniors programs in other languages
- make daycare information more accessible
- compile a list of translators especially for evening and weekend volunteer work
- provide more kiosks or community bulletin boards

## 10.2 Community Services in or near Neighbourhood Centres

### *Approved*

Whenever community services such as community centres, neighbourhood houses, health centres, etc. are considering new facilities or relocations, locations in or near the Neighbourhood Centres (see Neighbourhood Centres section p.48) should be given strong consideration due to their accessibility and high community profile.

**Percent agree 70%/70%**

## 10.3 Welcoming Newcomers

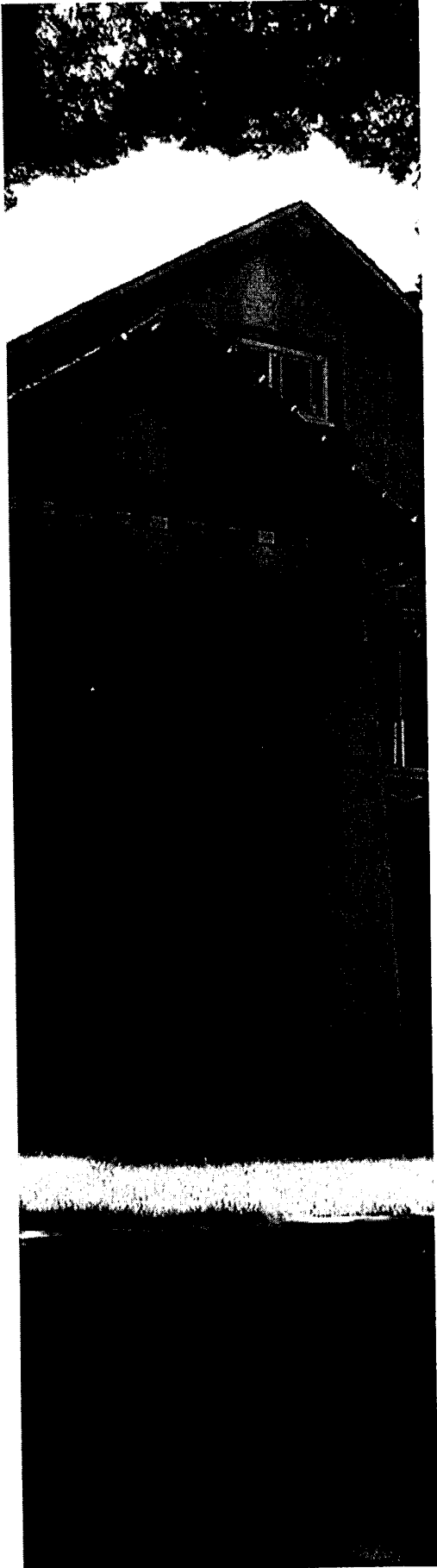
### *Approved*

Newcomers to the community should be provided with information on the community including community facilities, programs and events; parks and sports; shopping areas and commercial services; employment and volunteer opportunities; and cultural and religious organizations.

**Percent agree 64%/66%**

#### People's Ideas...

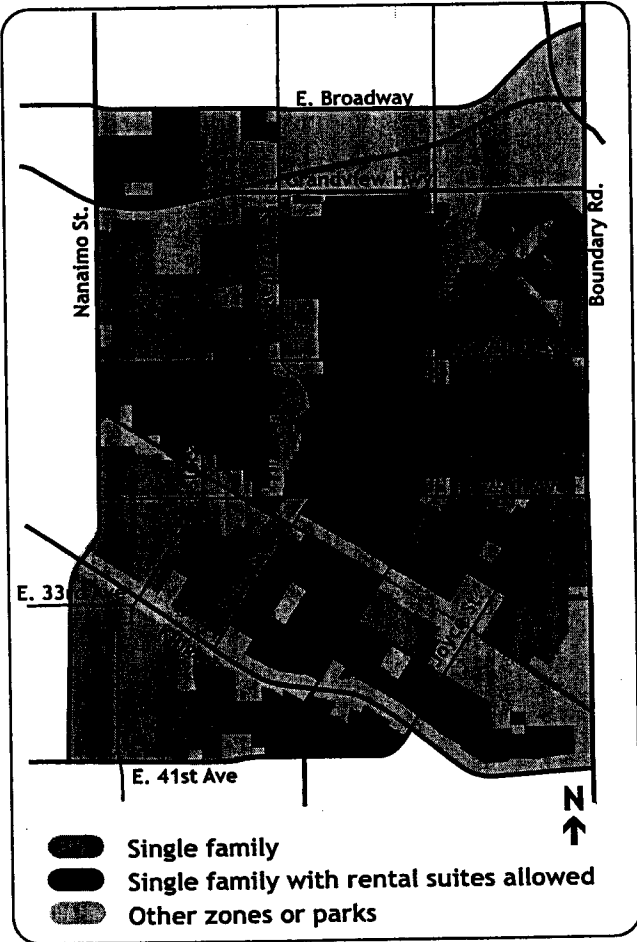
- provide more ESL classes
- advertise volunteer opportunities in community centers



# Existing Residential Areas

Renfrew-Collingwood has a mix of residential neighbourhoods. Higher density townhouses and mid-rise apartments are clustered around the Joyce SkyTrain station. Nanaimo Station has some medium density apartments nearby and there are new rowhouse developments on old motel sites on Kingsway near Norquay Park. Apartments above stores are starting to be developed in commercial areas. However, most of the community is made up of neighbourhoods of single family homes.

The Vision identifies aspects of housing which should be maintained or improved in the future while also supporting some initiatives to help accommodate the existing population as their housing needs change over time.



## Rental Suites Enforcement

Vision participants expressed concern that enforcement of the suites by-laws appears inconsistent and ineffective. Action is usually taken only in response to a complaint. Vision participants saw some merit to this approach since most suites peacefully co-exist with neighbours. However, they felt that there should be more effective resolution of complaints when suites create impacts like local parking problems, excessive noise, or poor upkeep.

Participants were also concerned about new homes which are designed to easily accommodate two suites in areas where only a single suite is permitted. Many of these homes get their permits and are constructed as single family homes to avoid the additional requirements imposed on a development with a suite. After the final City inspection, minor changes are made to make the suites operational and they are rented.

Since rental suites have been permitted, relatively few owners have made their suites legal by taking out a City permit. The City is reviewing the building code standards and enforcement practices related to suites to remove, wherever appropriate, barriers to bringing more suites into legal conformity and to develop a more effective enforcement strategy and capability.

# 11 Single Family Houses and Rental Suites

Residents of Renfrew-Collingwood value their single family neighbourhoods. Many were attracted to the area by the combination of housing and neighbourhood which met their needs. Vision participants wanted to maintain the single family character of much of the community.

Vancouver's Zoning By-law determines what land uses and building characteristics are permitted on each lot in the city. The single family area of Renfrew-Collingwood is zoned either RS-1 or RS-1S. Both zones have the same regulations for house size and position on the lot. In both zones any house may have a family suite, that is, a suite occupied by relatives or home support such as a nanny or senior's caregiver. However, only the RS-1S zone allows houses to have a rental suite. This was based on community consultation that occurred about 15 years ago.

## 11.1 Maintain Most Single Family Areas

### *Approved*

In order to retain the basic character of Renfrew-Collingwood, most of the area that is now single family (including areas permitting rental suites) should be kept that way (exceptions would only be considered where the community supports new housing choices as described in Directions 15.1-16.6, 18.1, 19.1, 19.2, or 20.1).

**Percent agree 76%/74%**

## 11.2 Improve Enforcement

### *Approved*

The City should improve enforcement procedures to solve complaints generated by rental suites such as parking problems, poor maintenance of the dwelling or yard, and noise. New homes suspected of being designed to include two or more rental suites should be regularly inspected to ensure they are complying with the Zoning By-law.

**Percent agree 71%/73%**

## People's Ideas...

- need mandatory review of each suite's safety (without penalty if it is safe)
- generate options to allow existing suites to be brought up to code
- ensure suites pay their fair share of costs for City facilities and services
- enforce clean-up and repair of rundown houses and illegal suites
- avoid making duplexes into fourplexes because of poor enforcement against illegal suites

Vision participants felt that rental suites in single-family homes are an appealing form of housing which should be permitted in more areas of the community. There will be more planning with significant public input before City Council considers changing the existing zoning to allow suites in more areas.

## 11.3 Rental Suites in More Areas

### *Approved*

Houses with a rental suite should be permitted in more areas of Renfrew-Collingwood than now, in order to provide 'mortgage helpers' and affordable housing, but only if the suites:

- are rental rather than strata-titled
- have an on-site parking space for tenant use
- pay their fair share of costs for services (garbage, schools, water, etc.)
- are provided with adequate community facilities (parks, schools, etc.) and services for the additional population.

**Percent agree 54%/60%**



Typical single family streetscape

### People's Ideas...

- attractive to first households, extended families (separate dwellings for grandparents and family but still close by), and seniors
- adds housing option to community
- offers more privacy than an apartment
- allow suites in all areas provided they are legal and meet requirements
- seems new single family houses are too large, add suites to make them more useful
- encourage good use of space and soundproofing between upstairs/downstairs

## 12 Design of New Single Family Houses

New houses frequently replace older ones. Currently the single family zoning in Renfrew-Collingwood controls the height, yard sizes, total floorspace, and garage size of new houses. Tree removal is also regulated. However, present by-laws do not control the visual appearance, character, or landscaping of new homes.

The City has some single family zones (RS-5, 6, and 7) that include some level of design review for new houses and their landscaping. Under a program which lasted several years, when a neighbourhood group demonstrated there was sufficient community interest, the City undertook detailed surveys to determine whether there was support for zoning that included design review. Now about a third of the single family areas in Vancouver have zoning with some form of design review. Although no sub-areas of Renfrew-Collingwood expressed interest in the program at that time, participants felt residents should be offered the choice of whether to pursue design review.

### 12.1 Design Review for New Single Family Houses

#### *Approved*

The design of new single family houses should be improved through putting in place one of the design review zones that the City has already developed, if there is sufficient support within a sub-area of the community.

*Percent agree 65%/64%*

#### People's Ideas...

- require new single family houses to have more attractive architectural designs
- reflect character houses in the area, design new houses that are less boxy
- design homes to suit topography and with more character features like porches
- do not allow identical houses to be built one beside the other
- require new single family houses to have better landscaping
- prefer the scale and massing of new houses to 'fit' in the scale and character of its surroundings
- encourage attractive colors, pitched roofs, porches and entries; not necessarily 'traditional', could be a mix of styles

#### Design Review in Single Family Zones

The RS-1/RS-1S zones which cover the single family areas of Renfrew-Collingwood only control the uses, size, and placement of the building, with no controls on design at all. The RS-6 and RS-7 single family zones include regulations on some basic design aspects such as limiting some types of exterior building materials or requiring trim around windows. They also have some basic guidelines for landscaping. The RS-5/RS-5S single family zones provide the option of no design review or full design review. Full design review is based on design guidelines that address style or character, massing, entry design, materials, details, and landscaping. Projects agreeing to design review get to build slightly more floorspace than a non-design review project. A permit for a design review project takes longer to approve and has a higher processing fee.

The City's Tree Bylaw controls the removal of larger trees (over 8" in diameter) in all single family zones. For new development, removal is only permitted under certain conditions. Owners of existing houses may obtain a permit to remove one tree a year. In both cases, replacement trees are required.

#### More Planning and Consultation Before Changes

Vision Direction 12.1 requires a rezoning. Given community support for design review, residents of smaller neighbourhoods would need to approach and work with the Planning Department to initiate the process leading to rezoning. Additional community involvement and surveys would be required before City Council considers a new zoning with design guidelines.



New house: example with no design review



New house: example with full design review



Older character house

# 13 Retaining Heritage and Character Buildings

Renfrew-Collingwood changed significantly in the 1940s when rapid growth occurred during and after World War II. By the end of the 1950s most residential and industrial areas were developed. Since 1986, over 1,800 new single family homes have been constructed in Renfrew-Collingwood. This represents 22% of all the single family lots in the community, which is also the average rate of redevelopment experienced in single family areas for the City as a whole. In Renfrew-Collingwood, about 31% of the single family dwellings were constructed prior to 1950, a lower proportion than in the neighbouring community of Hastings-Sunrise (51%). The Vancouver Heritage Register (VHR) lists pre-1940 buildings that have particular historical or architectural significance. Their owners can take advantage of some zoning relaxations which may make it easier to keep and renovate them. Renfrew-Collingwood has 18 buildings on the VHR.

Vision participants discussed what preserving character and heritage might mean in Renfrew-Collingwood.



Vancouver Heritage Register listed building

## 13.1 Retain Buildings on the Vancouver Heritage Register (VHR)

### Approved

For structures listed in the Vancouver Heritage Register, the City should encourage retention by implementing additional incentives which are suitable in areas like Renfrew-Collingwood.

**Percent agree 61%/65%**

#### People's Ideas...

- relax current zoning requirements
- allow density 'banking' and transferring in single family areas
- provide tax breaks and small grants

## 13.2 Retaining Character Buildings

### Approved

In order to encourage retention of 'character' buildings not on the Vancouver Heritage Register, there should be incentives to renovate and disincentives to demolish.

**Percent agree 61%/65%**

#### People's Ideas...

- identify and save some post-war buildings; heritage and character do not end in 1940
- keep existing schools, they are landmarks and memories
- encourage more authentic heritage colours, fences and steeped roofs (e.g. 'True Colours' program)
- provide a bonus for recycling building materials
- provide incentives for renovation that keeps character (i.e. additional density, transfer of density, tax breaks, and small grants)

# 14 Changes in CD-1 Zones

Some developments in Renfrew-Collingwood are on large parcels zoned CD-1, or Comprehensive Development. CD-1s are 'tailor-made' zonings used by the City where standard zoning isn't suitable for the proposed uses or building design. Since the '80s CD-1 regulations have included a lot of detailed requirements, but earlier CD-1 regulations were often quite vague and general. In addition, older CD-1 sites are often built to densities lower than those common today. Across the city, these older parcels are being redeveloped to higher densities. Examples include Arbutus Gardens (at Arbutus and 33rd) and Champlain Mall.

The City has generally required changes to developments on CD-1 sites to undergo a rezoning process, culminating in a public hearing. However, in some cases, redevelopments on older CD-1 sites were treated as a change in regulations which did not require a rezoning. While decisions on these sites have included community consultation, Vision participants felt residents' interests would be better protected, and the City's powers over the development would be greater, if all significant changes to a CD-1 zone were treated as a rezoning.

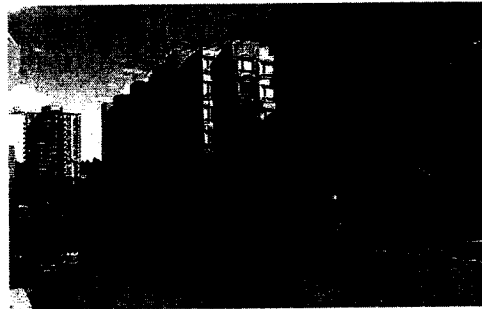
Note: CD-1 zoning has also been used in two innovative ways in Renfrew-Collingwood. First, along the original SkyTrain line, CD-1s were enacted to permit dwellings which would help shield nearby homes from noise and over-look impacts from the guideway. Second, CD-1 zoning was put in place north of Grandview Highway to encourage the daylighting or improvement of Still Creek.

## 14.1 Process for CD-1 Zoned Sites Anywhere in Renfrew-Collingwood

### Approved

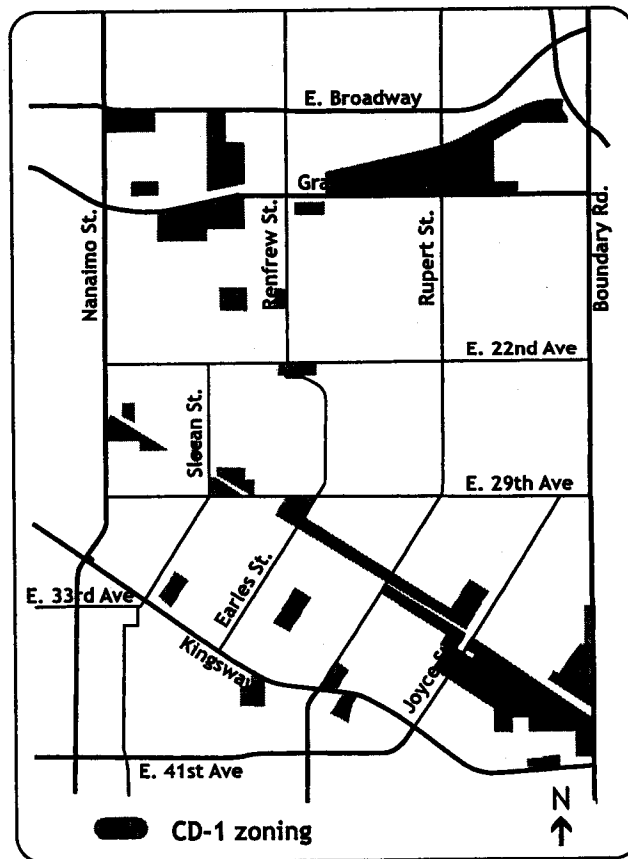
When anything other than a small change is proposed to a development on a site zoned CD-1 — whether in its buildings or uses — the City should undertake a rezoning process in order to ensure appropriate community consultation and to provide the City with the ability to deny or impose conditions on the proposed development.

