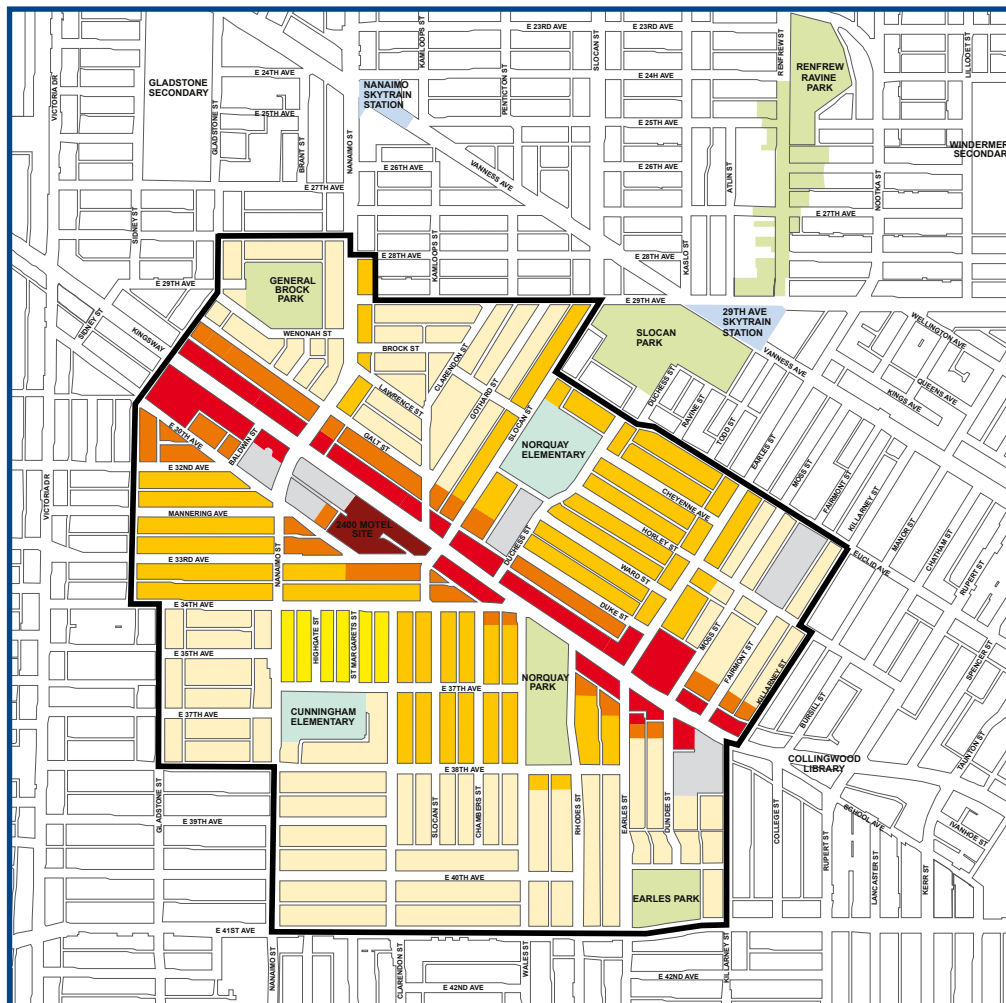


Renfrew-Collingwood/Kensington Cedar-Cottage Norquay Village Neighbourhood Centre Plan



Draft - for Council Review
October 2010

1.0 Introduction

Norquay Village is the second Neighbourhood Centre planning effort completed in the City of Vancouver and is an important part of the implementation of CityPlan and the Renfrew-Collingwood Community Vision. The Norquay Village Neighbourhood Centre Plan provides a vision and policy framework for a revitalized Kingsway and for new housing choices in the surrounding neighbourhoods. This plan is the product of a comprehensive and multi-year planning process involving City staff and neighbourhood residents and benefits from many rounds of creative thinking, challenging questions, and careful refinement as a result of the valued collaboration of the local community.

This Plan is a document of this process and a roadmap forward: building on community input and city-wide planning goals to provide policy that will guide decisions on land use, urban design, public realm improvements, and new community amenity investments. By coordinating policy in these areas, the Plan is designed to deliver the following benefits:

- more affordable homeownership options that will enable the neighbourhood to grow and evolve in balance with respect for established character;
- revitalization of Kingsway to expand the variety of local shops and services, accommodate higher density housing, and support social interaction in a vibrant and interesting place that neighbourhood residents can walk to;
- increased housing density in energy-efficient configurations in a walkable neighbourhood with good transit and bicycling connections to help support Vancouver's greenest city objectives;
- addition of new gathering spaces and other public amenities that can provide support services for diverse community groups and residents and a place for the meetings and events that support community life; and
- enhance local neighbourhood identity through new public realm enhancements (a more beautiful centre), supporting a rich and robust community life, maintaining the distinctive and eclectic character of the neighbourhood, and providing unique spaces that fit the evolving nature of the community.

1.1 Policy Context

CityPlan

Two of the key city-wide directions in Vancouver CityPlan (1995) that form the foundation of this Neighbourhood Centre Plan are:

- To increase neighbourhood housing variety, so that people will have more opportunities to live in neighbourhoods at various ages and stages in their lives. As the region grows, more housing opportunities will mean less sprawl onto farm and green lands as Vancouver takes a portion of the region's growth; and
- To create lively neighbourhood centres that provide residents with a variety of housing, jobs, and services, and that become the public heart of each neighbourhood. Neighbourhood centres will help the environment by reducing the need to travel long distances from home to jobs and services.

The Community Visions program brings CityPlan to the local level, and enables communities to

determine where and how CityPlan should be reflected in their neighbourhoods. In the Council-approved Renfrew-Collingwood (RC) Community Vision (2004) identified the area around Norquay Park as a key shopping area and future Neighbourhood Centre that could include a greater variety of retail stores along Kingsway, additional housing types, additional community amenities and facilities. The Vision said that 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.

The Neighbourhood Centre Delivery Program (NCDP) was approved by Council in July 2002 as a means to implement these Vision Directions. In November 2005, Council approved the planning of the Norquay Village Neighbourhood Centre area. In addition to the Plan, which addresses housing, public realm and streetscape improvements, development along Kingsway (the current C-2 area), and a policy framework for the 2400 Motel site, there will be companion documents that work to implement this plan, to be completed subsequent to adoption of the Neighbourhood Centre Plan.

Vancouver 2020: A Bright Green Future

This Plan seeks to conform to all relevant city-wide policy and Council Direction including Vancouver's effort to ensure a sustainable future and to be the greenest city in the world. At the time of writing, the City has been involved in a broad public discussion on how to implement the goals identified in the Bright Green Future document (adopted by Council in February 2010), including:

- 33% reduction in greenhouse gas emissions
- carbon neutral new construction and improve energy efficiency of existing buildings by 20%
- majority of trips by walking, cycling, or public transit
- 33% reduction in per capita ecological footprint

Achieving these ambitious targets requires broad coordination of all city policy and city building. This plan supports this effort by enabling the development of a diverse, walkable, and interconnected neighbourhood with increased densities within close proximity to major transit and bicycling corridors. New development within the Neighbourhood Centre will meet Vancouver's building code standards (significantly increasing energy efficiency and reducing greenhouse gas emissions) while increasing density, Vancouver's ability to sustainably accommodate neighbourhood growth while maintaining the livability of the neighbourhood, and maintaining or increasing permeable land area and stormwater management capabilities.

1.2 Project Context

Located on the east side of Vancouver and centered along Kingsway in the vicinity of Norquay Park, Norquay Village is in many ways a typical East Vancouver residential neighbourhood. Tree-lined streets with single-family houses (many with secondary rental suites) surround Kingsway to the north and south, with the majority of commercial shops and services concentrated on Kingsway itself. Typical lot sizes average around 33 feet in width and most lots are close to or less than the common 120 feet in depth. Parks and elementary schools provide green space and community space throughout the neighbourhood.

On the other hand, Norquay Village has a number of unique features. The neighbourhood benefits from excellent connectivity to the broader city and region (especially central Vancouver) via two major transportation corridors: Kingsway and the SkyTrain/BC Parkway corridor (Nanaimo and 29th Avenue

SkyTrain stations are within close proximity to the northern boundary of the plan). The street network itself is distinctive with three street grids meeting in the centre of Norquay Village creating many angled street intersections and irregular lots, as well as the diagonal orientation of Kingsway itself which creates many opportunities for distinctive ‘flatiron’ corner buildings.

Kingsway, the main commercial ‘high street’ in the Neighbourhood Centre, has a historic role as one of the main highway connections into Vancouver and as a major auto-oriented commercial strip. However, as Kingsway has lost importance as a regional thoroughfare and the locational preferences of regional commercial have changed, the street has lost some of its lustre and retail vitality. One and two-storey commercial buildings with a mix of more recently constructed four-storey mixed-use buildings (residential above retail commercial) form the basic pattern of development along the street. The character of the street itself remains strongly automobile oriented with long blocks and narrow sidewalks - often serving as a barrier to pedestrians than as a shared community heart.

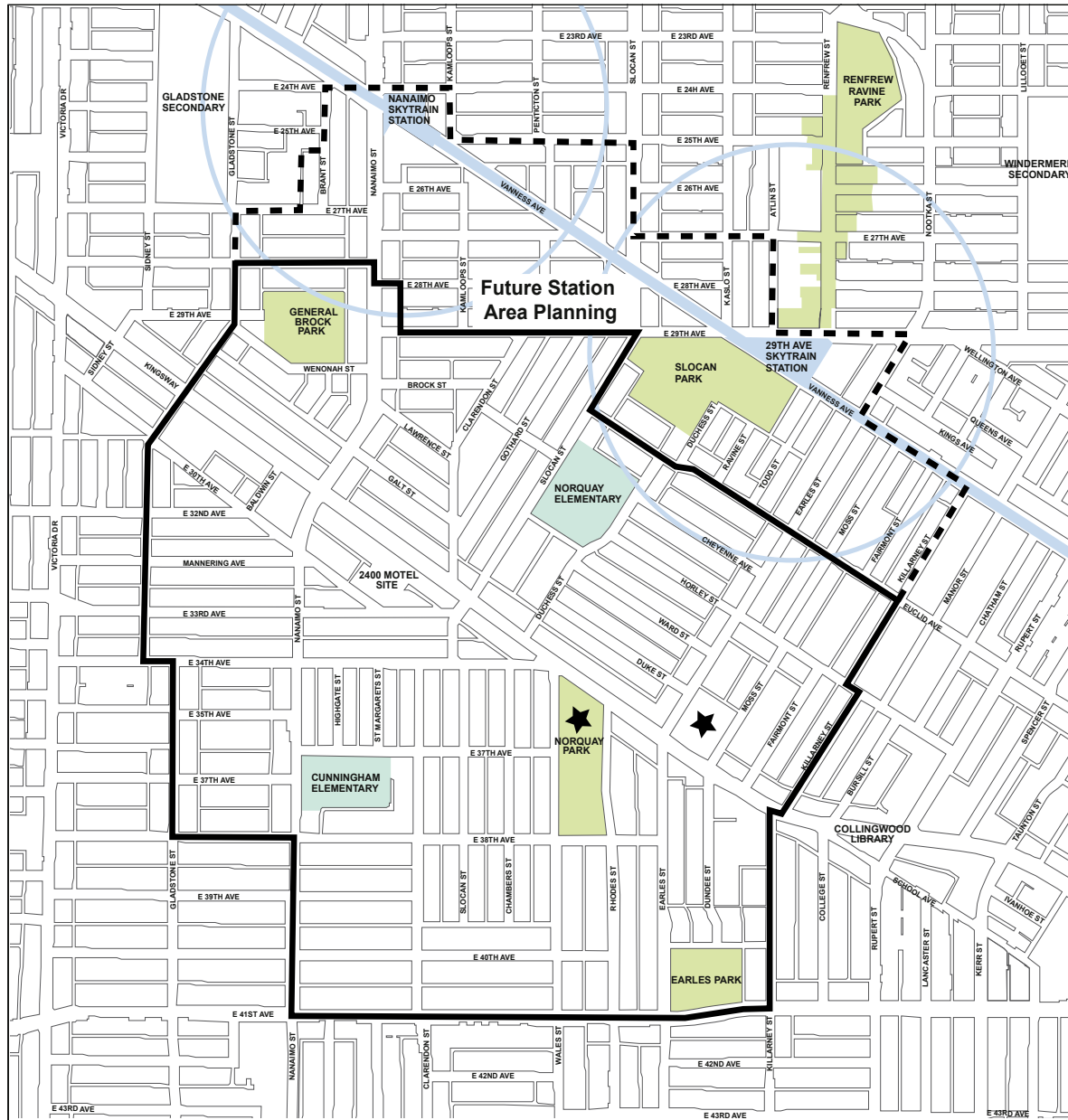
Surrounding Kingsway are residential neighbourhoods characterized primarily by single-family housing (many with secondary suites). The basic character of these neighbourhoods is well-loved by local residents: the front and rear yards, the scale of the houses, the mix of housing styles and ages, and others. However, the current zoning in the neighbourhood is not well-designed to accommodate growth with the exception of secondary suites. Laneway housing is an option in this neighbourhood, however many of the lots are not deep enough and the houses are set too far back on the lot to fit a laneway house. Similar to most Vancouver neighbourhoods, houses in Norquay Village are becoming increasingly expensive and out of range of young families and other first-time buyers.

