

NEIGHBOURHOOD CENTRES

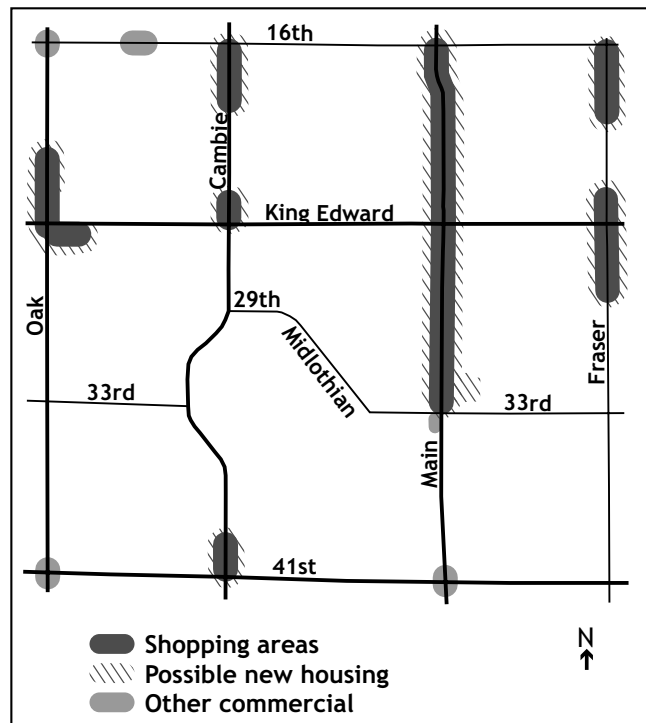


Vancouver's CityPlan contains directions to develop 'neighbourhood centres' to serve as the 'heart' of a community. Neighbourhood centres are places where people can find shops, jobs, neighbourhood-based services, public places that are safe and inviting, and places to meet with neighbours and join in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

Vision participants looked at five key shopping areas in Riley Park/South Cambie (RPS): Main Street - 16th to 33rd, Fraser Street - 16th to 19th and King Edward to 28th, Cambie Street - 16th to 19th plus the Cambie/King Edward Canada Line Station; Cambie and 41st (including the Cambie/41st Canada Line Station); and Oak and King Edward (including the King Edward Mall).

Directions for Neighbourhood Centres are organized into two main parts. The first provides specific Directions related to the unique identity of each neighbourhood centre. The second deals with general Directions that apply to all neighbourhood centres. Finally, there are directions to limit expansion of major malls and 'big box' stores, and to expand business organizations.

Shopping Areas



18 Main Street



Main Street shopping area

Vision participants saw Main Street from 16th to 33rd as an important shopping area and potential neighbourhood centre. They valued the 'trendy' fashion shops, artisan studios, restaurants, and antique stores which all contribute to the unique Main Street character. Participants wished to retain this character and suggested a review of the policies that affect Main Street, including the mixed-use zoning. They suggested improvements like adding to pedestrian comfort and safety, encouraging retail to wrap around some side streets, making lanes more lively, improving parking and upkeep, and providing opportunities for more housing to be built nearby.

18.1 Strengthen Important Shopping Area

Approved

The shopping area along Main Street between 16th and 33rd should be strengthened as a major neighbourhood shopping area and special community place.

Percent Agree 88%/91%

People's Ideas...

- enhance Main and King Edward as the gateway to the shopping area
- keep Main as a special street
- make the area more pedestrian friendly, need to revitalize

18.2 Review Policy for Main Street

Approved

The unique character of Main Street's shopping area should be retained and enhanced. The City should work with merchants, property owners, and residents to review existing zoning and other policies to identify possible changes that would better support Main Street's character and role in the City.

Percent Agree 83%/85%

People's Ideas...

- build on the history of the area to help develop a persona/character for Main Street
- create financial incentives to diversify retail uses

- have zoning that encourages a diversity of forms and uses
- have zoning which allows more flexible use of the ground and 2nd floor (i.e. light industry, artisans, boat builders)
- retain existing businesses and commercial diversity

18.3 Retain Character Buildings on Main Street

Approved

The retention of 'character' buildings on Main Street which are not on the Vancouver Heritage Register should be encouraged. There should be incentives to renovate and disincentives to demolish.