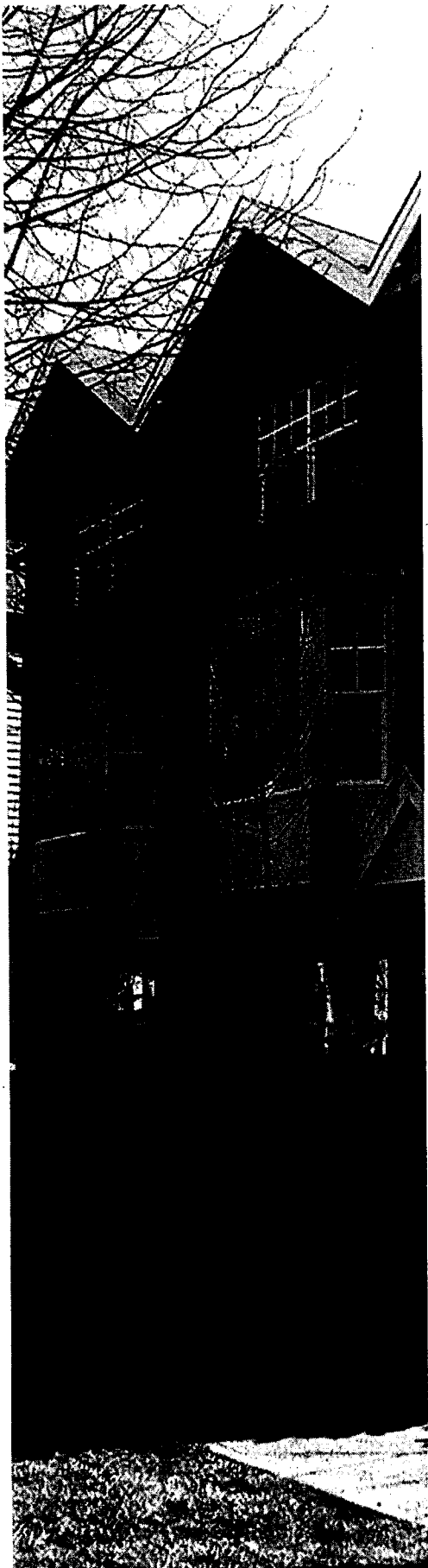
*Percent agree 63%/61%*



CD-1 Zoning: Collingwood Village

### CD-1 Zones





# New Housing

Vision participants looked at the future housing needs of Renfrew-Collingwood residents including young singles and couples, families with kids, and seniors. Some, like singles and couples, prefer apartments or rental suites in houses. Families with children want the features of single family homes like bigger units, private yards, basements, and individual front doors — but at an affordable price. Many couples whose children have left home also want these features and continue to stay in their single family homes.

## The Demand for New Housing

By 2021 Renfrew-Collingwood's existing residents will have created the demand for almost 3,500 (27%) more households — today's children will grow-up and have their own families; some couples will separate and become two households. Some will move away, but others will want to stay in Renfrew-Collingwood. Besides the increased housing demand from existing residents as they age, people will also move to Vancouver from elsewhere and some will settle in the community.

## Supply Does Not Match Demand

Today there is capacity for only a few types of additional housing units in the community. Very few additional single family lots are available. Under existing zoning, some apartments can be built in the Joyce Station area or above stores in the commercial areas, primarily on Kingsway. In addition, the existing zoning allows additional rental suites in about half of the single family areas in the community. In total, the capacity under existing zoning stands at over 2,300 more housing units, with about two thirds in apartments and one third in additional rental suites. Vision participants considered the types of housing desired by residents in the future — infill, duplexes, cottages, sixplexes, rowhouses, and low-rise apartments. All of these offer many of the features of a single family house but at a lower cost. Vision participants considered the various types of housing desired by Renfrew-Collingwood residents as they age and created options for providing mainly new 'ground-oriented' housing.

## Addressing Possible Impacts of New Housing

Vision participants wanted the impacts which might be associated with new housing to be addressed. They did not want additional people to reduce the level of service existing residents enjoy with parks and other community facilities. They were also concerned about potential parking and traffic impacts arising from additional units. As a result, each proposal for a new housing type has been made conditional not only on an increase in community facilities and programs needed to serve any population growth generated by the new housing type but also on an assurance that parking and traffic impacts would be addressed.

The Directions on new housing options which follow are divided into two sections. The Directions first focus on several housing types, then possible locations for new housing are described. Combining various options for new housing types and locations results in the potential for different numbers of new units. The table at the end of this section (page 47) provides statistics on both the demand for housing and a 'ball park' estimate of the units which could result from some of the choices.

## 15 Possible New Housing Types for Renfrew-Collingwood

### Infill

**Description:** A smaller second home on a lot, usually behind the main house. Also called a 'coach house' or 'granny flat'. Usually the garage is on the main floor with the infill dwelling above. Size and height are regulated by zoning but they usually look like a small one and a half or two storey house located at the rear lane. On wider lots (50' or more) it is possible to build infill while keeping the existing home. However, on smaller lots, the side yards of existing houses are rarely wide enough to provide the required fire-fighting access. As a result, small lot infill is only feasible when built with a new main house.

**Status:** A new housing type for Renfrew-Collingwood but permitted on lots 50' or wider in Kitsilano and Mount Pleasant (east and south of City Hall). Units are usually strata-titled but may be rental.

**Attractive to:** Young people who have recently left home, older singles and couples, and seniors who want access to a yard and can manage stairs.

#### 15.1 Infill as a New Housing Type in Renfrew-Collingwood

##### *Not Approved (Uncertain)*

Housing variety should be increased in Renfrew-Collingwood by allowing some infill development, provided that the units are:

- designed to fit into the single family area, with good landscaping

- provided with adequate community facilities (parks, schools, etc.) and services for the additional population
- accompanied by a plan to address any parking and traffic impacts.

**Percent agree 54%/55%**

#### People's Ideas...

- provides shared garden for kids to play in – important for families
- leads to livelier neighbourhood, more secure alleys
- provides better security (more units close by)
- helps increase availability and affordability
- lets parents in extended family live in infill unit (separate enough to limit conflict but close enough to be easily looked after)
- can generate income to make the main house more affordable
- garages are so large that infill would not be much of a change

*Comment: This Direction received majority support in the general survey but was 3% short of the required support in the random survey to be classified as 'approved'. In the random survey the agree votes outnumbered the disagree votes by a ratio of 2 to 1. As a result, infill remains a topic for more discussion if additional housing planning occurs in the community.*



Small lot infill



### Not Approved (Uncertain) Directions

Note that several housing type and location Directions did not receive the necessary agreement in both surveys to be classified as Approved. In some cases, a Direction was supported in the general survey and received majority support in the random survey (but at an insufficient level to ensure it had community support, given the margin of error in the survey). In other cases, a Direction did not receive majority support in either the general or the random survey but did receive more agree than disagree votes. In both these cases a Direction is classified as Not Approved (Uncertain) and it remains a topic for more public discussion should planning on this topic occur in the future. Where disagree votes outweigh agree votes in either survey, a Direction is classified as Unsupported.

### More Planning and Consultation Before Changes

For Vision Directions proposing a new housing type or location a rezoning would be required before the new housing could be built. More detailed planning with community involvement would take place before the rezoning occurred. This planning would deal with precise boundaries, phasing the development over time, traffic and parking impacts, fire-fighting access, the need for additional services and facilities (including parks), developer contributions for costs, etc.

## Duplexes

**Description:** A duplex provides two units on a parcel of land. Since each half of a duplex uses less land and is smaller than a new single family house, they are more affordable than a new single family home. The units may be side-by-side, front-to-back, or up-and-down. Each unit can be individually owned. Duplexes provide many of the features of a single family home including yards, individual entrances, garages, and enough floorspace to meet the needs of a family.

**Status:** Duplexes are currently permitted on a few lots in Renfrew-Collingwood and are common in other areas like Kitsilano.

**Attractive to:** Families, couples, and parents whose children have left home.

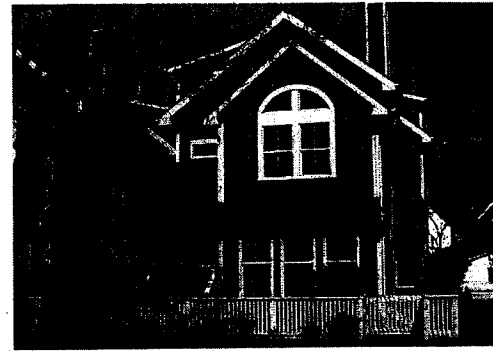
### 15.2 Duplexes

#### *Not Approved (Uncertain)*

Housing variety should be increased in Renfrew-Collingwood by allowing more duplexes provided that the units are:

- designed to fit into the single family area, with good landscaping
- provided with adequate community facilities (parks, schools, etc.) and services for the additional population
- accompanied by a plan to address any parking and traffic impacts.

**Percent agree 51%/50%**



Duplex

#### People's Ideas...

- attractive to established singles and couples, families with children, people looking after older parents
- uses land more efficiently; allows gardens and open space to be shared
- build on lots 45' or wider
- allows interaction with people in other unit
- can build on existing lots: easy to do but more flexible than single family

**Comment:** *This Direction received majority support in the general survey but did not receive enough support in the random survey to be classified as 'approved'. In the random survey the agree votes outnumbered the disagree votes by a ratio of 1.6 to 1. As a result, duplexes remain on the table for more discussion if additional housing planning occurs in the community.*

## Small Houses on Shared Lots

**Description:** Two 33' lots developed together to accommodate four free standing homes, each with attached parking. The two units facing the street would have shorter front yards (16' versus the usual 24'). A passage separating the front units acts as a walkway to the two rear units and provides fire-fighting access. The rear units are constructed over the area typically used for a garage and extend into the rear yard. A driveway from the lane would go between the rear units to a central 'carriage court' and the parking space for each front unit. The size of each home would be about 1,600 square feet with 2 - 3 bedrooms and a family room/den/home office (rear units could be somewhat smaller). There would be private open space for each home.

**Status:** A new housing type in the city. Units could be individually owned.

**Attractive to:** Families with children, two income couples, parents whose children have left home, and seniors who can manage stairs.

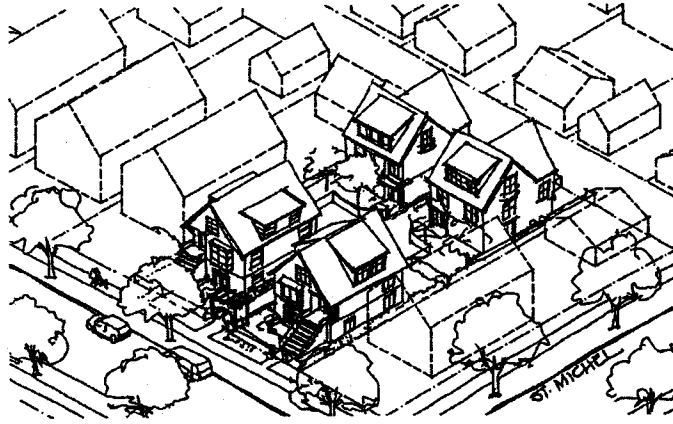
### 15.3 Small Houses on Shared Lots

#### *Not Approved (Uncertain)*

Housing variety should be increased in Renfrew-Collingwood by allowing some small houses on shared lots, provided that the units are:

- designed to fit into the single family area, with good landscaping
- provided with adequate community facilities (parks, schools, etc.) and services for the additional population
- accompanied by a plan to address any parking and traffic impacts.

**Percent agree 49%/51%**



Small Houses on Shared Lots

#### People's Ideas...

- attractive to extended families and seniors
- allows extended family to be close enough to look after seniors but separate units reduce conflict (may be too small for some families)
- offer privacy within units
- could provide character and diversity in neighbourhoods

*Comment: This Direction received majority support in the random survey but did not receive enough support in either the random or the general survey to be classified as 'approved'. In both the general and the random survey the agree votes outnumbered the disagree votes by a ratio of at least 2 to 1. As a result, small houses on small lots will remain a topic for public discussion if additional housing planning occurs in the community.*

## Cottages

**Description:** Seven or eight free standing housing units, built around a central garden courtyard, on an assembly of three 33' lots (compared to the six units allowed by the current zoning: three main units with three suites). Each cottage would have an individual entrance, front porch, private outdoor space, and two or three bedrooms in about 1,200 square feet of floorspace. They would provide many of the features of a single family home including individual buildings, and a size usable by families, at a more affordable price.

**Status:** Cottages would be a new housing type for the city.

**Attractive to:** Especially attractive to families with children as well as couples whose children have left home, working couples, and younger seniors.

### 15.4 Cottages

#### *Not Approved (Uncertain)*

Housing variety should be increased in Renfrew-Collingwood by allowing some cottage developments, provided that the units are:

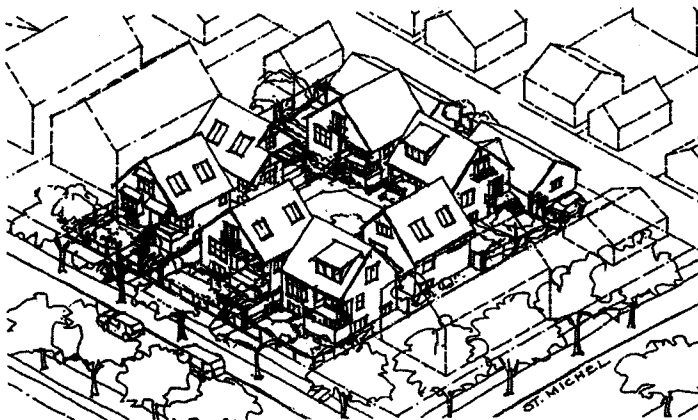
- designed to fit into the single family area, with good landscaping
- provided with adequate community facilities (parks, schools, etc.) and services for the additional population
- accompanied by a plan to address any parking and traffic impacts.

**Percent agree 44%/44%**

#### People's Ideas...

- attractive to first households, families with children, some seniors
- provides units less expensive than single family homes
- creates attractive shared courtyard, very family oriented
- can add character and diversity to an area
- creates common play space, shared/communal activities in the courtyard but still private because units are free standing

*Comment: This Direction did not enough support in either the random or general survey to be classified as 'approved'. In both surveys the agree votes out numbered the disagree votes by a ratio of at least 1.5 to 1. As a result, cottages remain as a topic for public discussion if additional housing planning occurs in the community.*



Cottages

## Sixplexes

**Description:** Six units on two 33' lots. A pair of front-to-back duplexes would occupy the space usually filled by single family homes (front yards would be the same depth [24'] now required for single family homes). A path/fire-fighting access between the front duplexes would connect the street to two side-by-side units at the rear. All parking would be at the lane with the two rear units built over the garage and extending into part of the rear yard. Each home would feature separate ground access, private outdoor space, and about 1,200 square feet of floorspace.

**Status:** A new type of strata-titled housing in the city.

**Attractive to:** Smaller families, couples, and parents whose children have left home. The multi-level configuration of these homes would be a negative feature for many seniors.

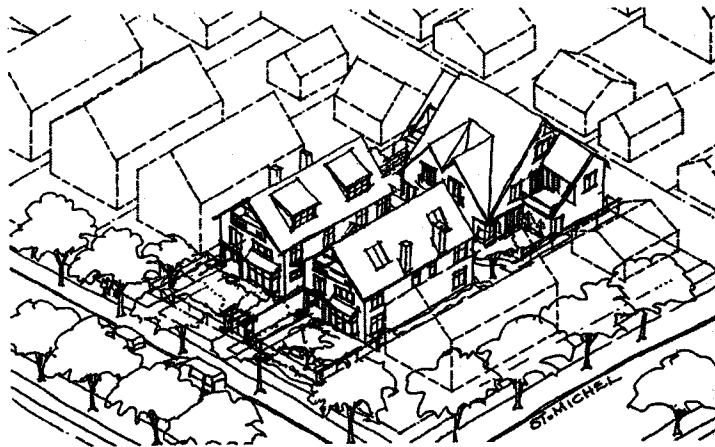
### 15.5 Sixplexes

#### *Not Supported*

Housing variety should be increased in Renfrew-Collingwood by allowing some sixplex developments, provided that the units are:

- designed to fit into the single family area, with good landscaping
- provided with adequate community facilities (parks, schools, etc.) and services for the additional population
- accompanied by a plan to address any parking and traffic impacts.

**Percent agree 32%/29%**



Sixplexes

#### People's Ideas...

- attractive to established singles and couples, families with children, extended families, some seniors
- leads to livelier neighbourhood
- provides better security (more units close by)
- uses city services more efficiently
- great on deep lots which allow more space between groupings
- good option to help solve housing shortage: helps increase availability and affordability

**Comment:** *This Direction is 'not supported' because disagree votes outnumbered agree votes in both the general and random surveys. This option will not be considered if additional housing planning occurs in the community.*



Rowhouse

## Traditional Rowhouses

**Description:** A single row of attached housing units with separate front and rear entrances. They usually have individual garages or parking areas on the lane. Front yards and building depths would be the same as for a new single family house but each rowhouse unit would be about 13' wide so that 7 would fit on an assembly of three 33' lots. Each unit would have 1,500 to 2,000 square feet of floorspace. The homes may be individually owned or strata-titled.