1.3 Plan Boundaries

The Norquay Village Neighbourhood Centre planning boundary has evolved throughout the planning process, beginning with a very rough ‘bubble’ sketch illustrated in the RC Community Vision and finishing with the plan boundary illustrated in Figure 1. Originally defined as the area surrounding the Kingsway shopping area between Nanaimo and Earles Streets, the study area expanded to include the 29th Avenue SkyTrain station area and widened from Nanaimo to Gladstone Street, and again to include the Nanaimo Station Area. These expansions responded to the awareness that the SkyTrain station areas are an important part of the broader neighbourhood context and that there is demand for new housing types close to station areas.

The planning area was later contracted to exclude the station areas. This final revision reflects an understanding that the original Neighbourhood Centre was intended to focus on Kingsway and the surrounding neighbourhood. It is the objective of this plan to develop a Neighbourhood Centre for Norquay Village and the size and extent of the centre is intended to relate to Kingsway and is roughly equivalent to a comfortable 10-minute walk to Kingsway. Further, there is a recognition that to properly plan for those areas surrounding the station areas, a comprehensive approach calibrated to the needs of transit-oriented development and including Translink in the process.

Figure 1: Norquay Village Neighbourhood Centre Study Area Boundaries



2.0 Plan Framework

The policies and guidelines contained within this Neighbourhood Centre Plan are intended to realize a number of key goals and objectives. These goals and objectives reflect the initial direction contained in the Renfrew-Collingwood Community Vision, have been further refined and expanded through community workshops and Working Group meetings into the Community Directions, and have been balanced with city-wide policies and objectives. The result is a comprehensive vision for the future of Norquay Village, reflecting a holistic approach to place-making, that seeks to balance retail revitalization, new housing choices and the development of new community amenities and public spaces with respect for established neighbourhood character and the desire for careful incremental and organic change.

2.1 Community Directions

Throughout the planning process, several themes emerged which have been translated into the Community Directions. These Directions are the result of filtering through a very broad and diverse set of ideas and issues identified by community members and have been used to develop plan proposals and, ultimately, the Neighbourhood Centre plan itself.



1. Strengthen Kingsway as a diverse, vibrant, and walkable neighbourhood 'heart' and retail 'high street' for Norquay Village.



2. Create an attractive, pedestrian-friendly, and safe streetscapes along Kingsway with wider sidewalks, safer pedestrian crossings, and green buffers.



3. Encourage new development along Kingsway that adds to the diversity and character of Norquay with human scaled buildings and streetscape improvements.



4. Shops and services should be locally-oriented, providing daily goods and services within a comfortable walking distance of residents.



5. Focus higher density development in locations with convenient access to shops, services, and transit.



6. Seek opportunities to create functional and distinctive public spaces to serve as community gathering spaces for neighbourhood activities.



7. Ensure a diversity of housing types, including new, high-quality and sustainably designed family-oriented housing to fit within the character of the neighbourhood.



8. Maintain a strong single-family residential character in key areas of the neighbourhood, including retaining heritage houses.



9. New development should work to protect public views and mature trees.



10. Create a safe, pedestrian-friendly, and traffic-calmed transportation network.



11. New development should bring with it new neighbourhood serving amenities.



12. Ensure that neighbourhood parks are accessible for all neighbours, well-maintained, safe, diverse, and green.



13. Seek opportunities to add and extend green space throughout the neighbourhood. Naturalize and green key corridors and community resources.



14. Emphasize sustainability and environmental innovation.

2.2 Plan Vision

The basic vision for the Norquay Village Neighbourhood Centre is for a complete community: a place where people have housing choices that meet their needs, where there are local shops and services that provide the goods of daily life, where there are public spaces and places for people to meet and engage in community life, and where people can move easily and without a car to access places to work, play, and shop. Equally important is a plan that respects and enhances the character of the neighbourhood and benefits existing residents. More specifically, the vision for this plan includes:

Objective 1: Focus on the Revitalization of Kingsway as a Local High Street

The desire for more shops and services and, in particular, locally-oriented shops and services, along Kingsway is a primary focus for this plan. There are, however, a number of key issues that limit Kingsway's capacity to function as a vibrant and cherished local high street. These issues include inadequate sidewalks for enjoyable pedestrian movement and activity (which in turn provides the walk-by traffic for retailers), a lack of 'critical mass' of people and activity along the Kingsway corridor, a lack of desirable retail spaces, and the lack of a distinct 'Neighbourhood Centre' identity that differentiates Norquay Village from competing areas.

Proposed Strategies

- Density and building form regulations that are better calibrated to the unique local conditions of the street and that support redevelopment of underperforming properties.
- Careful attention to urban design and building quality as well as wider sidewalks (through increased building setbacks) and pedestrian-oriented design features.
- Public investments in street and public realm improvements including street trees, furniture, and artistic elements will reinforce the unique identity of this section of Kingsway.
- Reinforcing Kingsway's role as the primary retail commercial heart of the Neighbourhood Centre with opportunities for major retail 'anchors' on larger sites.
- Recognize the natural neighbourhood 'heart' at the triangle formed by Kingsway, Nanaimo Street, and East 33rd Avenue including planning for the 2400 Motel site as a catalyst for the Neighbourhood Centre.
- Plan for a substantial public component on the 2400 Motel site, including gathering spaces, a high degree of public (and in particular pedestrian) accessibility, major retail commercial activity, and opportunities for the general public to enjoy views from the site.

Objective 2: Support the development of new spaces for community gatherings and new public amenities

A major issue identified through the planning process was the lack of community gathering spaces and public amenities in Norquay Village. In response, in addition to the reinvigoration of pedestrian activity along Kingsway that increases the opportunity for informal community interaction, the creation of new spaces is prioritized. These spaces, both indoor and outdoor, are intended to be flexible in use to accommodate the diversity of needs within the neighbourhood (seniors, arts programming, cultural celebrations, community meeting spaces, and others). Other major priorities include expanded green spaces (including a new Renfrew Ravine Park extension) and supportive infrastructure for a complete community (day care, support for seniors, non-market housing, etc.).

Proposed Strategies

- Recognize the potential to create community gathering spaces in the heart of the Neighbourhood Centre and require new indoor and outdoor gathering spaces on the 2400 Motel site should the site go through a rezoning process.
- Incentivize the creation of smaller scale public plazas and other social spaces by allowing increased height (without increased density) on larger sites and strategically located mid-block sites.
- Follow Plan with a detailed Public Amenities and Financing Infrastructure Strategy that can link emerging and established funding sources with identified amenity priorities.

Objective 3: Enable residential neighbourhoods to evolve incrementally and organically

A key principle that evolved through the planning process is that change in residential neighbourhoods should be incremental and organic in nature. In response, this Plan is designed to allow for the redevelopment of a neighbourhood block to take place over several years or decades (typically with many different designers and builders) and ensures that new development does not dramatically reshape the block with homogenous and uniform housing projects. This incremental approach is also more consistent with the historical development of neighbourhoods over time as opposed to a large-scale master plan development.

Proposed Strategies

- Emphasize housing types that can be developed on a single lot basis (or with very minor assembly of two or three lots) and do not provide incentives or requirements for multi-lot assembly.
- Ensure new housing types fit in with the character of the neighbourhood through design guidelines, front and rear-yards, and appropriate building scale and mass regulations.
- Ensure new residential zones provide flexibility for individual property owners, including maintaining the options allowed in the current zoning (house plus secondary suite and laneway house).
- Include incentives for character home retention.

Objective 4: Create more affordable entry-level homeownership opportunities, particularly for families, while retaining the ability to include rental housing options.

This plan emphasizes new housing types that are intended to provide a broader range of ownership options with a specific focus on options that are large enough to accommodate families (at least 1,000 square feet) and have access to outdoor space. The approach to both entry-level homeownership options in addition to the inclusion of new rental addresses some key challenges in the broader affordability spectrum.

Proposed Strategies

- Enable new housing types which increase the allowable number of ownership units on a single parcel (i.e. duplexes, rowhouses, and stacked townhouses).
- Include allowances for rental secondary (or 'lock-off') suites in all housing types.

- Locate higher densities in convenient locations near transit and bicycling corridors to reduce transportation costs including the ability to opt out of car ownership.

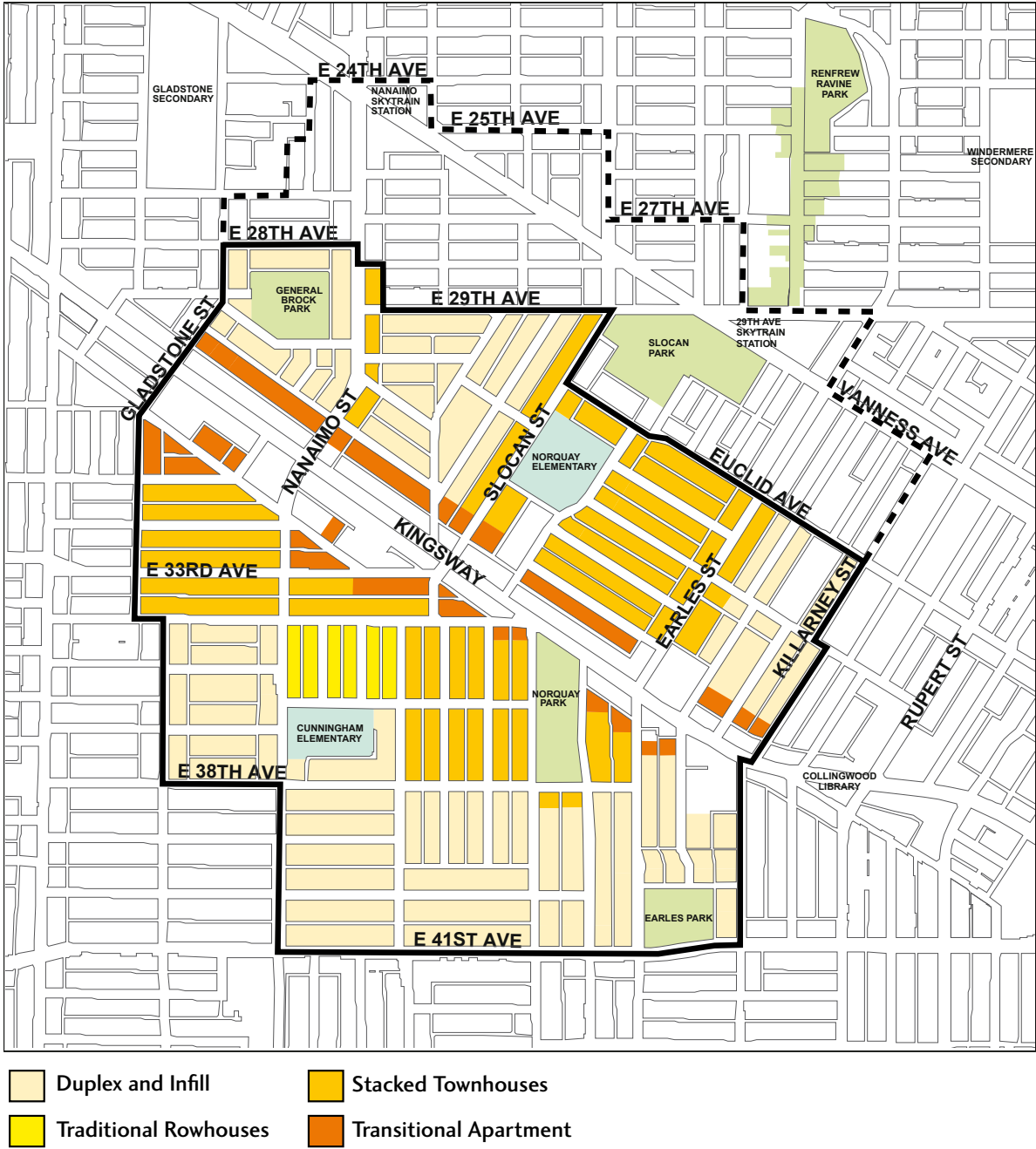
Objective 5: Improve safe and enjoyable pedestrian and bicycle connections while seeking to minimize local traffic impacts