Percent Agree 77%/79%

People's Ideas...

- preserve heritage structures like the Walden Building, Garlane Pharmacy, and the 21st and Main convenience store that has a floral mural
- use zoning incentives to retain and enhance heritage buildings
- use higher demolition fees as a disincentive to demolish character buildings

18.4 Encourage Retail to Wrap from Main Street onto Some Side Streets

Approved

Retail should be encouraged to wrap around corners from Main Street onto some side streets, where compatible with nearby residents. Landscaped areas for outdoor seating could be provided for use by adjoining businesses such as coffee shops, bakeries, and restaurants.

Percent Agree 75%/75%

People's Ideas...

- allow retail to wrap around corners and create mini plazas especially where street intersections are off-set or on an angle
- create small shop and café alcoves off the main drag (e.g. Solly's and Liberty Bakery)

C-2 'Mixed-use' Zoning

C-2 zoning occurs along arterial streets throughout the city, including along Fraser, Main, Cambie, and Oak in RPSC. Generally, the zoning allows 4 storey residential/commercial 'mixed-use' projects or 4 storey, all commercial projects. Among the commercial uses permitted are grocery store, drug store, restaurant, furniture store, liquor store, recycling depot, motor vehicle dealer and repair shop, health care office, and social service centre. A recent C-2 zoning review led to changes which improve the look of the lanes, reduce overlook and improve privacy for neighbouring properties, and improve the design of the street front. Height requirements also changed to allow higher ceilings for ground floor commercial spaces (and possibly higher ceilings for the residential floors above).



Main Street retail wrap-around

18.5 Make Commercial Lanes More Lively

Approved

Some shops along commercial lanes should be encouraged to enhance the shopping experience in the Main Street shopping area, subject to analysis of the impacts on adjacent residents, parking, and access to the adjoining commercial and residential uses (i.e. loading, parking, and servicing).

Percent Agree 66%/65%

People's Ideas...

- put 'cottage' industries and live/work spaces in the lanes
- create pedestrian mews where businesses take over lanes
- like the 'Flower Factory' with its nursery out back

18.6 Add a Conventional Supermarket

Approved

Supermarkets are important 'anchors' for neighbourhood shopping areas. The City should encourage development of a conventional supermarket on Main Street.

Percent Agree 60%/59%

People's Ideas...

- need a grocery store (e.g. Capers or Choices)
- consider incorporating a grocery store into a residential development (e.g. IGA on Burrard and Nelson)
- locate a grocery store south of 33rd, possibly in the redevelopment of Little Mountain Housing

18.7 Improve Bike Access on Main Street

Approved

Bike access to and through the Main Street shopping area should be improved, including consideration of Bikelanes on Main Street as part of a city-wide commuter network (this would be considered as part of a more detailed plan, to see if it fits with improvements for pedestrians, shoppers, and transit).

Percent Agree 60%/60%

18.8 Provide Additional Housing Near the Main Street Shopping Area

Approved

Main Street shopping area should become more of a neighbourhood centre by providing opportunities for more housing to be built nearby. Additional housing would bring people closer to where they shop or work, and would help support local shops and services. Housing types could range from more apartments around Main Street to more ground-oriented housing within walking distance of Main Street.

Percent Agree 60%/60%

People's Ideas...

- encourage (through zoning) more mixed use developments with retail on bottom and residential above
- allow some townhouses and condominiums
- encourage new housing, residential mews like on Watson Street

19 Fraser Street

Participants saw the sections of Fraser Street from 16th to 19th and from King Edward to 28th as important neighbourhood shopping areas and potential neighbourhood centres. They saw this area in need of revitalization, but noted progress was being made as some new businesses were moving in. Assets include several popular small grocery and produce stores, and other local-serving and ethnic specialty shops. Problems included traffic speed and poor pedes-



Fraser Street shopping area

trian crossings along Fraser Street, the narrowness of sidewalks, and the ‘unfriendly’ appearance of some buildings on Fraser Street.

19.1 Strengthen Important Shopping Areas

Approved

The shopping areas along Fraser Street between 16th and 19th and between King Edward and 28th should be strengthened as neighbourhood shopping areas and special community places.

Percent Agree 78%/75%

People’s Ideas...