**Status:** Renfrew-Collingwood has some existing rowhousing near Joyce Station.

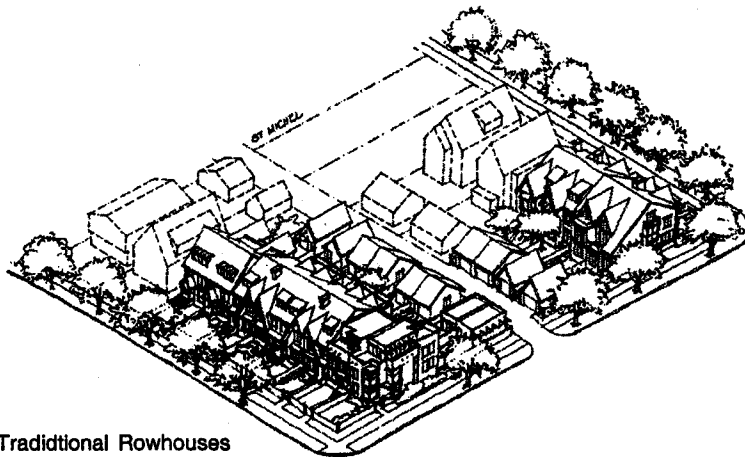
**Attractive to:** Families with children, couples without children or whose children have left home, and seniors who could manage the stairs in the units.

### 15.6 Additional Traditional Rowhouses

#### *Not Approved (Uncertain)*

Housing variety in Renfrew-Collingwood should be increased by permitting some additional traditional rowhouses, provided they are:

- designed to be compatible with single family neighbourhoods and adjacent homes; with good landscaping
- located in select areas and built as small projects rather than as a wide-spread replacement for existing housing types



Traditional Rowhouses

- provided with adequate community facilities (parks, schools, etc.) and services for the additional population
- accompanied by a plan to address any parking and traffic impacts.

*Percent agree 37%/38%*

#### People's Ideas...

- attractive to first households and families with children
- creates private yards which are great for families
- like the look, especially on sloped land (like San Francisco), narrow streets, and near SkyTrain
- provides continuity and intimacy, especially on north-south streets
- keep size of projects small so they do not start to overwhelm other homes
- avoid placing too close together, can seem too dramatic a change in character
- would help to solve the housing shortage in Vancouver but be careful because they can easily seem too dense
- creates a more affordable option with outdoor space for families with children (most needed size is 2-3 bedrooms plus den)
- more affordable than single family, more privacy and space than apartments

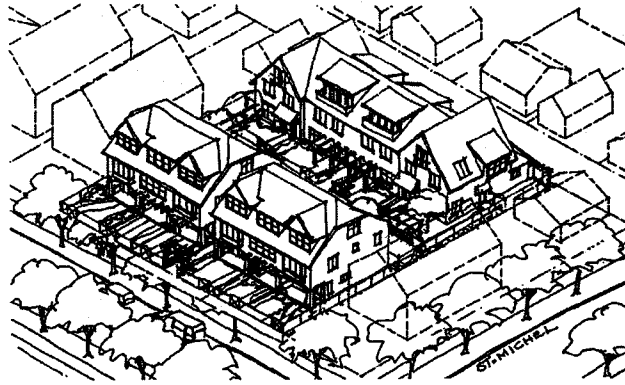
*Comment: This Direction did not receive enough support in either the general or the random survey classified as 'approved'. In both the general and the random survey the agree votes outnumbered the disagree votes by a few percentage points. As a result, traditional rowhouses remain as a topic for more public discussion if additional housing planning occurs in the community.*

## Courtyard or Carriage Court Rowhouses

**Description:** Two rows of attached units grouped around a common open space. Courtyard rowhouses have parking for all units in a single row that backs directly onto the lane. Carriage court rowhouses have their parking integrated with each unit, requiring part of the courtyard for car movement. An assembly of three 33' lots could accommodate 8 courtyard or 7 carriage court units (the driveway connecting the lane to the carriage court takes the space of one unit). Both styles have a pathway providing pedestrian/fire-fighter access to the rear units from the street. Courtyard rowhouses would each feature about 1,200 square feet of floorspace, enough for two bedrooms plus an additional bedroom, family room, den, or home office. The front yard would be shorter (16' versus 24') and the front units shallower than a new single family home. The courtyard would be 30' deep. The rear units would be built partly above the garage and partly in the area required for a rear yard in new single family homes. Carriage court rowhouses would be slightly larger (1,350 square feet), with a 14' front yard. Rear units would extend into the rear yard. The 30' courtyard would be divided into private open space and maneuvering space for cars (which could be finished in pavers to make it more attractive).

**Status:** Both types would be new to the city and would likely be strata-titled.

**Attractive to:** Families with children, established couples, and seniors who could manage stairs.



Courtyard Rowhouses

### 15.7 Additional Courtyard or Carriage Court Rowhouses

#### *Not Supported*

Housing variety should be increased in Renfrew-Collingwood by allowing some additional Courtyard or Carriage Court rowhouses, provided they are:

- designed to be compatible with single family neighbourhoods and adjacent homes; with good landscaping
- located in select areas and built as small projects rather than as a wide-spread replacement for existing housing types
- provided with adequate community facilities (parks, schools, etc.) and services for the additional population
- accompanied by a plan to address any parking and traffic impacts.

**Percent agree 36%/36%**

#### People's Ideas...

- shared courtyard very attractive for kids to play in safely, important for families
- gives sense of security to have others nearby, easy to check units for people away from home
- preferred by older singles and couples because they spend more time at home than younger households and therefore place a higher value on outdoor space

**Comment:** *This Direction is classified as 'not supported' because it received more disagree than agree votes in the general survey. This option will not be considered if additional housing planning occurs in the community.*

## Development Cost Levies and Community Amenity Contributions

In June 2003, City Council decided to make interim Development Cost Levies (DCLs) permanent and to increase the amount new development is charged. Starting in February 2004, each newly built square foot of commercial and residential space (in projects with more than three units) will pay a \$6.00 DCL while new industrial development will be charged \$2.40 per square foot. The revenue will be used to help finance the parks, daycare, transportation, and affordable housing needed to serve the additional residents and employees occupying new floorspace. Some uses such as daycare and social housing will pay lower rates or be exempt from DCLs. City Council also asked the province for permission to use DCL funds for public libraries and to charge a DCL on residential projects with less than four units.

At the same time, City Council decided to make temporary city-wide Community Amenity Contributions (CACs) permanent. CACs are applied when zoning is changed to increase the amount of development which can occur on a site. The standard rate is \$3.00 per added square foot (in addition to the city-wide DCLs). Starting in February 2004, non-standard CACs will be negotiated for rezonings on sites larger than 2 acres (1 acre in Neighbourhood Centres) and all rezonings on the downtown peninsula. Again, some uses are exempt or subject to reduced rates. CACs provide City Council approved amenities located either on the rezoned site or in the immediate community.

## Low-rise Apartments

**Description:** Low-rise apartments have a maximum height of four storeys. They generally feature smaller, lower cost units. Each unit is usually on a single floor and accessible by elevator.

**Status:** Renfrew-Collingwood has existing low-rise apartments near Joyce Station.

**Attractive to:** People just entering the housing market, singles, and seniors who are no longer willing or able to maintain single family homes.

### 15.8 Low-rise Apartments

#### *Not Approved (Uncertain)*

A limited number of low-rise apartments, with a maximum height of four storeys, should be permitted in Renfrew-Collingwood provided that they are:

- designed to be compatible with single family neighbourhoods and adjacent homes; with good landscaping
- located in select areas and built as small projects rather than as a wide-spread replacement for existing housing types
- provided with adequate community facilities (parks, schools, etc.) and services for the additional population
- accompanied by a plan to address any parking and traffic impacts.

**Percent agree 41%/45%**



Low-rise Apartments

## People's Ideas...

- provides enough space for smaller households including single parent families (one child)
- preferred by many seniors who need a one level unit and an elevator (no stairs)
- attractive to first households because no yard maintenance, relatively inexpensive
- provides wheelchair accessibility for disabled because of elevator (also stroller and scooter friendly)
- works well with a park nearby
- gives sense of security to have others nearby, easy to check units for people away from home
- balcony works for seniors and first households
- works for seniors who are too old to look after larger place or yard
- some seniors prefer to be higher than ground floor for security
- keep projects small so they do not appear monolithic

*Comment: This Direction did not receive enough support in either the general or the random survey to be classified as 'approved'. However, it did receive more agree than disagree votes in both surveys. As a result, low-rise apartments remain a topic for more public consultation if additional housing planning occurs in the community.*

## At Least One Housing Type

This section of the Vision has described the housing types which Vision participants felt would be attractive to existing Renfrew-Collingwood residents as they age and their housing needs change. In order to get a clear reading of the number of people who are interested in some type of new housing in the community, this Direction asked if the respondent supported (somewhat or strongly) at least one of the housing types in Directions 15.1 – 15.8.

### 15.9 At Least One Housing Type

Several new housing types have been described in this section. Did you support at least one of the new housing types (Infill, Duplexes, Small Houses on Shared Lots, Cottages, Sixplexes, Traditional Rowhouses, Courtyard/ Carriage Court Rowhouses, or Low Rise Apartments) in the Directions above?

**Percent supporting at least one type 72%/68%**

*Comment: This Direction was not classified as 'approved' because it refers to the previous Directions rather than asking a specific policy question. For future planning purposes, it is interesting that a high proportion of respondents in the general and random surveys supported at least one housing type in Renfrew-Collingwood.*

## Seniors' Housing

Despite changing housing needs, long term residents frequently want to stay in their neighbourhood because they know the local shops and services, have friends in the community, and want to stay near their doctors and dentists. Vision participants looked at housing options which would allow older residents to stay in the community when they are no longer able or willing to look after a single family home. In addition to the types outlined in the previous Directions, options include additional traditional apartments and smaller scale seniors' homes. These projects would be purpose-built for seniors and some would provide for different levels of care.

## 15.10 Seniors' Housing

Some small developments designed for seniors should be considered near parks, shopping, and transit (especially near SkyTrain) to allow seniors to stay in the community as their housing needs change.

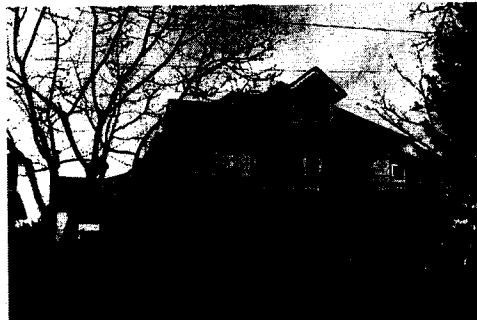
**Percent agree 81%/82%**

### People's Ideas...

- need security and safety features
- locate close to services, facilities, parks, public spaces, and retail
- provide elevators big enough for a wheelchair
- one or two bedrooms large enough
- provide some complexes which include supervision and/or care
- recognize that garden space can be critical to some seniors
- close to programs in neighbourhood houses and community centre
- avoid locations near steep hills

## Seniors' Housing Rezoning

The strong community support for Vision Direction 15.10 will likely lead to individual 'site specific' rezonings. That means when a group organizing housing for seniors finds a site, they would apply for rezoning to permit their project. Each rezoning would require consultation with neighbours prior to being considered by City Council.



Abbeyfield House



# 16 Possible Locations for New Housing

Vision participants identified locations which were important for different types of households. In each of the possible Directions listed below, the reasons participants supported the location are given before the Direction itself.

## New Housing Types on Wide or Long Lots

This approach recognizes that current land values would tend to result in the redevelopment of most older homes on wide or long lots. Vision participants felt these lots (or small assemblies incorporating these lots) had additional advantages:

- longer lots would allow more courtyard or yard space for new housing types which place some units near the lane
- wider lots would mean larger duplex, infill, and cottage units
- the locations where change would occur could be easily identified
- large areas of single family housing would be left unchanged.

## 16.1 New Housing Types on Wide or Long Lots

### *Not Approved (Uncertain)*

New housing types should be permitted on wide or long lots (or small assemblies incorporating these lots) in Renfrew-Collingwood, subject to detailed planning and impact mitigation.

**Percent agree 54%/55%**

*Comment: This Direction received majority support in the general survey but fell .5% short of the level of support required in the random survey to be classified as 'approved'. In the random survey the agree votes outnumbered the disagree votes by a ratio of 3 to 1. As a result, new housing types on wide or long lots remains as a topic for more public discussion if additional housing planning occurs in the community.*

## New Housing Types on Sloped Land

Sloped land offers the opportunity for views from new homes. Vision participants envisioned adding housing on sloped land south of Grandview Highway and between Joyce SkyTrain Station and Kingsway. They felt:

- views would be a positive feature that could make smaller homes more attractive
- some new housing types (like rowhouses) would look more attractive and less imposing on sloped land than in flat areas
- new housing types could be scattered across the sloped areas in clusters as small as one half block
- large areas of single family homes would be left unchanged.

### 16.2 New Housing Types on Sloped Land South of Grandview Highway and between Joyce SkyTrain Station and Kingsway

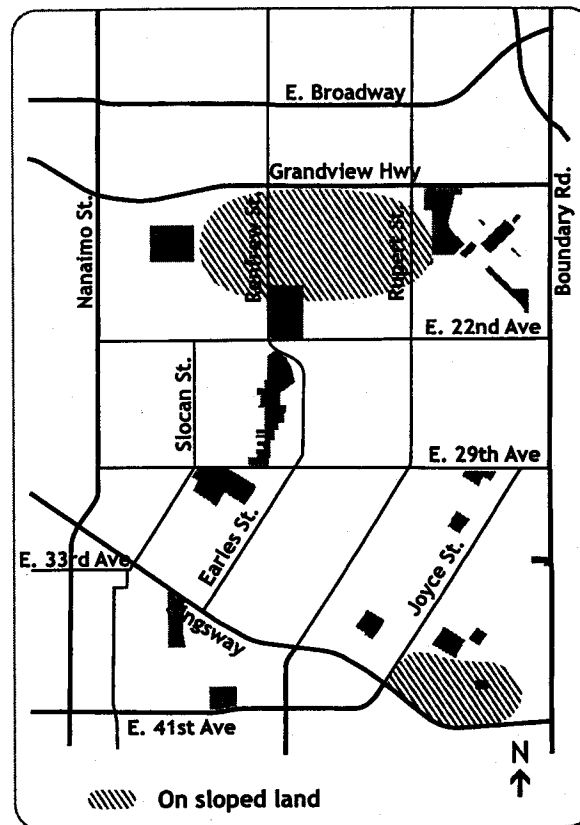
#### *Not Approved (Uncertain)*

New housing types should be permitted on sloped land south of Grandview Highway and between Joyce SkyTrain Station and Kingsway within Renfrew-Collingwood, subject to detailed planning and impact mitigation.

**Percent agree 47%44%**

*Comment: This Direction did not receive enough support in either the random or the general survey to be classified as 'approved'. In both the random and the general survey the agree votes outnumbered the disagree votes by a ratio of 2 to 1. As a result, new housing types on sloped land remain a topic for more public discussion if additional housing planning occurs in the community.*

## On Sloped Land



### New Housing Types around Nanaimo and 29th Avenue SkyTrain Stations

The Joyce SkyTrain station is already surrounded by a large amount of townhouses and mid-rise apartments. Vision participants envisioned adding housing compatible with single family homes in existing residential areas around the Nanaimo and 29th Avenue SkyTrain Stations.

These locations:

- provide city and regional access for seniors without a driver's license and others without cars
- support transit with additional density
- add housing which is attractive to many household types with easy access to downtown jobs
- leave large areas of single family housing unchanged.

### 16.3 New Housing Types around Nanaimo and 29th Avenue SkyTrain Stations

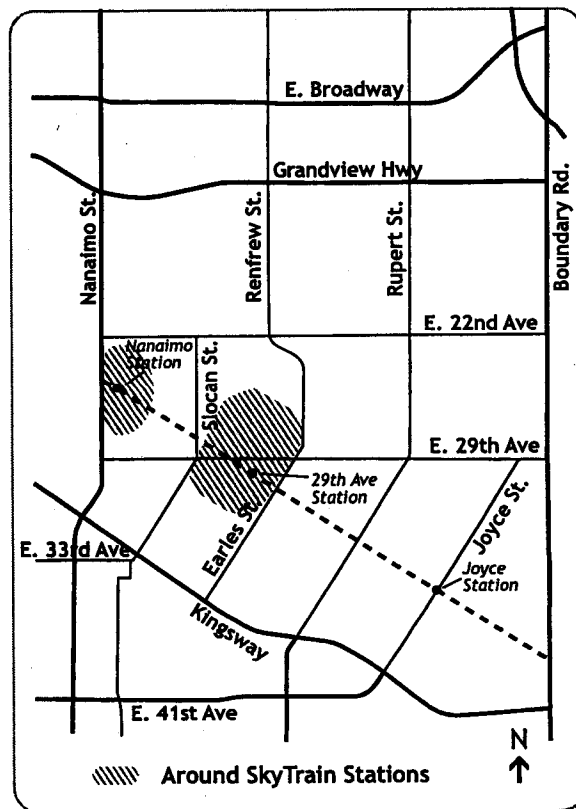
#### *Not Approved (Uncertain)*

New housing types should be permitted in existing residential areas around the Nanaimo and 29th Avenue SkyTrain stations, subject to detailed planning and impact mitigation.

**Percent agree 56%/54%**

*Comment: This Direction received majority support in the general survey but fell .7% short of the support required on the random survey to be classified as 'approved'. In the random survey the agree votes outnumbered the disagree votes by a ratio of almost 2 to 1. As a result, new housing types around Nanaimo and 29<sup>th</sup> Avenue SkyTrain Stations remain a topic for further public discussion if additional housing planning occurs in the community.*

### Around SkyTrain Stations



## New Housing Types around Schools

Schools can be an important focal point for a community. Younger children are generally escorted to school. Parents tend to be involved in elementary school events. High schools can be an important location for teen activities. Vision participants developed the option of locating new family housing within a few blocks of schools. These locations:

- provide more housing suitable for families with children in locations with direct access to schools
- make walking to school a more viable option
- ensure playgrounds are accessible without crossing busy arterials
- support existing schools
- meet the needs of single parents
- leave significant areas in single family use.