This Plan emphasizes walking, cycling, and transit as priorities for moving throughout the Neighbourhood Centre. Strategic improvements to the sidewalk network, including widening and enhancing the sidewalk along Kingsway are key to the implementation of this plan. Completing the greenway and bike route network through the area will encourage cycling, particularly with improvements to the BC Parkway. Related to this effort are plans to improve some difficult intersections to improve pedestrian crossing and improving the overall efficiency of the local road network.

Proposed Strategies

- Complete the sidewalk network.
- Invest in pedestrian-related public realm improvements including wider sidewalks, street furniture, street trees, and improved pedestrian crossings.
- Seek new mid-block pedestrian crossings at strategic points along Kingsway.
- Connect the city bikeway network through the Neighbourhood Centre along the Duchess Street and Wales Street corridor.
- Plan for a eventual pedestrian and potential bicycle connection along the proposed Renfrew Ravine Park extension.
- Rationalize problematic street network connections to improve the efficiency of the local street network.
- Complete the Clarendon Connector project to reduce impacts from through traffic on local streets.

Figure 2: Residential Neighbourhood Plan Designations



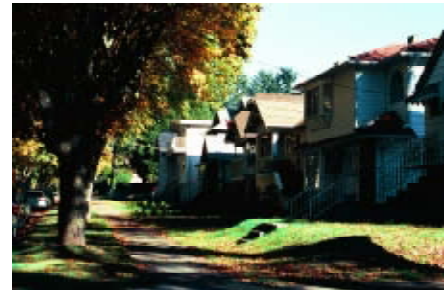
3.0 Residential Neighbourhoods

This section, and the following section on the Kingsway Rezoning Area, comprise the Housing Plan for the Norquay Village Neighbourhood Centre and specifically addresses the residential neighbourhoods surrounding Kingsway. In general, it is the intent of this plan to enable new housing within the Neighbourhood Centre while preserving as much of the physical character of existing neighbourhoods as possible. In this area, the primary focus is on ground-oriented housing types that are directly compatible with the existing neighbourhood. All housing typologies in this area are designed to visually fit in with the building height, scale and general massing of the established single-family character while offering a greater variety of housing in the neighbourhood.

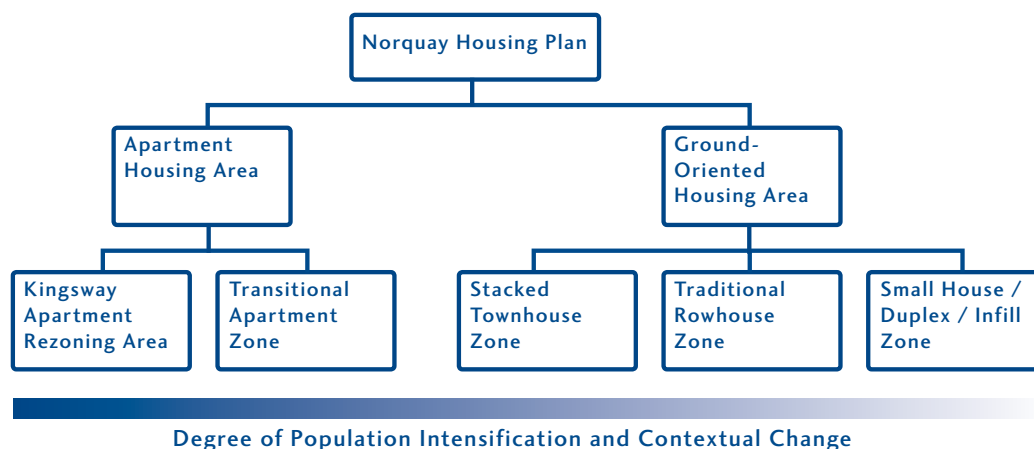
Higher-density housing options are planned for Kingsway and for a ‘transition’ area located directly behind (across the lane). On Kingsway, this Plan would allow for rezoning consideration for mid-rise mixed-use buildings between four and 12 storeys (except for the 2400 Motel site), as discussed in the Section 4: Kingway Rezoning Area. The transition zone, detailed in this section, allows for three to four storey low-rise apartment buildings that provide a physical transition from the taller buildings along Kingsway to the low-scale of the ground-oriented housing zones.

This Housing Plan strives to bring a large variety of housing options to Norquay Village and improve the affordability of entry-level home ownership (as well as retain rental options in the neighbourhood). It is anticipated that this variety will provide housing with a wide range of relative affordability, ranging from the most expensive (single-family houses and apartment penthouses), down a sliding scale of cost in the form of 1/2 duplexes, traditional rowhouses, 1/3 triplexes, large apartments and small apartments.

The general structure and approach to the residential zones included in this Plan is outlined in the following diagram:



examples of Norquay Village residential streets (2010)



3.1 Existing Conditions / Policy Context

The residential neighbourhoods of Norquay Village include approximately 1,900 single-family houses. Including secondary suites, the total number of dwelling units is about 2,850. In many ways, these neighbourhoods are typical for East Vancouver. The feel and character of the neighbourhood is similar to many neighbourhoods, especially in Renfrew-Collingwood. Densities are typical for this part of the city and housing prices (an average East Vancouver house was listed for over \$700,000 in Spring 2010) are likewise similar.

There is a mix of housing ages, styles, and conditions. While there are only about 300 houses remaining in the area that were built prior to the 1940s, many have lost much of their original character over time. The Study Area has seen change and redevelopment over time, with post-war bungalows built during the 1950s and 60s, and 'Vancouver Specials' that are typical of single-family construction during the 1970s, 80s, and 90s.

The Study Area also contains a wide variety of block and lot types. Due to this wide range of block and lot structures, a customized housing strategy is proposed. This strategy matches building types with specific lot types to maximize livability and viability. In the area north of Kingsway, street blocks are primarily oriented parallel or perpendicular to the northwest-southeast orientation of Kingsway. Lot dimensions are mostly 33 feet in width with lot depths ranging between 100 to 120 feet. In addition, there are many irregularly-shaped lots which result from the confluence of different street grid orientations. To the south of Kingsway, an eclectic mix of north-south and east-west blocks contain a variety of distinct lot patterns, ranging from 44 by 90 foot lots to larger 50 by 140 foot lots to the typical Vancouver 33 by 120 foot lots. Aside from the more typical blocks and lots, variety in the area includes deeper lots, double fronting blocks (with two streets and no lane), and a pattern of relatively small properties (33 by 90 feet) in the northeast quadrant.

Existing Zoning and Community Vision Policy

Most properties within Norquay Village are zoned RS-1 (One Family Residential) which allows for a one-family dwelling with a building density of 0.60 FSR covering up to 40 percent of the lot. RS-1 also allows a secondary suite in the dwelling that can be rented and a laneway house (where rear-yard are sufficient to meet the guidelines) which can also be rented for a potential total of three families on a single lot. Maximum height permitted is two and one-half storeys and 31 or 35 feet.

In regard to Community Visions, the R-C Community Vision recognizes the value of residential neighbourhoods and contain directions to maintain and enhance most single-family neighbourhoods. However, there is a recognition that the future housing needs of the community necessitate consideration of new housing types. In the Vision, the only new housing type that was approved (supported by more than 50 percent of residents in a general survey and also by 55 percent of random survey respondents) was Seniors' Housing. However, the following types were rated as 'uncertain' which may be considered, subject to further area planning: Infill, Duplexes, Small Houses on Shared Lots, Cottages, Traditional Rowhouses, and Low-Rise Apartments.

3.2 Residential Neighbourhood Planning Principles

The basic concept for the residential neighbourhoods was to enable some flexibility for new housing types with the intent of providing more affordable housing options for local families while retaining the basic physical character of the neighbourhood. This concept was informed by the public input heard throughout the planning process and by the community directions, which include:

1. *Ensure a diversity of housing types, including new, high-quality and sustainably designed family-oriented housing to fit within the character of the neighbourhood.*
2. *Maintain a strong single-family residential character in key areas of the neighbourhood, including retention of heritage houses.*
3. *Celebrate the unique historic and natural character of the area. New development should work to protect public views and mature trees.*

Building on the directions, the following discussion outlines the principles that were developed to guide the formulation of the Housing Area planning policies. This discussion is provided as background to enable fuller understanding of the proposed policy.

1. **Focus on options that work with a single lot.** New housing types should not require lot assembly and provide a real choice for individual property owners. Single-lot options can be developed incrementally over time so that the change in the neighbourhood is organic.
2. **Fit in with the character of established single-family housing.** New housing types should not alter the visual character, harmony or rhythm of a residential street. Allowable building heights and sizes should be compatible with current zoning allowances.
3. **Create new ownership options.** More home ownership choices are needed in Vancouver, especially ones that are more affordable than a detached single-family house and can provide family-friendly options.
4. **Retain rental housing options.** Secondary suites provide valuable rental housing and are an important source of ‘mortgage helper’ revenue for homeowners. Lock-off secondary suites should be permitted within all new housing types.
5. **Use block characteristics to determine type.** New housing types are planned based on the types of blocks. On narrow and deep lots: stacked townhouses and duplexes; on wide and shallow lots: traditional rowhouses; and on wide and deep lots: duplex and infill housing.
6. **Retain current options in addition to new options.** New zoning regulations should not remove any option currently allowed on an individual property. If a property owner is allowed to build a single-family detached home with a basement suite and a laneway house today, they should still be able to in the future.