- recognize Fraser as a very important commercial, social, and residential centre for ethnic groups (e.g. Filipino, Polish)
- protect location of niche businesses
- need more foot traffic to generate activity and attract shoppers
- need more than curb bulges and other improvements to attract businesses to Fraser

19.2 Add a Conventional Supermarket

Approved

Supermarkets are important ‘anchors’ for neighbourhood shopping areas. The City should encourage development of a conventional supermarket on Fraser Street.

Percent Agree 60%/60%

People’s Ideas...

- need a supermarket between 27th and 29th in the Kingsway area
- need a specialty grocery store (not too large)

19.3 Provide Additional Housing Near the Fraser Street Shopping Area

Approved

The Fraser Street shopping area should become more of a neighbourhood centre by providing opportunities for more housing to be built nearby. Additional housing would bring people closer to where they shop or work and would help support local shops and services. Housing types could range from more

apartments around Fraser Street to more ground-oriented housing within walking distance of Fraser Street.

Percent Agree 56%/58%

People’s Ideas...

- build rowhouses with connections to shopping areas
- allow a variety of housing types
- design buildings to follow slope of land (e.g. King Edward and Fraser)
- keep and encourage more mixed use developments
- consider multi-family medium density residential development (e.g. rowhouses, small apartment buildings) on some blocks if designed to accommodate commercial or live/work uses at ground level

20 Cambie (16th-19th) & King Edward Canada Line Station

Participants saw Cambie Street from 16th to 19th as an important neighbourhood centre. Assets include the Park Theatre, a variety of restaurants, coffee shops, and supermarkets serving the area. Participants felt the scale of the shopping area and small store frontages added vitality to the street and promoted a pedestrian friendly environment. Some problems identified were traffic congestion and unsafe crossings along Cambie Street.



Cambie Street shopping area

Building Lines

Building lines are an additional set-back used to preserve the future 'right-of-way' for street safety improvements, wider sidewalks, tree planting, or other purposes such as the introduction of a centre median. In many cases, building lines can be traced back to the 1929 'Plan for the City of Vancouver' which included a Major Street Plan that identified major streets and capacities, and established building lines. These were modified in the 1940s, but have remained largely unchanged since the 1950s. When a development site is subject to a building line, building set-backs are measured from this line rather than the property line. These include the width and depth of required yards and building depth. This explains why some newer buildings on Cambie have been 'set-back' from adjacent, older buildings resulting in wider sidewalks on portions of the street.

Participants saw the shopping area at King Edward and Cambie (the site of the future Canada Line station) as a smaller scale shopping area. They suggested that new businesses should serve mainly local residents with some oriented to transit-users. Businesses should create more lively streets to help address potential safety issues associated with the Canada Line station. Creating a stronger pedestrian connection between the King Edward Canada Line station and the shopping area between 16th and 19th was also suggested.

20.1 Strengthen Important Shopping Area

Approved

The shopping area along Cambie Street between 16th and 19th should be strengthened as a major neighbourhood shopping area and special community place.

Percent Agree 86%/88%

20.2 Retain the Park Theatre (3440 Cambie)

Approved

The Park Theatre, built in 1930, is an important landmark and adds to the retail vitality of the Cambie Street shopping area. Efforts should be made to retain the theatre in its current location.

Percent Agree 87%/88%

People's Ideas...

- important to keep the landmark 'Park' sign as it lights up the street
- have a local theater that people can walk rather than drive to
- retain the Park Theatre as it can act as a magnet to attract more restaurants and cafes, and brings activity and vitality to the street in the evenings

20.3 Encourage Retail to Wrap from Cambie Street onto Some Side Streets

Approved

Retail should be encouraged to wrap around corners from Cambie Street onto some side streets, where compatible with nearby residents. Landscaped areas for outdoor seating could be

provided for use by adjoining businesses such as coffee shops, bakeries, and restaurants.

Percent Agree 71%/70%

People's Ideas...

- encourage eating areas with outdoor patios around street corners
- increase soft landscaping on side streets
- relocate bike racks around corner
- encourage outdoor patios with eating areas to wrap around corner on to side streets

20.4 Add a Conventional Supermarket

Approved

Supermarkets (like the former Produce City Market) are important 'anchors' for neighbourhood shopping areas. The city should encourage a conventional supermarket to locate within the Cambie Street (16th to 19th) shopping area.

