



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 the single family areas of 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 46) 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.



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.*

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%

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 have enough support in either the random or general survey to be classified as 'approved'. In both surveys the agree votes outnumbered 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 out numbered 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.

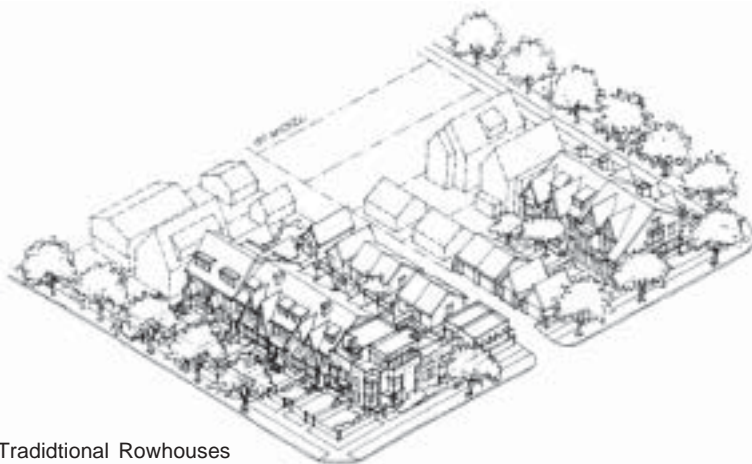
Attractive to: Families with children, couples without children or whose children have left home, and seniors who could manage the stairs in the units.

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 widespread 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. 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). 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

Approved

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



Abbeyfield House

Seniors' Housing Rezonings

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.

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

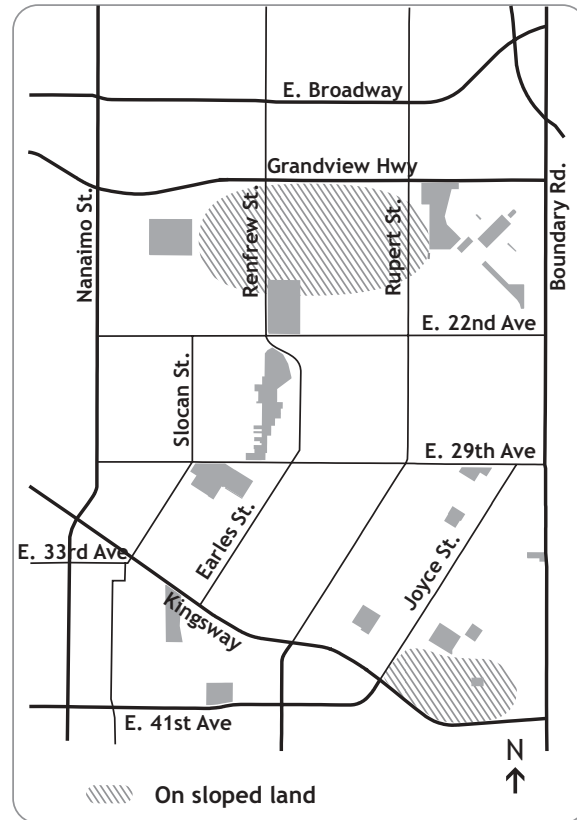
Not Approved (Uncertain)

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

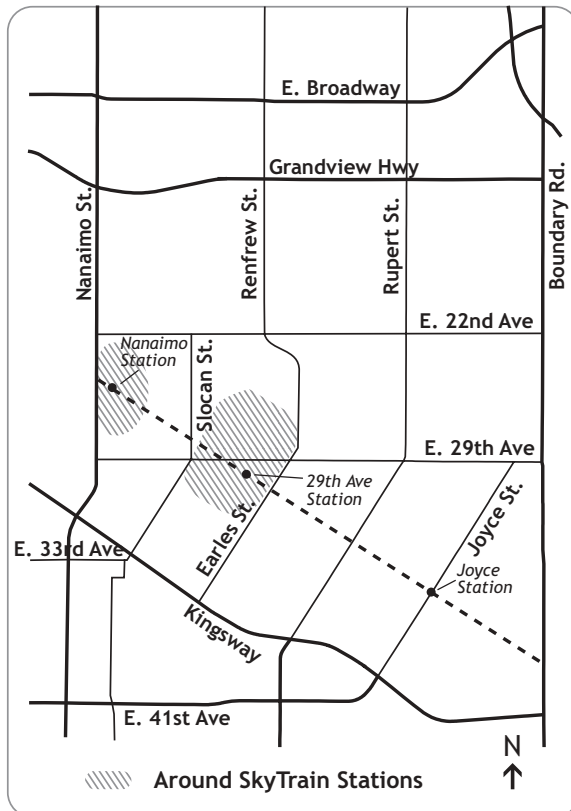
Not Approved (Uncertain)