Other Policy Considerations

House-Like Attributes

For many, a single family home has attractive qualities, but is too expensive, or too large to care for. The following are some of the desirable attributes of single family homes reflected in the housing choices offered in this Plan:

- ground-oriented with own front door on the street
- front porches and expression of “home” on street or common outdoor space
- useable outdoor space: direct access to private and/or shared outdoor space and garden areas
- multiple exposures and cross ventilation

Neighbourliness and Area Character

This Plan and its implementation is intended to result in developments that fit with the neighbourhood. With rezoning, not all properties will redevelop: many will remain as single family houses. The housing types therefore should be “good neighbours” to existing houses, including:

- Small scale developments that can fit comfortably into a single family context
- Working within existing block structure: pedestrian access from the street and vehicular access from the lane
- Neighbourly massing and adjacencies
- Design guidelines to ensure quality and fit



Location Opportunities and Challenges

- **Areas Closest to the Kingsway and Skytrain Stations.** This Plan generally locates the slightly denser Stacked Townhouse typology in closer proximity to the shopping street and the station areas, enabling more people to be located within a very quick (5 min.) walk to shops, services and transit.
- **Busy Streets.** There are a few streets within the study area that experience higher vehicular traffic volumes such as Nanaimo north of 33rd, Earles north of Kingsway, and Clarendon south of Kingsway. On these streets, the challenge is to provide new Ground-Oriented Housing while ensuring an acceptable level of liveability. This Plan proposes noise mitigation regulations for all new units constructed on these streets, as well as design guidelines to provide all units with at least one major exposure to the quiet side of the development parcel.
- **Around Parks and Schools.** Parks and Schools are major existing amenities. This Plan proposes to place the relatively denser Stacked Townhouse and Traditional Rowhouse housing types around the centrally-located Norquay Elementary and Norquay Park. The areas around General Brock Park, Earles Park and Cunningham School are located on the periphery of the study area and will instead be rezoned for Small Houses, Duplexes and Infills. In an effort to create more surveillance on the park and for better park definition, Infill Housing oriented towards the playing fields will be encouraged for those parcels that back or side onto a service lane that is against a park or school.
- **Double-Fronting Lots.** One localized condition exists between Wenonah Street and Galt Street located just east of Gladstone where several parcels have Galt Street serving a rear lane function. This section of Galt Street will require upgrades with treed boulevards and street curbs since future and recent development on Galt Street envision this portion of the street to serve as a working street rather than a rear lane. Infill houses with their front doors oriented towards Galt Street will therefore be encouraged on these particular parcels.

Housing Variety and Accessibility

Creating new opportunities for single-level units will improve the housing choices suitable for less mobile seniors and disabled people, making the area a more complete community. Some of the new ground-oriented housing types could be developed with some single level at-grade units, most likely in the Stacked Townhouse typology.

Retaining Character Houses

With redevelopment of properties over time, many pre-1940 character houses have been lost. The Community Vision supported encouraging the retention of character houses. There are approximately 300 houses dating from before 1940 in the housing plan area. This Plan proposes introducing measures to the zoning that will encourage their retention by allowing infill houses to be developed on sites with existing pre-1940's houses.

Greening

Landscape is an important aspect of quality and fit with the neighbourhood. Guidelines will be written to address relationships of private and public outdoor spaces, and to call for intense planting of gardens and yards. Guidelines will also address achieving quality lanescapes, while addressing parking and servicing needs.

Improvements to the public realm should also be completed to enhance the pedestrian, cyclist, and visual experience of the neighbourhood. Planting of public boulevards will be encouraged.

Retention of Existing RS-1 development rights

Many property owners in the area reported a desire to retain the development rights currently allowed under existing RS-1 zoning. This would include a Principal Building with a Secondary Suite plus Laneway House, all with only a single parking space being required. All properties currently zoned RS-1 within the Ground-Oriented Housing Plan will have the option to develop under the RS-1 District Schedule instead of being solely subject to the new zoning introduced by this plan.

3.1 New Residential Zones

The following sections contain the policies and development parameters for the new housing types proposed by this Plan. This zones will be allowed as illustrated in Figure X: New Residential Zones.

3.3 Small House / Duplex Zone

The Small House / Duplex Zone allows for a choice of housing types to be built on individual properties, depending on the size and location of the site. The primary new housing type envisioned in this zone is the duplex which enables two strata-titled units each with the potential for a secondary suite. This zone also enables rear-yard infill units for sites whose rear or side frontage is adjacent to a park, with the intent to create front doors and windows on the park, and for sites with character houses.



1. One 33 foot x 120 foot lot (approximate)

- One single-family house, with or without secondary suite (0.7 FSR), plus laneway house

(0.125 FSR), same as the current RS-1 zoning; or

- Duplex (two attached units, strata-titled, each with or without a Lock-off suite) (0.85 FSR); or
- Character house retention. Sites with an established pre-1940s character house may be permitted 0.9 FSR total, conversion to two or three units, and / or an infill (or 'coach house') unit over the garage at the lane. Infill will be feasible only where fire access requirements can be met; or
- Sites with a rear or side property line flanking a park or school may be permitted a duplex and infill, 0.9 FSR total.

2. Two 33 foot x 120 foot lots (approximate)

- Four small houses or duplex court (0.85 FSR). Existing character houses are to be retained as part of the development. Flexibility in siting and other regulations will be included to assist retention.

3. Three or more 33 foot x 120 foot lots (approximate)

- Seven or eight units in mini-houses and / or duplexes (0.85 FSR). Existing character houses are to be retained as part of the development. Flexibility in siting and other regulations will be included to assist retention.

Further refinement and testing of the zoning may result in some minor changes to what is described below.

Policies

1. Small House / Duplex District Schedule. Draft a new District Schedule and Guidelines for a Small House / Duplex Zone generally as described below. Ensure all new development (including one family and two family dwellings) within the zone meets high standards of quality, character, landscape, and neighbourhood fit. This zone is intended to be similar to the existing RT-10 zone but with increased densities to permit basement lock-off suites and design guidelines to mitigate the resultant densities.

2. Basic Development Parameters.

1. Allowable building density: 0.825 FSR (depending on lot size), with at-grade parking.
2. Allowable unit density: will vary depending on site size, assembly, and frontage, but will typically be in the range of 22-30 units per acre, not including lock-off suite potential.
3. Maximum allowable building height (in storeys): One basement storey (up to 5 feet above grade) and 2 full storeys. The second storey will be contained within the roof form and have some sloped ceilings down to 4 foot ceiling height.
4. Maximum allowable building height (in feet): 35 feet.
5. Required front yard: Approximately 16-24 feet.
6. Required rear yard: Requirements will be minimized to enable buildings to more fully utilize the depth of lots to advantage and enable garden space in the middle and/or edges of sites.

3. Site Coverage and Impermeable Material Area Limits. Limits should be used to ensure effective storm-water management, however, limits will likely be higher than typical for a residential neighbourhood to accommodate the increased footprint of medium-density ground-

oriented housing.

4. **Atypical Sites and Lots.** Variations in the above basic parameters should be included to deal with non-standard situations such as extra deep lots, shallow lots, sites without lanes, corner locations, topography, etc.
5. **Retention of RS-1 Development Option.** The development rights enabled by the current RS-1 District Schedule (including the ability to develop a one-family dwelling, with the option of a secondary suite and a laneway house) should be retained. Development of this option will be subject to the development parameters outlined in the RS-1 District Schedule.
6. **Character House Retention and Park and School Adjacency.** The Small House / Duplex zone will include incentives for the retention of pre-1940 character houses on single-lots, and will require their retention as part of any development that involves the assembly of two or more lots. Flexibility in siting and other regulations will be included to assist this (A character house is defined as one built before 1940 and still having a majority of its original features).

In the Small House / Duplex zone, single lot properties retaining character houses or which rear or flank a park or school should be offered the following incentives in the zoning:

- An increase in allowable FSR from 0.85 to 0.9
- An increase in the number of units allowed (from 2 to 3, on a typical 33 foot lot, possibly more on a larger lot)
- The potential to build a coach-house or infill unit, if fire access requirements can be met (typically a 3 foot clear side yard access on a mid-block lot; corner lots and lots which flank a lane will not need to have this width of side yard)
- Possible relaxation of minimum parking requirement by one space

3.4 Traditional Rowhouse Zone

The Traditional Rowhouse Zone will enable new housing to be built on shallow lots. Traditional Rowhouses produce dwelling units with shared side party walls, resulting in units with windows located only on the front and rear exposures. In order to minimize the amount of living space without natural light, unit depths should be limited to 40 feet (maximum) and are therefore most logically located on shallow lots. This zone is intended to allow:



1. One 44 foot x 90 foot lot (approximate)

- One single-family house, with or without secondary suite (0.7 FSR), plus laneway house (0.125 FSR), same as the current RS-1 zoning; or

- Character house retention - multiple conversion dwelling (up to 3 strata-titled dwelling units) for a pre-1940s character house (0.9 FSR); or
- Duplex (two attached units oriented side-by-side, strata-titled, each with or without a Lock-off suite) (0.85 FSR).

2. Two 44 foot x 90 foot lot (approximate)

- Five Traditional Rowhouse units, each 16 feet in width (minimum), strata-titled, each with or without a lock-off suite (1.1-1.2 FSR);

3. Three or more 44 foot x 90 foot lots (approximate)

- A continuous streetwall of Traditional Rowhouse units, each 16 feet in width (minimum), strata-titled, each with or without a lock-off suite (1.1-1.2 FSR);

Further refinement and testing of the zoning may result in some minor changes to what is described below.

Policies

1. **Traditional Rowhouse District Schedule.** Draft a new District Schedule and Guidelines for a Traditional Rowhouse Zone generally as described below. Ensure all new development within the zone meets high standards of quality, character, landscape, and neighbourhood fit. This zone is intended to permit basement lock-off suites and guidelines mitigate the resultant massing.
2. **Basic Development Parameters.**
 1. Allowable building density: 0.825 to 1.1 FSR (depending on lot size), with at-grade parking.
 2. Allowable unit density: will vary depending on site size, assembly, and frontage, but will typically be in the range of 27 units per acre, not including lock-off suite potential.
 3. Maximum allowable building height (in storeys): One basement storey (up to 5 feet above grade) and 2 full storeys. The second storey will be contained within the roof form and have some sloped ceilings down to 4 foot height.
 4. Maximum allowable building height (in feet): 35 feet.
 5. Required front yard: Approximately 8 to 12 feet depending on neighbouring context.
 6. Required rear yard: Requirements will be stipulated to allow a minimum yard depth of 16 feet between the garage and the rear exterior wall.
3. **Building Design.** Single-lot developments should be designed to appear as a large house to maintain the existing rhythm of the single-family neighbourhood. Two or multi-lot developments should appear as a small multi-family townhouse building while respecting neighbouring properties.
4. **Private Outdoor Space.** Private outdoor space should be required for each unit, in the form of a front or rear yard, a balcony, porch, or open roof deck.
5. **Site Coverage and Impermeable Material Area Limits.** Limits should be used to ensure effective storm-water management, however, limits will likely be higher than typical for a residential neighbourhood to accommodate the increased footprint of medium-density ground-oriented housing.

6. **Retention of RS-1 Development Option.** The development rights enabled by the current RS-1 District Schedule (including the ability to develop a one-family dwelling, with the option of a secondary suite and a laneway house) should be retained. Development of this option will be subject to the development parameters outlined in the RS-1 District Schedule.
7. **Character House Retention.** The Traditional Rowhouse zone will include incentives for the retention of pre-1940 character houses on single-lots. For all development sites, however, the retention of a character house is at the owner's discretion. (A character house is defined as one built before 1940 and still having a majority of its original features).

3.5 Stacked Townhouse Zone

The Stacked Townhouse zone will enable up to 3 family-sized units on a typical 33 foot wide lot or 9 family-sized units on two 33 foot wide lots. The stacked townhouse is a very flexible housing type where the single-lot owner can sell the other units, rent one or two of the units, or share the townhouse with other family members. Also, the Stacked Townhouse provides a more affordable and energy-efficient housing option than single-family houses while sharing many of the attributes of single-family housing: front and rear yards, ground-orientation, private entrances, ability to have a secondary rental suite (bottom level unit only), and housing that fits into the character of single-family residential neighbourhoods. Livability of units is ensured by stressing the requirement for multiple exposures for every unit, thereby attaining cross-ventilation and natural light for every room.



1. One 33 x 100-120 foot lot (approximate)

- New single family house, with or without secondary suite plus Laneway House (0.7 +0.125 FSR, same as current zoning); or
- Character House Retention - Multiple Conversion Dwelling (up to 3 strata-titled dwelling units) for an existing pre-1940's Character House, 0.9FSR; or
- Triplex (three attached 2- or 3-bedroom units oriented as flats one above another or as a duplex on top of a ground-floor flat, or any variation thereof), strata-titled, a lock-off suite permitted at the ratio of 1 per every 3 dwelling units, 0.9 FSR).