Percent Agree 58%/60%

People's Ideas...

- work to retain markets like Produce City which help make it a 'Village Centre'
- encourage affordable markets like 'Thrifty's Foods' to locate in the area

20.5 Create a Landscaped Centre Median

Approved

Creation of a landscaped centre median on Cambie Street between 16th and King Edward should be considered, subject to more detailed design, and consultation with area residents, property owners, and merchants.

Percent Agree 56%/60%

People's Ideas...

- create a landscaped median along Cambie and strengthen the pedestrian linkage between the new Canada Line station (at King Edward) and the shopping area from 16th to 19th
- make it easier to cross Cambie by having a treed centre boulevard

20.6 Provide Additional Housing Near the Cambie Street Shopping Area

Approved

The Cambie Street shopping area between 16th and 19th should become more of a neighbourhood centre by providing opportunities for more housing to be built nearby. Additional housing would bring people closer to where they shop or work, and would help support local shops and services. Housing types could range from more apartments around Cambie Street to more ground-oriented housing within walking distance of Cambie Street.

Percent Agree 50%/58%

People's Ideas...

- increase residential density in the area by allowing more residential above retail
- increase density to promote walking, cycling and taking transit, and to support local businesses
- allow more mixed uses like live/work units along Cambie
- provide more housing for seniors around commercial area — easy accessibility to transit, shops, and services
- build affordable housing so young couples can live in the City

20.7 Retain Local-Serving Shopping Area at Canada Line Station

Approved

The commercial area along Cambie at King Edward should be a mainly local-serving shopping area and should not be expanded as a result of the Canada Line station.

Percent Agree 65%/71%

People's Ideas...

- no additional shops at the Canada Line Station, keep it quiet and discrete
- keep as a 'convenience shopping area'
- improve the pedestrian experience by making a comfortable link between the future Canada Line station at King Edward/Cambie and the principal shopping area between 16th and 19th

20.8 Provide Additional Housing Near the Canada Line Station

Not Approved (Uncertain)

The Cambie Street shopping area at King Edward should be enhanced as a local shopping/Canada Line station area by providing additional housing to bring people closer to where they shop or work, to support local shops and services, and to increase ridership on rapid transit. Housing types could range from more apartments around Cambie Street to more ground-oriented housing within walking distance of the new Canada Line station.

Percent Agree 50%/53%

People's Ideas...

- keep a residential focus at the Cambie and King Edward Canada Line station
- consider higher density around the Canada Line station
- review urban design of Canada Line stations for opportunities to address scale, height, and massing

Comment: *This Direction fell just short of receiving majority support in the general survey (49.9%), and did not receive high enough agreement in the random survey to be classified as Approved. In both surveys, the Direction received more agree votes than disagree votes (general survey: 1.7 to 1, random survey: 2.4 to 1). As a result, this Direction is classified as Not Approved (Uncertain) and remains on the table for consideration and public discussion when additional housing planning occurs in the community. Note that Direction 16.4 Allow New Housing Types Around the King Edward Canada Line Station was classified as Approved, the definition of those housing types will occur when additional housing planning occurs in the community.*



Cambie and King Edward
- future Canada Line Station

Oakridge Centre Policy Planning Program

In October 2004 Council approved a planning program for the Oakridge Shopping Centre and adjoining Canada Line station district. The purpose of the program is to identify new policies to guide a more complete re-planning of the Oakridge Centre and respond to the introduction of the Canada Line. The public review process will draw on the emerging RPSC Community Vision Directions, and on the approved Oakridge/Langara Policy Statement (1995). Policies arising from the Oakridge Centre Policy Planning Program will provide a basis for assessing future rezoning and development proposals.

21 Cambie(39th - 41st) and Canada Line Station

Participants focused on the commercial area on Cambie from 39th to 41st, but they saw the larger commercial area around Cambie and 41st as a major neighbourhood shopping area and future Canada Line station area. Assets include Oakridge Shopping Centre, several local-serving shops and services, and the Cambie Heritage Boulevard. Problems include traffic volume and speed, poor pedestrian connections, lack of landscaping and the 'unfriendly' appearance of some buildings on Cambie Street. Although Oakridge Shopping Centre is outside of the Vision area, RPSC residents are frequent visitors and Vision participants provided Directions on the proposed redevelopment of the mall.