### 16.4 New Housing Types around Schools

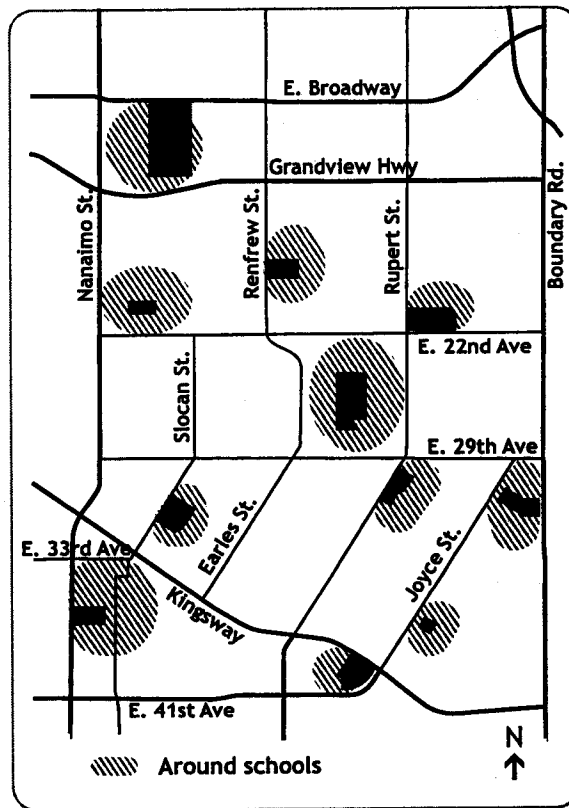
#### *Not Approved (Uncertain)*

New housing types should be permitted around schools in Renfrew-Collingwood, subject to detailed planning and impact mitigation.

**Percent agree 53%/52%**

*Comment: This Direction received majority support in the general survey but did not receive enough support in the random survey to be classified as 'approved'. In the random survey the agree votes outnumbered the disagree votes by a ratio of 2.5 to 1. As a result, new housing types around schools remain a topic for more public discussion if additional housing planning occurs in the community.*

## Around Schools



### New Housing Types around Parks

Parks are attractive to most people. Vision participants felt new housing in this location would be particularly:

- desirable for pet owners
- important for exercise for seniors and others living in smaller units
- attractive visual relief for residents of new housing types
- useful for children's play which cannot be accommodated in smaller yards
- helpful because the parks could potentially accommodate community gardens.

*Comment: This Direction received majority support in the general survey but fell .5% short of the support required in the random survey to be classified as 'approved'. In the random survey the agree votes outnumbered the disagree votes by a ratio of 2 to 1. As a result, new housing types around parks remain a topic for more public discussion if additional housing planning occurs in the community.*

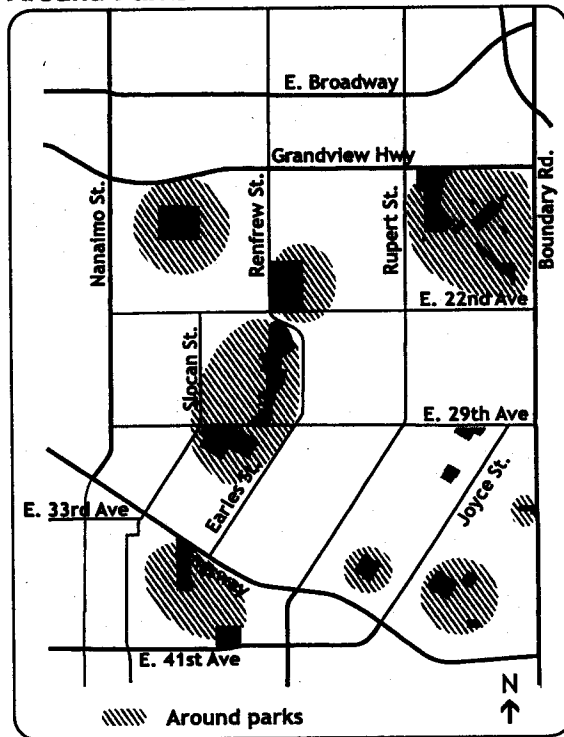
### 16.5 New Housing Types around Parks

*Not Approved (Uncertain)*

New housing types should be permitted around parks in Renfrew-Collingwood, subject to detailed planning and impact mitigation.

*Percent agree 52%/55%*

#### Around Parks



## New Housing Types Scattered Throughout the Single Family Areas

The final location proposed by Vision participants was a broad option: permitting new housing types throughout the single family areas. This option was not intended to replace all existing single family homes but rather to allow new housing forms to be scattered within single family areas, provided that the new housing was designed to be compatible with adjacent single family homes. The new housing could be limited to 'clumps' as small as one half block. The option:

- allows more affordable housing in a wide variety of locations
- permits some existing owners to redevelop their properties with a housing form which would allow them to stay in their community (age in place)
- lets neighbourhoods determine the types of housing which are suitable
- provides housing in locations attractive to families with children, working couples, and seniors
- allows people with different housing needs to live close together (e.g. parents and their grown-up children).

## 16.6 New Housing Types Scattered Throughout the Single Family Areas

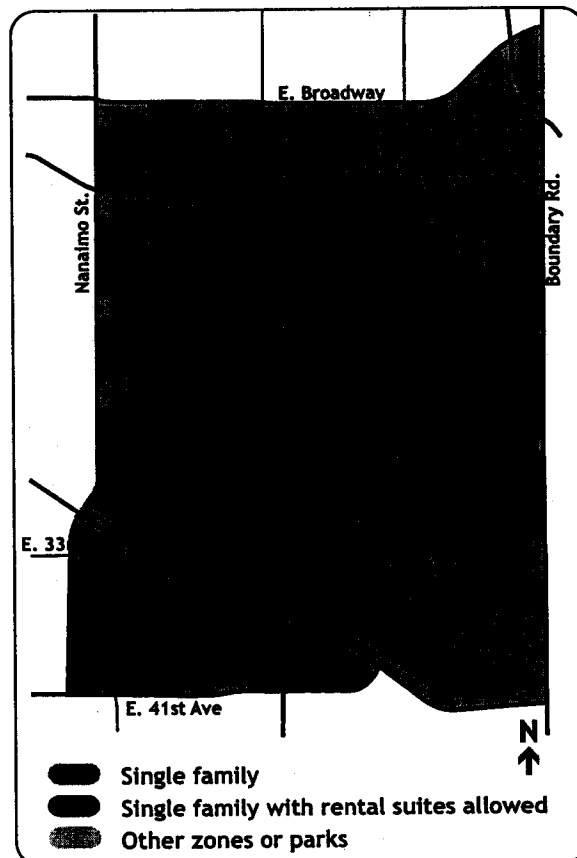
### *Not Approved (Uncertain)*

New housing types should be permitted in scattered locations throughout the single family areas of Renfrew-Collingwood, subject to detailed planning and impact mitigation.

**Percent agree 41%/44%**

*Comment: This Direction did not receive enough support in either the general or the random survey to be classified as 'approved'. However, in both surveys the agree votes out numbered the disagree votes by a ratio of at least 1.5 to 1. As a result, new housing types throughout the single family areas remains a topic for more public discussion if additional housing planning occurs in the community.*

### Throughout Single Family Areas



**Support for New Housing in at Least One Possible Location**

The Directions above identify locations which Vision participants felt made sense for new housing to accommodate the changing needs of Renfrew-Collingwood residents as they age. In order to get a clear picture of how many people support new housing in any of the locations, this Direction asked if the respondent supported at least one the locations in Directions 16.1 – 16.6.

*Comment: This Direction was not classified as 'approved' because it refers to the previous Directions rather than asking a specific policy question. It is interesting for planning purposes that a significant majority of respondents in the general and random surveys supported at least one location for new housing types in Renfrew-Collingwood.*

**16.7 Support for New Housing in at Least One Possible Location**

Did you support at least one of the possible locations for new housing identified in Directions 16.1-16.6 (Wide/ Long Lots, Sloped Areas, SkyTrain Stations, Schools, Parks, or Scattered Throughout the Single Family Area)?  
**Percent supporting at least one location 65%/69%**

**Meeting Future Housing Demand**

**The Demand for New Housing in Renfrew-Collingwood by 2021**

New households from existing residents	3500
New households from in-migration	1100
Total new households looking for housing	4600

**Demand minus Supply of New Housing in Renfrew-Collingwood**

Demand for new housing	4600
New housing units allowed by existing zoning	2300
Demand minus Supply	2300

**Additional Housing under Possible Combinations of Type and Location**

Low: (infill, duplexes, small houses) + Around SkyTrain Stations	515
Medium: (cottages) + Sloped Areas	1265
High: (sixplexes) + Around Parks	5050

# 17 Housing Affordability

Housing affordability is a major concern in Renfrew-Collingwood. Participants were concerned that housing is becoming unreachable for many in the community. This applies to all housing from rental apartments to single family housing. People should be able to stay in the community regardless of age or income. People felt that if a range of housing is available then the rich texture of incomes, backgrounds, and occupations that characterize the community today will be maintained.

## 17.1 Housing Affordability

### *Approved*

The City should urge senior governments to reinstate programs that fund non-market housing and to develop new initiatives that make housing more affordable for low income households.

*Percent agree 57%/65%*

#### People's Ideas...

- provide more affordable housing options so those with low income can own
- need more low cost options
- provide affordable housing to welfare recipients and others who require assistance



More affordable housing: Collingwood Village Co-op

### Housing Affordability

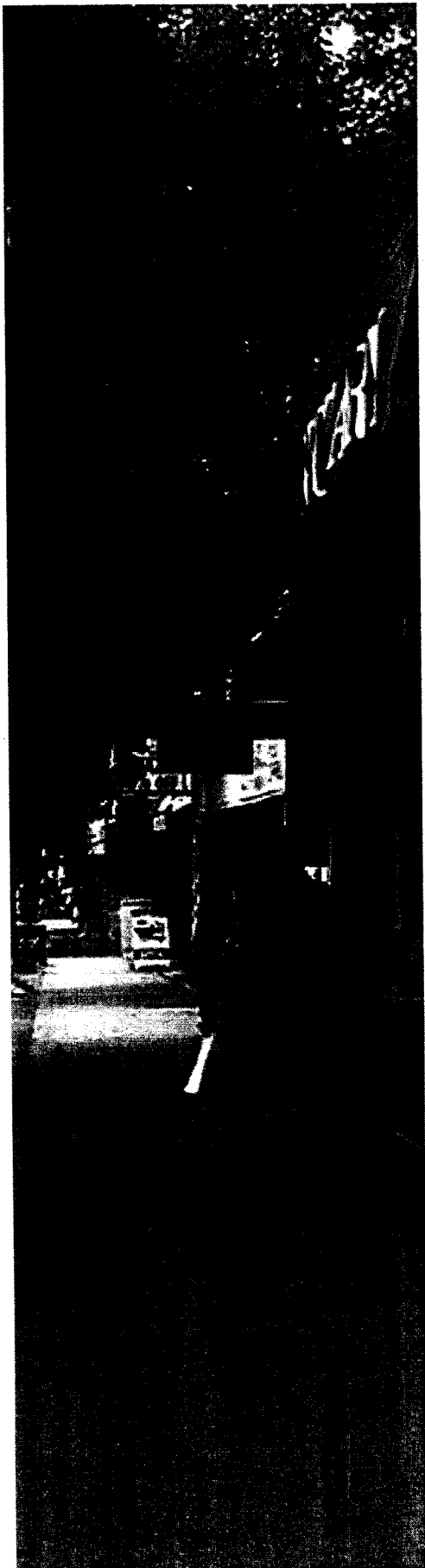
The affordability of market housing was a significant concern of Vision participants. They developed Vision Directions that include proposals for additional suites, infill, cottages, duplexes, sixplexes, rowhouses, and low-rise apartments. These directions would allow housing that meets the changing housing needs of existing residents as they age. The additional homes should be more affordable than new single family homes because they use the land more intensively and they are usually smaller. The increased supply of housing may also help to moderate price increases.

New housing that is built in the normal development market — 'market housing' — is usually not affordable to lower income households, regardless of the type of housing it is. The City assists in providing more affordable 'non-market housing' for lower income households in a number of ways:

- directly funding affordable housing with money approved in Capital Plan plebiscites
- leasing City land, in some cases at substantial discounts, to non-profit housing sponsors who build housing funded by the B.C. government
- using housing agreements with developers, where they include lower cost or guaranteed rental suites in their market projects in return for additional density
- using funds from Development Cost Levies to assist in buying land or paying for housing units directly.

These non-market projects generally require a site specific rezoning, with community consultation taking place in each case. New non-market housing Directions did not emerge from the Vision process but participants did want to reinstate senior government funding for non-market housing.

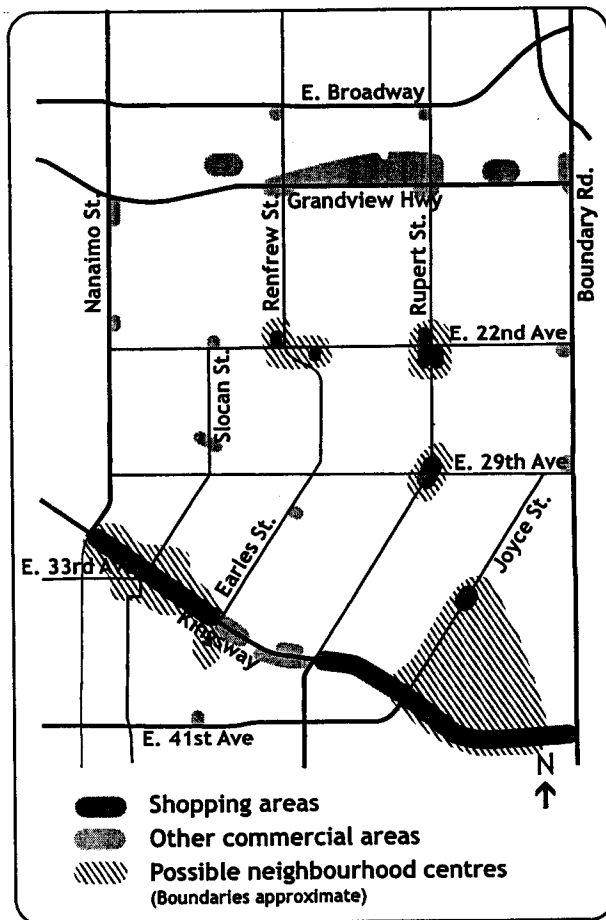




# Neighbourhood Centres

Vancouver's CityPlan contains directions to develop 'neighbourhood centres' to serve as the 'heart' of a community. Neighbourhood centres are intended to be places where people can find shops, jobs, neighbourhood based services, public places that are safe and inviting, and places to meet with neighbours and join in community life. Centres may also cluster new housing for various ages and incomes. All this will help the environment by reducing the need to travel long distances from home to jobs and services.

The Vision identifies key shopping areas in Renfrew-Collingwood: Collingwood, Norquay Village, and three 'Mininodes'. It sets out ways to create 'neighbourhood centres' in and around these key shopping areas by adding retail, housing, and more inviting public places. It also identifies ways to make these areas more convenient, safe, comfortable, and enjoyable places to shop. There are also Directions to improve important but smaller shopping areas, controlling additional major malls and 'big box' stores, and the role of business associations.



# 18 Kingsway/Joyce Shopping Area ('Collingwood')

Participants saw the potential to create a neighbourhood centre by joining Collingwood Village to the Kingsway shopping area with a variety of housing. They saw the 'heart' of the area along Kingsway near Joyce as an important neighbourhood shopping area. Assets include a large Safeway and London Drugs as anchors, as well as the trees, banners, and other improvements sponsored recently by the Collingwood Business Association (now a Business Improvement Area). The Vision addresses problems including Kingsway's width, traffic speed, and traffic volumes, which make it difficult to cross and unite the two sides of the street. The Victoria-Fraserview/Killarney Vision also identified this area as a heart of the shopping area and endorsed a number of Directions which are fully compatible with those in this section.

## 18.1 Neighbourhood Centres and Housing

### *Approved*

Consider providing additional housing in the area located between Joyce SkyTrain Station and Kingsway. The housing should be more affordable than single family housing and designed to take advantage of the topography (e.g. provide views, streets which make slopes easier to traverse). Any redevelopment should provide more public space in the area — for lookouts, mini-parks, rest stops, seating areas next to cafes.

*Percent agree 65%/69%*

### People's Ideas...

- need new housing types so that young people can buy, houses are not affordable now
- public open spaces should be connected to Kingsway (frontages and special pavings)
- more public space on the side streets — e.g. sidewalk bulges for sidewalk cafes
- seniors housing near Joyce SkyTrain Station (mid-rise buildings)

## 18.2 Important Shopping Area

### *Approved*

The shopping area along Kingsway between Rupert and Boundary should be strengthened as a major neighbourhood shopping area and special community place, particularly the 'heart' of the shopping area between Joyce and Tyne.

*Percent agree 75%/80%*

### People's Ideas...

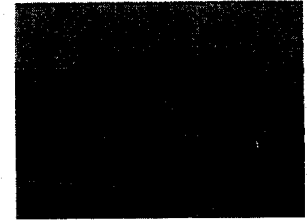
- include both sides of Kingsway
- expand the BIA area to include one block west of Rupert (by the library)
- strengthen Rupert to Joyce as a core commercial area

## 18.3 Improve Joyce SkyTrain Station as a 'Gateway'

### *Approved*

Improve the Joyce SkyTrain Station as a 'gateway' to the Kingsway Shopping Area, as well as to the neighbourhood generally, through improvements to station appearance, better pedestrian lighting, and better management of pedestrian routes and crossings of the street.