2. Two 33 x 100-120 foot lots (approximate)

- 9 large dwelling units (oriented in 3 columns of 3 stacked flats or any variation thereof), strata-titled, a lock-off suite permitted at the ratio of 1 per every 3 dwelling units, 1.1 FSR.;

Further refinement and testing of the zoning may result in some minor changes to what is described below.

Policies

- 1. Stacked Townhouse District Schedule.** Draft a new district schedule and guidelines for a Stacked Townhouse Zone generally as described below. Ensure all new development within the zone meets high standards of quality, character, landscape, and neighbourhood fit.
- 2. Basic Development Parameters.**
 1. Allowable building density: 0.9 FSR for single-lot development and 1.1 FSR for two or more lot development. (depending on lot size)
 2. Allowable unit density: 33 dwelling units per acre for single-lot development); 49 dwelling units per acre (two or more lot development).
 3. Maximum allowable building height (in storeys): 2 full storeys and a partial third. The third storey should be contained within a sloping roof to ensure visual cohesiveness with the existing neighbourhood character or, in the case of flat-roof design, substantially setback from the front of the building.
 4. Maximum allowable building height (in feet): 35 feet.
 5. Minimum front yard: Approximately 18 to 24 feet front yard setback depending on neighbouring context.
 6. Minimum rear yard: Approximately 16 feet depth between the parking area and the rear exterior wall.
 7. Rear yard requirements will be minimized to enable buildings to more fully utilize the depth of lots and in recognition of the potential for four storeys or more rear walls for development along Kingsway.
 8. Minimum building articulation: 2 or more major exposures per dwelling unit
- 3. Building Design.** Single-lot developments should be designed to appear as a large house to maintain the existing rhythm of the single-family neighbourhood. Two or multi-lot developments should appear as a small multi-family townhouse building while respecting neighbouring properties.
- 4. Private Outdoor Space.** Private outdoor space should be required for each unit, in the form of a front or rear yard, a balcony, porch, or open roof deck.
- 5. Parking Requirements.** Parking requirements should permit equivalencies in the case that on-grade parking spaces cannot be provided at the rate of 1 space per dwelling unit.
- 6. Site Coverage and Impermeable Material Area Limits.** Limits should be used to ensure effective storm-water management, however, limits will likely be higher than typical for a residential neighbourhood to accommodate the increased footprint of medium-density ground-oriented housing.
- 7. Retention of RS-1 Development Option.** The development rights enabled by the current RS-1 District Schedule (including the ability to develop a one-family dwelling, with the option of a secondary suite and a laneway house) should be retained. Development of this option will be subject to the development parameters outlined in the RS-1 District Schedule.
- 8. Noise Mitigation.** Noise mitigation standards should be required where separate dwelling units are located on top of another.
- 9. Character House Retention.** The Stacked Townhouse zone should include incentives for the retention of pre-1940 character houses on single-lots. For all development sites, however, the

retention of a character house is at the owner's discretion. (A character house is defined as one built before 1940 and still having a majority of its original features).

3.6 Apartment Transition Zone

This plan recognizes the need for a careful transition from residential neighbourhoods to the higher densities and intensities of the Kingsway. This transition should not only enable a more appropriate form of development adjacent to mid-rise buildings along Kingsway but also designed to be compatible with residential streets. In response, this plan includes a 'transition' zone that includes the remainder of the block across the lane from the Kingsway rezoning area. This zone allows for low-rise apartments, a 3 to 4-storey multi-family residential building that provides cost-effective, higher-density, housing options that are appropriate for families but without the traditional backyard that would be impacted by the shadows created by the higher-storey development along Kingsway.

Major concerns that this plan seeks to address within the low-rise apartment transition zone include accommodations for families, ensuring a high-degree of livability for all dwelling units, ability to facilitate cross-ventilation and natural light to increase energy efficiency, and the provision of private outdoor spaces.

Further refinement and testing of the zoning may result in some minor changes to what is described below.

Policies

1. **Low-Rise Apartment District Schedule.** Draft a new district schedule and guidelines for a Low-Rise Apartment transition zone generally as described below. Ensure all new development within the zone meets high standards of quality, character, landscape, and neighbourhood fit.
2. **Units for Families.** Any new low-rise apartment development within the transition zone should be required to provide 3-bedroom units for a minimum of 50 percent of the total unit count.
3. **Basic Development Parameters.**
 1. Allowable building density: 1.5 to 2 FSR (depending on lot size)
 2. Allowable unit density: 72 dwelling units
 3. Maximum allowable building height: 45 feet
 4. Minimum site sizes:
 5. Minimum setbacks:
 6. Rear yard requirements will be minimized to enable buildings to more fully utilize the depth of lots and in recognition of the potential for four storeys or more rear walls for development along Kingsway.
 7. Minimum building articulation: 2 or more major exposures per dwelling unit

4.0 Kingsway Rezoning Area

At the heart of the Norquay Village Neighbourhood Centre is Kingsway - the main shopping street for the neighbourhood, a major regional connection, and a street that currently functions more as a barrier than as a place for active street life and community interaction. Although historically Kingsway has functioned well and has attracted a diversity of shops and services, over time the street has lost some of its lustre. Today's Kingsway does not meet the local shopping needs of neighbourhood residents nor does it provide the distinctive 'sense of place' desired to mark Norquay Village.

In response, this Plan proposes a comprehensive strategy for redevelopment in the Kingsway corridor with a specific emphasis on improving the pedestrian quality of the street. A mix of mid-rise development opportunities with strategic public realm investments will evolve the character of the street in line with a changing neighbourhood - filling in gaps and supporting a vital community life and providing the goods and services of daily life.

This section outlines the basic principles, development parameters and urban design guidelines that will guide rezoning applications along the Kingsway corridor. This includes detail on the basic building typology, framework for development of key sites, urban design guidelines, and public realm improvements.



existing conditions along Kingsway (2010)

4.1 Existing Conditions / Policy Context

Kingsway is currently the major retail, service, and movement corridor in the Neighbourhood Centre and is also the major east-west diagonal road connecting to downtown in the city. The diagonal orientation of the street and the intersection of multiple street grid patterns in Norquay Village creates many interesting angled intersections. These angled intersections in turn create interesting 'flat-iron' situations that call for creative design solutions. Another result of the diagonal orientation of the street is that it creates blocks that are longer than typical for Vancouver. Average block lengths along Kingsway in Norquay Village are approximately 1,200 feet, which creates situations where pedestrians must travel further than is typical to cross the street or connect to Kingsway from the surrounding neighbourhoods.

The long blocks along Kingsway, in combination with its role as a major regional road connection and generous right-of-way dedicated to automobile movement, contributes to the feel of the street as a thoroughfare and not a local, pedestrian-friendly, street. Sidewalks are complete and well-used but narrow in many places and occasionally encroached upon. There is a lack of distinctive street furniture or decoration that identifies this particular stretch of Kingsway as belonging to any specific neighbourhood and the presence of long expanses of surface parking detract from an interesting and enjoyable pedestrian experience.

Current development patterns along Kingsway consist primarily of low and mid-rise commercial and mixed-use (commercial and residential) buildings. Older buildings (greater than 20 years in age) are typically between 1 to 2 stories in height while newer buildings are typically 4 stories in height, reflecting the predominant zoning. Most buildings are located along the front property line (some exceptions exist with off-street surface parking creating a buffer between the sidewalk and the front door).

Properties along Kingsway are primarily zoned C-2, a mixed-use residential and commercial zone which generally requires ground-level retail and allows three storeys of residential above (with a typical maximum of 2.5 FSR). Although there has been some redevelopment consistent with the C-2 zoning, the majority of Kingsway has not seen much redevelopment to this form (in this portion of Kingsway, there are only four examples of redevelopment to this form).

This Plan envisions that Kingsway will continue its role as the primary local shopping street and location for higher-density development within the Neighbourhood Centre. This role is also reflected in the R-C Community Vision which identified Kingsway as a location within the Neighbourhood Centre for a greater variety of retail stores, mixed-use developments, additional community amenities and facilities, and strengthened in its role as a major neighbourhood shopping area and special community place.

4.2 Concept / Principles

The basic concept for the Kingsway was to ensure an appropriate amount of height and density considering the nature of the street to encourage new development and to improve the pedestrian environment. New developments on Kingsway will be serving multiple functions: providing continuous ground-floor retail space for the shopping street; introduce new housing for a critical mass of population that can support a greater variety of shops and services; provide a multitude of public spaces for sitting, socializing, community-building and to improve pedestrian connectivity with the rest of Norquay; they will provide a new visual identity to the neighbourhood. This concept was informed by the public input heard throughout the planning process and by the community directions, which include:

1. *Strengthen Kingsway as a diverse, vibrant, and walkable neighbourhood 'heart' and 'high street' for Norquay Village.*
2. *Create an attractive pedestrian-friendly and safe streetscape along Kingsway.*
3. *Encourage new development along Kingsway that adds to the diversity and character of Norquay with human scaled buildings and streetscape improvements.*
4. *Shops and services should be locally-oriented, providing daily goods and services within a comfortable walking distance of residences.*
5. *Focus higher density development in locations with convenient access to shops, services, and transit*
6. *Seek new opportunities to create functional and distinctive local public spaces to serve as community gathering spaces for neighbourhood activities.*

Building on the directions, the following discussion outlines the principles that were developed to guide the formulation of the Kingsway Rezoning Area policies. This discussion is provided as background to enable fuller understanding of the proposed policy.

1. **Midrise Buildings and Densities.** The vision for Kingsway is for a midrise 'urban village' with building heights (six to eight storeys with taller buildings at key sites that fit the width and character of the street, locate higher density development in the most convenient location (for transit and walking to shops and services), create new and more affordable housing opportunities, and support new and existing local businesses.
2. **Investment in the Public Realm.** Redevelopment in the Kingsway corridor should also act as a catalyst for public realm improvements with a specific emphasis on improving the quality of the pedestrian environment (wider sidewalks, new benches and lighting, more mid-block pedestrian

connections), enhancing the identity and distinctiveness of Norquay Village, and providing new spaces for community gathering and interaction.

3. **Maintain a Retail Focus along Kingsway.** Kingsway is the traditional shopping street within the Neighbourhood Centre and will remain so. Opportunities for new local retail should reinforce Kingsway as the neighbourhood high street and this plan does not envision creating additional or secondary shopping areas until Kingsway's potential as a local shopping area is realized.
4. **Apply Urban Design Criteria.** New developments should be designed to contribute to the unique local character of Norquay Village and to the creation of an attractive and functional pedestrian-oriented public realm (sidewalks and public spaces). New development will also be required to be respectful of local context and to fit well into the Neighbourhood Centre with quality materials, an emphasis on smaller storefronts, and details.
5. **Place an emphasis on the '2400 triangle'.** The triangle formed by Kingsway, Nanaimo, Slocan, and East 33rd Avenue has been frequently identified as a 'heart' of the Neighbourhood Centre and, with the current redevelopment of the Eldorado Motel and the potential redevelopment of the 2400 Motel, there is the opportunity to concentrate major commercial and public amenities in this prominent triangle.

Other Policy Considerations

A Robust Pedestrian Realm on the Kingsway Shopping Street

In CityPlan, one of the primary directions for Neighbourhood Centres is to "provide public places for strolling, window shopping, conversation, and entertainment which link the centre with the rest of the neighbourhood." While this direction is clearly desirable in the interests of community-building and sustainability, the current state of this section of Kingsway in Norquay Village presents an exceptional challenge. The pedestrian realm can be significantly improved through the provision of the following:

- **Wider Sidewalks on Kingsway.** The current experience of walking along Kingsway does not meet the ambitions of this Plan to create a pedestrian-centric local shopping street. Narrow sidewalks (for the character of the street) and the lack of buffers from nearby automobile traffic often leave the impression that the street is not intended for pedestrian activity. A primary goal of this Plan is to achieve wider sidewalks through required building setbacks: up to twice the width of existing sidewalks (from 12 feet to 25 feet) as a standard requirement and further setbacks on key sites such as the 2400 Motel redevelopment and around the intersection of Kingsway and Earles.