Cambie and 41st - future Canada Line station

21.1 Strengthen Important Shopping/Canada Line Station Area

Approved

The shopping area along Cambie from 39th to 41st should be retained and strengthened as a major neighbourhood shopping/Canada Line station area and special community place.

Percent Agree 78%/79%

21.2 Improve Building Design and Character

Approved

The character of the new buildings on Cambie Street from 39th to 41st should be improved through urban design. Building design should promote this area as a neighbourhood centre and Canada Line station area, and reflect the surrounding character of the community.

Percent Agree 77%/81%

People's Ideas...

- review urban design of Canada Line station — opportunity to address scale, height, and massing
- require Canada Line stations to reflect community character
- prevent 'ugly', 'scary' station atmosphere
- extend 40th west of Cambie to create a mid-block pedestrian mews
- utilize the median for Canada Line station access and energize the median at this location

3.3 Retain a Supermarket

Approved

The supermarket at Oakridge Shopping Centre is an important 'anchor' for the mall and vital asset to the community. The City, in consultation with the community, should ensure that inclusion of a supermarket is a condition of any future redevelopment of the mall.

Percent Agree 82%/87%

21.4 Ensure Public Involvement in the Oakridge Shopping Centre Redevelopment

Approved

Additions or changes to the Oakridge Shopping Centre should contribute to the Vision Directions for this area. The City should ensure the community is involved early (and often) in any significant redevelopment of Oakridge Shopping Centre in both identifying options and in refining specific aspects of the proposal.

Percent Agree 77%/81%

21.5 Provide Additional Housing Near Cambie and 41st Shopping Area/Canada Line Station

Approved

The Cambie and 41st shopping area should become more of a neighbourhood centre by providing opportunities for more housing to be built nearby. Additional housing would bring people closer to where they shop or work and would help support local shops and services, as well as increase ridership on rapid transit. Housing types could range from more apartments near the Canada

Line station to more ground-oriented housing within walking distance of the station.

Percent Agree 60%/61%

People's Ideas...

- create major nodes for shopping and housing at the Canada Line station
- allow height maximum of 3-5 storeys
- provide more multi-unit housing around the station
- consider higher density and high-rise apartments at Canada Line stations



Kind Edward Mall

22 Oak and King Edward (including King Edward Mall)

Participants saw the commercial area at Oak and King Edward as an important local shopping area. Assets include King Edward Mall, several local-serving shops and services, and the King Edward Boulevard. Problems include traffic volume and speed, poor pedestrian connections, and lack of landscaping.

King Edward Mall was built in 1970. This four acre site has been subdivided into three separate parcels, each independently owned. The existing CD-1 zoning on the site does not allow any residential uses to be added. Participants saw the Mall as a welcoming and friendly area for shopping and they valued the shops and services. Many felt the Mall site represented an opportunity for a mixed-use development by adding housing and relocating retail stores onto the King Edward frontage. Participants wanted to protect and enhance King Edward Boulevard, trees on surrounding streets, and the public views to the north. They also suggested some public benefits that might accompany any significant Mall redevelopment such as new public open spaces and community facilities like a youth centre or seniors' facility.

22.1 Strengthen Important Shopping Area

Approved

Oak and King Edward, including the King Edward Mall and the surrounding commercial area, should be strengthened as a major neighbourhood shopping area and special community place.

Percent Agree 78%/78%

22.2 Provide Additional Housing Near the Oak and King Edward Shopping Area

Approved

Oak and King Edward should become more of a neighbourhood centre by providing opportunities for more housing to be built nearby. Additional housing would bring people closer to where they shop or work, and help support local shops and services. Housing types could range from apartments around Oak and King Edward to more ground-oriented housing within walking distance of the shopping area.

Percent Agree 57%/58%

People's Ideas...

- provide a variety of housing types for a range of people (e.g. seniors, singles, low income, assisted living, etc.)
- allow infill in RS zones
- allow townhouses along Laurel and 26th

22.3 Provide Additional Housing in the King Edward Mall Redevelopment

Approved

The redevelopment of King Edward Mall should include additional housing, mainly above shops, in order to become more of a focus for the neighbourhood centre. Along with additional housing, there could be a greater variety of retail stores, and additional community facilities and amenities.