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 29th 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

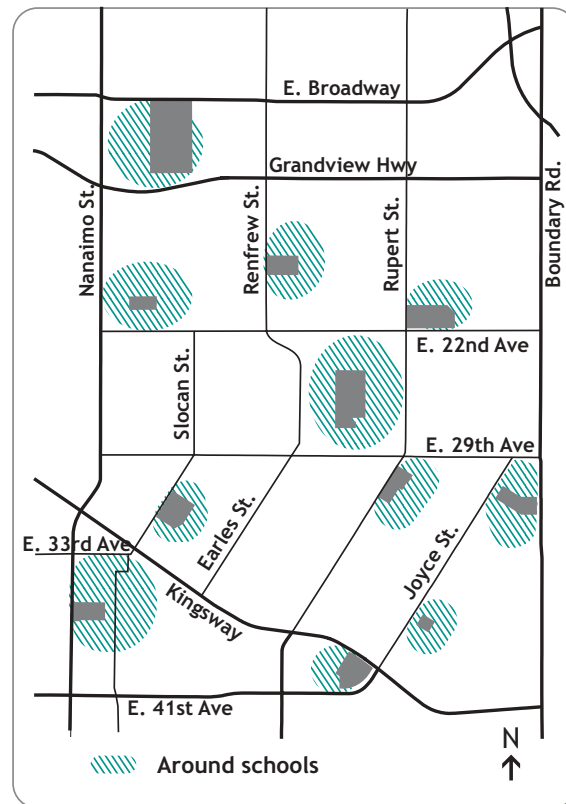
Not Approved (Uncertain)

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.

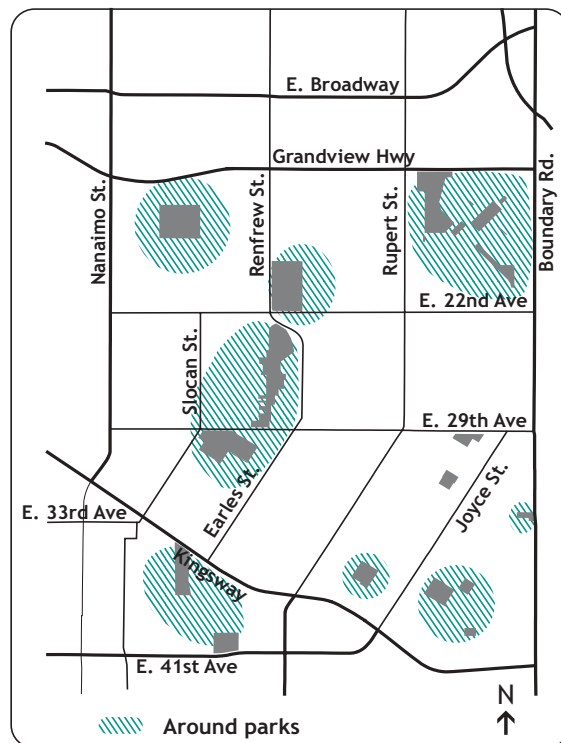
16.5 New Housing Types around Parks

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

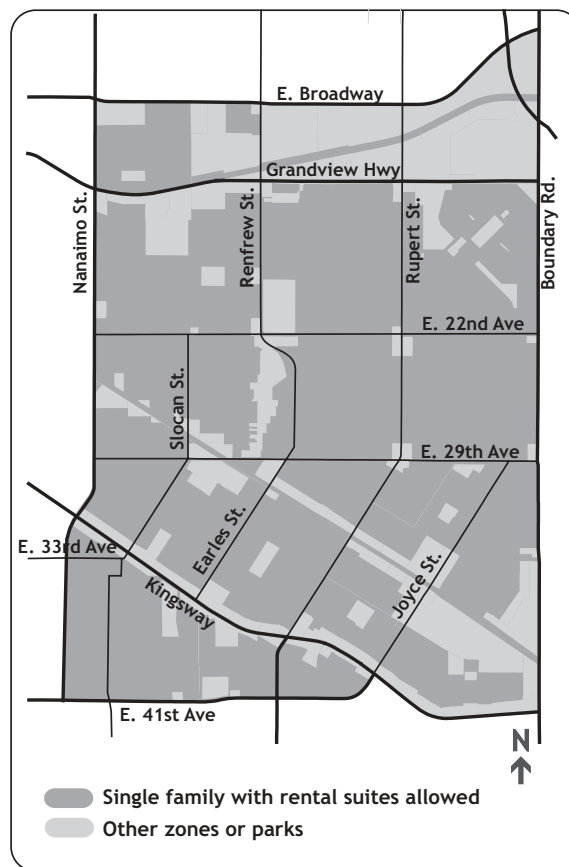
Not Approved (Uncertain)

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 outnumbered 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.