These wide sidewalks will create an environment that provides psychological relief from the feeling of vulnerability due to the proximity of fast vehicular traffic. By achieving greater pedestrian comfort, pedestrian streetlife will increase as people feel more at ease to linger, sit, relax and engage in face-to-face interactions on the sidewalk. Furthermore, wide sidewalks allow more outdoor seating, a second row of trees, patios and the display of merchandise for the ground floor retail and services, which will further encourage human interaction.

- **Mid-Block Pedestrian Linkages, Shopping Courts and Lighted-Crosswalks.** To break up the long blocks along Kingsway, this Plan encourages mid-block pedestrian mews and shopping courts. These new pedestrian linkages will provide pedestrian pathways to the residential areas off Kingsway and also the opportunity for outdoor shopping courts which supplement the typical sidewalk experience, adding more activation with shop frontages, patio life and residential lobby entrances to the apartment housing located above the shops. A good example of a mid-block

pedestrian linkage and shopping court can be found on the 2300 block of West 4th Avenue (known as the “Capers” development).

Another important element of this Plan is the intent to add mid-block pedestrian-actuated signalized crosswalks, subject to demand assessment. These will be placed in conjunction with the pedestrian linkages. The provision of these lighted crossings will most likely be linked to a requirement for public realm improvements for major development applications.

- **Public Plazas Marking the Norquay Neighbourhood.** There are two large potential development sites located at either extreme of the Norquay Shopping street on Kingsway (currently in use by Purdy’s Chocolates and Canadian Tire). Any redevelopment on these two sites will be required to provide a large (approximately 6,000-8,000 square feet) and fully landscaped public plaza which will be activated by retail uses on the edges. These plazas should be prioritized for primary pedestrian use and should not be accessible by vehicles. The detailed design of these plazas will occur during the Rezoning or Development Permit application phase.

4.3 Kingsway Rezoning Policies

The following sections contain the policies and development parameters intended to direct rezoning considerations in this Area.

Building Typology

The basic building type proposed for Kingsway is a 6 to 8 storey mixed-use building (retail-at-grade and residential or office above) with variations in the height of individual building elements encouraged to create an eclectic and varied streetscape.

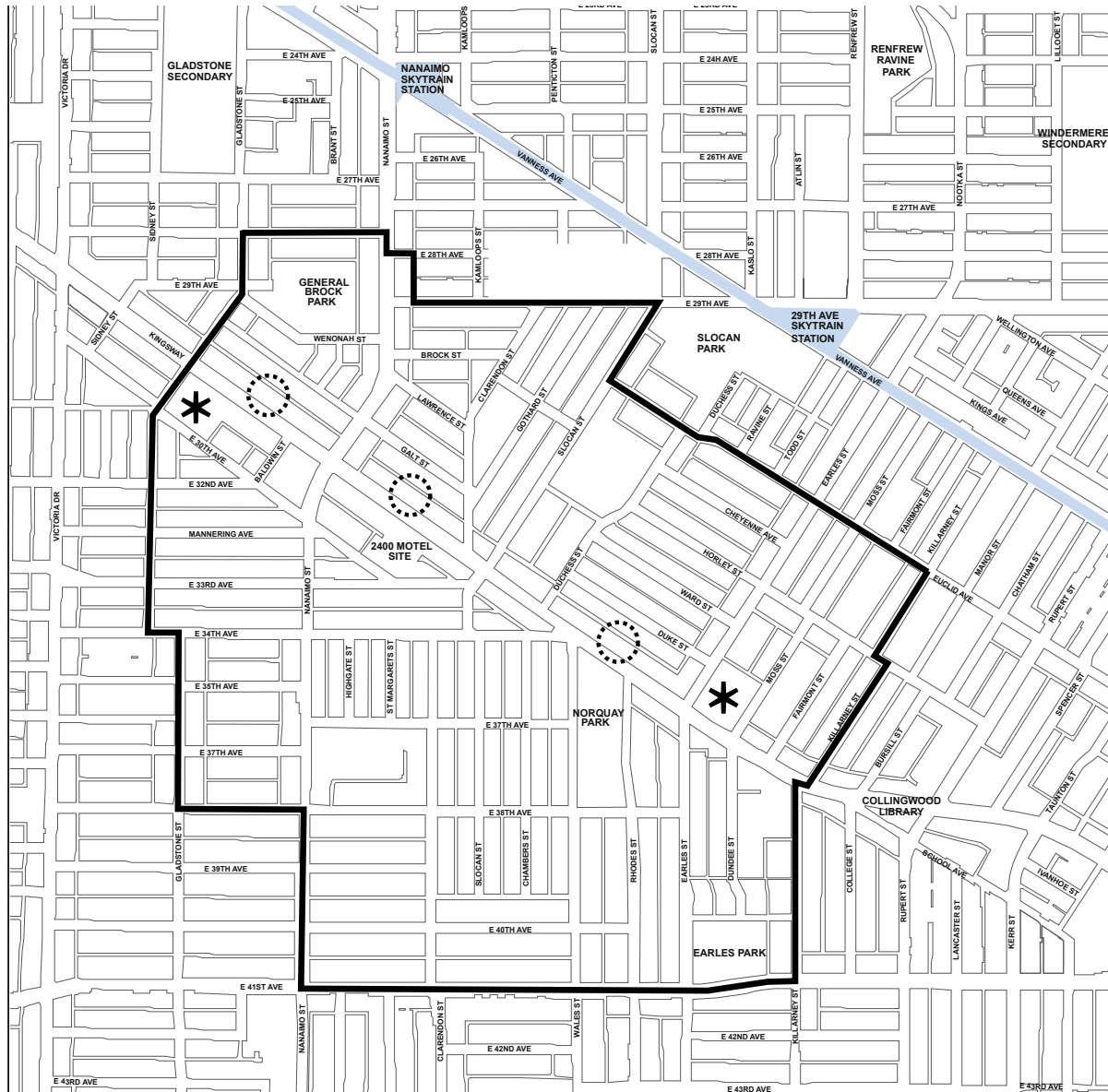
Policies



1. **Base Building Height.** The basic building height permitted along Kingsway is 6 storeys (from sidewalk to datum line). This height can be accommodated within the existing C-2 zoning (with Director of Planning approval) in exchange for the expanded sidewalk setback area required below and without increase to the allowable floor space (2.5 net FSR).

In the case of a rezoning, the 6 storey basic building height can accommodate an increase in floor space (up to 3.2 net FSR).

In all cases, the minimum required amount of floor space for ground floor retail is 0.35 net FSR.
2. **Building Height for Larger Sites.** For sites with greater than 150 feet of street frontage, variation in height (i.e. a mix of 4 storeys and 8 storeys) is desired.
3. **Increased Building Height for Mid-Block Sites.** Certain select sites are permitted an increase in height beyond the 6 to 8 storey pattern in exchange for additional public open space and mid-block pedestrian connections. These sites are identified in Figure 3.
4. **Upper Storey Setbacks.** Building elements above the 6 storey datum line must be setback a minimum of 5 feet from the building frontage.
5. **Future Connections to Shared or Sustainable Energy.** Developments should be designed to be easily connectable to a district heating system or other alternative sustainable energy source. Building design for connectivity and the connection agreement must be to the satisfaction of the City Engineer.

Figure 3: Mid-Block and Large Sites



-  Mid-Block Pedestrian Space Sites (maximum height: 10 storeys)
-  Larger Sites for Public Plazas (maximum height: 12 storeys)

Urban Design

A key theme of the urban design approach for Kingsway is a new development policy for all Kingsway properties that will require significant building setbacks and public Right-of-Ways to achieve twice the width of existing sidewalks (from 12 to 25 feet). On the 2400 Motel redevelopment and around the intersection of Kingsway and Earles, a significant increase to commercial and community activity is anticipated. In these cases, further setbacks will achieve sidewalk widths to 40 feet. These wide sidewalks will create an environment that provides psychological relief from the feeling of vulnerability due to the proximity of fast vehicular traffic. By achieving greater pedestrian comfort, pedestrian streetlife will increase as people feel more at ease to linger, sit, relax and engage in face-to-face interactions on the sidewalk. Furthermore, wide sidewalks allow more outdoor seating, a second row of trees, patios and the display of merchandise for the ground floor retail and services, which will further encourage human interaction. Successful Vancouver examples of wide sidewalks on busy arterials can be found on the new CrossRoads development on Broadway west of Cambie, and the treatment of the east side of Cambie on the first two blocks north of Broadway.

Policies

1. **Sidewalk Setback.** New development should be setback a sufficient distance from the front property line to create a 24 foot sidewalk area. Additional setbacks may be required at prominent locations for the creation of public plaza spaces.
2. **Public Plazas on Large Sites.** Projects larger than 1 acre in size (there are two sites in the Neighbourhood Centre: a site at Gladstone that is currently in use as a Canadian Tire and a site at Earles that is currently in use as a Purdy's chocolate factory) are also expected to include a more expansive (approximately 6,000 to 8,000 sq. ft. in size) public plaza space, landscaped and activated on the edges by retail uses. These plazas should be prioritized for primary pedestrian use and should not be accessible by vehicles. The detailed design of these plazas will occur during the Rezoning or Development Permit application phase.
3. **Building Materials.** New development is required to use high-quality and durable building materials such as brick, metal, and concrete.
4. **Weather Protection.** Continuous weather protection for pedestrians in the form of awnings or canopies is required along all Kingsway frontages.
5. **Human scaled architectural detail.** Buildings should have detailed and well articulated street level façades with quality materials to help animate the street and create visual interesting building frontages from the pedestrian view.
6. **Pedestrian-Oriented Streetfronts.** New development will contribute to the creation of pedestrian-oriented streetfronts through the following:
 - Locating active uses at-grade along all major pedestrian frontages;
 - Aligning buildings to relate directly with the primary pedestrian frontage with lobbies and building entries oriented toward the sidewalks;
 - Modulating building faces in width, height and finishing materials to visually break up large building walls.
 - The inclusion of smaller commercial retail units (CRUs) into the building façades of large retail tenants is encouraged. Individual storefronts that are greater than 30 metres in width should provide multiple entrances at the street level, which may include incorporating separate individual retail units that have entrances oriented to the street.

- Buildings are expected to have a high degree of transparent glazing (doors and windows).
 - Blank walls or façades should be limited.
7. **Landscaping.** Landscape is an important aspect of quality and fit with the neighbourhood. Guidelines will be written to address relationships of private and public outdoor spaces, and to call for intense planting of gardens and yards. Guidelines will also address achieving quality lanescapes, while addressing parking and servicing needs. Improvements to the public realm will be done in accordance with the Linkages and Greening Plan to enhance the pedestrian, cyclist, and visual experience of the neighbourhood. Planting of public boulevards will be encouraged.
 8. **Views and Focal Points.** The street network and building configuration should be designed to maximize focal point opportunities. And where possible, views and vistas should be aligned with key buildings and should terminate with a landmark feature, a building or public space.
 9. **Universal Access.** New buildings should be designed to ensure universal access for all citizens. Where feasible, buildings should be designed to eliminate the need for access ramps. Where this is not feasible, the ramps should be designed to have minimal impact on the sidewalk and should not intrude into the pedestrian thoroughway.

2400 Motel Site

A common theme throughout the Neighbourhood Centre planning process has been the opportunity to create a true centre or ‘heart’ of the community in the triangle formed by Kingsway, Slocan Street, East 33rd Avenue, and Nanaimo Street. Located at a topographical high point in the community and the city, this site is one of the area’s most notable redevelopment sites. This Plan recognizes the potential of this site not only as a catalyst for the revitalization of Kingsway but also as an opportunity to create a meaningful community gathering space and to provide the types of commercial shops and services sought by the neighbourhood.

Any redevelopment of this site will require a separate detailed rezoning process which will also address other issues, such as heritage and housing affordability. This section is intended to provide plan-level direction to inform, but not preclude, the rezoning process.