Percent Agree 56%/64%

People's Ideas...

- provide a variety of housing types for a range of people (e.g. seniors, singles, low income, assisted living, etc.)

- encourage residential development on top of retail at King Edward Mall
- create opportunities for innovation in housing and development form
- pull building facades out to the street edge

22.4 Ensure Public Involvement in the King Edward Mall Redevelopment

Approved

Additions or changes to the King Edward Mall should contribute to the Vision Directions for this area. The City should ensure the community is involved early (and often) in any significant redevelopment of King Edward Mall in both identifying options and in refining specific aspects of the proposal.

Percent Agree 75%/75%

People's Ideas...

- should create a sub-area plan first and conduct multiple levels of review

Building Height

Vision participants discussed a variety of building heights for the King Edward Mall redevelopment, and noted that in all cases new development should be subject to careful analysis of building design and neighbourliness. Often new development seeks additional height and density, and the City considers the request in return for providing additional park, open space, and additional community facilities or amenities for area residents. Existing buildings on the site are all one storey, although the Safeway building reaches a height similar to a two or three storey building.

22.5 Allow Buildings Up to Four Storeys on the King Edward Mall Site

Approved

Buildings on the King Edward Mall site should be low-rise (up to four storeys high). Where appropriate, lower heights should be required when creating a transition down to the lower heights of neighbouring houses, subject to analysis of views, privacy, shadowing and other impacts.

Percent Agree 54%/60%

22.6 Allow Buildings Taller Than Four Storeys on the King Edward Mall Site to Achieve Public Benefits

Not Supported

A carefully situated building, or limited number of buildings, taller than four storeys, should be considered on the King Edward Mall Site, if park, open space, or some other public benefits are provided. Building design and height would be subject to thorough analysis of views, privacy, shadowing, and other potential impacts.

Percent Agree 32%/31%

People's Ideas...

- allow 4 storey buildings along King Edward but increase height towards the centre of the site
- allow up to 6 storeys along King Edward, or 6-8 storeys with careful design
- allow high-rise buildings on the King Edward Mall site

Comment: *This Direction is Not Supported because disagree votes outnumbered agree votes in both the general and random surveys. Buildings taller than four storeys on the King Edward Mall Site will not be brought forward for consideration when additional housing planning occurs at the site.*

22.7 Consider Surrounding Area When Rezoning King Edward Mall

Approved

When planning the redevelopment of the King Edward Mall site, the potential for change in the surrounding area (single family and institutional areas, including Emily Carr Elementary) should also be considered.

Percent Agree 68%/74%

People's Ideas...

- consider mixed-use development on Emily Carr
- allow infill in single family areas to add density and provide a transition to the higher density at King Edward Mall
- increase retail area on Oak from King Edward to 16th

- allow mixed-use (e.g. C-2) or multi-family housing on west side of Oak (south of King Edward)

22.8 Retain a Supermarket at King Edward Mall

Approved

The supermarket at King Edward Mall is an important ‘anchor’ for the shopping area. The City, in consultation with the community, should ensure that inclusion of a supermarket is a condition of any future redevelopment.

Percent Agree 84%/87%

People’s Ideas...

- retain food store as an ‘anchor’ — maximum 30,000 sq. feet
- integrate food store into a mixed-use development (e.g. Urban Fare)

23 General Directions for All Neighbourhood Centres

Vision participants suggested a number of different ways to enhance shopping areas. This section deals with general directions that apply to all neighbourhood centres.

23.1 Ensure Continuity of Shops and Services

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 84%/83%

People’s Ideas...

- develop empty lot at 26th and Main as a park or garden
- infill Oakridge Mall plaza to the street to improve public/sidewalk domain
- discourage blank frontages – they are dead space at night (e.g. banks)

- discourage uses that break-up retail frontages such as car washes and garages

23.2 Provide a Range of Shops and Services

Approved

There should be a wider 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 81%/79%

People’s Ideas...