*Percent agree 74%/78%*



Collingwood shopping area

#### People's Ideas...

- draw residents and tourists from the station to the shopping areas nearby
- improve the grounds around the Joyce Station — lawn area is trampled — convert to a friendly, attractive plaza with a water fountain
- provide murals, pedestrian lighting, fences to funnel pedestrians, pedestrian signals synchronized with train arrivals, 'all directions' pedestrian crossings
- add basic shelter/infrastructure for temporary markets or for a water feature
- connect shopping area to the SkyTrain

### 18.4 Shops and Services Continuous

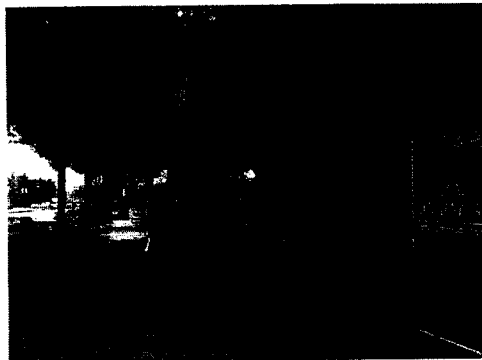
#### *Approved*

In the shopping area, shops and services should be continuous along the ground floor of buildings. Ground floor frontage should not be interrupted by driveways, drive-throughs, parking lots, or building fronts that are not 'pedestrian friendly'.

*Percent agree 69%/70%*

#### People's Ideas...

- encourage the retail area to be continuous from Rupert to Boundary, both sides of the street, or ensure continuous retail area in the 'heart' (Joyce to Tyne) and allow residential at grade outside the heart



Shops and services continuous

### 18.5 A Range of Shops and Services

#### *Approved*

There should continue to be a wide range of local-serving shops and services in the shopping area. Additional auto-oriented services (e.g. gas stations, repair shops, etc.) should be discouraged.

*Percent agree 73%/69%*

#### People's Ideas...

- provide clothing stores, better mix of stores
- permit no more vehicle oriented services, but keep what is there — good balance
- add a butcher, fish market, Bread Garden, hardware store, card store, home decor/furniture, lighting

### 18.6 Safeway Site

#### *Approved*

The Safeway supermarket at Kingsway and Tyne is an important anchor for the shopping area and is relatively newly built. The site should be improved to make it more of a neighbourhood focus. New 'infill' commercial uses could be added fronting Kingsway if they contribute to the Vision Directions for the shopping area.

*Percent agree 67%/66%*

#### People's Ideas...

- provide public space at Kingsway and Tyne
- create better frontage for Safeway — blank wall is ugly

### 18.7 Keeping Supermarket Opportunities Open

#### *Approved*

In the past, supermarket owners have closed stores and put restrictive covenants on the sites to prevent competing supermarkets or grocery stores from occupying sites. While this benefits the supermarket chain by reducing competition, it acts against having a viable shopping area. The City should act to discourage such covenants from being placed on sites.

*Percent agree 74%/75%*

People's Ideas...

- prevent any covenants being paced on any site, especially major sites (e.g. London Drugs and Safeway)

### 18.8 Pedestrian Safety

#### *Approved*

It should be easier and safer for pedestrians to cross Kingsway.

**Percent agree 84%/81%**

People's Ideas...

- provide 'mid-block' crossing at Kingsway and Stamford by Safeway and at Harold by London Drugs
- need crossings at Kingsway and Kerr, Kingsway and Lincoln
- provide pedestrian crossing between Boundary and Aberdeen and at Joyce/Crowley for users of Evergreen, the Policing Centre, and Collingwood Neighbourhood House
- increase pedestrian crossing time, now too short at pedestrian lights
- address the steep slope of Joyce because it discourages walking between Kingsway and Joyce Station

### 18.9 Control Sidewalk Merchandise

#### *Approved*

Merchandise displays on the sidewalk add interest and vitality to the street, but the amount of sidewalk they take up should be limited. They should leave enough room for pedestrians (including wheelchairs and strollers) to pass each other, and should leave more sidewalk space at bus stops and crosswalks where more people gather. The limit should be enforced.

**Percent agree 74%/77%**

People's Ideas...

- provide more outside areas and displays but do need to reserve room for pedestrians

### 18.10 Protect and Enhance Street Trees

#### *Approved*

The existing street trees contribute to the pleasant character of the street, as well as bringing visual consistency. These trees should be kept and maintained. Their impact should be enhanced by adding trees where they are missing as well as in new corner bulges on side streets.

**Percent agree 79%/82%**

People's Ideas...

- trees are good, just a basic question of maintenance
- need more street trees and wider sidewalks along Joyce
- need more medians and boulevards along Kingsway
- add trees where none have been planted in some blocks

### 18.11 Weather Protection

#### *Approved*

There should be continuous weather protection for shoppers in the form of canopies or awnings.

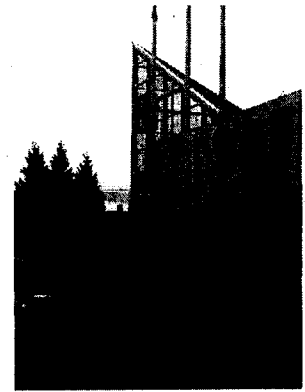
**Percent agree 66%/68%**

### 18.12 A More Attractive, Usable Place

#### *Approved*

In the recent past local merchants and owners, through the Collingwood Business Association (now a Business Improvement Area), have significantly improved the area's appearance with banners, colourful lightpoles, a landmark clock, and decorative pedestrian lighting. The appearance of the shopping area, especially the heart of it between Joyce and Tyne, should continue to be improved through efforts of private owners, the BIA, and the City.

**Percent agree 81%/81%**



Safeway site at Kingsway and Tyne

#### People's Ideas...

- take advantage of Kingsway's special character and topography — beautiful view northward from Kingsway
- encourage buildings which follow the slope like in San Francisco — example of Lombard Street going East-West to make it easier to walk down the slope — create special resting places
- make the street safer and more comfortable (i.e. benches, trees, lighting, and cleaner)
- have festivals and soap-box races down Joyce from Kingsway
- add benches, rest points, view-points, especially along Joyce and Kingsway
- introduce more colour — raised containers with flowers, boulevard plantings, banners, murals
- corner bulges on side streets can be mini-parks and viewpoints
- create some sort of identity for this shopping area that is different from the rest of Kingsway
- create outdoor patios and places to relax

#### 18.13 A Cleaner Place

##### *Approved*

Sidewalks, gutters, lanes, parking lots, storefronts, garbage areas, and loading bays should be kept cleaner and maintained better by both private businesses and the City.

*Percent agree 93%/93%*

#### People's Ideas...

- provide more garbage cans, emptied more often, and more recycling
- provide better information and education regarding garbage disposal in public containers
- keep Kingsway frontage and the lanes cleaner and tidier
- use BIA and other community involvement to educate, monitor, and report on cleanliness
- encourage or require merchants to clean their store fronts and sidewalks regularly

#### 18.14 More Convenient Parking

##### *Approved*

More convenient short-term parking, including curbside parking, should be available for customers to help keep the retail viable and reduce impacts on neighbours.

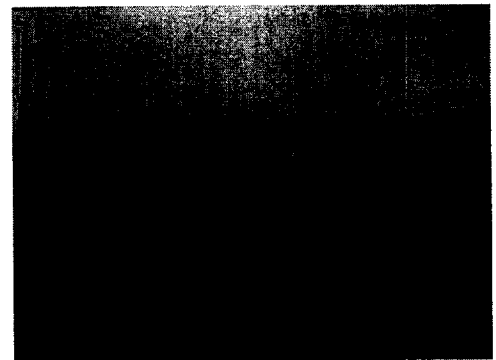
*Percent agree 79%/81%*

#### People's Ideas...

- provide parking meters for more turn-over of spaces
- improve enforcement of one hour parking time limits or add meters

## 19 Norquay Village

'Norquay Village' is a second key shopping area and possible future neighbourhood centre. It would include the section of Kingsway between Earles and Nanaimo. Currently this part of Kingsway has little to offer pedestrians. It has difficult pedestrian crossings and connections; a lack of basic amenities such as street trees; and there are no attractive sidewalk treatments or design features. The proposed 'heart' of the village is Norquay Park. In future, Vision participants envisioned a wider variety of stores on Kingsway and a mix of housing surrounding the park, complemented with additional community amenities and facilities.



'Norquay Village': bordering Norquay Park and Kingsway

## 19.1 Neighbourhood Centres and Housing

### *Approved*

Consider creating a neighbourhood centre around Norquay Park which could include a greater variety of retail stores along Kingsway, additional housing types, complemented by additional community amenities and facilities. Housing types could include mixed use developments on Kingsway (e.g. ground floor commercial with residential above), along with a mix of apartments and townhouses in areas adjacent to Kingsway.

**Percent agree 63%/64%**

### People's Ideas...

- provide mixed housing for different ages
- need housing for families because of high birth rate in Renfrew-Collingwood
- provide more affordable housing — perhaps housing density similar to existing multiple housing (e.g. Duchess Street)
- provide townhouse development like Duchess Street apartments, should be compatible with RS-1
- make Norquay Park more family oriented

### Special Sites

The 2400 Motel and Eldorado Hotel are located on large sites on the south side of Kingsway near Nanaimo, and are part of the proposed Norquay Village Neighbourhood Centre. The existing zoning permits mostly single family homes and duplexes on these sites. Vision participants felt more housing variety should be encouraged if redevelopment of these two large sites is proposed.

## 19.2 The 2400 Motel and Eldorado Hotel Sites

### *Approved*

If redevelopment of the Eldorado Hotel and/or the 2400 Motel is proposed, the City should support new, needed commercial and/or residential uses. Any consideration of such developments should include significant public consultation.

**Percent agree 66%/63%**

### People's Ideas...

- add supermarket, small stores, doctors, dentist offices and residential mid/high-rise (preferred to existing hotel)
- locate mid/high-rise on corner (of Nanaimo and Kingsway) and associated commercial with residential above

## 19.3 Important Shopping Area

### *Approved*

The shopping area along Kingsway between Nanaimo and Earles should be strengthened as a major neighbourhood shopping area and special community place.

**Percent agree 70%/66%**

### People's Ideas...

- work with what is there (Earles Street and Norquay Park) and ensure retail continuity
- name the neighbourhood centre 'Norquay Park' or 'Norquay Village'
- develop an area where one can come and meet neighbours or live and have all the basic amenities

## 19.4 Shops and Services Continuous

### *Approved*

In the shopping area, shops and services should be continuous along the ground floor of buildings. Ground floor frontage should not be interrupted by driveways, drive-throughs, parking lots, or building fronts and uses that are not 'pedestrian friendly'.

**Percent agree 68%/63%**

## 19.5 A Range of Shops and Services

### *Approved*

There should be a wide range of local-serving shops and services in the shopping areas. Additional auto-oriented services (e.g. gas stations, auto repair) should be discouraged.

**Percent agree 72%/66%**



Smaller supermarket in mixed use development

#### *People's Ideas...*

- need drug stores, banks, coffee shops, deli, clothing stores, medical services, entertainment, movies
- provide more community facilities — recreation (bowling) plaza, library, public places
- add clothing, produce, household, kitchen, drug, and hardware stores
- nurture the retail by encouraging more offices and services, including cafes, theatres, health centres, fitness centres, services for seniors and immigrants, a night market; more offices mean more jobs

#### **19.6 Adding a Supermarket**

##### *Approved*

Supermarkets are important 'anchors' for neighbourhood shopping areas. The City, in consultation with the neighbourhood, should work with supermarket owners to identify, assemble, and rezone an adequate site for a smaller supermarket (e.g. Capers, Choices, Marketplace), in a mixed use development, with adequate parking provided.

*Percent agree 73%/73%*

#### **19.7 Pedestrian Safety**

##### *Approved*

It should be easier and safer for pedestrians to cross Kingsway, especially to and from Norquay Park.

*Percent agree 83%/86%*

##### *People's Ideas...*

- provide easy access for all ages and populations — disabled, parents, cyclists, etc
- provide better access to Norquay Park — slow down the traffic

#### **19.8 Control Sidewalk Merchandise**

##### *Approved*

Merchandise displays on the sidewalk add interest and vitality to the street, but the amount of sidewalk they take up should be limited. They should leave enough room for pedestrians (including wheelchairs and strollers) to pass each other, and should leave more sidewalk space at bus stops and crosswalks where more people gather. The limit should be enforced.

*Percent agree 70%/74%*

#### **19.9 Street Trees and Sidewalk Improvements**

Street trees should be planted on Kingsway and the sidewalks should be improved.

*Percent agree 78%/77%*

#### **19.10 Weather Protection**

##### *Approved*

There should be continuous weather protection for shoppers in the form of canopies or awnings.

*Percent agree 62%/63%*

#### **19.11 A More Attractive Place**

##### *Approved*

The appearance of the shopping area should be improved through beautification by private owners and the City.

*Percent agree 80%/80%*

##### *People's Ideas...*

- recognize and respond to the problem of Kingsway and seek to mitigate its impact
- storefronts should be individualized like the example of the Capers block in Kitsilano, but with some consistency in design
- provide light and air, movement, shopping, meeting, playing, area identity, and utilities
- make it attractive, provide a sense of ownership

## 19.12 A Cleaner Place

### *Approved*

Sidewalks, gutters, lanes, parking lots, storefronts, garbage areas, and loading bays should be kept cleaner and maintained better by both private businesses and the City.

**Percent agree 89%/91%**

#### People's Ideas...

- allow no blank walls for graffiti at intersections, maybe add some murals



Possible improvements: more planting, more pedestrian comfort and safety

## 19.13 Convenient Parking

### *Approved*

Convenient short-term parking, including curbside parking, should be available for customers to help keep the retail viable and reduce impacts on neighbours.

**Percent agree 82%/84%**

#### People's Ideas...

- provide off-street parking or diagonal parking
- use sidewalk for planting, bushes, drop-off points, benches, and bike parking
- do not remove short-term parking on Kingsway (curbside)

## 20 'Mini-nodes'

Participants recognized the importance of three smaller commercial areas in Renfrew-Collingwood: Rupert and 29th, Rupert and 22nd, and Renfrew and 22nd. These 'mini-nodes' could be strengthened by adding special banners, lighting, and paving to the streets connecting the nodes; allowing more people to live above shops (mixed use development); and, in some cases,

expanding their commercial area.

Ground-oriented multiple-unit buildings could be allowed immediately adjacent to the 'mini-nodes'. Problems associated with too much traffic and too few parking spaces would need to be addressed. Unless otherwise noted, the following Directions apply to all three 'mini-nodes'.

## 20.1 Neighbourhood Centres and Housing

### *Approved*

Consider increasing the residential options around 'mini-nodes' to help support retail activity. Create a better transition from commercial areas to residential areas.

**Percent agree 59%/64%**

#### People's Ideas...

- increase housing in areas around 29th and Rupert, 22nd and Rupert, and 22nd and Renfrew
- put ground level housing (townhouses) along 28th and Price, stepping-up along Rupert
- provide mixed housing for different ages
- retail portion could be first storey, residential portion three storeys with cornice and top floor setback
- the northwest side of 22nd and Rupert should provide a transition to single family residential
- have four storey mixed use development — more appropriate scale for the streets
- keep to a low scale on street edge with higher forms set back

## 20.2 Create 'Renfrew Heights' Shopping Area

### *Approved*

Create an expanded shopping area and special community place at 22nd and Renfrew: 'Renfrew Heights'. Allow some limited expansion of the commercial area for mixed use development (retail on ground floor with three storeys of housing above), and add more ground-oriented multiple-unit residential buildings adjacent to the commercial area to support local businesses.

**Percent agree 63%/65%**



People's Ideas...

- this location is already a 'heart' of the community — community centre, park, library, and seniors home
- natural to extend this into a shopping area as there are already lots of residents using facilities in this location

### 20.3 Important Shopping Areas on Rupert

**Approved**

The shopping areas at Rupert and 22nd and Rupert and 29th should be strengthened as neighbourhood shopping areas and special community places. Allow mixed use development (retail on ground floor with three storeys of housing above) within the commercial area, permit limited expansion of the commercial area, and add more ground-oriented multiple-unit residential buildings adjacent to the commercial area to support local businesses.

**Percent agree 62/62%**

People's Ideas...

- increase the size of the commercial zone on southwest corner of Rupert and 29th (then put lane through and make access for underground parking)
- on west side of 29th and Rupert, right-of-way could allow for further increase in commercial zone for better use and development
- make a bold move because the commercial areas are struggling and could become more vital
- build on the success of existing businesses at 22nd and Rupert
- increase the size of the commercial zone on south side of 29th and Rupert so that it can be better developed
- hold community festivals and multicultural events
- make transit more convenient; add more bike racks
- add Chinese features like flowers, art, Asian style buildings

### 20.4 Provide Attractive Links between the 'Mini-nodes'

**Approved**

Create attractive connections between the 'mini-nodes' with banners, medians, and street trees, and ensure consistency in design of the 'mini-nodes'. Ensure adequate transit services to and between the 'mini-nodes'

**Percent agree 59%/60%**

People's Ideas...