Policies

To ensure the success of any new development on the 2400 Motel site, the following criteria are specified for any development inquiry on this site:

1. **Maximum Building Height.** Two tower elements with the maximum height of 16 and 12 storeys.
2. **Overall Building Density.** 3.2 FSR (net).
3. **Sidewalk Setbacks.** The City will seek a significant setback (up to approximately 25 feet) from the Kingsway property line to achieve a wide sidewalk along Kingsway. This increased sidewalk area is expected to be activated by street-level retail uses.
4. **Grocery Store.** The City will seek a commitment for a large grocery store tenant on the ground floor with any vehicle access restricted from the Kingsway frontage.
5. **Community Gathering Space (indoor).** An Indoor Community Space of approximately 15,000 square feet, to be operated by a third party (Future neighbourhood house or flexible public facility for arts, seniors, youth).
6. **Community Gathering Space (outdoor).** A Major Outdoor Public Gathering Space that is south-facing and shielded from the Kingsway traffic noise. Some of this space should also be

set apart from the East 33rd Avenue traffic noise and therefore located at the southeast corner of the site against East 30th Ave. This space should also be activated by the ground floor uses of the Indoor Community Space and the large grocery store, and spatially well-defined by the surrounding buildings. The overall area of this space should be approximately 20,000 square feet in size, and should be proportioned to facilitate large gatherings of people.

- 7. Public Plaza.** A smaller plaza for increased street and outdoor patio life off Kingsway in the middle of the site frontage, to take advantage of views to downtown and the Coast Mountains and to provide visual relief from the otherwise continuous built-form on the Kingsway frontage. Furthermore, this should be designed to allow sun penetration onto the Kingsway sidewalk.
- 8. Pedestrian Accessibility.** A north-south pedestrian connection should be provided through the site, activated with retail or community frontages.
- 9. Taller Building Elements.** Any building forms that are taller than 6 storeys should be against the Kingsway frontage while smaller forms should respond to the envisioned 4-storey building forms on the adjacent sites across 33rd and 30th Avenues.
- 10. Consolidation.** If the site located directly west of the site (at the intersection of Kingsway and Slocan Street) is obtained and consolidated with this site, then a third tower of 10-12 storeys in height may be located at the “flatiron” corner condition at Kingsway and East 33rd Avenue. In this case, the allowable FSR may be increased to 3.5 FSR (Net).
- 11. Office Uses.** An office component to the development serving local service needs (eg. Medical, Dental services) is highly encouraged.
- 12. Housing Affordability.** Opportunities to provide increased housing affordability on the site, including the potential for market rental housing, should be considered through the rezoning process.

5.0 Movement and Circulation

The ability to move efficiently, safely, and comfortably throughout the Neighbourhood Centre was an important issue in the Neighbourhood Centre planning process - particularly for pedestrians, cyclists, and transit users. In response, this Plan contains a number of new policies and initiatives to enhance pedestrian safety and ease of movement, to improve bicycle connections through the neighbourhood, and to improve the efficiency of the local road network to reduce impacts from through traffic and address issues identified by local residents in the planning process.

5.1 Existing Conditions / Policy Context

Norquay Village is well located in relationship to two major east-west transportation corridors: Kingsway and the SkyTrain (Expo Line) / BC Parkway corridor. Together, these corridors provide convenient links to downtown Vancouver and the broader regional transportation network not just for private automobiles but also for bicyclists and transit users. Between the corridors is a well connected series of street grids that provide local access and support a choice of travel routes and modes through the Neighbourhood Centre.

However, some issues remain, particularly with the relationship between Kingsway and the local road network. Kingsway connects diagonally through the neighbourhood, creating long blocks and less than ideal intersection geometries. Although Kingsway does not carry a disproportionately high amount of traffic for a major regional road, the long blocks and the character of the street enable fast auto movement and detract from the potential of the area as a pedestrian-friendly shopping street. Also the intersection of different street grids creates a few disjointed road connections that inhibit efficient movement. Further, while the neighbourhood benefits from strong east-west connections, north-south connections are difficult and auto traffic that seek to connect through the study area moving northeast to southwest are funneled through local streets (a concern identified by community members).

Existing Policies

CityPlan (1995) puts the priority of walking, cycling and transit ahead of cars, and promotes the development of pedestrian and bicycle friendly streets

The Vancouver Transportation Plan (1997) states that air pollution must be addressed on a regional and neighbourhood basis by focusing on alternatives to the automobile for transportation. It does this by placing increased priority on transportation planning for pedestrians, cyclists, and transit over goods movement then finally the private vehicle.

The Bicycle Plan (1999) and Vancouver Greenways Plan (1995) support a network of walking and cycling routes through throughout the City.

The Renfrew-Collingwood Vision (2002) identifies the need to improve conditions and safety on primary arterials including Kingsway, Nanaimo and 41st Avenue and secondary arterials including Earles and Slovan, including improving pedestrian crossings and sidewalks, reducing the speed of traffic, improving the safety of intersections, reducing the adverse impacts of trucks on neighbourhoods, and adding more planting, landscaping, and public art. The Vision also identifies 29th Avenue and Clarendon Street to be reclassified as collector streets.

The Renfrew-Collingwood Vision also supports the use of traffic calming programs, controlling on-street parking, bus priority measures, improving bus routes and frequency, implementing the greenway and bike route network, and general walking and biking improvements, more bike parking, and bike routes on Kingsway and Slovan.

In addition, many issues and ideas regarding movement in Norquay Village were identified through the planning process. Many of these issues and ideas are reflected in the following policies, however the general concept is well summarized by the Community Direction most relevant to movement:

- *Create a safe, pedestrian-friendly, and traffic-calmed transportation network.*

In summary, the concept for movement in Norquay Village is simple and straight-forward: to focus on the pedestrian and cyclist, and to target street network improvements to provide more rational and efficient connections for local traffic and enhance pedestrian and cyclist safety.

5.2 Pedestrian and Bicycle Improvements

A major underlying purpose for developing and strengthening Neighbourhood Centres is to create pedestrian- and bicycle-friendly communities. Throughout the consultation process, community members have called for improvements to make Norquay Village safer and more comfortable to walk within. At the most basic level, there are many blocks lacking sidewalks on one or both sides, and several places where missing links impose longer routings. Persons with physical disabilities encounter obstacles to moving about. On a broader level, several Bike Routes or Greenways traverse Norquay Village, some along temporary routings awaiting improvements. The transportation measures to be given highest priority are those for pedestrians and cyclists.

For pedestrians, a systematic examination of the sidewalk and path network was undertaken, and priorities established for where improvements should be made. These are:

- Where redevelopment is occurring;
- Along routes to schools, parks, and transit;
- Where there is no sidewalk on either side of the street; and
- Where a “missing link” is identified.

Furthermore, quick responses are sought to address deficiencies in the network such as sidewalks in a poor state of repair or where curb ramps are either missing or defective.

Policies

- 1. Seek wider sidewalks and boulevards through redevelopment.** Where redevelopment occurs new, wider sidewalks will be sought, and boulevards of adequate width provided to support street trees. Along Kingsway, boulevards will be developed in accordance with the approved Norquay Village Public Realm and Transportation Improvement Plan.
- 2. Enhance pedestrian spaces and crossings.** Along arterials such as Kingsway, additional opportunities for pedestrians to cross safely are encouraged, which will serve not only pedestrians but cyclists, too. Creation of publicly accessible plazas and other small-scale public spaces, plus addition of street trees in Norquay Village will add to the comfort of pedestrians.
- 3. Expand Bike Route Network and Bicycle Facilities.** Bike Route development will continue, most significantly with improvements along Duchess and Wales to allow relocation from busy Earles Street. In addition, lane widths are to be reallocated along Kingsway to increase the curb lane widths, where feasible, to match or surpass those provided in the Kingsway and Knight Neighbourhood Centre, to the west of Norquay Village. Bicycle parking provisions for new developments, in compliance with City standards, will further improve conditions for cyclists.

For a listing of specific improvements supported in principle, see Appendix A.

5.3 Pedestrian-Oriented Public Realm Improvements

To further support the vision of an attractive, safe, and comfortable pedestrian travel and activities in Norquay Village, this Plan proposes a broad program of targeted public realm improvements. These improvements include:

- On Kingsway, a landscaped median between Gladstone and Earles Streets
- Geometric changes to the intersection of 34th Avenue, Wales and Duchess Streets and Kingsway, creating an area for seating, an off-street cycling path, special planting, public art, a new pedestrian/cyclist-actuated signal, and shorter street crossing distances for pedestrians
- Installation of small landscaped corner bulges at Gladstone, Clarendon, Rhodes, Moss, and Dundee Streets, and Kingsway to provide shorter street crossing distances for pedestrians as well as improving sight lines for pedestrians and motorists
- New streetscape elements including improvements to landscaping and street trees, unique tree grates and sidewalk stamps, additional street furniture, character lighting and public art

These improvements, summarized here, are detailed in Appendix A: Norquay Village Public Realm and Transportation Improvements Plan (PRTIP). As detailed design and implementation proceed, refinements may occur prior to construction.

5.4 Transit and Other Transportation Modes

Norquay Village is relatively well-served by transit. Foremost is the SkyTrain Expo Line service, with the 29th Avenue Station and Nanaimo Station accessible within a short walk, cycle, or bus ride to all Norquay Village residents. Bus routes on Kingsway (#19), Slocan/Clarendon (#29 Elliott), and Kingsway/Nanaimo (#25 King Edward) were augmented by the initiation of the #33 service along 33rd Avenue and Slocan linking the 29th Avenue Station with UBC. The #33 service was a change identified in the Vancouver/UBC ATP and was implemented in 2008.

Existing City-wide policies should continue guiding actions in support of transit. For Norquay residents, workers, and visitors, this means:

- Increasing service through extending hours and frequency, particularly with the prospect of local population growth;
- Improving amenity at transit stops with shelters or other weather protection, benches, lighting, litter receptacles, and information;
- Promoting security by providing safe, convenient routes to stops and stations, improving the environment at stops and stations, and ensuring a responsive transit security force and an effective crime prevention program; and
- Improving the efficiency and operation of transit services with coordinated scheduling, route adjustments, and enhancement of stop locations.

City staff will continue advocating to TransLink for steady improvements to the transit system in Norquay Village and elsewhere through future area transit planning.

In Norquay Village the major arterials and designated Truck Routes are Kingsway, 41st Avenue, and Nanaimo Street north of Kingsway. The secondary arterials are Nanaimo from Kingsway to 33rd Avenue, Earles Street north of Kingsway, Slocan Street, 33rd Avenue, Clarendon Street south of

34th Avenue, and 29th Avenue. Clarendon Street and 29th Avenue were identified as candidates for reclassification in the 1997 City Transportation Plan, but the formal reviews have not been conducted to date.

Staff have received requests for reclassification of 29th Avenue and support proceeding with that process in advance of reviewing Clarendon's classification. Of concern in the community are the volumes of traffic travelling on local streets, particularly 34th Avenue (4,000 to 6,000 vehicles/day), Nanaimo Street south of 33rd Avenue (10,000 vehicles/day to 34th, and 5,000 vehicles/day south of 34th Avenue), and Earles Street between Kingsway and 41st Avenue (3,500 to 4,000 vehicles/day). These problems derive from discontinuity of the street network, placing high volumes on local streets. A program of changes have been developed with the community to deal with current issues in this area and designed so as to not prejudice the outcome of a future reclassification review. This is discussed further in the next section.

A major focus for the Neighbourhood Centre will be mitigating the traffic impacts of future developments. The current redevelopment of the Eldorado site serves as a model, whereby the applicant has had to satisfy numerous requirements dealing with traffic and pedestrian circulation, calming of a threatened street, managing truck activity, and increasing public amenity. As the Centre develops more fully, greater shares of trips generated will be by walking or cycling since work, shopping, and recreational activities will be found closer to home in Norquay Village.