- encourage artisan/clothier retail studios and manufacturing of products on Main
- need new retail anchors to redevelop vacant site at King Edward/ Fraser and Fraser/17th (e.g. Tim Horton’s, Literacy Centre, London Drugs)
- provide more diverse retail services at Cambie and 41st/Canada Line station
- intensify the mix of commercial/ office and medical office/service uses at King Edward Mall
- keep mixed use and encourage a range of shops and services, including more multi-cultural businesses that have a local draw (e.g. weekend farmers market, larger hardware store, seafood shop, produce markets on Main)

23.3 Improve Pedestrian Comfort and Safety

Approved

It should be easier and safer for pedestrians to move along and cross major streets, and the condition of sidewalks should be improved.

Percent Agree 89%/92%

People’s Ideas...

- install pedestrian light at Brock School
- slow down traffic and repair sidewalks on Main and Fraser
- narrow the street with curb bulges on Fraser from 16th to 27th

- install pedestrian light at Fraser at 31st, Cambie at 40th, and Cambie at 17th
- use subways to get across Cambie and 41st for pedestrians
- ensure that pedestrian, cyclists and bus connections to Canada Line stations are well designed
- improve pedestrian and bicycle access to Oakridge Shopping Centre
- repair crosswalk at Laurel and King Edward
- reduce scale of the Oak and King Edward intersection, make it more pedestrian and cyclist friendly, and ensure generous sidewalks

23.4 Provide Convenient Parking

Approved

Convenient short-term parking, including curbside parking, should continue to be available for customers to help keep the retail viable and reduce impacts on neighbours. Opportunities for more customer parking in lanes should be investigated.

Percent Agree 80%/85%

People's Ideas...

- retain parking on both sides of the street at all times, it improves business, makes sidewalks safer and walking from the back lane is very difficult
- provide some customer parking in lanes
- keep pay parking so people park to use local stores not to commute downtown



Possible improvements: more planting, pedestrian comfort, and safety

- allow diagonal parking on Fraser (narrow street by one lane)
- provide more parking and a larger drop-off area around Park Theatre for their patrons
- preserve parking for residents around the core Canada Line station area and provide additional parking near station
- keep surface parking at King Edward Mall as it is good for seniors and people with children

23.5 Create More Attractive Areas

Approved

The appearance of the shopping area should be improved through efforts of private owners and the City (e.g. create outdoor patios, banners, special lighting, bike racks; public notice boards/directory; special paving, drinking fountains). Special effort should be made to encourage public art projects on Main Street.

Percent Agree 86%/88%

People's Ideas...

- encourage 'art walk' activities (The Drift), walking tours, etc. on Main
- get neighbours involved in creating sidewalk art and images (e.g. community art projects), especially along Main
- initiate a street beautification program to strengthen the shopping areas
- improve standards of old buildings and the look of building facades
- need community gathering places — create a small plaza at some intersections
- provide public art money for murals on commercial buildings
- encourage businesses and shops to have more inviting storefronts and window displays
- maintain the pedestrian friendly scale (e.g. step back 2nd/3rd storey) and provide benches, banners and pedestrian lighting
- remove graffiti on vacant stores/buildings immediately



Control sidewalk merchandise

- create open spaces with seating, and provide drinking fountains, public washrooms, etc. on Oak and King Edward

23.6 Protect and Enhance Street Trees/Greening

Approved

Street trees and landscaping contribute to the pleasant character of a street, as well as bringing visual consistency. Existing trees should be kept and maintained, wherever possible. Their impact should be enhanced by adding trees where they are missing as well as in new corner bulges on side streets. Use a variety of strategies to increase the 'greening' of shopping areas.

Percent Agree 88%/91%

People's Ideas...

- need more street trees on Cambie along commercial frontage
- encourage green space improvements (especially near 16th and Fraser) with programs such as Blooming Boulevards and Greenways
- add landscaping and 'green-up' the lane behind Fraser commercial
- improve Oak and King Edward boulevards by planting more trees with colour
- encourage more flower boxes around trees, hanging baskets as well as shrubs (beautifies street and adds to pedestrian pleasure)

23.7 Control Sidewalk Merchandise and Displays

Approved

Merchandise displays and sandwich boards on the sidewalk add vitality and interest 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 71%/73%

People's Ideas...