- ensure nodes all have similar design and look: paving, plants
- link the Three Links Senior Care to nodes at 29th and Rupert and 22nd and Rupert
- connect Renfrew Park Community Centre with Renfrew Ravine Park
- provide consistency in zoning (apply same zoning to the three nodal areas)



Rupert and 22nd shopping area

### 20.5 Shops and Services Continuous

**Approved**

In the shopping areas, shops and services should be continuous along the ground floor of buildings. Ground floor frontage should not be interrupted by driveways, drive-throughs, parking lots, or building fronts and uses that are not 'pedestrian friendly'.

**Percent agree 63%/60%**

People's Ideas...

- take advantage of views
- should not be oriented to the car — unique opportunity to make it pedestrian friendly
- don't permit parking lots at front, or on side on corners — keep parking at the rear or underground
- keep retail continuity, and possibly extend retail area

## 20.6 A Range of Shops and Services

### *Approved*

There should continue to be a wide range of local-serving shops and services in the shopping areas. Additional auto-oriented services (e.g. gas stations, auto repair) should be discouraged. Local-serving retail should be introduced at 22nd and Renfrew.

**Percent agree 67%/68%**

#### People's Ideas...

- encourage doctors' offices, bakery, barber shops, travel agents, post office, medical offices, restaurants, butchers, banks, etc.
- introduce viable locally serving retail at 22nd and Renfrew; add services for seniors (for residents of Three Links Seniors Home) such as bank and doctor's office
- more restaurants with places to sit outside

## 20.7 Adding a Supermarket

### *Approved*

Supermarkets are important 'anchors' for neighbourhood shopping areas. The City, in consultation with the neighbourhood, should work with supermarket owners to identify, assemble, and rezone an adequate site for a conventional size supermarket in a mixed use development, with adequate parking provided.

**Percent agree 60%/61%**

#### People's Ideas...

- encourage medium size market at 22nd and Rupert
- need another grocery store in this area

## 20.8 Pedestrian Safety

### *Approved*

It should be easier and safer for pedestrians to cross streets within the shopping areas.

**Percent agree 83%/84%**

#### People's Ideas...

- provide pedestrian lighting
- provide local traffic calming — study street design
- make pedestrian friendly with street trees, medians with trees, and lanes
- restrict cars to fewer lanes — use extra for buses, extended sidewalks, median refuge, bike lanes, more landscaping buffer for sidewalks and homes
- narrow the street (pavement) width by using bulges, adding a centre median, keeping on-street parking
- build islands, corner bulges, narrow street to slow down traffic on 22nd (Renfrew to Boundary)



Pedestrian safety when crossing arterials

## 20.9 Control Sidewalk Merchandise

### *Approved*

Merchandise displays on the sidewalk add vitality and interest to the streets, but the amount of sidewalk they take up should be limited. They should leave enough room for pedestrians (including wheelchairs and strollers) to pass each other, and should leave more sidewalk space at bus stops and crosswalks where more people gather. The limit should be enforced.

**Percent agree 70%/72%**

#### People's Ideas...

- keep fruit and vegetable displays
- get rid of the 'sandwich' boards on the sidewalks — they are unsafe and unsightly

## 20.10 Protect and Enhance Street Trees

### *Approved*

The existing street trees contribute to the pleasant character of the streets, as well as bringing visual consistency. These trees should be kept and maintained. Their impact should be enhanced by adding trees where they are missing as well as in new corner bulges and on side streets.

**Percent agree 77%/77%**

#### People's Ideas...

- complete trees on the flanking streets and extend medians with street trees
- add trees and planting (also at 27th and Slokan)
- make pedestrian friendly with medians, street trees, and lanes

## 20.11 Weather Protection

### *Approved*

There should be continuous weather protection for shoppers in the form of canopies or awnings.

**Percent agree 62%/63%**

#### People's Ideas...

- build shops out to the streets with awnings at 22nd and Rupert
- ensure awnings remain attractive and clean

## 20.12 A More Attractive Place

### *Approved*

The appearance of the shopping areas should be improved through beautification by private owners and the City.

**Percent agree 80%/79%**

#### People's Ideas...

- put a median with trees down Rupert
- the curve of Rupert is an opportunity for landscaping
- narrow the pavement
- take advantage of right-of-ways to put in greenways
- announce shopping areas with banners, lighting, paving, more Chinese features, creative waste baskets

- area needs paving, bike racks, signage, banners, and benches
- make pedestrian friendly with street trees, medians, and lanes
- landscape existing parking areas
- give 22nd and Rupert its own character, not the same as Kingsway or other small retail nodes (e.g. use high visual impact planting like in Dundarave)
- add pebble mosaics across roadway

## 20.13 A Cleaner Place

### *Approved*

Sidewalks, gutters, lanes, parking lots, storefronts, garbage areas, and loading bays should be kept cleaner and maintained better by both private businesses and the City.

**Percent agree 91%/91%**

#### People's Ideas...

- clean-up store fronts at 22nd and Rupert — too much garbage on the street
- put dumpsters in the lane so they are less visible
- need more garbage bins on the street for litter
- clean the sidewalk, awnings, and signs more frequently

## 20.14 Convenient Parking

### *Approved*

Convenient short-term parking, including curbside parking, should be available for customers to help keep the retail viable and reduce impacts on neighbours.

**Percent agree 77%/84%**

#### People's Ideas...

- provide street parking in commercial edges
- need to provide adequate parking (maybe underground)
- make the lane at 22nd and Rupert one-way and create some parking spots

# 21 'Big Box' Stores and Shopping Malls

Shopping malls are clusters of stores in one development where the stores face inside instead of onto a public street. Malls come in various sizes from quite small to very large and they may be on one or several levels. Under current zoning, internal malls can theoretically locate anywhere in the C-2 zoning that lines the city's arterial streets

There are also different types and sizes of 'big box' store. Some are very large, and sell a wide range of goods. Some specialize in particular types of goods, and are smaller. The large 'big box' stores have sought large, cheap, industrially zoned sites. The City has permitted some 'big box' stores (usually through rezonings), but has recently adopted policies that restrict these rezonings to parts of the Grandview Highway and the Marine Drive front-ages. If the 'big box' stores are to sell food or clothing, a retail impact study is required. Some smaller specialty 'big box' stores have recently fit into existing C-zoned blocks along major streets.

Participants in the Vision process, while acknowledging that existing malls and 'big box' stores provide shopping choices for consumers, were concerned that additional projects would work against providing strong neighbourhood shopping in Collingwood, 'Norquay Village', and the three 'mini-nodes'.



'Big box' retail: Real Canadian Superstore

## 21.1 Additional Major Malls or 'Big Box' Stores

### *Approved*

Additional major shopping malls, and 'big box' stores which sell groceries, clothing, and other daily needs, should not be permitted to locate where they will harm the economic health of the shopping areas at Kingsway/Joyce, 'Norquay Village', and the three 'mini-nodes'.

*Percent agree 58%/59%*

## 21.2 Specialty 'Big Box' Stores

### *Approved*

Some smaller specialty 'big box' outlets (e.g. electronics, toys, pets) might act as positive anchors or attractions if they are located in Renfrew-Collingwood's existing shopping areas. They should be considered if they are designed to fit properly.

*Percent agree 56%/61%*

### People's Ideas...

- promote design like London Drugs in Kerrisdale — pedestrian friendly, underground parking, and court yards
- allow only if they fit into streetscape

## Planning for Grandview Boundary Industrial Area, Including Still Creek

The Grandview Boundary Industrial Area (GBIA) is generally bounded by Grandview Highway, Boundary, Broadway/Loughheed, and Slocan. In July 2002, City Council adopted the GBIA Plan and the Still Creek Enhancement Plan. The directions contained in the documents call for:

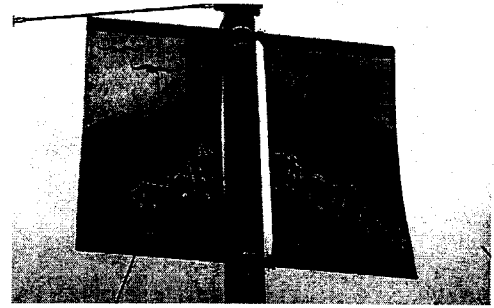
- accommodating a variety of mostly industrial uses including a transition to new uses, such as film studios and high-tech offices near the new SkyTrain Stations, and 'big box' stores (large format retail stores) on Grandview Highway
- attracting local convenience shops and services to the new SkyTrain Stations to enliven the station areas
- enhancing Still Creek, designing public space into developments on large sites, and providing a network of greenways to link destinations inside and outside the area

## 22 Business Associations or Business Improvement Areas

Business Associations are formed by business and property owners in shopping areas. They can also apply to the City to become a Business Improvement Area (BIA). Through a BIA, each commercial property owner pays into a fund that is administered by the BIA and used to benefit the shopping area through promotion, beautification, etc. The City has a staff person to assist in forming associations and BIAs. Collingwood became a BIA in 2001.



Improvements at Kingsway and Joyce



Banners help to beautify neighbourhood shopping areas

### 22.1 Business Associations or BIAs

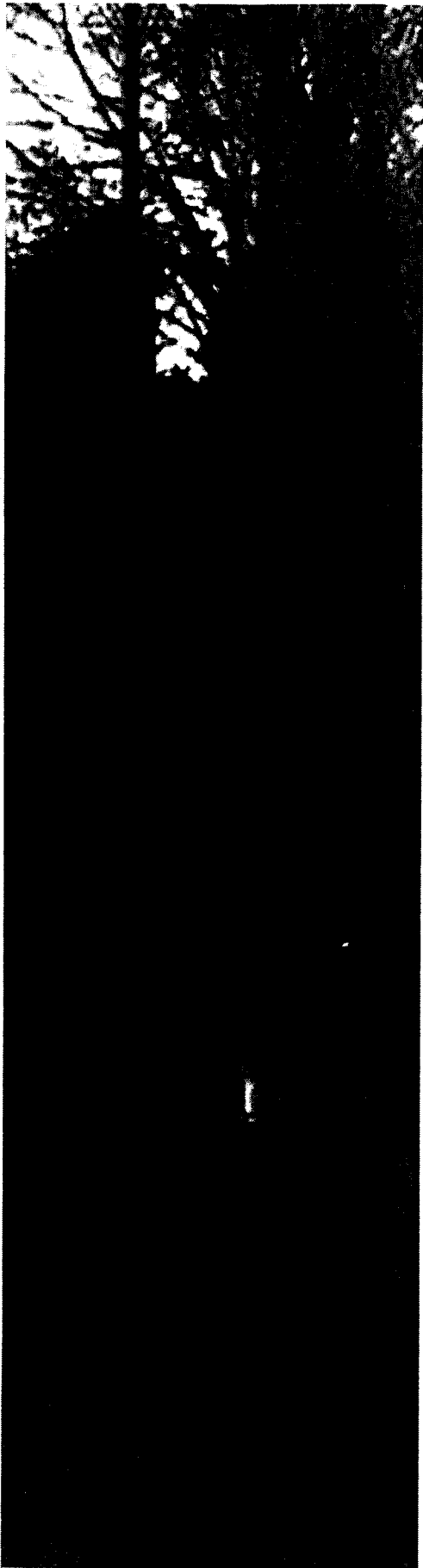
#### *Approved*

Business Associations and BIAs should be encouraged, with organizational assistance from the City. They should be involved, together with residents, in promoting shopping in their areas and organizing services and activities to attract shoppers.

**Percent agree 63%/63%**

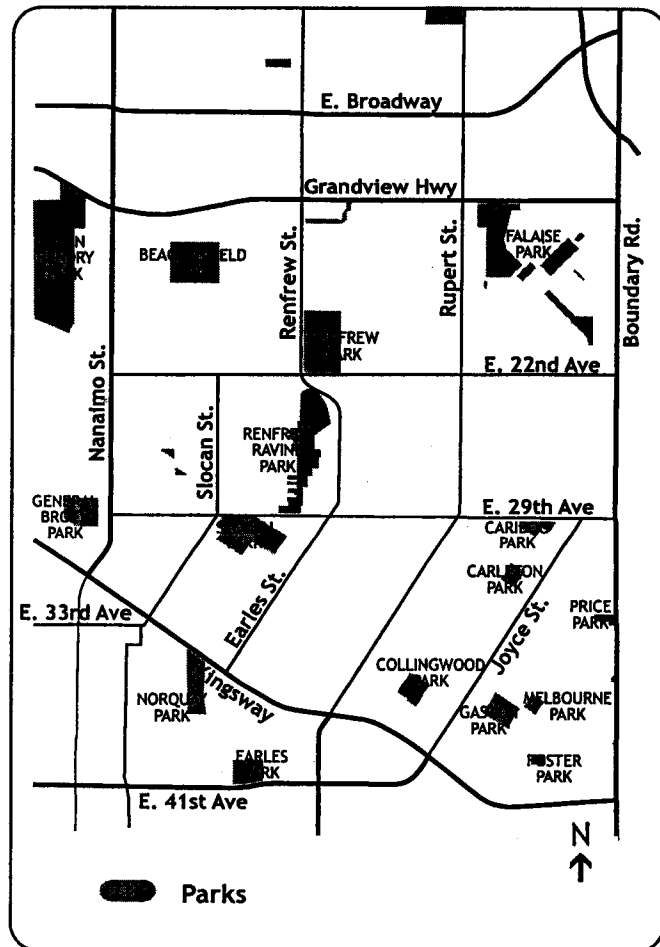
#### People's Ideas...

- yes and promote with planning to improve shopping areas
- BIA should partner with community to hold festivals
- encourage the BIA to get businesses to work together to improve the area



# Improving Parks, Streets, Lanes, and Public Places

Vision participants noted that parks, trees, green areas bordering streets, the gardens and landscaping around homes, and the design of public buildings all contribute to the overall character of Renfrew-Collingwood. The Vision Directions in this section deal with parks, school grounds, streets, lanes, views, and public buildings.





Still Creek in Renfrew Park

## 23 Parks, Streets, Lanes, and Views

### Parks

The Vision recognizes that parks are very important for recreation, beauty, and refreshment. Renfrew-Collingwood is fortunate to have a variety of park spaces, including naturalized areas, woodlands, creeks, and more conventional play grounds and play fields. Overall, Renfrew-Collingwood has 14 parks with a total area of 36 hectares (89 acres). Renfrew-Collingwood has .8 hectares of park per thousand residents, which is lower than the City standard of 1.1 hectares per thousand. School grounds, with a total area of 46 hectares (114 acres), are also important public spaces.

### Streets

Streets and lanes typically make up about 30% of a community's land area, and make an important contribution to the image of an area. The Parks Board provides and maintains street trees, and has a program to plant them in all suitable locations. The City also has a 'Green Streets' program which encourages residents to landscape traffic circles and corner bulges that are installed for traffic calming.

### Public Views

In 1989, the City began to protect selected public views which development threatened to block. The protected views are mainly from within the downtown looking outward, or from the Central Broadway and False Creek area looking over the downtown. Except for limited views from Queen Elizabeth and John Hendry Parks, public views are not protected elsewhere in the city.

### 23.1 More Usable Parks and School Grounds

#### Approved

Park design, appearance, and activities should be more varied in order to serve a more diverse population. School grounds should be attractive, usable community spaces.

**Percent agree 85%/88%**

#### People's Ideas...

- provide more benches, covered rest areas, picnic tables, and decorated entrance areas
- include more natural features such as gardens, plants, flowers, trees, and the daylighting of streams
- establish separate walking routes, bikeways, and rollerblade paths
- include more facilities such as tennis courts, skateboard parks, basketball courts, and water parks; play structures for all ages, including swings, boulders, and water parks; add more programmed activities in parks
- incorporate multicultural themes into the design of park facilities and structures

### 23.2 More Park Space in Poorly-served Areas

#### Approved

There should be more parks and other public open spaces in poorly-served areas of Renfrew-Collingwood.

**Percent agree 77%/79%**

#### People's Ideas...

- create mini-parks on street right of ways
- create street-end parks

### 23.3 Restoration and Preservation of Renfrew Ravine

#### Approved

Renfrew Ravine should be enhanced and restored. Specifically, the water quality should be improved and the natural areas surrounding the Ravine should be preserved and maintained.

**Percent agree 80%/76%**

People's Ideas...

- provide more natural landscaping and habitat areas
- stabilize ravine walls; better maintenance of bushes, trees, and plants
- include historical and interpretive signs; provide walking paths and trails; add more lighting
- encourage stewardship and community involvement activities such as 'clean-up' days, and beautification and art projects

### 23.4 More Park Space along Still Creek

**Approved**

Additional park space should be created along restored and daylighted areas of Still Creek.

**Percent agree 72%/74%**

People's Ideas...

- landscape and plant reclaimed areas
- daylight Still Creek where possible

### 23.5 Safety in and around Parks

**Approved**

Safety concerns should be a more important aspect of park use, design, and maintenance. Accessing parks across arterials should be easier and safer.

**Percent agree 89%/89%**

People's Ideas...

- add night lighting; limit bush areas
- provide pedestrian signals to cross arterials
- add resilient surfaces in play areas
- hold community events and provide programming at night to improve safety

### 23.6 Community Involvement in Parks

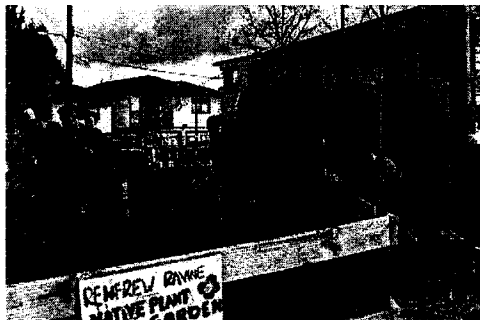
**Approved**

Public involvement in the design and stewardship of parks should be encouraged.

**Percent agree 80%/76%**

People's Ideas...