5.5 Clarendon Connector

The lack of connectivity in Norquay Village's street network south of Kingsway has been a longstanding challenge in the community, increasing traffic volumes on local streets. This was acknowledged during the Expo Line consultations of the mid-1980's. Concepts were drafted which would link Nanaimo Street with Clarendon and generally supported by participants in that process. A key proposal in the Nanaimo/29th Avenue Station Areas Plan, approved by City Council May 20, 1987, was the construction of the "Clarendon/Nanaimo Connector", subject to a review process "involving residents nearby the proposed improvement."

As a result of Council's approval, the City set about acquiring properties needed for the connection. From a general concept involving many properties, staff refined the proposal to a minimal design requiring four purchases, with Clarendon extending from its present T-intersection at 34th Avenue north to form a similar T-intersection at 33rd Avenue. By 2005, Real Estate Services had purchased the required lots.

The visioning program for Norquay Village was the appropriate opportunity to consult nearby residents. What evolved was a package of measures, mostly traffic calming and pedestrian enhancements, designed to complement the connection and leave the door open for reclassification of Clarendon should that be decided in future. Community comments were largely supportive of the final package, as it would:

- Relieve several local streets of inappropriate through traffic;
- Improve connectivity for all modes;
- Improve pedestrian and cyclist safety by bulging corners, restricting movements by motor vehicles, and signaling the new intersection of Clarendon/33rd Avenue;
- provide a more direct connection to the proposed community amenities on the 2400 Motel site;

- Improve the efficiency and appeal of the #29 Elliott bus by eliminating circuitous routings involving local streets and a portion of Kingsway; and
- Enhance the public realm with tree planting and other landscaping.

The high levels of support from the Norquay community encouraged staff to recommend as part of the Neighbourhood Centre Plan that the City proceed with the full package of improvements which evolved, in advance of a reclassification review which may be years away and which yet retains all options open to it.

6.0 Community Amenities and Facilities

Amenities - such as recreational facilities, parks and libraries are important elements of a vibrant and livable community. And as the Norquay Village Neighbourhood Centre grows and evolves over time, new amenities and facilities will be needed to ensure the continued livability and desirability of the area. This section outlines directions and priorities for future amenities within the Neighbourhood Centre, in response to needs and preferences identified by community members and forecasted demand. As well, this Plan recognizes that new development should also contribute by paying a fair share towards public benefits to meet the demands created by the new population.

As part of the implementation program for this Plan, a detailed Public Amenity and Infrastructure Financing Strategy will be developed that outlines proposed funding and delivery of new amenities in the Neighbourhood Centre. The detailed Strategy will consider the impact of increased population and the mechanisms needed to pay for the benefits (i.e. capital expenditures, Development Cost Levies, and Community Amenity Contributions). This section will inform develop of that Strategy as well as rezonings completed in accordance with this Plan. The section is divided into three main sub-areas: Parks and Open Spaces, Community Gathering Spaces and Other Amenities and Services.

6.1 Existing Conditions / Policy Context

Residents in Norquay Village are served by a variety of amenities in and around Norquay and detailed information on existing amenities is provided separately in Appendix C.

Policies

CityPlan (1995) identifies the need for accessible, community-based services such as health and recreation programs, social programs, and libraries that will draw on the ideas of the people who use them, making those services widely accessible and responsive to different needs. CityPlan also directs that services be located in Neighbourhood Centres where they are easy to get to and that residents, agencies, and all levels of government, including the City, work together to solve problems at the neighbourhood level by tailoring services to meet individual and community needs.

The Renfrew-Collingwood Vision (2002) provides Directions on community safety, recreational facilities and services (including services for youth and seniors), library facilities and services, and improving awareness and accessibility of services. Other Directions address improving parks, streets, lanes, and public places.

6.2 Parks and Open Spaces

Norquay Village has three neighbourhood parks (General Brock, Norquay, and Earles) within the boundaries of the Study Area and a fourth (Slocan) on the northern border. Initially considered part of the Neighbourhood Centre, planning for improvements to Norquay Park was accelerated to take advantage of funding opportunities and construction is scheduled to start near the time of writing. Additional park and open space improvements will be sought as opportunities arise with a focus on extending the Renfrew Ravine Park between Slocan Park and Kingsway and for extensions of General Brock and Slocan Park for better access and street connections

Policies

- 1. Expand Neighbourhood Green Space.** Seek opportunities to add and extend green space throughout the neighbourhood. Naturalize and green key corridors and community resources including the Eastside Crosscut Greenway along Duchess Street and the Renfrew Ravine Linear Park.

2. **Add New Park Spaces.** Pursue creative ways to add park space in Norquay, especially in areas without parks nearby, including working with Vancouver School Board to share school land for public use, purchasing corner parks, reusing streets for multiple purposes (e.g., slowing traffic and enhancing pedestrian use of the street), setting back buildings (to create small green spaces), and encouraging donations of green space.
3. **Improve Existing Parks.** Examine opportunities to improve Norquay's parks to make them more useful, by:
 - adding enhanced lighted recreational space (e.g., for basketball)
 - increasing park accessibility for all users (i.e., ease of travel to and within parks)
 - adding additional play equipment, and enclosed and covered play space for children
 - incorporating exercise equipment for adults and seniors
4. **Arts and Culture.** Provide more space for arts and culture in parks.
5. **Public Washrooms.** Provide more public washrooms in Norquay's parks.
6. **Community Involvement.** Encourage community involvement in the programming and maintenance of parks (increasing their use, making parks safer).
7. **Urban Food.** Expand urban food growing/education in Norquay by proactive use of underutilized space.
8. **Lanes.** Encourage the greening of lanes.

Priorities

1. Implement the Eastside Crosscut Greenway through Norquay Village
2. Pursue the creation of pocket parks and green pedestrian connections along the Renfrew Ravine (existing Metro sewer right-of-way) to eventually link Slocan Park and the 29th Avenue Skytrain Station with the Kingsway shopping area and Norquay Park. Any redevelopment adjacent to the future Ravine Way should orient primary entrances to the Ravine Way.
3. Seek opportunities to extend General Brock and Slocan Parks to provide an enhanced street presence and park entrance.
4. Along Duchess Street, provide additional greening and cyclist and pedestrian improvements to enhance this cyclist and pedestrian connection between Norquay and Slocan Parks.

6.3 Community Gathering Spaces

A common theme throughout the planning process was the lack of a place to gather in the heart of the Neighbourhood Centre. In response, this Plan identifies the opportunity to locate a new community gathering space within the Neighbourhood Centre boundary as a key priority. Many needs were identified for this type of space, including space for senior's programming, children's activities, meeting space, arts space, and community gatherings such as cultural celebrations. In response, the Plan has identified the opportunity to include a significant community gathering space in the 2400 Motel redevelopment, should a rezoning be approved for the site. This space should be flexible in nature, to address the diverse needs and priorities of the community. An example of the type of flexible space that would address key needs is a Neighbourhood House.

Should a rezoning support a Community Amenity Contribution of space for community gathering, the Plan has identified two priorities. First, an indoor public gathering space that provides programming to meet the needs of residents including artists, seniors, and youth. Second, an outdoor public gathering space that is programmable for community events and activities.

Policies

1. Seek opportunities to create local community gathering spaces for neighbourhood activities.
2. Seek opportunities to provide additional recreational space for residents (e.g. a community gym).

Priorities

1. Provide an indoor public gathering space on the 2400 Motel site that provides programming to meet the needs of residents including artists, seniors and youth.
2. Provide an outdoor public gathering space on the 2400 Motel site that is programmable for community events and activities.

6.4 Other Amenities, Facilities, and Services

As the neighbourhood continues to grow over time, opportunities to add, expand, or enhance community amenities, facilities, and services will be actively sought. Key priorities that have been identified through the planning process include:

- additional child care spaces
- non-market housing
- services that provide programming and support for vulnerable populations within the Neighbourhood Centre, including recent immigrants, seniors, and youth.

Policies

1. **Range of Services.** Ensure that Norquay is fairly provided with a range of services to meet its residents needs (e.g., provision of low cost or free services, services for new immigrants, opening hours, indoor and outdoor recreation, library services).
2. **Libraries.** Seek opportunities to enhance the provision of library services to Norquay residents.
3. **Children and Youth.** Continue to provide support for Norquay's children and youth:
 - Seek opportunities to provide more childcare spaces within and around Norquay
 - more support for organizations (e.g., churches) willing to provide more childcare spaces
 - more children's programs especially for parents/caregivers and younger children
4. **Intergenerational Services.** Provide intergenerational support, for example, linking seniors with young families, or seniors with youth; consider integrating seniors programs with other programs offered by Cedar Cottage Neighbourhood House or local schools.
5. **Immigrant Services.** Provide needed and on-going services to immigrants in Norquay, and provide directories of those services.
6. **Non-Market Housing.** Ensure that existing non-market housing is maintained. Seek opportunities for providing additional affordable housing within new developments in Norquay. Maintain and encourage rental housing options within new development.

Priorities

1. As sites redevelop pursue the provision of additional childcare spaces within the neighbourhood.
2. Ensure that provision of affordable housing is encouraged for redevelopment of large sites within Norquay. Ensure that rental housing options are maintained.
3. Support and seek to expand services in and around Norquay that provide programming and support for vulnerable populations within Norquay including recent immigrants, seniors and youth.

Appendix A: Supported Transportation Improvements

- New sidewalk on the north side of East 30th Avenue (Nanaimo Street to East 33rd Avenue)
- New sidewalk on the north side of East 38th Avenue (Rhodes Street to Earles Street)
- New sidewalk on the north side of East 33rd Avenue (East 30th Avenue to existing west of Kingsway)
- New sidewalk on the south side of Brock Street (2268 Wenonah Street to Nanaimo Street)
- New sidewalk on the north side of East 34th Avenue (Kingsway to existing)
- New sidewalk on the north and south side of East 40th Avenue (Earles Street to Killarney Street)
- Curb ramps on both sides of Slocan Street (lanes north of Kingsway)
- Curb ramps on the west side of Gladstone Street (lane north of East 33rd Avenue)
- Pedestrian/cyclist signal on Kingsway (at Duchess Street/East 34th Avenue)
- Additional pedestrian signals along Kingsway to break up long blocks
- Upgrades to BC Parkway determined in collaboration between the City of Vancouver and TransLink
- On-boulevard two-way bicycle path from East 34th Avenue to Wales Street
- Corner bulge on west side of Gladstone Street (north of Kingsway)
- Corner bulge on east side of Clarendon Street (north of Kingsway)
- Corner bulge on east side of Duchess Street (north of Kingsway)
- Corner bulge on west side of Rhodes Street (south of Kingsway)
- Corner bulge on west side of Moss Street (north of Kingsway)
- Corner bulge on west side of Dundee Street (south of Kingsway)
- Redesign East 30th Avenue at Nanaimo Street with narrowing to create large green space on the N.E. corner
- Traffic calming redesign of East 30th Avenue at East 33rd Avenue
- Corner bulges at Clarendon Street and East 38th Avenue (Bike Route)
- Corner bulges at Clarendon Street and East 39th Avenue (Bus Stop)
- Traffic calming on Nanaimo Street, south of East 33rd Avenue
- New block of Clarendon Street from East 33rd to East 34th Avenue
- Corner bulges at new 4-legged intersection at Clarendon Street and East 34th Avenue
- Traffic/pedestrian/cycle signal at new 3-legged intersection at Clarendon Street and East 33rd Avenue
- Boulevard tree planting on Clarendon Street, East 33rd Avenue to East 41st Avenue
- Corner bulge/choker on Slocan Street at East 33rd Avenue with closure to southbound traffic
- New pedestrian link from Earles Street to Dundee Street, extending East 38th Avenue
- New pedestrian link from Earles Street to Rhodes Street, approximately mid-block (East 38th Avenue to East 41st Avenue)
- New pedestrian link (series of 'pocket parks') along the GVRD trunk sewer running mid-block between Duchess Street and Earles Street, from Kingsway to Euclid Avenue
- Connection of dead-end lane west of Clarendon Street to East 37th Avenue
- Acknowledge that East 29th Avenue east of Nanaimo Street is the highest priority for reclassification