- encourage sidewalk displays (e.g. Flower Factory on Main)
- enforce bylaws to limit business displays (e.g. sandwich board signs and clothing racks) that impede pedestrian traffic

23.8 Provide Continuous Weather Protection

Approved

There should be continuous weather protection for shoppers in the form of canopies or awnings. Awnings should be designed to look attractive and ensure the sidewalk does not become dark and uninviting.

Percent Agree 62%/68%

People's Ideas...

- provide boulevard weather protection at 41st and at 40th
- make awning for weather protection deep enough to cover entire sidewalk
- do not allow advertising on awnings, makes awnings look too busy
- ensure some character guidelines for awnings and canopies

23.9 Provide Cleaner Places

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%/95%

People's Ideas...

- make businesses such as The Grind and McDonald's take more responsibility for the litter they create
- empty overflowing garbage bins in front of the TD Bank at 18th and Cambie (problem on the weekends)
- ensure future Canada Line stations are kept free of litter and graffiti
- install more garbage cans and provide incentives to businesses to clean-up litter and garbage
- clean up vacant buildings and empty lots as well as graffiti and posted flyers

24 Business Associations or BIAs



Banners help to beautify shopping 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, crime prevention, beautification, etc. The City has a staff person to assist in forming associations and BIAs. At present there are no BIAs in RPSC.

24.1 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 66%/66%

People's Ideas...

- form a BIA for Cambie shopping area — need an identity and name for it
- hold a community promotion event for Cambie area
- encourage businesses on Fraser Street to form a BIA
- ensure that Main Street BIA is developed; the business community on Main is ripe for establishing a BIA

25 Shopping Malls & 'Big Box' Stores

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 (e.g. Il Mercato at Commercial and First) to very large (e.g. Oakridge Shopping Centre). They may be on one or several levels. The bigger the shopping mall, the larger its 'trade area' — the distance from which it draws customers.

Under current zoning, internal malls can theoretically locate anywhere in the C-2 zoning that lines the city's arterial streets. Although few sites are large enough, new sites could be assembled.

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. All these stores draw their customers from a very large trade area. The City has permitted some 'big box' stores (usually through rezonings), but has recently adopted policies that restrict these rezonings to portions of Grandview Highway and the Marine Drive frontages. 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 located on existing C-zoned strips: Future Shop, Office Depot, Toys R Us, and Mountain Equipment Co-op are all on central Broadway (Oak to Main). Participants in the Vision process acknowledged that existing malls and 'big box' stores provide shopping choices for consumers, but were opposed to additional projects, believing they would work against neighbourhood shopping in RPSC.

25.1 Restrict 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 local shopping areas in RPSC.

Percent Agree 72%/72%

People's Ideas...

- restrict 'big box' stores which discourage local purchases, encourage traffic (e.g. Walmart)
- consider 'big box' on Cambie north of 41st — with roof top parking (e.g. Mountain Equipment Co-op)
- permit no large format stores (e.g. Home Depot)



Specialty 'big box': Future Shop at Broadway and Pine

25.2 Permit Specialty 'Big Box' Stores

Not Supported

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

Percent Agree 47%/41%

People's Ideas...

- allow specialty 'big box', but not on ground level (i.e. 2nd floor retail like Future Shop on Broadway and Pine)

Comment: This Direction is Not Supported because disagree votes outnumbered agree votes in the general survey. Specialty 'Big Box' Stores will not be brought forward for consideration in further planning.

26.1 Support Small Commercial Areas

Approved

The City should continue to support the mixed use/local serving role of C-1 zoned sites in RPSC to meet the neighbourhood shopping needs.

Percent Agree 81%/83%

People's Ideas...

- liven up the Oak and 16th area with more variety of shops
- keep mixed use developments around these small shopping areas
- ask business owners to maintain trees in front of their stores
- provide more corner stores so there is no need to get into the car to buy milk

26 Small Commercial Areas in RPSC

There are several small commercially zoned sites which serve as smaller shopping areas for local residents living in RPSC. These small shopping areas include Oak and 16th, Oak and 41st, and Main and 41st. The C-1 zoning on these parcels allows a mixture of commercial and residential uses. Many participants felt that these sites should continue to provide ground floor commercial uses (such as retail) to cater to the needs of a local neighbourhood. They also felt that improvements could be made to bring in a wider range of local serving shops and services to the areas.