- encourage park partnerships with schools, community groups, and local volunteers
- encourage community events in parks such as clean-up days, multicultural celebrations, and special 'theme' days; provide programming at night to improve safety
- provide more education about wildlife and plants



Community involvement in parks

### 23.7 Maintenance of Parks

**Approved**

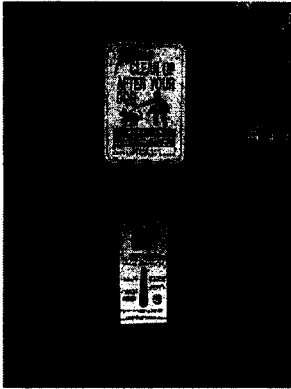
Park grounds, structures, and facilities should be better maintained.

**Percent agree 86%/83%**

People's Ideas...

- improve maintenance of fields and bushes; leaves should be swept
- ensure regular upkeep of park amenities such as play structures, wading pools (e.g. Norquay and Slocan Park), shelters, field houses, and washrooms





Clean-up parks for all users

### 23.8 Dogs In Parks and Public Places

#### *Approved*

Parks should be shared between dog owners and non-dog owners. Off-leash areas and off-leash times should be observed. More should be done to ensure dog owners clean-up after their dogs and keep their pets under control when off-leash.

**Percent agree 68%/68%**

#### People's Ideas...

- provide separate areas for dogs in parks
- provide separate bins for dog waste
- increase public education to encourage dog owners to pick up after their dogs; include better signage in parks and public places
- encourage park partner programs such as Pooch Patrol, Park Ambassadors Program, and Park Watch

### 23.9 Public Art in Parks and Public Places

#### *Approved*

There should be more public art in parks and public spaces.

**Percent agree 61%/57%**

#### People's Ideas...

- provide more artist-in-residence programs
- encourage community art projects such as mosaics, statues, murals, graffiti walls, and patterns on sidewalks
- provide fountains and creative public spaces
- create artwork throughout Renfrew and Collingwood including highlighting features of interest in parks (e.g. sculpture along Ridgeway near Q.E. Park; mosaic stream park in Grandview Woodland); heritage plaques to inform us of history of area and buildings; and maps to give destinations for walks

### 23.10 Greening and Beautifying Public Streets

#### *Approved*

Streets should continue to be pleasant green links that connect the neighbourhood and should be enhanced by:

- protecting existing boulevards and street trees, and planting new trees wherever possible
- encouraging residents to extend private gardening into the space between the sidewalk and the curb
- encouraging residents to landscape traffic circles and curb bulges through the 'Green Streets' program
- landscaping all medians
- creating more mini-parks on street right of ways.

**Percent agree 78%/79%**

#### People's Ideas...

- plant more evergreen and seasonal flowering trees, create mosaic sidewalks
- more benches, water fountains, lighting, and artwork to encourage gathering and socializing
- plant more corner bulges to identify neighbourhoods, or act as a gateway feature with signs
- plant more 'green' on SkyTrain pillars, columns, and guideways
- add planter boxes to beautify streets

### 23.11 Greening Lanes

#### *Approved*

Many lanes in Renfrew-Collingwood are unattractive and not environmentally friendly. There should be alternatives to fully paved lanes, to allow for more greenery and more permeability for storm water, and all the alternatives should be offered to homeowners when they vote on lane paving.

**Percent agree 71%/75%**

#### People's Ideas...

- use less asphalt, use gravel or planting
- provide more opportunities for more 'Country Lanes'
- make lanes beautiful, useful and accessible, not utilitarian



Public art in parks: Duchess Walkway

### 23.12 Preserve Views

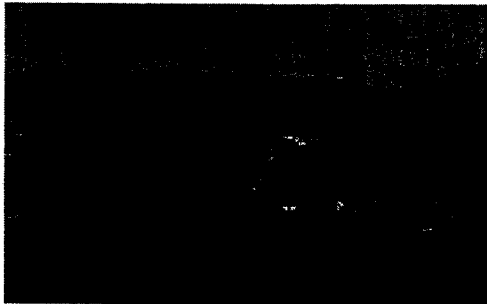
#### *Approved*

Views to the North Shore mountains, downtown Vancouver, and into Renfrew Ravine from public places, like parks and streets, should be protected and viewpoints made more enjoyable.

*Percent agree 84%/87%*

#### People's Ideas...

- provide benches and rest areas
- control building heights
- plant more trees, flowers, and viewing gardens
- preserve views of the North Shore mountains from north/south streets (e.g. Nanaimo and Rupert)



Rupert and 17th scenic view

### 24.1 Existing Public Buildings

#### *Approved*

Existing major public buildings with heritage character should be retained and well maintained, with renovations and additions compatible with the existing building's style.

*Percent agree 75%/75%*

#### People's Ideas...

- existing schools should be kept — they are landmarks and memories
- if Firehall #15 is expanded and rebuilt, it should retain its heritage character

### 24.2 New Public Buildings

#### *Approved*

New public buildings should be well designed in a contemporary style and well maintained.

*Percent agree 81%/78%*

#### People's Ideas...

- Renfrew Library is a wonderful example of modern style
- repair and maintain the water feature at the Renfrew Library



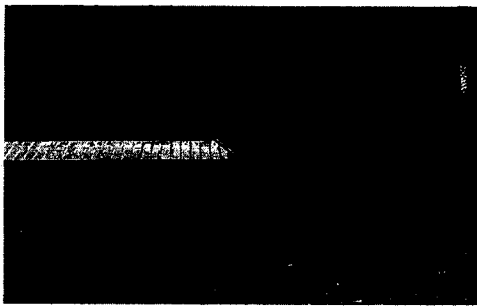
Greening lanes: 'Country Lanes' pilot project



Norquay Elementary School

## 24 Public Buildings

In Renfrew-Collingwood, many existing public buildings, like schools and Firehall #15 (at 22nd and Nootka), are historic landmarks that provide many fond memories for long-term residents. Some recent buildings, like the Renfrew Branch Library, designed in a modern style, are also important landmarks. Vision participants felt public buildings should meet particularly high design and construction standards because they are heavily used and symbolically important. All designs should be welcoming, easy to access, and easy to find your way around in. Residents should also have opportunities to provide input in the development of these public buildings.



Renfrew Branch Library



# Environment

Vision participants identified many environmental issues, including the need for residents and businesses to be more involved in actions which promote a healthier environment. Participants also expressed concern that the community is largely unaware of many City programs which already address environmental issues. The Vision Directions that will improve the environment are grouped into three categories — actions that start in the home or business with City support, actions that require a joint community/City effort, and broad actions that require co-ordination with other levels of government.

Other Vision Directions which would enhance the environment are found in IMPROVING PARKS, STREETS, LANES, AND PUBLIC PLACES (e.g. Restoration and Preservation of Renfrew Ravine, Greening Lanes), and in TRAFFIC AND TRANSPORTATION (e.g. Greenways and Bikeways, Public Transit).

## Recycling, Composting, and Garbage

The City collects garbage from 'single family' residences, including most properties with up to four units. The garbage can limit for single family properties was lowered from three to two cans per week in order to encourage residents to reduce waste and use recycling and composting programs. The City collects paper, plastic, metal, and glass for recycling from houses and apartments if the residents separate and set out the materials. Large items, like old fridges and hot water tanks, can be recycled at the Vancouver South Transfer Station on West Kent Avenue North. The City also provides regular yard waste collection from single family properties and subsidizes backyard composters and apartment worm compost bins. These programs, combined with others in the region have reduced the amount of residential garbage sent to the landfill by about 48%.

## Energy and Water Conservation

The City has adopted several policies aimed at reducing energy use. CityPlan and the City's land use policies promote complete communities with jobs close to home, thereby reducing fuel consumption for traveling to work. The Transportation Plan gives priority to pedestrians, transit, and bicycles over the automobile. By-laws and regulations require buildings to be more energy efficient and trees to be retained or replaced during residential development. The conversion of over 24,000 street lights to more energy efficient lamps has also saved energy.

Vancouver has higher per capita water consumption than most North American cities with similar climates. The City supports public and school education programs on water conservation, restricts lawn watering in summer, sells barrels to store rain water for yard irrigation, and requires water saving fixtures and devices in new buildings. These initiatives have reduced water consumption by 20% since summer water shortages in 1990 and 1992.

# 25 Environment

## At Home and at Work

Vision participants discussed many different measures to improve environmental practices in their homes. These ideas included increasing recycling and composting, conserving water and energy, and encouraging the use of environmentally friendly products. Almost all of these actions could also be undertaken by businesses.

### 25.1 Individual Actions to Increase Recycling and Composting

#### *Approved*

Individuals and businesses should take the initiative (with City support) to increase the amount they recycle and reuse materials, reduce waste, and compost. They should also use more environmentally friendly products.

*Percent agree 90%/90%*

#### People's Ideas...

- re-use shopping bags, water bottles, containers, wood, tires, and sound building materials
- talk to neighbours to educate them about City recycling and composting programs
- donate used clothes, shoes, and household items
- encourage proper disposal of hazardous waste (e.g. paints); discourage use of pesticides
- provide incentives and awards to individuals and businesses
- avoid purchasing products that are harmful to the environment or have excessive packaging
- increase recycling and waste reduction by businesses

### 25.2 Individual Actions to Conserve Energy and Water

#### *Approved*

Individuals and businesses should be encouraged and supported by the City to conserve water and energy.

*Percent agree 86%/89%*

#### People's Ideas...

- use water and energy saving devices in the home (e.g. low-flow toilets, shower-heads, and washers; energy efficient light bulbs, auto setback thermostats, better insulation)
- use less water when watering gardens and lawns or washing cars, and collect water in rain barrels for these purposes
- meter water use and create a true user-pay system for water

### In the Community

Vision participants discussed a number of ways the community and the City can work together to create a healthy environment. These areas of collaboration include keeping the community clean and working to conserve natural water courses.

### 25.3 A Clean Community

#### *Approved*

The community and the City should work together to keep Renfrew-Collingwood clean and litter free.

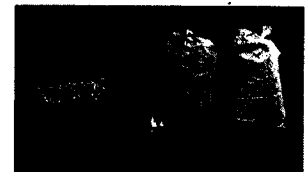
These efforts should include:

- encouraging individual actions and co-operative efforts by the community to solve garbage, litter, and cleanliness issues
- increasing enforcement and penalties where co-operative actions fail to resolve a problem
- improving education of residents and business owners about the recycling, composting, garbage, and disposal (hazardous waste) services offered by the City
- recycling a broader range of items
- picking up hard-to-dispose-of items on special days
- providing more garbage/recycling bins, including dog waste bins, in parks, schools, and public places.

*Percent agree 93%/95%*

### Sustainable Development

The City is working to be more environmentally responsible. In 2002, City Council adopted a definition of sustainability and a set of principles to evaluate City programs, policies, and practices. These include being accountable for individual and collective actions, using renewable resources fairly and reasonably, not compromising the choices of future generations, and collaborating with communities and other levels of government. The City also established an Office of Sustainable Development to further its commitment to preserve Vancouver's unique flavour — its natural environment, heritage, sense of design, and diverse communities — as a key component to Vancouver's future success.



Recycling and yard waste collection

People's Ideas...

- provide needle and condom disposal units in parks and public places
- promote information/reporting hotlines for graffiti and garbage in public places
- encourage neighbourhood businesses to clean the sidewalk and the lane at the back of businesses
- provide better maintenance of trees and removal of leaves
- support community initiatives like citizen's watch, block cleaning parties, adopting garbage cans, community clean-ups and recycling days, special days for disposal of large household items, and holding environmental workshops
- discourage the use of harmful herbicides and pesticides; encourage proper disposal of hazardous waste.

**25.4 Conservation of Still Creek and Renfrew Ravine**

*Approved*

The community and the City should support initiatives that improve the quality of community streams and reduce water run-off, especially involving Still Creek and Renfrew Ravine.

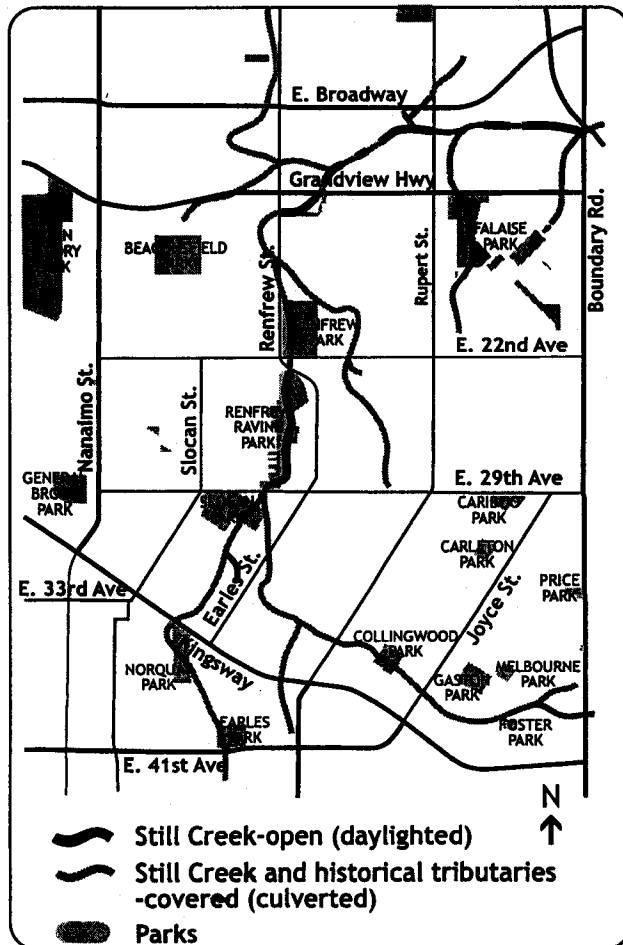
*Percent agree 84%/83%*

Other Direction relating to Still Creek and Renfrew Ravine can be found in IMPROVING PARKS, STREETS, LANES, AND PUBLIC PLACES (see Directions 23.3 and 23.4).

People's Ideas...

- discourage paving in parks and public places; use alternative methods to maintain roads and lanes (e.g. country lanes, using drought resistant plants, 'un-paving' projects)
- support initiatives that clean-up and improve the water quality of Still Creek — dispose of toxic substances properly (e.g. do not dump paint into toilets and street drains); discourage the use of pesticides and herbicides to avoid polluting water sources; and provide public education
- connect settling ponds to existing community streams

**Still Creek Watershed in Renfrew-Collingwood**



Still Creek

### **At the City and with Other Levels of Government**

While the City can play an important role in building a healthier environment for its citizens, Vision participants recognized that senior governments hold much of the power to change the laws that would improve the environment.

### **25.5 Working with Other Levels of Government**

#### ***Approved***

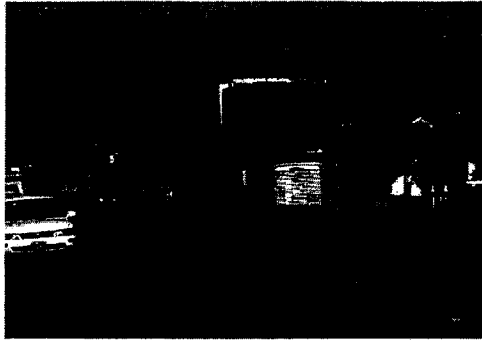
The City should provide leadership and partner with the regional, provincial, and federal governments to preserve and enhance the environment, including:

- incorporating more sustainable practices within their own operations
- adopting measures to increase water and energy conservation
- adopting measures to reduce noise from vehicles, leafblowers, etc.
- adopting tougher emissions standards to improve air quality
- promoting the development and use of environmentally friendly products.

***Percent agree 74%/73%***

#### **People's Ideas...**

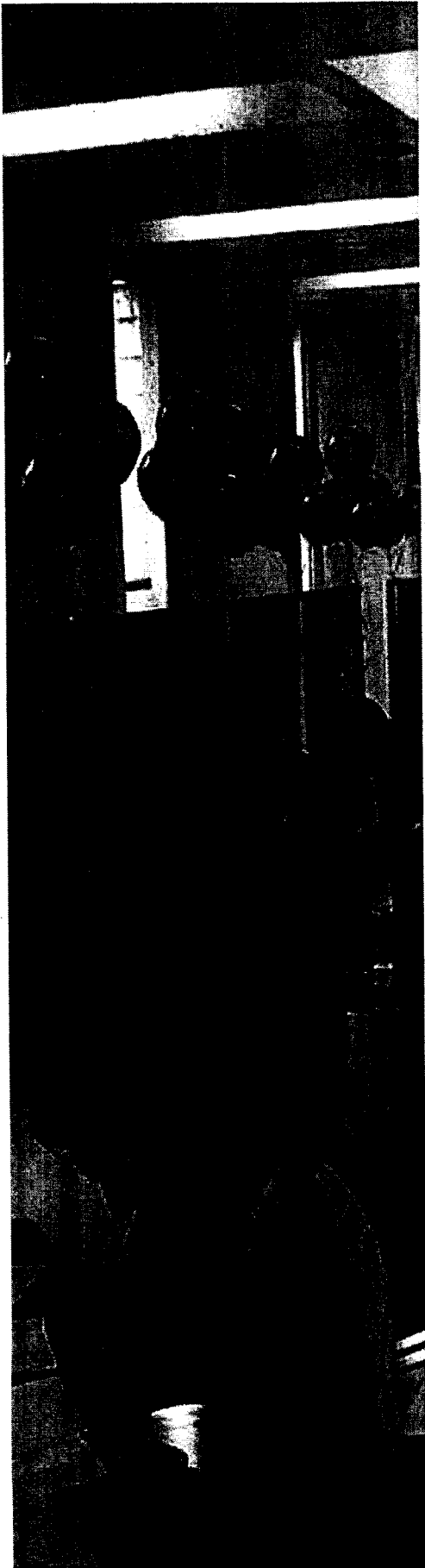
- encourage the development of more fuel efficient automobiles; consider new taxes on fuel and cars
- test older vehicles and trucks for excessive emissions and require adequate vehicle maintenance
- legislate against excessive product packaging



Tougher emissions standards would improve air quality

### **Air Quality**

The (1990) City of Vancouver Task Force on Atmospheric Change was created by City Council to study climate change as it relates to global warming and ozone depletion. It recommended specific actions that the City could take to reduce its contribution to factors causing climate change. A major implementation action was the development of the City's Transportation Plan, which sets out a long-term strategy to find transportation alternatives to the single passenger automobile. City initiatives like Greenways and Bikeways, which encourage walking and cycling, combine with better public transit (through Translink) to support the plan.



# Community Involvement in Decision Making

**T**he City regularly provides information to, and consults with, residents and groups on many different types of decisions, in many different ways.

Examples of current processes include:

- local improvement petitions for new curbs and sidewalks
- referendums on the three year Capital Plans
- public processes for planning programs and rezonings
- advisory committees to City Council like the Bicycle Advisory Committee and the Seniors Committee
- on-going outreach to youth as part of the Civic Youth Strategy
- notification letters on development proposals
- the City's homepage on the Internet
- some park planning processes.

Public input is important to the City. The City's recent initiative to improve public involvement (the Public Involvement Review) has resulted in:

- new initiatives such as a Newcomers Guide to City Services and a Civics Manual for high school students
- Community Web Pages — an expansion of the City's website to give the public more information ([www.city.vancouver.bc.ca/community\\_profiles/](http://www.city.vancouver.bc.ca/community_profiles/))
- improvements to various City processes (such as notifications concerning development/rezoning proposals and/or traffic management initiatives)
- improved structures for City Council's advisory committees
- multicultural outreach and translation guidelines.

However, Vision participants felt that public involvement could still be improved in a number of ways: people could be made more aware of their opportunities to participate; the co-ordination of input could be improved; and the input could have more influence on the decisions which are made.

# 26 Community Involvement in Decision Making

## 26.1 Community Involvement in Decision Making

### *Approved*

Community residents should have greater, and more timely, input into decisions about changes in their community, involving matters ranging from major items like SkyTrain stations and prostitution issues to recurring decisions relating to the provision of facilities and services, development proposals, street and traffic changes, and park design.

*Percent agree 86%/85%*

### People's Ideas...

- the community and City should work together to identify opportunities for public involvement
- the community should take the lead in evaluating public art projects
- community groups and the City should encourage participation — and foster trust and co-operation — in community planning processes
- there should be more youth involvement

## 26.2 Partnerships in Community Projects

### *Approved*

The community and the City should maintain and expand opportunities to form partnerships in the planning and implementation of community projects.

*Percent agree 81%/81%*

### People's Ideas...

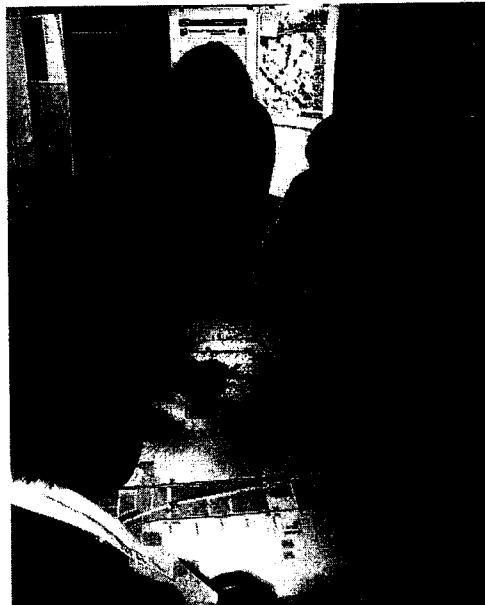
- need more successful Park Board/ community projects like the Duchess Walkway in Slocan Park
- the City and community should work together in the redesign of Joyce SkyTrain Station

## 26.3 Community Capital Grants

### *Approved*

The City should establish a program of annual community capital grants which would be spent on community priorities.

*Percent agree 78%/74%*



Workshop participants



# Rezoning Policy

## Following the Renfrew-Collingwood Community Vision

### 1. About Zoning in General

#### 1.1 How Zoning Works

The Zoning and Development Bylaw is the main way the City controls development – new buildings, additions to existing buildings, or changes in the use of buildings and land.

There are different zoning districts, labeled by letters and numbers. For example RS-1S covers most of Renfrew-Collingwood's single family areas and C-2 covers the larger shopping areas. Every lot in a zoning district is governed by the same regulations and guidelines. The regulations are contained in a District Schedule. They control the kind of activities (uses) that may take place, such as office, retail, dwelling, or manufacturing. District Schedules also control various quantitative aspects of the development including the maximum height of buildings, the position of building on the lot (yards and setbacks), the amount of total development (floorspace or density), and the amount of parking required.

In addition to the District Schedule with its regulations, some zones also have design review, using Design Guidelines. Design review looks at the more qualitative factors such as style or character, the materials used, or the landscaping. Legally, districts with design review are structured to have two types of projects: those that may go ahead without design review (often called 'outright') and those that are subject to design review (often called 'conditional' or 'discretionary') because they receive additional density, or approval of a conditional use, in return for meeting the design guidelines.

Another type of district is the CD-1 or Comprehensive Development district. Many of these are tailored to a specific site, such as Britannia Community Services Centre and the Broadway Campus of Vancouver Community College. Others cover a broad area, such as First Shaughnessy or the Downtown. This tool is used where a typical District Schedule and Guidelines approach is not suitable.

#### 1.2 How Zoning is Changed

Anyone may apply to alter the zoning – property owner, resident, or the Director of Planning. However, only City Council may actually adopt or change zoning or guidelines. Staff do the analysis and processing of applications and then make recommendations to City Council. During processing there is always public notification and some consultation. A formal Public Hearing is always required at the end of the rezoning process before City Council decides if the zoning will change.

Because rezoning is time-consuming and expensive, City staff usually advise potential applicants before they make an application whether or not staff would 'consider' the rezoning (that is, fully process it), rather than quickly reporting it to Council with a recommendation to refuse the application. Staff give this advice based on existing City plans and policies, including Community Visions.

## 2. Rezoning Under the Renfrew-Collingwood Community Vision

Making some of the Renfrew-Collingwood Vision Directions happen will require rezoning or amendments to zoning. For most, additional area planning will be required before any zoning changes would be considered, and individual rezonings would not be considered prior to this planning (section 2.2 below). However, there are some cases where individual rezoning could be considered without additional area planning (section 2.1 below). Note that 'considered' refers to being taken into the system for processing, it does not necessarily mean that the applications will receive support from staff or approval from City Council.

### 2.1 Additional Area Planning Not Required Before Rezoning

Rezoning applications for the types of projects listed below could be considered without additional area planning because they further adopted city-wide policies, would further an adopted Vision Direction, or are normal practice in the public interest. Most are 'site specific' rezonings on individual sites. There would be community consultation in each case. In considering these rezonings, staff would look at not only the needs of the project but also how it relates to its existing surroundings, and to the future of the area as described in the Community Vision.

**Table 2.1 Additional Area Planning Not Required Before Rezoning**

<b>Heritage Retention Projects</b> - involving retention of buildings on the Vancouver Heritage Register (also Vision Direction 13.1)	City-wide policy to encourage retention of heritage resources
<b>Social or Affordable Housing Projects</b> - non-profit projects, housing agreement projects, special needs residential facilities (SNRFs)  <b>Note on definitions</b> Housing agreement: a contract between the City and developer to guarantee some of the housing units as rental or low income, etc. SNRFs: housing and support services for people with special needs including the elderly, children in care, the mentally or physically handicapped, people with substance abuse problems, etc.	City-wide policy to encourage housing for lower income and special needs residents
<b>Housing Demonstration Projects (HDP)</b> - in order to be considered as a HDP, a project 'must demonstrate a new housing form in the neighbourhood, improved affordability, and a degree of neighbourhood support; any increase in land value beyond the normal profit allowed by the City's standard bonussing process, must be converted into improved affordability' (January 3, 1996 City Council report) - in addition, in Renfrew-Collingwood, any HDP proposals would need to conform to Visions directions about type, location, scale, etc.	City-wide policy to permit demonstration of new housing types
<b>Institutional uses</b> Projects focusing on expansion, downsizing, or reuse of publicly owned or non-profit institutional, cultural, recreational, utility, or public authority uses	Normal City practice
<b>Housekeeping amendments; zoning text amendments</b> - initiated by the Director of Planning to update, correct, or make minor revisions to District Schedules or Guidelines	Normal City practice
<b>In Renfrew-Collingwood:</b> <b>Changes to Existing CD-1 Zones</b> - as per Vision Direction 14.1 <b>Seniors Housing</b> - as per Vision Direction 15.10 <b>Adding a Supermarket in 'Norquay Village' and a 'Mini-node'</b> - as per Vision Direction 19.6 and 20.7 <b>The 2400 Motel and Eldorado Hotel Sites</b> - as per Vision Direction 19.2	Renfrew-Collingwood Community Vision

## 2.2 Additional Planning Required Before Rezoning

The Renfrew-Collingwood Vision Directions listed below require additional planning study before rezoning occurs. For some Directions, the study would cover a portion Renfrew-Collingwood, others might be city-wide in scope. The types of things that would be studied could include the size, height, locations, and design of developments, traffic and parking, parks and green space, service needs, developer contributions to cost, phasing and so forth. Planning studies would be initiated by the City, but might be undertaken by City staff, consultants, community members, or a combination. In all cases, there would be community consultation throughout the study.

Timing and priorities for these studies, as well as other aspects of implementing the Visions, will be determined with community input, as well as through City Council consideration of available resources and competing work priorities. Individual site rezonings will not be considered in advance of the planning, other than as noted in Section 2.1 (above).

**Table 2.2: Additional Planning Required Before Rezoning**

<b>Design of New Single Family Homes</b> 12.1 Design Review for New Single Family Houses	Mini-program to make design review available again in interested areas
<b>Older Character Buildings and Heritage</b> 13.2 Retaining Other Character Buildings	Specific planning study on feasibility of this in Vision areas
<b>Rental Suites In Additional Areas</b> 11.3 Rental Suites in More Areas	More detailed planning for specific areas of Renfrew-Collingwood
<b>Additional Housing Around Shopping Areas</b> 18.1 Neighbourhood Centres and Housing (Collingwood) 19.1 Neighbourhood Centres and Housing (Norquay) 20.1 Neighbourhood Centres and Housing ('mini-nodes')	Detailed local planning for areas around existing important shopping areas identified in the Vision
<b>Expand 'Renfrew Heights' Shopping Area</b> 20.2 Create 'Renfrew Heights' Shopping Area	Detailed local planning to add more mixed use development in this area

## 2.3 Other

The sections above provide guidance for most rezoning inquiries. However, there may be rare sites for which development under the existing zoning would involve the loss of features which the community, in its Vision, views as assets. The prime example is trees and landscaping, but in some cases buildings or structures may also be valued (but not qualify as heritage). In these cases, rezoning that would maintain the assets may be considered. Further, this will apply only to large sites that were in single ownership at the time of the Vision adoption. Finally, achieving Vision Directions would remain the focus while considering the rezoning.

## **Acknowledgements**

The Renfrew-Collingwood Vision Team thanks the residents, workers, volunteers, students, and business people in Renfrew-Collingwood who attended the many meetings, workshops, and other events in the Vision process. We appreciate the time and energy you contributed to considering the future of your community.

The team would particularly like to thank the Community Liaison Group and City Perspectives Panel for their dedication, creativity, and positive help throughout the program including advising staff, participating in workshops, and reviewing drafts.

### **The Community Liaison Group**

Oscar Allueva  
E. H. Anderson  
Grace Barucci  
Shannon Campbell  
Carol Caon  
Giorgio Caon  
Julianna Caon  
Diana Gray  
Rania Hatzioannou  
Anita Jung  
Joan MacMillan  
Norman Mack  
Bill McMichael  
Cheryl McNeil

Sylvia Mechler  
Jennifer Norquist  
Paul Reid  
Nancy Reynolds  
Carmen Rosen  
Marjorie Scarfe  
Josie Spartano  
Nick Spartano  
Chris Taulu  
Marc Trudeau  
Heather Weber  
January Wolodarsky  
Janet Woo  
Susan Zaric

### **The City Perspectives Panel**

Darren Chung  
Marta Farevaag  
Judith Glick  
James Lee  
Andrea Rolls  
Louise Seto  
Suzanne Strutt

## **Full and Part-time Support from Planning Department Staff**

### **Renfrew-Collingwood Team**

Peter Burch  
Edna Cho  
Wesley Joe

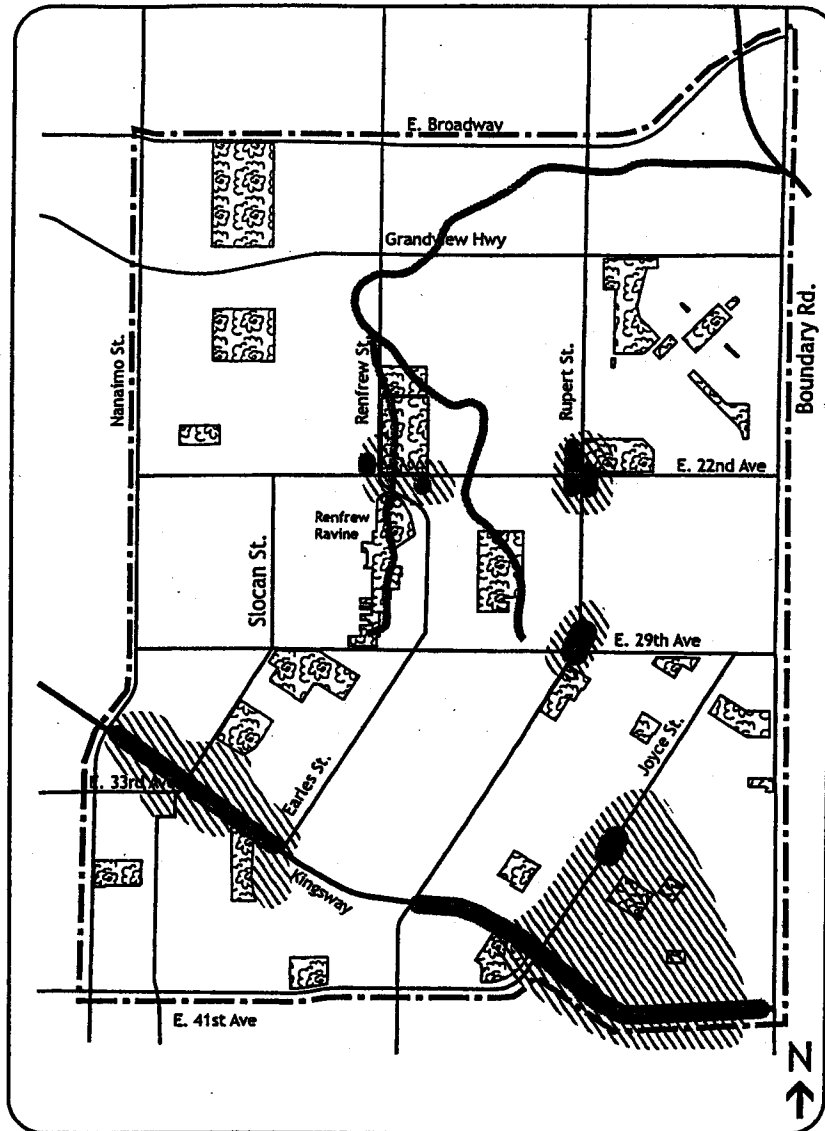
### **Community Visions Support**








Bonnie Allen (Bridge Communications)  
Susan Anderson  
Joanne Franko  
Trish French  
Angela Ko  
Michelle Larigakis  
Ann McAfee  
Paul Nowlan  
Marlie Oden (Bridge Communications)  
Ted Sebastian  
Nancy Wormald

### **Support from Other Departments, Agencies, and Consultants**

Ivana Cappelletto (Cappelletto Design Group)  
Collingwood Branch Library  
Collingwood Business Improvement Association  
Collingwood Community Policing Centre  
Collingwood Neighbourhood House  
Evergreen Community Health Centre  
Bill Hamilton (Community School Coordinator – Vancouver School Board)  
Nadim Kara/Debbie Anderson (Social Planning)  
Andrew Mak (Engineering)  
Don Myler (Engineering)  
Paul Raynor (Housing)  
Renfrew Branch Library  
Renfrew Park Community Centre Board and Staff  
VanCity Credit Union (Kingsway Branch)  
Dana Walker (Parks)

# Renfrew-Collingwood Community Vision Highlights



-  Vision Area Boundary
-  Single family areas: maintain most areas; consider design review, suites in more areas, retaining heritage and character
-  Add housing variety around future neighbourhood centres
-  Improve Still Creek and Renfrew Ravine
-  Arterial streets: improve for pedestrians, transit users, and residents; create collectors
-  Parks and school grounds: improve for more diverse activities and enhanced safety
-  'Collingwood', 'Norquay Village,' and 'Mini-nodes' enhance as shopping areas -- more attractive, cleaner and greener

**ALSO:**  
 Recreation: more programs for seniors and youth

**Safety & crime prevention:** more individual, community and city effort; address youth crime and prostitution issues

**Community involvement in decisions:** more effective and timely